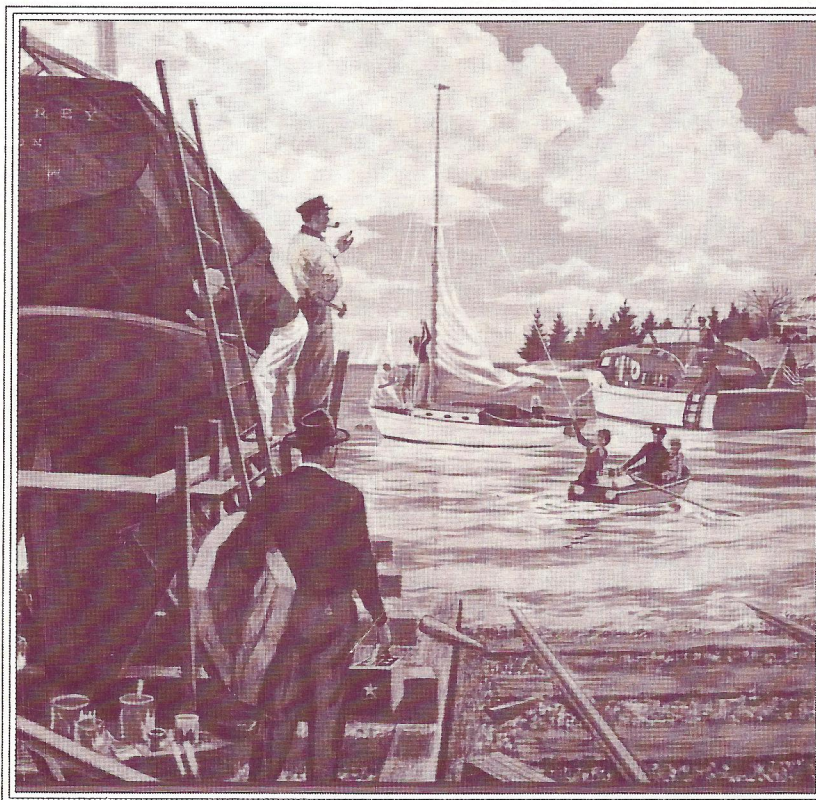


19TH ANNUAL  
**LAKE MINNETONKA**  
**ANTIQUE & CLASSIC BOAT RENDEZVOUS**  
AUGUST 13 AND 14, 1994

ON THE DOCKS AT EXCELSIOR PARK TAVERN, EXCELSIOR, MN

HOSTED BY  
**BOB SPELTZ LAND-O-LAKES CHAPTER**  
ANTIQUE AND CLASSIC BOAT SOCIETY



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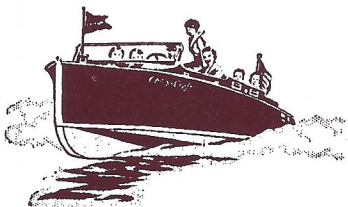
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## ANTIQUE AND CLASSIC BOAT SOCIETY

The national Antique and Classic Boat Society (ACBS) was founded on January 25, 1975 by Ray Nelson in Lake George, NY. In 1976, the Land-O-Lakes Chapter of the ACBS was formed in Minnesota. In January 1994, the official name of the chapter was changed to **Bob Speltz Land-O-Lakes Chapter** to honor one of our founding members for his tremendous contribution to the documentation and preservation of the history of antique and classic boats. The members have an interest in antique boating and the organization promotes the use, restoration, and display of their vintage pleasure craft. Sailboats, canoes, rowboats, outboards, cruisers, runabouts, utilities, and even working craft that are now used for pleasure are all represented. The ACBS has classified boats built prior to 1919 as historic, boats built prior to 1943 as antique, boats made of wood and over 25 years old as classic, and wooden boats newer than 25 years as contemporary classics. There is also a one-of-a-kind or copy of an existing boat which is classified as a replica. Vintage boats that don't fit into these categories are classified as special interest. Membership in the national ACBS includes a directory, a quarterly publication called the *Rusty Rudder*, with free trading dock classified ads, a list of boat shows around the country, educational programs, a ship's store for ID items, meetings, and boat-judging standards.

As a member of the local chapter, you are afforded the opportunity for discounts from local and national vendors. The intent of the ACBS is to bring interested individuals together to share the lore and experience of antique and classic boating while preserving the boats for the future. Ownership of an antique or classic boat is not required for membership - just an appreciation.

