

BOATHOUSE



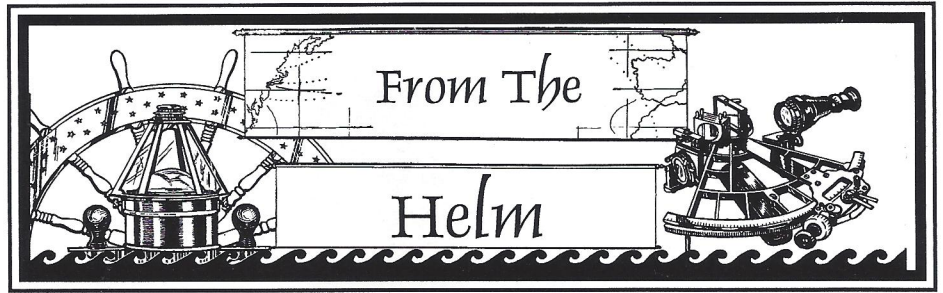
The Bi-Monthly Publication of the
Bob Speltz Land-O-Lakes Chapter
Antique & Classic Boat Society



24th Annual Rendezvous Program Issue

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WELCOME TO THE
BOB SPELTZ LAND-O-LAKES CHAPTER'S
24TH ANNUAL ANTIQUE & CLASSIC BOAT RENDEZVOUS!

Ours is just one of many Antique and Classic Boat Society's (ACBS) summer boat shows around the country. There are now forty-four chapters worldwide with more than 5000 members! The Society will celebrate its 25th anniversary in the year 2000!

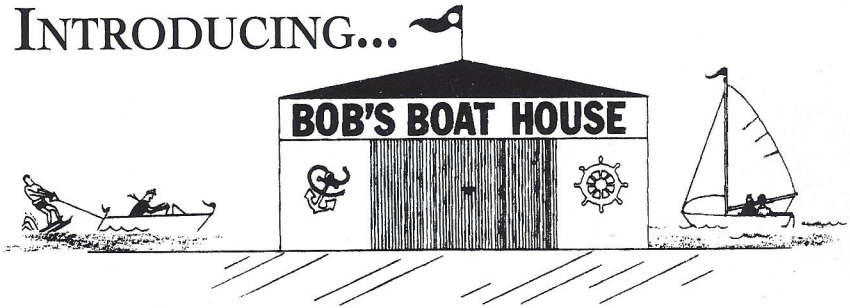
Since the formation of the Land-O-Lakes chapter in 1976, our annual Rendezvous was held on Lake Minnetonka – 22 terrific shows. Over the winter of 1997/98, that location on the lake was no longer available to us. We accepted a gracious invitation from Treasure Island Resort and Casino and moved our show to Sturgeon Lake in Red Wing. The 23rd Rendezvous was a resounding success with a record 108 boats! For years, our goal had been 100 boats. As the Casino would say, "We hit the jackpot!" We're happy to be back again, working with the great Treasure Island staff to bring to the public a family show that has attractions for everyone to enjoy. If you are interested in antiques, classic cars, old boats, restoration, or just plain fun, then this is the place to be August 7th and 8th! We have developed a boat show that isn't just a static display, but a show that's educational with events for both adults and children. There is a restoration corner, ship's store, boat rides, races, 237 boat slips, 250 room hotel with great food. Specialty organizations will provide a variety of fun features – vintage transportation, marine engines, outboard motors, and remote control model boats, just to name a few.

Our chapter, the third to be formed, is growing at a phenomenal rate, and is now the second largest in the ACBS. As a member, there are many events and activities you can get involved with each year. In addition, you will receive four national publications of *The Rudder* and six of our chapter's award-winning magazine, *The Boathouse*. In January, there's the Minneapolis Boat Show, workshops in the winter, museum tours in the spring, chapter outings, parades, displays, and shows in the summer – and cruises from spring to the fall.

There is a generation out there that can still remember the wooden boat era. It was a wonderful time on the water and that magic is recreated with some of the most beautiful boats you will ever see! Boat racing in the early 1900's was one of the largest pastimes in the country. You can experience those sights and sounds of yesterday at every show. Our chapter is dedicated to passing this rich boating history on to our children. The Society's mission is to promote and encourage the restoration and preservation of historic, antique and classic boats. Our main venue is through this publication and our public displays of member's boats at sanctioned shows. We hope you will enjoy the show and make it an annual event. Thank you for your support and participation in preserving the past!

Greg

IN THIS ISSUE



The Bob Speltz Land-0-Lakes Chapter of the Antique & Classic Boat Society introduces a new feature to *The BoatHouse*: **BOB'S BOAT HOUSE**. This corner will focus exclusively on Bob Speltz, our chapter's namesake and one of its founding fathers. Bob's name is synonymous with the preservation and promotion of wood boats. He is recognized everywhere among wood-boat enthusiasts for his phenomenal knowledge, passion, and dedication to the hobby. Our intent is to honor his memory above and beyond naming the chapter. We begin with the above drawing created, drawn, and used by Bob in his newsletter with the same name.

Bob Speltz had always been fascinated by boats. As a child, he remembered pressing his nose against the glass of a showroom windows to see the newest Gar-Wood or Chris Craft on display. A former social studies and economics teacher, he became ill with kidney disease in 1972 and was forced to quit teaching. He turned to writing and research as a way to pass the hours he spent in dialysis. In 1977, Speltz authored and published his first book, *The Real Runabouts*, an anthology on the history of the inboard runabout from its inception and the first of its type ever written. The popularity of *The Real Runabouts* mushroomed to the extent that six additional volumes followed. They are still sought after as the "encyclopedia" of the craft.



Our sincere thanks to Bob's sister, Mary Keating, for providing the pictures and history used in this issue and many others that will be included in future articles.

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On Our Cover

Bob Speltz at the wheel of "Samar V," his 1947, 17 foot, Custom Chris Craft Runabout with 95 h.p. Chris Craft engine. (Photo is circa mid-60's.)

Directly behind Bob is his twin brother, Art. Two college buddies are enjoying the ride also.



A Brief Background

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 our founding members for his tremendous contribution to the documentation and preservation of the history of antique and classic boats. (See the article on Bob Speltz this issue.) 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. The most recent class addition is *Classic Glass*, which includes boats made of fiberglass that are 25 years or older.

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. Membership in the national ACBS includes a directory, a quarterly publication called the ACBS 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. Ownership of an antique or classic boat is not required for membership - just an appreciation.

Currently, the ACBS has 44 chapters with approximately 7,000 members throughout the world. The Bob Speltz/LOL Chapter has over 700 members who reside mostly in the Minnesota and western Wisconsin area. We publish the award-winning magazine, *The BoatHouse*, six times a year, display our craft at the Minneapolis Boat Show, and hold restoration workshops. Monthly meetings vary between social, technical, and the continuation of heritage of antique and classic boating. Our focal event is the annual Rendezvous which is held in August. This event has earned a reputation for being one of the premier shows in the country, with more than 100 antique and classic boats in the water and additional boats and displays on land.

The BSLLOL is committed to the preservation and enjoyment of the antique, classic and special-interest watercraft of all types, both powered and non-powered. We dedicate ourselves to this commitment 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

OUR THANKS

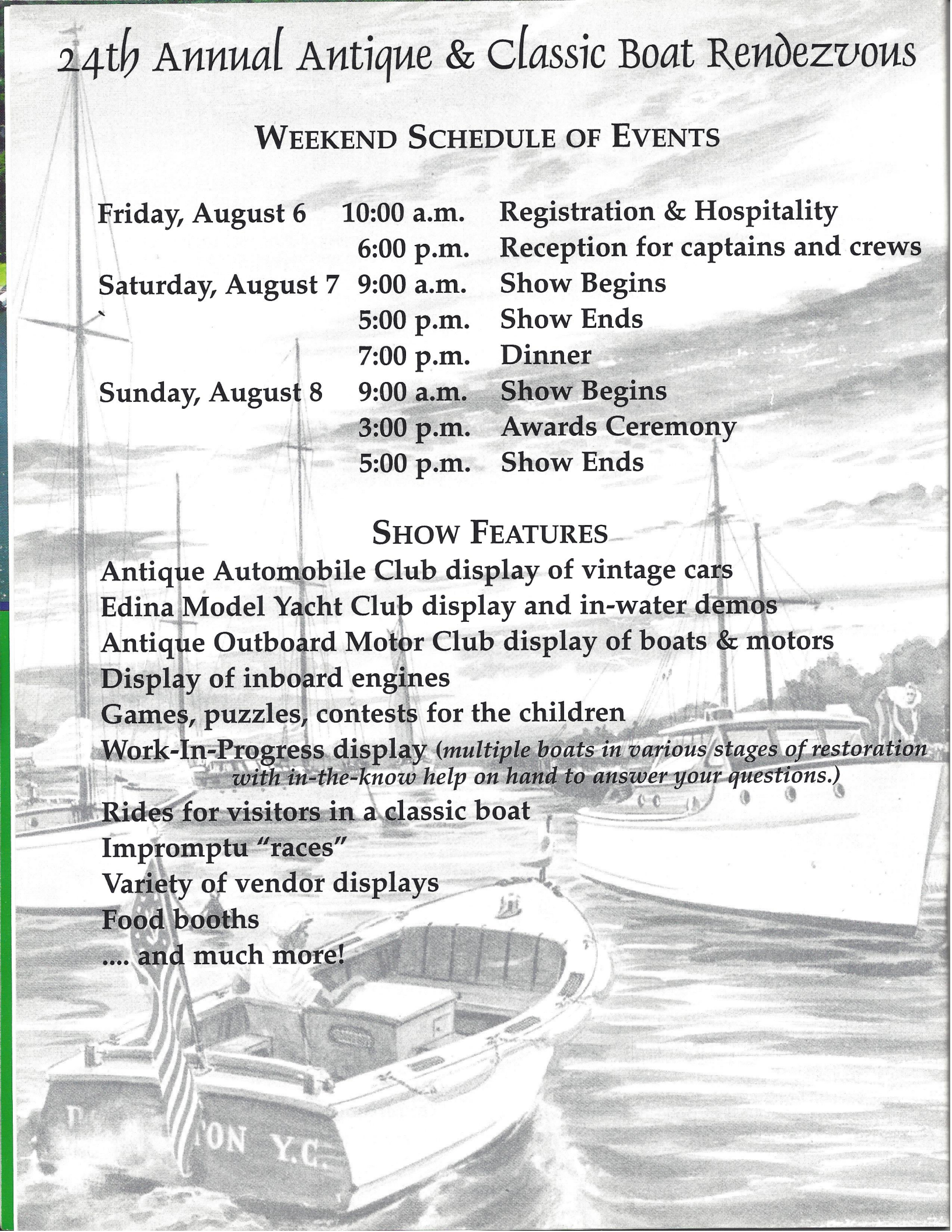
to the following members for their contribution to this month's issue:

- | | |
|-----------------|------------------|
| Gary Baker | Mary Keating |
| Greg Benson | John Kinnard |
| Dave Doner | Steve Merjanian |
| Sherwood Heggen | "Dr, Motorhead" |
| Bob Johnson | Andreas J. Rhude |

Lee Wangstad

24th Annual Antique & Classic Boat Rendezvous

WEEKEND SCHEDULE OF EVENTS



| | | |
|--------------------|------------|----------------------------------|
| Friday, August 6 | 10:00 a.m. | Registration & Hospitality |
| | 6:00 p.m. | Reception for captains and crews |
| Saturday, August 7 | 9:00 a.m. | Show Begins |
| | 5:00 p.m. | Show Ends |
| | 7:00 p.m. | Dinner |
| Sunday, August 8 | 9:00 a.m. | Show Begins |
| | 3:00 p.m. | Awards Ceremony |
| | 5:00 p.m. | Show Ends |

SHOW FEATURES

Antique Automobile Club display of vintage cars

Edina Model Yacht Club display and in-water demos

Antique Outboard Motor Club display of boats & motors

Display of inboard engines

Games, puzzles, contests for the children

Work-In-Progress display (*multiple boats in various stages of restoration with in-the-know help on hand to answer your questions.*)

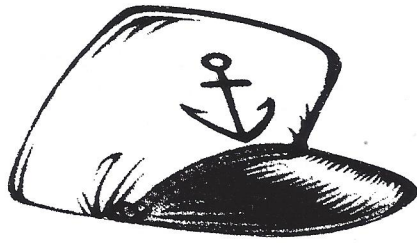
Rides for visitors in a classic boat

Impromptu "races"

Variety of vendor displays

Food booths

.... and much more!



