

TMM Large Artifacts: Boats, Car, and Engines available to Other Museums

	<u>Accsn #</u>	<u>Name</u>	<u>Builder</u>	<u>Year</u>	<u>Vessel Type</u>	<u>Model</u>	<u>Power</u>	<u>Description</u>	<u>Hull #</u>	<u>Trailer/ Cradle</u>	<u>Length</u>	<u>Asking Price</u>
1	2003.8.1	<i>Bobcat</i>	Chris-Craft	1954	Runabout - Double Cockpit	19' Racing Runabout	Chris- Craft six cylinder 158	After her heyday in the 1950s, Bobcat was in such disrepair that her owner Ned Richmond had resolved to take her to the dump. His brother, Robert Richmond, chose to save the boat instead and commissioned Steve Thomas to restore her in 1996. Attention to her classic wood construction above the waterline was carried out in great detail. Chris-Craft documented their boats by the use of hull cards which recorded the production dates, colors, and accessories of any particular boat. The existence of this information insured an authentic restoration of the boat. Bobcat proved she was once again a star by winning awards at the Tahoe Concours d'Elegance.	R-19-487	Trailer	19 ft	\$37,000.00
2	2004.13.1	British Flag Hydro	Homebuilt by David Bruener	1977/79	Hydroplane - Outboard	Junior Outboard - Class B	Champion Outboard	Built by David Bruener (as a teenager) for the Junior Outboard Regattas on Lake Tahoe in 1977 or 79; The boat was passed to his cousin, Billy MacLaughlin, who added the British flag on the top side of her bow.		N/A	8 ft	\$2,100.00
3	2011.14 a	12-0 Hydroplane	Dawecraft	1960s	Hydroplane - Outboard	Junior Outboard - Class A	Mercury 16hp Outboard, Model KG-4, Serial #: 506185	Built in Indio, CA by the Dawe Family of Dawecraft Boats in the 1960s. This boat was raced in the Lake Tahoe Junior Outboard Regattas by members of the Bruener Family. It was Donated by Clay and Don Bruener.		N/A	8 ft	\$2,100.00
4	2004.3.1	<i>C-Car</i>	Philbrick	1969	Runabout - Double Cockpit	Custom with a Chrysler Convertible Interior and Ragtop	Chrysler Hemi 8 cylinder	Built by Northern California boatbuilder, Don Philbrick. This was his personal boat that took ten years to complete. The entire interior and convertible rag top were salvaged from Don's wrecked Chrysler convertible car. The boat was also once owned by collector Alan Furth. The boat sits on its original custom trailer.	P21081C	Trailer	20 ft	\$45,000.00
5	2004.20.1	<i>Florence M II</i>	Stephens	1926	Launch/Runabout Conversion	Potato or Spud Boat		She was built in the Stockton yard of Stephens Bros. Marine in 1926 and is actually number 7 of about 125 boats built to a configuration known as "Spud boats." Originally Purchased by E.E. Morse. 1920's Launch, double cockpit runabout, also known as Potato or Spud Boats. Farmers along the Delta used these boats to run the produce to market. This boat was brought to Tahoe from Stockton towed behind the REO car known as Kerosene Kate. The family's daughter raced the boat in the Tahoe Power Boat Club/ Tahoe Yacht Club Regattas, and it underwent a number of modifications to make it competitive with the likes of boats produced by Gar Wood, Hacker, and Chris-Craft. Both the boat and car remained in the original family until being donated. Bright topsides, painted copper bottom. Hull number 507 (Mtf) CF 2261 AF.	CF22261A0026F	Vintage Trailer	26 ft	\$50,000.00
6	2005.3.1	<i>Kerosene Kate</i>	REO	1916	Automobile			Originally owned by the Stockton car dealer John Carol Skinner, this REO touring car began life as a gas powered REO that Skinner employed to promote his dealership. However, the gas shortages of World War I posed a serious problem for Skinner and his gas powered business. Undaunted by shortage challenge, he converted the engine to run on kerosene instead of gas. The news of this conversion spread and soon Stockton locals began referring to her as "Kerosene Kate." "Kerosene Kate's" fame increased when Skinner and a rival dealer began a yearly competition where each dealer sought to be the first one over Sonora Pass in the early spring and the last over the pass in the winter. Skinner devised a way to get the car through the deep snows when the thin tires themselves would not be enough; he built a spool arrangement which he attached to the rear wheels. He then tied the rope from the spool to a nearby tree to pull himself through the snow. Skinner sold "Kerosene Kate" to his father-in-law, E.F. Morse, in 1925. A short time after purchasing "Kate," Morse paired the REO with the boat, Florence M II, and used her to transport his new runabout to Lake Tahoe in only 2 days.				\$25,500.00

