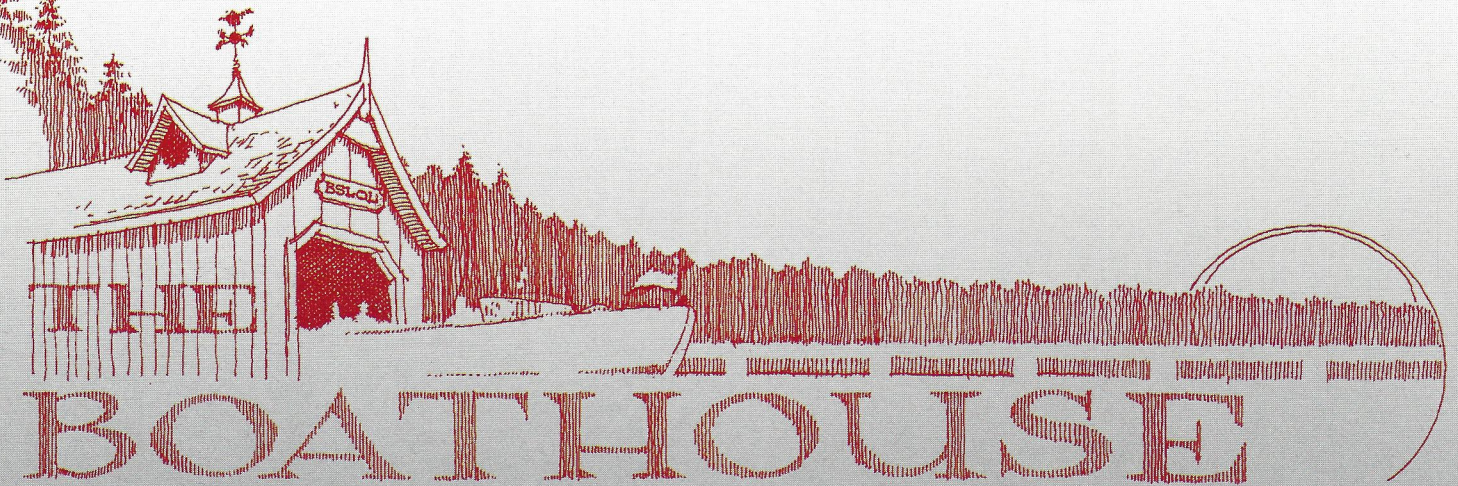


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Antique & Classic Boat Society



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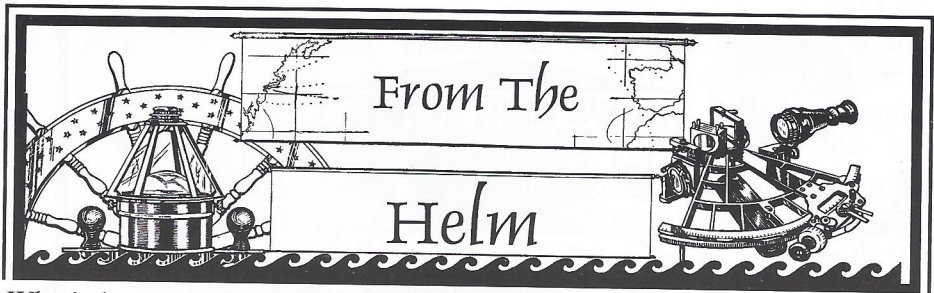
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What's happening? For this year's BSLOL boating season, check out the events in this issue. A new addition is our enhanced program with the Minnetonka Yacht Club. We are invited to participate in several of their events; including special Wednesday evening barbecues and picnics. This year, BSLOL members have many of the social member privileges without the membership fees!

On another vein, a question that is frequently asked is 'Who is "that mysterious group" - the BSLOL Board of Directors - and what do they do?' Here's an update.

*Jim Camery* has laid out a 2001 budget and cash-flow plan which is currently on-target. Financially, we will be very dependent on the Rendezvous as usual, but all looks well. For 2002, we will have some operating cost challenges. We will inform each member of options for the budget and review current and long-range goals before the end of the summer. We need your input for this fall.

*Dirk and Sharon Gunder* have taken pro-active steps in both administrating the Chandlery and providing leadership and space to set up the BSLOL Library program.

*Larry Quinn* has progressed well on the club's restoration of Bob Speltz' Chetek project but he still needs more help - call him.

*Greg Benson* is not only involved in a value-added membership program for the ACBS, but is continuously working on our 501(c)3 program, and the BSLOL 25<sup>th</sup> Anniversary Party for 2002.

*Suza Gosh* continues with liaison, contract, and committed work for the Rendezvous.

*Clark Oltman* has an excellent "handle" on the Rendezvous Committee. He can even keep Eric Gustavson in-line!

*Ray Garin* has our summer Club Cruise Nights all planned and together with Bob Buttery, the Rendezvous docking situation in control.

*Steve Beck* has completed a two-year intensive project of a vendor discount program for the BSLOL to be announced shortly.

*Andreas Rhude* continues to keep Board and committee minutes in order, do all the advertising for the Rendezvous, chair "The BoatHouse" committee, and write BoatHouse articles.

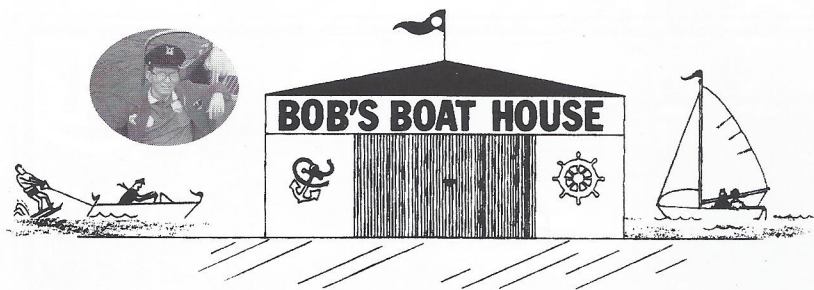
*Bob Buttery* continues his work on Growth and Perpetuation and with co-captain Ray Garin, has dock duties for the Rendezvous.

*Dave Doner*, a major "unsung hero" has effectively increased advertisers and has contributed a great deal of energy towards the many tasks of "The BoatHouse."

*Peggy Merjanian* and husband Steve, continue to produce "The BoatHouse" as a premier publication, in spite of shortage of time and people (but certainly not talent!).

*Randy Havel* contributes energy towards our financial planning and special events.

*Jayne Hines* has contributed a great deal of time on budget analysis, event planning and Rendezvous work.



### BOB SPELTZ 14' CHETEK RUNABOUT RESTORATION CLUB PROJECT UPDATE

Work continues on bending new ribs. Currently I am soaking white oak ribs and will steam and bend them on Thursday, April 26. At our last get-together, Lewis McGonagle, a long-time BSLOL member, stopped by to lend a hand. Also, new member Mike Loisel stopped over and had a look at the Speltz boat. And last week I received a phone call from Bryan Fenwick stating that he will donate decals for the T-Nee trailer once it is painted. Our thanks to them for stepping up to be a part of this very special project.

**Last minute update...**We had two additional get togethers and installed seven more ribs. At one point we had 32 clamps holding the ribs in place while they cooled. We are making good progress and will attempt to have all the ribs installed in time for the Rendezvous in Red Wing. The Speltz boat will be at the Rendezvous as part of the display of "Boats in Process.":

Anyone interested in attending one of our work sessions or talking about this project is welcome to call me in the evenings after 7:00 p.m. at 952-937-5891

-Larry Quinn

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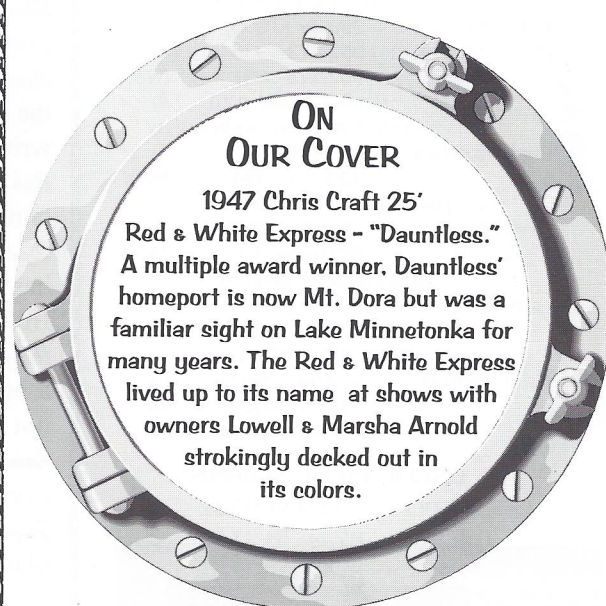
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## This is your copy of the 25<sup>TH</sup> ISSUE OF THE BOATHOUSE!

The BoatHouse began with ten pages in the April/June, 1997 (combined) issue replacing the *Dry Wrought* newsletter as BSLLO's primary communication. Since then, we've progressed to 40 pages and are recognized as a quality publication winning all four ACBS national awards.

Best Newsletter Feature Articles	1996
Most Improved Newsletter	1997
Runner Up Newsletter	1998
Best Newsletter	1999

We are proud of our accomplishments and will continue our goal to bring you the best!

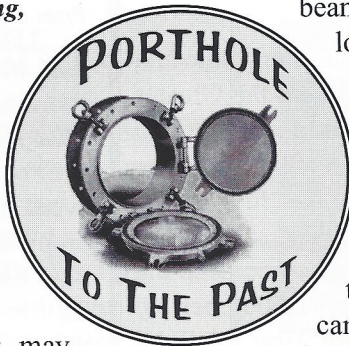




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## From Cruiseship to Warship

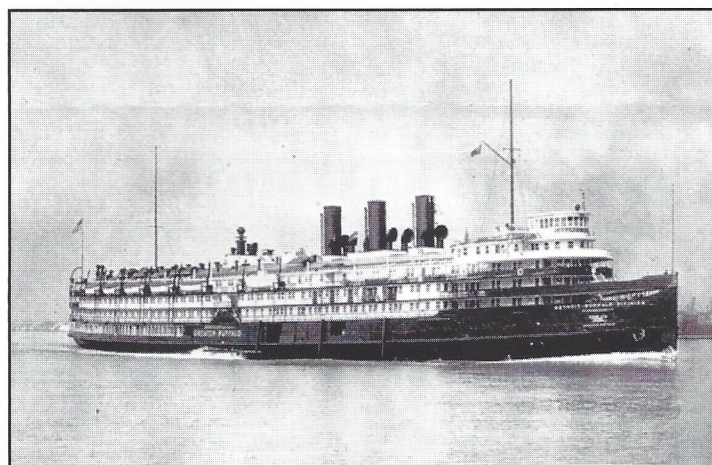
The conversion of the Seeandbee and Greater Buffalo to the U.S.S. Wolverine and Sable.



Older readers of *Lakeland Boating* may remember the magnificent Seeandbee and Greater Buffalo. Both cruiseships were designed by Frank E. Kirby, one of the foremost marine architects of the day. Not only did they take many Cleveland and Detroit residents on their honeymoons to Niagara Falls in their second incarnation, these cruiseships also served the country during World War 11.

In the early years, paddle-wheelers were favored on the Great Lakes because of their high maneuverability and shallow draft. They could carry tons of cargo and hundreds of passengers to places that were inaccessible to schooners and screw-driven vessels. Many areas of the lakes were opened to settlement and development by paddle-wheelers. Traditional side-wheelers were in particular demand on Lake Erie. They had many advantages: The sponson construction provided greater room than a propeller of equal length; the paddles were steadier in a choppy sea; and there was less vibration - all valuable traits for a passenger boat. By 1900, steam engines could produce in excess of 20,000 hp, and the era of the giant paddle-wheeler was about to begin. It would last for almost 50 years.

The Cleveland and Buffalo Transit Company owned a large number of Lake Erie passenger and freight steamers. The company was founded in 1893 and by 1911, its gross earnings had risen by more than 400 percent and the company was ready for further expansion. This included the construction of the world's largest inland water passenger steamer. She was 500 feet long with a 98 foot



The *Greater Buffalo*, one of the largest true paddle-steamers ever built, passes Detroit in the 1930's.

beam, housing six decks, 510 staterooms and 24 lounges. Her engines provided 12,000 hp, allowing her to cruise at 18 mph. The ship was launched at Wyandotte, Michigan in November 1912 and made her maiden voyage the following June. She was launched without a name, adorned instead with large question marks on each side of the bow. As part of a vast marketing campaign to drum up excitement for the maiden

voyage, the company was holding a "Name the Ship" contest. The winning name was submitted by a schoolgirl and SEEANDBEE was painted on the bow when the great steamer arrived in Buffalo for the first time on June 19, 1913.

Thousands of people jammed the lakefront to watch the enormous vessel with its four great smokestacks maneuver up to the dock. Those lucky enough to be invited aboard found themselves in a huge Edwardian palace. Passengers entered through a lobby on the main deck. Here were the pursers' and stewards' offices, the ship's telephone switchboard and the checkroom. Aft was the huge main dining room. Above the main deck were three decks of staterooms and parlors and in the center, the grand saloon - a huge room, three decks high. All the passenger areas were finished in mahogany and ivory.

Usually, the heaviest traffic was Friday evening out of Cleveland. The ship returned early on Saturday for a fairly large number of people who left on that day. The ship then brought all the weekenders back on Sunday night. There were many rumors about who traveled on the ship and how they arranged their accommodations, as most of the staterooms were doubles. One popular legend claimed that all the passengers were married - but not to their cabinmates.

The ship operated as a night boat until 1932, although the LaFollette Seaman's Act of 1915 required the vessel carry such large crews that she could only run profitably between May 15 and September 15. By 1932, the economy had declined and the Seeandbee was temporarily retired. In 1933, she returned for lake cruises, but by 1937, the company had filed for bankruptcy. It reorganized and tried to raise enough money to run the Seeandbee as a cruiseship, but the attempt failed. She was leased to another company in 1940 and sold to the U.S. Navy in 1942.

As for the Greater Buffalo, her story begins in the 1920's. By then, the Detroit and Cleveland Navigation Company was the largest passenger and package freight fleet on the lakes. The company had prospered during WWI, and as the United States moved into the affluent 1920's, the company's thoughts turned to expansion. This meant two new ships designed by Frank E. Kirby.

*Porthole to Past - cont'd on page 6*



*Porthole to Past - cont'd from page 5*

Over the next two years, the ships were built in Lorain, Ohio and were launched in 1924 as the Greater Buffafo and the Greater Detroit. Each steamer was 518 feet long with a beam of 100 feet. They were the largest passenger ships on the lakes and the largest true paddle-steamers ever built. They had four decks, with the main saloon on the promenade deck. The saloon rose though two decks and galleries on either side gave access to the staterooms. Each ship had more than 1,500 berths. The interior was designed by the New York firm of W&J Sloane & Co. in an adaptation of the Renaissance style. Both ships went into service on the company's longest run between Detroit and Buffalo.

