





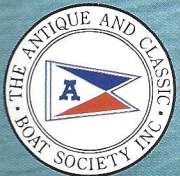
BOATHOUSE



Volume 21 No. 4
August 1998



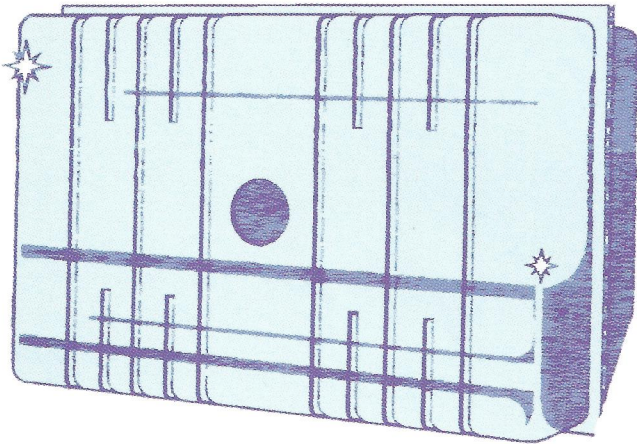
The Bi-Monthly Publication of the
Bob Speltz Land-O-Lakes Chapter



23rd Annual Rendezvous Program Issue



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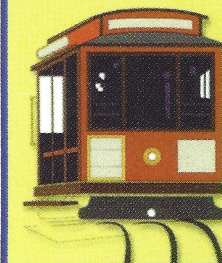
MTM STEAMBOAT DIVISION
Take A Tour
Of Beautiful Lake Minnetonka
Aboard The 1906 Steamboat
MINNEHAHA



Discover The Legend!

Over 90 years ago, a fleet of six steam-powered boats were launched into Lake Minnetonka. Designed to resemble street cars, the boats were an extension of the Twin Cities Rapid Transit Company. For 20 years the boats served the resorts, summer cottages and the Big Island Park. Five of the boats were scuttled off of Big Island, three in 1926 and two more in 1928. In 1949 the last boat was sent to join the others at the bottom of the lake.

Today, thanks to the efforts of the Minnesota Transportation Museum, you can rediscover the pleasure of a smooth water passage between Excelsior and Wayzata. The "Minnehaha" restoration took six years, including 80,000 volunteer hours and many thousands of dollars in donations. Spend a pleasant day on the clear waters of Lake Minnetonka.



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The BoatHouse
Bi-monthly publication of the
Bob Speltz Land-O-Lakes Chapter
Antique & Classic Boat Society

THE BOATHOUSE is published on the even months (Feb., Apr., Jun., Aug., Oct., Dec.) All articles, ads, items, etc. must reach the editor by the third week of the odd number month prior to the desired issue. Address any questions, special requests, etc. to the editor:

Peggy Merjanian
18275 Hummingbird Road
Deephaven, MN 55391-3226
Ph: 612-473-4936 ~ Fax: 612-475-1384

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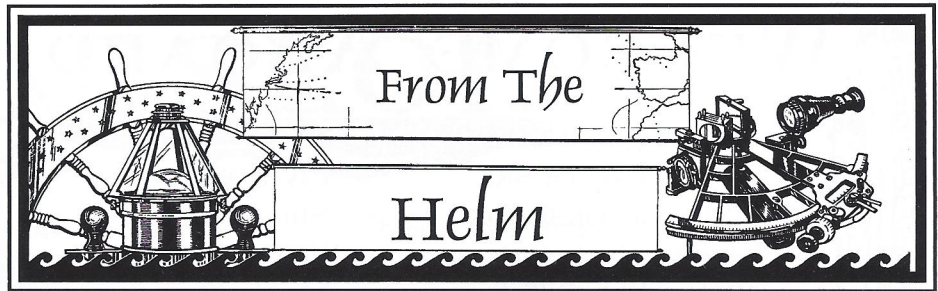
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Welcome to the 23rd Annual Bob Speltz Land-O-Lakes Antique and Classic Boat Rendezvous. All of us affiliated with the Bob Speltz Land-O-Lakes Chapter of the Antique and Classic Boat Society hope that you will enjoy our display of boats, cars, and vintage motors.

Our Chapter consists of over 500 members and is a part of the International organization which has 5,000 members. We are a strong and active club organized to promote and preserve antique and classic boating. Through the international and local levels, we offer social activities, expert guidance in restoring and preserving these wonderful water craft, discount programs, networking and guidance advice in acquiring vintage boats, along with technical assistance helping our members with maintenance and restoration tips. Whether you own, intend to purchase, or just like being around these boats, we encourage you to join our organization.

Many of the boats you will see today are original and not restored, having been maintained lovingly throughout the years by their owners. Others have been rescued from the burn piles and restored either professionally or by the individuals owning them. By either method, we love our boats and enjoy sharing the sights, sounds, and beauty with all of you in attendance.

It has been estimated that only half of the original boats manufactured are still in existence today. As productions were originally small, it is not uncommon to have only one or two of a particular model available and still remaining today. The Chris Craft sportsman was the largest quantity produced of any one model. Of the over 2,500 produced, only 1,000 of these boats remain today. Compared to the cost of a new boat, these classics remain quite affordable.

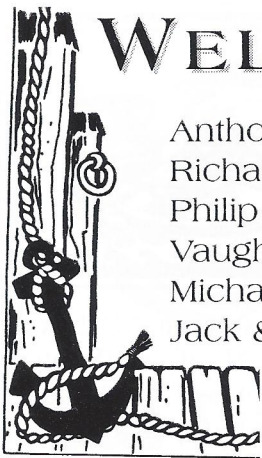
Thank You for your support and participation in this year's event. We hope you enjoy yourself and look forward to seeing you again.

Jeff



INTRODUCING OUR NEW LOGO!

One of the primary goals of our Board of Directors last spring was a new logo for our chapter. To save money but still receive creative ideas, we contacted the Art Institute of Minnesota. Four art students took the challenge with the sole incentive being to have their art work in their portfolio. After a visit to the "Warner Archives" and a briefing, they were given two weeks to produce as many logos as they could. **Lynne Weber** was their winner. From a dozen options, the Board narrowed it down to two that she was requested to modify. From another six options, our new logo was born. The Board hopes you like its choice. Look for the new logo at the rendezvous. Our next project is a chapter burgee.



WELCOME ABOARD!

Anthony Anderson	St. Paul
Richard W. Beste	Plymouth
Philip Brooksbank	Stillwater
Vaughn Ebbighausen	Eagan
Michael McGilligan	Maple Grove
Jack & Janet Schneiberg	West Bend, WI

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BSLOL wishes to acknowledge the following individuals and organizations whose cooperation and contribution in all aspects of the Rendezvous helped to make this weekend a success.

*Mary Maronde & Heather Craig
Goodhue County Historical Society.*

*Susan Gilliland
Red Wing Chamber of Commerce.*

St. James Hotel

*Diane Schiller & Mike Owen
Treasure Island Resort and Casino*

*Robert Wilson
Red Wing, MN*

Chris Benson ~ BSLOL

Suza Gosh ~ BSLOL

*Our dedicated, creative and persistent captains
for their untiring efforts!*

THANK YOU!!!

THE BOATHOUSE MASTHEAD
designed by Patrick Huss

On Our Cover

Top to Bottom:

1995 Hacker 26' Triple, 1962 Gage Hacker 26' Utility, & 1939 Chris Craft 19 ft Barrelback racing across Lake Minnetonka.

An aerial view of the docks at Treasure Island Resort & Casino.

BSLOL LOGO
designed by Lynne Weber



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 (BSLOL) 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 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 Rudder, with free trading dock classified

ads, 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.

Today, the ACBS has 39 chapters with over 5000 members in the U.S. and Canada. The BSLOL chapter has about 500 members who reside mostly in the Minnesota and western Wisconsin area. The chapter's award-winning magazine, *The BoatHouse*, is published six times a year and is distributed free to members. We display our craft at the Minneapolis Boat Show, hold restoration workshops, and have monthly meetings varying between social, technical, and the continuation of the heritage of antique and classic boating. Our focal event is the annual Rendezvous which takes place in August. At the Rendezvous, we usually have more than 75 antique and classic boats in the water and additional boats and displays on land.

BSLOL VISION STATEMENT:

To provide an organization wherein people with a common interest in, and love of, antique and classic watercraft can come together with friends in a spirit of fellowship and fun to share dreams, adventures, boating experiences, and knowledge.

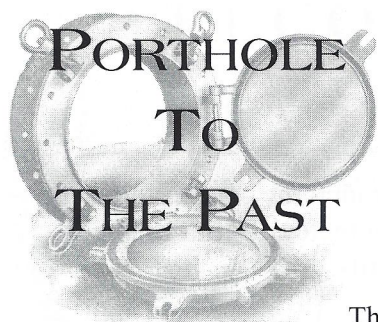
BSLOL MISSION STATEMENT:

To promote the preservation and enjoyment of the antique, classic and special-interest watercraft of all types both powered and unpowered.

WE WILL ACCOMPLISH OUR MISSION BY:

- ☞ promoting the public display and use of our boats.
- ☞ acting as an information and skill resource for our members.
- ☞ providing social activities of interest to all members and their families.
- ☞ acting as an historical repository for boating-related information.
- ☞ providing value to our members in the form of education, merchandise and service discounts, technical sessions and subject-matter experts.
- ☞ governing ourselves in a manner that promotes a positive image for our chapter and boating in general
- ☞ promoting boating safety in all our activities.

P.O. Box 11 ~ Hopkins, MN 55343-0011 ~ 612-906-1414



THE MISSISSIPPI

Minnesota Territory was growing

rapidly when steamboats began plying the Mississippi in the 1850's.

The booming lumber industry accounted for the remarkable growth of some river towns such as Red Wing. The influx of immigrants coming up the river and the lumber, coal and other supplies were brought by packet boats, raft boats, bowboats and steamers to Red Wing and from there transported overland to Goodhue, Zumbrota, Wanamingo, Pine Island, Kenyon and Cannon Falls.

While steamboats on the Upper Mississippi expanded greatly in the 1850's, the river was ice-locked for at least five months of the year. Excitement reached a high pitch in the spring when the ice of Lake Pepin broke up, usually in April, and the boats that had congregated just below the lake raced for St. Paul. In 1857, no fewer than 22 steamboats, with 1500 passengers aboard, waited at Read's Landing until late April before the icy tyranny of Lake Pepin gave way. Regular packet lines brought in thousands of people and contributed to the booming of St. Paul as the head of steamboat navigation.

TOWBOATS, BOWBOATS AND RAFT BOATS

The most important movements on the Upper Mississippi were the huge log and occasional lumber rafts that slowly passed through or stopped at Red Wing. Most of the wood came from along the shores of Lake St. Croix and was towed down the river to sawmills.