7	2003.2.1	<i>Godfather</i>	Chris-Craft	1922	Runabout - Double Cockpit	Runabout	Curtiss OX-5 Cyls: 8 Hp: 90	Designer/Builder: Chris-Craft, Chris Smith & Sons Boat Co Built: Algonac, MI Hull Number: 6 (Also given later hull number, NJZ34240HULL, which appears on California State registration.) Awards: 1994 Antique Boat of the Year, Clayton, NY, Bio from Donor: "Godfather is recognized as the oldest restored Chris-Craft, being serial #6. Originally owned by Gar Wood of Racing Fame and later, Gar Wood Boats. It is powered by a Chris-Craft conversion of a World War I aircraft engine - Curtiss OX-5." Donor: Doug and Pam Elmore. Before Lake Tahoe, Godfather was owned and restored by Wayne Mocksfield on Lake Hopatcong, NJ. Wayne also owned Chris-Craft No: IV (4). Donor's claim that the boat was once owned by Gar Wood has never been verified by the Museum.	NJZ34240	Cradle	26 ft	\$150,000.00
8	2001.3.1	<i>Harris' Dunphy</i>	Dunphy	1940	Rowboat/Outboard Runabout	Sand Dab	Evinrude Outboard	1940 Dunphy OB runabout, 13 feet. Varnished deck and interior. Painted white hull. '40 Catalog lists the boat as the Sand Dab model. The boat was used by the Harris family at their place on Lake Tahoe. Believed to be a single family boat.	CFZ7664C0040T		13 ft	\$1,500.00
9	2008.5.1	<i>High Hopes</i>	Hackercraft	1937	Runabout - Triple Cockpit		Chrysler Crown 135 hp engine	19' Hacker-Craft triple cockpit runabout. Traditional mahogany with painted green hull and dark green exterior. HIGH HOPES, the Museum's only Hacker-Craft was donated by Tahoe resident David Kelley and previously owned by Museum Founders including Steve Lapkin.	1910	Cradle	19 ft	\$21,500.00
10	2008.15.1		Buehler TurboCraft	1960	Runabout - Jet Boat	Model 34	Interceptor V8 185 hp marine engine, model #292	1960 16 ft Buehler Turbocraft model 34 jet runabout. Fiberglass boat with painted white exterior and painted green bottom. Interceptor V8 185 hp marine engine, model #292. Eaton Manufacturing Company, Warren, Michigan. If you frequented Lake Tahoe in the sixties or seventies, you were likely captivated by the propulsion of jet runabouts. Bill Craven's mother certainly was and after her ride in the first jet boat on the Lake she purchased an early 1960s 16' Buehler Turbocraft and it stayed in Bill's family until 2008 when he donated it to the Museum. Great for waterskiing and fishing, this early model jet boat spent countless summer days on Lake Tahoe. In a recent conversation with Bill, he described the smooth bottom and practical as well as recreational uses of jet runabouts. They are especially useful in rescue operations because they do not have a propeller. They can travel 60 miles per hour in shallow water making them extremely popular locally in the Delta and places where they are still widely used in New Zealand, Cambodia and Vietnam.	00717	Trailer	16 ft	\$5,000.00
11	2003.3.1	<i>Lago Del Cielo</i>	Chris-Craft	1956	Utility	Continental	Chris-Craft MCL 6 cyl straight block engine	<i>Lago</i> is a Tahoe boat that was delivered to Tahoe Boat Company in 1956. Bill Owens acquired the boat in 1959 and owned it until he donated it to the Museum in 2003. He says it is in original condition with the original engine. The engine was most recently restored by Jack Phelan. He has had the boat restored a couple of times and it has been shown in the Concours. Bill said the only non-original modification is the addition of a door in the firewall under the dash to allow storage of water skis and equipment under the deck. Bill also said <i>Lago</i> was used extensively to teach kids to water ski at Lake Tahoe. He thinks more kids learned to ski behind the boat than any other.	CFZ1996A0056C	Cradle	20 ft	\$15,000.00
12	2001.14.1	<i>Lemme Go First</i>	Garwood	1929	Runabout - Triple Cockpit	BabyGar	Scripps Model 202 6 cylinder marine engine	1929 Gar Wood 28-foot raised-deck "Baby Gar" model runabout. Traditional mahogany exterior with painted green hull. Triple cockpit. Bought by M. Smith without an engine. (now has a Scripps straight 6 cylinder engine). Lemme Go First was originally purchased from Gar Wood's factory by Edwinn Letts Oliver. Oliver named her Hey There III. Three of these 28-foot, raised-deck Baby Gars were delivered to Lake Tahoe. The other two raised-deck boats are Jim Jr, and Navaho. Oliver, who was the Tahoe Yacht Club's first Commodore, raced Hey There III from 1929 until 1938 when she was sold to Henry J. Kaiser Sr, who named her Lemme Go First and campaigned her in Tahoe Yacht Club races for several years. During Kaiser's racing campaigns, she received new power in the form of a Scripps Model 302 V-12 engine. When finished with racing, Lemme Go First was heavily modified and did service as a work boat and fire boat at Lake Tahoe. She was acquired by Alan Furth and in 1991 passed on to Lou and Martin Smith, who researched and did a complete restoration project in the mid 1990s. In December 2001, Lou, Lee and Martin Smith donated Lemme Go First to the Tahoe Maritime Museum. Lemme Go First has been repowered with a Scripps Model 202 6 cylinder marine engine, the same type of engine that powered this craft when she left the Gar Wood factory in Marysville, Michigan. The restoration of Lemme Go First is described in an article by Martin Smith and Jim Wangard in <i>Classic Boating</i> , May-June 1998.	293117		28 ft	\$185,000.00