Through 1929, the D&C operated at a profit. That year, it carried more freight tonnage than ever before. Revenues exceeded all years prior. But at the beginning of 1930, things began to change rapidly. By the end of the year, revenues had fallen by more than 25 percent. This was repeated in 1931 and again in 1932.

The two great ships were put out of commission through 1938. A year later, there were signs of business picking up and the two ships returned to service until the 1942 season, when the U.S. Navy bought the Greater Detroit for conversion to a side-wheel aircraft carrier.

The two ships chosen as training carriers - the Seeandbee and the Greater Buffalo - had flight decks of similar length to the Independence class light carriers, so these two makeshift carriers could be used to train naval pilots to land without tying up seafaring combat units. The U.S.S Sable and U.S.S. Wolverine, as the new carriers were renamed, worked seven days a week throughout the year. In the winter, they were escorted by Coast Guard icebreakers.

U.S.S. SABLE SPECS	
Displacement	16,000 lbs.
Flight deck	535 feet
Aircraft	488 landings/day
Speed	18 knots

The lack of hangar decks gave them a low freeboard and their coal-fired boilers provided them with a slow speed, which must have required great skill of the trainee pilots. Throughout the war, the two ships operated on Lake Michigan out of Chicago. They trained more than 35,000 pilots, who made more than 120,000 carrier landings. Among those who finished their training on these ships is former President George Bush. On August 24, 1943, Bush, flying an Avenger, qualified in carrier landing on board the Sable. On that day, he made six carrier landings and six deck run takeoffs in a little more than two hours. Despite their status as the only freshwater carriers ever built, both ships were retired in 1945 and later were broken up for scrap. It's a pity that no one had the foresight to maintain these noble vessels as memorials to those who did not return from the war. - *Steven Duff*



*From the Helm - cont'd from page 3*

*Paul Mikkelson* has been an excellent idea person and coordinator, in addition to Rendezvous responsibilities. *John Kinnard* - "Old Faithful"- (not a reflection of age) continues to anchor all aspects of membership, event registrations, member communication and promotional activities.

*Bob "Slow Boat" Johnson* has his master plan in order for the Rendezvous Mini Cruises and is working on the Yacht Club Committee. He also supposedly has already inscribed Todd Warner's name on the Consolation Trophy for the (now annual) Rendezvous "Performance Run."

Outside the Board, **Dan Nelson** has produced our workshops for the last three years, and is working with **Steve Hicks** on the Poker Run and J.J. Hill Days Events. **Gary Baker** is continuously updating our web site, and **Eric Gustavson** and Clark Oltman are directing a committee of 40 persons to produce the Rendezvous.

"That Mysterious Group" is dedicated to serve. They are not an autonomous committee, but your representatives. Let them know your ideas, and any amount of time and talents you can share. Even with all of the above, we need volunteers for certain positions (such as Safety Director), and help with various events in a multitude of tasks.

Our local club has grown to over 530 memberships, representing 960 current members. Our goal for 2001 is 600 memberships, 1100 people. Our vision for 2001 is to serve the general membership with effective management, events, financial growth, and most important, membership involvement and enjoyment. Join in for more fun in 2001!

Jim Aamodt

*(Editor's Note: Chapter President, Jim Aamodt, has modestly omitted his own name from the list. Jim works tirelessly organizing and coordinating all functions of the chapter. As daunting a task as this is, he contributes in many other areas. He is a very valuable asset to our club. Thanks, Jim!)*

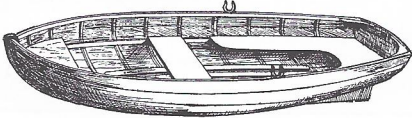


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## STORY OF THE SHIP'S BELL

by Lowell Arnold

I watched the building of a little walk-out style Rambler on the last and smallest attached island on upper Lake Minnetonka, MN back in 1962. The west facing position and level lot was an ideal location. Little did I know then that I would have occasion to purchase that place some 20 years later. In the late 60's, I had friends who lived on that island and I would visit frequently.

The home's residents brought an old '50's vintage, 35', round chine, Owens cruiser onto the property with the obvious intention of "fixing it up." They never finished their dream and sold the house as their lives changed to other priorities. The new owners surely entertained fixing up the handsome old cruiser, however, time had taken its toll and the project now was more than they were willing to do. They contracted a local marina to move the boat prior to again selling the house. The marina told them that it would be far less expensive to simply cut it up, right there and remove it that way. In the early '70's, the old "landmark" was destroyed, but the owners kept the ship's bell in memory of their dream. The bell was left for the new owners who had little understanding or feeling for its origin or history. They had no use for it and it languished in a back corner of an upper kitchen cabinet, collecting dust. We bought the property in 1983 and found the bell and contacted the sellers. They told us that it came from that old boat; the previous owners had no interest in it.

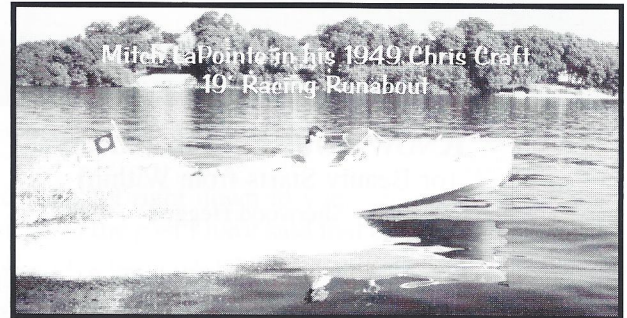
As I had witnessed the arrival and demise of that cruiser to the property, I felt it would be appropriate that the bell's voice be heard again about the place from time to time. I mounted it on the south facing outside wall of the house, adjacent to the stairs that accessed the upper level patio from the lake side yard. Guests arriving at our dock would come up the stairs and ring the bell. Often we would use it to signal and summon each other from the dock or yards for meals, etc. It has also seen many weather changes in 20 years of our home ownership. It would ring in the wind changes during bad summer storms and 60 below wind chills off the frozen lake in winter.

We have now moved to Florida. Although our present house is new, we have come to realize we may not stay here long. In the few months we have been here, I have been unable to establish a feeling of ownership. The continuing drought has lowered the levels of these huge lakes by three feet. The canal that affords us access to them is of sufficient depth to pass a pontoon boat but, not my deeper draft 1948 Red/White racer or my 1947 25' Red & White Chris Express. I'm certain that mounting the old bell on my patio or boathouse will only be another "bone of contention" to the scrutiny of my rather crotchety neighbor. Comments regarding a little pewter wind chime have already limited its use. It seems so strange that when some people age, their focus to life becomes so narrow and joyless. May your knowledge of this little bell's history enhance your appreciation of its clear voice!

*(Coincidentally, the Arnold's Red & White Chris Craft Express is featured on our cover. The choice of cover was without knowledge of this story - and vice versa. -Editor)*



Mike Potasson in his 1924 Larson 15 1/2' Double Oared Rowboat



Mitch LaPointe in his 1949 Chris Craft 19' Racing Runabout

**Postage is Expensive** – this we all know. But there are ways of relieving these excessive costs and we're asking your help in two areas.

First: Has your address changed? Please let us know. *The BoatHouse* is mailed "bulk," which saves us **more than \$1.00** per issue. This is a great savings, however, if it is not deliverable, it is NOT returned and ends up in a dead letter office somewhere. Not only is the postage wasted, but the copy of *The BoatHouse* is also lost. To remain one copy, the cost is (appx.) \$1.38. The club just spent \$42.00 on re-mailings because we were not notified of address changes. This is unnecessary. PLEASE send us a quick note (or email) of any changes. And that brings us to the second area: EMAIL! If we have your email address, we can save a lot in postage if we can notify you of special events, changes, etc. via cyberspace (*even post cards cost \$.21 each.*) Your cooperation is much appreciated.

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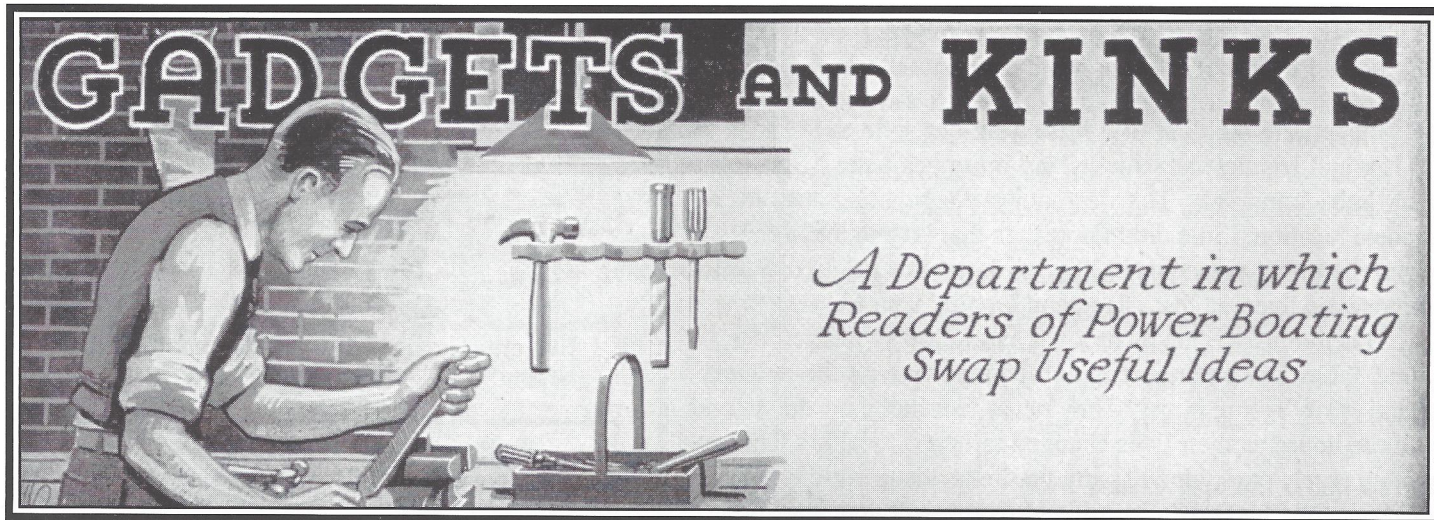


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## KNOW YOUR FRAMEWORK

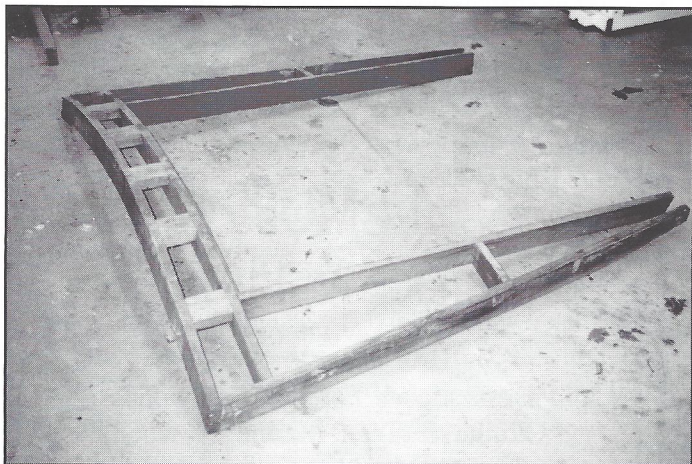
(or Beauty Starts from Within)

By Sherwood Heggen

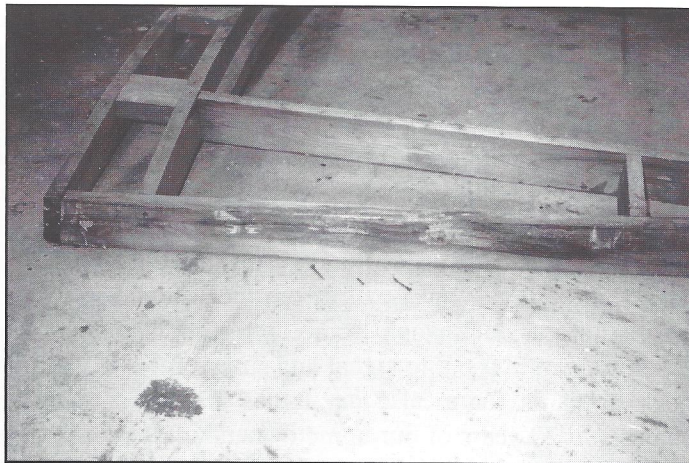
In the last offering of *Gadgets and Kinks*, we learned how to make deck planks using a table saw and spacers to index the deck seams. Since then, you have probably had time to pull all of the deck boards from your hull exposing the deck frame below. Now, you are waiting like a Labrador Retriever ready for the hunt to hear more about how to professionally set these planks in place. Well, get back into the kennel. We got some things to do before any planks can be put in place.

When you pulled all the planks did you take a close look at the framework? Did it all look solid or were there little signs of trouble peaking out at you? What would those signs be? At first, everything may seem fine. While mounted on the boat, framework can give the appearance of being solid. Trouble spots may not be in plain sight and disassembly is required to get at the heart of the problems.

Take a look at the picture below of an aft deck frame sub-assembly that surrounds the engine hatch.



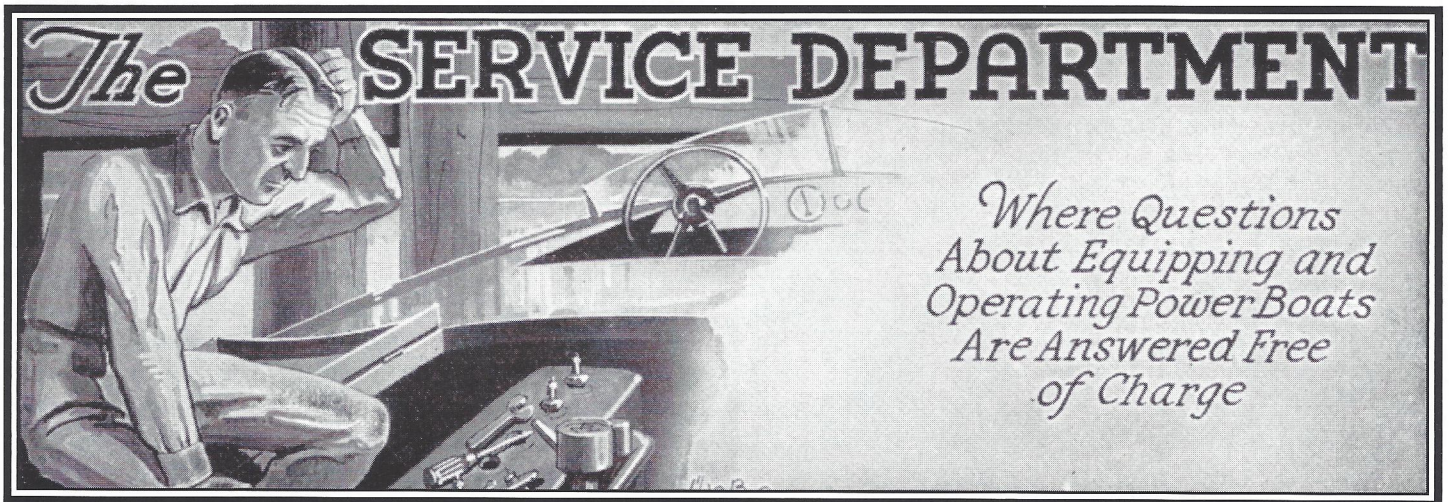
The framework is straight, the wood seems hard, and there is still paint on the wood. Closer inspection shows where water migrated through seams and edges. There is discoloration and a checked appearance in those areas. Digging in deeper with the use of an ice pick or penknife, rot becomes apparent. Bad wood will be easy to penetrate and break away. Take a close look at the next picture.



