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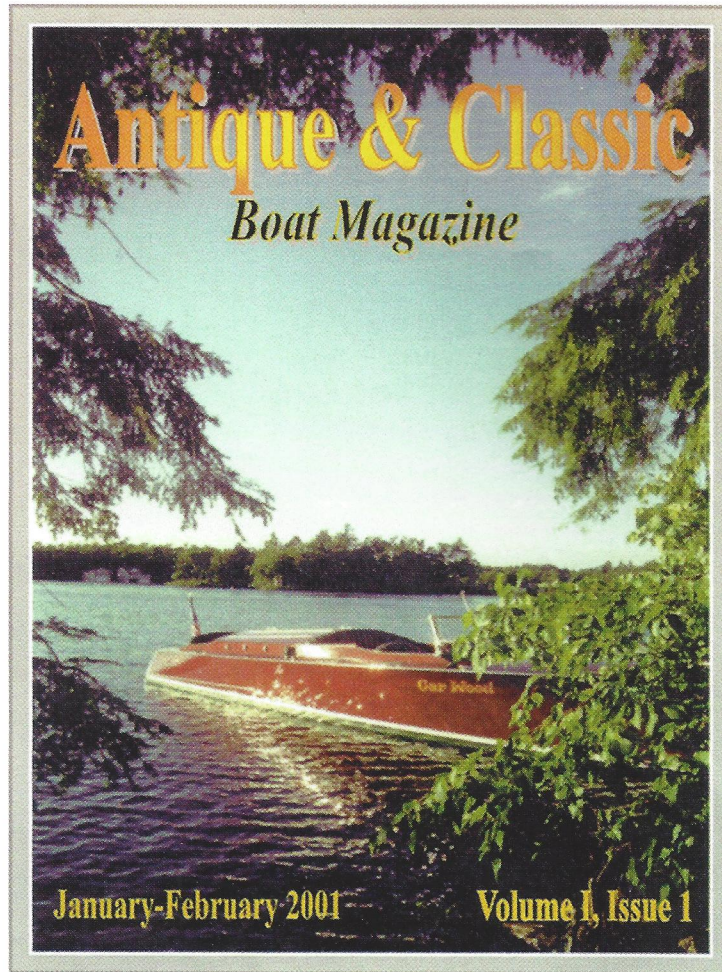


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Antique & Classic Boat Society



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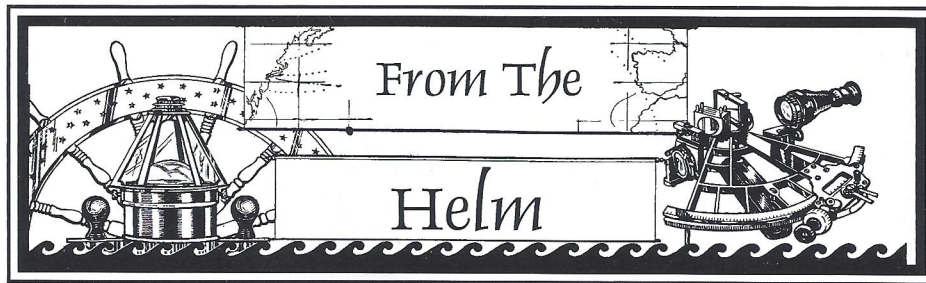
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“Rendezvous,” according to Webster is “a place of meeting,” “an appointment to meet at a certain time of two or more people,” etc. I believe the BSLOL significantly expands upon the generic description.

Annually, we gather together to share with others. What do we share? A lot! We exhibit with pride our projects and accomplishments. We share our problems and solutions of restoration with other members, and to anyone else who wants to listen and learn. We exchange ideas and express and display our personal “field of dreams” for future projects. We teach what we know, and learn everything we can about old boats and their history, manufacture, use, and place in time. We demonstrate techniques, give boat rides, appreciate others with similar pursuits, work together, eat too much, and have a great time. We would hope all of this is like a contagious disease, easily transmitted to others.

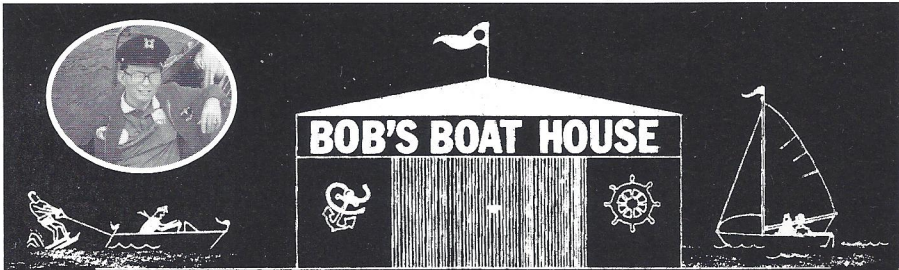
For 2001, we expect a great variety of in-water quality boat displays. On land, our in-process group illustrates how dreams become reality. The Antique Outboard Club and Edina Model Yacht Club add historical depth and action to the event with their operating and static displays. Quality vendors have attractive nautical items, “back to the 50’s” memorabilia, boat equipment and even Ventnor Boats is “reincarnated,” all which add to the event. Operating engines bring our senses back to the noise and smells of past times. Where else are there two Dingles (not the Australian animal) at the same show? Todd Warner’s 1929 31’ triple cockpit Rolls Royce powered runabout is contrasted with the Anderson Window Corporation’s 1938 49’ “Glengarry.” The Glengarry has been maintained as an extensive historical museum. Both Dingles are beautiful one-of-a-kind special crafts.

Across the years, styles in pleasure boats often paralleled developments of the automobile. Various product parts such as steering wheels, lights, engines or exterior designs appeared in cars and later in the boats of the time. The Horseless Carriage Club’s display of pre-1916 vehicles reflects the early launch-style boats. They were fragile, elegant, and some were steam-powered. The Packards and Lincolns of the 1920-30’s correspond to the Hackercraft – Garwood - Chris Craft era. These boats and cars were heavier, dramatic, sleek and sometimes used for rumrunning. Original cars and flashy street rods from the 1940’s fall into the post war boom of the Chris Crafts, Centurys and others. People were excited the war was over and good times would follow. Technology benefited both areas by supplying lighter weight products, speedier options, and the availability of models to more people. Yes – the late 50’s and 60’s boats also matched the jazzy cars of their time, including those with fins!

All of the clubs, groups and individuals have a wealth of ideas and artifacts to share. Children’s activities will also be in action so the entire family can enjoy the Rendezvous.

A sincere thanks goes out to everyone participating, including our forty member Rendezvous Committee, and the cooperative and enthusiastic Treasure Island management and staff. See you there!

Jim Aamodt



Bob Speltz, one of the chapter's founding fathers and namesake, had always been fascinated by boats. As a child, he remembered pressing his nose against the glass of the showroom windows to see the newest GarWood or Chris Craft on display. A former social studies and economics teacher, he became ill with kidney disease in 1972 and was forced to quit teaching. He turned to writing and research as a relaxing way to spend his spare time. In 1977, Speltz authored and published his first book, "The Real Runabouts," an anthology on the history of the inboard runabout from its inception and the first of its type ever written. Bob completed seven volumes and these have become one of the prime references of both amateur and professional wood boat enthusiasts.

BOB SPELTZ LAND-O-LAKES CHAPTER
 Antique and Classic Boat Society

The Bob Speltz Land-O-Lakes (BSLOL) chapter began quite obscurely, but with passion. In 1976, in an effort to encourage wood-boat owners to display their boats, Todd Warner covered Lake Minnetonka putting flyers on all the wood boat windshields he could find. IT WORKED! Approximately 30 wood boats were on display at the docks of Lord Fletcher's in Spring Park. Thus was born the 1st Annual Lake Minnetonka Antique & Classic Boat Rendezvous, which celebrated its 25th year in 2000. A year later in 1977, this group of enthusiastic boaters became the "Land-O-Lakes Chapter" of the Antique & Classic Boat Society. Founding members who are still members today are F. Todd Warner, John G. Kinnard, Steve Merjanian, Lowell Arnold, Jim Stowe, Tony Brown, Dennis Amoth, and Thomas Coen.

In those early years, a strong foundation was formed with the influence of Bob Speltz, whose reputation, passion and dedication to the hobby needs no elaboration. After his passing in 1993, the chapter changed its name to Bob Speltz Land-O-Lakes in his honor.

The growth of the BSLOL has accelerated to its present 850+ members across the country, which makes it the largest chapter in the Antique and Classic Boat Society. Activities and events have paralleled that growth in both number and diversity. BSLOL today provides workshops and shop tours throughout the winter months on every aspect of the hobby. These sessions are conducted by professionals, usually at fully equipped shops, and attract large numbers of members and non-members alike. The spill-over of those workshops is seen at our summer Rendezvous where some form of restoration is addressed for visitors. At the 25th Rendezvous, visitors flocked around a display of a series of "boats in process" - from a "gray" boat to one fully restored. It was so popular, it will no doubt be a tradition for the BSLOL Rendezvous - yet another signature first for the chapter.

The BSLOL has become such a force in the eyes of the public that it is sought after to participate by other organizations. The annual Minneapolis Boat Show, a highly visible event, has invited the club to be their feature attraction for the past several years. This aspect has drawn scores of visitors for its unique and nostalgic quality. Over the years, the chapter has participated in Minnesota's Aquatennials, Wayzata's annual James J. Hill Days, the grand opening of the Carlson Towers, The Home Show and a number of parades. Our annual Rendezvous has become one of the premier boat shows in the country. *The BoatHouse*, the chapter's bi-monthly newsletter, is a multiple-award winning publication, and our website is a storehouse of information and beautiful photos of boats. The website is www.acbs-bslol.com. The commitment, talent and dedication of our members is evident in its phenomenal success and growth.