Tahoe Maritime Museum

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13	2003.9.1	<i>Margarita</i>	Fay & Bowen	1924	Launch - Longdeck	Junior Runabout	Fay & Bowen engine model LC-41	Margarita was built by the Fay & Bowen Boat Company in Geneva, New York. Her original price in 1924 was \$2,500 and she is a Junior Runabout model, powered by a Fay & Bowen engine model LC-41. Interestingly, the Fay & Bowen Company originally started as a manufacturer of gasoline engines. They entered the boat building business only to create a market for their gasoline engines. Margarita is a long-deck launch with a displacement hull design, which means that the hull slices through and displaces the water as opposed to the more modern hull designs developed in the late 20s and 30s that planed or rose up and rode on top of the water. Margarita was brought to Lake Tahoe in 1974 from Cincinnati, Ohio where she was purchased by Dick Clarke. She was Dick's personal boat for many years as he managed operations for Sierra Boat Company in Carnelian Bay. In 1983, she won the Most Elegant of Show award at the Tahoe Yacht Club Concours d'Elegance. Margarita was purchased from Dick Clarke by Tom & Polly Bredt in 2000 and donated to the Museum in 2003. Margarita is powered by her original Fay & Bowen LC-41 gasoline engine. This engine has 4 cylinders and generates 27 horsepower at sea level.	818	Cradle	24 ft	\$45,000.00
14	2005.6.1	<i>Miss Lakeside</i>	Hickman	1925	Runabout	Sea Sled Sedan	Hall-Scott LM-6 engine	1925 Hickman Sea Sled. Length 27'6", Powered by her original Hall-Scott LM-6 engine. Traditional mahogany exterior with painted green bottom. Miss Lakeside was brought to Lake Tahoe by Alan Furth and became part of his collection. After Alan's death, she was purchased and restored by William Kartozian, who generously donated her the Museum in 2005. The restoration work was done in 1994 by Tony Brown at Western Runabouts. In 1994, Miss Lakeside won the Overall Best of Show and Best Engine of Show awards at the Tahoe Yacht Club Foundation's Concours d'Elegance. Miss Lakeside is an outstanding example of the Sea Sled design pioneered by Albert Hickman. The hull has an inverted V-shape, far different from the traditional V-bottom. Hickman also perfected a surface-piercing propeller design. The hull and propeller were introduced at the 1913 New York Motor Boat Show and generated endless discussion. The unique design causes spray and air under the hull to support the boat under speed. As a result, sea sleds are drier in rough water and are faster than conventional hulls with the same horsepower.	BNV8830KA	Trailer	27 ft 6 in	\$100,000.00
15	2002.22.1	<i>Miss Tahoe</i>	Garwood	1939	Runabout - Triple Cockpit		Scripps model 302 engine	28-foot Gar Wood triple cockpit runabout with traditional mahogany exterior with painted green bottom. Hull # 6334. Miss Tahoe was Jake Obexer's personal boat and was used by Jake to demonstrate Gar Wood performance to prospective buyers at his Gar Wood dealership in Homewood. Jake sold Miss Tahoe to the Lewis A. Marsten family who owned her for many years and renamed her Mariad. In 1994, she was purchased by Bob & Nancy Cunningham. Miss Tahoe was restored during the winter of 1994/95 at Western Runabouts. In 1995, Miss Tahoe won Best of Show and numerous other awards at the Tahoe Yacht Club Foundation's Concours d'Elegance. Miss Tahoe is powered by her original Scripps model 302 engine. This engine has 12 cylinders, 316 horsepower, 894 cubic inches displacement and weighs 1885 pounds. The engine was restored by Allen Marine Engines.	CFZ6092B0039C	Trailer	28 ft	\$225,000.00
16	2002.7.1	<i>Miss Tessa</i>	Dodge	1930	Runabout - Double Cockpit		4 cylinder Lycoming marine engine	1930 Dodge 16 foot, two cockpit runabout. Traditional mahogany exterior with painted teal bottom. Powered by a 4 cylinder Lycoming marine engine. Miss Tessa and her trailer were donated to the Maritime Museum by Bill Breuner and his family in 2001. Named after Bill Breuner's granddaughter, Tessa (Steven Breuner's daughter). Bill Breuner drove a Dodge boat similar to this as a teenager on Lake Tahoe, but that original family boat sunk. Bill decided to purchase and restore this boat as a result of that experience as a youngster.	646	Vintage Trailer	16 ft	\$27,500.00
17	2008.19.1	<i>Ms Chief</i>	Century	1968	Utility	Coronado	Chrysler 300, 8 cyl.	1968 Century Coronado. Dark brown wood exterior with painted black bottom. White deck and white sliding sedan top over the cockpit. Chrysler 300, 8 cyl. Ms Chief is an original Tahoe boat. She was named by Deborah and Ed Scott. Ed told us, "Indian names for boats at Tahoe have been a tradition in the Scott family for years (early 1900s). We used her as a family boat to go to the Nevada side for picnics with the children. The sliding top allowed for some relief from the sun. It is a great family boat. We have had, and now own, a number of boats but this is a very comfortable boat that can be used for skiing, family outings and also just an elegant ride on Tahoe." Century Coronados were brought to Tahoe by Sierra Boat Company and Dick Clarke.	M6879	Cradle	21 ft	\$4,500.00