The classic rotten board is very evident but there is another sign of trouble. Where there is a screw holding two solid parts together, the screw hole looks black and dirty. Attempting to remove the dirty screw quickly reveals that the screw is not going to budge and the screw head has a very hard, gritty feel to the blade of the screw driver. Do you know what that means? Can you say steel screws? Yes, the framework of early boats was assembled with steel nails and screws. Well, why not? They were cheaper than brass and the boat wasn't supposed to be serviceable for more than ten years anyway. But now four to six decades later, we got a problem. Look closely at the picture and you will see three pointy items lying beside the frame. These are 1/4" steel screws that have deteriorated to less than an inch long in some cases. What do you think their holding power is? Yeah, next to nothing. The following picture is evidence of that.

*Gadgets & Kinks continued on page 11*





Hey Doc!

Arnie Torgelson here - up north here on the Range ya know. Say, I seen your articles in the Boathouse, but I never read nothing about having two carbs on an engine. I finally got rid of my canoe and I think me and the Misses want a speedboat. My buddy Mercel has this Chris Craft boat with two carbs on it. He says he'll sell it cheap 'cause he don't know nothin' about what ya call syncromeshing these things so the engine runs good. How come there ain't just one carb? How come ya need two? Is it because like my dad says, if one is good, then two must be better? Should I be a scared of this boat like my pal Mercel?

Me and the Misses got a big laugh from the last Boathouse BSLOL magazine. My grandpa built this cabin on Burntside lake up here in Ely. That's where I spend most my summer hanging out and fishin and canoin and stuff. I know Bob Johnson. He is a real Doctor ya know. He comes up here with his pal Beth. They got this white boat and boy is it fast. He's got only one carb on that one. But any who, Big Bob, we call him up here, can't be Dr Motorhead. Here is why. Have you seen him try and fix something on an engine? Two left hands and all thumbs. Poor guy, I guess he was put on this earth to make folks feel good when they get sick. And besides, have you seen his messy handwriting? If he answered all these questions, no one would be able to read it. Oh Doc, I think you were pulling our leg. Besides, I think you and me met sometime back on Lake Vermillion or something like that.

Hey Arnie, Fred Motorhead here.

Good memory Arnie. You are correct. We have met in the past. It was many years ago when I was still in college. I was on summer break, paddling through the Boundary Waters. We were on the portage from Trout Lake heading back to Vermillion. We had conversations about all the beautiful old wood boats that were once on the lake. Remember, before "what's his name" came and bought them all up. That was a long time ago.

You are also correct in that, I am me, Dr. Motorhead, and not Dr. Bob. I had a little fun with Mr. Hoffa's letter last month. Smart guy that you are, you saw right through it. I've seen the boat Mercel is selling. Buy it, it's a nice

clean boat at a fair price. Don't worry about the two "carbs".

O.K. let's get right down to your carburetor questions. Remember, in the past I have said that engines need to suck in oxygen and fuel, then push out all the exhaust gases. Twin carburetors help in two ways. Each carburetor will feed the fuel and air mixture to three of the six cylinders - at least that is the case with Mercel's boat. Some boats have eight cylinders - the fuel gets distributed more evenly and directly - thereby increasing horsepower. So yes, in this case, your daddy is correct, two is better than one.

Two carburetors are the same as one with respect to the maintenance and the adjustments to idle, low and high-speed jets. You will have to read my previous articles to catch up on how to perform these tasks. The difference is that they need to be synchronized not syncromeshed. You're talking transmissions when you say syncromesh.

Here is what happens to your engine if the carburetors are not working together. This is really only noticed at low speeds, not high. If one "carb" is set at a higher idle than the other, your engine will suffer from an identity crisis. Half of your motor wants to go faster than the other half. I liken it to the left side of you wanting to run down the street while the right side wishes to walk. The normally smooth operation of walking becomes a rough and confusing situation. Remember the Steve Martin movie, "All of Me?" Your engine will have this same awkward and confusing gate that Steve Martin and Lily Tomlin had while they occupied the same body.

So how do you get things to run right? Here's how. You can purchase a synchronizing tool that fits over the intake end of the carburetors. In essence, this measures the vacuum pressure and allows you to adjust the throttle plates on each carburetor. You see, they need to be in the same position in the upper throttle body. All of you should remember previous lessons and know what parts I am talking about. But perhaps for most of you, you don't need the expense of this tool, so do as the Doctor does. Remove your carburetors. If they are out of whack they probably also need cleaning. Get them cleaned up (previous lesson) and set each one upright on the bench. One at a time, install a small spring to the throttle linkage arm which will pull

*Dr. Motorhead - continued on page 26*



## UFFDA, THE CENTURY VENTURER

by Tom Skramstad

I would like to pass on some history about our 1967 Century Venturer, a boat that has spent its entire life on Lake Minnetonka. This year will be its 35<sup>th</sup> year on the water.

My history with wooden boats goes back to my childhood. My parents' first boat was a Shepherd, later replaced with a 1940 Chris Craft hardtop cruiser, then a 30 foot Owen's cruiser and a Higgins runabout. When my wife, Gai, and I moved to the Lake in 1972, we purchased a 1960 Century Resorter 16', still one of my all-time favorite boats. I joined the Antique and Classic Boat Club in 1976 (I think it was) and have been a member of the Century Boat Club since it started.

The Century Boat Company probably made fewer of the mahogany Century Venturer than any other boat in their history. Only a few were manufactured in 1966 and a few more in 1967. While Century had a cruiser manufacturing facility in Maryland from 1958 until 1966, they built the Venturer in their Manistee, Michigan factory. This factory was best suited for the various runabout sized boats that Century was so famous for. According to the Century people I spoke with years ago, trying to build a boat of this size in Manistee "significantly slowed down the assembly line of the smaller boats." This was a major contributing factor in their decision to discontinue the Venturer.

During the 50's and 60's, the Lake Minnetonka area dealer for Century boats was Tonka Bay Boat Works, then owned by Ed Ahlcrona. It was Ed's brother Bertil T. (Bert) Ahlcrona who originally ordered the Venturer that is the subject of this story. Bert ordered the boat for delivery in the Spring of 1967 (I have the sales receipt). At one point he flew to the plant to supervise part of the construction of his new boat. The factory specification for the boat called for an "L" shaped kitchenette; since Bert never planned to allow anyone to eat on the boat (true!), he asked that this feature be deleted and replaced with a second captain's chair. Bert never used the boat at night so ordered it without a spotlight. Bert took care of his things in an exceptional manner. He stored the Venturer on a trailer that he had custom built: a 22,000 pound capacity trailer (for a

6,000 pound boat!). I still have the original order ticket, warranty card, owner's manuals and two spare props that have never been out of their boxes.

We had known the Ahlcrona family for years and went to see the boat when we found out it might be available. We had seen the boat many times on the Lake (Bert lived on County Road 44 in Minnetrista, just across the Upper Lake from us). Once we got inside, we decided that it would be perfect for us: a huge cockpit, beautiful classic lines, and in outstanding condition. We bought it in March of 1977.

There is a humorous story associated with our first attempt to get the boat to the water. I worked on getting it ready for the Lake while it still sat at the Ahlcrona's home. Once we got the boat ready for the water, I hooked it up to the family station wagon and headed for the boat works. I pushed on the gas pedal and nothing happened. I got out to ensure that the wheels were not chocked, and they were not. I kept pushing on the gas pedal and finally the boat and trailer started to move. This was a heavy rig! Onto County Road 44 goes this poor station wagon pulling this wonderful (and heavy) boat. Onto Highway 7, heading East with my foot on the floor. The temperature gauge was heading North as the gas gauge headed South. At the big hill just before our Smithtown Bay turnoff the speedometer was heading South fast and a line of cars was accumulating behind me. I finally got off the highway and was able to navigate the back roads to Tonka Bay Marine. Once unhooked, the car heaved a sigh of relief; and never again would we try to haul the boat by ourselves!



Some details about the boat: Its length is 27' 1/2", beam is 10' 2". Engines are GrayMarine 327s with 220 horsepower each (American Motors blocks.) There is a huge back deck over the engines where we have eight deck chairs and a table. Move towards the bow, step down 3 steps and you are in an area with two captain's chairs and an additional L-shaped seating section. In a "traditional" boat of this size this area would be under a hardtop, but in the Venturer, this area is still cockpit-open to the sky. Move forward a few more steps and you reach twin mahogany doors that open into the V-berth with a marine head. The mechanicals on the boat have never been touched and the

*Uffda - Continued on page 11*

*Uffda - continued from page 10*

upholstery is original.

The mahogany Venturer was mentioned several times in Bill Wittig's book "The Story of the Century" but many statistics and measurements in the book are not accurate. The boat graced the front cover of both the 1967 Century catalogue and the rear cover of the 1966 catalogue. We entered the boat in the Land-O-Lakes ACBS boat show in 1980 and it won "Best Modern Classic". It is also on the Century boat poster that Bob Speltz put together years ago. Bob Speltz loved our boat. In all of his research and travels he had only encountered one other Venturer, and he told me "it was a basket case".

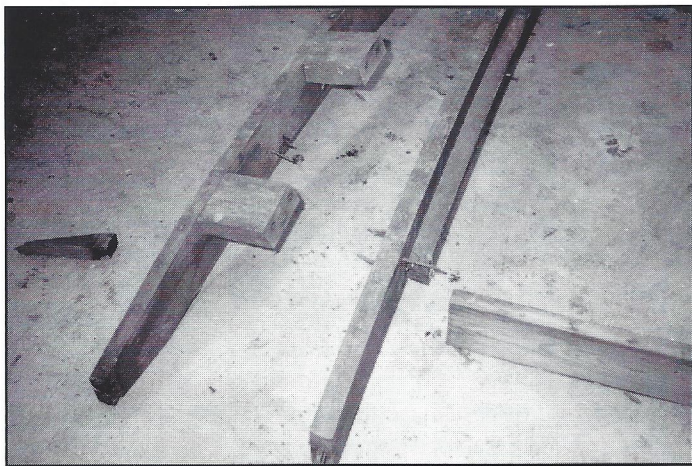
In 1976, Century began to reissue Venturers, this time made out of fiberglass. This continued for three years or so, and there are many such plastic Venturers on Lake Minnetonka with some similarities, but many differences, from the mahogany model).

Uffda! (a term my Norwegian grandmother used often) has been on Lake Minnetonka its entire life and we hope to keep it that way. One of its distinguishing characteristics is its rear flagpole. The five foot pole flies three flags: a traditional yacht ensign, a Norwegian flag (Uffda!) and an Australian flag (Gai's homeland).

We hope you have had a chance to see our boat at some point or another. If not, we hope to cross your path some time soon. Happy Boating!



*Gadgets & Kinks - continued from page 8*



The framework shown was tapped apart with light blows of a hammer. In so doing, the wood revealed that its life was gone by breaking from the blows. The parts separated easily because the rusting screws had lost their threads and destroyed the wood around the threads that held things in place. Over time, the screw would disappear completely.

Okay, now imagine that you screwed on brand new planks over this mess. Sure the planks would hold things

together for a bit, but the strength of the hull does not depend on the skin but also on the framework. It has to be solid.

So now what? You started out with a pretty good looking frame and now its is labeled as junk! C'mon, pull yourself together. It is not all that big a deal. We'll get through this. If all else fails, there are professional restorers who can get you over this hump if you feel it is too big. Just be sure of one thing – don't give up and destroy it; enlist help if necessary and restore it. It will be worth it. Just be sure you choose your restorer carefully. You don't want this problem to turn into a financial nightmare. Anything that is built can be rebuilt.

First, take a lot of pictures. Then, start taking things apart being careful to mark locations of parts, take measurements where you think it is necessary, and even make simple drawing of how the problem area is assembled. Then, make your trip to a lumber yard with your wood list in hand to get replacement wood. You may find that there are parts that seem okay to use, but why take a chance after you are this far? New wood will outlast old wood and the time spent in making a new part will probably take less time than trying to fix the old part.

There may be wood parts that are solid and useable, so certainly use them if that is the case. There may be screw holes that need plugging, however, to allow solid foothold for the new silicon bronze screw. To plug a hole, simply drill a 3/8" hole to the depth of the screw hole and then fill it with 3/8" bungs of like kind wood, gluing them in place with epoxy or carpenter's glue. Chisel them off flush to the surface after the glue is set and your wood is as good as new.

Making new parts can be done with a good saber saw and a stationary disc sander to sand right to the line you drew when you traced the old part onto the new wood. Try using a fine point felt tip pen to mark the line. It shows up much better than a pencil line. Another proven method is to rough cut your part to about 1/16" over size of the original part. Then, clamp the new stock and the original part together and trim it to size with a laminate trimmer on your router. This works great if you have an original part with a smooth even surface for the roller to follow. Any faults in the pattern will be duplicated in the new part.

From here on you are kinda on your own according to your project. As always you are welcome to give me a call. Good luck and build straight.