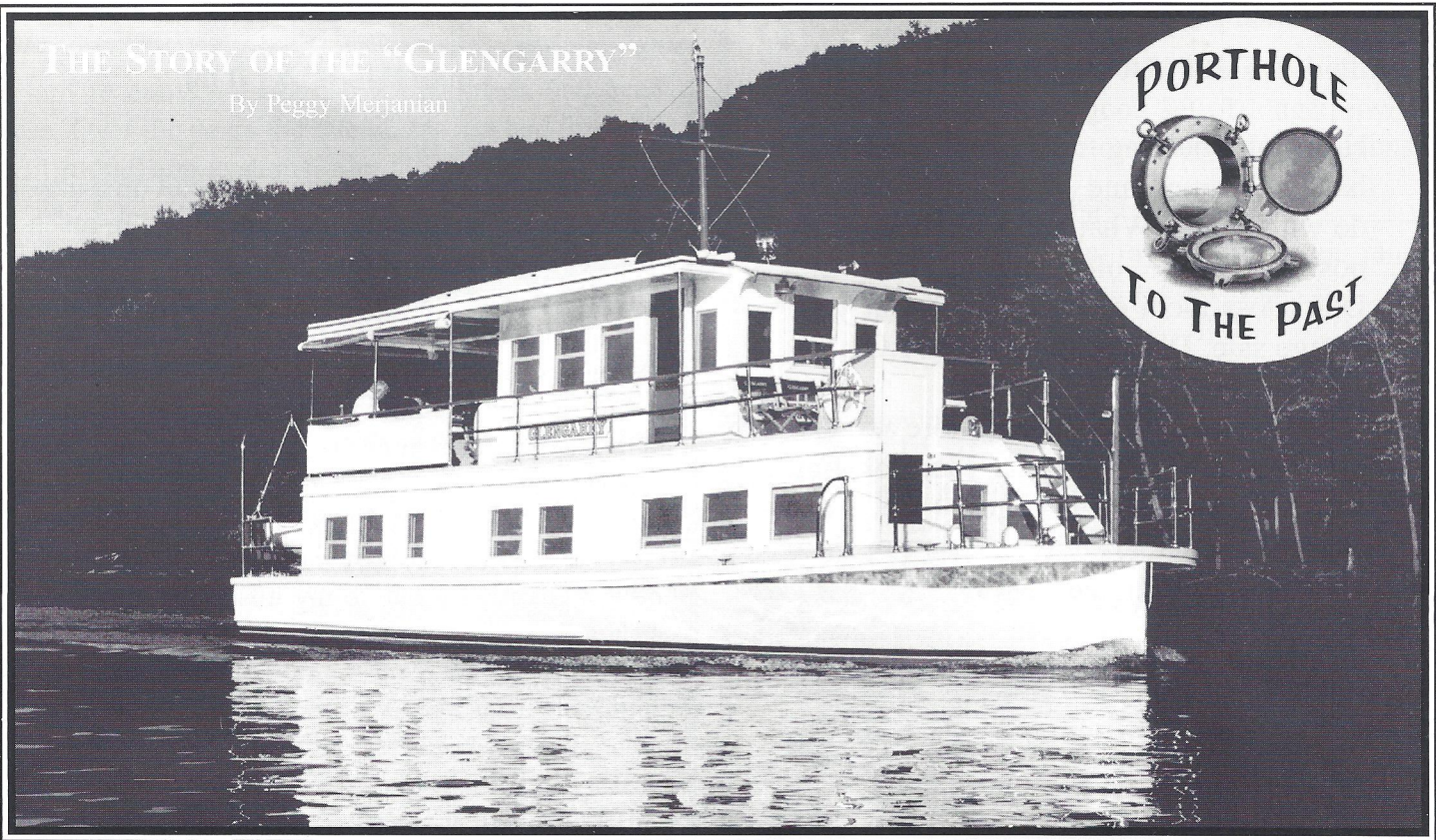
IN THIS ISSUE

From The Helm	3
Board of Directors	3
The BoatHouse Schedule	3
Bob's Boat House	4
On Our Cover	4
Porthole to the Past/The Glengarry	5
Gadgets and Kinks	8
Service Department	9
Boating Safety Classes	11
Outboard Corner	13
Knot of the Month	13
Our Sponsors	14
BSLOL Acknowledges...	15
Big Bob Suffers 5 Losses	17
Focus on.....	18
Ventnor - A Memory, A Reality	19
Awards and Judging	22
Club Cruise Nights	22
BSLOL Chandlery	23
BSLOL Mail Bag	24
My Boat In Process	25
Minneapolis Aquatennian	26
Clear Lake Boat Show	27
In The Spotlight	28
Hats Off To Our Captains & Crews	30
BSLOL Way Points	31
Welcome Aboard	32
Boats In Process	32
The Boat Works	33
BoatHouse Ad Rates	34
WorldWideWeb of Wood	35
Trading Dock	36



THE STORY OF THE "GLENGARRY"

By Peggy Merjanian



Steve and I headed for Bayport, Minnesota to get a story on a 1938 forty-eight foot Dingle belonging to Andersen Windows Company. I was really looking forward to this visit ever since I'd heard that the boat existed and its owner had agreed to let us feature it in *The BoatHouse*. All antique and classic craft fascinate me, but those that date back before "my time" impress me the most. (I have this thing about anything referred to as "antique" unless it's older than I am.) When we arrived at the Andersen offices, we were warmly greeted by its captain, Mark Wilmes, who, together with Brandy Smith, chief deckhand and company photographer, Patrick Zeuli, escorted us to the river area of their property. A beautifully landscaped park and gardens were the doorstep to the "Glengarry."

From the very outset, Mark's passion for this boat was obvious. Since 1996, he's been the key player in its preservation and maintenance. Mark is something of a *Glengarry* historian and he's committed to preserving its heritage. As he guided us through each section, we were given details and stories of the numerous improvement projects. It was apparent that Mark scrutinized every minute detail with the goal of preserving its originality. The majority of the carpentry work for the last twenty years has been done by craftsman Darrel Videen. His superior skills are evident

throughout the boat.

The *Glengarry*, one of a very few all-wood boats still operating on the St. Croix, is a floating museum of its life since it was launched on June 23, 1938. With the burst of a champagne bottle over her bow, the grand white wooden boat slid into the water for the first time. Fred C. Andersen fulfilled a long-held desire to be able to enjoy the leisurely pace and beautiful scenery of the river with his family and friends.

Although the hull of the boat had been built at the Joseph Dingle Boat Works in St. Paul, Mr. Andersen stipulated that the deck and cabins be built by Andersen craftsmen under the direction of the boat's designer, Fred W. Dingle. The windows on the *Glengarry* represent some of the earliest custom products made by Andersen Corporation. There are only two square windows on the boat. The rest are slightly sloped to match the gentle slope of the hull from forward to aft. According to one story, a carpenter presented with this challenge said to Mr. Andersen, "Gee, boss, you never showed us how to make crooked windows." N a m e d after County Glengarry in Scotland, the home of Mr. Andersen's beloved stepmother, Sadie Andersen, the *Glengarry* is 48 feet, 10 inches in length with a 15 foot beam, which accounts for its outstanding stability. The boat has 16 feet of clearance above the water.

Porthole to Past - cont'd on page 7

DONATIONS ACCEPTED

Have old boating magazines or books hanging around and don't know what to do with them? What about old boat-show posters? Some old meeting minutes? Don't toss them out or sell them at your garage sale. **Donate them to BSLOL!**

Now that we have a space to store and display them, we can become your donation recipient. And don't forget - we are a 501(c)3 charitable entity, so you can write a donation off on your taxes!

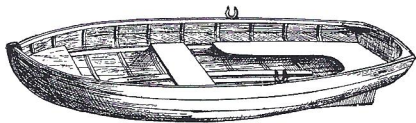
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COMMUNICATION

by Jim Aamodt

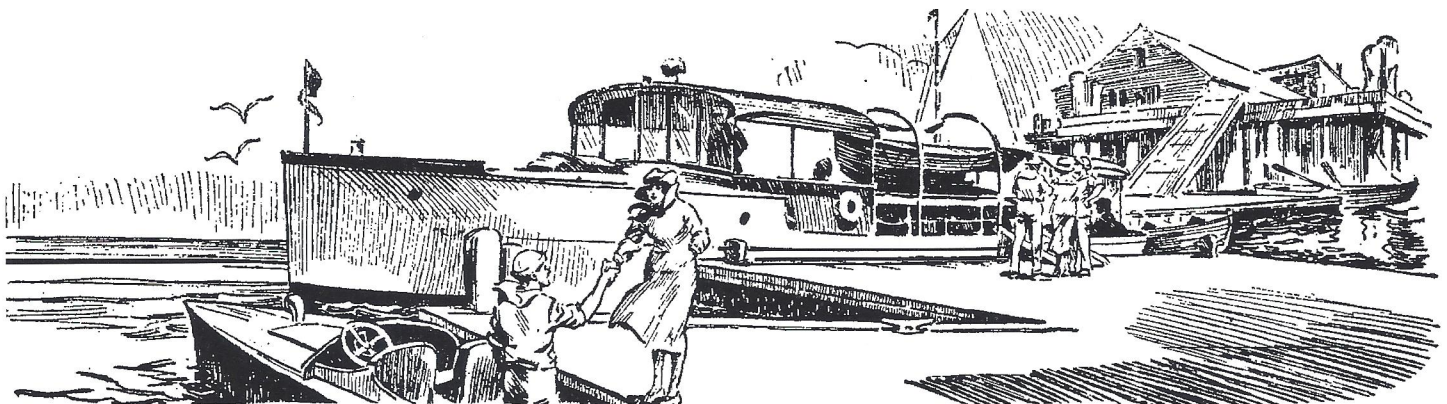
As our chapter grows, our most difficult organizational problem is timely communication. To reach the general membership for event updates, changes, requests for help, etc. it is impossible to do it quickly (and cost effectively) by mailing over 500 pieces, or 500 phone calls. Our best answer is a current database of membership E-mail addresses supplemented by mail and phone, only as necessary.