In 1993, the ACBS had 37 chapters with approximately 7000 members in the U.S. and Canada. The Bob Speltz/LOL Chapter has about 120 members who reside mostly in the Minnesota and western Wisconsin area. We publish the *Dry Wrought* newsletter six times a year, display our craft at the Minneapolis Boat Show, hold restoration workshops, and have monthly meetings varying between social, technical, and the continuation of heritage of antique and classic boating. Our focal event is the annual Rendezvous which takes place on the second weekend in August. At the Rendezvous, we usually have more than 50 antique and classic boats in the water and additional boats and displays on land.

On behalf of the **BOB SPELTZ LAND-O-LAKES CHAPTER**, welcome to our 19th Annual Rendezvous. We hope you enjoy the beauty of these magnificent boats!



## **BOB SPELTZ LAND-O-LAKES CHAPTER ANTIQUE AND CLASSIC BOAT SOCIETY**

### **1994 BOARD OF DIRECTORS**

<b>PRESIDENT:</b>	<b>F. TODD WARNER</b>
<b>VICE PRESIDENT:</b>	<b>JEFF STEBBINS</b>
<b>TREASURER</b>	<b>JOHN KINNARD</b>
<b>SECRETARY/EDITOR:</b>	<b>PETER GAUP</b>
<b>BOARD MEMBERS:</b>	<b>RAY ELLIS SHERWOOD HEGGEN NANCY HOY STEVE MERJANIAN JERRY VALLEY</b>

### **19TH ANNUAL RENDEZVOUS SCHEDULE OF ACTIVITIES**

#### **THE RENDEZVOUS OPENING EVENT: FRIDAY, AUGUST 12, 1994, 6PM TO 10PM**

The Bob Speltz Land-O-Lakes Chapter welcomes you at the Minnetonka Yacht Club. We encourage members to arrive by the boats, but "special" transportation will be available for everyone. An evening of refreshments, dinner, music and fellowship.

#### **DISPLAY OF BOATS: SATURDAY, AUGUST 13, 1994, 10AM TO 3:30PM**

Held at the Excelsior Park Tavern in Excelsior Minnesota. The city of Excelsior is located west of Minneapolis off Highway 7. There will be ongoing interviews with boat owners, displays, merchandise for sale and several special events.

#### **EVENING SOCIAL: SATURDAY, AUGUST 13, 1994, 5:00PM TO 10:30PM**

An evening of fun, food, friends and music in the Pavilion of the Park Tavern on Lake Minnetonka. Relax and enjoy a Turkey Roast Buffet.

#### **AWARDS CEREMONY & SUNDAY BRUNCH: AUGUST 14, 1994, 9:30AM TO 1:30PM**

After brunch, there will be the expanded awards presentation, followed by a brief Captains Meeting.

#### **CASUAL BOAT TOUR AND 'FLY BY': SUNDAY AUGUST 14, 1994, 2PM TO ----**

Following Brunch and the Captain's Meeting, we will tour to Wayzata where we will hold a "Fly By". After the Fly By, anyone interested in enjoying their boat, is invited to continue exploring the lake with Chapter members.



## A TRIBUTE TO BOB SPELTZ

by Peggy Merjanian

This year, the "Land-O-Lakes" chapter of the Antique and Classic Boat Society officially changed its name to honor the man whose name is synonymous with antique/wood boats. Bob Speltz has done more to stimulate interest in, collect information about, and preserve the heritage of, antique boats than anyone.

Bob dedicated most of his life to the love of wood boats. His contributions to the craft are numerous, but he is known best, perhaps, by his series of seven phenomenal books, "The Real Runabouts". This documentation, depth, and detail of wood boats is a veritable treasure. For the most part, the research and writing was done over the course of 15 years while undergoing dialysis treatment several times a week, hours at a stretch. Restricted as he was by his kidney disease, he always gave freely of his time and expertise to those getting involved in the hobby. He was admired by all for his gentle manner and cheerful approach to life under adverse conditions. He gave countless hours counseling boaters on the restoration of their boats, and answering calls and letters for information. His knowledge and influence has had a profound effect on the importance of promoting antique motorboats.

Bob succumbed to kidney disease last March. We all know how hard he worked to share his passion and understanding for the subject. He is dearly missed but his legacy continues. Although vintage boating has lost one of its leaders, the hobby need not lose momentum. The Land-O-Lakes Chapter is proud to embrace "Bob Speltz" and carry on his love of antique wood crafts in his name.