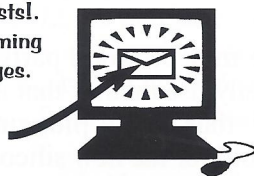
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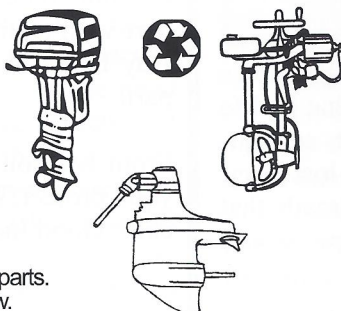
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## THOMPSON ANTIQUE & CLASSIC BOAT RALLY - THE LATEST UPDATE

Plans are being firmed up for the first ever Thompson Antique & Classic Boat Rally Friday-Sunday, August 10-12, 2001 at Nestegg Marine in Marinette, Wisconsin on the banks of the Menominee River. Sue and Jon Kukuk of Nestegg have been busy doing leg work. Andreas Jordahl Rhude has not let a day go by without dealing with some aspect of the nuts and bolts necessary to make it a go! The following is a TENTATIVE schedule (SUBJECT TO CHANGE):

### Friday 10 August 2001

Registration ~ Arrival, launching, and docking ~ Welcome Reception at Nestegg Marine in the evening (beverages and snacks provided) ~ Slide illustrated presentation on history of "Thompson Marine Endeavors" (may be repeated on Saturday) ~ and FUN

### Saturday 11 August 2001

Registration ~ Arrival, launching, and docking ~ FUN ~ Viewing boats and getting to know each other ~ Networking ~ Swap meet ~ Outboard motors on display and operating "trash can display" ~ Boat rides ~ Possible panel discussion with former Thompson employees ~ Tour of shipbuilder Marinette Marine Corp. ~ Boat Building contest (2 person teams get 4 hours to build a boat out of provided materials) ~ Evening boat parade from Nestegg Marine to Menominee Marina followed by ~ Barbeque picnic at M & M Yacht Club in conjunction with their sailboat regatta (nominal fee will be charged) ~ More FUN

### Sunday 12 August 2001

Boat rides ~ FUN ~ Race of boats built the previous day ~ Departure

The complete registration packet will be hitting the mail soon. Watch for it. If you haven't gotten on the mailing list, contact Andreas via email: [ajrhude@aol.com](mailto:ajrhude@aol.com). If you are not hauling a boat and you will be arriving via airplane, the nearest airport is located at Menominee, Michigan. YES, Michigan. (NOT Menomonie, Wisconsin - if you go there, boy oh boy will you be disappointed!).

For Saturday evening, the M & M Yacht Club has graciously invited us to join them in their post sailboat regatta picnic. A nominal fee will be charged. To get to the Yacht Club at the harbor in Menominee, we can caravan in automobiles. Or, better yet, have a boat parade from Nestegg to the Menominee marina! What a better way to get the boats out to use! The marina is well protected. Mark Nygren is investigating the possibility of having a boat-building contest as part of the Rally. This will be similar to what is done at other shows. Teams of 2 people are given supplies of wood and adhesive. They make a boat of their own design, glue it together and let it cure overnight. Fours hours of time are allotted to make the boat. The next day, the teams throw the boats in the water and run a racecourse. This is a fun and

exciting activity!

Remember that the Rally is a non-judged show - it's for fun and to share our enthusiasm with each other. Your boat/canoe/duck boat does not need to be in pristine condition to participate. Share your story - the trials and triumphs of restoration with others. Come and join in the excitement and be a part of history - the first ever Thompson Antique & Classic Boat Rally.

The Rally is open to any and all watercraft, no matter the make or model. Non-wood boats are encouraged to participate. The Rally will, however, emphasize vessels built by Thompson and her various spin-offs, including:

- Thompson Bros. Boat Mfg. Co. Peshtigo, WI & Cortland, NY
- Thompson Boat Co., Peshtigo, WI and St. Charles, MI
- Thompson Boat Co. of New York, Inc., Cortland, NY
- Thompson Royal-Craft, Inc., Cortland, NY
- Thompson by Chris-Craft, Cortland, NY
- Cruisers, Inc., Oconto, WI
- T & T Boats, Inc., Wausaukee, WI
- Grady-White Boats, Greenville, NC
- Thompson Skis, Inc. (water skis), Crivitz, WI

The Rally location is just a short walk from a major hotel, restaurants, a public library and a logging museum. Marinette County is considered the waterfall capital of the Midwest with twelve major waterfalls within a short drive of the marina. The Green Bay Packers Hall of Fame is 55 miles away. Several maritime museums are close by including Manitowoc and Sturgeon Bay, WI plus Marquette and Whitefish Point, MI. The US Ski Hall of Fame (snow skiing) is located at Ishpeming, Michigan. Lodging information can be obtained from:

#### *Note: CoC is Chamber of Commerce*

Marinette CoC	1-800-236-6681
Email:	<a href="mailto:marinette@mari.net">marinette@mari.net</a>
Web site:	<a href="http://www.mari.net/marinette">www.mari.net/marinette</a>
Menominee, MI CoC:	1-906-863-2679
Peshtigo CoC:	(715) 582-0327

#### FOR ADDITIONAL INFORMATION:

**Andreas Jordahl Rhude**  
 4054 Wentworth Ave. So.  
 Minneapolis, MN 55409-1522  
 Phone: 612-823-3990  
 Fax: 612-823-3990  
 Email: [ajrhude@aol.com](mailto:ajrhude@aol.com)  
 WebPage: [www.thompsondockside.com](http://www.thompsondockside.com)

#### **Nestegg Marine, Jon and Sue Kukuk**

P.O.Box 405/300 Wells St.  
 Marinette, WI 54143  
 Phone: 715-732-4466 or  
 888-NESTEGG  
 Fax: 715-732-4448  
 Email: [jon@nesteggmarine.com](mailto:jon@nesteggmarine.com)  
 Web Page: [www.nesteggmarine.com](http://www.nesteggmarine.com)

*Note: Program subject to change.*

# ANTIQUUE & CLASSIC BOAT RENDEZVOUS

**SATURDAY, AUGUST 18 & SUNDAY, AUGUST 19**

**On the river at**



**3 ONE-DAY PRE-RENDEZVOUS MINI CRUISES**  
*(See article on page 16 for details.)*

- ↳ Wed. Aug. 15 to St. Paul
- ↳ Thu. Aug. 16 to Lake Pepin
- ↳ Fri. Aug. 17 to Stillwater

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## **VOLUNTEER COORDINATOR NEEDED**

A person to help with coordinating all the volunteers at the Rendezvous is needed. This person will assign the "inventory" of helpers to various tasks during the show. It isn't a person to do all the work, nor is this person required to find volunteers. It's to assign those that have already indicated that they will help. What is required? Nothing more than a bit of organizing skill to assign volunteers to places where they are needed during the show. This is a very important function as the success of all activities that weekend is dependent upon volunteers. Anyone interested in helping with this critical position, please contact show bosses:

Clark Oltman: 952-471-7635 email: [clarkoltman@msn.com](mailto:clarkoltman@msn.com) or

Eric Gustavson: 952-472-4478 email: [ericgustavson@stjohnsofmound.org](mailto:ericgustavson@stjohnsofmound.org)

## 2001 BSLOL RENDEZVOUS CAPTAINS

**Show Boss/Meeting Chair:** Clark Oltman H/952- 471-7635  
W/952-948-4113 Cell 612-210-5380  
[clark.oltman@msn.com](mailto:clark.oltman@msn.com)

**SHOW BOSS:** Eric Gustavson H/952-472-4478  
W/952-472-1416 [EricGustavson@stjohnsofmound.org](mailto:EricGustavson@stjohnsofmound.org)

**CHIEF LIAISON WITH TREASURE ISLAND:** Suza Gosh: 651-436-1555

**CHAPTER PRESIDENT:** Jim Aamodt 952-938-1211

**REGISTRATION:** John Kinnard H/952-934-2584  
W/952-933-6216 Fax/952-906-9414  
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**HOSPITALITY:** Karen Buttery 952-427-1448  
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**MERCHANDISE:** Dirk Gunder 651-436-1555  
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**RAMP & DOCK:** Ray Garin 952- 495-0021 [mrcusabt@aol.com](mailto:mrcusabt@aol.com)  
Bob Buttery 612-427-1448 [century@msn.com](mailto:century@msn.com)

**AUCTIONS, RAFFLES, DOOR PRIZES:** Elizabeth Hvam  
651-388-5784 [dhvam@charter.net](mailto:dhvam@charter.net)

**EDUCATION & CHILDREN'S ACTIVITIES:** Sherwood Heggen  
H/952-432-4345 W/316-0822 [heggensj@aol.com](mailto:heggensj@aol.com)

**JUDGING:** Bob Johnson, Captain 952-380-1505

**TELEPHONE COMMITTEE:** Brad & Chris Ernst 320-395-2854

**BOATHOUSE & PHOTOGRAPHY:** Steve and Peggy Merjanian  
H/952-473-4936  
Steve W/952-475-1384 [DataMerj@aol.com](mailto:DataMerj@aol.com)  
Peggy W: 952-473-6601 [pmerjanian@st-barts.org](mailto:pmerjanian@st-barts.org)

**BOAT RIDES:** Fred Boss 952-947-9629  
Chris O'Connor 952-473-5210

**RIVER CRUISE(S):** Bob Johnson 952-380-1505

**BUDGET:** Jayme Hines W/952-470-7851 [jhines1@quest.net](mailto:jhines1@quest.net)

Take this opportunity to get involved in your chapter's largest event of the year. It can be before the event, during the Rendezvous or the break-down of the show – you decide. But do get involved! Your enjoyment of the show will increase ten-fold, and what a terrific way to meet fellow enthusiasts. Just select the area that interests you and contact its captain. You won't be sorry!!! Any questions? Contact either show boss, Clark Oltman or Eric Gustavson.

**CALL TODAY!**

## AUCTION AT RENDEZVOUS

Something new will be happening at this summer's Rendezvous. Crawl in your attic, look in the nooks in your basement, and clean that garage. Why? It's AUCTION time. For the first time ever, we will have an auction of "stuff" to help raise funds for the club and also for the great fun and social interaction intrinsic in such an activity.

We need you to donate things that can be used in the auction. Have any surplus boat hardware that's just been collecting dust? Have some old magazines that need a new home? Old water skis sitting in the corner? Got a wad of sandpaper that you won't use? Want to donate a gift certificate for diner, merchandise, boat cleaning, flying lessons? WE NEED IT. We can accept virtually anything to be auctioned off during the Rendezvous. New or old, no matter. Boating related or not, no matter. Just make a donation and let the bidding begin.

We've got a great start from member, Gloria Roder who has generously offered:

A 2 Day Stay at *Bayfield Cottage* in Bayfield, Wisconsin, close to the Lake Superior Shore.

Antique jewelry from *Bayfield Antiques* in Bayfield, WI.

We're very fortunate to have Elizabeth Hvam Captain of the auction, door prizes and raffles. Thanks, Elizabeth for stepping up to the plate. Your help is much appreciated! Contact Elizabeth with any questions or to let her know what you're bringing. Her numbers in Red Wing are:

Phone: 1-651-388-5784 Fax: 1-651-385-0725  
email: [dhvam@charter.net](mailto:dhvam@charter.net)

And remember, we are a 501(c)3 tax-exempt organization, so that means that your donations are tax deductible! Help make this AUCTION a success, and donate to your heart's content!

## SAFETY DIRECTOR NEEDED

The BSLOL Board has voted to establish a Safety Director position and Safety Committee. Why? Safe boating is vitally important to the continued success of this and any watercraft related organization. It only makes sense to promote safe water activities and educate our members as well as the general public on these issues. It's also a great opportunity for positive public relations for the organization.

If you wish to help out on the committee or have a desire to learn more about the Safety Director's position, please give president Jim Aamodt a call at 952-938-1211. Your suggestions are also welcome. We need your input.



## AWARDS AND JUDGING 2001 RENDEZVOUS

By Bob Johnson

I am happy to be in charge of awards and judging again this year. We're always looking at how to improve the Rendezvous. One area we looked very closely at was categories and classes. Based on trends we've seen the past few years, we have made some changes we feel will enhance the show and allow for more boats to be recognized. I want to thank John Kinnard and Greg Benson for their help in re-assessing these categories. My thanks also to the judges from last year for giving tentative approval to help again this year.

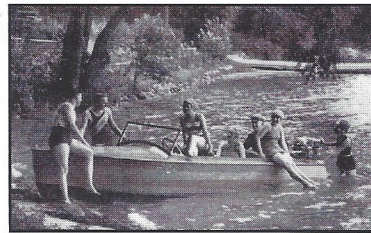
As in previous years, we intend to give out a lot of awards for our own categories (similar, but not the same as ACBS) and to continue our traditional method of subjective judging. Let me just quickly go through the changes:

- Number of awards presented will go from 45 to 40.
- Outboard category increased to three classes.
- Launches will go into *Antique Utilities* category.
- Houseboats will go into *Special Interest* category.
- *Antique Utilities* will be one class (was two.)
- Lapstrakes will go into *Classic Utilities*.
- Raceboats will go into runabouts, utilities or outboard categories
- Sailboats will be in *Special Interest* category.
- New Award: Best Chris Craft Engine
- New Award: Best Amateur Varnish
- Best Garwood award deleted
- Farthest Distance award deleted
- Awards for cars, motorcycles and

The Outboard Motor Club will be presented.

Again this year, we could use more judges. If you are interested, call me at 952-380-1505. We can also use more professional restorers as consultants to the judges and to give informal evaluations of exhibitors' boats who request an evaluation.

Looking forward to seeing you at the show!



## THE NICE 'N EASY MINI CRUISE(S) 2001

By Bob Johnson

The Rendezvous Committee has been hard at it again this year and the Mini-Cruise plans are part of it. The order of the destinations this year has been changed. The line-up of day trips is:

Wednesday, August 15	St. Paul
Thursday, August 16	Pepin, Wisconsin
Friday, August 17	Stillwater

Two factors caused this change of sequence. First, Stillwater has moved to Friday since this leg has no lock to wait for and we have the most boats and people that day. Second, Pepin, Wisconsin was moved to Thursday because the fabulous Harborview Restaurant is closed on Wednesdays. That leaves St. Paul for Wednesday.

What makes this the "Nice and Easy" cruise?

◆ **FOOD** is much better than other cruises for lunches as well as dinners. Our daily destinations have top quality restaurants and in the evenings we have our cars available to go wherever we want.

◆ **LODGING** at Treasure Island each night is clean, spacious and new; a nice base for each day trip.

◆ **DOCKAGE** each night is also at Treasure Island where the slips are large, protected from weather and have 24-hour security.

◆ **LOGISTICS** -. There is no moving the car and trailer to a distant destination city where they remain unavailable should you want to use them.


◆ **CONVENIENCE** - Not having to move luggage each morning and night is a relief.

◆ **FLEXIBILITY** - You can go to any or all of the day trips. There will be some room for members who may not have a boat, or would like to ride in someone else's boat. Just sign up on the registration form that is part of the show registration.

◆ **SCENERY** - The last thing I want to emphasize is the beautiful scenery. Each year I am impressed by the beauty of the St. Croix and Mississippi River valleys as we make these trips.

So why don't you get your calendar out right now and book the "Nice and Easy Mini-Cruise" into your agenda. See you there!