24th Annual Rendezvous Captains

Committee Chair
 Show Bosses:
 Publicity
 Vendors and Displays
 Corporate Sponsorships
 Registration
 Hospitality
 Merchandise
 Ramp and Docks
 Sound System/Public Address
 Education
 Judging
 Program and Posters
 Awards

Suza Gosh
 Eric Gustavson, Carl Weisser
 Andreas Jordahl Rhude
 Tom Menken, Ken Patz
 John McCurry
 John Kinnard
 Carl Weisser
 Steve Davis
 Eric Carl Gustavson
 Eric Gustavson
 Sherwood Heggen
 Bob Johnson
 Steve and Peggy Merjanian
 Greg Benson

Committee Members

Jim and Marcia Aamodt
 Randy and Jo Havel
 Bill and Pat Dunlop
 Ray and Margot Garin
 Dave Doner
 Clark Oltman

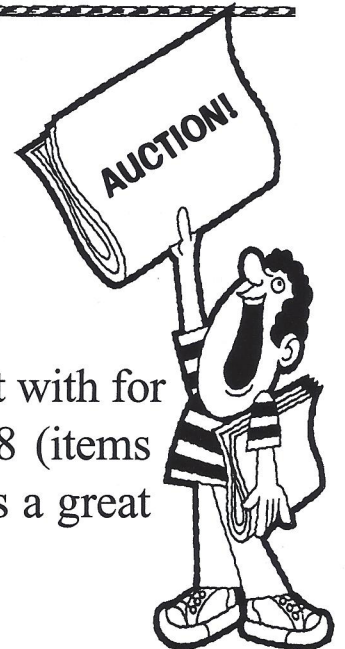
Fred Boss
 Jim Camery and Tammy Tollefson
 Steve Beck
 John Vogl
 Larry Quinn

Thanks for all the long hours! Great Job!!

AUCTION ITEMS NEEDED

For the 1999 ACBS Annual Meeting September 23-26.

Anything you may have around your garage that you can part with for a good cause, please contact Randy Havel at 612-878-2118 (items need not be "boaty" but that would be nice.) Not only is this a great fun event, the proceeds benefit us all by supporting ACBS.



GADGETS AND KINKS



*A Department in which
Readers of Power Boating
Swap Useful Ideas*

THE CHOICE OF BOTTOMS

by Sherwood Heggen

For the past seventy or eighty years, bottoms on the Chris Craft, Garwood, Hackercraft and similar runabouts and cruisers were built in a common fashion. Bottom framework ran athwartship fastened to stringers, keel, and chines. The inner planking was made up of 3/16" thick boards of mahogany that were 3-6" wide and fastened to the frame at a 45 degree angle to the keel. Some laid the inner planking raked forward, but most builders laid it raked back. Canvas was laid over the inner planking and painted in place. Outer planking of about twice the thickness if the inner planking was laid parallel to the keel and fastened with brass screws. All boards were fit with a little gap between each board. This allowed room for the boards to swell when they became soaked with water. The canvas was in place to provide a water barrier to keep the boat afloat while the bottom planking swelled. Once the boards swelled, the bottom became water tight. After a few years, the canvas would rot out and the water barrier was gone. Then, the boat owners would fill there boats with water in the spring before they put the boat in to get a head start on getting the planking to swell up to keep the water out. If the owner was lucky enough to have a lift, putting in was a simple matter of letting the boat sit in the lift for a day to let it swell without the fear of sinking.

Right off the assembly line, this was a pretty good bottom. It was relatively easy to manufacture, durable and was good for at least 10 years. Back in 1940, a 1930 boat was 10 years old and probably out of date or just in need of replacing. It was time to trade it in on a new model. There was not much concern then that the bottom was beginning to leak due to rotted canvas or broken brass screws causing loose planks. The problem went away when the boat was traded for the new one. If the problem was too severe, the boat may have been junked.

Today we are still running the boats from many decades ago with their original bottoms. That bottom may look good, but stories are told of good looking bottoms giving in to one too

many jumps over a wake. Now the cost of retrieving the boat from the bottom of the lake is added to the expense of a new bottom. Is it smart to keep the bottom that was designed to last for ten years and risk the investment on the bright work and upholstery? Simple answer. No.

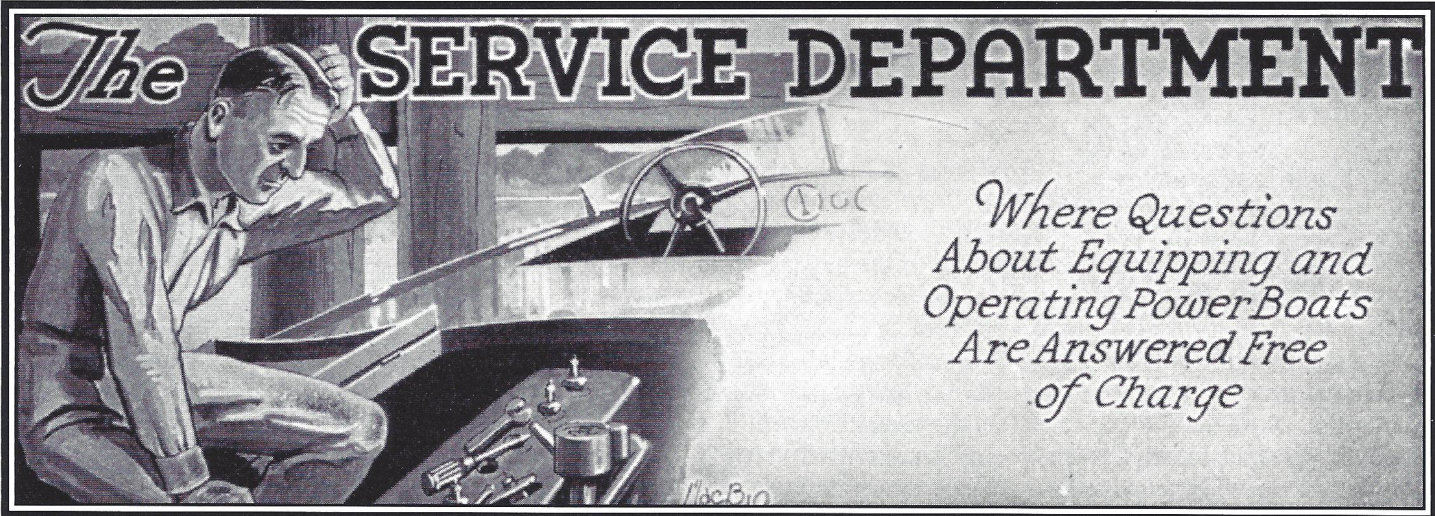
So now it is time to make a decision for replacing the bottom to provide security for that investment. Would you replace the bottom with the method used to provide a 10 year bottom. If you are a purist, you would say "absolutely" if the boat were to be used for an occasional show and in dry dock the rest of the time. Whether the boat is to be trailered or in the water all summer, there are some alternative methods you may want to consider for a new bottom. They have their pros and cons, but for the most part, what ever type of bottom you choose over the traditional, you will gain time before the bottom will need attention again.

There are two basic types of bottoms to replace the traditional. They are called either "hard" or "soft" bottoms. A "hard" bottom is just that. It starts with the typical framework, but the bottom boards can be of three layers of plywood strips glued together on a bias to each other or a layer of plywood with mahogany planking bonded together with epoxy with silicon bronze screws securing everything to the frames. Every square inch of wood, however, must be coated with epoxy, including the screw holes.

The "soft" bottom is similar, but there is no epoxy used to bond parts together or coat all surfaces. Instead modern caulking adhesives with brand names of 3M 5200 or Sikaflex bond parts together allowing more flexible construction. An inner planking of 3/16" plywood is laid in a bed of caulking adhesive. Planking, laid in the traditional style, is bedded in adhesive caulking. Silicon bronze screws hold everything together.

The advantages/disadvantages of these two methods are arguable by the two camps that support each method. The choice for one or the other appears to be a flip of the coin. They both work, but a choice of what pros are to be supported and what cons can be tolerated must be made.

Gadgets & Kinks - continued on page 17



Dear Dr. Motorhead;

I am concerned about my engine, I don't know how many hours it may have on it. I am using some oil, rpm's are dropping, and it's just getting tired and unreliable. It is time to replace or rebuild. This doesn't upset me, but I just don't know what to do. New engines have easily available parts, they are reliable, and weigh less. My friend gets lots of horse power with his V8 and turns about 4500 rpm — really pushes his boat along. On the other hand, it is not original. Do I need to worry about reliability issues with a rebuilt engine? Do I need to be concerned with abusing the boat with a new V8? Is there anything I can do to get a little more performance out of my old engine? Oh wise one, do you see flat heads or valve covers in my future?

Signed,
Bewildered

Dear Bewildered;

What do you do? I suppose you could throw away the engine and add a set of oar locks. A lot of advantages to this idea, yet that wouldn't be original either, not to mention speed or the lack of it. If you are asking this old salt what you should do, then I would say keep it original, but let's discuss the options.

BUYING A SET OF OAR LOCKS:

Advantages: a lot less money than a new engine; no maintenance costs; don't have to buy gasoline; no pollution; quiet operation.

Disadvantages: a lot of work; very slow; not original, gives new meaning to a racing runabout.

Adding oar locks is probably the last choice for you, so I won't spend much time on this option. However, if you get my point, modifications to originality doesn't necessarily mean changing to a V8.

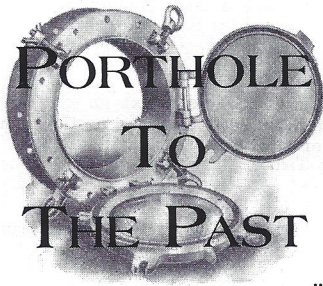
What about a V8? You get speed, light weight performance, lots of rpm's. What you don't get is the same

sound, looks, feel, and high torque performance you obtain with a flathead engine. V8's get their best torque at a high rpm. Combine a smaller propeller with lots of rpm's and you get V8 performance. What you really need in a boat is lots of torque; your engine is always under load. Certainly horse power is important, however, torque is the key component. For instance, the big Kermath or Sterling Petrel's maximum engine speed is around 2000 rpm, developing about 200 hp. Yet they deliver a tremendous amount of torque. You can have one person in the boat or a whole load of people and you will always have the same speed and engine rpm. You can never make this statement about a V8. Another example of torque, is a diesel engine. Tons of torque, with just a little horsepower. A farm tractor can pull a house off it's foundation, yet it may develop only 80 horsepower. So what am I getting at? You will go faster, but to do so, your propeller is back there spinning at 4600 rpm. This, in my opinion, gives you the feel of riding in a Correct Craft ski boat. You lose the sensation of the feel; you also lose the sensation of the sound. The two engine types just sound different. Is your boat original? Then shouldn't your engine be original? Just one man's thought.

About the abusing-your-boat question? Do you know what they call a Chris Craft with a V8? A Century. Ha Ha. Like any boat in motion, the biggest abuse comes from the operator. If you are going 50 mph instead of 35, be careful. Most Century's leak first because they are constructed lighter, secondly because they get the bejesus knocked out of them. Be careful if you want to go fast, let the water be smooth. Many people who do complete restorations to their boats, install modern bottoms and stiffen up the structure knowing they are going to install big power.

What about rebuilding a flathead? Yes you can, it's less expensive than a new V8. If you rebuild it, then go all the way. Do what your engine guy says to do. Install

Dr. Motorhead- continued on page 16



LIGHTHOUSES OF THE GREAT LAKES

by
Andreas Jordahl Rhude

The lighthouse. It conjures up images of the heyday of maritime history. Once the "road signs" of the seas, they have become an endangered, if not threatened, species. Modern radar and GPS have made the lighthouse obsolete for commercial shipping. They do, however, continue to serve a function for smaller craft. The Great Lakes have a rich maritime history and lighthouses have played a vital role in the success of human development of the region.

As a navigational aid, lighthouses became the lifelines of water transportation. Movement of people and merchandise by water was much easier and less costly than overland travel during the early era of American expansion. Therefore, making water travel as safe as possible became a social and economic necessity. Lighthouses became an integral part of this development.

The first navigational "lighthouses" were bonfires built on shore to guide ships back home. The first actual lighthouse may have been built on the island of Pharos at the entry to Alexandria harbor, Egypt. It was built by order of Emperor Ptolemy and it went into service in 285 BC. The Colossus of Rhodes (270 BC) may also have served as a functional lighthouse. Romans built at least thirty substantial lights in the Mediterranean Sea by the third century AD.

The first major lighthouse in America dates to 1716 at Little Brewster Island in Boston harbor. The redcoats (British) destroyed it in June 1776 while retreating from the Boston area. The foundation, however, served as base for a new tower built in 1783. According to the book *Legendary Lighthouses* by Grant and Jones, this is the last remaining lighthouse having a manned keeper.

The first Great Lakes lighthouse was put into service in 1818 at Fort Niagara on Lake Ontario in New York state. Lake Superior obtained its first lighthouses in 1849, one at Whitefish Point and another at Copper Harbor — both in Michigan's Upper Peninsula. By 1852 there were 76 lighthouses on the Great Lakes. Of the 331 lighthouses in America at that time, an impressive twenty-two percent were on the Great Lakes.

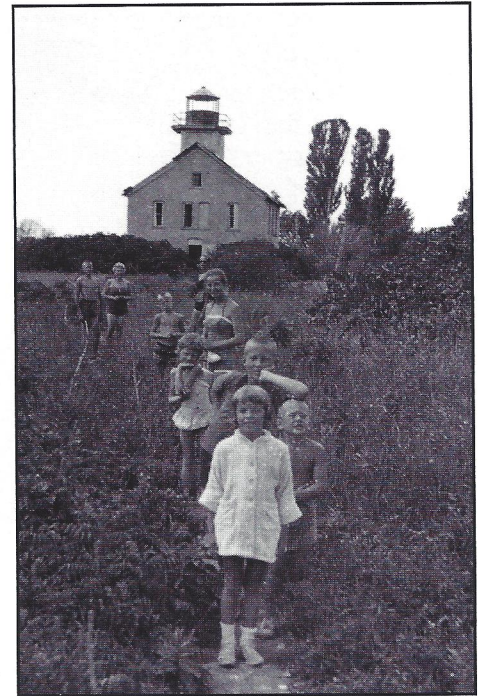
Many Great Lakes lighthouses still stand; others have been left to decay and crumble. The Green Island lighthouse, in Lake Michigan's Green Bay, is one that has crumbled. Many of my own early childhood boating memories, were trips out to Green Island to explore the lighthouse ruin. I will never forget the thousands of seagulls

flocking around the remaining bones of this building as our family inched our way to get a closer look at the hulk.