18	2004.15.1	<i>Papoose</i>	Old Town	1928	Canoe		n/a	(1926?) 1928 Old Town 16' HW Wood Canoe "Papoose". Old Town serial No. 95736 16. The traditional canvas-covered canoe is cedar planked over closely spaced bent oak frames. The interior is varnished. The exterior canvas has been repainted a light blue. The name and cove stripe are yellow. This canoe was a gift to Marie Kendrick Otto (Mrs. George J. Otto) from her father Charles Kendrick. This was meant to celebrate her graduation from UC Berkley in 1926. The coloring was chosen to reflect the school colors of blue and gold. Marie used it at the Kendrick family's West Shore lakefront home, along with her five siblings. After enjoying many wonderful summers at their Lake Tahoe home in the 1920s and 1930s, the Kendrick's sold the property after World War II and the area became known as "Sunnyside." Marie Kendrick married George Otto in 1933. George had courted Marie in the Papoose! The Kendrick/Otto family continued to use the canoe after selling their Sunnyside home, but relocated it to the Tahoe waters of Glenbrook and Rubicon throughout the 40s, 50s, and 60s. The Kendrick family owned several other boats during the time that they owned Papoose-- most notably the speedboat "Navajo"--and participated in the early days of boating on the lake. Nicknamed Papoose. The boat was repaired in the late 1980s/early 1990s after it was damaged by a cherry bomb. The canoe was donated to the museum by Marie's three daughters: Marie "Mimi" Louise Otto, Elizabeth O Dohrmann, and Susan O Comartin.	9573616	N/A		\$1,000.00
19	2011.39.1	<i>Phantasy III</i>	Chris-Craft	1932	Runabout - Triple Cockpit	Deluxe Runabout Model 304, Barrelback	Chrysler Crown, 125 hp	Chris-Craft 1932 21ft Deluxe Runabout Model 304 Hull # 21003. This was not originally delivered to Tahoe, however, it has been at Lake Tahoe since the early 1990s and has won every possible award at the Tahoe Yacht Club Foundation's Concours d'Elegance. This boat was owned by Julie and Kirk Pumphrey. 21003 was the first boat sold of this model during the depression. (Model # 304). The Phantasy III is spelled with a "Ph" so that it could be tied to the last name of the owners (Pumphrey). Along with the boat, Kirk also gave TMM a research folder for Phantasy III.	21003	Trailer	21 ft	\$95,000.00
20	2008.2.1	<i>Redskin</i>	Jones	1956	Raceboat - Hydroplane	7-liter	Modified 374 cid, Packard V8.	REDSKIN is a 7-liter hydroplane with its original trailer. Built by Ron Jones and designed by his father, Ted Jones, REDSKIN has a twenty year history of racing in its class, and was the high point champion at the end of 1963. Originally powered by a 374 cubic inch Packard V8 engine, most of the hydroplane's racing history was with a Packard, the engine that is in the boat today. Marshall Mathews, a Packard enthusiast, found REDSKIN in the Seattle area in the mid '90s and restored her in his Palo Alto auto body repair shop. Marshall Mathews' cousin, Marshall Kraus, stated that Mathews last drove REDSKIN on Tahoe late in 2002. Once owned by Marshal Kraus who drove her to 110 miles and hour on Lake Tahoe. He gave her back to Nancy Mathews to donate to Tahoe Maritime Museum.	WNZ0700CA656	Trailer	20 ft	\$36,500.00
21	2003.16.1	<i>Redskin</i>	Unknown - Canadian Design or Build?	1912/1916	Raceboat - Launch		Wisconsin Engine Model JOURNEY 4	1916 Canadian Racing Launch. Wisconsin Engine Model JOURNEY 4. Painted hull, with black bottom, white bootstripe, red topsides. White deck with varnished coaming and other details/trim. Single seat located in center of boat, just aft of engine. Brass cutwater, rudder, and other hardware. It is believed that Redskin was built in Ontario, Canada. According to present day boatbuilders and restorers her construction is typical of early Ontario boatbuilders. Construction started in 1913 and completed in 1916. Originally powered by a six cylinder Watertown engine, a replacement Wisconsin engine was installed in 1917. Her Wisconsin engine is four cylinders with a displacement of 449 cubic inches, weighs 875 pounds and is rated at 110 horsepower. The Wisconsin block bears serial number 4 and is believed to be the oldest operating Wisconsin engine in the world. Dick Clarke was able to track the ownership back to the 1920's when REDSKIN was raced in New Jersey. The boat was then transferred to Cameron Peck and taken to the Muskoka Lakes in Ontario. We have photos showing the boat in Muskoka with Peck. In the late 1970s, Redskin was purchased by Dick Clarke, Manager of Sierra Boat, during one of his "East Coast" buying trips and moved to California to await restoration. In 1984, she made her first official West Coast appearance, winning first place honors at the Tahoe Yacht Club's Concours d'Elegance.	CFZ3674KJ010	Cradle	20 ft	\$36,000.00