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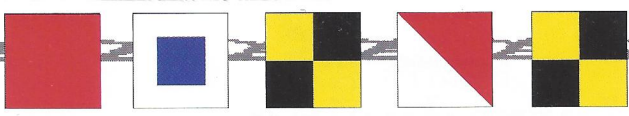
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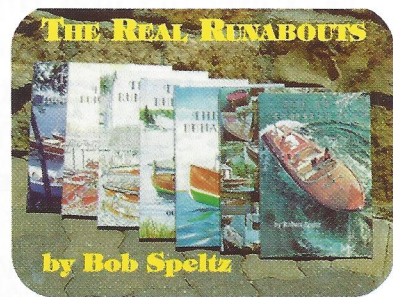
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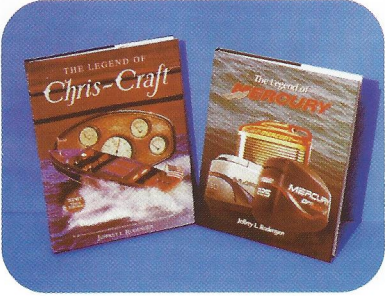
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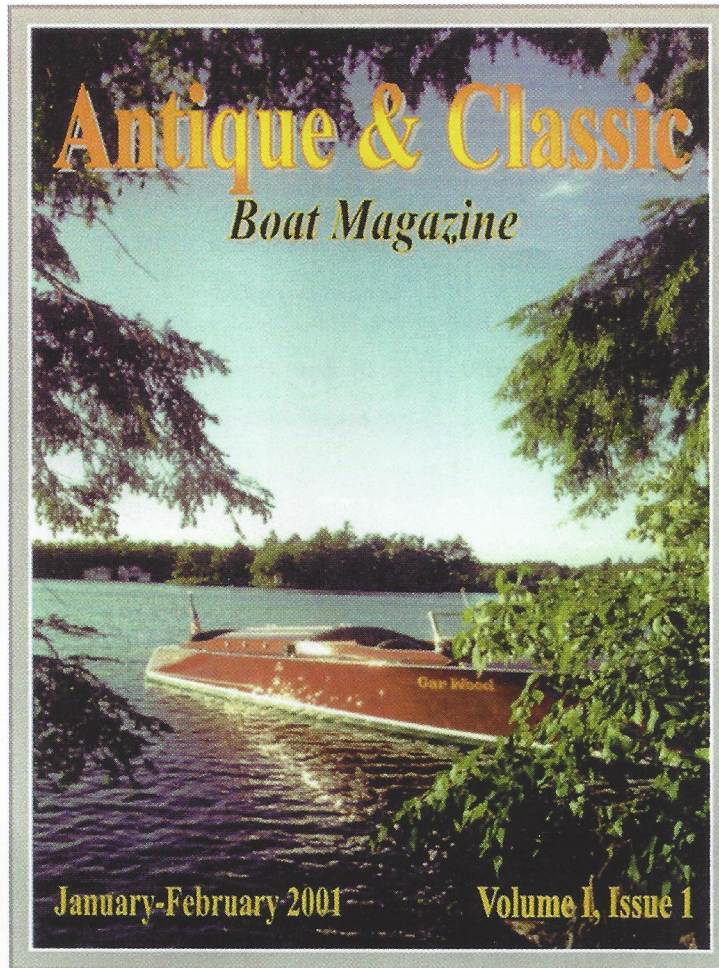
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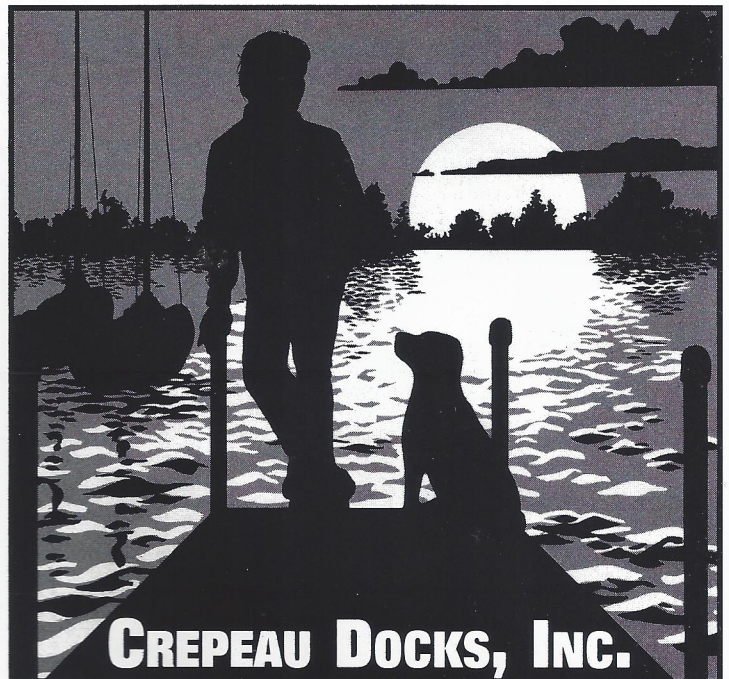
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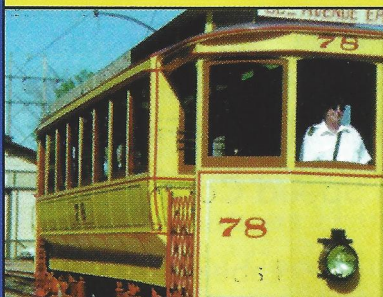
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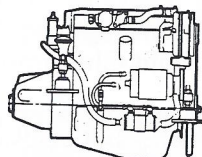
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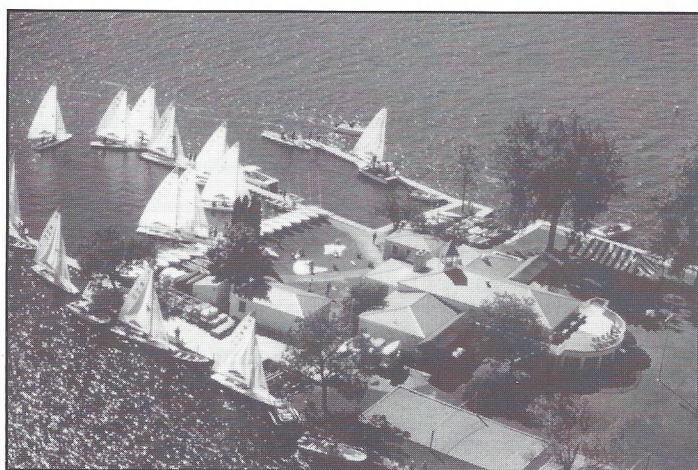
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# MYC FOR FUN IN '01

by Jim Aamodt

Organized in 1882, the Minnetonka Yacht Club has been an important part of Lake Minnetonka's history. They have occupied "Lighthouse Island," at the entrance to Carson's Bay, since building their first facility in 1889. Their rich history of sailboat racing began with the famous boat, "Onawa," owned by early member Ward Burton. It has continued to the present day with the Yacht Club winning the largest percentage of inland racing events and national championships in the U.S.



An aerial view of *Lighthouse Island*  
Home of the Minnetonka Yacht Club

Currently having over 300 members, 144 registered boats and a great facility (the second) on the Island, the Minnetonka Yacht Club is an active group. They support a variety of boating activities and the building of family experiences. An affiliated school teaches over 800 children sailing each year.

We mutually agree the BSLOL and Yacht Club have a great synergy of interests and goals. For the year 2001, we have arranged that a majority of the privileges of social membership of the Minnetonka Yacht Club be extended to BSLOL members at no charge! This includes:

- ❖ An invitation to attend and participate in all MYC summer special events.
- ❖ An open invitation to participate any Wednesday in their weekly evening "Chill & Grill," whether by water or land-water shuttle. Reservations for BSLOL members, families & guests must be made 24 hours in advance for food by calling 952-474-4457. (Each person pays for food.)

Identify yourself as a BSLOL member. Use the same reservation procedure for special events.

- ❖ Our Wednesday evening cruise for the second Wednesday of July (the 11<sup>th</sup>) will stop at the MYC to enjoy their "Chill & Grill." Make your own food reservation. Plenty of boat ride space is available.
- ❖ We have committed to support with our boats their Open House (Sat., June 2<sup>nd</sup> 1:00-4:00 PM), and to transport dignitaries and spectators for their national Regatta (August 5-12).

We believe this is a great opportunity to create new experiences, share boating times, and have "a place on the lake." We are fortunate to be able to make acquaintances with people who enjoy the water as much as we do, and further enjoy our other friends and their boats. By the way, the MYC already has wooden sailboats and powerboats on their roster. Get a group together – and don't forget to call for food reservations!

For those not moored on Minnetonka, there is a public launch ramp and parking on Carson's Bay. For those who wish to come by land, the MYC mainland office, located next to the public launch ramp at the Carson's Bay bridge, has an outside shuttle phone to the clubhouse. It is operational for all listed events and details are available through the food registration number. Please join us!

### MYC 2001 Events

Saturday, June 2	Open House	1:00-4:00 pm
Saturday, June 16	Famous Shrimp Dinner	7:00 pm
Sunday, July 1	4 <sup>th</sup> of July Picnic	Noon
Tuesday, Aug. 7	Youth BBQ	7:00 pm
Saturday, Aug. 25	Burton Cup Dinner	6:00 pm
Monday, Sept. 3	Labor Day Picnic	Noon
Every Wednesday	"Chill & Grill"	7:30 pm



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## CONTEMPORARY FIREPLACE PRODUCTS, INC.

by Andreas Jordahl Rhude ~ Photography by Greg Benson

**A** rose by any other name is just as beautiful. What's in a name? Well, some names really don't do justice to the business they are in. And this is the case with Bloomington's Contemporary Fireplace Products. Owner Len "Lenny" Larson says that only 45-50 percent of their business has to deal with fireplace accessories. At least half of the work they do is in various metal fabrication and customizing boat and utility trailers.

The company dates back to the early 1950s when Ray Converse started Raycon Industries. Located on Lake Street in Minneapolis, they made and sold fireplace grates, tools, and accessories. The Casserly family purchased the business in 1968, moving the firm to Bloomington after a 1970 fire destroyed the Lake Street facility. In 1977 they moved back to North Minneapolis.

Lenny Larson started working for them in 1975 as a polisher. He soon became a fabricator, making fireplace tools and accessories. He worked his way up the ladder and in June 1992 he purchased the business from the Casserly brothers. By that time they were called Twin City Fireplace Supply but they had diversified into areas other than the fireplace business.

Larson renamed the business Contemporary Fireplace Products and moved lock stock and barrel back to Bloomington. In addition to making custom fireplace inserts for both wood and gas fired systems; they make grates and other accessories. They have 85 standard inserts and 180 dealers throughout the Upper Midwest. Fourteen workers are kept quite busy.

Metal stamping, fabrication, and polishing make up half of their work. Custom-made metal components for all sorts of end uses come out of their shop. And they work with any metal including, but not limited to, steel, aluminum, brass, copper, titanium, and stainless steel. Two expert welders are experienced in working with all sorts of metals. Richard Saltness has perfected the welding of brass and bronze.

At the moment, they are just about completed with the fabrication, painting, and polishing of new wheel wells and engine cover parts for a Ford Model T auto.



Jim Pedersen,  
 Primary Fireplace Products

Greg Gonczy just finished making a 19-foot high sheet metal sculpture that was installed on a Loring Park area building. The designer and owner are ecstatic with the results.

Bill McClure is the expert polisher with the company. He proudly displayed a marine horn he refinished and polished for an old boat that is being restored by Mark Sauer. He also demonstrated to this writer and photographer how he will transform a grungy looking exhaust pipe for an inboard boat into a gleaming piece of copper art.

Dan Nelson Boat Works sent this piece to Contemporary Fireplace Products to be brought back to life.

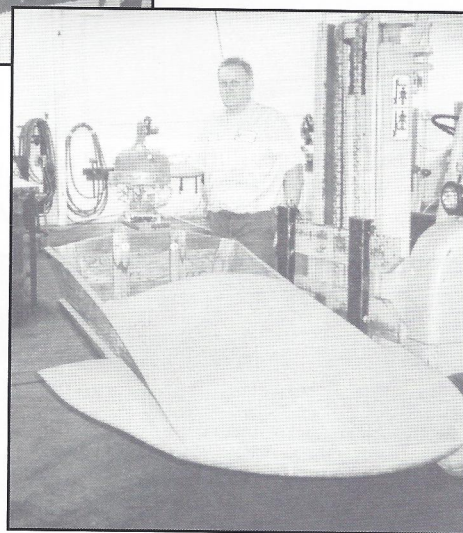
"We've made plenty of stainless steel cutwaters for antique boats," said Lenny Larson. They have also custom made rails, fittings, and riggings for a heavy seas sailboat. Right now they are working on some stainless steel fabrication and polishing for Goodyear Aerospace. Several years ago they made components for the French Airbus.

One man, Dave Ruppee is their in-house expert on trailers. He spends all of his time retrofitting old boat and utility trailers to customer needs. He

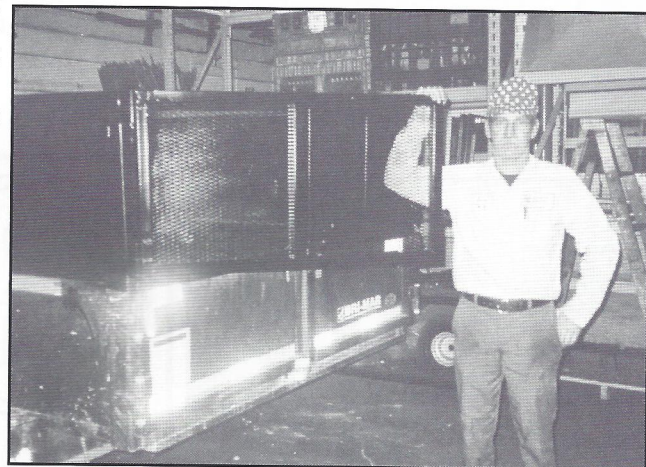
## VENDOR



## SPOTLIGHT



Lenny Larson, Owner



Dave Ruppee - Trailers ONLY  
 everything .welding and electrical...

Vendor Spotlight - cont'd on page 24

Vendor Spotlight - cont'd from page 23



Bill McClure, Buffer, Polisher working on an exhaust pipe from a Chris Craft

does rewiring, installs brakes, repacks bearings, custom makes hitches, and makes customer requested changes. An awful lot of boat trailers come in for repair and modification.