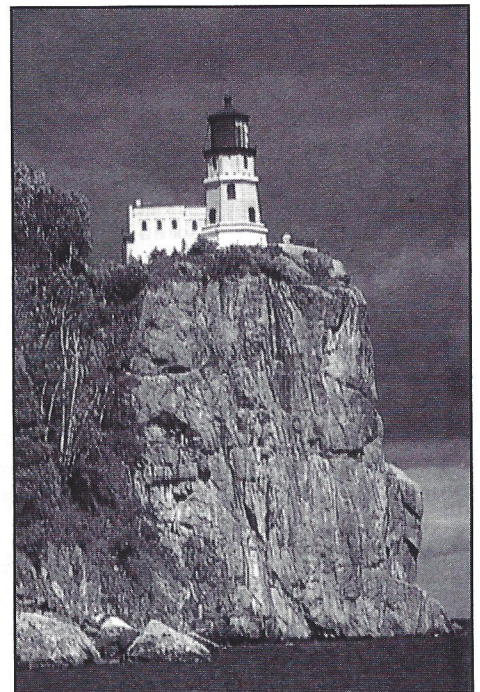
One of the best known Lake Superior lighthouses is the Split Rock Light. Located on the north shore about 45 miles northeast of Duluth, it served as a beacon for important shipping traffic from 1910 until it was decommissioned in 1969.

The lighthouse sits atop a rugged cliff, 120 feet above the lake. Construction of the light at Split Rock was authorized after a notorious Lake Superior storm in November 1905. Twenty-nine ships were damaged, two sinking off the Split Rock point. One of these sunken wrecks is still visible, with the proper conditions, from the cliffs at Split Rock. I have canoed right over the hulk on one of those rare, placid Lake Superior days.

Today, Split Rock is part of a state park and historic site of the Minnesota Historical Society. The lighthouse keeper's house and fog signal buildings have been restored to their 1920s condition and they are open to the public. It is one of the most visited of any lighthouse in the nation. A museum operated by the Minnesota Historical Society sits adjacent to the lighthouse. It has wonderful interpretive and hands-on interactive displays.



*Ausable Point Lighthouse
Grand Marais, Michigan*

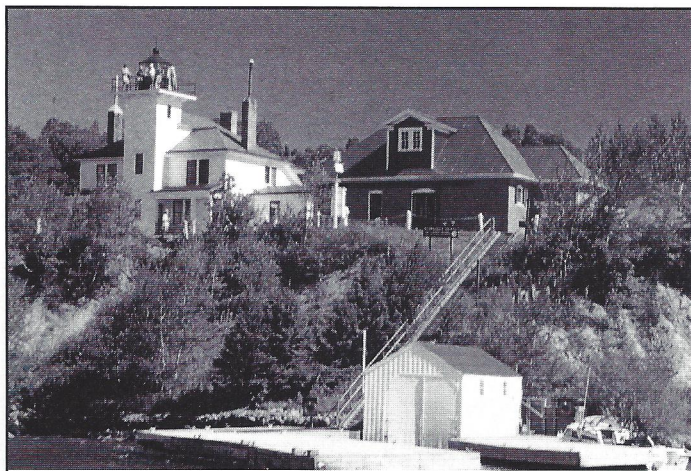


Split Rock

Porthole to the Past - continued from page 10

The Apostle Islands, off Wisconsin's north coast of Lake Superior, are home to several restored lighthouses. Between 1857 and 1891 six lighthouses were built in the Apostles. All are still in use, although each has been automated. The Sand Island light on the western most island of the Apostles, has been restored and it is open to the public. It is a brownstone building and tower, erected in 1881. It is constructed from the same sandstone quarried on this and other Apostle Islands, brownstone that was shipped across the country to build many cities. Today, volunteers give tours during the summer season. Like keepers of yesteryear, they live at this isolated site. For some it is a welcome reprieve from their hectic 1990s lifestyles.

Raspberry Island lighthouse is a white clapboard structure built in 1863. It has a fifth order lens. The Coast Guard placed a solar powered optic lens in the tower in 1957, ending its nearly century of manned service. Both Sand and Raspberry Island lights are open to the public. Access, is, however, a bit limited, as they are reached only by boat.



Raspberry Island

Isle Royale, in Lake Superior, has two lighthouses. The 130 foot tall Rock of Ages light was completed in 1908. It is located several miles offshore of the southwestern edge of the island. The huge 700,000 candle power, second order Fresnel lens was removed in 1985. It is on display at Isle Royale National Park. A solar powered lens has been installed to take place of the original light.

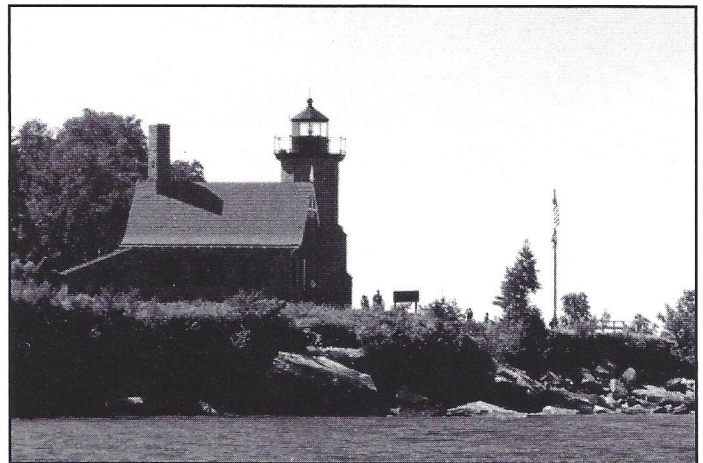
In 1933 the USS George M. Cox went aground in a fog near Rock of Ages. The 125 passengers and crew were rescued by the light keepers, spending the night huddled on the tower's spiral stairway.

The Passage Island light is on the northeast end of Isle Royale. She is the northern most American lighthouse on the Great Lakes. She is used to guide vessels into the port of Thunder Bay, Ontario. This light was built in 1882.

A unique Lake Superior light is the Stannard Island

Light. She is located fifty miles off shore of Marquette, Michigan. In 1835 the sailing schooner John Jacob Astor "discovered" a mile long reef just beneath the surface of the water. The light is named in honor of Charles Stannard, captain of the ill-fated Astor. In the midst of a major shipping lane, a lighthouse was completed in 1882. It took years of planning and \$300,000.00 to construct this isolated light. A huge sum for the 1880s!

While most lighthouses are far removed from civilization, the Stannard Island light is uniquely so. It is just a small, man-made island, fifty miles from the nearest land. Psychological effects on the keepers were intense. One Coast Guard seaman had to be removed in a straight jacket. Another threatened to swim for shore as he was so desperate. The lighthouse became automated in 1961. During the retrofit, an explosion killed one of the three seamen on duty. The explosion and fire destroyed the living quarters and machine room. The tower, still standing, withstood the blast.



Sand Island

From my childhood home I could see several Lake Michigan lighthouses. The Green Island light, several Door County lights, and the Peshtigo Point light were a few. Just north of Fish Creek in Door County, Wisconsin is the Peninsula State Park. The Eagle Bluff lighthouse, built in 1868, still shines. Restored by the local historical society, she is part of the state park. At ten, Door County can boast that she has more lighthouses than any county in the nation.

Each May a two-day event, the Door County Lighthouse Walk, celebrates the navigational heritage of the peninsula. Special access is made to all the county's lighthouses during the celebration. Normally, only Eagle Point lighthouse in Peninsula State Park is open to the public. Lighthouses have been the welcome beacons to seafarers for centuries. As technology has progressed the lighthouse has become outmoded and obsolete. Many have gone the way of the dinosaur. Many are still in dire straights, such as the Cape Hatteras light in North Carolina, which is threatened by the sea. Its survival has now been assured; a

Porthole to the Past - continued on page 29

THE BOATHOUSE VISITS THE BOAT-HOUSE
 by Andreas Jordahl Rhude

Situated on West Seventh Street just minutes from Downtown St. Paul, is home to a unique business called, believe it or not, The Boat-House Small Boat Shop. Not to throw a monkey wrench into things, but a coffee shop on Cedar Avenue in South Minneapolis also goes by the name Boathouse! Dale Hedtke, owner of this small-boat



THE BOAT-HOUSE
 Small Boat Shop

establishment in St. Paul, began operations in September 1998 and has been adding products and services as times has gone by. What is The Boat-House? It is a retail store, repair and restoration shop, classroom, consignment shop, and most importantly, a place where boating enthusiasts can meet one another and exchange battle scars as well as the success stories! The focus of Dale's enterprise is non-motorized watercraft. These include canoes and kayaks, rowboats, and sail boats. He has dabbled a bit into smaller power boats, but his philosophy centers around human and wind-powered vessels.

The Boat-House sells new canoes, kayaks and kayak kits, small sail boats, and rowing dinghies. The store also has used boats and canoes. As a matter of fact, Dale says he has sold more used craft than new ones. A couple of vintage canvas-wood canoes were sitting in the shop during our late May visit. A "Green Bay" duck boat built by Thompson Brothers was also leaning up against the wall - waiting for the right combination of buyer and boat! A unique hot-molded wood boat built in Norway, also was awaiting a buyer. Size limitation, Hedtke said, is if it will fit through the front doors! "So if it's too big to get through the door - I can't handle it."

The Boat-House also carries Harken sailing hardware, varnishes, paints, epoxies and resins, fiberglass, books and magazines, hardware for all types of boats, paddles, and personal floatation devices. Teak, okoume, and khaya (African mahogany) marine plywood and lumber are also

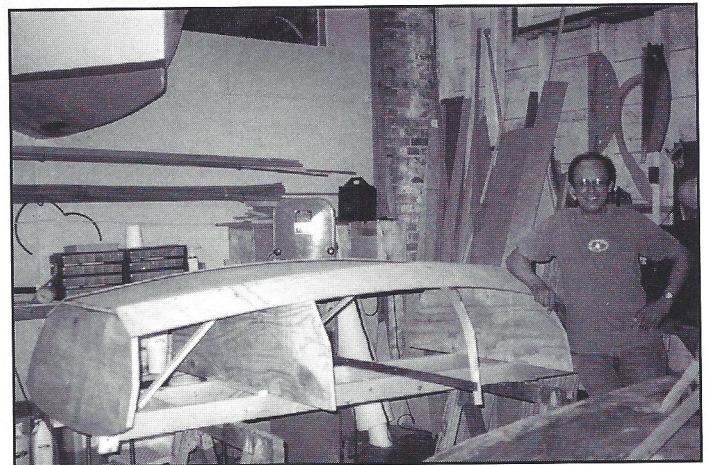


Dale Hedtke shows an outboard racing hydroplane in process.

carried. Bristol Bronze, a company from Maine, can custom make almost any type of fitting needed by a customer. The Boat-House is, aptly put, a one stop shopping center for the small boat enthusiast.

Dale Hedtke has had his fingers in boating since childhood, building his first boat at age 15. Today, Dale works full time at his business and he has several part-timers helping out as well.

About once a month, The Boat-House offers a hands-on class where he and a few students build a wooden kayak. The two-night course has three or four students working together to create the boat. The first night the hull is built



A small dinghy being assembled on temporary station frames.

and the second night sees the deck, cockpit, and cockpit combing being installed. The result is an extremely strong and quickly built boat. A finished one is on display in the shop - and it is a work of art! At the end of the session, they draw straws and the winner gets to take the completed boat home for the cost of materials. It is a great experience in basic woodworking techniques and in cooperation.

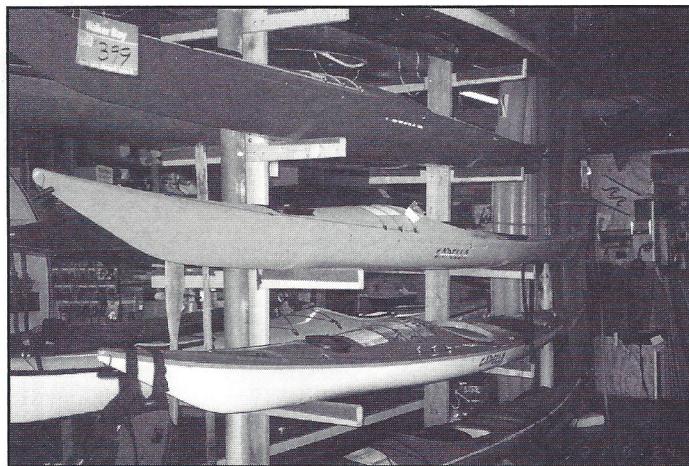
Boat-House - continued on page 13



Boat-House - continued from page 12

Restoration and repair of small wooden boats is also being done. If you need a small wood component fabricated or repaired, Hedtke is your answer. Sail making and repairing is also offered. Dale also "preaches" the attributes of small boats at seminars in the region.