Brad Ernst (whose name was omitted from the last Boathouse due to my miscommunication) is heading the project to update all E-mail information and have a standby phone committee. John Kinnard is keeper of the E-mail system in its updated format and is the source of outgoing messages.

We can use your help! Update your E-mail information to John Kinnard via ccseaskiff@aol.com. Updated E-mail addresses or postal addresses can be sent snail-mail to BSLOL, PO Box 11, Hopkins, MN 55343-0011.

If you can spare some time to occasionally make 3-10 phone calls, let Brad know at 320-395-2854 (home). Our phone committee will probably be activated about twice a year.

Thanks for your help!



Porthole to Past - cont'd from page 5

It features a full galley to serve passengers and crew. Until recently, the original 1938 icebox had been in use. Over the years the *Glengarry* has had four different propulsion systems. She was launched with twin V-drive 92 horsepower Chrysler Crowns. Today, two Yanmar 110 hp, 4 cylinder turbo diesels in V-drive configuration provide the power for a cruising speed of just over 10 knots (12 miles per hour.) The boat is constructed of mahogany and cypress planking with oak ribs. About 50 percent of the planking has needed to be replaced over the years. The railings and spars are the original Philippine mahogany.

Each fall, the *Glengarry* is pulled out on it own marine railway into the original 1938 boathouse where it is refurbished, repainted and readied for another boating season on the St. Croix.

From 1977 to 1996, Bob Berg was at the helm of the *Glengarry*, but his association with the boat began many years before that. Bob was working in his father's drugstore in 1938 when the hull arrived in Bayport. When he saw it roll into town on a flatbed trailer, Bob followed the truck down to the plant, where he told anyone who would listen, "You need a cabin boy on a boat that big." His persistence paid off; Bob was a member of the cabin crew when the *Glengarry* made its maiden voyage and for the next three summers. After a career in the Air Force, Bob retired as a colonel and moved back to the valley area in 1977. He heard the *Glengarry* needed a substitute captain and casually mentioned to a friend that he'd be interested in "filling in." He soon got a call from Mrs. Andersen asking, "How would you like your old job back?" Bob Berg continued as Captain until 1996 when Mark Wilmes took over.

As mentioned above, the *Glengarry* is a 60-year-old museum and as such, houses many historical and interesting items.

Quarter Century Club Proclamation

A framed memento in the pilothouse proclaims the *Glengarry's* induction into the Andersen Corporation's Quarter Century Club in 1963 after 25 years of loyal service on the river.

Champagne Bottle Necks

Hanging below the deck are three bottle necks from the champagne bottles used to christen the *Glengarry* at its launch in 1938 and at re-christenings marking 25 years and 50 years on the St. Croix.

Glengarry Megaphone

In the days before amplified bullhorns, this megaphone and a good set of lungs provided ship-to-ship and ship-to-shore communications.

Superior Map

This map is a tie to the Andersen family retreat on Sand Island in Lake Superior.

Ship's Clocks

Genuine ship's antique clocks, one above and once below deck, were gifts from a friend of the Andersens who retrieved them from a marine salvage yard.

Lake Wood Carvings

A friend of Mr. Andersen's who was a skilled woodcarver presented him with several nautically themed figures, which have been on the *Glengarry* since its launching in 1938.


St. Croix River Aerial Photo

Located on the port wall of the pilothouse this composite of aerial photos shows the St. Croix and the river valley as they appeared in 1940.

The *Glengarry* is a time-honored tradition at Andersen. The experience of the *Glengarry* is a step back in time to an era when the journey was important as the destination.

The Bob Speltz Land-O-Lakes Chapter of the Antique & Classic Boat Society is most fortunate to have the Glengarry at the Rendezvous this year. Do make it a point to stop by and see this historic boat. Captain Mark Wilmes and members of his crew will be on hand to answer any questions you may have.

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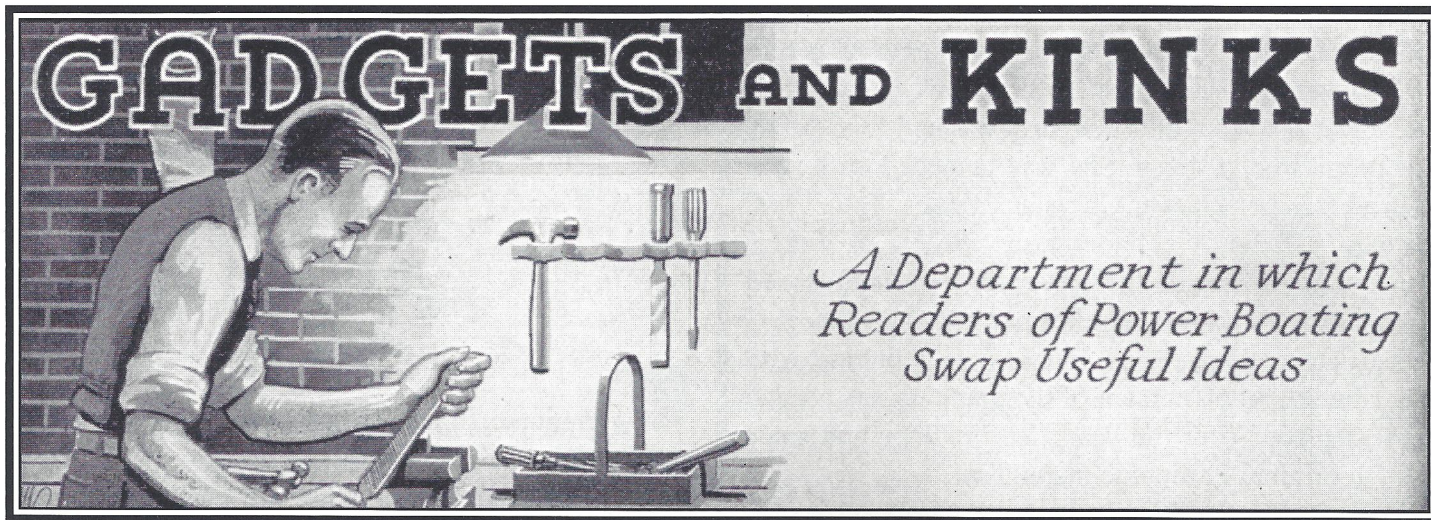
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*A Department in which
 Readers of Power Boating
 Swap Useful Ideas*

SHE'S TOO FAR GONE
 (or Ugly is in the Eyes of the Beholder)
 by Sherwood Heggen

Two men were at the dock looking at a beautiful Chris Craft during the annual antique and classic boat show. The decks were resplendent with brilliant chrome hardware on perfectly varnished mahogany. The upholstery was done in deep burgundy leather. "My dad had one like that," one said. "It certainly didn't look this good, though. The decks were warped and rotten and it leaked like a sieve." The other asked, "Really? What did your dad do with it, burn it?" "No", the first man replied, "it just sat outside for years until my dad was offered \$300 for it by some guy who said he was going to fix it up. I wonder how far he got?"

Moments later the owner of the Chris Craft at the dock stepped into his boat to finish setting up his show display. Looking back to the men at the dock, he said to the first man, "I am sure I don't know you, but you sure look familiar." "Well, I don't believe we have met, but I'm told I look a lot like my dad," the first man responded. "He had a boat just like this and sold it three years ago last March."

"Well, it must have been your dad who sold this boat to me because that is when I bought it. What is your dad's name?" The conversation went on to prove that truly this was the same boat that sat derelict for years until it was rescued from extinction.

What is significant about this story? It is that someone who did not understand the value and importance of preserving an old boat met up with someone who did. The happy ending of the story is that the derelict boat heading for extinction was now being admired at a show and is actively being cared for. People actually paid money to see it and the other boats that remarkably have been saved from destruction.

Gadgets and Kinks, a regular segment of *The Boathouse* focus on boat restoration, has been using the theme of "don't destroy it, restore it" to put across a point. That point is that there were only so many old boats, wooden and otherwise, built during their time. When fiberglass came on the scene in the late 60's, wooden boats were being traded in for the new "maintenance free" fiberglass

models. Few wanted the leaky old things and they were piled up and burned or bulldozed into landfills. Luckily, the boat in the scenario above escaped all that and will live on for generations to come. Now, even fiberglass boats are being included in this distinction and are begging for attention.

It is easy to understand why the wood boats are destroyed. Wood rots and is considered worthless. Worthless things are destroyed.