*(Editor's Note: Sincere thanks to his mom, Angie, who provided additional information.)*



# **BOB SPELTZ LAND-O-LAKES CHAPTER**

## *ANTIQUE AND CLASSIC BOAT SOCIETY*

### **1994 RENDEZVOUS COMMITTEE**

<b>CO-CHAIRPERSONS:</b>	<b>NANCY HOY F. TODD WARNER DAVE ARUNDEL SHARI ARUNDEL</b>
<b>FRIDAY NIGHT:</b>	<b>HARRY ALLEN LEEANNE ALLEN</b>
<b>FRIDAY NIGHT &amp; SHOW BOSS:</b>	<b>JEFF STEBBINS NANCY STEBBINS</b>
<b>SATURDAY NIGHT:</b>	<b>PEGGY MERJANIAN</b>
<b>REGISTRATION:</b>	<b>JOHN KINNARD</b>
<b>FINANCE &amp; HOSPITALITY:</b>	<b>JOHN KINNARD LUCILLE THONNSJO</b>
<b>BOAT TOUR &amp; FLY-BY:</b>	<b>STEVE TACHENY ORLY THORSNJO</b>
<b>SPECIAL EVENTS:</b>	<b>JERRY VALLEY</b>
<b>PHOTOGRAPHS:</b>	<b>STEVE MERJANIAN</b>
<b>VIDEOS:</b>	<b>RAY ELLIS</b>
<b>POSTER:</b>	<b>NANCY HOY PEGGY MERJANIAN</b>
<b>PROGRAM:</b>	<b>NANCY HOY PEGGY MERJANIAN</b>

**COMMITTEE MEMBERS CAN BE RECOGNIZED BY DARK GREEN SHIRTS AND KHAKI PANTS.  
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## WHAT CLASS IS IT?

The Antique and Classic Boat Society has developed specific criteria over the years to aid in the classification of vintage watercraft. Many other antique and classic boat clubs have adopted these definitions. The classifications consist of a "vintage" and a "type" such as Historic Cruiser, Antique Runabout, Classic Utility, etc. Following are the definitions for "vintage" and "type" of boats as passed by the Antique and Classic Boat Society International Board of Directors.

### VINTAGE

- Historic:** Any type of watercraft built prior to 1918.
- Antique:** A boat with either wood or metal hull built from 1919 to 1942 inclusive.
- Classic:** A boat with a wood hull built from 1943 to 1968 inclusive.
- Contemporary Classic:** A boat with a wood hull built from 1969 to present. This category may include new original designs as well as replicas.

### TYPE

- Runabout:** A boat with decking over the engine compartment and little or no capability of movement between seats.
- Utility:** An open boat with decking over the bow and stern only, allowing for free movement between seats within the hull.
- Cruiser:** A boat with on-board sleeping accommodations which also includes daycruisers.
- Sailboat:** A boat powered primarily by the wind.
- Outboard:** A boat powered primarily by a motor clamped to the transom. Inboard/Outboard engines are considered for our purposes to be inboards.
- Non-Powered Boat:** A boat powered by manual means. If a boat is displayed with a motor it is considered to be an outboard, otherwise it is non-powered.
- Special Interest:** Certain boats displayed which do not fall into one or more of the above categories may be regarded as special interest watercraft. This category may include early model fiberglass, steel or aluminum boats as determined by the rendezvous committee.



# AWARDS AND TROPHIES



## SKIPPERS CHOICE AWARD

The most coveted award of the Lake Minnetonka Rendezvous. Voted upon only by the other skippers, this award is presented to the skipper and boat demonstrating the utmost dedication, perseverance and excellence in workmanship.

## PEOPLES CHOICE AWARD

Your chance to tell us which boat is your favorite! Voting for the Peoples Choice is open to anyone over 15 years old attending the Rendezvous. Ballots may be obtained at the registration tent.

## THE REAL RUNABOUT AWARD

Presented in honor of Bob Speltz to the best owner-restored antique and classic boat. This award represents Bob's passion and dedication to promoting antique motorboating.

## BEST-OF-SHOW AWARDS

### CENTURY ANTIQUE & CLASSIC

RUNABOUT (OVER & UNDER 20')

UTILITY (OVER & UNDER 20')

CRUISER

SAILBOAT

NON-POWERED

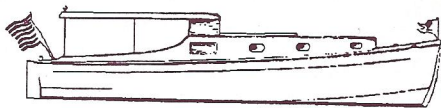
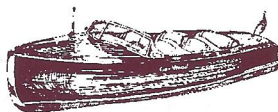
OUTBOARD