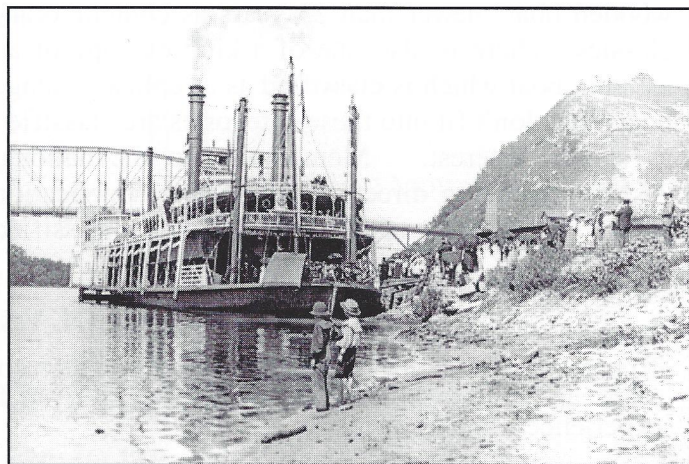
As a rule, the rafts were from 3 - 3 1/2 blocks long and wide enough to allow a few feet leeway in going through the drawbridges. Locks were quite rare in those days, as engineers relied on wingdams to force the water into the channel. The rafts traveled down the river barely faster than the current and it took some time to pass the levee at Red Wing. To give you an idea of just how slowly they traveled, men of the crew could row down to Red Wing while she was coming round the upper bend, go up town, do some shopping, get a cup of coffee and still get down to the levee and row out to the boat. All this time, during the entire journey down stream, the engines were going full blast, just as fast as they could turn the paddle wheel. At night, you could see sparks flying out of the smoke stacks. There was always a barge loaded with coal lashed on to the steamer's side. The towboat not only had to steer the rear end of the raft, but also keep it in the channel. The logs were laid side by side and held in place by heavy wires, cables and ropes, so that you could walk over the raft's surface and yet it was pliable enough to curve to the bends in the river.

Two steamboats were needed to handle a raft and this was where the bowboats came in. Their purpose was to

swing the front end of the raft back into the channel should it drift too close to shore. All bowboats were small, of 50 to 65 feet in length, with only one-story housing, and the pilot house on top of it. Some had only one smoke stack with an upright boiler. In that case the stack was located behind the pilot house, which was placed more forward than usual, so as not to interfere with the pilot's view.

The bowboat was tied across the front end of the raft...its bow faced the port shore and its stern or paddle wheel pointed to the starboard shore and it just floated along with the raft. So when the front end of the raft got too close to the bank, the pilot on the towboat would give two short blasts of the whistle, the engineer on the bowboat would start the paddle wheel going ahead and the raft would gently be swung towards the port bank. Three short blasts meant to start the paddle wheel backwards towards the other bank and one short blast to stop the wheel. Once they reached Lake Pepin, they did not need the bowboat until the lake narrowed back to become a river, but on the river proper, the bowboat was absolutely necessary in order to follow the meandering river and round the bends.

Among the towboats of the early days that passed through or stopped at Red Wing were the steamers, Ben Hershey, Ottumwa Belle, Lydia Van Sant, W.C. Tabor, Orion, Clyde and Mars. Some of the bowboats were Everette, George S. Zalius David, Samuel Swain, Harriet B., Lorraine



Steamer Red Wing, built 1870

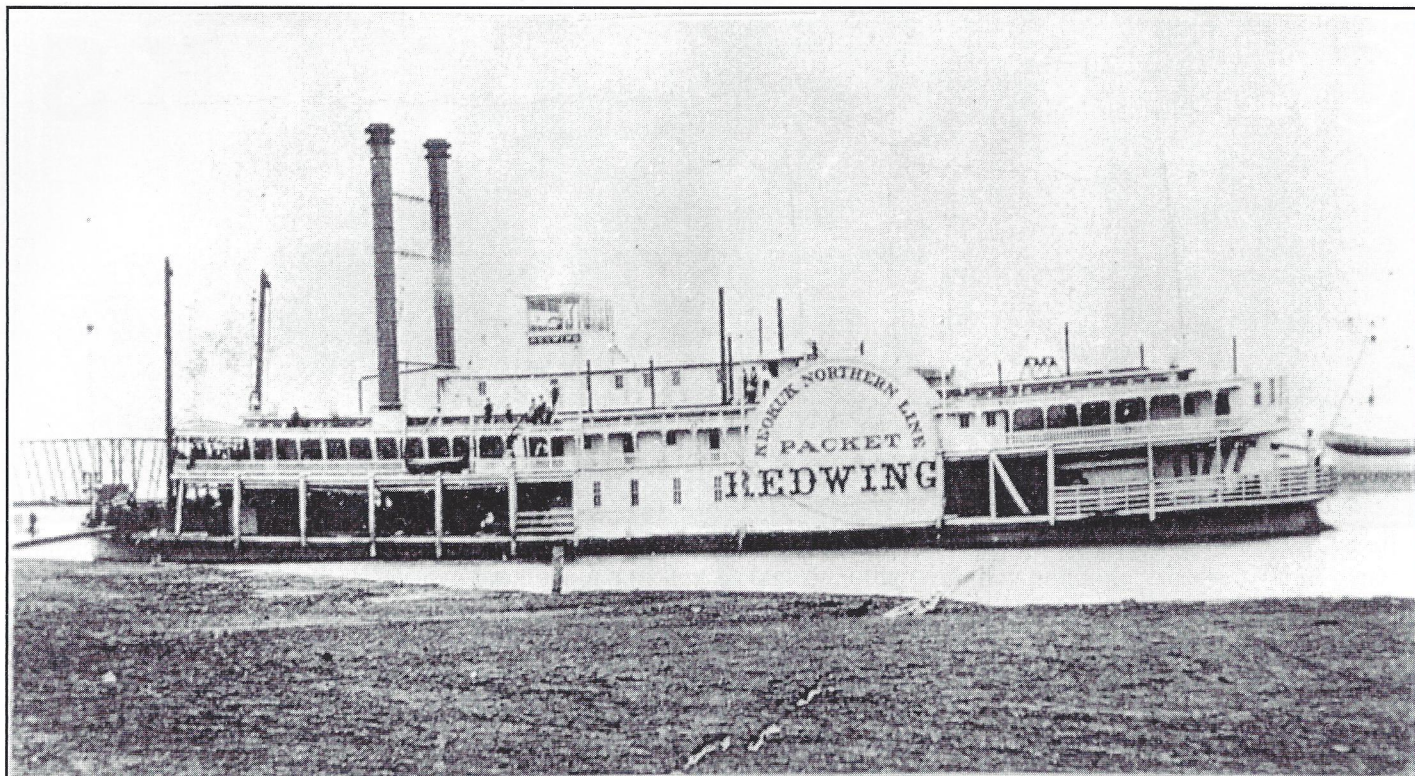
and Minnesota, a tiny side-wheeler. Another towboat passing through Red Wing was the Josh Cook, later destroyed by fire. One of the slowest was the steamer Arcola, and another was the Hattie Darling, a little sternwheeler.

The Cyclone, a 138 ton sternwheeler, was used as a raft boat in 1901. That year it was bought by Captain M.H. Newcomb and Charles Francis of Pepin, WI and used as a packet on a short haul run between Wabasha and St. Paul.

PACKET BOATS

Though boat arrivals were noted at St. Louis in 1817, navigation of the Upper Mississippi was not inaugurated until several years later. In 1823, the sternwheeler Virginia of just over 100 tons, left

Mississippi - continued on page 7



Length of 232 Ft.
 Beam 34 1/2 "
 Hold 6 "
 4 Borders 38 " Long of Keokuk Northern Line / for upper Miss Trade
 Dismantled at St. Louis. Had Red Smoke stacks.

STR. "REDWING" Built at Pittsburgh Pa 1870.
 by Northern line Co. (afterwards
 Consolidated with Keokuk Pkt Co. under name

Mississippi - continued from page 6

St. Louis for points north, in defiance of the general belief that steamboats could not pass over the rapids in the upper river. The Virginia was only a little larger than some keel boats (about 20' long, 22' beam); she was loaded with government stores for soldiers at Fort Snelling and she carried a number of passengers.

Apparently the Virginia left St. Louis on April 12 and took about 20 days for the trip up river. Navigation of the two rapids required considerable time; sand bars were encountered on several occasions; the boat had to stop frequently to replenish her fuel supply, and each time the wood had to be cut by those on board the boat. Also, she had to tie up at sundown each night, for the channel was too unfamiliar and too dangerous to permit navigation after dark. The one exception to this practice occurred on a night when there was a large forest fire near enough so that it illuminated the whole river brightly for some hours.

One of the passengers on the Virginia was Great Eagle, a Sauk chief, who had been induced to venture on the steamboat. Some of the members of his tribe made their way on foot. On one occasion the Indian chief differed with the boat's officers as to the proper channel to be followed in the river and when his advice having been disregarded, the boat ran onto a sandbar. Great Eagle became disgruntled, swam ashore from the boat, and joined his tribesmen, traveling the rest of the way on foot. The Virginia sank before

the end of the year, but by then, navigation on the Upper Mississippi had been established.

Soon the number of boats on the upper river had multiplied. The captains were often the sole owners of the boats they operated, though some outside capital did come in from men like Dousman and Sibley, prominent in the fur trade. The captain was also the business manager for his boat, deciding when and where it would run, securing the freight, and setting the rates. Scheduled operations were unknown in the early days, for a captain did not usually leave port until he had a profitable load on board. It was not unusual for a boat to lie for three days against the bank, steam up, passengers on board, waiting until the captain had accumulated a full cargo of passengers and freight. As traffic grew, boats with regularly scheduled departures and arrivals appeared.


Regular packet line service on the Upper Mississippi river began in 1842 with the formation of the St. Louis and Keokuk Packet Line. Its first boat was the new Di Vernon which made her initial run late that year followed by a succession of various boats during those years. In 1852 the company established a separate line to Quincy, Illinois. This line later merged into the Northern Line which was formed at St. Louis in 1857 by a group of captains in the St. Louis and St. Paul trade.

The term packet was usually applied to a boat that had

Mississippi - continued on page 14

GADGETS AND KINKS

A Department in which Readers of Power Boating Swap Useful Ideas



by Sherwood Heggen

Welcome to the 23rd Annual Antique and Classic Boat Rendezvous! Your attending this event says something about you - you like old boats. What is there about the boats that attracts you? Is it that they are magically supported on top of the water by something called buoyancy? Or, is it the gleam of varnished mahogany brightwork and the sparkling chrome hardware that enhances its appearance like fine jewelry on a beautiful woman? Or, can't you describe what it is; but there you are loving every eye-full as you gaze at the lines and grace of an old boat.