The Boat-House is located kitty corner from the old Schmidt's Brewery on West Seventh (also called Fort Road).



Kayak dry stack display.

THE BOAT-HOUSE

Small Boat Shop

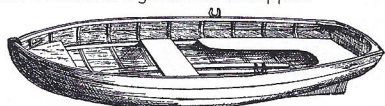
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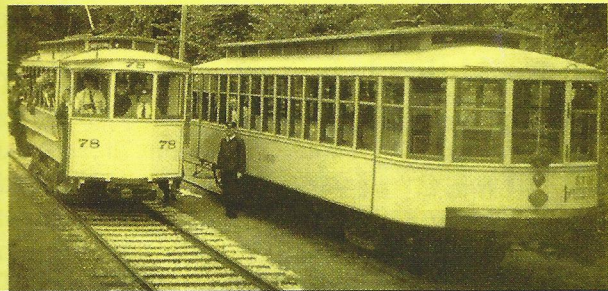


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Over 90 years ago, a fleet of six steam powered boats were launched into Lake Minnetonka. Designed to resemble streetcars, the boats were an extension of the Twin City Rapid Transit Company. For 20 years the boats served the resorts, summer cottages and Big Island Park. Five of the boats were scuttled near Big Island, three in 1926 and two more in 1928. In 1948 the last boat was sent to join the others at the bottom of the lake. Today, thanks to the efforts for 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 day or evening on the clear waters of Lake Minnetonka.

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1999 Minnehaha Schedule

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Departs Excelsior 9:00, Noon, 3:00, 6:00

Departs Wayzata 10:30, 1:30, 4:30 & 7:30

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BSLOL thanks the following organizations and individuals whose participation/contribution helped make this weekend a success.

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Edina Model Yacht Club

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Minnesota Transportation Museum

Polar Aviation Museum

Red Wing Motors

*Science & Industry Museum of MN
(Urban Boat Builders)*

Thunderbird Club

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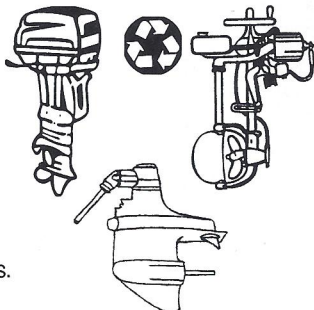
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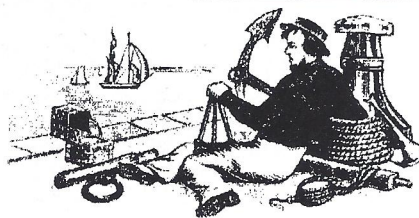
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Dr. Motorhead - continued from page 9

new bearings, valve springs - polish, grind, and hone it all. In addition, I strongly recommend that you balance the engine components and flywheel. Some suggest that you install hardened seats. I suggest you save your money. When you rebuild, you don't have to rework the engine compartment and its components — another plus. Installing a V8 means new plumbing connections, new prop shaft, and throttle linkage, to name a few.

What about reliability in a flathead? They are so simple, so straight-forward, so basic, nothing could be more reliable. These engines were either built for industry (Hercules aka "Chris Craft,") or directly for the marine market (Chrysler, Kermath, Sterling). They were designed to run under load for long periods of time. Properly maintained, you can put thousands of hours on one of these motors. Parts are easily available for the Hercules and Chryslers, but not the others, so you got me there. If you have a Kermath, talk to Jim Aamodt. If you have a Sterling talk, to Steen Melby. If you have a Scripps, talk to Pete Henkel — all ACBS members.

Are there some things you can do to tweak your flathead to get your boat going a little faster? Absolutely. But, if I get into this topic now, then I wouldn't have anything to write about next issue. Be patient.

Do as the good Doctor does, keep it original. Old boating fulfills the senses of sight, sound, smell, and hearing. For me, these senses are compromised with a small-block Chevy sitting between the stringers of a 1939 Barrel Back. But, what the heck, this is America. We have choices and the freedom to chose.

Dr. Motorhead

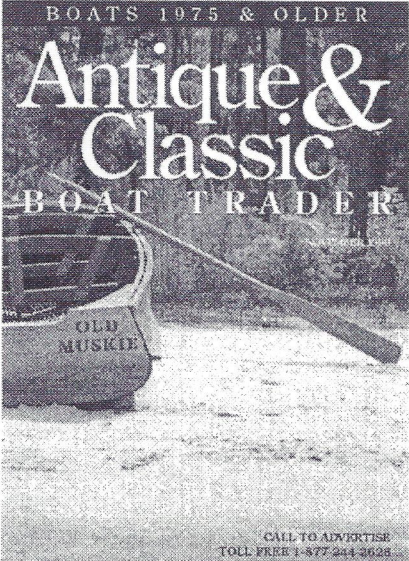


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Gadgets & Kinks - continued from page 8

PROS - HARD BOTTOMS

- ◆ No need to soak bottom before boat is placed in the water.
- ◆ It is always water tight.
- ◆ With each plank encapsulated with epoxy, the boat will not gain water weight from the planks absorbing water all summer long.
- ◆ Parts can be fit tight for a strong structure with little flex.

CONS - HARD BOTTOMS

- ◆ Scratches and dings need immediate mending to keep water from swelling the wood under the epoxy.
- ◆ Epoxy encapsulation is expensive.
- ◆ It takes a lot of epoxy to cover all 6 sides of every piece.
- ◆ The cost of quality plywood used for laminating the bottom can get expensive.
- ◆ Working with epoxy is a really messy job.
- ◆ Some say the boat rides a lot harder because the bottom can not flex.
- ◆ Damaged parts are not easily removed without special equipment.

PROS - SOFT BOTTOMS

- ◆ Only mating surfaces need to have a bedding of adhesive; not all six sides as with epoxy.
- ◆ Bottom can naturally flex and move without sacrificing longevity
- ◆ Some say the boat rides a lot softer because the bottom can flex much more like the traditional bottom.
- ◆ Scratches and dings are not a major concern because the bottom is allowed to absorb moisture.

CONS - SOFT BOTTOMS

- ◆ The adhesive is tacky as all get-out. Don't be surprised if you end up with it in your hair, your pockets, all over your tools and clothes. It is messy stuff!
- ◆ Like epoxy, it is also expensive, but somewhat less so than epoxy.
- ◆ Damaged parts are not easily removed without special equipment.


There must be other pros and cons, but these are the obvious ones. You would have to make a decision on which one you want.

There is one more method that is a mix of the above two methods if you can't decide on one or the other. Prior to assembling any parts, each pre-fit piece is coated with a couple of coats of penetrating epoxy. This seals the wood

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to keep water from saturating the wood. Assembly is done with planks bedded in caulking adhesive. This allows the boat to flex more to allow the more traditional "soft" ride. The world is full of choices and it doesn't stop with boat restoration. This hopefully will get you thinking of how best to preserve your woodie.

O.K. - what do we keep in mind when we own one of these old wooden boats? All together now.....

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WAY POINTS!

AUGUST

☞ **7th/8th SATURDAY & SUNDAY**
24TH ANNUAL RENDEZVOUS ~ Treasure Island Resort & Casino, Red Wing, MN.

18th WEDNESDAY

CLUB CRUISE NIGHT ~ Meet at Wayzata Depot Docks. Bring a dish to share and your own beverages. If you need a ride, leave a message on the Hotline - there's always room for you! If weather is in doubt, call Hotline for go/no-go info.

SEPTEMBER

☞ **11th/12th SATURDAY-SUNDAY**
ANNUAL J.J. HILLS DAYS Lake Minnetonka, Wayzata Bay. Don't miss this terrific weekend of events. BSLLOL will be there with in-water & on-land displays, and a souvenir tent. Be on hand to see the woodies in the grand parade on Sunday. If you'd like to participate, call the HotLine!

☞ **19th-23rd SUNDAY-THURSDAY**
MISSISSIPPI RIVER CRUISE prior to Annual ACBS Meeting

☞ **23rd-25th THURSDAY - SATURDAY**
ANNUAL ACBS MEETING, Treasure Island Resort and Casino. Hosted by BSLLOL.

OCTOBER

☞ **10th SUNDAY**
ANNUAL BRUNCH/FALL COLORS CRUISE
Lake Minnetonka. Details To Follow

NOVEMBER

☞ **20th SATURDAY**
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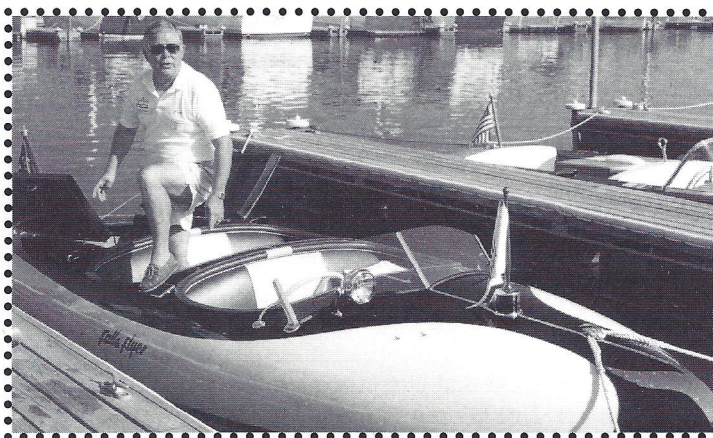
**GLEANINGS FROM YESTERYEAR
OR
BOATING IN DAYS GONE BY
OR
BOATING HAS ALWAYS BEEN FUN
OR
???**

*Reprinted from BOATING magazine - Sep-
tember 1930*

REQUIRES MUFFLER

"The city of Chicago has taken drastic measures against the operation of power boats without mufflers. Some time ago an ordinance was passed by the city council of Chicago requiring underwater exhaust on all power boats and providing heavy penalties for violation of the ordinance. The city council claims jurisdiction three miles into Lake Michigan and on all of its lagoons and rivers. On July 26 (1930) five officers were detailed to enforce the ordinance and the supposition is that they are on duty continuously." So....noise issues are nothing new!!

According to the June 1930 issue of BOATING magazine (Peoria, Illinois), an ATLAS runabout boat which was piloted by Misters Hemming Larson and Jack Eastman beat the fastest train on a run from Menominee, Michigan to Chicago. The boat, powered by a 115 horsepower Universal engine, completed the 250 mile trek in 8 hours and 15 minutes. They beat the train by a margin of one quarter of an hour. The "race" took place on the 23rd of April 1930, and when the men and their boat arrived in Chicago, all were ice covered!



505 ALBERT LEA STREET

by Lee Wangstad

My good friend Ross Pfund sent me a copy of Popular Boating magazine the other day. It was the January 1961 issue, and there in the letters column was one titled "Old Boat Specs" and read as follows:

"My hobby, for the last four or five years, has been that of collecting old inboard speedboat catalogs, glossy photos and brochures.

Last week I received in the mail 18 old 1932 Chris-Craft runabout postcards that are in perfect condition. These are now my oldest pieces of literature in my collection.

I was wondering if you possibly had any old photos, catalogs, brochures or other literature on the following old inboard speedboats: Mullins steel inboards (information for any year); Dodge wooden inboards (information for any year); Chris-Craft, early history and any literature up to 1937 and from 1937 to 1949, also 1951, 1952; DeWitte, information for any year; and Doane, information for any year.

These are just a few companies on which I would like to receive either a small written history or the literature for the years stated. I know this is a big order, but I think you can help me."

The letter was signed, *Bob Speltz, 505 Albert Lea Street, Albert Lea, Minnesota.*

Now, maybe to some, the address doesn't mean a whole lot, but the name hails a significant message to all of us classic boat aficionados out here in Minnesota — and the rest of the world as well.