LAPSTRAKE

SPECIAL INTEREST

CONTEMPORARY CLASSIC

HISTORIC



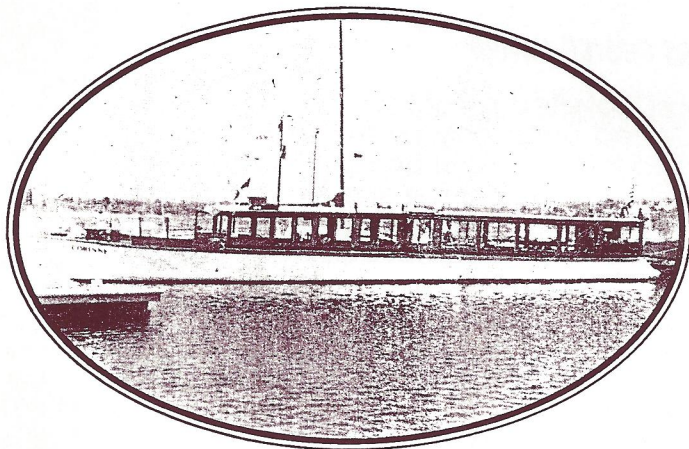
## FARTHEST DISTANCE AWARD

Presented to the Rendezvous Participant who has traveled the longest distance (one way) to attend.

## THE DRY ROT AWARD

This infamous traveling memento is bestowed upon the participant who most accurately demonstrates *incorrect* antique and classic boating practices. Judging by the Rendezvous Committee is FINAL.

# CULINARY ADVENTURES



Vessel Maximum Capacity: 36 guests for Cocktails  
24 guests for Lunch or Brunch Buffets

## *Types of Cruises:*

COCKTAIL PARTY CRUISES  
BOAT CRUISES AND DINNER PACKAGES  
LUNCH/BRUNCH BUFFET CRUISES  
LASH UP DINNER PARTY  
PUBLIC COCKTAIL PARTY/CRUISE

## *Culinary Adventure Cruises*

According to French Lore, *St. Alban's Princess* was named Corinne.

When we first were approached to purchase our 1923 custom built motor launch, we did not make the connection. The M/V Corinne has an extensive and adventurous history. Built by a small group of Richardson Boat Company craftsmen, the vessel was finished in 1923. Originally, this sleek, 10 1/2 foot beam cruiser was used as a Fingerlake Region canal boat. This is the reason for the narrow beam. Soon after its short canal boat stint, the Corinne was shipped to Manhattan where she was used as a commuter and rum running vessel. Eventually, she became an R&R troop transport boat, ferrying passengers to war ships in New York Harbor. Not until the early sixties, did the Corinne begin her new venture as a Finger Lakes Dining Cruiser. In 1986, she was dry docked in Cayuga, New York. It wasn't until May of 1993 that the Corinne had a re-birth! Restored in New York, the 71 year old vessel was shipped to Lake Minnetonka on an 80 foot expandable semi-trailer. Currently, her home summer berth is right here at THE ST. ALBAN'S BOATHOUSE.

Here she spurns memories of "Minnetonka Days Gone-By". Closely resembling the famous streetcar boats of yesteryear, the M/V Corinne brings back the "Gatsby Era" to the shores of Minnesota's most mystical body of water.

*St. Alban's Princess, "The Corinne"*  
633 Lake Street, Wayzata  
475-1820



## AMPHICAR The Car That Swims

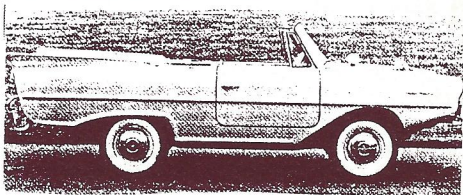
3800 AMPHICARS were built in Germany between 1962 and 1967. Most were shipped to the United States. Comparative performance attributes:

ENGINE: 1147cc, 4 cylinder Triumph engine in rear.  
On Land: Rear wheels drive it.  
In Water: Two propellers move it.  
Front tires act as rudders to steer it.

GAS: Regular

SPEED: On Land: 65 MPH  
In Water: 10 MPH

MILEAGE: On Land: 30 MPG  
In Water: 1 GAL/HR



PARTS: Most parts can be bought from a California company that specializes in AMPHICARS. Some parts can be found locally

PRICES: \$8000 to \$20,000 depending on condition

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## WOODEN BOAT HERITAGE ON LAKE MINNETONKA

by Jeff Stebbins

As the years go by so quickly, it doesn't seem 1962 was that long ago. However, it has been 32 years and, for most of us mortal folk, that is a long time. For a racing sailboat, it's an eternity. 1962 is the beginning of a wonderful story. That's the year two gentlemen from Excelsior discovered the sailboat VOLANTE, a 1887 gaff rigged sailboat. Once one of the fastest boats on Lake Minnetonka, it had been "retired" in 1930. Sitting outside on the Burton property in Deephaven, she had been forgotten and the end was near. Fortunately, these two men, Maurice Lizee and Jim MacRae, had a vision to save Volante and restore her to sailing condition.