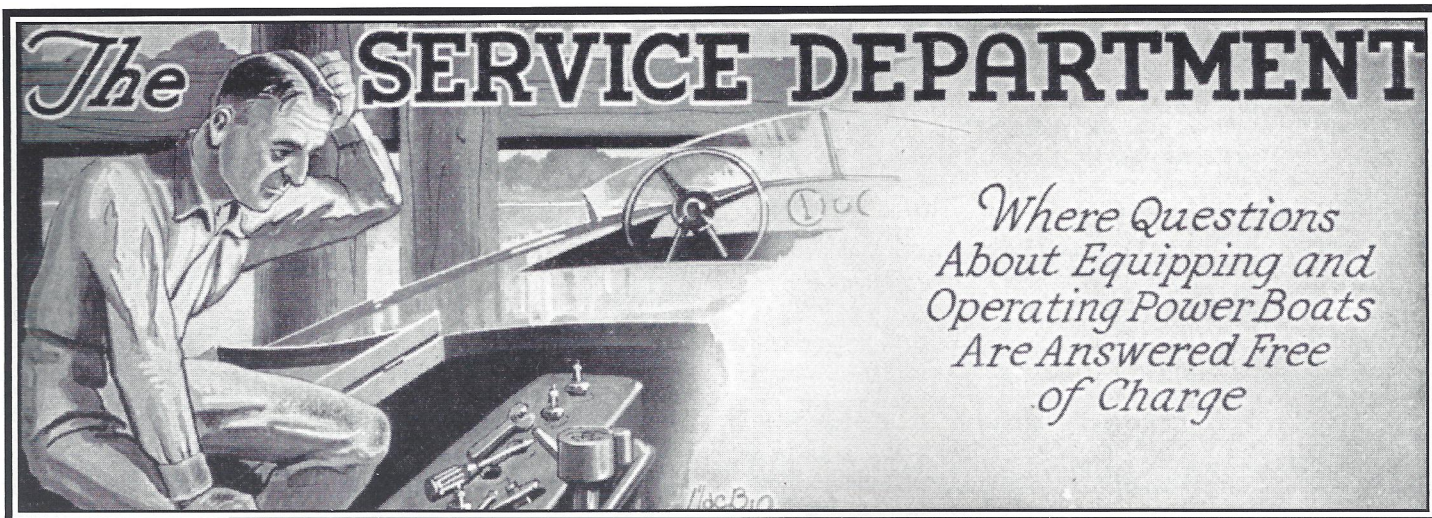
Let's define worthless when it refers to old wood boats. Worthless is good for nothing. If a boat has shape and form, even though it is rotten, it can be brought back. Therefore, it has value and it is not worthless. Frames, keel, and chines can be replaced. Side planks and decks can be refreshed or replaced. Engines can be rebuilt. Hardware can be re-chromed. A new ensign flag can be secured to the stern pole to wave proudly behind the old wooden boat that could have been cast off as junk. It will again bring fun into the lives of its occupants who hear the rumble of the engine and the hiss of the water shearing off the bottom. Are you understanding now? **Don't destroy it; restore it!**

In *Gadgets and Kinks*, the usual topics are centered about "how to" and "tools of the trade" for the wanna-be and active wooden boat restorer. But if the desire, talents, and equipment to restore a wooden boat don't exist, hopefully, this article is speaking to you.

There are various players in this process of restoration. It starts with anyone who has or knows of a boat in need of restoration. That person may not have the skills or desire to bring the boat back to operating condition, but is willing to take that first step of restoration by getting it into the hands of a caretaker who does. From that point on it is well assured the boat will continue to have life.

Right now countless old boats that have great potential for being brought back are shamefully wasting away due to neglect. They are everything from row boats to cruisers. Below is an example of derelict boat. It is in real tough shape. Nearly all of the wood will require replacement. Yet, because it has form and internal structure good for patterns, this boat will be a show boat. Thankfully, not all boats have been allowed to fall to this level of disgrace, and with your care, they won't have to.

Gadgets & Kinks cont'd on page 10



Dear Dr. Motorhead,

Hey Doc., I know Arnie Torgelson too. He bought that Chris Craft from Mercel. You know he and the Misses go by my place all the time now. Engine runs smooth as silk. Mercel, he's kind of upset now that he knows that these multiple carburetors aren't too tough to deal with. But he's doing O.K. I guess he's got his eye on a Canadian boat. Seems as though this boat has been hanging in a boathouse for years up near Lake Full of Fish. He says it's a Jeffrey. I never heard of such a boat, how about you? Anyway, things are pretty good up here on the range, although it's a good thing I'm retired now. Pretty tough to get a good job now that they shut down the mines ya know. I enjoy hanging out catching fish and junk like that. I used to be a mechanic up here fixing everything that broke or didn't run too good. You wouldn't believe all the tools, gadgets, gauges and meters I have; fills my whole shop almost. I read what you write all the time. I think you are telling the people all the right stuff. But, one thing I don't understand: I hear you talk about fixing motors and having them run smooth and trouble free. Your articles say things like, "while adjusting your carburetor, get down close to your engine and listen for an idle drop." Even in last month's article you refused to talk about or suggest using a carburetor synchronizer, only described just what it is. For me, I can think about using all sorts of fancy gadgets to work on my motors. Even if I don't have something new and real cool, the Snap-On tool truck still makes regular stops by my house to see what he can show or order for me.

Anyway, why don't you advise on how to use engine analyzers, tach, and dwell meters, carburetor synchronizers, engine stethoscopes and the like? I mean you're Dr. Motorhead, you must have a garage full of cool gadgets too. I bet you and Piston not only get visits from the Snap-On guy, but maybe MAC tool guy comes by your shop too. I even bet that Tim Allen is your favorite TV show guy. If Piston has learned anything from you by now, it is that you can't have too many tools, right? I would be interested to know how tall is your toolbox? Do you have more than one? Do you give shop tours to make people jealous with all the neat stuff you and Piston have? I'm dying to hear just what you got.

Signed,

Waldo Rizaldo

The up north tool guy.

Oh Waldo, you are suffering from a sickness that is little known to most. Many who suffer are totally unaware of their condition while many continue to live in denial. You are a tool junkie. Get some help soon; before you lose everything; even your wife and dog are in jeopardy. Take my advice, I have seen many a man fall to this insidious disease. It starts so innocently and before you know it, it takes over; all common sense and rational behavior is lost. There are laws to protect innocent children in playgrounds all over the country from the pusher man. You've heard the stories. The first marijuana cigarette is free then he has you hooked. I bet your first visit from the Snap-On guy was innocent enough – perhaps he gave you a tape measure or a pocket screwdriver – then he had you hooked. The story is the same every day all over the country, only the names are different. These creatures that prey on your tool compulsion, prosper from your silent addiction. I know that tool junkies will be the last to get help. Tools remain to be a necessity in most of our lives. Moderation is the key. Resist the urge to have every gadget known to man. Follow my advice and suppress your urges to have every tool in your possession. Save your money, take your lovely wife Leena to dinner, or save for your retirement – anything – but don't fall prey to the Snap-On guy, "the tool pusher man".

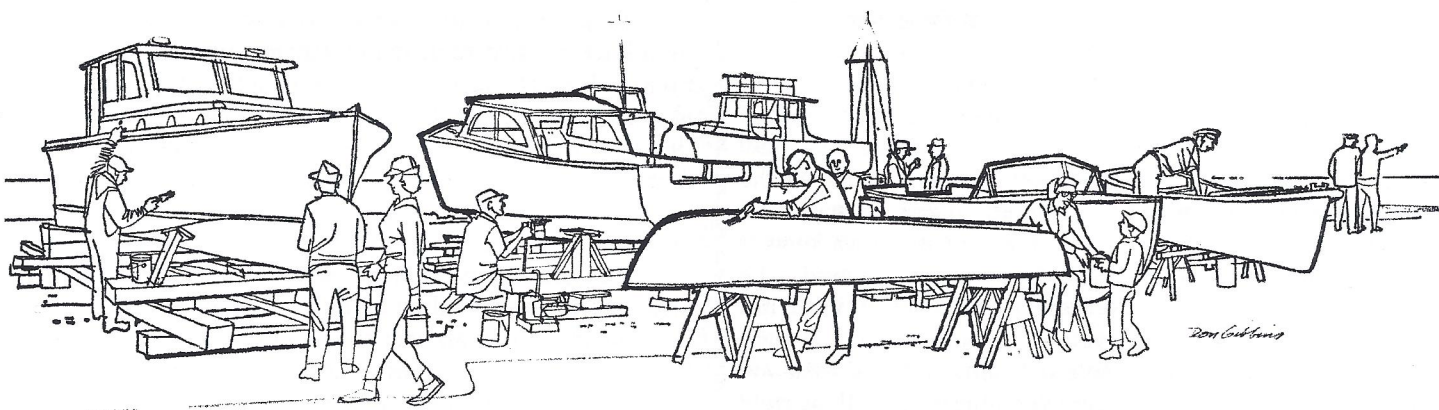
I try to get readers of this magazine to understand the mechanics of our engines. It is not rocket science and so much can be accomplished with a good ear and a little common sense. I encourage the readers to get involved in the mechanics of old boats from the simplistic side. Gain some confidence to tackle these projects knowing that you do not need a stable of tools and gadgets to perform most of the day-to-day tasks of maintaining and repairing our flathead engines. Yes, there are tools and meters that can assist you in your mechanical endeavors, but first you need to learn to fly by the seat of your pants. You should have an understanding of how everything works. This is the basis of my article. I am a Doctor. I have a PhD. This degree is to teach, not to make you well. That being said, I offer the Dr. Motorhead "seal of approval" basic tool chest to repair and maintain your vintage watercraft. All of these tools can be purchased at Sears for a nominal price and a lifetime

Dr. Motorhead - Cont'd on page 12

Gadgets & Kinks cont'd from page 8



There are so many good boats from the past that beg for your mercy. Take an active role in their future as a restorer.
Don't destroy it; restore it!





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Our New Safety Director,

DAVE WIBORG

by Jim Aamodt

Beginning at the Rendezvous, we will have an active safety committee at work. Dave Wiborg, BSLOL, Antique Outboard Club, and Power Squadron member will oversee in-water boat safety precautions and volunteer Power Squadron inspections.

Dave has been boating on Lake Minnetonka since his Cub Scout days in the late 50's. A BSLOL member since 1978, Dave has had a keen interest in racing boats, and was extremely active in the American Power Boat Association and participated in races into the mid 1990's.

Since 1995, Dave has been active in the Power Squadron and their education programs. Currently, he holds the rank of Lt. Commander, and Treasurer in the Squadron. In his "spare time" he is on our Rendezvous Committee, and is our liaison to the Antique Outboard Club.

Dave's responsibilities will grow beyond the Rendezvous, with assisting people with advice, available safety checks, and operational procedures throughout our winter workshops. We also plan to have a workshop on how to design safety into your collector boat as it is being restored. More and more discussion shows that this new area is not just for one person, so Dave is seeking two or three volunteers for the committee.

With his extensive Power Squadron and Outboard Club experience, Dave wants to create considerable interaction between these groups, which will certainly benefit us all. We look forward to this new committee and their information.

RENDEZVOUS...

IT'S FOR THE FAMILY

Bring the family, and have your children (ages 4 to 10 years) enjoy some special fun activities. Saturday and Sunday will feature "Fun Out of the Sun" from 1:00 - 3:00 PM in a special area of the main BSLOL tent.