Soft-spoken Larson has a background in boating. He in fact presently owns several classic wood boats including a Hugo and a Cadillac runabout. He has a 1962 Racing Craft fiberglass race boat that is ready for the water. She has monster engine and has been clocked at over 90 MPH. He and a friend owned an old, completely restored Alexandria row boat but sadly, it was stolen a few years ago

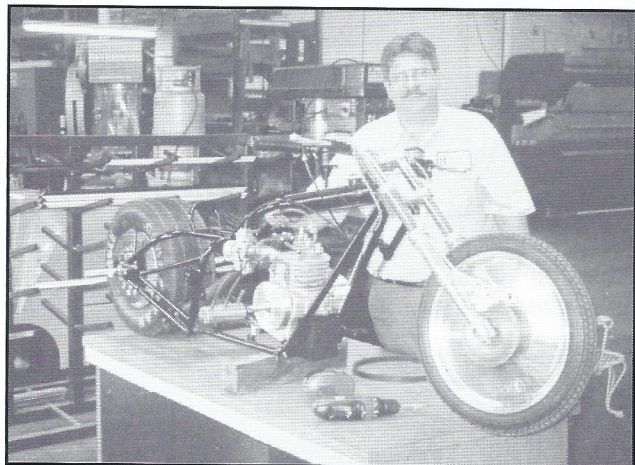
His love for boats started at around the age of 13 when he began racing hydroplanes in northern Minnesota. He was part of the Northern Power Boat Association, racing a three-point hydro pushed by a 7.5 HP Mercury outboard. A few years ago, he reminisced about the good old days racing, so he found a custom made,



Bill McClure, bending sheet metal on a press brake.

plywood hydroplane that was never quite completed by the builder in the 1950s. She has a 1947 factory modified Mercury Hurricane 7.5 HP racing motor. He has also made several mahogany model boats over the years.

If you ever need your boat trailer repaired or modified, go to Contemporary Fireplace Products. If you need a custom made cut-water, go to Contemporary Fireplace Products. If you need a brass cleat or chock rewelded and polished, go to Contemporary Fireplace Products. Even though their name does not reflect the true nature of their activities, they are an open minded business willing to work with you to get you what you need. Located along the south frontage road of 494 in Bloomington, Home Depot is their neighbor to the west.



Greg Gonczyk



Richard Saltness, Welder



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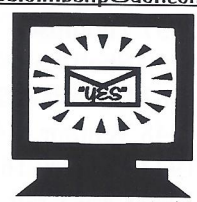
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Holiday  
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**JULY**

➤ **11 - WEDNESDAY**  
\*Club Cruise Night, Lake Mtka

➤ **14, 15 - SATURDAY, SUNDAY**  
Minneapolis Aquatennial

**AUGUST**

➤ **8 - WEDNESDAY**  
\*Club Cruise Night, Mississippi River  
(See Below for contact #)

➤ **15, 16, 17 - WED, THU, FRI**  
Pre-Rendezvous "Nice 'n Easy"  
Mini-Cruises

➤ **18, 19 - SATURDAY, SUNDAY**  
26<sup>th</sup> Annual Rendezvous

**SEPTEMBER**

➤ **8 - SATURDAY**  
J.J. Hill Days Boat Show-Lake Mtka

➤ **12 - SATURDAY**  
\*Club Cruise Night - Lake Mtka  
(weather permitting)

**OCTOBER**

➤ **7 - SUNDAY**  
Fall Color Cruise, Lake Minnetonka

**DECEMBER**

➤ **2 - SUNDAY**  
Holiday Party & Annual Meeting  
Wayzata Country Club  
(Watch for details!)

.....

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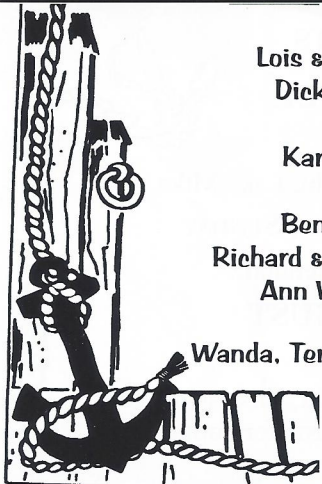
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# WELCOME ABOARD!



Mike Berg	Minot, ND
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Mark Gjerde	Burnsville
Karl & Lisa Koenig	Brookfield, WI
Roger Moberg	Arden Hills
Ben & Lynn Oehler	Minneapolis
Richard & Lisa Sundberg	Long Lake
Ann Wagner-Hauser & Greg Hauser	Minnetrista
Wanda, Terry & Brian Joy	Shorewood
Tom Watkins	Edina, MN

Dr. Motorhead - Continued from page 9

the throttle plate into the closed position. Turn your idle speed adjustment screw – not the air mixture screw – in until it just starts to move the plate open. Turn this screw in and out a couple of times so you know that you have the screw just at the spot where it will begin to move the plate open. Now, do the exact same thing to the other carburetor. Look at them both. The very small gap between the throttle plate and the throttle body or the side of the carburetor should be the same.

Now it's time to install the carbs. With the springs still attached, install the linkage that connects the two together. Remember, and this is very important, adjust the linkage to the carburetors and not vice versa. You do not want to move the throttle plates at all while completing this task. This task now complete, set the throttle linkage to the carburetor. Remove the springs, making sure everything stays put. You should be set to go. Your idle may be a little low at this setting, but once you have the engine started you can adjust the idle speed as you normally do.

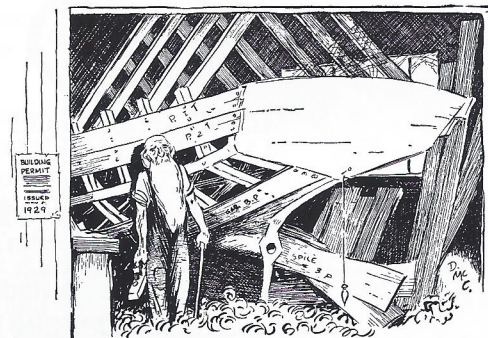
I should make mention, adjusting the idle mixture is a little trickier. When you attempt this, get down close to your engine and listen closely as you adjust. The whole engine will not slow down as you screw in the mixture screw, only half of the cylinders will respond, so you need to listen well, but you will get it, as sure as I am Dr. Fred Motorhead.

Until next time, happy boating, see you at the boat shows this summer.

Dr. Motorhead



## BOATS IN PROCESS



*No project is too big...if you live long enough.*

These "Boats In Process" were submitted to The BoatHouse. When the editor is notified of the progress, it will be reported here. Sure hope these wonderful woodies will see the water real soon!

- ☞ 1956 Chris Craft 18' Sea Skiff
- ☞ 1955 Dunphy 12' Perch
- ☞ 1957 Thompson 17'6" Lancer
- ☞ 1960 Shell Lake 16' Runabout
- ☞ 1963 Lonestar 23' Cruiser
- ☞ 1948 Ventnor 21' Racing Runabout
- ☞ 1947 Century 16' Sea Maid
- ☞ 1950 Chris Craft 17' Special Runabout
- ☞ 1960 Chris Craft 25' Cavalier
- ☞ 1946 GarWood 17'6" Runabout
- ☞ 1929 Hacker Craft 26' Triple
- ☞ 1952 Higgins 17' Speedster
- ☞ 1966 Chris Craft 48' Constellation
- ☞ 1958 Century 19' Resorter
- ☞ 1949 Chris Craft Sportsman 22'
- ☞ 1930 Chris Craft 38' Commuter
- ☞ 1950 Century Seamaid 18'
- ☞ 1959 Thompson 17' Sea Lancer
- ☞ 1960 Lyman 15' Runabout
- ☞ Bob Speltz' Chetek -Details page 4
- ☞ 1948 Mays-Craft 23'x8' Utility
- ☞ 1956 Chris Craft 18' Holiday
- ☞ 1961 Owens 29' Express Cruiser
- ☞ 1961 Century 19' Resorter Square

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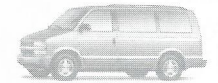
Chevy Silverado



Chevy S-10 Pickup



Chevy Express Van



Chevy Astro

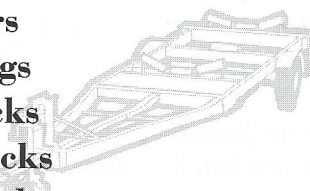


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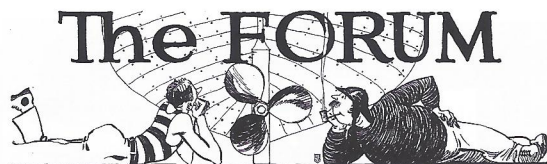


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BSLOL members are invited to express their views on any club-related issue. Articles should be no more than 1,000 words, preferably e-mailed to the editor or submitted on disk. The editor reserves the right to edit articles as necessary. Any changes affecting content will be done with the consent of the writer.

[www.acbs-bslol.com](http://www.acbs-bslol.com)

### 2000 Boathouse Commercial Ad Rates

Ad Size	RENDEZVOUS OR		ALL ISSUES ONE YEAR
	BOAT SHOW	BOTH SHOWS	
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 (Black & White)	\$ 300	\$500	\$ 750
1/2 page (Color)	n/a	\$800	\$ 900
Full page (Black & White)	\$ 450	\$800	\$ 900
Full pg color	\$ 600	\$900	\$1000
Full pg color (back cover)	n/a	n/a	\$1200

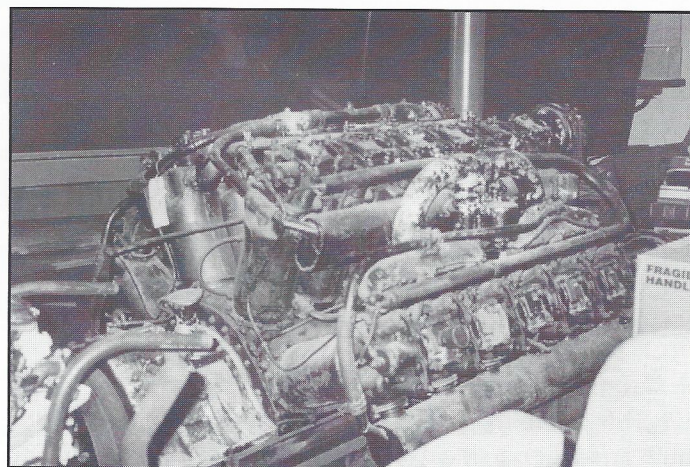
The BoatHouse is published 6 times a year on the even months. Ads must be camera-ready and paid when submitted. Ads with black and white photos are an additional \$10 per issue. Mail ad to: The BoatHouse, 18275 Hummingbird Rd. Deephaven, MN 55391. Send payment to: Bob Speltz Land-O-Lakes, P.O. Box 11, Hopkins, MN 55343-0011. Direct questions regarding ad rates to Dave Doner at 952-835-2549 fax 952-831-5074 email: ddoner9289@aol.com

## ISLAND STREET BOATYARD

by Jim Aamodt

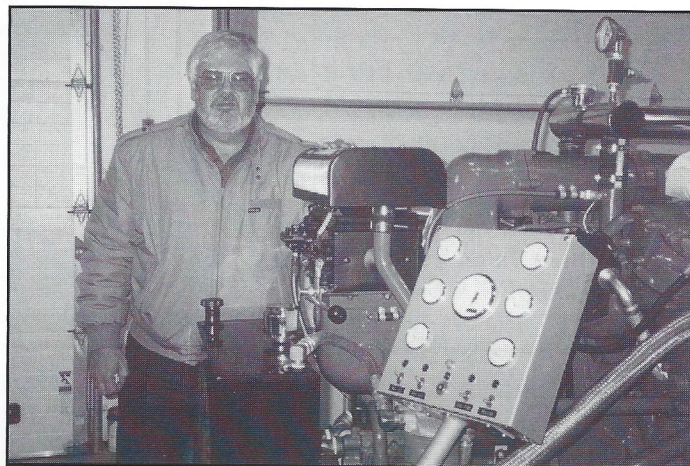
A common thread amongst our members is to continuously seek historical knowledge, learn new skills, teach and help others, and preserve the past and present for future generations. Our common obstacles are time, space, and money (not necessarily in that order)!

Tim Belstadt, his sister Ami, and her husband, Warren Greatbatch, have dedicated themselves to this philosophy. Located in North Tonawanda, New York (about six miles south of Niagara Falls), they have taken historic marine preservation, restoration and education to a new level. On a six-acre site at the mouth of the Erie Canal into the Niagara River, they began their creation of Island Street Boatyard in 1996.



Liberty V24 marine engine. (The only one in existence.)

Looking at an abandoned turn of the century railroad swing bridge in the background, one enters the electrically controlled wrought iron gate. Along the perimeter of this fence, they have planted 550 rose bushes to beautify the property each spring. The five-building complex is an 18<sup>th</sup> century design stone and frame connection to "...what once was..." This is Tim's dream for his facility.

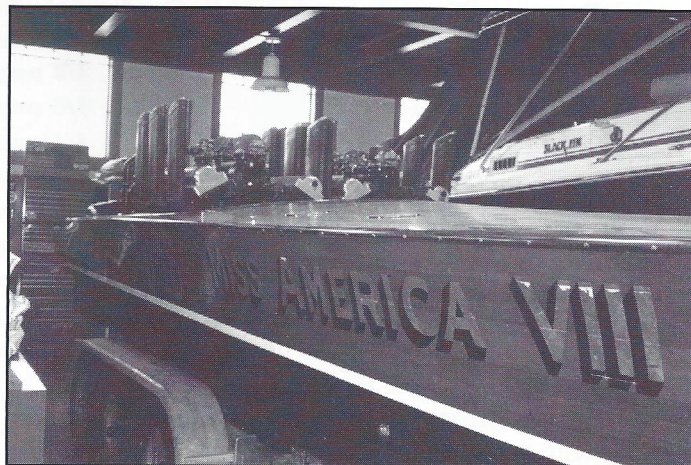


Tim Belstadt by an operational Packard 4M2500 PT Boat engine.

On the right side of the winding road, is the general office and engine restoration facility. The shop is not only historic, well-equipped and spotless, but has a beautiful clerestory roof, emitting rays of sunlight on their work and on an original poster of Garfield Wood.

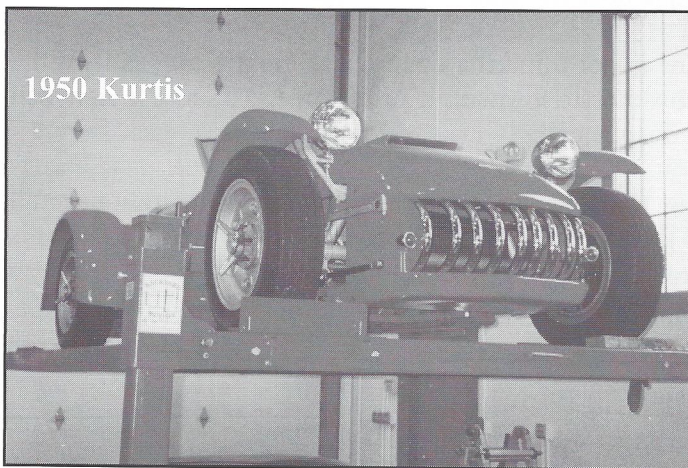
Across the road is the main storage building, with 22' ceiling, overhead hoists and mezzanine. An array of boats and engines prevail. Liberty V-12s are plentiful, but how about a Liberty V-24! There is also an immaculate Packard 4M2500 PT boat engine, mounted, and operational, with its specially designed truck and tilt bed. Behind it is the original Garwood "Miss America VIII." Throw in cases of unpacked archives, an original 1965 Shelby Cobra, a Shelby Mustang, a 1950 Kurtis, and a new Corvette, and there's something for everyone!