22	2000.1.1	<i>Shanghai</i>	Unknown	1890s	Launch - Steam (?)			1890s-1900s unrestored steam launch. 25' open design with remnants of canopy structure. Painted red hull. No engine. It appears to have had a fire inside. The name SHANGHAI stenciled just below port sheer near bow. This boat was once owned by Jake Obexer, and was located in the bottom of Lake Tahoe. It was found around 2000 by ROVs and raised from the Lake. The boat has been preserved and rests on a custom steel cradle to support the boat's shape. Documentation of the selvedge work and preservation are contained in the Museum files.		Cradle - Steel Fitted		\$1,000.00
23	2004.5.1	<i>Star Dust</i>	Chris-Craft	1934	Runabout - Triple Cockpit	Custom	Current Power: 2012, Crusader, 6.0 Captain's Choice, 375 HP, Cylinders: V-8, Serial No. 730050 Installed 2012/2013 for running Star Dust as regular ride boat. Museum also has original Chris-Craft engine.	Triple cockpit, 1934 27-foot custom runabout manufactured by Chris Smith & Sons Boat Company. The original engine is a Chris-Craft Model A-120 V8. The eight cylinder engine was among the most powerful power plant built by Chris-Craft. The engine generates 250 horsepower, has a displacement of 825 cubic inches and has a single Holley DD-5 downdraft carburetor. STAR DUST is one of Lake Tahoe's most famous ride boats. She was used extensively by Fred Kehlet and his family to take the public for rides from their maritime operation at the Meeks Bay Resort on Meeks Bay. In 1992, STAR DUST won the Best of Show award at the Tahoe Yacht Club's Concours d'Elegance for her owner John Wickland III. She was purchased by Tom and Polly Bredt in the fall of 2002 and then donated to the museum. This boat has been kept in water since 2013.	CC27018	Trailer		\$85,000.00
24	2006.18.1	<i>Ta-Gah-Yin-Ga</i>	Chris-Craft	1941	Runabout - Double Cockpit	Barrel Back Deluxe Runabout		1941 Chris-Craft Barrel Back Deluxe 19' Runabout with custom trailer Vessel and engine all original Mahogany exterior with painted brown hull and dark green interior. MAY have been on Tahoe/ Tahoe region since Ying Jones moved to San Francisco, CA in the 1950s. Records mention the "Ta" in her name stands for Tahoe. Original owner, if previous to Jones, not found. No previous boat name found. Ying Jones, with the assistance of Jim Stewart, restored her in 1989. Since that time, Jones maintained her by performing both mechanical and cosmetic work. Winner of numerous TYC awards including Best of Show Under 23' in 1989 and Over The Bottom in 2001	48822	Cradle	19 ft	\$37,500.00
25	2003.1.1	<i>Vent d'ete</i>	Canadian Boat Co.	1915	Sailboat		n/a	1915 lapstrake, gaff-rigged sailboat, made in Quebec, Canada. Vent d'ete is 14 feet long and has a lapstrake, painted white, wooden hull with varnished mahogany decks. Vent d'ete (Summer Wind) was built in Quebec, Canada by the Canadian Boat Company and originally delivered to the San Francisco Yacht Club where she was used from 1915 until 1930 as a training boat in their junior sailing program. It is believed that the Dollar family, members of the Club, funded the purchase of this craft. In 1930, Vent d'ete moved east to Lake Tahoe, where she was enjoyed by the Dollar family until R. Stanley Dollar, Jr's death in 1976. At that time, ownership was transferred to Hosea Bradford Turman, a long-time Tahoe resident and descendant of the Pope family in Camp Richardson. In 2003, Sonja Hoel provided the funds for the Maritime Museum to acquire Vent d'ete from Turman's son, Brad Turman. The descendants of this vessel are represented by the International 14 Class, which, as of July 2008, are raced in Olympic competition.		Cradle/Trailer	14 ft	\$10,000.00
26	2008.18.1	<i>Vite Vite</i>	Besotes	1961	Utility	Tahoe 16		This boat was originally delivered to Stanley Good in Homewood on the West Shore of Lake Tahoe in the spring of 1961. It was owned by the Good Family for about ten years and then was sold to the Clauss Family from the Sunnyside area. During their ownership, the boat was named "Uncle Fud." It was raced by John Clauss in the "Bang and Go Back" which started in Homewood and went to the middle of the lake and back to shore and was a winner several times. The boat was purchased by the Tognazzini Family in the summer of 1983 and given its current name by their children. It was used extensively on the lake and used to teach all of the Tagnazzini children and their friends to water ski. The boat was almost totally restored from 1990s to the time of donation. It is believed that the boat has never in its history left Lake Tahoe since the original delivery in 1961. There were a total of 200 Besotes Boats built in Stockton by the three Besotes Brothers during the 1950s and 1960s, mostly based upon designs from Chris-Craft. Many of the later boats were built with steel frames and hulls. This particular model, the "Tahoe 16", was constructed with a wood frame, plywood hull with fiberglass overlay on the bottom. All of the top decking is wood. Approximately 40 Besotes boats survive out of the total of 200 that were made.	424	Trailer	16 ft	\$12,000.00