"BEFORE"

A pitiful sight of a 19' Chris Craft runabout. It is a very good candidate for restoration

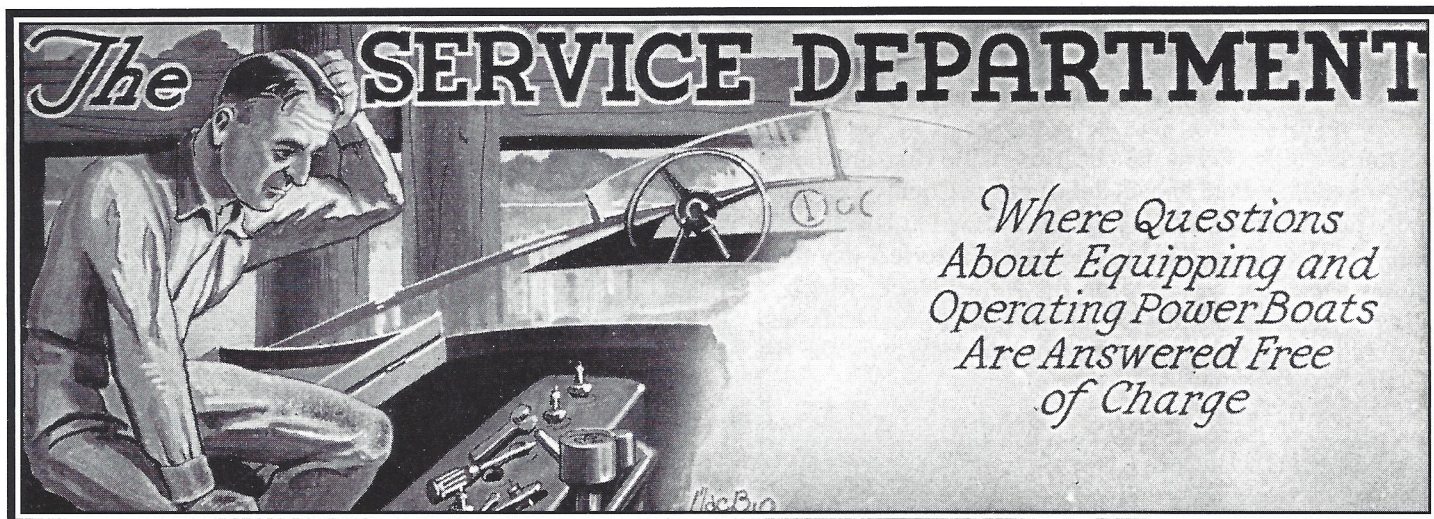
Many of you remember during years past when these old boats were new and they were treated as dispensable items, as is the case today with the current boats. When it wore out or the new wore off, it was back to the dealership to trade in the old and buy the newest model Chris Craft, Century, Thompson, Larson, etc. What happened to the trade-ins or the boats that just wore out? Sadly, stories are told of how, when fiberglass made the scene, you couldn't give away old wood boats and they were stripped of their hardware and engines and were turned to ashes. Owners were tired of varnishing the leaking hulls which got worse every year. They turned their backs on what they someday would drive many miles to admire and remember.

Gadgets and Kinks in The Boathouse deals with keeping the old boats afloat, or, in some cases re-floating them. Typically, the reader, being a BSLOL Chapter member, is given input on how to physically restore their boats to be functional and attractive. This is all toward the effort of preserving the boats that remain. This offering is directed more toward you, the attendee of the Rendezvous, to heighten your awareness of the dilemma of old "unwanted" boats, i.e., imminent destruction by either nature or man unless someone intercedes.

The Mission Statement of the Bob Speltz Land-O-Lakes Chapter of the Antique and Classic Boat Society is "To promote the preservation and enjoyment of the antique, classic and special interest watercraft of all types - both powered and unpowered". You can be a part of this effort of preserving the old boats.

What boats should be preserved? Is there any question? All of them! It doesn't matter if it is a simple canoe or a 52' cabin cruiser. They all have their place in the history of boating and a charm and uniqueness which is hard to duplicate. If an effort isn't made to preserve what remains, natural attrition will take its toll on all of the boats and there will eventually be none left for anyone to enjoy except in pictures. Pictures refuse to serve your senses well when it comes to the touch, sounds, and smells of an old boat in the water.

What should you know about preserving an old wood boat? First, wood rots if it is exposed to moisture and air. Do everything you can to keep it dry. The boat which was found in an old Egyptian tomb was perfectly preserved because it remained dry. Second, it should be supported properly. If the boat is an inboard with the engine in it and it is supported by a block at each corner of the transom and a block up front under the keel, the boat will eventually take on a swaybacked shape known as "hogged". The weight of 750+ pounds of a cast iron engine in the middle of the boat is definitely going to force a change in the hull's shape. Whatever the boat, it is best to support it all along its length as water does when the boat is afloat. Proper storage would be the use of a bunk trailer, a cradle, or multiple support points under major frames. With support like that and a dry environment, a boat can be stored for years with no concerns.



*Where Questions
About Equipping and
Operating PowerBoats
Are Answered Free
of Charge*

Dear Mr. Motorhead,

Your recent articles on electrical functions have been enlightening. So many mysteries have now been answered for me. I've been converted. I now know that my boat needs to be switched over to a 12 volt system. However do I do this, oh great one? I have come to the mountain with my new mantra. Ohmmmmmm

Dear Enlightened One,

I must say when you get charged up about something, you get into it in a big way. Fortunately, the task you are about to undertake is an easy one.

Before I get you started on the conversion, let me first comment on the old six volt systems. There is really nothing wrong with them. If your starter and generator are in good working order, all the electrical connections are good and clean, everything should work just fine. One very important thing to remember - just because your starter motor turns, it doesn't always indicate that everything is healthy in starter land. If you've had your boat for a long time or if you're rebuilding your engine, bring the starter in to a rebuilder. Have them give it a once over. The worst case will cost you about \$100.00. You won't believe the difference. Your starter takes a tremendous amount of current to operate, current that comes from only one source - your battery. The more juice you use for your starter, the less you have for your ignition. Weak spark means hard starting. An old tired starter takes an excessive amount of power to operate, robbing your ignition system of desperately needed spark.

So, why convert to 12 volt? For me, it's just convenience. Not completely true. The engine will start easier as a result of your conversion; however, the world operates on 12 volts today. Batteries are easier to find, especially the heavy duty type. Radios, battery chargers, timing lights, everything...you name it. So why not join the mainstream and flow with the rest of the world? It's easy and painless.

The first thing you need to do is remove your generator. Two bolts and one wire; nothing can be easier. Bring the generator and your starter to the rebuilding shop. I mentioned the starter because 12 volts won't work with a weak or worn starter any better than 6 volts will. When you drop your equipment off at the rebuilder, ask them to

rewind your generator to 12 volts and please leave all the tags on, otherwise they might get removed. Your generator is now 12 volt instead of 6, so by rights, the tags are actually wrong. Original tags look better and I suggest that they remain. While you're there, ask the guy behind the counter to inspect your starter. Have it cleaned or rebuilt - whatever is necessary. The starter was constructed to handle any voltage, no conversions required here. If you have a voltage cutout mounted to the generator, ask the guy to replace this with a 12 volt type. If you have a voltage regulator, a larger metal box mounted remotely, you will need to change this to the 12 volt variety. Rebuilding your components will take a few days. In the mean time, go home and get your boat ready.

Step two: change all your light bulbs with the 12 volt type.

Step three: change your coil to the 12 volt type.

Step four: install a new 12 volt battery, with new battery cables if needed.

What about the gauges? No need to worry unless you have an hour meter. This is voltage sensitive. You will either need it rebuilt or add a ballast resistor between the ignition wire and the gauge (talk to the friendly folks at radio shack to help you with this one). The resistor will reduce the voltage at your gauge from 12 to 6. Your ammeter measures current flow and is not voltage sensitive, so leave it alone. Your gas gauge is actually an ohm meter and measures resistance, which is also non-voltage sensitive. This will work just fine. However, the sender in your gas tank (a variable resistor) is not. It will work well, but won't be totally accurate when the tank is full. If you're like me, I don't care how accurate the gauge is when the tank is full, only when I'm approaching empty. Therefore, I recommend to leave this alone as well. The tachometer and oil pressure gauge are mechanical and won't need a thing.

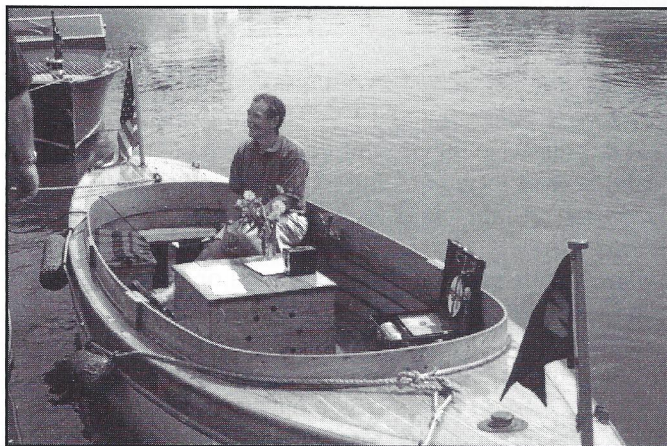
One last word. When it comes to batteries, get the biggest one that will fit in your battery box. This will give you the added power for clean starts and run your accessories with ease. The more juice you give to the starter, the longer it will last. Not to mention, more spark for the ignition. Bigger batteries cost just a few dollars more. Well worth it.

Question regarding engines or transmissions?
Contact Mr. Motorhead c/o The BoatHouse Editor.

ST. PAUL YACHT CLUB & RAMSEY COUNTY FAIR BOAT SHOW

Article by Jerry Valley

Saturday, July 18 was the occasion of the first, and hopefully annual, St. Paul Yacht Club/Ramsey County Fair Boat Show held at the yacht club marina at Harriett Island in St. Paul. The day dawned warm and sunny, a perfect day for a show. The show was held on the Miller Dock, which is also the gas dock. Most of the permanent residents had been moved elsewhere for the day to make way for the woodies.



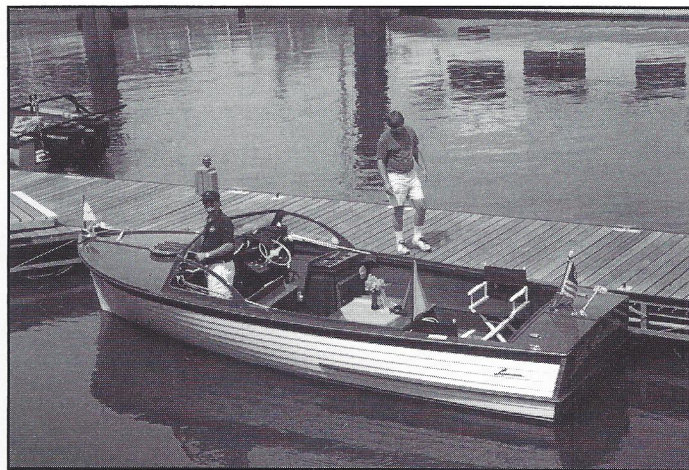
Jeff Stebbins in his 1889 Launch

The show started at 10:00 AM with free launching available at both Kelly's landing on Harriett Island and Watergate Marina located a few miles upriver. The Yacht Club provided a large hospitality tent for all of the participants and served a complimentary continental breakfast, a lunch of hot dogs, brats, salad and beverages and then a delicious Mexican buffet prior to the awards ceremony in the early evening.

As with nearly all boat shows in this part of the country, the rain gods paid a brief visit in the afternoon and sent everyone scurrying for the refuge of the tent. The clouds eventually passed and the rest of the day was beautiful.

A total of 27 boats were on hand for the event, a respectable showing considering there were several other boat shows in the area competing for participants. Next year should prove to be even bigger given the positive feedback from those in attendance this year. Representing the BSLOL were Paul Mikkelson, Mike Cwiekowski, Todd Warner and Dana Bruzek, Sherwood and Jo Heggen, Bob Johnson and Beth Kessler, Chris and Lynn O'Conner, Mike and Sue Favilla, Fred and Beth Goughnor, Jeff and Nancy Stebbins, Bob and Renee Clark and Jerry and Maureen Valley.