The remote storage building houses a beautiful 26' Greavette Streamliner, a Shepherd, and other boats I don't remember. Do you like engines? V-12s? They're all here... a restored Curtis V-12 marine, several Rolls Royce Meteors, an abundance of Liberty V-12s (their specialty), two special Garwood V-12 Liberty racing engines, Packards, Scripps, a few in-line Sterlings and even a Kermath Sea Wolf. The flashy red Ferrari in the corner was another delight. The 36' wood RumRunner with a Liberty V-12 was there, but the 33' Baby Gar was



Miss America VIII in storage building

*Island St. Boatyard - cont'd on page 29*

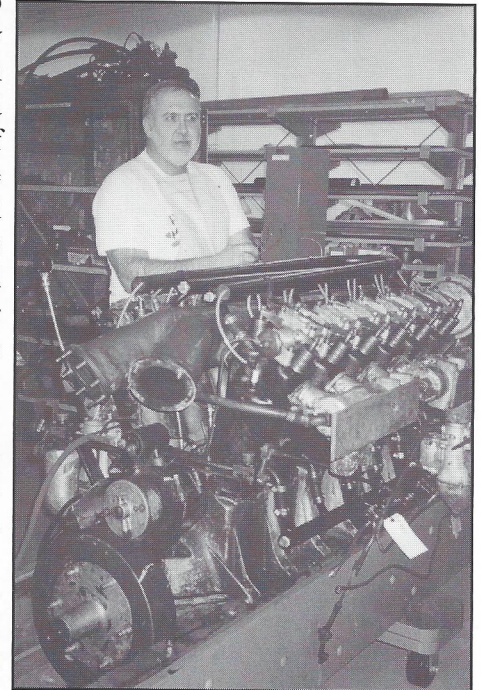


1950 Kurtis

temporarily out for maintenance. A well-conceived racking and parts management system was evident in all storage areas, and each area held a wealth of history.

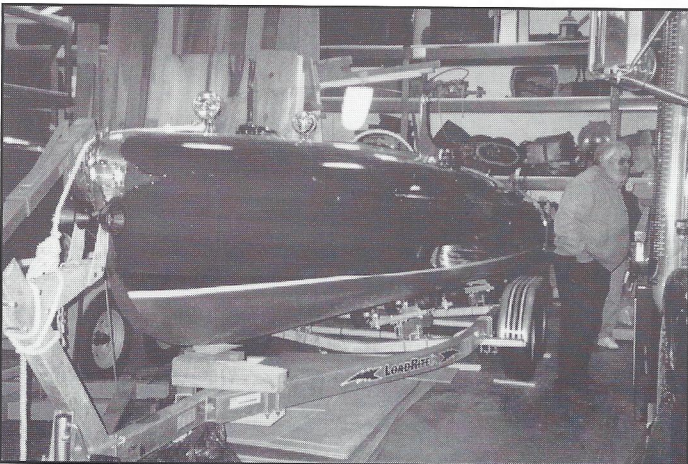
Walking back towards the complex entrance, we toured their first building, a beautifully designed picnic pavilion, complete with a specially built commercial kitchen. Its wide veranda allows placement of 12 comfortable Amish rockers for people to gaze at the river and the ten space river docks and long launching ramp.

The best was yet to come—a two-story clubhouse with main floor great room, stone fireplace, and bar. To replicate a yacht's hardtop and 18' beam rear deck, they designed a mahogany transom bar with a sloped roof above, and below a large propeller and working exhausts to surprise everyone after the third martini! The originally crafted stained glass in the background depicts the actual buildings of this complex. Around to the serving side of the bar is a full, modern galley, hidden sound system, and oscillating color backlighting for the stained glass.



Jack Belstad working on GarWood Liberty.

floor great room, stone fireplace, and bar. To replicate a yacht's hardtop and 18' beam rear deck, they designed a mahogany transom bar with a sloped roof above, and below a large propeller and working exhausts to surprise everyone after the third martini! The originally crafted stained glass in the background depicts the actual buildings of this complex. Around to the serving side of the bar is a full, modern galley, hidden sound system, and



oscillating color backlighting for the stained glass. Upstairs, overlooking the docks and winding river is a large guest room, complete with a boat-shaped hot tub. But the most dramatic part of this stone building is the 70' lighthouse at its

corner. Yes—it's a real lighthouse, soon to be approved by the coast guard. Two floors of beautifully crafted wood bookcase cabinets encircle the winding stairway. The main level has an inlaid compass rose in the floor and a stunning cobalt blue glass French chandelier overhead.

Shortly after the initial construction began, Jack Belstad joined his brother, sister and brother-in-law to help with "the dream." Heading up the mechanical restoration tasks, Jack makes wonderful things happen. Parts stock, resources, data, and full engine restoration are of the highest quality. They are experts, and they share all their knowledge and are extremely helpful. They do several outside museum projects at no charge.

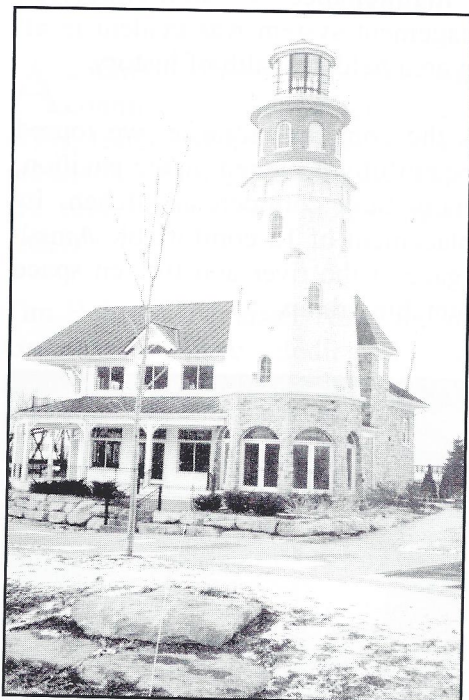
During our three-day stay, Marcia and I were impressed. Their existing facilities as well as the plans for two additional buildings are awesome. But, the true wealth of the entire project is its people. Tim's words speak for the four of them, "We have a heritage here, we want to do what is right for the community." Preservation of past artifacts, educational seminars, workshops, apprenticeship programs,



Interior of meeting area and transom bar.



Island St. Boatyard - cont'd from page 33




Meeting area, guest house,  
library & lighthouse

and assistance to antique boat enthusiasts are all part of their dream.

Island Street Boatyard is not a marina open to the public, nor is it in the retail sales or repair business. However, if in the area, I'm sure a visit will be welcomed by an advance call.

"The dream" is being transformed into reality by very inspirational and gracious people, and their great staff. The scope of what they are doing is beyond most of our means, but I hope their vision and dedication may rub off onto others and myself for whatever dream we choose to follow.





**Tim Van Lith**

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## In Memory of Jerry Klopp

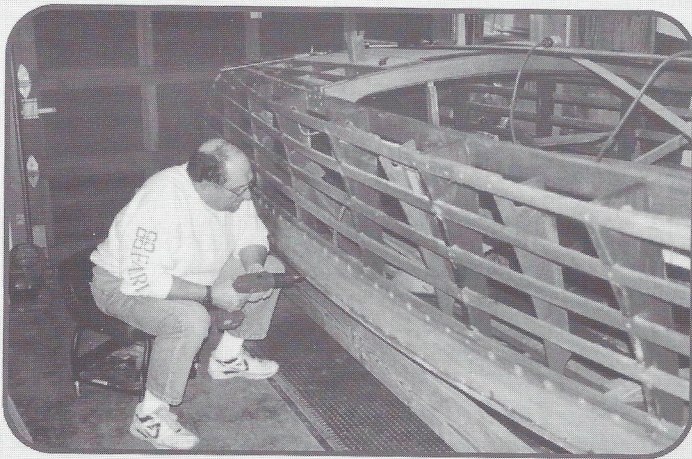
*Desire drives people to do things they have never done before. Such is the case with Jerry Klopp.*



Having carved phenomenally beautiful wood ducks for years, Jerry decided he needed another challenge and so, found himself buying a 1950 Century Sea Maid for a restoration project. As a first time effort, Jerry spent a lot of time on the telephone with friends asking how to do a process he had never done before. Being an excellent craftsman, he applied the good advice, some money and hard work to get his restoration underway.



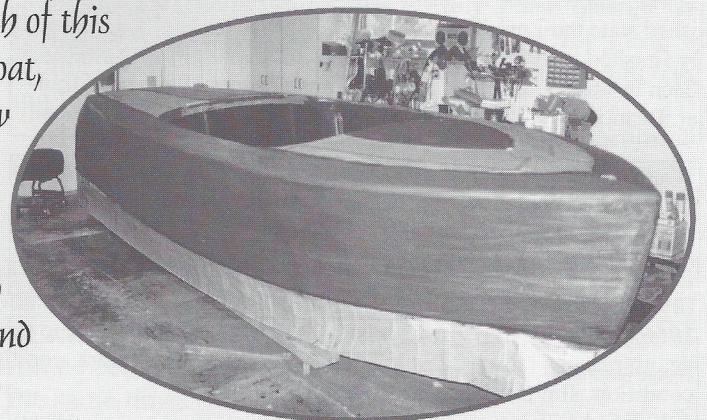
Exposure to sun and rain had seriously deteriorated the finish and the wood. The boat was



completely gutted and rolled over for a bottom rebuild. All the frames, keel, chines and both inner and outer planking were replaced. The topsides and deck gleam with new African mahogany and Avodire – the original wood used on Centuries. All the hardware has been re-chromed. The Graymarine 140 hp engine was rebuilt and new original style and color upholstery has brought this former wreck of a boat back to life.

Jerry's passion for excellence is evident in every inch of this boat. Although Jerry was unable to complete the boat, his friends from BSLOL, son Steve, and son-in-law Bob, will finish the project as a tribute to this great craftsman.

In August, his wife Marilyn and the family plan to take the boat to the Rendezvous at Treasure Island in honor of Jerry.





**USED BOATS FOR SALE**  
ALSO SECOND HAND  
ENGINES, EQUIPMENT,  
HOUSE BOATS, ETC.

# THE TRADING DOCK

*A free service for BSLOL members (\$5 fee for a picture)*

**1949 CHRIS CRAFT 22' SPORTSMAN** very good condition. Rebuilt 130 hp M engine, new upholstery & flooring, convertible top & dust cover \$22,000



**1950 CHRIS CRAFT 19' RACING RUNABOUT** - Mint condition, complete restoration by Jim Burdock, Boat show winner. 158 hp MBL, trailer & cover \$39,000.



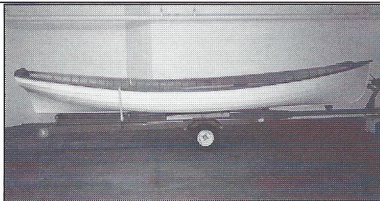
Carl Mammel, Omaha, NE  
402-384-8500 Alexandria  
MN 320-846-0953 (M0601)

**1962 MERC 700 SHORT SHAFT ELECTRIC** Six, full shift. Ground up restoration, many new parts and extras \$1450.00.  
**1962 MERC 500 SHORT SHAFT ELECTRIC** Four, unrestored, parts, motor, good Gear Case (thru hub) \$250.00  
**1969 BRITISH SEA GULL FOUR H.P.** Rare collectors item in like new original condition with tools, spares. \$425.00.  
Contact Chuck Petersen @ 262-242-0783 (M1200)

**1960 CHESTNUT 17' SAILING CANOE** - Green canvas over cedar strip. Leeboards, rudder with yoke and rope, 40 foot sail. User condition. \$1500 Mike Peterson 952-474-4953  
[Tahitinui@home.com](mailto:Tahitinui@home.com) (after April 1) (M0201)

**1959 CHRIS CRAFT 23' CONTINENTAL** - Complete restoration required. MCL engine, convertible top \$6900.  
**1952 CHRIS CRAFT 22' SPORTSMAN** - #1852, great project boat with MBL, convertible top and 3/4 seat \$7800  
Call John at 952-474-6406 (M0201)

**LAPSTRAKE WHITEHALL SKIFF 18'** Built by Amundson Boat Works of White Bear Lake about 1948. Stored inside in unfinished state until professionally finished in 1998. Never been in water -. 2 sets of Shaw & Tanney spoon blade oars, trailer. Beautiful boat...\$2,500 952-831-3355 (NM0601)



**WANTED!!** 2 cylinder (or appropriate) 15-30 hp classic inboard for 19' classic launch replica project. Prefer running engine, transmission, shaft and prop. Contact Gary Baker at 641-752-8354 or email [gebaker@attglobal.net](mailto:gebaker@attglobal.net) (M1200)

**1966 OWENS 37' WOOD CLASSIC CRUISER** - Must sell due to health reasons... Two 225 Flagship V-8 engines, low hours, good condition, slip available. \$12,000 or best offer. 1-320-634-0753 (M0601)

**FOR SALE** - Montgomery Ward 8" contractor's table saw. Cast iron table 27"x40" 3/4 hp motor and stand...\$200 Sherwood Heggen @ 952-432-4345 (M1200)

(circa) **1948 THOMPSON 12' TAKE-ALONG** ~ wood and canvas hull, mahogany, spruce and cedar, new canvas & Kirby's Bottle Green paint, original interior varnish. Weighs 90 lbs, rated for up to 10 hp - A little gem! Make an offer to Andreas J. Rhude (Minneapolis) email: [ajrhude@aol.com](mailto:ajrhude@aol.com) phone: 612-823-3990. (M1000)

**WOLVERINE 12' DELUXE RUNABOUT** deck & front steering, cedar strip...cute -- \$1,700  
**1955 CHRIS CRAFT BARACUDA** good shape but needs deck work. Neat boat to finish. On a Chris Craft trailer, rare - \$1,000  
**GLASPAR 13'8" SPORT LIDO** - complete but no front seat. All fittings & '62 Johnson Elect 40 on trailer - \$1,000  
**1956 to 1959 SPEEDLINERS, 14'** - On trailers  
Ray Stockwell 816-587-7484 (M0201)

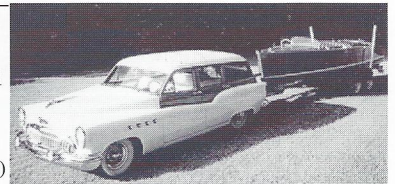
**1956 CHRIS CRAFT 23' CONTINENTAL** Serial # CL-23-005 (Hull 5 of 170 manufactured.) Original Chris Craft engine; good upholstery; new floor. A Minnetonka boat since new and same owner for past 23 years. Covered slip on Lake Minnetonka possible. \$6,500.00 (952) 443-1892 (M0401)

**CHRIS CRAFT MODEL 283 V-8** marine engine. This engine is complete and has 0 hours on it since it was professionally rebuilt in late 2000.