This story begins, however, much earlier. In 1886, Hazen J. Burton desired the fastest racing sailboat he could find to win Minnetonka Yacht Club Races. Mr. Burton contacted his friend in Boston, J. Malcomb Forbes, to recommend the best person to design his new boat. Mr. Forbes was himself an accomplished sailor and had just successfully defended the Americas Cup with a boat named Puritan. He recommended Boston's Edward Burgess as the best choice. Burgess had successfully designed three Americas Cup defenders, the Mayflower, Puritan, and the Volunteer. The decision was made and the boat was built by the well-known Lawley yard in Boston.

Volante is a shallow draft, gaff rigged, "Sandbagger" sloop. Sandbaggers were the most competitive racing sailboats from 1860 to the 1880's. Because of their tremendous sail area, relative to hull length, moveable sandbags were necessary to keep the boat upright while racing. These 30-40 pound sandbags were placed on the boat's weather rail, then moved to the other side when the boat tacked or changed direction. As you can imagine, it was quite a challenge to manage the crew and sail these boats. It was usually a requirement to finish the race with the same number of sandbags that were present at the start. As the winds lightened, it was not uncommon to see sandbags accidentally fall off the boat to reduce the weight. East coast sandbaggers often carried professional crews and competition was fierce. Large wagers were often placed during these races. Most sandbaggers were "raced hard and put away wet". Volante is one of the few survivors.

Volante was delivered to Deephaven via rail in 1887 and raced successfully for the next 5 years. She proved to be fast on all points of sail and won many races. However, as happens with race boats, technology changed and newer, lightweight sail boats took over. The Dyer Boatworks in Excelsior and the Johnson Boatworks in White Bear Lake became the leaders in the development

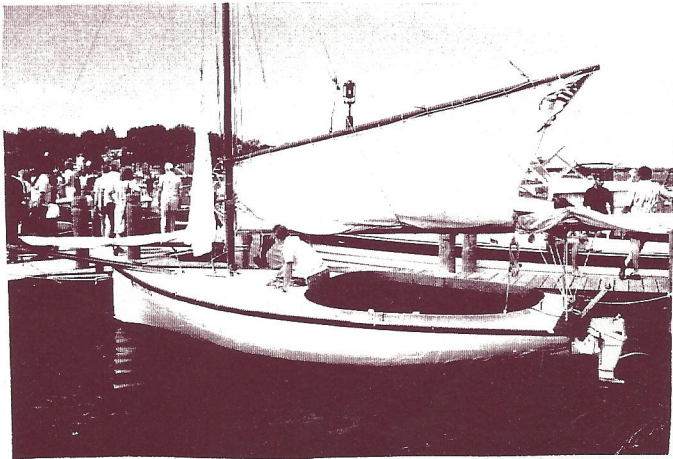


of this new inland lake scow style racing sailboat. Volante's sandbags were removed, the sail plan was reduced and she became a pleasure boat for the Burton family. In 1930, she was laid to rest in the weeds beside the Burton's boathouse in Carson's Bay.

Mr. Ward Burton, (Hazen's son), was in his nineties when he was approached by Jim and Maurice in 1962, as our story began. They wanted to restore the boat back to the way she was with the smaller sail plan and less sandbags. Ward gave the boat to the gentlemen under the stipulation that they do their best to restore her. Being experienced sailors, but novice restorers, they estimated that the project would take about two years. It took that and six more before she again sailed. Have you heard of this before?

It was not originally clear to Lizee and MacRae the historical value of Volante. With over 90% of her original cyprus hull intact, plus original spars, she is one of the last sandbaggers in existence. The other few remaining examples are in museums and have been reconstructed from pattern boats. According to the Mystic Seaport Museum, Volante is last remaining sandbagger being actively sailed.

In talking with Maurice's son Alan, I asked how she sailed. He smiled and said that she has a soul. After all, she has sailed our lake for over 100 years. With sails trimmed, one can forget about the stress of today and dream as she glides gracefully and quietly across the water. The lake changes, people are gone, but the boat lives on as a reminder of our heritage. Volante can be seen every summer where she is moored in front of the Lizee home in Meadville, going out for a pleasure cruise or greeting the sailboats as they finish a Minnetonka Yacht Club race, just as they have for the last 100 years.



***Note: We are very proud to display this beautiful historic sailboat at our show this weekend. Do stop by and see her!***



## FROM THE HELM

**I**t is my pleasure to welcome you to the 1994 Lake Minnetonka Antique & Classic Boat Rendezvous, whether this is your first or 19th visit. Our organization is committed to the preservation of boating heritage for future generations. The camaraderie of boating has been an important and marvelous pastime in our heritage. Through the efforts of a dedicated group of champions and captains, this weekend is possible.