In the awards category, the BSLOL did quite well, garnering four of the six awards. Bill and Karen Hawkes took the award for Best Runabout with their Rolls Royce-powered Dingle. Jeff and Nancy Stebbins received the award for Best Historic Boat for the 1889 launch of unknown manufacture. Paul Mikkelson was awarded Commodore's

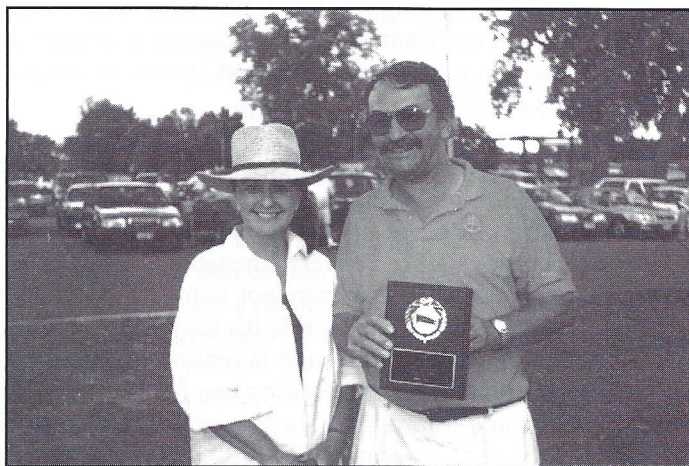


Jerry and Maureen Valley's
1960 Lyman 23' Islander - "Le Bateau"

Choice for his beautiful Falls Flyer shore display, and Jerry and Maureen Valley took home Best Utility for their 1960 Lyman Islander. Other awards included Best Cruiser which went to Lee and Mary Pfeilsticker for their impeccably restored and maintained 1962 42 foot CC Constellation and Peoples Choice to Terry Williams for his 1940 31 foot CC Sedan. Both of the latter boats are from the St. Paul Yacht Club and will be making an appearance at the Treasure Island Rendezvous August 15 and 16.

Prior to the awards ceremony, a few surprises were in store for Jeff Stebbins and five or six others in attendance. King Boreas and his Winter Carnival Court made an appearance in full regalia and bestowed the honor of Knight of the Winter Carnival upon Jeff and the others for their voluntary service to the community, the Ramsey County Fair and to the boat show event. Each was given a very official looking certificate attesting to their Knighthood. Jeff was warned by several Board members not to let this go to his head at future Board meetings.

The members of the St. Paul Yacht Club are to be commended for putting on a well-organized and fun event. Those of us from the BSLOL who were in attendance would like to thank them for their hospitality and we look forward to a return visit next year.



Jerry and Maureen Valley proudly displaying
the Best Utility Award for their Lyman

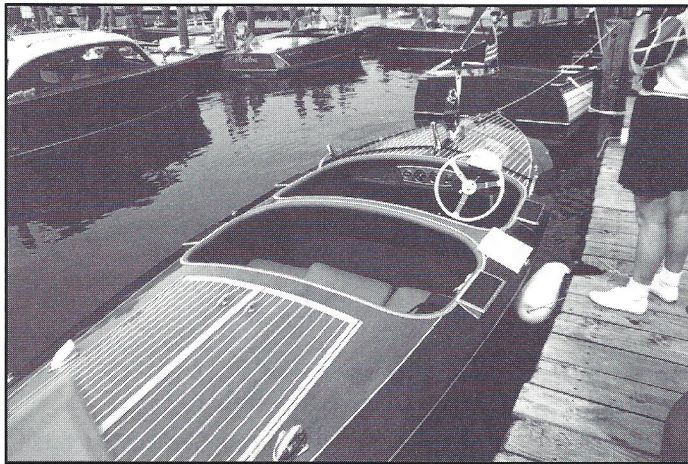
Gadgets & Kinks - Continued from page 8

What should be done about restoring an old wood boat? This one is a little tougher to answer in a short article. The best advice is to do nothing if you don't know what you are doing. Rather, put it in the hands of someone who is familiar with the task. If you have the ability and equipment to tackle the project, your first move should be to join your local antique and classic boat chapter (a membership application is on the back of this publication). This action will provide you a network of people who will be valuable for advise, assistance, and parts. For your first project, you might want to chose a running, floating boat that needs minor repairs and upkeep. This will get you familiar with the needs of the boat and give you time to discuss them with those familiar with the concerns and their fixes. Then, as you accumulate knowledge and tools, you will be better equipped to tackle the challenge before you.

Good luck in your quest to be an antique or classic boat owner. There are many boats out there waiting for caring owners and a lot of talented people willing and ready to help the owners see the project through.

One last bit of advice that should not be overlooked is this. Whether or not you become an owner of an old wood boat, be sure to pass the word along ...

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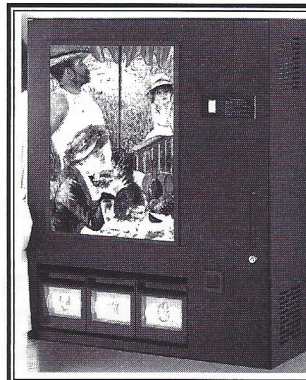
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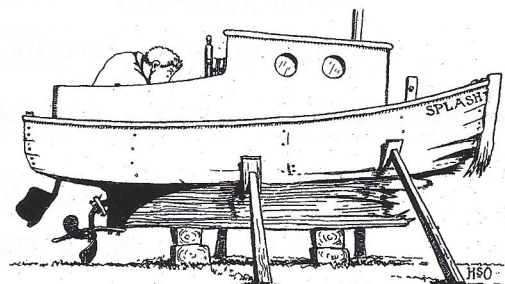
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CLASSIFICATION	DESCRIPTION	YEAR SPAN
Antique Runabout under 20 ft	Engine Hatch/No walk-thru	1914 to 1944
Antique Runabout 20 ft & over	Engine Hatch/No walk-thru	1914 to 1944
Antique Utility under 20 ft	Walk-thru hull	1914 to 1944
Antique Utility 20 ft & over	Walk-thru hull	1914 to 1944
Canoe	Canoe	1600 to 1968
Classic Runabout under 20 ft	Engine Hatch/No walk-thru	1944 to 1968
Classic Runabout 20 ft & over	Engine Hatch/No walk-thru	1944 to 1968
Classic Cruiser less than 31 ft	Covered living space/production boat	1943 to 1975
Classic Cruiser 31 ft & over	Covered living space/production boat	1943 to 1975
Antique Cruiser	Covered living space	1914 to 1943
Contemporary Classic	Any boat or replica	1968 to 1998
Classic Utility less than 20 ft	Walk-thru hull	1944 to 1968
Classic Utility 20 ft & over	Walk-thru hull	1944 to 1968
Fiberglass boat	Any boat	1900 to 1968
Historic boat	Any boat	1800 to 1914
Launch	Launch	1800 to 1968
Lapstrake Hull under 23 ft	Sideboards overlap overrides other classes	1900 to 1998
Lapstrake with O/B or I/O power	Sideboards overlap overrides other classes	1900 to 1968
Lapstrake Hull 23 ft & over	Sideboards overlap overrides other classes	1900 to 1968
Outboard Boat	Motive power is outboard	1900 to 1968
Raceboat	Either inboard or outboard	1900 to 1968
Rowboat	Motive power is oars	1914 to 1968
Sailboat	Main motive power is sail	1914 to 1968
Special Interest	Not covered elsewhere	1600 to 1998

People's Choice	Best Century
Skipper's Choice	Best Higgins
Bob Speltz Award	Best Display
Judge's Choice/Best of Show	Best Amateur Woodworking
Angie Speltz Award	Best Instruments
Dry Wrought Award	Best Inboard Engine
Rookie of the Year	Wierdest Boat
People's Choice - Favorite Car	Farthest Distance Traveled

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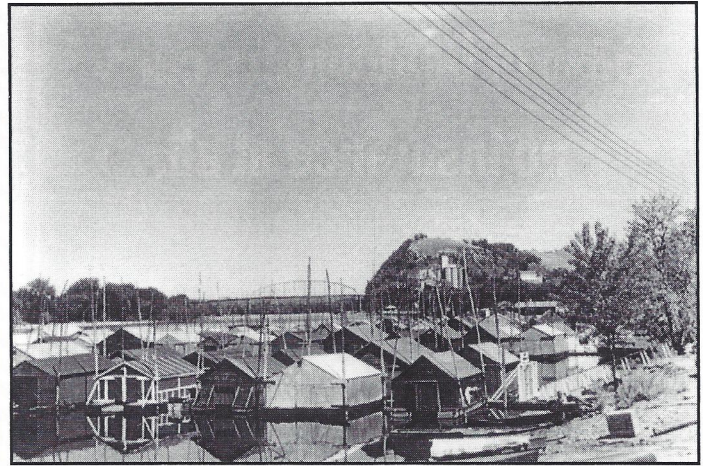


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This **RED WING BOAT VILLAGE**, only one of its kind on the Mississippi, will be moved again next spring in a modernization of the city's harbor district.

RED WING HAS UNIQUE BOAT HOUSE VILLAGE
from St. Paul Pioneer Press, October 19, 1947

The boat house village at Red Wing, subject of many an etching, water color and line of poetry, will be moved back to its original moorings this week after reposing on the Wisconsin side of the Mississippi for seven days while work was completed on the \$11,500 Red Wing bay project.

In the span of 36 hours, the U.S. government boat, Thompson, dredged an estimated 36,000 cubic feet of earth out of the bay to give Red Wing a harbor with water depth of eight feet at the present river level of 2.3 feet above low water mark. The work was done under a government appropriation and provides a safe harbor for Mississippi river traffic near the business section of Red Wing.

While the boat houses will again be placed on booms, anchored by ginn poles (a term that comes from the South) and arranged in streets, present plans call for a change this spring. In order to leave the center of the bay clear, they will be moved and placed along the shoreline.

The Red Wing river village, with its five streets which project out into the bay, is the only known one of its kind on the Mississippi. Barrels are used for booms and the streets are paved with boards. In the early days, timbers were towed down from Stillwater for the booms.

There are 76 structures which shelter over 100 boats and many of them were built at least a half century ago. Those owning boats housed on the street shown in the picture are Arthur M. Johnson, R. Lynner, Henry Thuman, George Van Lanen, L.H. Ziemann, Kenneth Holmquist, Percy Claydon, Phil Nordeen, Art Berlin, Harry Cook, Irvin Brown, Bob Olson, Charles Salzagber and Courtland Quandt.



Article and pictures courtesy of
Goodhue County Historical Society, Red Wing, MN

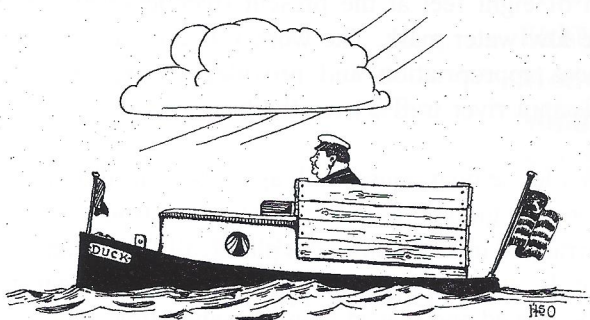
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Mississippi - continued from page 7

a definite run and operated on a schedule. As early as 1847, at least one boat advertised as a regular packet between Galena and St. Peter's, Fort Snelling and Stillwater. In that year, six boats were advertised as running between St. Louis and the head of navigation. At times there was intense competition and rate cutting. In 1848 an agreement was reached under which operators confined themselves to certain sections of the Mississippi. However, when Minnesota Territory was organized early in 1849 and immigrants began to stream in, competition broke out again.

By 1910, business for the packet boats had declined and it was predicted that by 1918 they would be virtually gone. The railroad provided faster service and some companies were experimenting with trucks, but the final blow to the river traffic was the law prohibiting wooden hulls, which were particularly vulnerable to damage from snags, rocks, ice and fire.