BOATING SAFETY CLASSES

OFFERED BY

MINNETONKA POWER SQUADRON

The Minnetonka Power Squadron is offering the following classes in boating safety this fall and next spring. Don't miss this opportunity to obtain (or brush up) on this valuable knowledge.

BOAT SMART

A four week safe boating course designed to familiarize the student with the fundamentals of safe boating. Topics covered include; boat handling, boating terminology, required and recommended equipment, boating regulations and navigation rules, lines and knots, and trailer boating.

1st Class: 4 consecutive weeks beginning **MONDAY, SEPTEMBER 10**
Minnetonka Marine ~ 6150 Baker Road ~ Minnetonka

2nd Class: 4 consecutive weeks beginning **MONDAY, OCTOBER 15**
Peace Presbyterian Church ~ 7624 Cedar Lake Road ~ St. Louis Park

3rd Class: 4 consecutive weeks beginning **MONDAY, FEBRUARY 25**
Peace Presbyterian Church ~ 7624 Cedar Lake Road ~ St. Louis Park

ALL CLASSES BEGIN AT 7:00 P.M. - Registration starts at 6:30
THERE IS A MATERIALS COST OF \$30 PER PERSON

PUBLIC BOATING COURSE

A seven week class teaching fundamental boating education for the power and sail boater - instruction in basic boat handling of all types of watercraft, including power and sailboats as well as personal watercraft. Topics covered include boat terms and types, knots and lines, aids to navigation, charts, piloting, government regulations, navigation rules, tailoring, and personal watercraft operation.

1st Class: 7 consecutive weeks beginning **MONDAY, FEBRUARY 4**
Hopkins High School, 2400 Lindberg Drive, Minnetonka

2nd Class: 7 consecutive weeks beginning **MONDAY, MARCH 25**
Hopkins High School, 2400 Lindberg Drive, Minnetonka

ALL CLASSES BEGIN AT 7:00 P.M. - Registration starts at 6:30
THERE IS A MATERIALS COST OF \$35 PER PERSON

* For additional information call
Minnetonka Power Squadron information line at **612-253-BOAT**
or visit their website at www.usps.org/localusps/minn

 www.acbs-bslol.com

Dr. Motorhead - Cont'd from page 9

guarantee, however, I am always curious as to whose life-time they reference - the tools or mine. Here they are....

- ♦One set of wrenches - open end & boxed combination 3/16" to 3/4".
- ♦One large crescent wrench for bolts in excess of 3/4".
- ♦Assortment of Phillips and slot head screw drivers.
- ♦One large channel locks or Robogrip pliers.
- ♦One low voltage test light.
- ♦One jumper wire about 12" long (piece of wire with an alligator clip on each end)
- ♦One set of 3/8" sockets, ratchet and 6" extension (many of these socket kits come with a 1/4" socket as well... nice to have)
- ♦Roll of professional strength duct tape (leave the cheapo stuff at home)
- ♦Standard & needle nose pliers. (or is it nodle neese pliers)
- ♦One 13/16" spark plug socket.
- ♦Roll of electricians tape.
- ♦Feeler gauge.
- ♦Magnet on the end of a telescoping wand (for dropped screws and bolts in the bilge)
- ♦Some spare parts for emergency repairs (points, condenser, or a module if you have an electronic ignition, rotor, distributor cap, sparkplug, one spark plug wire)
- ♦Point's file or an emery board fingernail file.
- ♦One small hammer (when all else fails).
- ♦Combination wire stripper and crimping tool (assortment of solderless connectors)
- ♦Small flashlight
- ♦Set of allen wrenches (or hex keys)

Optional equipment - yet recommended:

- ♦A multimeter, which is a voltage and resistance ohmmeter.
- ♦Tach and dwell meter.

- ♦Timing light.
- ♦9/16" valve clinch nut open-end wrench.
- ♦Tubing cutter
- ♦Compression gauge.
- ♦A Uni-Syn carburetor-synchronizing tool (for multiple carburetor engines).
- ♦Torque wrench.
- ♦A bottle opener for the non-twist off type bottles of beer.
- ♦Disposable lighter.
- ♦Cell phone (to call Boat/US for a tow when all else fails. Don't forget, membership is 50% less with BSLOL discount.)
- ♦Tapered pine dowel.

In the next episode, I will talk to you about how to use some of this optional gadgetry. This will help you go from the ranks of "undergraduate to upper classman". You will astound your neighbors and impress your wives. You will leave your children wide-eyed in disbelief.

Let's get back to this boat Mercel has spotted. You say it is a Jeffrey. These boats are extremely rare. A gentleman named Miles Jeffrey built them in Athens, Ontario Canada. He would only build about one boat a year up in the loft of his barn. Well built, despite the use of steel screws. My advice is to have Mercel disconnect his phone or at least not have any conversations regarding the location and cost of this boat. Trust no one. His lines will be tapped with the news of your letter being published in the *Boathouse*. As a public service, I have changed the name of the actual Lake the boat is located on, that you identified in your letter. I hope things pick up for everyone on the Range. I'm sure other industries will emerge. In the mean time, signing off for now. See you all at the Rendezvous.
 Dr. Motorhead



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- Gray Marine
- etc...



CHRIS CRAFT/OLIVER MOTORS
 By Chuck Petersen

While attending the 1997 Antique Motorboating Symposium at the wonderful facility in Newport News, I noticed two examples of Chris Craft outboards produced in the 1950's. They were the first and only survivors of this rare brand I have run across over the years. While few specific details concerning the engineering development of these motors exist, I thought a brief history would prove interesting.

In the late 1930's, Jay Smith began working on an outboard motor design to complement the planned production of an outboard line of boats. The company indeed produced several plywood models most notable of which, the 12 foot was the "Meteor" two-seater. These were sold as kits for very reasonable prices (the eight foot rowing pram sold for \$48.00 plus shipping). Most were home built but a few were assembled by dealers. These kits went out of production around 1959 as fiberglass took over.

To power the smaller hulls, Chris Craft offered the 5-1/2 hp. "Challenger" motor in 1949. The larger 10 horse "Commander" debuted in 1950. These sleek metallic blue engines sold well and 15,000 copies were manufactured in 1950. Production suddenly was halted at the end of 1953. Some say fear of copyright litigation from industry giant, Kiekhafer Mercury, was to blame. I did notice a striking similarity to the KG-4 model pictured here.

In 1954 the farm machinery concern, Oliver Corporation, bought the former Chris Craft production facility. In addition to the small 5-1/2 and 10 hp models, a 35 hp model was released in 1955. Unlike the earlier models, Oliver



My brother Jim holding a Merc model KG-4H in 1982 at our Lauderdale Lakes boathouse.

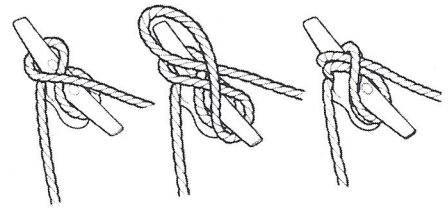
offered full shift gear cases and electric starter (35 hp model). While never gaining a significant market share, Oliver did make a design statement with their colorful, fiberglass one-piece cowling.

Production briefly moved overseas to England in 1960 in an attempt to reduce costs. By 1961 all production stopped for good. One interesting side note: In 1958 a toy version of the 35 hp Oliver "Olympus" was offered by the famous K & O Firm of California. These are now some of the rarer models prized by toy collectors. I ran across one at an Antique store in Escanaba, Michigan. I really like these little guys, but the price tags usually scare me away. Perhaps a future article?

See you in Red Wing.



KNOT OF THE MONTH



TYING TO A CLEAT

When securing a line to a cleat, always remember to pass the line around the back or far end of the cleat first, as shown here (the end of the cleat that is farthest from the load). Then turn the line under and over the horns to complete at least two figure-eight turns around the horns of the cleat, ending up with a half-hitch that continues the figure-eight pattern. The free end will angle back in the same direction as the loaded part of the line. Don't make any extra turns around the base of the cleat before starting the figure-eight hitches, because this could result in jamming, if and when the line has to be released in a hurry while it is still under a heavy strain or pull.

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Skiff Craft

One Of a Kind. One At a Time.

Skiff Craft has been in business over 95 years. Located in Plain City, Ohio, veteran craftsmen of local Amish and Mennonite communities are available to custom-build each boat using their time-honored woodworking skills.

Since each wooden *Skiff Craft* boat takes two to three months to build, only a limited number are produced each year. Everything is crafted by hand using only the very finest, meticulously selected materials. Small building teams take each *Skiff Craft* from framework to finishing making each truly a "one of a kind" and built "one at a time." Each buyer is given special attention to customize a design that will meet his/her individual needs and style.

They pride themselves on maintaining a relationship from first inquiry, through the custom order process, as well as with future repairs or restoration.

Skiff Craft maintains offices locally in Tonka Bay. Visit their website at www.skiffcraft.com.



Located in Spring Park, MN, since 1985, Blue Lagoon Marine is owned by Steve Pauly and Scott Panning. They service all makes of boats and are a licensed dealer for Pro Line boats and Johnson, Evinrude and Mercury outboards. Indoor storage and transport is available for boats up to 43 feet as well as a body shop for wood and fiberglass boats. They also have an extensive parts and accessory department.



Tonka Bay, a complete marine service, repairs stern drives, engines, Mercury and Johnson/Evinrude outboards. They also do buff and wax, fiberglass repair and wood boat refinishing. They have a ships store.

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The **Toro Company** helps customers care for and preserve the outdoor environment by creating and maintaining landscapes that are green, healthy and safe, with superior, innovative and environmentally sound products, services and systems. Toro customers include landscape contractors, golf course superintendents, sportsfield managers and homeowners. Begun in 1914, Toro products include irrigation and water management, mowing machines, snow throwers, electric trimmers and blower vacs, work vehicles and utility loaders.