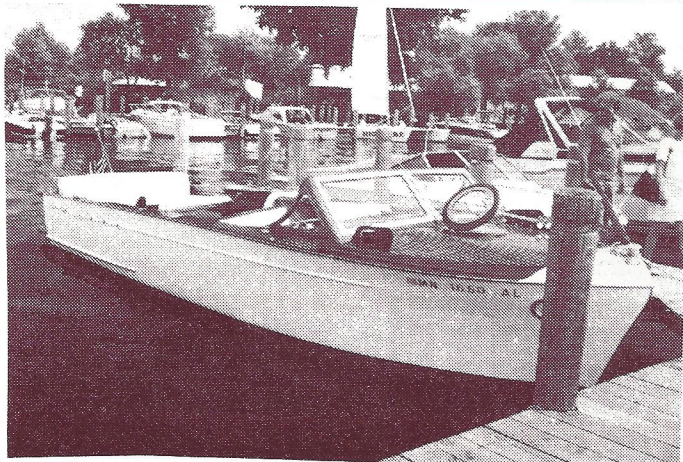
**A**s our guest, you are eligible to participate in the selection of the "The People's Choice" award. This program has information to help you distinguish the different categories of water craft for voting.

**I** hope you enjoy the results of the countless hours of dedication and restoration that have been put into the preservation of these fine boats. If these boats interest you, the Bob Speltz Land-O-Lakes Chapter offers its support through newsletter, technical, social, and discounts on supplies.

**E**njoy the show!

*F. Todd Warner*

*Founder and Current President*



Jeff Stebbins' 1954 Chris Craft 28' Sportsman "POKEY"

**BOB SPELTZ LAND-O-LAKES CHAPTER**  
**ANTIQUE & CLASSIC BOAT SOCIETY**  
**PRESENTS**



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## REMEMBERING AN OUTBOARD BOAT RACING LEGEND WILLIAM L. "BILL" TENNEY 1915 - 1993

by Robert W. Brautigam

Bill began outboard motor boat racing at the age of 12, probably on Lake Minnetonka since the Tenney family farm was located on Crystal Bay. Bill's early racing was done in Class A with the smaller motors, focusing on the Johnson KR of about 12 HP. Soon, Bill had chosen alcohol for fuel to gain more speed and was looking for the fastest boat designs. Eventually, Bill was able to acquire race boats from "Shorty" Filinger and other top competitors.

Later, just prior to and just after World War II, Bill's racing extended to Classes B and C - even 60 cu.in F Class.

Always a good driver with excellent timing, Bill was even more interested in better performance. He was extremely competitive by nature and unhappy with less than the best. The best was necessary because Bill was racing in outboard racing's heyday and the competition included names such as Homer Kincaid, Bud Wiget, Jack Maypole, Dick Neal, Doug Creech, Dieter Konig, George Martin, Lou Eppel and a host of others - all professional outboard race drivers wanting to win!

During the second World War, Bill devoted his technical ability to the U.S. government at Wright Patterson Field in Ohio, Bill's 2-cycle engine experience grew even more. One development of significance was his work with small



pulse jet engines. Later he was active in making a small jet engine available for powering bicycles and model aircraft.

While in Ohio, Bill raced using the Ohio designation "S" for his boat numbers. He liked the name "Hornet" and eventually, there were about 25 boats so named. A typical boat name would be "Hornet IX" and the many numbers finally settled on "S-111"

Beginning in 1952, Bill began to achieve major success in boat racing. By then, he had concentrated on the B and C Classes with alcohol burning engines of 20+ to 30+ horsepower. His favorite boats were 3 point hydros by Neal Boats and racing runabouts by the DeSilva Brothers. One reason for the new racing success was Bill's affiliation with the top mechanics of the day - Dick Neal, Carl Leshner and Walt Blankenstein. Naturally, Bill used only the best boats available

Although by the early 50's, Johnson Motors no longer produced race motor parts, the old engines from the early 30's were kept alive by after-market parts from Hubbill, Fuller, Stearns, and others. Bill was the first outboard race driver to top 60 MPH in competition - only one of countless achievements. Here are some others:





- 1952: C Hydro Class, heat speed record ( stood for more than 6 years.)
- 1953: 3 Class records in one day
- 1954: 3 National Championships including the Mishey-Vincent Best Performance Trophy from the National Outboard Assoc. (NOA.)
- 1955-56: American Power Boat Assoc. (APGA), 3 NOA and various Union of International Motor Boating (UIM) championships.
- 1956: Awarded the Colonel Green Star Island Trophy for scoring the greatest number of points in a single class during the APBA citrus circuit in Florida.
- 1957: - C Hydro NOA Straight-away record 74.844 MPH  
- C Hydro APBA 5 Mile Heat Race Record - 63.604 MPH  
- Named to Yachting Magazine's All American Racing Team
- 1958 B Hydro, NOA Straight-away Record - 71.006 MPH

Bill retired in 1958 and was named to the APBA Honor Squadron in 1967.