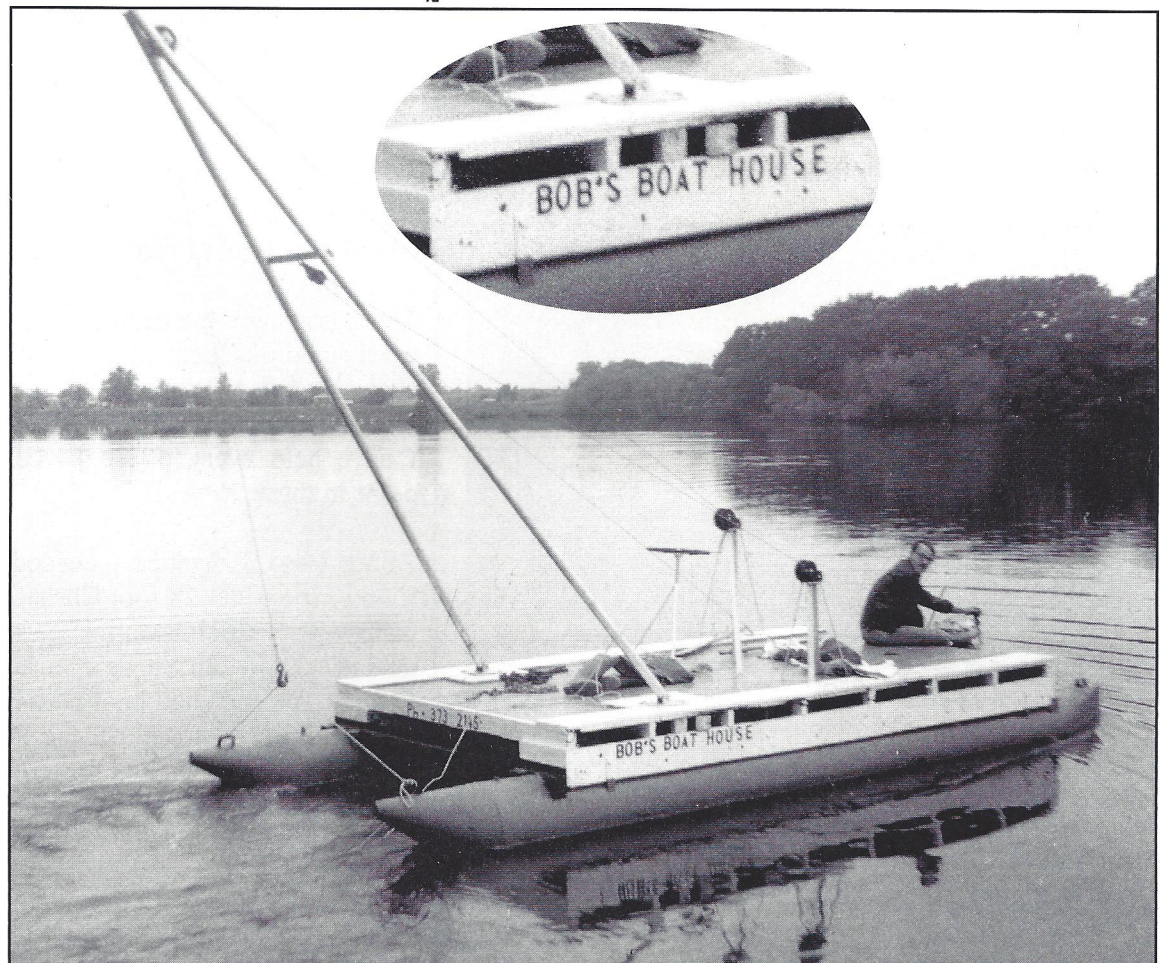
The really amazing thing to me is that, here it is 1961, and Bob has to be all of

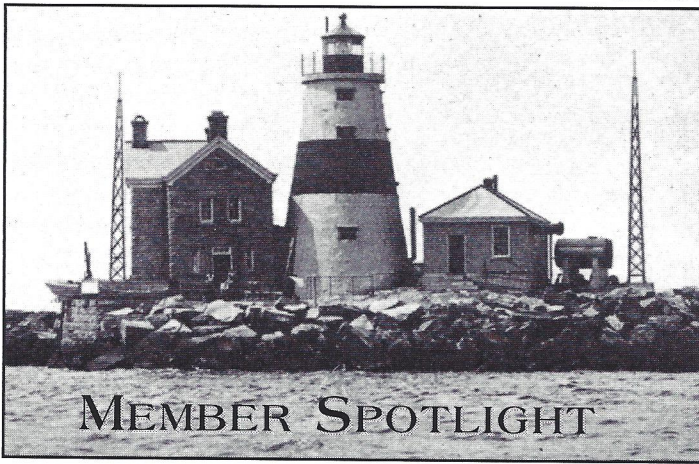


18 years old. Already, he has been researching the old classics for four or five years and collecting the literature and histories and writing them down. It makes me think of what I am doing and where I'm at in 1961. Wow, ten years old and barely in Little League. Where is the rest of the hobby at this early date? Bob would have a long wait for the rest of us to catch up.

When I see the address *505 Albert Lea Street*, it immediately brings to mind the house with its white clapboard siding, freshly painted, always neat and tidy. It's on the hill overlooking Fountain Lake in a quiet, tree lined neighborhood, that seems to be coming right out of the 30's. And there's the porch that enter into the comfortable living room. Bob's mom, Angie, is answering the door to always greeting you with a smile and a manner which immediately sets you at ease. You know that you are

505 Albert Lea Street - Continued on Page 32 .

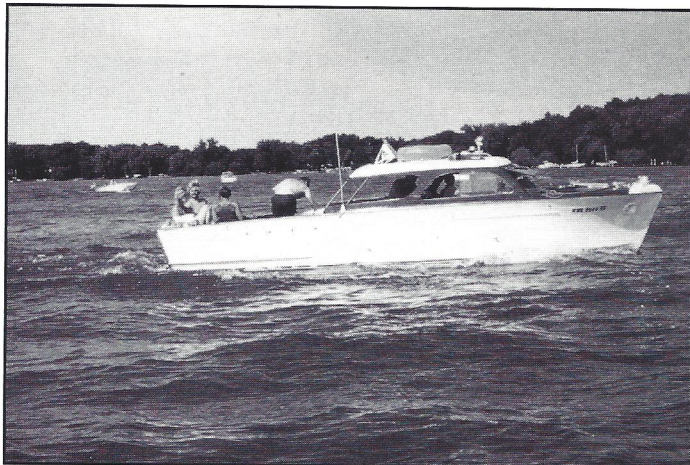




JOHN G. KINNARD

I got my first taste of boating in 1949 when my parents built a summer home on Wildhurst in Tonka Bay, on Lake Minnetonka. During that year, my father won about \$5,000 in a card game after a round of golf. When he arrived home, he informed my mother that he had won all this money. She was not impressed and was upset that he was late for dinner. The upshot was, he went to Minnetonka Boat Works and bought a 1949 18 foot Chris Craft Sportsman. The name on the back of the boat was CHEMIN DE FER, which was the name of the card game he was playing! That boat sunk during a storm in 1950 and was traded in on a 1950 22 foot Sportsman (just like the boat in *On Golden Pond.*). That was the first boat I had ever driven.

We sold the house in 1954, against my approval, but I was only 10 at the time. We kept the boat at my uncle's house for two years but sold it to a friend of my father's in 1956.



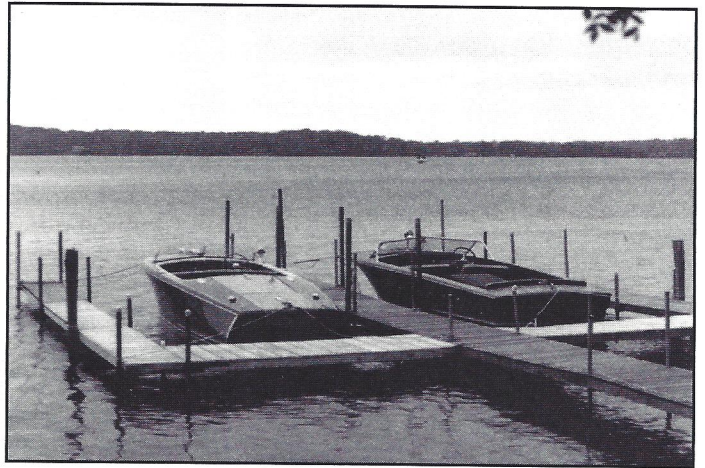
1953 Chris Craft 28' semi-enclosed cruiser...the second "Chemin De Fer"

Nine years later, the boat-bug bit my father again, but now went to fiberglass. He purchased a 1965 27 foot Chris Craft Commander. That lasted one year when he traded up to a 31 foot Commander with twin Chevrolet 327cid, V8 engines. He was happy until 1971 when he

decided bigger was better, and got a 35 foot Commander.

In 1972, I found a boat I really liked and bought it from a current member of the club, who was in the used boat business at that time. It was a 1956 Chris Craft 20 foot Continental. I completely restored that boat myself in my sister's garage over a winter. I had great fun with that boat for several years.

In 1976 I found a flyer stuffed in by boat for an antique and classic boat show to be held at Lord Fletcher's that summer. Lowell Arnold, Jim Stowe, and I worked like dogs to get our boats in order for the show. Clyde, at Minnetonka Boat Works, got Jim a new shaft for his 20



*1950 Chris Craft 20' Riviera
1956 Chris Craft 20' Continental
at John's Enchanted Island Docks*

foot Chris Craft Riviera in 24 hours. We went to the show and had a blast. We met lots of people and decided this was kind of neat!

The following winter, sitting at the Beanery at Fletcher's, we formed our local chapter of the Antique and Classic Boat Society with Todd Warner as President. I can't remember what jobs I have had, or when I had them, but I have held every office EXCEPT secretary at some point in these 25 years.

About 1980, I decided I needed a larger boat so Todd found me a 1953 28 foot Chris Craft Day Cruiser, complete with "Chris-O-Matics". I refinished that boat in a garage behind Jim Stowe's house off of Brown Road in Orono. We even had boat parties on it in the middle of winter. After I moved off the lake in 1990, I sold that boat to Todd's father, and for a time, I was boatless. During this period, I threw myself into the boat club and did whatever I could to keep connected to boating while not having a boat.

Member Spotlight - continued on page 21

Member Spotlight - continued from page 20

During the Rendezvous in 1993, I noticed a 28 foot Sea Skiff that Todd had entered in the show. Just after the show, Todd called me and said this boat had my name on it. I agreed to a ride, and bought it the next day. After all, this boat had my two requirements for a boat: twin engines and a toilet!

This boat proudly has the name that my father originally started with on it's transom: "CHEMIN DE FER". I have since quit refinishing boats since I really wasn't any good at it, but still do most of my own mechanical repairs. I have also been accused of having every boating gadget known to modern man. This is not true! I won't put an electric anchor winch since it would spoil the lines of the bow, and I can't find a 12 volt microwave oven. Other than that, it is scary that most of the crew at Boat/U.S. knows me by my first name.

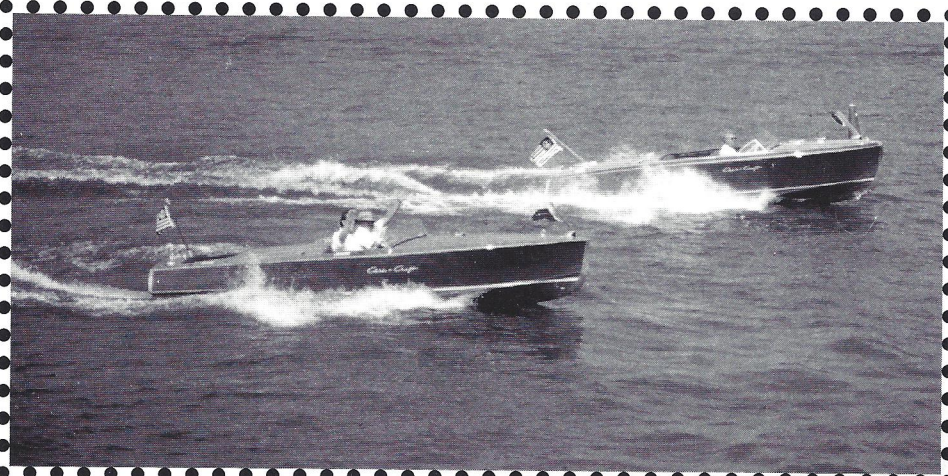
My Sea Skiff will probably never win any awards (it did last year only because it was the only one in its class entered,) because I use it every chance I get. This piece



John at the helm of the third Chemin De Fer

of "floating furniture" is usually found at Big Island on weekends with all the other idiots, usually in the middle of a flotilla of other boats.

Boating to me has been more than just a floatation device in which to get from point A to point B. Besides, the feel and sound of wooden inboard boats, the other boaters appreciate them. I am almost ready to convert a few Bayliner owners!

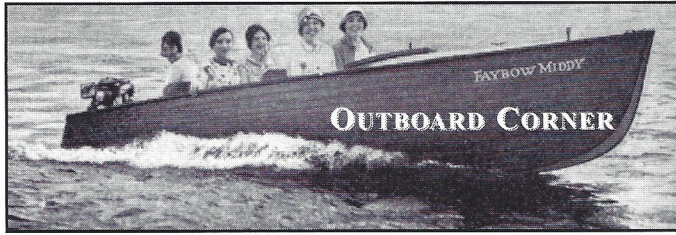


Can you identify these boats?

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*Reprinted with permission from the January, 1999
 "The Antique Outboarder"
 a publication of the Antique Outboard Motor Club.*

Gopher Chapter News
HOWARD LAKE & TREASURE ISLAND
 by Paul Jacobsen

I got a thank you note from the Queen's Committee of the Howard Lake Good Neighbor Days organization: "Thank you for the fun boat rides. The girls talked about the rides the rest of the weekend. Also the little seminar on the antique motor display."

Thanks for inviting us! The Howard Lake event got us some new members, some new motors, and a lot of fun. It was our first experiment in holding one of our meets in front of the general public and it sure went well.

The ACBS show at Treasure Island also went quite well. Earl fired up his 1928 Evinrude knuckle buster and used it to propel his cedar strip fishing boat past the dock-side crowd. It stopped traffic! Earl's only problem was that he was in a no wake zone and the knuckle buster didn't pump too much water at that speed. His solution was to start out just a little too fast to get the water circuit in



Clark Troller (circa 1930's)

the Evinrude primed and then when he slowed down it cooled just fine.

One of the watchers then offered Earl two outboards and he came away with a 1923 Ruddertwin and a 1915 Koban. Earl promised to get the Koban up and running and to give the former owner a boat ride with it next year. The ACBS meet also got us some more new AOMCI members!

In May one of our new members, Dean Haynes, kindly offered us the use of his beach front house for another wet meet. Dean promised to invite us again next year and we'll be there.

In 1998 we have grown to nearly 100 paid up members, have added three new events to our calendar, and have located lots of motors that the general public wants to sell to us. Not too bad?