27	2005.14.1	<i>Wee Gar</i>	Garwood	1932	Runabout - Double/Split Cockpit	Split Cockpit	110 hp Chrysler	"WEE GAR" - 1932 Garwood Split Cockpit - 18' runabout made of mahogany wood with an okume plywood bottom and an FRP sheath. The vessel was designed with a planning hull. The planking above the waterline is traditional seam and batten mahogany construction. 1932 was the first year of production of 18' runabouts. It was offered as an alternative to the larger, more expensive, triple cockpit runabouts. Research conducted for the appraisal found 3 registered Gar Wood 18' runabouts. Originally delivered to the Campbell family at Lake Winola, PA. Bryan Turner purchased her from the daughter of the original owner in 1986 after conducting a nation wide search for a vessel of this type. Bryan grew up at a Lake Tahoe property purchased by his great-grandmother in 1906. Wee Gar remained in the Turner family for almost 20 years. Howard and Kay Turner donated her to TMM in 2005.	4249 or 4242	Trailer/Cradle	18 ft	\$20,500.00
28	2008.12.1	<i>Whiskey</i>	Garwood	1935	Utility		Chrysler Ace CYL: 6 HP: 73	WHISKEY Hull Number: 5612. The boat division of Gar Wood Industries introduced the utility design option in 1935. Whiskey is a 20' Utility with hand-rubbed dark satin finish that is a trademark of Gar Wood boats of this era. She is the oldest known example of a Gar Wood utility still in existence. As a utility, her cockpit is open, allowing easy movement within the boat. Whiskey originally was used on Lake Winnepesaukee in New Hampshire and became a Lake Tahoe transplant in 1992. Brought to the Lake by Bob and Nancy Cunningham, her restoration won her "Overall Best in Show" at the 1993 Concours d'Elegance boat show. The Cunninghams partnered with George and Clare Schmitt. Traditional mahogany decks and hull. Brown leather interior. White bootstripe. Green painted bottom. Gold lettering for name, builder's marque, and state registration numbers, CF 5110 KJ. Chrysler Ace engine. Trailer: Green	5612	Trailer	20 ft 6 in	\$22,000.00
29	2009.25.1	<i>White Smoke</i>	SeaLyon	1930	Runabout - Triple Cockpit	Model 45	Sterling Petrel 200 engine	1930 30' model 45 Sea Lyon with a Sterling Petrel 200 engine; triple cockpit runabout with blue leather interior. Commissioned by George Pope and kept at "The Vatican," the Pope Family Estate on Lake Tahoe.	199	Trailer	30 ft	\$145,000.00
30	2008.7.1		Kennebec	1906	Canoe		n/a	17' canoe, painted blue hull with fore and aft wicker seats manufactured by Kennebec Boat & Canoe Co. of Waterville, Maine Serial No. 16425	16425	N/A	17 ft	\$500.00
31	2003.7.1		Old Town	1938	Canoe		n/a	16' Old Town Canoe circa 1938. Painted green.		N/A	16 ft	\$500.00
32	2009.20.1		Pomin/Tahoe City, CA	early 1900s	Rowboat	Flat bottomed skiff or punt	n/a	The boat is a fifteen and a half foot long riveted steel fishing skiff. The seats are wooden, as are the gunnels. There is a wooden transom that is bolted on to the steel transom. Original wood is weathered, but intact. Original paint appears to have been red lead. There is a flaking layer of yellow on the hull now. The deterioration of the paint on the transom show that an outboard motor was also most likely used to power this boat. Believed to have been built by Ernie Pomin between 1900 and 1920. The boat is a fishing skiff that was used on Lake Tahoe for Lahontan Cutthroat market fishing. Lahontan Cutthroat were the original fish of Lake Tahoe that are now extinct in the lake. The donor found the boat in 2005 at Bullards Bar Reservoir in a work yard, and then called Phil Ballantyne. He suggested that it was built by a son of Ernie Pomin. Pomin Sr. was the Captain of the S.S. Tahoe. If it is then the era of its construction would have been during the heyday of the commercial Lahontan fishery (the end of the 19th century or the early part of the 20th). Chris Burton, the marina manager at Bullards Bar, said her Tahoe family received the boat from a west shore estate family. It was used, then moved to Bullards Bar where it sank and was underwater for 12 years. Low water exposed the boat and it was headed for a life as a petunia planter in front of the Marina when the donor located it.		Cradle	15 ft	\$200.00
33	2013.16		Mead Gliders	1930s	Kayak		n/a	A double-ended, canvas kayak with metal ribs. The kayak's body is yellow with baby blue diamonds painted at both ends and blue paint around the square cockpit. There is a Beaver painted on the front left side and two holes on top of the back deck to secure the rudder. There's a wooden plank (floorboard) inside the cockpit for sitting. This kayak also had pontoons/an outrigger used when sailing this boat. This kayak is believed to have been built around 1935 at the Chamberlain property at Cave Rock on the east shore of Lake Tahoe. It was found on the property of the Chamberlain family during the demolition of several cabins on the property. Rick Taylor heard about the discovery and contacted the contractors in hope of acquiring the kayak for TMM. Mead Gliders sold mail order kayak build kits in the 1930s.		N/A	9 ft	\$200.00