Retirement left Bill to concentrate on business - his Aeromarine company manufactured commercial and residential mosquito fogger's used all over the world. The small pulse jet engine he worked with in the 40's became the basic operating principle of the larger commercial fogging units.

Still race-conscious in the 60's & 70's, Bill was active as a British Anzani racing outboard distributor and in the development and testing of high performance snowmobile engines. In the early 70's, Bill began sharing his racing experiences with the Antique Outboard Motor Club, giving freely of his time and friendship. By the late 80's, antique boat racing was revived nationally using the Johnson & Evinrude motors of the "good old days" and again, Bill was racing-this time with his long-time friend, Tom Moulder of Elk River, MN.

Even with so much energy devoted to business and racing, Bill found time to pursue his interest in fishing for large trophy-winning pike. His success, nationally and internationally has earned him several placed in the fishing record books. Throughout the excitement and "Hornet buzz" sounds of

racing, the ever-present intense technical discussions, his favorite banjo music, the quiet times fishing and his relationship with others, Bill was always giving-- willing to share, ready to smile and immensely proud of his wife, Patricia Hill Tenney, their children and grandchildren.





## ***THE ANTIQUE OUTBOARD MOTOR CLUB***

*by Steve Merjanian*

A welcome addition to the Lake Minnetonka Rendezvous for many years has been a display of Antique outboard motors courtesy of the Antique Outboard Motor Club. This nationwide organization has, since 1965, dedicated themselves to the preservation, restoration and maintenance of these vintage motors, many of which date back before the turn of the century. Names include Evinrude, Johnson, Mercury, Champion, Elto, Sea King, Water Witch, Clark, Ferro, Thor, Waterman and American Motor Company.

The Twin Cities Chapter of the AOMC was formed in 1968 and consists of about 30 local enthusiasts who restore, run, and often race, their antique motors on area lakes and rivers. The dedication these people have for their hobby is evident in the fine workmanship and detailing of their antique motors.

Antique outboards fit into six basic categories:

### **BRASS MOTORS:**

1910's - 1920's vintage motors of brass and cast iron.

### **LITTLE KICKER MOTORS:**

1920's-1930's vintage motors of cast aluminum of less than 20 cubic inches displacement.

### **BIG IRON MOTORS:**

1920's - 1930's era motors of aluminum with greater than 20 cubic inches displacement.

### **SEMI-SHROUDED MOTORS:**

1930's - 1940's vintage motors with covers but a large part of the cylinder block exposed.

### **SHROUDED MOTORS:**

Similar to today's motors built prior to 1950.

### **SPECIAL INTEREST MOTORS:**

Made during the years 1951 to 1955.

We believe you will enjoy this special addition to the 1994 Lake Minnetonka Rendezvous and suggest you visit this excellent exhibit. The members of the Antique Outboard Club welcome your comments and questions.

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25% off any 2 Dinners

Tuesday thru Sunday  
7:00AM - 9:00PM

*We do not use MSG, artificial colorings or flavorings.  
Menu features several vegetarian options.*

---

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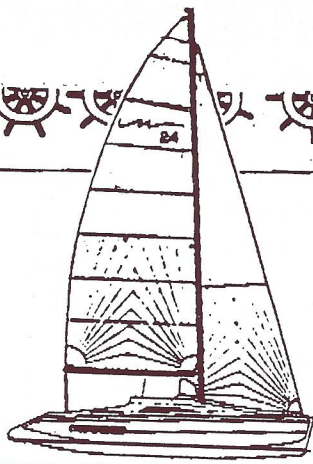
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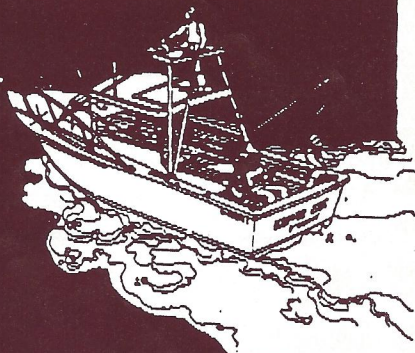
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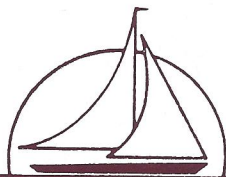
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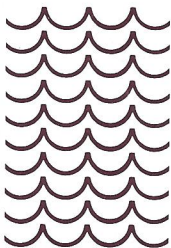
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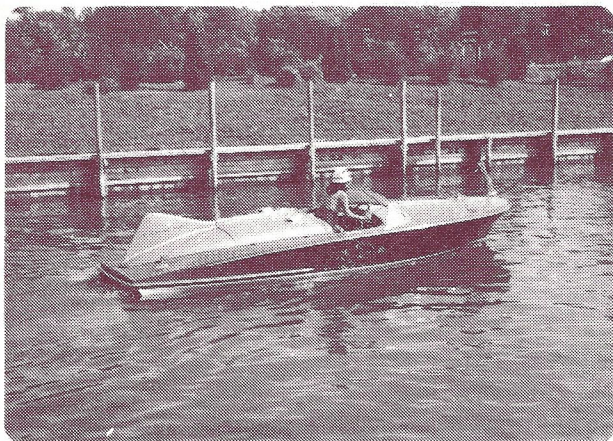