Keep your rope dry and your bottom wet.

Editor's Note: The Antique Outboard Motor Club is participating in today's show. They are on hand with displays both in and out of the water and have also consented to provide rides to our visitors. Welcome from BSLOL and thanks for being here.



The Toy Department

We welcome the EDINA MODEL YACHT CLUB to our Rendezvous once again. They come with a vast array of model boats that would impress even the most critical eye. The detail and authenticity of these terrific "toys" is hard to believe --- until you see them. As in the past, these boats will be displayed not only on land, but in the water --- and sailing. This is a most entertaining feature and we know you'll enjoy every aspect of it. Thank you to the representatives from the Edina Model Yacht Club.



Cast Metal Restoration

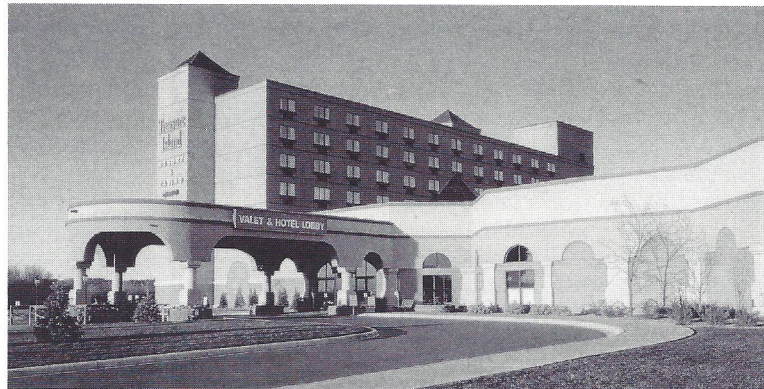
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The Summer's FIRST CLUB CRUISE NIGHT Great Fun!

Wednesday night, June 23rd, was the season's first Club Cruise Night planned by the social committee. About twenty-five members, each "armed" with gastronomical goodies, gathered at the train depot docks in Wayzata. Some came with — others without — a boat, but all were accomodated, and we were off. For the next couple of hours



*Fried Chicken and from-the-shoulder wave technique.
 (They had it all!) What a country!*

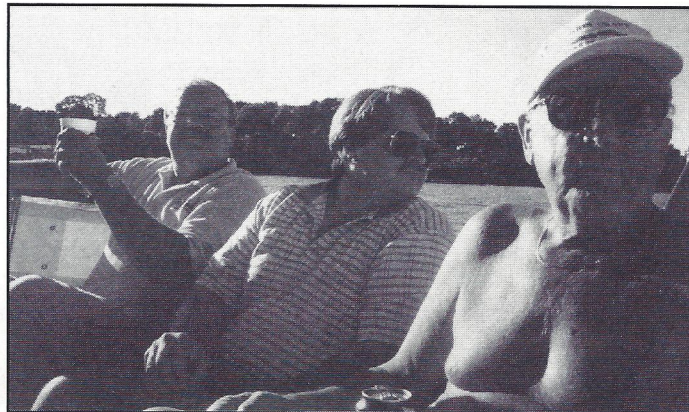


*Ray and Margo Garin at the helm of their
 1963 Owens 30' Cruiser*

the mini-flotilla enjoyed the calm waters of Lake Minnetonka. We socialized, ate, laughed, ate, chided each other's menus, and ate some more. In short, it was just a casual, fun evening aboard our beloved "woodies." Our thanks to captains Ray and Margo Garin, John Kinnard, and Jim and Marcia Aamodt for providing their great boats. The next Club Cruise Night is Wednesday, July 21st. See the BSLOL Way Points for details. See you on the lake!!



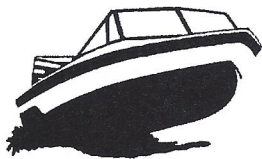
*John Kinnard's 1962 Chris Craft 28' Sea Skiff
 in company with a late 50's Chris Craft Sportsman*



*Eric Gustavson, John Laidlaw, and Carl Weisser
 provide transom ballast for Ray Garin's 1963 Owens 30' cruiser.*

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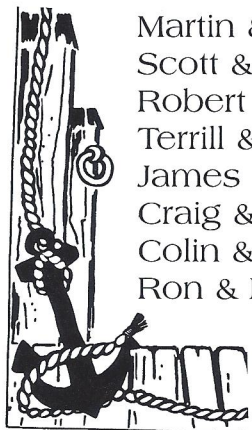


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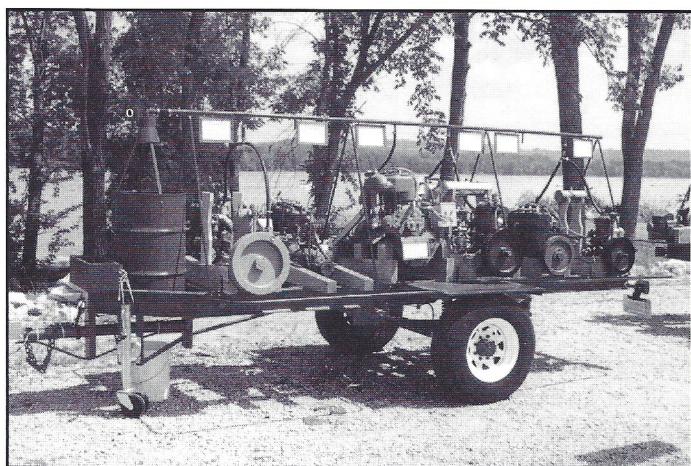
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RED WING INBOARD ENGINES

Reprinted from the August 1991 "Dry Wrought" Newsletter

Harry Munson's fine collection of Red Wing Inboard Engines captures the heart of the young and young-at-heart alike.



One of Red Wing Motor's traveling displays.

Wing Boats when they manufactured a small line of pleasure and fishing craft. The name was changed to the Red wing Motor Company in 1910, but they continued to build boats for another ten years. In 1920 the boatbuilding division was phased out and Red Wing's focus turned entirely to motors, as they manufactured for a number of regional firms.


During the 1950's, the company again began building boats and marketed a steel hulled cruiser known as the Casa Cruiser. The boats' popularity never caught on and was dropped from production after a few years.

Red Wing Motors continued to make engines and motors for various applications well into the 1960's but closed its doors due to declining sales in 1968.

Please take the time to visit this unique display while you are at the 24th Annual Rendezvous at Treasure Island. This mobile exhibit of working power plants is special to our hobby. We are certain you will not be disappointed.

Munson, who lives in Red Wing, Minnesota, has been collecting the engines since 1982. He has a total of twelve of the vintage motors, all different models and just shy of the company's entire line of fifteen. The motors occupy two trailers. Munson can be seen at many local and regional boat shows or events with his collection. A special system built into the display, captures the exhaust from the motors. He has also managed to acquire the records from the company as well as a good number of catalogs, some of which date back to Red Wing Motors origins in 1900.

From the turn of the century to about 1910, the company was known as Red



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BOAT CLASSIFICATIONS

| | | |
|---------------------------------|--------------------------------------|--------------|
| 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 |
| Classic Cruiser 31 ft - 40.9 ft | Covered living space/production boat | 1942 to 1969 |
| Classic Cruiser 41 ft & over | Covered living space/production boat | 1942 to 1969 |
| Canoe | | All Years |
| Antique Cruiser | Covered living space | 1914 to 1943 |
| People's Choice Favorite Car | | 1600 to 1971 |
| Classic Runabout under 20 ft | Engine hatch/no walk-thru | 1944 to 1969 |
| Classic Runabout 20 ft & over | Engine hatch/no walk-thru | 1944 to 1969 |
| Classic Cruiser less than 31 ft | Covered living space/production boat | 1943 to 1975 |
| Contemporary Classic | Any boat or replica | 1968 to 1999 |
| Classic Utility less than 20 ft | Walk-thru hull | 1944 to 1969 |
| Classic Utility 20 ft & over | Walk-thru hull | 1944 to 1969 |
| Fiberglass boat | Any boat | 1900 to 1968 |
| Historic boat | Any boat | 1800 to 1914 |
| Best Launch | | 1800 to 1969 |
| Lapstrake Hull Inboard or I/O | Sideboards overlap - | 1916 to 1969 |
| Outboard Boat less than 16 ft | Motive power is outboard | 1916 to 1969 |
| Raceboat | Either inboard or outboard | 1900 to 1969 |
| Rowboat | Motive power is oars | 1914 to 1969 |
| Sailboat | Main motive power is sail | 1914 to 1969 |
| Special Interest | Not covered elsewhere | 1600 to 1999 |

1999 RENDEZVOUS JUDGING

by Bob "The Old Tipster" Johnson

I'm happy to be able to explain the "how and why" of our BSLOL judging. Our chapter has always emphasized fun over competition, and preferred many awards rather than the standard ACBS categories.

The ACBS has developed a formal point system using the boat as it came from the factory as the ideal. Theoretically, if your boat was perfect in every detail it would get 100 points. I've never heard of, nor seen, a 100-point boat. The system is accurate and objective and has been fine-tuned as time goes by. I feel there definitely should be shows which offer this type of judging. This system is very educational both for the judges and the exhibitors.

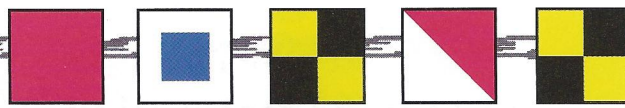
Personally, I don't like the system for our shows because, by its nature, it's a negative system. At first glance, the ACBS system looks like you just add up all the good points and that's the score. The owner of the boat should be proud of each point received in the various categories. In reality, the system is very negative. As a judge, it's much simpler to find all the negatives (points off) and just subtract from 100 to get the point score. The judge spends all his time looking for what's wrong and is oblivious to the inherent greatness of the boat as a whole. The exhibitor, likewise, focuses exclusively on each point off and forgets how beautiful his boat is when looked at in its totality.

So who is a winner? Who is having fun? Everyone is focused on the negatives and everyone is made a loser.

After being a judge for two years at the Tahoe show, I thought the ACBS point-system judging would be great for our rendezvous. I had educational workshops and teams lined up to do the judging. We did it and it was definitely not for everyone. We haven't done it since. We have chosen instead to stick with what works best for us. We chose the best in each class and nobody has a bad taste in their mouth for having points being taken off. Judges and exhibitors have a good time.

So, how is this "non-points" judging done? The boats are separated into classes and each team of two judges has a list of entrants in each class. Generally, there are about six or seven boats in a class. The judges then walk the show and write down any boat in a class that appears to be a "contender". In general, out of the seven boats, there will be one or two contenders. Then, it is just a matter of deciding which of the two is better. Many times, there is only one good boat in a class so it is easy. Other times, there is only one boat in a class (eight classes last year) and that's a no-brainer.

Occasionally, there will be a class with two or three boats which are all really nice. In this case, if a judging team needs help, we have a team of professional restorers they can call on to help pick a winner. We can also discuss a certain class as a group during our "chalk talks" when all the

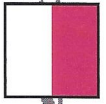


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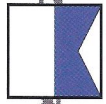
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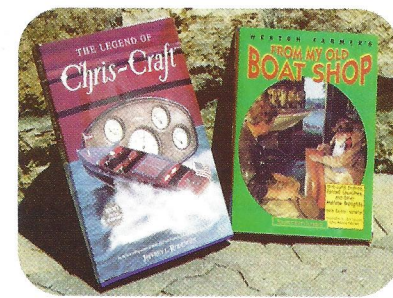
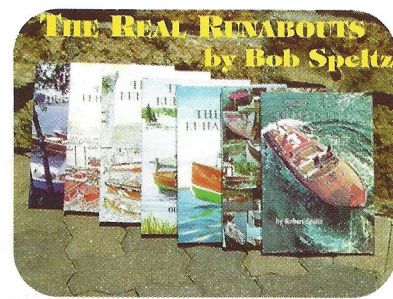
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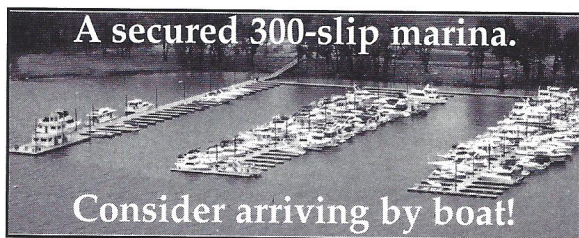
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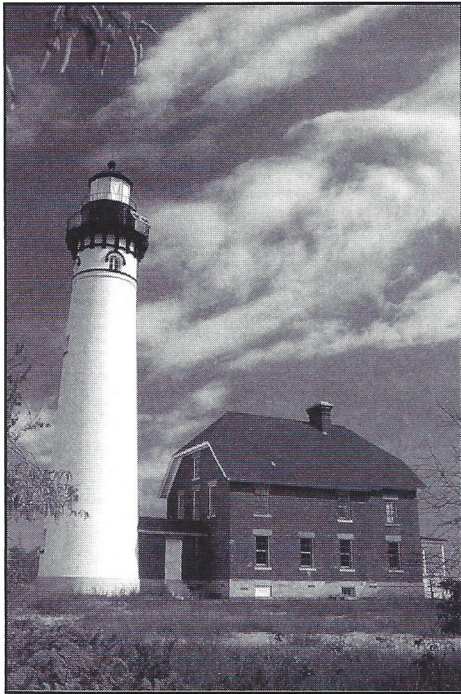
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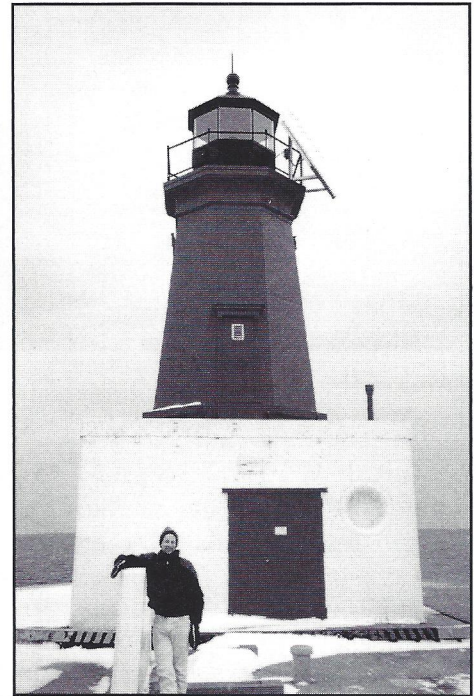
ten million dollar effort has begun to move the 208 foot tall tower further inland from the sea. As of this printing, the move was successfully completed. The value of these magnificent structures is undeniable when you consider what it took, in both dollars and labor, to move a 5,000 ton structure a distance of 2000 feet.