Among the boats operating at this time were two sidewheelers, the St. Paul and the Quincy, part of the Streckfus Steamboat Line of St. Louis. The St. Paul was described as "...without a doubt the largest boat to come north, also the longest. She had a very wide beam, eight boilers and a broad square stern with four rudders to steer her. She was not a real fast boat, but made good time for her size. Sidewheelers had one advantage over stern-wheelers in that both wheels were on a separate engine so that in maneuvering, one wheel could go ahead, the other backward, thus facilitating the turning. Two engineers were required, one for each wheel and each had a separate set of signal bells.

One of the business packets on the upper river in those times and one that outlasted the big ones, was the little sternwheeler Red Wing. She was not a big boat, possible 130 or 150 feet in length; but she was big enough for her territory (Wabasha to St. Paul) and was quite a fast boat in spite of having only two boilers. On her downward trip, the Red Wing would come around the bend at a lively clip, then nearing the levee, she would blow her landing blast on her whistle (one long, one short, one long, one short), make a graceful turn hardly slowing her engines and heave right up to her landing. All river steamers always had landed with their stern downstream on account of the current. Steamboats could be identified at a great distance, even out of sight, by the tones of their whistles, and in landing by the meter of their blasts. If two steamboats met on the river, the one coming downstream had the choice of passing on the right or left. (Right - short, left, short, short) The signal for a drawbridge to open was three fairly short blasts.

In 1916, a new sidewheeler, the Morning Star, was put into operation by the White Collar Line. She was a new and modern boat with a steel hull. It was a picture to stand in her parlor on the salon deck and look down that long salon with the row of staterooms on both sides all trimmed with white and gold, the red plush down the center with the long row of dining tables covered with snowy napery.

Mississippi - Continued on page 15

Mississippi - continued from page 14

EXCURSION AND SHOWBOATS

The first showboat made its appearance on the Mississippi river around 1831. Built in Pittsburgh, Pennsylvania, it was called the Floating Theatre. The showboats were more common on the lower Mississippi where larger boats and a longer season were possible. However, the Banjo played the upper river towns between Winona and St. Paul in 1855 and following years. In the 1870's a circus boat gave performances on the upper Mississippi. Showboats bringing concerts and plays were a major source of entertainment for many years.

People of Red Wing and Goodhue County enjoyed excursion boat rides which took groups out for all-day trips down the river and on to Lake Pepin and Lake City, or up the river to Stillwater and St. Paul. Among these steamers were the Quincy, sister ship of the St. Paul; the Ada; the Sidney; the Dubuque in 1897; the G.W. Hill in 1914; the J.S. Excursion Palace; the Sea Wing of 1890, destroyed in a storm near Lake City; and of more recent times, the President; the Capitol; the Delta Queen and the present day City of Red Wing.

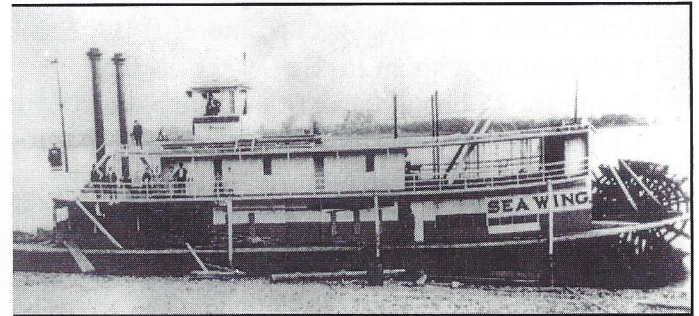


The Creeping Bear
A popular craft for river excursions for small groups.

GOVERNMENT BOATS

At times during the 1890's, there were quite a number of government boats appearing on the upper Mississippi river and most of them tied up at the Red Wing Levee at one time or another. They varied in size from very small to fairly large. Two different medium-sized sternwheelers in government service were the Golden Rod and the Ellenore. The U.S. Pearl also came north and was used in river construction work. One that was somewhat larger and often seen on the upper river was the U.S. Fury. The U.S. Steamer David Timpton would come north and was the official U.S. snag boat. This was a fair-sized boat, a sidewheeler, and on her bow deck there was quite a bit of machinery including a crane that swung out over the side for lifting and removing objects from the water. One of the largest government

steamers that came north in the 1900's was the big sidewheeler Lily, the last time in the summer of 1916. She was tied up for two or three days near Wacouta at the head of Lake Pepin. About three weeks later, the Lily hit a snag and sank on the Missouri river.



The steamer *Sea Wing* sank on July 13, 1890, just a quarter mile from shore in Lake Pepin. Later salvaged, two of its bells and other relics of the disaster are on display at the Goodhue County Historical Museum. The tragedy of the *Sea Wing* will always be a major event in the history of the Mississippi River.

Article and pictures courtesy of
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➤ **SATURDAY, 12TH ~ 10:00 AM - 5:00 PM**
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OCTOBER, 1998

➤ **SUNDAY, 11TH ~ 11:00 AM**
ANNUAL FALL COLORS BRUNCH & CRUISE
MEET AT MAYNARD'S IN EXCELSIOR
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NOVEMBER, 1998

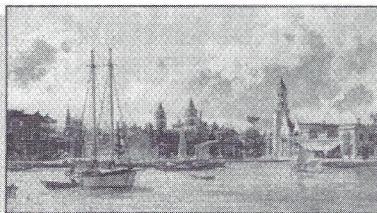
➤ **WEDNESDAY, 18TH ~ 6:30 PM**
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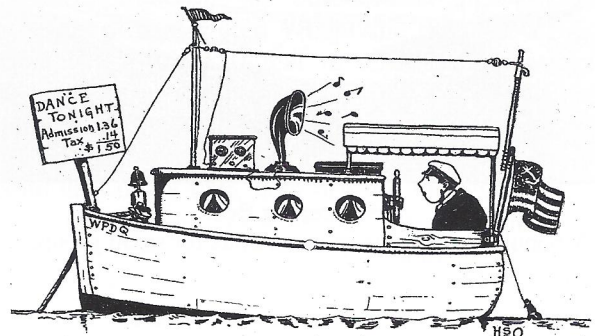
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This picture of John W. "Roxie" Nelson shows him as best remembered as he appeared at his boat livery at the foot of Broadway on the Mississippi river in Red Wing every summer between 1902 and 1938.

During the days before Red Wing's high bridge was constructed, Roxie, a pioneer riverman, operated a ferry service between Red Wing and Wisconsin and owned and operated a number of river craft for small excursions. He was widely known, especially by motor boat owners along the river who always stopped off to see Roxie when they were cruising on the stream. Upon his death in 1938, the location of his boat livery was named "Roxie's Landing" in his honor.

*Article and picture courtesy of
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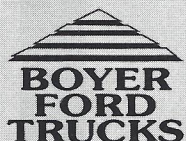


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PART I
by Jim Aamodt

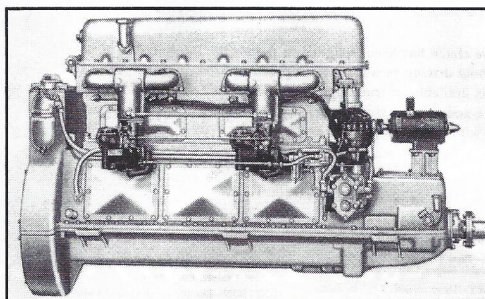
Buzz words, such as "Overhead Cam," "4 Valves Per Cylinder," "Hemi-Head," "Dual Ignition," and "Dry Sump Oil System" are all contemporary terms for high performance engines. The Kermath *Sea Wolf* and *Sea Raider* Marine Engines began production with the above features in 1926!

In 1904, the Morton Engine Company of Detroit, Michigan, began building 4 cycle marine engines. The year 1912 saw the new 12 hp "Kermath by Morton" for sale at \$150. By the time of its demise in 1955, Kermath had produced a full line of gas inboards from 3 hp to 580 hp V12 Sea Raiders, and a very complete line of diesels. All were designed as marine only engines. Even an ill-fated line of inverted 90 degree drive "Screwballs" were offered in 1952, but the Sea Wolves and Sea Raiders were their legendary successes.

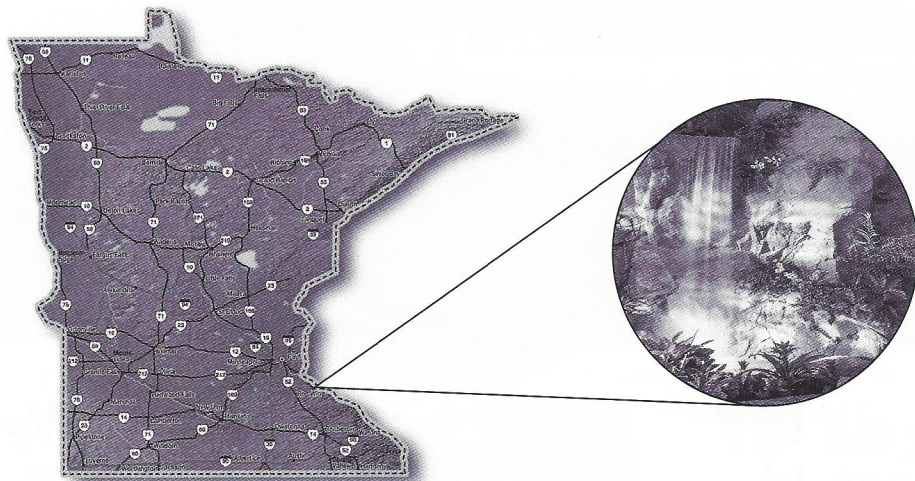
The book, *The Legend of Chris-Craft*, features a picture of Chris-Craft's founder, Christopher Smith, operating a 1927 26' triple cockpit runabout on page 63. Last month, I had the pleasure of working on the *Sea Wolf* installed in the restoration of what is thought to be this boat. The boat was

restored for Mr. and Mrs. Dan Riley. Mrs. Riley is the great-great granddaughter of Christopher Smith, and was anxious to have her great grandfather, Harsen Smith, 97, ride in the boat. Harsen was the Chairman of the Board of Chris-Craft through its glory days of dominating sales.

Chris-Craft, Hacker-Craft, Sea Lyon, Garwood, and many others utilized the Sea Wolf and Sea Raider engines. Even the mighty Thunderbird of Lake Tahoe had twin V12 Sea Raiders. In the next issue, we will revisit the magnificent 1927 26' Chris-Craft of the Riley's, a lot of nut and bolt innovations of the Kermath Engines, and some interesting sidelights. Who knows, we might even entice Frank Warner to launch his 30' Hacker-Craft Limousine with the 225 Sea Wolf!