**1958 HERTER'S CHROME FIBERGLASS DUOFOIL FLYING FISH** Boat has been restored & is in beautiful condition. Comes with a running 33 hp Evinrude BiG Twin engine & Tee Nee trailer with correct fenders & fresh paint. Catalog states "it literally churns up the water into a froth,...has head-snapping acceleration and it will turn on a dime." Wow! \$3,600 Will deliver within 200 miles.. Dave Doner 952-835-2549 (M0201)

**1938 CHRIS CRAFT 30' DECK HOUSE CRUISER** ~ Very original. Roll-up windows, stove in galley and a boating scene on the instrument panel. All running gear professionally rebuilt \$12,000 offers. Mark Theissen 651-738-5998 (M1000)

**1932 CHRIS CRAFT TRIPLE COCKPIT & 1953 BUICK** Quality restorations - "good to go" Contact Denny Smith @218-246-8868 (M0401)



**1959 CENTURY RESORTER** - Pattern boat, all parts included, all hardware re-chromed. Bob Daniel 952-890-2550 fax: 952-808-1184. (M1000)

Trading Dock continued on page 33



Trading Dock continued from page 32

**1960 ALUMACRAFT 15' FLYING "C" '57 Johnson Javelin - tilt trailer ..very nice \$2,250.00**

**1968 ALUMACRAFT 14' Side Console - front deck - very nice - \$950. Gene Church 952-929-9125 (M0201)**



**FEATHERCRAFT 13' - double cockpit runabout, fair condition, \$1,895. Ron Melick 715-235-2999 [litsourz@wwt.net](mailto:litsourz@wwt.net) (M0800)**

**CEDAR STRIP BOATS FOR SALE.**

1957 Larson 12' runabout - needs some work.  
1956 Peterson 14' fishing boat - water ready  
For information call Larry Quinn 952-937-5891 (M0601)

**1954 CRUISERS INC. 14' HOLIDAY - Outboard Runabout w/1954 25hp Evinrude (needs overhaul.) Original lights and controls. Very good condition, needs repainting. Tony Mayerhofer 952-893-0682 (NM0601)**

**1963 CENTURY 17' RESORTER - 327ci - 238 hp Gray Marine. Low hours. Velvet Drive. Good boat, original condition including interior, w/optional ski ring, suntop and waterline cover. Some wood repair needed. Bunk trailer. Includes additional 327ci-225 hp Gray Marine & Velvet Drive for parts. \$8,500 obo. 906-932-0400 (9-5) MI (M0601)**

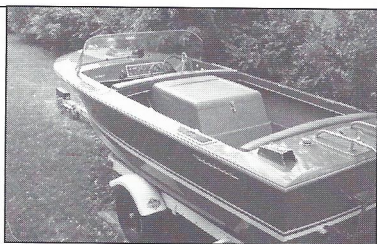
**GRAYMARINE FIREBALL FOUR-90 - Needs rebuilding. Complete engine with reverse gear and dual downdraft carbs. Also some V8-60 parts. Larry Crilly 507-433-9394 Austin, MN (M0601)**

**1933 DODGE 16' "STANDARD"~Model 301, Boat #280. Painted lapstrake sided. Original Lycoming 45hp. Has replacement rudder, cockpit floor, doghouse cover. Some varnish peeled, wood not weathered. Has not been outside in 25 years. Transmission and carburetor need minor work. Located in NYS near Lake Ontario. \$8900/BO email & for photos [110156.3206@compuserve.com](mailto:110156.3206@compuserve.com) or call 315-589-2531. (NM0601)**

**1947 CHRIS CRAFT 16' RUNABOUT**  
Call Scott 715-247-3526 days or 952-937-5775 eves (M1200)

**1963 CENTURY 16' "CHETAH" FIBERGLASS RUNABOUT**

Chrysler V8 210 hp hydraulic transmission, mounted stern ladder & tow ring for skiing. Spare wheel & prop. Trailer & all support equipment. Low hours. Very good condition.



Comes with 1977 Shorelander Trailer serial 72512 -- includes: spare wheel, 8 assorted sizes of life jackets, 1 stern trailer binder, 1 anchor w/rope, dock landing pole, 1 pr Lund slalom water skis, 2 slalom ski tow ropes, 1 canoe paddle, 4 dock tie ropes, 1 tether rope, 5 gal. gas can, 1 hydraulic jack, 1 Star lug wrench, 1 spare propeller, 2 tarp supports, 1 rear flag, 1 front flag, 2 drink holders, 1 water pump impeller ..... \$8800.00 call 763-509-9393 (M0601)

**1939 CHRIS CRAFT 19' CUSTOM ~ \$52,000 mint**

**1946 CHRIS CRAFT 25' SPORTSMAN ~ Waterline cover and trailer included. \$60,000**

**1959 CHRIS CRAFT 18' CAPRI ~ 283 Corvette engine. Waterline cover and trailer included. \$35,000**

**1963 CHRIS CRAFT 30' CAVALIER ~ 25 hours since refinish. Rebuilt twin 283 V8 engine. Trailer included. \$40,000**

**1967 CHRIS CRAFT 21' SUPER SPORT ~ 429 Ford V8. Trailer included. \$25,000**

*Prices reflect the quality of the restoration.*

Tom Juul, 20936 Sunrise NW, Evansville, MN 56326, 320-834-4569 (M0601)

**HOMEBUILT STORAGE TRAILER - straight bunkers, single axel, 3000 lb appx. 16'-17' boat \$100.00 Mark Pottenger 763-287-6505 (M0601)**

**1950's FIBERGLASS 14' RUNABOUT - No motor or trailer, but has a great set of fins and high style. Has engine controls and a speedo and steering wheel. In decent shape - definitely restorable \$250.00**

**MODEL K CHRIS CRAFT ENGINE & TRANSMISSION - engine is complete, but taken apart. Everything is there: exhaust manifold, carb, starter and generator, water pump, mounts, block, head crank, cam, pistons, rods, etc. \$350.00 for everything. Both items are in Baldwin, WI (50 mi east of St. Paul) Dave Brown 612-338-4210 or [dembrownz@aol.com](mailto:dembrownz@aol.com) (NM0601)**

## LOOKING FOR A FEW GOOD BOATS

After years of attempting to become involved in the **Minneapolis Aquatennial** Celebration, BSLOL has finally hit pay dirt. "Looking for a few good boats" is the goal now. On Saturday and Sunday, July 14 & 15, we have been invited to have a land display of boats. This will be from about noon to 6 or 7 p.m. each day at Parade Stadium, near Dunwoody Institute and the Walker Art Center. We'd like to have 5 - 6 boats each day.

The Minneapolis Aquatennial is a week-long celebration of the water heritage of the region. At one time, years ago, antique boat races were held on the Mississippi River and on Lake Calhoun in South Minneapolis. There has not been any participation by our club or any antique and classic boats for quite a number of years. Greg Benson has worked for years trying to get us involved once again.

If you have any interest in helping BSLOL promote the joy of antique & classic boating to thousands, commit to bringing your boat for a day or two. Full details will be furnished to those who express an interest in participating. Get in touch with Andreas J. Rhude during daytime business hours at 612-823-3990 or anytime via email: [ajrhude@aol.com](mailto:ajrhude@aol.com). Help get our message out to more people and enjoy a long-time unique celebration at the same time.

## ANTIQUÉ AND CLASSIC BOAT SHOWS - YEAR 2001

### JUNE

22-24 South Haven, MI 10<sup>th</sup> Annual *WoodenBoat* magazine Boat Show [www.woodenboat.com](http://www.woodenboat.com)

### JULY

6-8 Fond du Lac, WI Fond du Lac Yacht Club  
P.O.Box 281, Fond du Lac, WI 54936

7 Alexandria, MN MN Lakes Maritime Museum  
Classic Boat Show - on Lake Darling at Arrowood  
Entrant registration: 8:00 am - Land & Water  
Showing: 9:00 am - 4:00 pm Awards: 2:30 pm  
For more information call 320-834-4569

14 Sarona WI Long Lake Wood Boat Show and  
Fletch's Reel 'em Inn, south end of Long Lake.  
Dockside display 11-4, awards and fly-by 4-5  
Contact A.J. or Trish Rieschl, 715-354-3333/ho  
715-234-8031/afc

20-21 Clear Lake, Iowa City Beach  
Annual Rendezvous. Participants' picnic Fri.,  
show on Sat - Tom Smidt, 641-823-4310 or  
Rae Eighmey, 641-357-7317

21 Eagle River, WI MACBA

28 Whitefish Chain Antique & Classic Wood boat  
Rendezvous, 9am-5pm. Moonlight Bay, Cross  
Lake, MN. Awards presented. Skippers' Dinner  
Friday night 27th. Contact Dennis Madigan,  
9122 Adams St., Omaha, NE 68127 402-331-6235  
before July 4. After July 4: P.O. Box 519,  
Pequot Lakes, MN 56472 218-543-6657.

28 Superior WI "Woodies on the Water"  
Wooden Boat Show featuring canoes to classics  
"People's Choice" & "Skippers' Choice" voting  
form best boat in four classes plus "Best of  
Show." Boat Parade. Barker's Island Marina.  
10a.m. - 5 p.m. Bob Trygg, 5923 North Shore  
Drive, Duluth, MN 55804 (218) 834-5958  
On line at [woodiesonthewater.com](http://woodiesonthewater.com)  
email: [paulvg@vgh.com](mailto:paulvg@vgh.com)

27-29 10th Annual Minocqua, WI Antique & Classic  
Boat Show benefitting Multiple Sclerosis  
Gordon Moore 727-448-0813 Jan - Apr  
715-356-4218 May - July. (See Details this issue)

### AUGUST

4 Green Lake WI Wooden Boat Show and  
Norton's Marine Dining Room.  
Rain date: Aug 5. Bill Doyle, 920-294-6080

4-5 Sturgeon Bay WI Door County  
Maritime Museum Classic Wooden Boat Show.  
Door County Maritime Museum  
920-743-5958 [www.dcm.org](http://www.dcm.org)  
(always first weekend of August)

4-5 Manitowoc WI Model Ships & Boats Contest  
at the Wisconsin Maritime Museum.  
Sara Waters, Curator, 920-684-0218  
[maritime@lakefield.net](mailto:maritime@lakefield.net)

4-5 Traverse City, MI (always 1<sup>st</sup> weekend August)

4-5 Clayton, NY Antique Boat Show & Auction  
Okoboji, IA

11-12 Hessel, MI (always 2nd weekend of Aug)

10-12 Marinette, WI First annual ALL-THOMPSON  
ANTIQUÉ & CLASSIC RALLY for boats built by  
Thompson, Cruisers, Inc., T & T Boats,  
Grady-White Boats. Held at Nest Egg Marine  
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Andreas Jordahl Rhude 612-823-3990,  
email: [ajrhude@aol.com](mailto:ajrhude@aol.com)

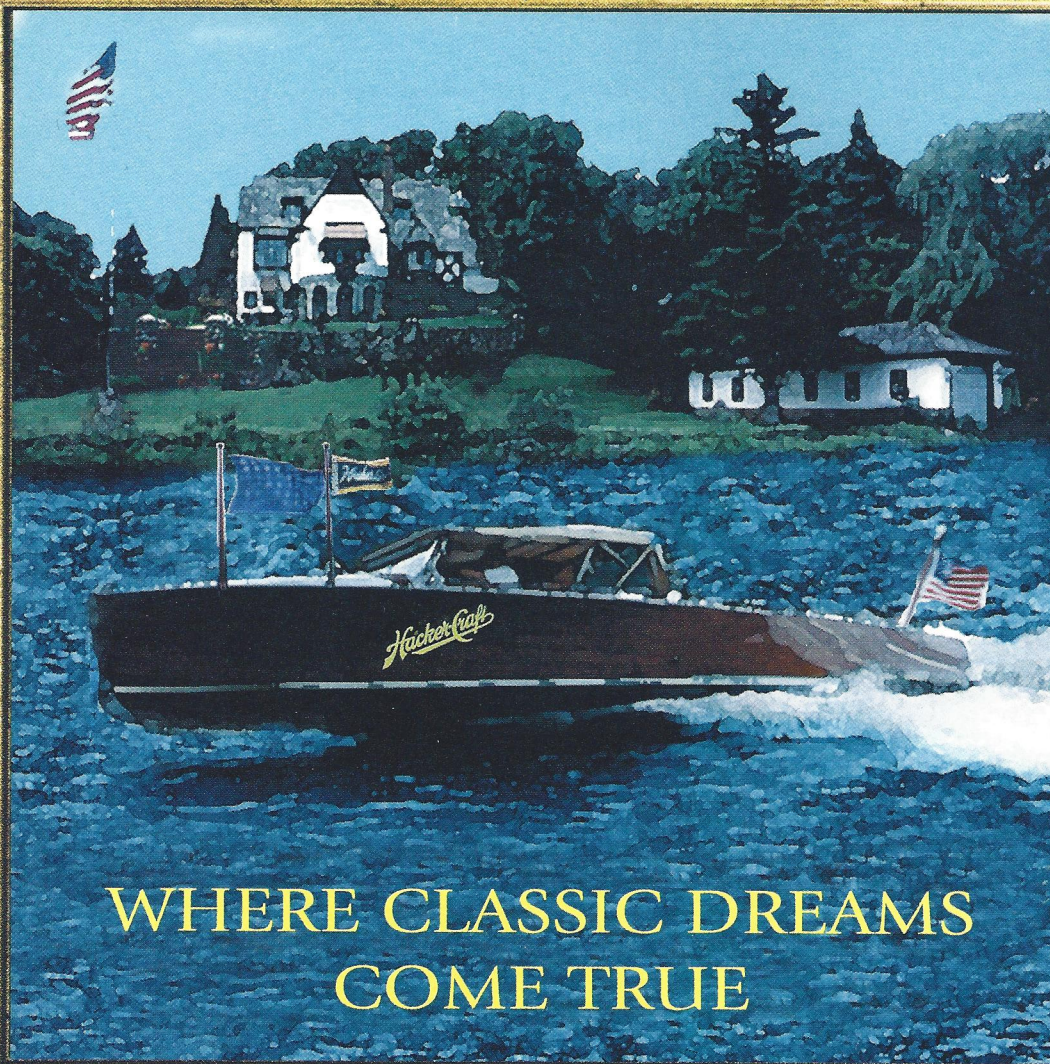
11-13 Winneconne WI Jechorts's Antique & Classic  
Wood Boat Show at Winneconne County Park.  
Dianne Barkey 920-582-8644

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### SEPTEMBER

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Birmingham, AL 35210 205-956-9304 or  
[ravinmad@worldnet.att.net](mailto:ravinmad@worldnet.att.net)



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