A number have been painstakingly maintained and restored. It is these lighthouses,

still available to the public, that hearken back to a by-gone era — one of adventure and daring, when the waterways

were the best means of travel, communication, and commerce. With their passing, a bit of our maritime heritage is lost. Who amongst us has not warmly looked upon a painting, photograph of a lighthouse and said to oneself, "That's so idyllic...I'd like to be there right now."?

Several lighthouse celebrations are held annually in the Apostle Islands and in Wisconsin's Door County. The Fourth Annual Apostle Islands Lighthouse Celebration takes place September 8-29, 1999. For additional information, telephone (800) 779-4487.



*Andreas at the lighthouse
on Menomonie River,*

1999 Judging - Continued from Page 26

judges get together to discuss problems they're having. As a last resort, we can go to the ACBS point system to help in a difficult decision. We haven't had to do this yet. Fortunately, the best of each class is pretty obvious in most cases.

This year, there will be six teams of two judges each. An inexperienced judge will be paired with and experienced one so they can teach and learn from each other in the process. Having more teams will make the job less work (and more fun,) and give more people a chance to participate. We have an initial meeting at 10:00 on Saturday when we get our class assignments and go over how to complete these jobs. At 15:00 Saturday, we reconvene for our "chalk talk" and go over our results of the day. Most classes will have been determined that time, so we focus on the few classes where winners have not yet been determined. Sunday is spent finishing those last few classes. At 13:00 Sunday, our final "chalk talk" takes place and we make all the remaining choices after discussion.

As an added value perk, we will, on request, send a judge or restorer over to any exhibitor who wishes to have his or her boat reviewed informally as to what would be correct for their boat. I think our judging system works well for us and gives the correct results while maintaining a "free for all" atmosphere. Everyone is a winner!



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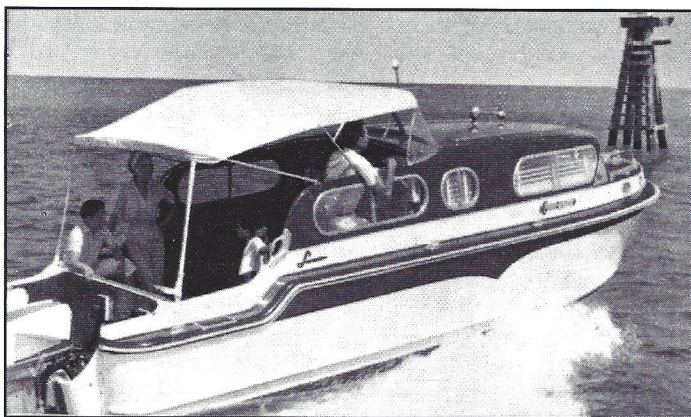


Classic Glass

LARSON CRUISEMASTER

By Lee Wangstad

It was shortly after Christmas, 1958 and the news that hit Little Falls would shake the little community down to its very soul. Paul Larson had been quietly developing a new boat that would take Larson Boat Works into a whole new arena. The boat was the Cruisemaster, a 25' outboard powered flying bridge cruiser. But the boat in itself was not the startling news. The bombshell that hit the streets of Little Falls was that Paul Larson had received a very attractive offer of a building, complete with rail service, in the neighboring community of Staples where he could begin immediate production of this new cruiser. With the site of Larson's plant on the east side of the Mississippi River com-



1960 Cruisemaster 25', beam 96", \$3,500

pletely landlocked, there was no place to expand their facility. In order to produce the cruiser, expansion was necessary. Their existing plant was already bursting at the seams, barely able to keep up with production of their current lines.

Not willing to let go of any manufacturing jobs to another community, the civic and business leaders of Little Falls banded together and formed the Little Falls Industrial Development Corporation. Time was of the essence as Larson was hoping to begin operations of their Cruiser Division by the spring of 1959. With little time to raise the needed capital, the newly formed development company issued stock at \$100 per share on January 13, 1959. By January 15th they had already received pledges on 374 shares and by

the 16th, they went over 506 shares. With a construction budget of \$60,000, they were nearing their goal in a hurry.

While the funding drive was being sewn up, the city of Little Falls was preparing a site proposal on the west side of the river across from the existing plant. This site had been willed to the city in 1945 by R.D. Musser under the stipulation that it be used either as a park or for industrial use. It had rail service and covered over ten acres, which would be available for future expansion. This new site and facility would then be leased to Larson Boat Works for the sum of \$6,000 per year for a fifteen year period.

While all of this was going on, Paul Larson continued to work on the design and molds for this huge cruiser. With a



1960 Cruisemaster powered by the 40 hp Evinrude Larks

beam of eight feet and a depth of 58 inches, this boat was definitely headed for big water. Never one to back off of an idea that might not be headed right down the center lane, Paul Larson felt that the market was ready.

On February 4th, 1959, Paul Larson and his entourage loaded the Cruisemaster prototype along with nine other models, and headed off for its premier showing at the Chicago National Boat Show, held at Chicago's Amphitheater.

While the sales team was out testing the waters for this new member of the Larson lineup, work had already begun back in Little Falls on the new plant. Paul Larson announced at the Chicago show that the new plant was only part of Larson's nationwide expansion plans.

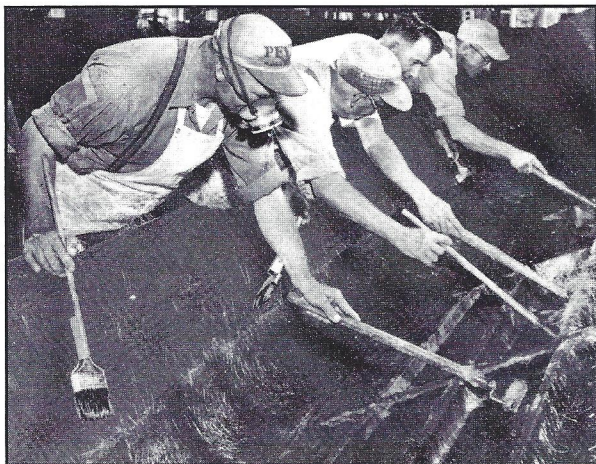
On April 22, 1959, the new 70' x 200' building was officially dedicated with Mrs. Leonard Sweeney, wife of the president of the Little Falls Development Corp., breaking a bottle of Mississippi River water over the bow of a new Cruisemaster.

At the dedication ceremony, Paul Larson spoke to the crowd of officials and well-wishers that had gathered. "When I built my first boat 53 years ago," said Larson, "even my fondest hopes did not foresee this present development." He went on to thank the development corporation and also thanked "the people of Little Falls for their faith in the future of Larson and their own community." He also made a special point of thanking his workmen for continuing to produce products that were winners in the marketplace.

Classic Glass - Continued on page 31

Classic Glass - Continued from page 30

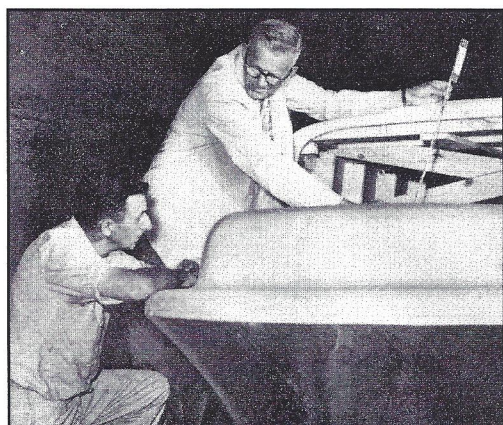
In the July 1959 issue of The Rudder, there was a special report on some of the larger boats that were being produced specifically for outboard power. The Cruisemaster was pictured with proud Larson executives out for a wide open test run on the Mississippi. It was stated that twenty-five had



Smoothing the glass and resin on the new 25' Cruisemaster hull mold.

already been sold, with plans for building another hundred of the large cruisers in time for the 1959 season. This little bit of marketing hype would lead to one of the biggest mysteries surrounding Larson lore.

Back in Little Falls, the 1959 season was going completely out of control at Larson. They simply could not keep



Paul Larson working in the prototype Cruisemaster.

production running as fast as orders were coming in for their runabouts. Already running shifts around the clock at their existing facility, their new plant was put into runabout production, with plans underway for a January 1, 1960 production start for the Cruisemaster. They would have to be patient.

But the January 1st production date would never arrive for the Cruisemaster. On September 15, 1960 it was announced that Larson Boat Works had been sold to Brunswick Corporation. Brunswick had already purchased Owens Yacht Company of Baltimore. With Owens firmly established in the cruiser market, it made no sense in their marketing strategy for Larson to produce a cruiser of their own. Larson had been purchased strictly for their runabout lines.

In all, there were two Cruisemasters built. The original prototype boat that went to the Chicago show, later went to the Miami Boat Show and was sold to a customer afterwards. The second boat was the one that was christened at the dedication of the new "Cruiser Division" plant. No one seems to remember its whereabouts or place of sale. Rumors persist that it cruised Lake Michigan, with Chicago its home port.

While some might see a production run of two boats as a failure, it must be placed in the context of the times and circumstances.

When a community and work force can band together to produce a team willing to go all out for the common good, it can only lead to success.



Mrs. Margaret Sweeney marks the opening of new Larson plant

The old "Cruiser Division Plant" is today the heart of the present Larson Boats manufacturing facility on the west bank of the Mississippi River. A visit to this plant today will rekindle the spirit of Paul Larson's dream of a bigger boat for a broader market. It also begs for an answer as to the fate of these two Cruisemasters that embraced Little Falls' dedication to Paul's vision.



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505 /Albert Lea Street - Continued from page 27

with friends. This is the house where Bob Speltz grew up. It is the house where he stayed and wrote the volumes that have taught us all about those wooden runabouts that he was so anxious to research.

When I was young, I would travel down to the Minneapolis Boat Show with my family, and collect the literature from each display, and lug the bags of catalogs around all night. Then, I'd bring them home, sort them out with my favorites working their way towards the top of the pile, while the bottom of the pile slowly finds its way out of the house headed for the next paper drive at school.

Bob Speltz did a very similar thing, only there was no top or bottom to his pile. He loved them all equally. He would hang onto this literature the rest of his life. That's how he was. These things were important to him, and just as he had saved and collected the literature from the shows he had attended, he started to travel back in time and collect the older things.

It would only be natural for him to write on this subject. He had a fifteen-year head start on everyone else. There was little else on the subject when he first produced the **REAL RUNABOUTS**. If Bob had been like most people, he would have been content with a successful book and the accolades that followed. But he was driven by something deeper. The more he looked, the more he found. The whole thing was beginning to open up to him. The first book was the tip of the iceberg. Each succeeding volume would bring forth more information — not just on the boats in Volume I — but on companies that most had never heard of. The hobby grasped his books with true dedication, following his lead in

the discovery of an industry that time had swept aside.

He wrote this collection of works from his office in his home at 505 Albert Lea Street. Overlooking Fountain Lake, where memories from his boyhood would spring up while gazing out the window, he would chronicle the history of an industry focused on recreation — in and around the water.

My favorite picture of Bob shows him on the back of a pontoon boat that's rigged up with a hoist to pluck lifts out of the lake each fall and return them again in the spring. He had told me of how he had custom-rigged this thing to make it possible to work on Fountain Lake. It was what he wanted to do — be on the lake. I found this picture while sorting a batch of literature that he had given me. On the sideboards are the words "Bob's Boat House". On the front is the familiar phone number 373-2145. Each time that I read the number on the picture, I am reminded of the great conversations about boats that we've shared.

I can't think of 505 Albert Lea Street without the image of Angie at the back door with a jar of candy, offering a handful to my daughter Emily for the long ride home. And the smile on Emily's face, just knowing that this was someone who truly cared.

As I think of that 1961 letter to Popular Boating, I can only think that he wrote that letter because he cared. There was information that he wanted to know, information that he would share with others. Not just today or tomorrow, but forever.