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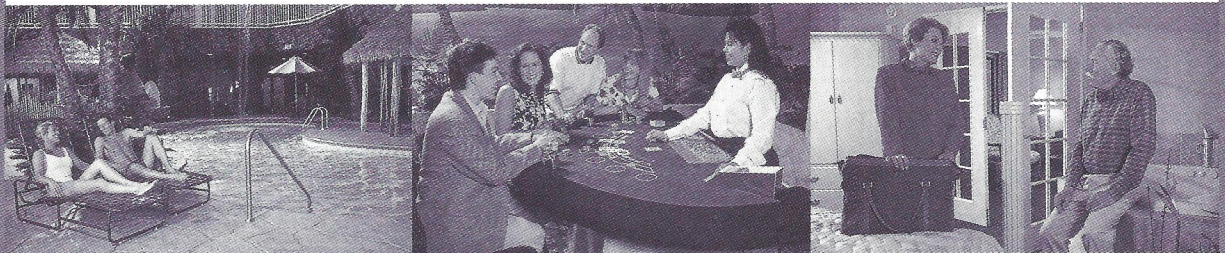


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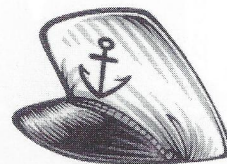
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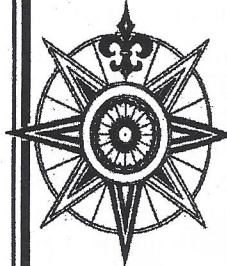
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Saturday: Randy & Jo Havel

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SPECIAL DISPLAYS
Steve Hicks & Jim Aamodt

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Sherwood Heggen, Steve Hicks,
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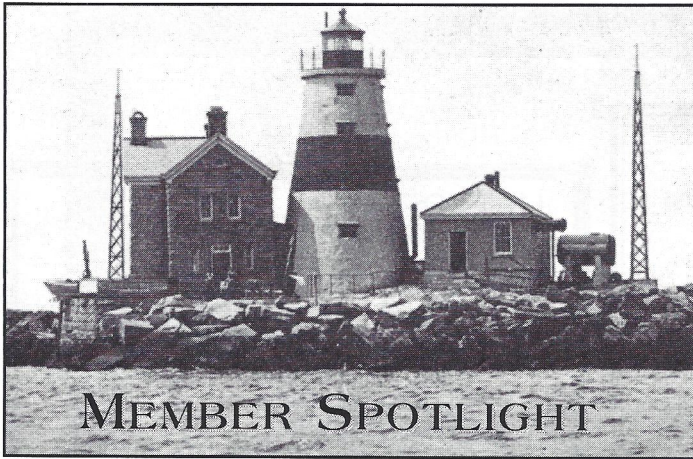


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JEFF STEBBINS

Current President of BSLOL

How far back do I go to tell you when I was first interested in boating? I guess all the way back to my beginning. My earliest recollections go back to the time when I was just a little guy. I can't ever remember not enjoying water or messing around with boats. My family always had some kind of a boat for me to ride in. In fact, I always had a toy boat. Oh to have those toys now. If it wasn't store bought, it was something I built with scraps from the nearby new home sites where I grew up. My earliest years found me living in Edina, not anywhere near a lake - only a pond down the hill from us. However, this gave me ample opportunity to launch the small crafts my brothers and I built. As we got older, a little model glue, a match and a few fire-crackers, made for a fine demise to the ships and boats we so painstakingly built.

My grandfather built a cottage in Wisconsin in the



The "little guy" in 1962



Jeff & his sister Cathy

late forties allowing my family for the occasional visit to the big water. Gramps, being a fisherman, and a devout one at that, equipped the cottage with a 12 foot Tonka Craft complete with a Martin 60 (6hp) - and that was the big boat. Not old enough to handle this mighty steed, I was relegated to my uncle's hand-built plywood row boat. This was my first chance to be the skipper. Understanding my lust for adventure and knowing my quest to skipper a real boat, my parents set me loose in my uncle's flat bottom skiff. Tethered to the dock with a long rope, but not too long, they let me venture out to meet the challenges that Long Lake had to offer. This established the beginning of my skipper apprenticeship.

When I was ten years old, my family moved to the Lake Minnetonka area. Having spent most of my free time prior to this move riding horses, I now had discovered the lake. With horses out of my life, boating, water skiing and any other water sport were the priority. Two things happened: my dad bought a 1956 Chris Craft Continental, and my grandfather gave us kids a 14' Aluma Craft speed boat (Mopy.) We had more fun than any one should. My brothers and I literally knocked the rivets out of that Aluma Craft until she wouldn't stay afloat anymore. The Chris Craft however, was treated with a bit more respect. Most of you have probably seen the picture of the Minnetonka Boat Works storage facility after the 1965 tornadoes. Well, the Continental was the one at the bottom of that pile. A sad thing, especially now, to see the tremendous loss to our hobby.

Getting older and a bit wiser, it was time to claim ownership to my own boat. Having limited resources, wood was the only thing affordable. I bought a Sea Skiff with my late friend Mike Plant, but not before pining over all the cool boats sitting behind the Tonka Bay Boatworks that were left to weather and rot, uncovered and unwanted. Still, Ed Elcrona, the owner of Tonka Bay, wanted more than I could muster up. Boy did that Sea Skiff leak. Kenny Luke taught me some cheap tricks to keep her floating, but she was still prone to the disappearing water line syndrome. I remember when purchasing some needed parts at the Minnetonka Boatworks, the parts manager Clyde, looked at me and said, "It's nice to see you fixing these old boats up, especially after so many years of abusing your poor old Dad's". Despite his thoughts, I was happy to see him again, and that he had recognized me.

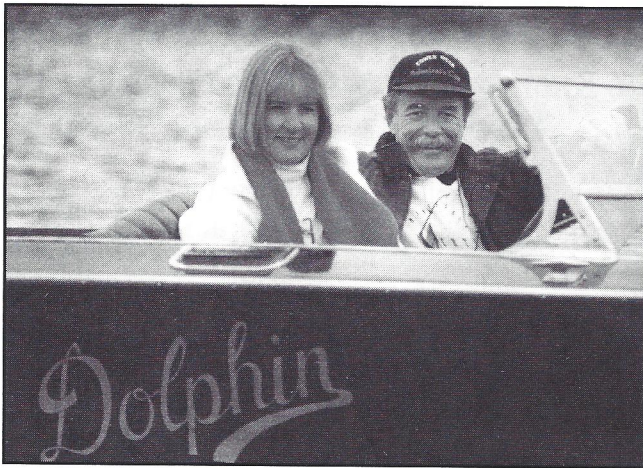
College came and went along with a few other boats. Getting my financial feet on the ground, kind of, it was time to get back to boating and the lake I so truly loved. Time to purchase the boat of my dreams and get back to the water. Pokey, alias El Stinko, alias Grande Rojo, alias Wood Duck, was available and she would finally be mine. I had admired this boat for many, many years. One day after the inaugural launching, (that's another story) someone asked me, "Why don't you join ACBS?" The rest is history.

A passion yes, a compulsion perhaps, but there is nothing like a wood boat -- nothing. I am fortunate.

Spotlight - Continued on page 21

Spotlight - Continued from page 20

Owning 14 boats of different shapes, sizes and years, I guess I'm hooked and devoted to this wonderful hobby. Perhaps not entirely to the boats, but the people who keep me so involved.



Jeff & Nancy in their 1928 Hacker 24' Baby Dolphin

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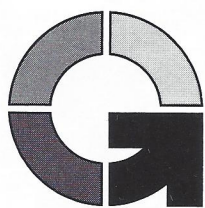
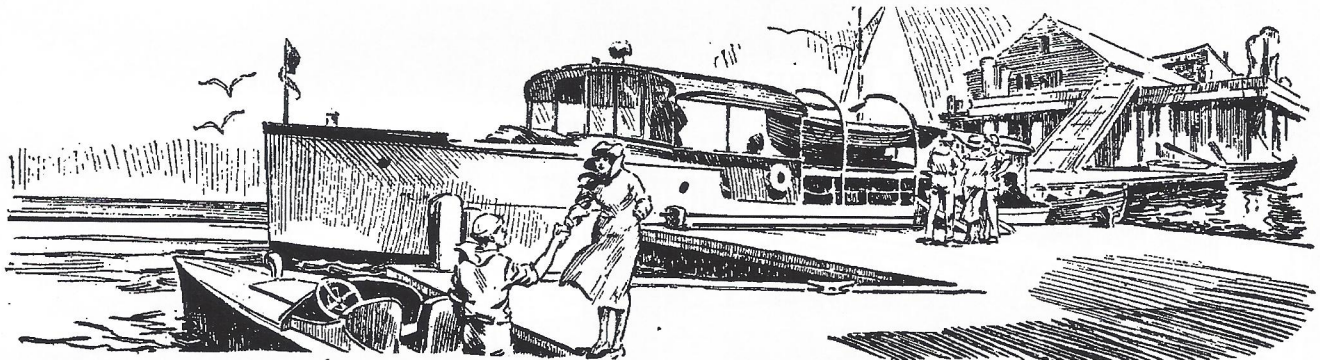
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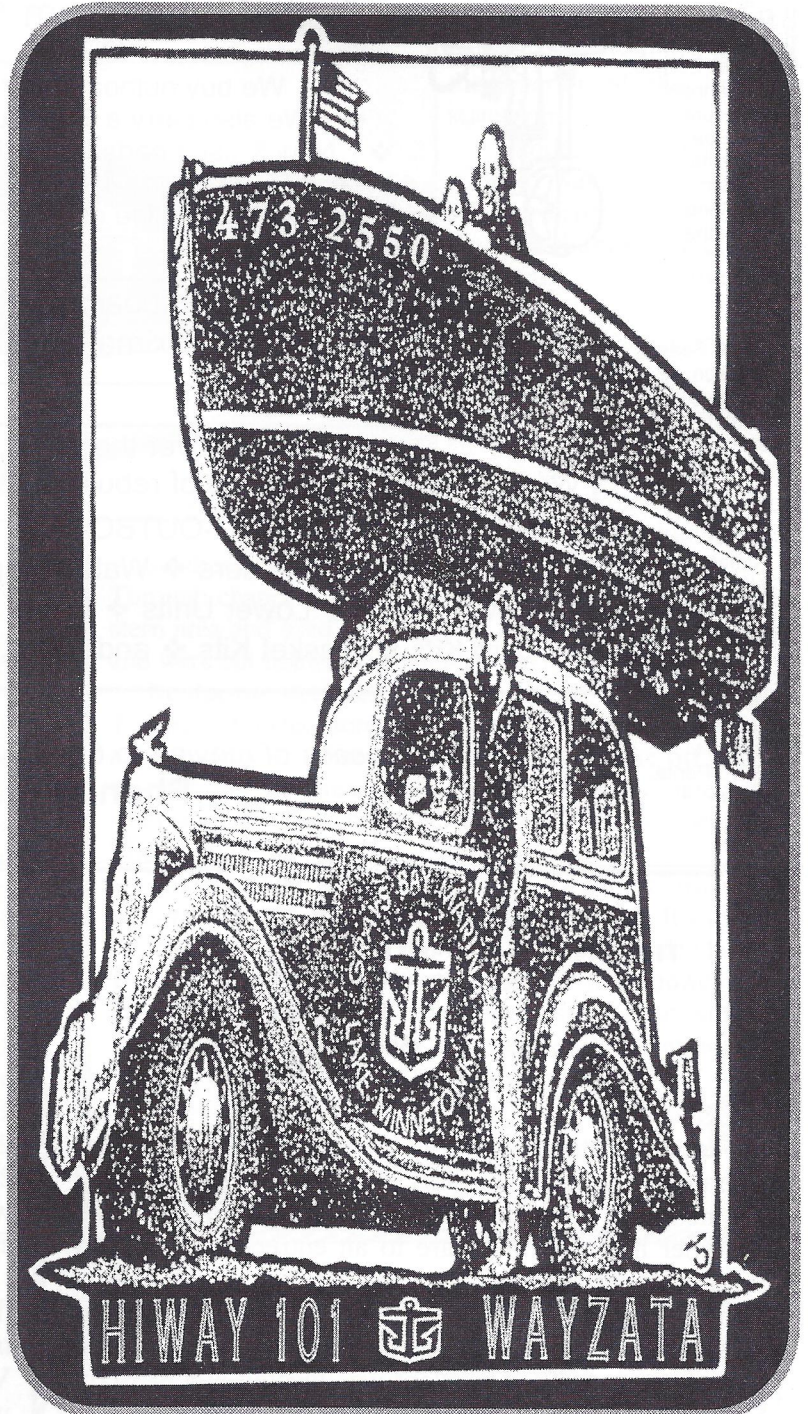
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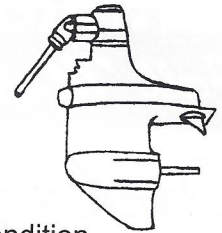
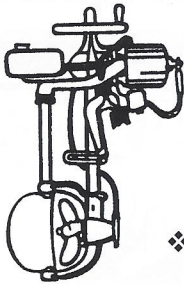
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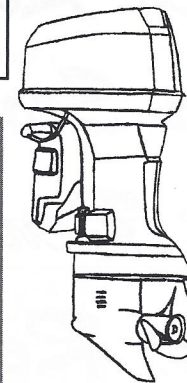


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A BRIEF HISTORY OF THE RED WING MOTOR COMPANY

by Stephen C. Merjianian, Jr.