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Gray's Bay Marina has served boater's needs on Lake Minnetonka for more than 50 years. This is the last season for Paul and Lynda Pedersen and their staff.

That property will be redeveloped into a public park. The Pedersens' have always generously supported BSLOL and we are most grateful. They will be missed!



From antiques to modern decorating accessories, Captain's Cargo is the only maritime, nautical antique store in the Midwest that carries authentic old goods. Sixty percent of its merchandise is antique and the rest is a mixture of new, nautical-themed pieces. Owner Jim Jurgens scours the nation for items to add to his inventory. He has supplied decorating items to restaurants coast to coast. If you're looking for that special gift, or unique piece to decorate your home, you'll probably have to look no further than Captain's Cargo.

BSLOL ACKNOWLEDGES THE FOLLOWING ORGANIZATIONS AND INDIVIDUALS WHOSE PARTICIPATION/CONTRIBUTION HELPED MAKE THIS WEEKEND A SUCCESS.

BOB SPELTZ LAND-O-LAKES CHAPTER

**Antique Outboard Motor Club
Canoes by Jim Kluck
Edina Model Yacht Club
Red Wing Engines by Harry Munson
The GM Club
The Horseless Carriage Club
The Mikkelson Collection
The Packard Club
The Roadster Club**

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Ventnor Boatworks
Wizard Rod & Custom**

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(at the time of this printing)**

**Marcia Aamodt
Aaron Gjerde
Dirk & Sharon Gunder
Sherwood Heggen
Jonathan Melena
Clark Oltman
John Rattala
Andreas Jordahl Rhude
Mark Setterholm**

**SOUND SYSTEM
Chris Benson**

**A VERY SPECIAL DISPLAY
In memory of Jerry Klopp
A 1950 Century Seamaid**
Jerry was unable to finish the restoration of this boat. His desire was to have had it done for this Rendezvous. To fulfill his wishes, his wife Marilyn, son Steve, son-in-law Bob, with some help from BSLOL members, have worked on the boat since his passing a couple of months ago and have brought it here. Stop by and see Jerry's pride and say hello to his family.

RENDEZVOUS JUDGES

Steve Beck	Jim Kluck
Bob Clark	Ron Martens
Dave Doner	Kathy Newman
Ray Ellis	Chuck Petersen
Mike Favilla	Gerald Petersen
Bob Johnson	John Pole
Mary Keating	Eric Richards
Gordy Millar	Terry Young

**TECHNICAL ADVISORS
TO THE JUDGES**

Fred Goughnour	Mark Sauer
Tom Juul	Todd Warner
Dan Nelson	

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BIG BOB SUFFERS FIVE (count 'em - 5) LOSSES

by Bob Johnson

After a brilliant victory at Rendezvous 2000 last year against Todd Warner in his hopped-up Hacker Triple and Mitch LaPointe in his tricked-out Chris Craft Racing Runabout, I must inform you that I have gone on to five losses in a row. This devastating string started with three losses on the Michigan Lakes cruise prior to the annual meeting at Mackinac Island in September, 2000.

My first race was against Ed Adler of Michigan. We were cruising with Mike and Sue Favilla on the second day of the trip when we pulled up on Ed's 1947 22 foot Hacker. Six large men filled the front two cockpits, and I thought "easy pickings." I motioned to them to go ahead as I kept goosing my throttle faster and faster. To my amazement I had no throttle left and they just passed us by. Later, as I sat dejected and licking my wounds, I found out that Ed owns a large Harley Davidson dealership and his mechanics hand-built him a large Olds V with all the goodies as a Christmas present. Ed lists it at 400 hp in the ACBS Directory.

The next day I came upon Dick Sligh (Grand Craft Company owner) on a deserted stretch of lake. He had eight people in his boat, so how could I lose? Turns out, his 1988 24 foot Grand Craft had twin Chrysler V-8s listed at a total of 550 hp and they were plenty healthy. In short order he was waving me goodbye with a grin on his face like he had done this many times before.

On the last day of the trip, we were cruising in Lake Michigan near Hessel. We headed out of the islands into the open lake; it was fun leaping slowly over the large swells of water. Pretty soon, out of nowhere, John Ford of New York, pulled along side in his 1999 30 foot Ford Craft (similar to an old Hacker Triple.) I knew he had a big-block Chevy 350 hp right off the shelf, so it was nothing too unusual. I held out my dock line to him as if to give him a tow. He did not take kindly to the gesture. As he walked away from me, he didn't even look back as if to say, "Oh, I didn't know we were racing."

I tried not to let my "hat trick" of losses interfere with the good time we had otherwise at Mackinac Island. I guess I thought I'd have better luck when I got back home. Not true.

A couple of weeks later, I happened upon old Todd Warner in his 1929 30 foot Dingle with the 12 cylinder Rolls Royce engine, jokingly referred to as 650 hp. He wanted to race from Huntington Point (Lake Minnetonka) to downtown Wayzata - a distance of about five miles. He loves to try to get me on this large main-lake area because the big waves and wakes from cruisers are treacherous for smaller boats. (He has a death wish for my U-22.) Jayme Hines volunteered to ride with me as my riding mechanic - and away we went.

I thought sure the Dingle would not run right, but she performed beautifully. I was losing a foot or two about each block of the race until I suddenly lost 1000 rpms, then 1500 rpms. The oil pressure was good and she

sounded fine, but I felt I had to shut her down and check it out. After a brief going over, nothing could be found amiss. By this time, Todd was hopelessly ahead and it was curtains for me. My boat ran fine after that and I never did find out what went wrong.

My last and final humiliation of the 2000 boating season came at our annual *Fall Colours* cruise. Greg Benson showed up in his 1957 19 foot Chris Craft Capri with a Chevy V-8 rated at 300 hp. Because of its severe porpoising, his boat has been nick-named "El Legarto" (Leaping Lizard.) This is a good thing because "Rapturous Delight" (its true name) is so unbelievably bad. I can not figure out whether this was the name of a bad porno film or a stripper I once saw at the "Gay 90's". To make a long story short, I lost to Greg. This, of course, makes him the "King of the Hill" and the person to beat at this year's Rendezvous high-speed fly-by.

Well, I have to tell you, it took a lot of courage to get over the psychological shock and devastation of these quintuple losses. Thank you for allowing me to vent on this subject and continue my therapeutic recovery program. To Ed, John, Dick, Greg and Todd...Congratulations on your wins and happy boating!



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FOCUS ON

STEVE BECK

I really do not remember much about boating as a youth in Southeastern Wisconsin, but do remember my Aunt Judy working summers for the local sheriff's patrol. She used her wooden Thompson boat to chase down speeders from her lake home on Long Lake. She would watch the offender fly by and leisurely untie the boat and head off down the lake in pursuit – small lakes mean you always got your man.

I do have a fondness for antiques in general, but it was not until college that I became aware of the “bug” inside all of us for wooden boats. While attending college in North Dakota, my friends would bring me to Detroit Lakes during the summer and this is where my symptoms began. I saw a few older outboards and fewer inboards running the lakes, beautiful antique wood on a boat – a nice combination. I set a goal to purchase a project after graduation.

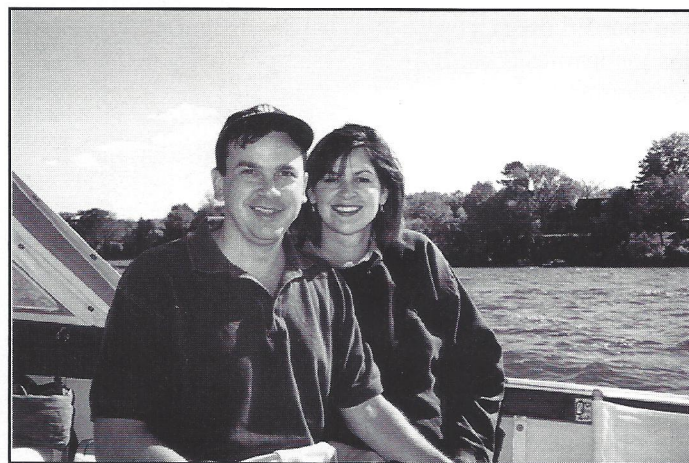
Five years later I finally found what was to be the first of many: a 1955 Correct Craft Commuter 18' (utility) originally owned by wrestler Vern Gagne. He supposedly bought the boat new at Cocrans on Lake Minnetonka. It was to be the typical cosmetic restoration, but turned out to be a major undertaking (sound familiar?). A 272 hp Ford Interceptor that “runs great” translated to a cracked block and Dearbomatic transmission that never transmitted. That motor and transmission must have been in and out of the boat five times before I found a replacement. The rebuilt replacement was a 312 hp Ford and Velvet Drive that made the boat really move. I have since had a few others: 1961 Thompson, 1952 Chris Craft Kit Boat (10 year restoration which should have taken 3 months!), 1964 Century Coronado, 1966 Century Resorter, 1955 Century Coronado.

As you can see, I have clearly developed a soft spot (pardon the pun) for Century Boats. In fact, so much so that I cannot seem to pass when someone advises where there is one for sale. They are a bit gaudy with an overuse of naugahyde, but are generally affordable and fast! I must thank fellow Century nut Ron Goette for assisting me with my “problem.” He has been a wealth of information on the early Coronado and Arabian.

My wife Mary is well aware that I have a “problem.” She gets nervous when I mention a boat price of \$2,000 or less! She knows this is a direct translation meaning “needs work” and the term “needs work” is vague indeed. I cannot seem to stop uncovering these deals and may need the

assistance of a support group to correct the situation. I have even considered different options for storing one's wooden baubles. A barn purchase, pole barn construction or a warehouse rental would do the trick. Heck, if there were enough of us, we could band together to find a location to hide our purchases from our significant others – take the group underground, secret passwords, etc. Can you say co-dependent?!