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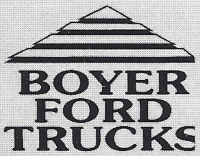
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CHESAPEAKE BAY'S 12TH ANNUAL BOAT SHOW by Dave Doner

The Chesapeake Bay chapter of the ACBS held their 12th annual boat show on June 11-13 in St. Michaels, Maryland — specifically, at the Chesapeake Bay Maritime Museum. The BSLOL was once again in the “nautical spotlight” directly or indirectly due to the efforts of one of our own. (Remember the Aamodts at Mt. Dora?)

This time, Lee Wangstad was tapped on the shoulder and asked to be one of seven keynote speakers who comprised the Saturday seminars. Lee gave an hour-long presentation entitled “Postwar America - The Boating Boom of the 50’s: New Materials, New Methods, New Markets.” Those in attendance (the room was packed) were captivated by the interesting slides Lee used as well as the historical significance of his subject matter.

Lee honored Bob Speltz by describing Bob’s interest in the

transitional period of the 50’s and for his efforts and dedication in preserving and promoting a past few of us would know about or enjoy today. Lee is to be commended for keeping alive, actively pursuing, and enlarging that body of work which Bob expressly wanted Lee to continue.

Since my brother and his wife own a vacation home in the upper Chesapeake Bay area, my wife and I have had previous opportunities to visit historic St. Michaels and tour the Maritime Museum. This time, the addition of upwards of 100 vintage watercraft, including about a dozen beautifully restored fiberglass boats, and a few cars, made this visit to the area even more special.

St. Michaels dates back to about 1804 and is flush with historic buildings, events, and sites. Our idea of antique boats goes back to around 1914. Some of the boats in this area and at the museum were 100 years old by then. Possibly down the line, I can discuss this area (and bugeyes and skipjacks) as it relates to our maritime history.

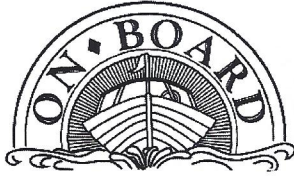


Can you identify these boats?

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WELCOME TO THE WEB

We are pleased to announce that the Bob Speltz Land Of Lakes chapter of the Antique & Classic Boat Society is now on the World Wide Web. After a several-month preview, BSLOL now has its own web site. Located at the address <http://www.acbs-BSLOL.com>, our new web site features current information on the 24th Annual Rendezvous at Red Wing in August, the 1999 ACBS National Meeting in September also at Red Wing, and selected information from the BoatHouse.

We encourage you to take a take a quick spin to BSLOL On-Line and to "bookmark" our site. It is important that this web site stay current and add value to the BSLOL experience. To accomplish that, we encourage you to e-mail us with suggestions, comments, submissions and just to tell us that you are visiting our site.

At present, the web site is updated every two months with information culled from *The BoatHouse* and other information provided to us. Significant dates of upcoming chapter events are posted on the WayPoint pages, for sale ads in the Trading Dock, and a cumulative record of BoatHouse articles are some of the most important features of the new web site. As the months pass and we get used to the ins and outs of the web, we will be adding features and activities that more fully take advantage of web technologies. Future additions will feature a discussion forum, a comprehensive index of articles and features, and an expanded ability to incorporate color photos of boats listed in the Trading Dock.

Of particular note this month, be sure to take the 23rd Annual Rendezvous Quiz. We have 10 mystery photos of boats (and a few owners) that you can try to match up with their descriptions. It's not hard — and should definitely get you in the mood to get your Rendezvous registration in if you have been procrastinating.

This web site was the brainchild of Gary Baker, associate chapter member from Iowa, who contacted Todd Warner and Steve Merjanian in February about developing a web site for BSLOL. Working closely with Steve and with the approval of the BSLOL Board of Directors, a debut site was ready later that month. With updates in April and June, it has slowly grown into its present form. Soon after your receipt of this Special Rendezvous edition - it, too,

will be incorporated into the web site. Unlike some other web sites that you may visit, plans are to update the BSLOL site frequently. The ability to post color photos (even if they sometimes load a bit slowly), post information updates quickly, and the international exposure for BSLOL activities should really be a benefit to all.

E-mail Gary at gebaker@ibm.net with comments and suggestions-or stop by at the Rendezvous to visit with Gary and Kathy Baker directly on their Chris-Craft 23' Express Cruiser-Olderthanus.

Editor's Note: Gary generously offered to set up a web page for the chapter and has worked diligently with Steve Merjanian to set up, refine, and perfect the contents. Gary's expertise is unquestioned ... he teaches the subject in Iowa. We are very fortunate to have access to his talents. Kudos to Gary for his efforts on the club's behalf!



WIDE WIDE WORLD OF WOOD
(Events in other areas)

JULY 23 - 25 MINOCQUA, WI

8th Annual Minocqua Antique & Classic Boat & (Woody) Car Show A Benefit Show for National Multiple Sclerosis Society sponsored by Minocqua Chamber of Commerce. Contact: Gordon Moore 715-356-4218 after May 1st. Gordon is asking for any help from fellow BSLOLers. If you plan on attending (or participating in) the show, they can use your help. Give Gordan a call.

JULY 24 CROSS LAKE, MN

12th Annual Whitefish Chain Rendezvous, Moonlight Bay Family Restaurant & Bar. Skipper's Dinner Friday, 23rd, 6:30. Show Time: Saturday 9:00-5:00, Awards: 3:00 pm, Parade at 4:00 pm. Contact Dennis Madigan for reservations 402-331-6235 'til end of May. After June 1st, call 218-543-6657.

AUGUST 5 - 8 CLAYTON, NY

35th Annual Antique Boat Show

Contact: Charlotte Yehle, 315-686-4104

AUGUST 7 & 8 STURGEON BAY, WI

9th Annual Door County Maritime Museum Classic Wooden Boat Show

Over 50 classic wooden boats, from schooners to kayaks, US Coast Guard demos, maritime industry displays, small craft building demos, and more.

Contact Doug Henderson, 920-743-5958

Email: dhenders@mail.wiscnet.net

Door County Museum Web Site: www.dcm.org

SEPTEMBER 5 -Lake Vermilion

Antique & Classic Labor Day Boat Show at The Landing Supper Club. For details and lodging, call Mark Ludlow at 218-666-5407.

<http://WWW.WORLDWIDEWEB.ORG>

WOODEN WONDERS ON THE WORLD WIDE WEB

by Steve Merjanian

Many small craft related, non-profit organizations have posted Web Pages on the Internet that are worth visiting. These web sites are excellent sources of information regarding their exhibits, research materials, local vacation facilities, etc. The following is a short list of these web sites.

MUSEUMS & NONPROFIT ORGANIZATIONS

| | |
|--|---|
| Antique Boat Museum, Clayton, NY: | http://www.thousandislands.com/abm/default.htm |
| Antique and Classic Boat Society: | http://www.acbs.org/danc.htm |
| Antique Outboard Motor Club: | http://www.aomci.org/aomc.htm |
| Boat Building Community: | http://boatbuilding.com/ |
| Bob Speltz Land-O-Lakes Chapter: | http://www.acbs-bslol.com/ |
| Center For Wooden Boats: | http://www.eskimo.com/~cwboats/ |
| Classic Yacht Association: | http://www.classicyacht.org/ |
| Classic Yacht Partners: | http://www.classicyacht.com/ |
| Classic Wooden Boats: | http://www.adirondack.net/products/mahogany/ |
| Cutwaters Woodies on the WEB: | http://www.cutwater.com/ |
| Great Lakes Museums: | http://www.oakland.edu/boatnerd/museums/ |
| Iowa ACBS Headquarters: | http://www.acbs-ia.org/ |
| International Yacht Restoration School: | http://www.iyrs.com/ |
| Maritime Museum of Lake Okoboji: | http://www.ncn.net/~curator/ |
| Mariners Museum, Newport News: | http://www.chris-crafts.org |
| Mark's Wooden Boat Page: | http://www.caf.wvu.edu/mikewww/mark/ |
| Mother of all Maritime Links: | http://www.cyber-dyne.com/~jkohnen/boatlink.html |
| Mystic Seaport Museum: | http://www.mystic.org/ |
| SG&K's Classic Wood Boats: | http://www.angelfire.com/ky/sgkwoodenboat/index.html |
| South Street Seaport Museum, New York, NY: | http://www.southstseaport.org |

MARQUE ORGANIZATIONS

| | |
|--------------------------------|---|
| Chris-Craft Antique Boat Club: | http://www.chris-craft.org/ |
| Gar Wood Society: | http://www.garwood.com/ |
| Lyman Boat Society of NA: | http://www.gisco.net/lyman/default.htm |
| Lyman Boat Owners Association: | http://www.lymanboatownersassoc.org/ |
| The Richardson Boat Company: | http://members.xoom.com/rbcboats/ |
| Thompson Dockside: | http://www.thompsondockside.com |

Please give this writer a call at 612-475-1384 or EMAIL: DataMerJ@AOL.COM with your suggestions for favorite small craft related web sites.

1999 BOATHOUSE COMMERCIAL AD RATES

| <u>Ad Size</u> | <u>Rendezvous</u> <u>OR Boat Show</u> | <u>Both Shows</u> | <u>All Issues</u> <u>One Year</u> |
|-----------------------------------|--|-------------------|--------------------------------------|
| 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 pg color | \$ 600 | \$900 | \$1000 |
| Full pg 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: 5000 & 3000 copies respectively per show. The 4 bi-monthly issues: 1000 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

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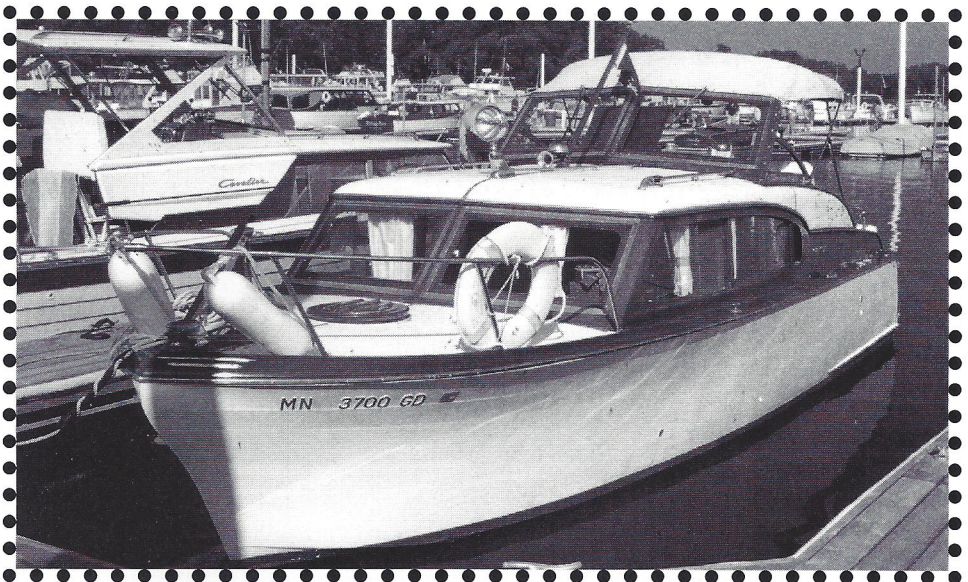
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1965 CENTURY 21' CORONADO - #M6565. Original Buick 401/280 hp. Low hours on motor. Hull in excellent condition. Loaded with factory options. Has trailer and storage cover. Asking \$11,000. Call 651-642-4355 (M0898)

WANTED ~ Looking for a part of family history. AQUA KING

WOODEN ROW BOAT, manufactured in Mpls by Leonard Siewert between 1940-45. The boats have an anchor plate that reads "Aqua-King Boats Model-F made in Mpls by Siewert & Son." ANY INFORMATION will be welcomed. Please call Rick Siewert at 612-721-4456 or fax 612-721-1181. Send info to 2640 Minnehaha Ave, Mpls, MN 55406 or EMail Siewert@Wavetech.net. (M1098)

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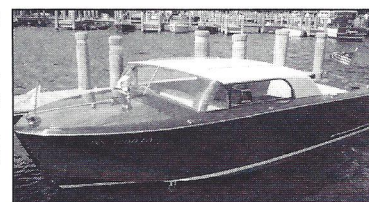
WANTED: 1940 THRU 1942 CENTURY WHIRLWIND ~ single cockpit outboard, any condition. Steve Benjaminson: ph:715-394-4481, fax: 715-394-3288 (M0499)

- ⌘(2) 1924 "Exide Manuals/60 pages \$50.00/ea
 - ⌘Correct Craft pamphlet - 21' Boca Raton \$35.00
 - ⌘Correct Craft pamphlet - 18' Commuter \$35.00
 - ⌘1958 Penn Yan Catalogue & Price List/40 pages \$80.00
 - ⌘1918 (circa) Red Wing Catalogue #17 & #18 \$95.00/ea
 - ⌘1918 (circa) Red Wing Posters \$75.00/ea
 - ⌘Dart Spec Sheets \$25.00/ea
 - ⌘Syracuse Gas Engine Catalogue \$45.00
 - ⌘Post Card featuring "Minnetonka." Card from Moore Boat Works. Card from J.G. Schmidt \$50.00/all 3
- Call Irving Jensen 712-258-9219 (M1098)

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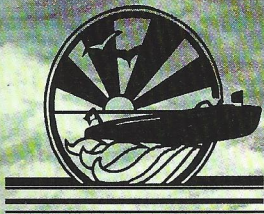
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