Excerpts from the writings of Henry Munson & Virgil Mischke

John Trautner, with his partner Charles Gardner, operated Trautner & Gardiner, manufacturers of gasoline engines and launches until 1902 in Winona, MN. Gardner had sold his share to an entrepreneur in Red Wing, MN. At that time, the company was moved to Red Wing, MN and the partnership expanded to four individuals and reorganized as the Red Wing Boat Manufacturing, Co. The plant was located at 114 Main Street on the Mississippi until 1906 when it was moved to a larger building at 1000 Levee Street. A boat ramp was then constructed from the building directly to the river.

The first products in 1903 ranged from a 16 foot fishing runabout to a 40 foot Cabin Cruiser which were powered by Red Wing 2-cycle and 4-cycle gasoline motors. These motors ranged from 1.5 hp to 48 hp for the 2-cycle models and 8 hp to 76 hp for the 4-cycle. In 1910, the company changed its name to the Red Wing Motor

Company and by 1913 the manufacture of boats was being phased out. The firm now devoted its resources to 4-cycle gasoline marine engines - Red Wing Thorobreds. These engines were made in both gas and kerosene versions. The Scandinavian countries were big users of kerosene and low-grade distillate engines. The Red Wing kerosene burning attachment was one of the most efficient ever devised. In the late 1920's, the 2-cycle engines were phased out. The 4-cycle engines were made in both gasoline and diesel versions from 1 cylinder (4-5 hp) to 6 cylinders (200 hp).

The engines were sold all over the world in places like Siam, Norway, Nassau, Canada and in this country from New York to California to the Mississippi. Various government agencies also purchased motors, including the Canadian Navy, the U. S. Coast Guard and the Tennessee Valley Authority. Notables such as John Barrymore and Zane Gray were known to have owned Red Wing motors.

During both world wars, the plant functioned as a contract machine shop. In WW I, the plant made large quantities of gun carriage parts and in WW II, the entire production was dedicated to building engines

Red Wing Motor - continued on page 28

THE STORY OF THE MALIHINI A 1936 Marblehead Cruiser 35'

The *Malihini* was brought into the Red Wing, Minnesota area in 1937 by Hjalmer Hjarmstead, a Red Wing insurance agent. It is believed that it received its name, *Malihini* (Hawaiian for newcomer to the islands) after the Minnesota "Great Blizzard of 1941." It was used by law enforcement personnel to save many duck hunters stranded on the many small islands in the backwaters of the Mississippi River. This is documented in the Red Wing Republican Eagle newspaper.

A Honeywell engineer, Walter Bok, bought the boat from Hjarmstead.

The next owner, George DesMarals, retired and moved to Arizona.

Bob Losinski, the current owner, bought the boat in 1976 from DesMarals.

The *Malihini* was in a rundown condition. Every steam bent oak frame below the waterline had rot except in the engine room. Apparently, those frames were preserved by engine oil. Thick gobs of cracked and runny varnish covered all the beautiful Honduras mahogany inside and out. The canvas covering the decks was saturated in thick paint and was cracked and torn. None of the engine gauges worked and occasionally the pilot would lose steerage because part of the rod and pinion system kept falling apart. Possibly, the only reasons for keeping the *Malihini* from the graveyard were its beautiful lines and aesthetically pleasing appearance.

During the next two years on shore before launching, the rotted frames were replaced. Every other frame was restored each spring to keep the bottom hull configuration as true as possible. The cedar planks were holding *Malihini* together before this frame replacement project. It

was truly a dangerous situation!

After the boat had been in the water for at least two weeks, the canvas on the decks was replaced. It is important that the hull has its normal shape so that the canvas doesn't stretch or tear from hull stresses.

So much liquid paint stripper was used that they lost track, but for some reason, it is recalled that about nine gallons were used just to strip the interior of the forward stateroom.

Another overwhelming statistic was the amount of silicon bronze screws and wooden bungs used when replacing all of the oak frames.

Malihini leaked profusely around the stern area. Every spring this area was carefully recaulked. The bilge would remain quite water tight until the cruiser would experience sustained wave action. Water

would then keep the bilge pump working continuously. Why? Through chance it was discovered that someone rebuilt the stern area and used steel screws. They were finally rusting and were not holding the planking on the frames.

Replacing steel screws is frustrating and hard work. The part of a steel screw that rusts first is the head, so you have a situation where the head usually broke off but the threads, not yet rusted, would hold! Approximately 650 steel screws were replaced with silicon bronze fastenings. The bilge in the stern area is now almost dry.

The *Malihini* is a single plank-on-frame construction designed by Eldrege-McGinnis out of Boston. It was built by the Marblehead Boat Company in Biddeford, Maine in 1936. It is powered by the original 85 horsepower Buda gasoline engine. At 1100 rpms, it cruises at approximately 8 knots and consumes less than three gallons per hour.



Article and picture courtesy of Goodhue County
Historical Society, Red Wing, MN & Bob Losinski.



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by Chuck Petersen

Two of the most significant producers of outboard engines in the 1950's were based in the Twin Cities. While both the Scott-Atwater and Champion firms disappeared in the early 1960's, they produced some truly unique products.

In 1932, a small tool-making and punch-press company was started by C.E. Scott and H.B. Atwater. Most early production centered on promotional items for local firms, such as Goldmedal Flour. In 1935 Earl DuMonte, a veteran outboard racer, approached the company with a proposition to build a simple outboard motor. DuMonte had purchased the Champion outboard name rights from its founder, Sig Konrad of St. Paul. In 1939, a contract to distribute Scott-Atwater built Champions was struck with Firestone Tire and Rubber Company.

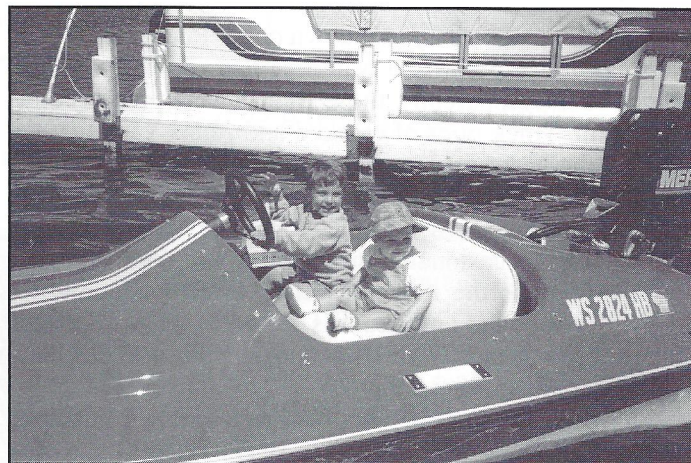
Prior to the end of WWII, motors under the labels of Champion, Scott-Atwater and Firestone were all built by the Scott-Atwater firm. A separate Champion facility was built in 1946 and the company would eventually split off on their own.

While never approaching the sales figures of giant OMC, Scott produced some neat motors. A famous feature of the 1954 model was the "Bail-a-matic" bilge pump. It consisted of a rubber hose with a strainer on the end that attached to the engine's water pump cooling system, using the vacuum to suck water out of the boat bottom. While many problems crept up with the unit, it was a great idea. About this time, the firm named their models on a speed rating basis. The 1-14, 4hp, 1-16, 5hp, 1-20, 7 1/2hp and 1-30, 16hp were all named for possible speed ranges. I ran across a 1950 gear-shift 1-30 model a few years back. Its dark green and silver paint job were neat but the size and weight of the rig would have been a negative when compared to a Merc MK20 or KG7 model. In 1956 Scott-

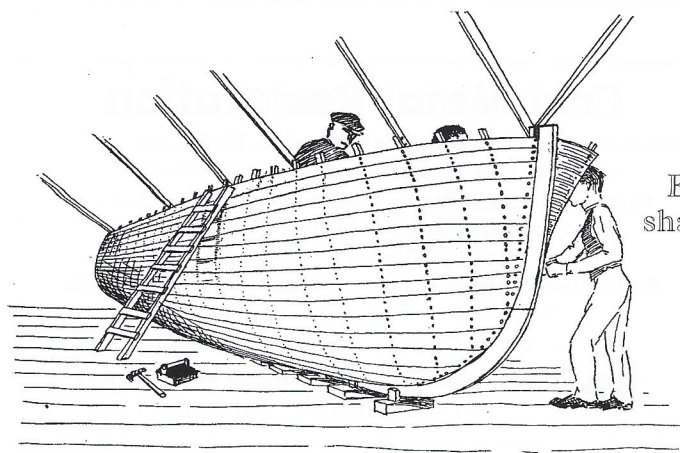
Atwater sold out to the McCulloch Corporation.

Meanwhile, across town, Champion was making some serious waves with their new Hot-Rod series of race engines. The 20 cubic inch B class motor had a sophisticated and streamlined lower gear case and offered a serious threat to the "King of the Hill" Mercs. When the Hot Rod began to win races, Mercury countered by developing the famous "Toilet Bowl" tuned exhaust housing for their 20 CID motor. I have never seen an original Hot Rod but the name survives and 15 and 20 CID models were produced in the 1980's under the "Hot Rod" name. When not busy breaking crank shafts, these two were very fast. The original company disappeared in 1958, sold to Western Tool and Stamping.

Minnesota and Wisconsin both have a wonderful heritage of engine and boat builders. Many of the fine classic inboard owners at BSLOL have owned or operated some over the years. With the consolidation in the marine industry lately, one of the losses I feel has been the many individual personalities and features seen in the 1950's. Fortunately, clubs like BSLOL and the Antique Outboard Motor Club have helped preserve many fine examples.