My current duties are to steer the educational direction of the club and maintain a database of vendors and suppliers to assist our members in the restoration and maintenance of our wooden wonders. Our members offer a wealth of expertise and are always there for support. After all, who else can you turn to when you have the disease?



Steve and Mary obviously enjoying a day on the water.



Steve displays his **Best Century Award** at the 2000 Rendezvous for his 1966 Century 17' Resorter.



A MEMORY, A REALITY

by Jim Aamodt

The year 2002 will mark the 100th Anniversary of Ventnor Boats. Adolph E. Apel first established his company in Ventnor, New Jersey. His vision was to build boats that would successfully adapt the gasoline engine as the predominant source of lightweight, efficient, and fast power.

As in early automobiles, gasoline engines had to be proven to the public to have virtues of speed, endurance, and reliability. Adolph was an excellent mechanical engineer, and chose his commercially built power well. His ability to adopt new hull designs of lightweight yet durable construction was proven in his successful involvement with inboard racing. Ventnor boats continuously updated their designs, as lighter and greater horsepower engines became available. A 1913 example was "Tech Jr.," built for T. Coleman Dupont which was the world's first recorded boat to exceed the "over a mile-a-minute" (60.3 MPH) mark.

The Ventnor Company built a wide variety of custom launches, tenders, utilities, runabouts, and commercial small craft into the 1930's. Their racing involvement remained strong, and the 1931 American Power Boat Association's (APBA) creation of a 135 cubic inch displacement racing class was immediately dominated by Ventnor. The "Flying Eagle" set the 1931 speed record of 35.7 MPH, and in the succeeding years of the 1930's, the 135 class records were held by Ventnor at 54.08 MPH lap speed, and 67.5 MPH flying mile.

In 1934, the APBA introduced the 225 class, and Ventnor set a record of 44.14 MPH. Later in the 1930's, Ventnor set the record at 66.4 MPH lap speed, 87.5 MPH flying mile. Ventnor boats, privately owned and raced, held virtually all records in the 91, 135 and 225 cu. in. classes, as well as many divisional and national championships.

Adolph Apel invented the five-point suspension hull in 1935, and refined it to the three-point style. He patented the three-point suspension hull in 1936 in the US and UK, and it is still used today. This design was a major development in both water resistance and stability. During this time, Adolph's son, Arno, became president of the company and continued with the same visions. The company continued a wide line of pleasure boats, with racing boats still being the dominant focus. Some of their 1930's "fast" boats were

"Miss Peps V," "Tempo VI," "My Sin," "So Long," "Lady Glen IV," "Hi Ho II," "Eagle" and many others.

Their racing notoriety was recognized in 1937 with an order of 12, 20' boats by the Chinese government. For use as "Suicide Boats," they were powered by a Lycoming Engine, and designed to run at 64 MPH with a 500-pound bomb in the bow! Their intended use was in the on-going Sino-Japanese War. For political reasons, only 11 were delivered, and the 12th hull remained at the Ventnor factory.

Jack Rutherford purchased hull #12 and replaced the power plant with a Packard 621 cu. in. Gold Cup engine. In 1937, at the President's Cup Race, it ran at 72.7 MPH, 1 MPH faster than the three-time Gold Cup winner, "El Lagarto." This boat, named "Juno," is still participating in boat shows and Race Boat Regattas.



Ventnor designed other fast boats. In 1938, Ventnor designed the hull for Malcolm Campbell's "Bluebird," which was clocked at 141.74 MPH in England. Likewise, Ventnor also designed, built and won the Gold Cup with "My Sin," in 1939.

Ventnor built pleasure boats and custom race boats through 1939. With the advent of the war, Ventnor moved to Atlantic City, New Jersey, and

built military vessels 23' through 110'.

At the end of the war, the Apels added several experienced pleasure boat production people. They decided to focus on this wider base market. Their first new model in 1947 was an 18' deluxe utility runabout. Sales were good and their racing knowledge helped produce a fast pleasure boat reaching 44 MPH.

The first year of a complete line was 1946. They offered models from 15'6" through 22'9". The 15'6" was built of plywood, as were the boats extensively used during WWII. Planked boats were offered starting in a 16' length, and considered to be standard construction through the 22'9" Custom Runabout style. Gray Marine engines were predominant, with the 22'9" having twin 150s for 55 MPH performance. In 1947, one cruiser, a 23' Express, had options up to twin Gray 150's.

Most notable, beginning in 1945 (and about 9 years before

Ventnor - cont'd on page 20

Ventnor - cont'd from page 19

the automobile industry styling) was the 20' Sport Runabout and the 23' Sport Runabout (22'9") introducing the torpedo-style rear and sloping "dorsal fin." As a major styling innovation, the "fin" models combined an oak frame, mahogany-varnished decks, and painted sides consisting of both planking and cold molded plywood. A few 19', 20' and 23' Sport Runabout models were built with all varnished sides and two-tone decks.

In 1945, the 20' model could also be ordered with a (then well-advertised) "Tucker Engine." This was highly possible, as the Tucker was a Lycoming, and Ventnor had previously used many Lycoming marine engines.

Like the finned 1955 Chris Craft Cobra, the 1945 finned Ventnor looked great as a contemporary design, but did not sell well to some because of the Art Deco design. However, it did define a unique model that has become a classic. The finned Ventnor was not renewed in the 1951 models.

Competition was fierce for the consumer spending boom, and Chris Craft, Century and Higgins, were masters at mass producing low cost, good quality boats. Others such as Hackercraft, Owens, Lyman, Correct Craft, Garwood, Larson etc. were competitors after the same market.

After moving to Egg Harbor, New Jersey, Ventnor continued to build 20' to 40' lapstrake and plywood cruisers until 1968. The company then faded away in the mass transition to fiberglass boats after their merger with Cruisalong Co.

Quality, as well as innovative design, was always an important factor for Ventnor. Their innovative design of the torpedo transom, however, exceeded the ability of plywood. In the late 40's, although the best choice of the time, plywood was not competitive with the new fiberglass. It is ironic that the new material, fiberglass, which later Ventnor would not adapt to, could have enabled their designs to be built better, cheaper, and much more durable.



The sign reads, "The Ventnor shape is as hard to hide as a Victoria's Secret Model in a bingo parlor..."




The Art Deco look of the late 30's, through the late 40's is captured in the Ventnor's finned Sport Runabouts. In 1994, Dick Thede of Harrison, Tennessee, culminated his several years of research on Ventnor boats by reincarnating the Ventnor Company, and its 1940's era 20' Sport Runabout design. Today, Dick's revived Ventnor Boat Works produces the 20' Ventnor on a custom-built basis, with color, power, hardware, and many other items specified uniquely for each boat. Current Ventnor boats are built with the materials which best fulfill the 1940's design, but with 21st Century technology, durability, and high quality standards. I have seen two of his boats and both the quality of construction and faithfulness of design are excellent. The "ambiance" of the original has been retained and if Arno or Adolph Apel were around, I think they would not only approve, but also wish they had available epoxy, lightweight 250-300 HP engines, current molding techniques, high UV resistant leather etc. for their era.

A "100 years of Ventnor Boats" will be featured at the Mt. Dora Boat Show, as well as others next year. I have only touched the historical surface, so why not have some research fun and seek out some Ventnors at boat shows. We are very pleased to have Dick Thede at our Rendezvous with a current 20' Ventnor. Be sure to see him (and his boat.)

Dick, thanks for making memories come alive!



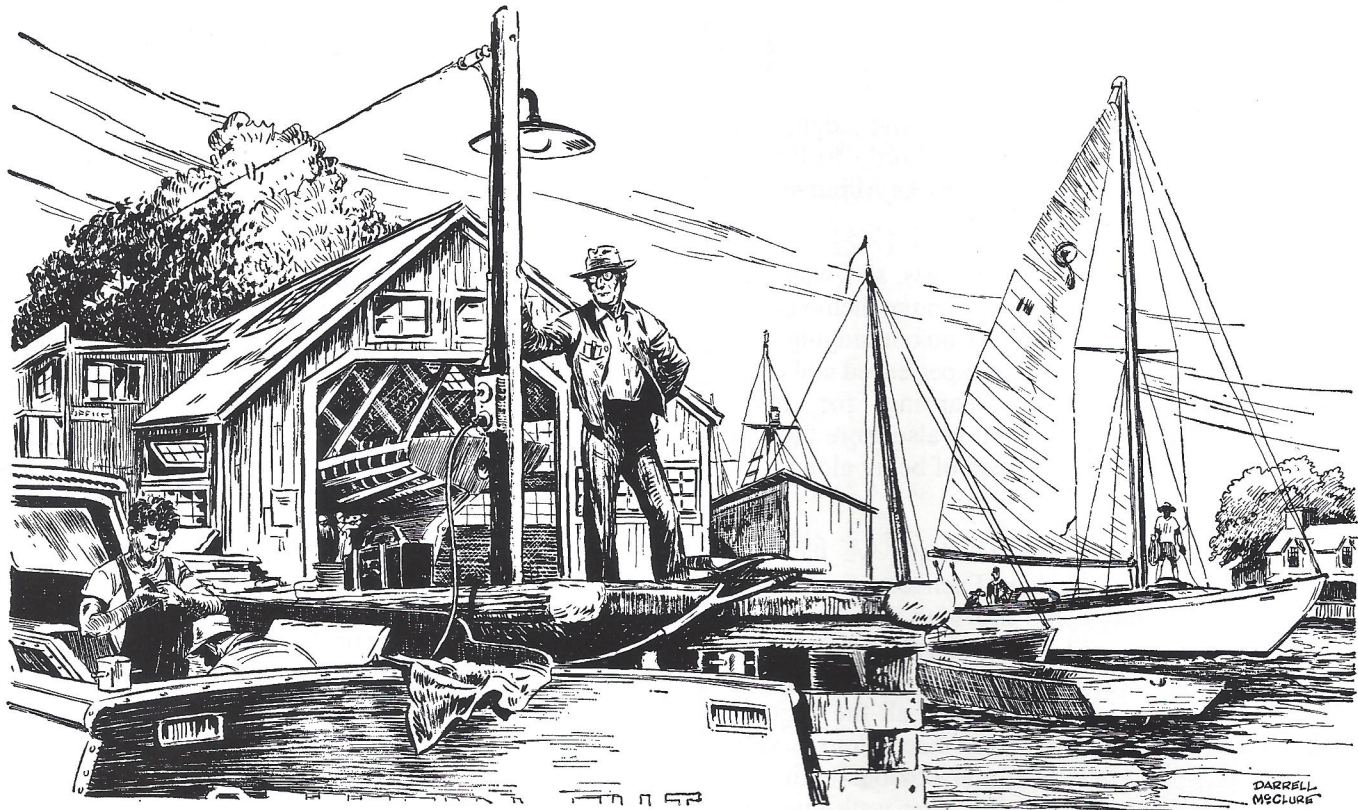
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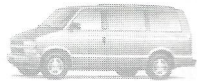
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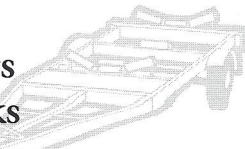


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AWARDS AND JUDGING: How Do We Do It?