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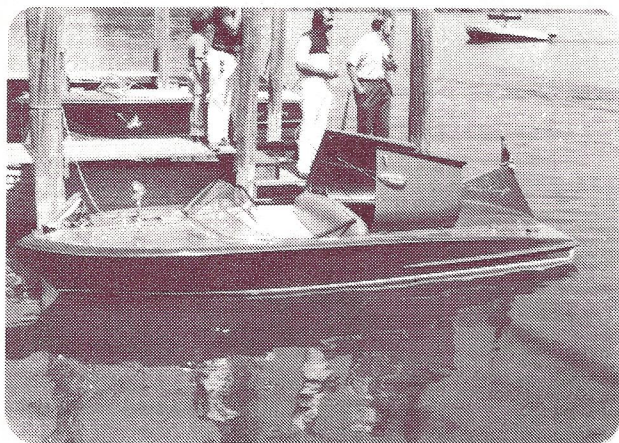
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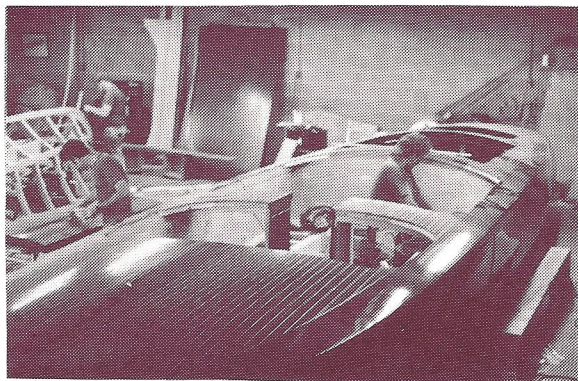
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# MINNEHAHA

## THE ULTIMATE RESTORATION



Minnesota Transportation Museum, Inc.

### THE MINNEHAHA

#### Restoration Project

Express Boat MINNEHAHA



Every Wednesday night and Saturday in Excelsior, a team of dedicated workmen are busy on the "ultimate restoration project". The *Minnehaha* is a steam-powered express boat, built in 1905 and launched into Lake Minnetonka on May 7, 1906. She sailed until 1926 providing regular passenger service on the lake. By 1925, this service was no longer needed and the *Minnehaha* was scuttled off of Big Island. In 1979, her hull was located by a professional diver in deep water near Big Island. On Friday, August 29, 1980, the Minnetonka Portable Dredging Co. and a group of volunteers were successful in raising the *Minnehaha*.

In 1984, a non-profit group was organized to help preserve the *Minnehaha*. The hull was then placed in storage near Excelsior. In February, 1990, the boat was donated to the Minn. Transportation Museum. A new Steamboat Division was formed to continue the preservation and restore the *Minnehaha*. A building was built to house the ship and serve as a restoration shop. About 50 volunteers are helping with the hull restoration. The boat has been cradled, leveled and straightened. New frames (ribs) have been installed. The keel, stem and stern have been rebuilt. A suitable steam engine and boiler have been located and installed and work is now underway on the upper deck. Plans call for the *Minnehaha* to be launched, for the second time, in 1995, where she will once more ferry passengers around Lake Minnetonka.

**Help** is needed to continue the restoration to place this historic steamboat back in service. The greatest need at this point is financial. Stop by the *Minnehaha* booth to see the interesting artifacts on display. While you're there, talk to a representative about making a tax-deductible donation that will help complete this project.



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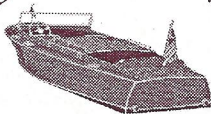
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