34	2013.18	<i>Prissy Too</i>	Century	1959	Utility	Coronado	225 hp	William D Stambaugh purchased this boat in the early 1960s from the Simpson Estate. The Simpsons were from San Francisco. The Stambaugh/Summers/Gibson family believes the boat was on the lake before they purchased it but has no documents to support/refute that. Either way, the boat officially came to Lake Tahoe after the Stambaughs purchased it. The boat has not left since. William's stepson, Stan C. Summers, bought the boat on 10-25-81, and after his passing in 2013 his family donated the boat to the Museum.	M5969		21 ft	\$17,500.00
35	2013.27		Unknown, Abercrombie & Fitch?	1930s	Rowing Skiff		n/a	The skiff is believed to be from the Erhman Estate. Sidney Erhman, a prominent San Francisco attorney owned a large tract of land on Lake Tahoe's west shore. Mr. Erhman a summer resident of Lake Tahoe owned several boats including lapstrake row boats or skiffs. In 1965, the Erhman family completed negotiations for the sale of their Tahoe property to the State of California which would become Sugar Pine Point State Park. In 1966 the estate's furnishings and contents were sent to Butterfields & Butterfield Auction house to be sold to the highest bidder. Mr. Jordan Carlton purchased a skiff that hung for many years in his Cedar Flat home. Warren Sichel became the boat's owner when he purchased Carlton's former residence in the late 1980s. Sichel loaned the boat to a friend for in home display, and that friend then sent it to the Tahoe Yacht Club for display in its club in Tahoe City. After years of it being there, the Sichel family contacted the club and told them that they owned the boat and wanted it donated to the Tahoe Maritime Museum. At the time of donation, the appraiser identified the rowboat as a "variation of a St. Lawrence Skiff." It is constructed using techniques similar to those used to build St. Lawrence Skiffs, but it in fact is not, and should not be classified as a St. Lawrence Skiff. To be a St. Lawrence Skiff the boat must be double ended, and would not have a rudder. This rowboat clearly has a transom with gudgeons for the attachment of a missing rudder. Also the appraiser identified the builder of the boat based on the logo stamped on the oars as Abercrombie & Fitch, but no evidence of the stamp or a builder's plate was identified on the hull. More research should be done to confirm the builder.			15 ft	\$8,000.00
36	2015.1	<i>One I'd Jack</i>	Besotes	1956	Utility	Tahoe 18	Cadillac V-8	1956 Besotes "Tahoe" model boat with the original 1956 Cadillac V-8 engine and original trailer. Besotes boats were built in Stockton CA by brothers George and Charlie Besotes. This boat was originally built for Henry Kaiser, and includes pink detailing per Kaiser's order, but when Kaiser found out that young Jack Greenhalgh wanted to buy the boat he agreed. Jack purchased the boat and cared for it until his death in 2014. The boat was simply maintained, never needing restoration. Jack used this boat at Lake Tahoe often over the years. His family didn't own a home at the lake but he trailered it to the lake. It has received top awards at the Concours, the South Tahoe Wooden Boat Classic and the ACBS International Boat Show. Boat is stored on its original trailer.	CF29524A0056E	Trailer	18 ft	\$25,000.00
37	2016.1	<i>Circe II</i>	Rockholt	1956	Runabout - Double Cockpit Outboard		Johnson 35 hp	Circe II - This 1956 Rockholt, complete with its original engine, is a one-owner boat that has never left the waters of Lake Tahoe. CIRCE II was built in Marysville, CA and then sold to Edward Thirkell's parents by Rowan Outboard Motors of Oakland, CA. Edward was the original and only owner, having received the boat when he was just 16 year old. The boat was launched that same year at Sunnyside and used for many summers thereafter for boating, fishing and water skiing. In her later life, CIRCE II was completely restored by James Stewart and has been shown at the Tahoe "Concours d'Elegance."	CFZ2532A0057L	Trailer	17 ft	\$5,500.00
38	2017.4	<i>Wiki-Wiki</i>	Higgins	1947	Runabout - Double Cockpit		Scripps 6 cyl.	Wiki Wiki is a 19 ft. twin-forward cockpit runabout. Red and White. Higgins was a very popular boat in Lake Tahoe in the 1940s and 1950s. This boat had her home port in Piedmont, CA. She was Alan Furth's first boat and was brought to Tahoe ca. 1970. It remained with the Furth family until after Alan's passing when it was then transferred to Dave Olson. Alan often used Hawaiian names for his boats. Engine is a 6-cylinder Scripps. There are only about 200 Higgins left in existence.		Trailer	21 ft	\$17,500.00
39	2018.6	<i>Mai Tai</i>	Chris-Craft	1961	Utility			Mai Tai: 17' Chris Craft 1961 Inboard. Utility. Mai Tai was delivered new to Tahoe and used by the same family until being donated to the museum in 2018. It was last in water circa 2016.	CUB170242C	Trailer	17 ft	\$18,500.00