Nick and Alex Petersen in Chuck & Amy's 1969 G. W. Invader



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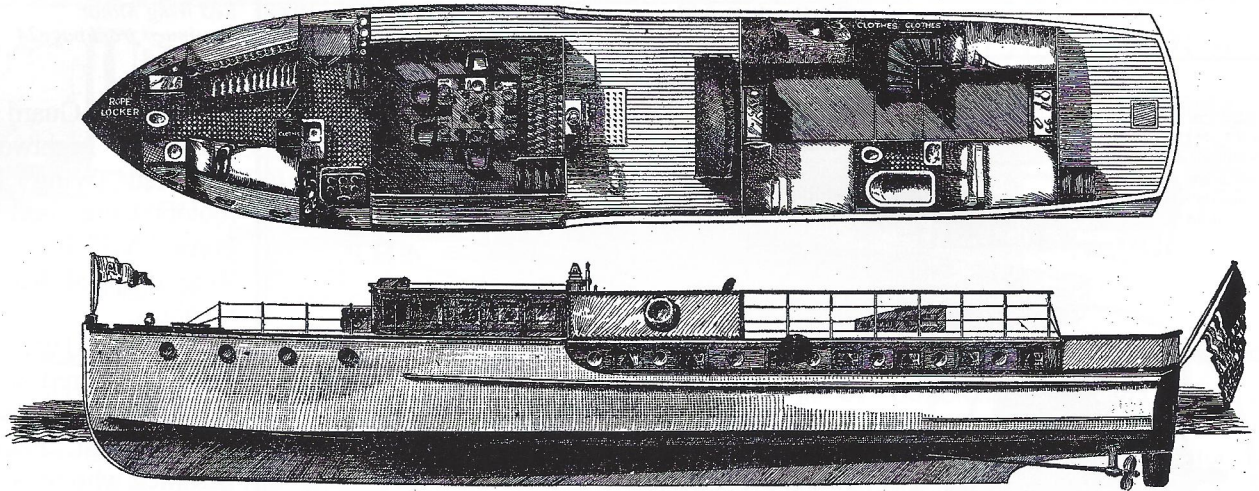
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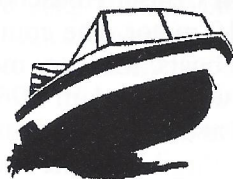
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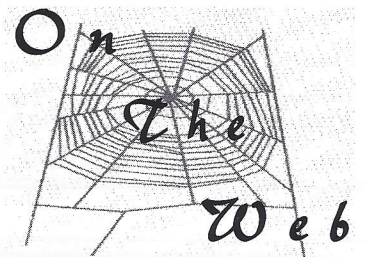
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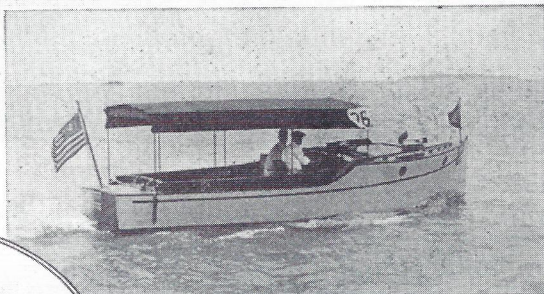
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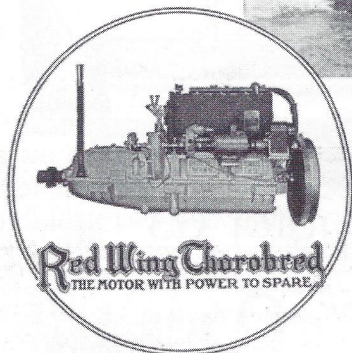
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*Red Wing Motor
continued from page 24*

for the Coast Guard and the Air force. Lightweight 18 hp Red Wing Meteor motors were used in Air Force "A-3" lifeboats that were dropped from B-29 bombers.

In 1953 John Trautner retired and ownership was taken over by a group of St. Paul businessmen who renamed the company, Red Wing Marine Corporation. During this period the company continued to manufacture Red Wing Thorobred motors along with precision tools and meat hooks. The company also ventured into making

a steel hulled Casa Cruiser Houseboat powered by the 6-cylinder Meteor 100 or 110 motor. The company became a dealership in 1958 for Mariner boats, Mercury motors and Owens Yachts. The entire operation was closed in 1965. The remaining parts and records were sold and resold a few times and finally went to Virgil Mischke in 1979. Virgil Mischke and Harry Munson now operate the Red Wing Motor Company Thorobred Marine Engines. The company provides support to many owners in all parts of the world.



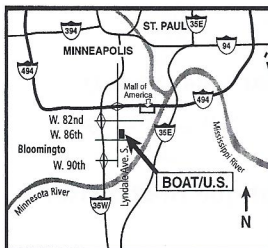
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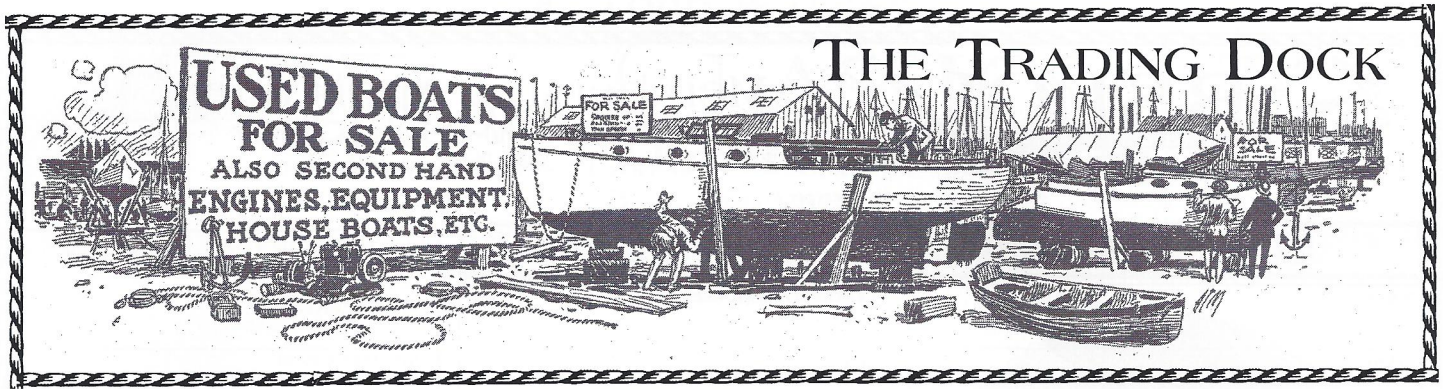
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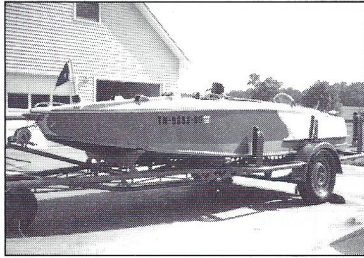
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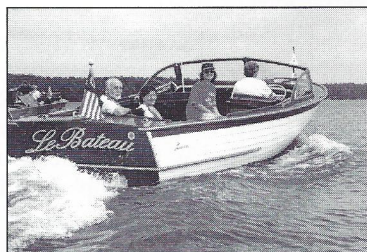
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1956 LARSON FALLS FLYER - with Tee-Nee trailer. \$3,500. Needs restoration

1960 CRESTLINER 16' - wood, lapstrake, trailer, 40hp Scott. \$950. Needs restoration

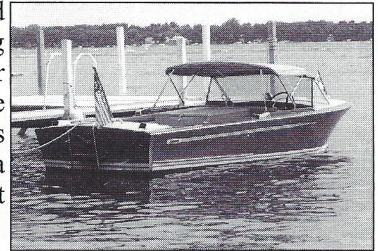
1959 CHRIS CRAFT 21' CONTINENTAL - 283 V8. Nice original, needs light cosmetics only \$8,500

WANTED: 1940 - 1942 CHRIS CRAFT 17' DELUXE project pattern boat. Must be complete.

Phone: 715-394-4481 Fax: 715-394-3288
Steve Benjaminson (NM0698)

1968 CENTURY RESORTER 17'6"

All original finish, interior and decks with factory folding top/side curtains. 318 Chrysler with 385 hours. Most chrome re-done in '97. Best of Class last two BSLOL Minnetonka Rendezvous. A tight, correct boat. \$14,000 612-926-5947. (M0698)



SHOW BOATS FOR SALE

1939	19'	Chris Craft Custom	\$52,000
1940	18'6"	Gar Wood Deluxe Utility	\$25,000
1941	23'	Chris Craft Custom	\$80,000
1946	25'	Chris Craft Sportsman	\$45,000
1959	18'	Chris Craft Capri	\$37,000

PROJECT BOATS FOR SALE

1922	28'	Fitzgerald & Lee Launch w/trailer	\$2,500
1946	22'	Chris Craft Sedan U-22-100 w/trailer	\$1,500
1953	22'	Chris Craft Sedan	\$1,000
1957	22'	Chris Craft/Elgin Day Cruiser Kitboat with trailer	\$2,000

Contact: Tom Juul
JUUL BOATWORKS
20936 Sunrise NW
Evansville, MN 56326
320-834-4596





Membership Application
Bob Speltz Land-O-Lakes Chapter
 P.O. Box 11 ~ Hopkins, MN 55343-0011

MEMBER INFORMATION	
Name	Co-Member/Spouse
Address	Home Phone
Work Phone	E-Mail Address
City	State/Zip

LOL Office Use Only
Date Received
Date Processed
BSLOL No.
MP2 No.

BOAT INFORMATION

Year	Builder	Model	L.O.A.	Name	Engine	Hull#	Cyl.	H.P.

DUES
 Note: Membership **MUST INCLUDE** both National and Local Chapter Dues.
 BSLOL: \$20.00 National: \$25.00 **TOTAL: \$45.00**

INTERESTS (Please Check Any That Apply)

Purchase of Boat Parts/Hardware Sale of Boat Boat Shows Restoration Info. Boat History
 Other (Please Specify) _____

1998 BOATHOUSE COMMERCIAL AD RATES

Ad Size	Rendezvous OR Boat Show	Both Shows	All Issues (One Year)
1/8 page (business card)	\$ 125	\$225	\$ 300
1/6 page	\$ 150	\$275	\$ 400
1/4 page	\$ 200	\$350	\$ 550
1/3 page	\$ 250	\$400	\$ 650
1/2 page	\$ 300	\$500	\$ 750
Full page	\$ 450	\$800	\$ 900
Full page color	\$ 600	\$900	\$1000
Full page color/back cover	N/A	N/A	\$1200

The BoatHouse is published 6 times a year on the even months. Distribution is as follows: August Rendezvous & January Boat Show editions: 3000 copies per show. The 4 bi-monthly issues: 500 copies per issue. Ads must be camera-ready and paid when submitted. Ads with black and white photos are an additional \$10 per issue. Mail ad to: The BoatHouse, 18275 Hummingbird Rd. Deephaven, MN 55391. Send payment to: Bob Speltz Land-O-Lakes, P.O. Box 11, Hopkins, MN 55343-0011. Direct questions regarding ad rates to Greg Benson: Phone: 612-941-7882 Fax 612-941-2650

F. Todd Warner's
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By Appointment

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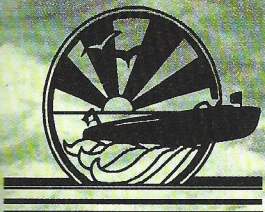
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Ski-Safe thinks your boat insurance policy should be built along classic lines, too.



"At Bristol Classics Ltd., we take great pride in restoring the greatest antiques afloat. I've learned that no insurance provider understands the importance of superb customer service and the *increasing* value of a boat under restoration better than the people at Ski-Safe. I'm proud to recommend classic boat insurance from Ski-Safe to my clients!" – F. Todd Warner

At last, You can now get a boat insurance policy designed specifically to meet the needs of classic boat owners and restorers. And it's underwritten by a CIGNA Property & Casualty Company, part of one of the world's largest insurance organizations.

This new policy was developed in conjunction with the Chris-Craft Antique Boat Club, so the coverage is first rate and includes features not found in ordinary policies. Like 'course of restoration' coverage that protects your investment fully even before work has been completed. This policy isn't just for show either. You're covered when you use your classic the way it was meant to be used -- for recreation, for skiing, or just making the waves with style.

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