40	E.2014.1	<i>Bunky</i>	Chris-Craft	1954	Utility- Sportsman	17' Sportsman	6 cylinder CC model K engine Serial #: 64675	Donors, Lashbrook and Watters, purchased Bunky in 1994. The owners before Lashbrook/Watters used Bunky in Newport Beach, CA. Lashbrook/Watters continued to use her on Newport Bay for two years, before pulling her out with the intent to restore the boat. The restoration project was never completed and Bunky sat in storage for 15 plus years. Bunky was never used on Lake Tahoe. Per Watters.. "Bunky was the nickname of the wife of the prior owner. She hailed from Kennebunkport, Maine. The Chris-Craft boat was a birthday present from her husband, meant to remind her of the good times she had as a child in Kennebunkport on wooden boats." It is known that one major restoration was completed in 1989 by South Coast Boat Yard in Newport Beach, CA.	CC17633	Trailer	17 ft	\$5,000.00
41	E.2015.1	<i>IV Phunn</i>	Chris-Craft	1948	Utility- Sportsman	U-22, 22' Sportsman	Comes with both the original matched engine and the replacement that was put in for high elevation operation.	Object#: E.2015.1 Builder: Chris-Craft Type: Utility Model: Sportsman, aka U-22 Year: 1948 Hull ID#: 000000U22746 1JL2548 Other Name: IV Phunn. This boat was brought to Lake Tahoe in the 1990s by Kirk and Julie Pumphrey. It was fully restored by them and used as a family boat. It also won many awards at the Concours d'Elegance. Comes with Cover, trailer, and research folder.	000000U22746	Trailer	22 ft	\$25,000.00
42	E.2015.2		Homebuilt	1960-80	Outboard Hydroplane - Picklefork	Junior Outboard	n/a	Outboard Hydroplane Picklefork, built for the TYC Junior Outboard Regattas		N/A	10 ft	\$100.00
43	E.2015.3		Homebuilt	1960-80	Outboard Hydroplane	Junior Outboard	n/a	Outboard Hydroplane Black, Red, and White, , built for the TYC Junior Outboard Regattas		N/A	8	\$100.00
44	E.2015.4		Homebuilt	1960-80	Outboard Hydroplane	Junior Outboard	n/a	Outboard Hydroplane, Blue and White, Missing Steering Wheel, built for the TYC Junior Outboard Regattas		N/A	8	\$100.00
45	E.2016.1		Unknown, Homebuilt?	1960-80	Outboard Racing Punt/Dinghy	Junior Outboard	n/a	Junior Outboard punt or dinghy raced by Brian Topal in Tahoe Yacht Club regattas in the late 1970s.		N/A	8	\$100.00
46	E.2017.1	<i>Karen Ann</i>	Unknown	c 1950s	Sailboat - Dinghy	El Toro	n/a	This sailboat was purchased by the donor in 1952 when he was youth from the first owner who was a college student at the time. The owner's family belonged to the Marin Yacht Club and he sailed the boat as a junior sailor and at other locations around San Francisco Bay and for many summers in while staying at the Town and Country Lodge on Hurricane Bay. The family transported the El Toro on top of the car to Lake Tahoe and sailed in Hurricane Bay and from Homewood to Sunnyside. The boat is complete with wooden mast, boom, tiller/rudder and dagger board. El Toros were/ are popular boats for youth/junior sailing and racing. This boat was given for education.		N/A	8 ft	\$300.00
47	2011.4	Marine Engine	Scripps	1939	Engine		Model 302	Scripps model 302 engine, 12 cylinder, 24 spark plugs, 316 hp, 894 cubic in. displacement, weighs 1885 pounds and has a 2,400 max rpm. 2 modified Holley DD-5 two-barrel downdraft carburetors. This 1939 engine was rebuilt out of pieces located by John Allen, Allen's Old Marine Engines, over a period of years. Allen located the pieces on behalf of Tom Bredt. Bredt asked for the engine to be built with the intention that it would function as an exhibit piece at the Museum and as a backup engine for Miss Tahoe. Restored by John Allen with inside totally rebuilt. Replica of original stand by Tim Robinson.		Cradle		\$40,000.00
48	2003.14.1	Marine Engine	Hicks	1920s	Engine			1920 Hicks Marine Engine serial number 9016. Hicks engines were often found in fishing boats in the San Francisco Bay and the Delta. This engine was completely rebuilt and put on a trailer to take to shows as a display engine. Was last run around 2008.		Trailer		\$6,000.00
49	2008.20.1	Marine Engine	Packard		Engine		V12 4M2500	This engine came from Martin Smith. No known history.		Cradle		\$6,000.00
50	2014.7	Marine Engine	Packard	1930s	Engine from <i>Hornet II</i>		Model 1A- 1237	Packard Model 1A- 1237 built by The Packard Motor Car Company of Detroit, Michigan. V-12, Max HP/RPM: 450 HP at 2400 RPM, Weight: 1168 pounds, Displacement: 1237 cubic inch ,Water-cooled Engine. Roughly 55 of these aero engines were build by Packard. The engine came mounted on a stand with wheels for display. The Packard Model 1A- 1237 was marinized by Capitol Gear and installed in Hornet II, Henry Kaiser's 1930 GarWood stepped-hull hydroplane. Hornet II ran in Lake Tahoe in the 1930s to 1950s and was powered by this model engine when she took the majority of her wins at the Lake.		Cradle		\$83,000.00

Tahoe Maritime Museum

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51	2015.2	Marine Engine	Scripps	1920s	Engine		F-4	Scripps F-4 engine 40 HP (possibly 60). Scripps built the F4 and F6 from the mid-20s into 1933 and then into 1942 or 43 as the F4-MD, A and HS variants. The F6 has the same dates and variants as well but 331.34 cubic inches from 6 cylinders compared to the 220.89 cubic inches of the 4 cylinder engine. The original versions were rated 40 and 80 horse power respectively with the variants being up to 81 and 120 HP per engine for the HS (High Speed) models. At 40 HP, the model F4 would be a little small, but Scripps F and G series engines were used by Stephens Brothers in the 30s in their launches and runabouts. This engine was located at Stephens Marine, and donated by Mr. Dunn, the last Stephen's family member to be involved in the business. Mr. Dunn reports that company literature in the 20s advertised a 60 HP engine; therefore this engine offer could be 40 or 60 HP.		Pallet		TBD
52	2010.3	Marine Engine	Brown		Engine			Brown Junior gas motor partially disassembled with the piston that has a broken ring out of the engine. This was a spare motor. It is in fair condition and needs work to be in working condition.		Pallet		TBD
53	2002.11	Marine Engine	Hall-Scott		Engine		Hudson Invader	Hall-Scott Hudson Invader Engine with spare spark plugs and original manual. 6 cyl.		Pallet		TBD
54		Outboard Motors	Various Manufacturers	circa 1900-1970s	Outboard Motors			TMM's Outboard Motor Collection includes 108 outboard motors from different manufactures including Evinrude, Johnson, Mercury, Seagull, Bendix, Elgin, Chris-Craft, Champion, and many more. They include hand crank, electric, and gas powered models from the early 1900s through the 1970s. The majority of the collection came from Robert Jevarian who collected the motors through his years of owning his own outboard motor shop in the Bay area.				TBD

All artifacts are available in as-is condition and must be picked up at Tahoe Maritime Museum in Tahoe City, or at the TMM Storage Facility in Carson City, NV.

TMM Small Artifact & Archival Summary

Small Artifacts

Boat Parts
 Water Skis and Watersports
 Racing Materials and Ephemera
 Trophies
 Tahoe History
 Toy Boats
 Models
 Dive Equipment
 Burgees and Flags
 Tools
 Fishing Gear
 Clothing
 Wayfinding
 Oil Cans
 Lifesaving Equipment
 Winter Sports Gear

Archival Materials

TYC History
 TYCF Entries
 Scrapbooks
 Photographs
 Posters
 Magazines
 Paintings
 Brochures and Postcards
 Books
 Film
 Maps and Charts
 Oral Histories

TMM has over 2,000 small artifacts and archival materials that will also be deaccessioned and offered to other museums in a subsequent round.