By Bob Johnson

It is my pleasure to be in charge of awards and judging for the 2001 Rendezvous. Again this year, Gordy Millar of Daytona Beach, Florida (formerly from Lake Minnetonka) will be our Honorary Chief Judge.

Last issue we discussed the awards changes, so I won't go over them again, except to say that we change them year to year based on our needs. So, how do we do our judging? We start by teaming up two people - one experienced and once inexperienced. This facilitates learning for both, especially the inexperienced person. It is also more fun and less work to function in a team instead of being alone with just a clipboard to talk to.

At 10:30 Saturday morning of the show, we have an orientation meeting of all the judges. Each team is assigned four or five classes to judge and provided with computer print-outs of the boats in each class - usually six or seven. After the meeting the teams go out to look at their boats as well as all the boats in the show. Seeing all the boats is important because their input in future discussions is very valuable, especially in close calls, and obviously, for the "Judges' Choice Award." During this first walk-through, they will make note of any contenders in each class. Then they go around the show again, this time looking only at the boats in their judging classes to make sure they haven't missed any contenders and to take another look at the noted contenders. The decision as to which is the best out of these two or three boats is usually obvious.

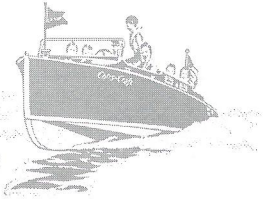
At 1:30 Saturday afternoon, we have our first "chalk-talk" at which time we sit down together and discuss our choices and our classes which don't have obvious winners. Sometimes the input of the group helps to sort out the difficult decisions. Sometimes the team will opt to have one of our consultant professional restorers go with them to assess the possibilities. After this session, the judges go out again to finish their work. At 4:00 we have our second chalk-talk and narrow down the final decisions even further.

At 1:00 pm Sunday afternoon, we have our last chalk-talk and we are generally done at that meeting's conclusion. The winners are entered into the computer which generates the winners' list used in the awards ceremony later that afternoon.

As in past years, we will be offering an informal professional restorers review of an individual's boat. If you'd like to take advantage of this service, I will arrange it. Stop by the main tent at the Rendezvous and let the worker(s) in the registration area know.

Anyone (experienced or not) interested in being one of our show judges, call me at 952-380-1505. See you at the show!!

CLUB CRUISE NIGHTS



A popular summer activity that has become a fixture in the club these last few years is the monthly Club Cruise Night. Basically, whoever wishes to participate meets at a designated place with or without a boat. Those with boats accommodate those who do not. Everyone is asked to bring food to share.

For the next couple of hours, we cruise around Lake Minnetonka, at some point lashing up to partake of the snacks. When we see the bottom of all the bowls, we head for open water again. This is not fancy dining, but everyone agrees they'd rather "rough it" this way in our boats than in a restaurant. That just takes too much time out of an already too-short an evening. The "cuisine-in-a-bowl" does the trick.

The season's first cruise was enjoyed by twenty members in four boats. In July, ten boats and forty-five members and prospective members participated. The success of these evenings is obvious. The next cruise on the schedule is Wednesday, August 8 - this time on the Mississippi River. If you'd like to join in, contact Ray Garin at 952-495-0012 or 612-201-6918 for the specifics.



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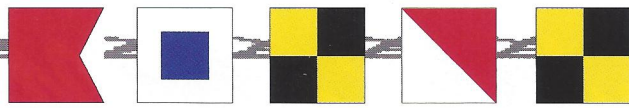
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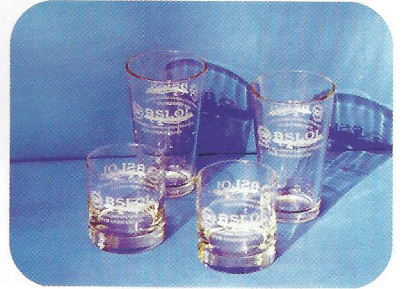
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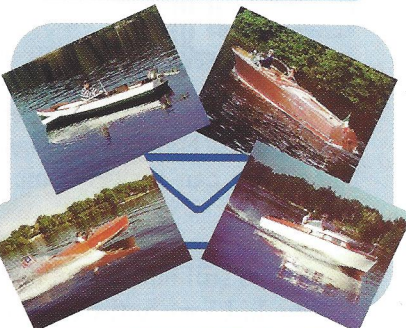
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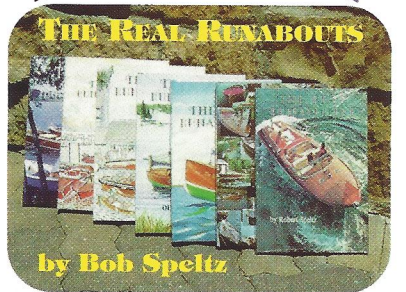


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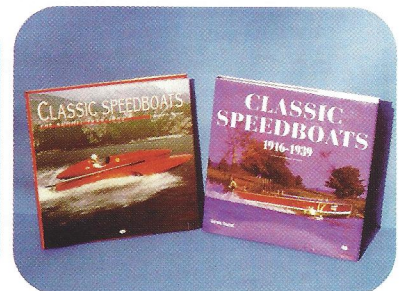
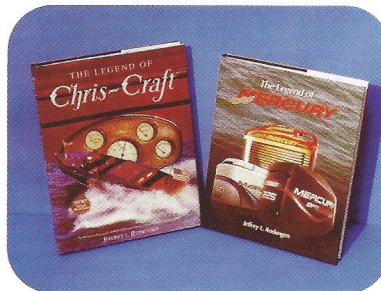
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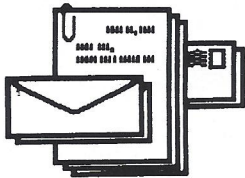
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Thanks for all the years of patronage and friendship. Hope to see you on the lake.

Paul, Lynda and all the staff at Gray's Bay



To the Editor:

I'm writing for some information on your Boat Show in August. I've heard it's pretty good, and would like to attend with my little ol' two-person lapstrake southern

fishing boat. Having never been north of the Mason-Dixon, I hope you can answer some questions for me about your show.

1. Do you still have ice in the water in August?
2. Should I have anti-freeze in my engine (and how do I keep it in)?
3. Is it your club who has the infamous boater, Dr. Bob Warner, with his fast boat? (I think the name of his Chris Craft is the "Jerry Slow.")
4. I would like to see if I could keep up with him in my fishing boat for a mile or so. Is this OK?
5. Is it true that the only menu selection at your Saturday Dinner is Lutefisk?(What's "Lutefisk?")
6. If I run with Dr. Warner, do I also have to use ether to start my engine?
7. In Yankee talk, is "Dingle" a dirty word? How about "Uff-Da?"
8. I look forward to hearing from you.

Captain, "The River Rat"

Dear "Captain,"

Thanks for writing and expressing interest in the BSLOL Rendezvous. I will try to answer your questions in order.

1. In August, ice is found only in mixed drinks.
2. As I write this the temp is 90 degrees and the dew point is 75 degrees. Make sure you have good oil in your engine to avoid anti-seize and don't worry about anti-freeze.
3. Dr. Bob Johnson and F. Todd Warner are practicing advocates of the two-speed boat. STOP and FLANK. They haven't stopped outflanking each other for years.
4. You might try it in a high powered Ranger. Just be careful of becoming the Danger Ranger or the Fiasco Kid.
5. Lutefisk is Minnesota's unofficial state food. It is basically gelatinous fish. I liken it to hog jowls and collard greens south of the Mason Dixon Line.
6. I would just start my own engine and wait patiently for the Dynamic Duo to do the same.
7. Dingle is a Marque name for very fine Minnesota boats. Upon seeing one we all say "Uff-Da!"

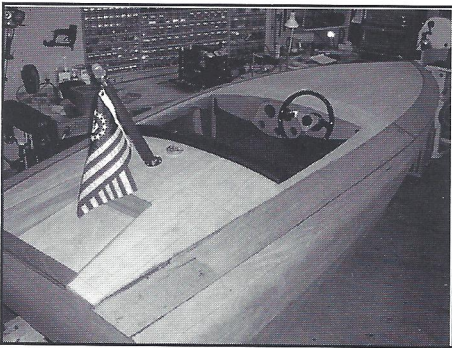
C. C. Comander, "The Classic Antique"

MY BOAT IN PROCESS

by Barry Cohen

I was bitten by the boat bug after attending a course at the WoodenBoat School in Brooklin, Maine to learn the fundamentals of boat building. I was inspired, so I bought a set of plans to build a 15' mahogany runabout (just big enough to fit in my garage). It's a two-seater, double-planked hot rod. It's designed for a 60 hp out-board. The construction is epoxy/staple, so it will be very light-weight but very strong.

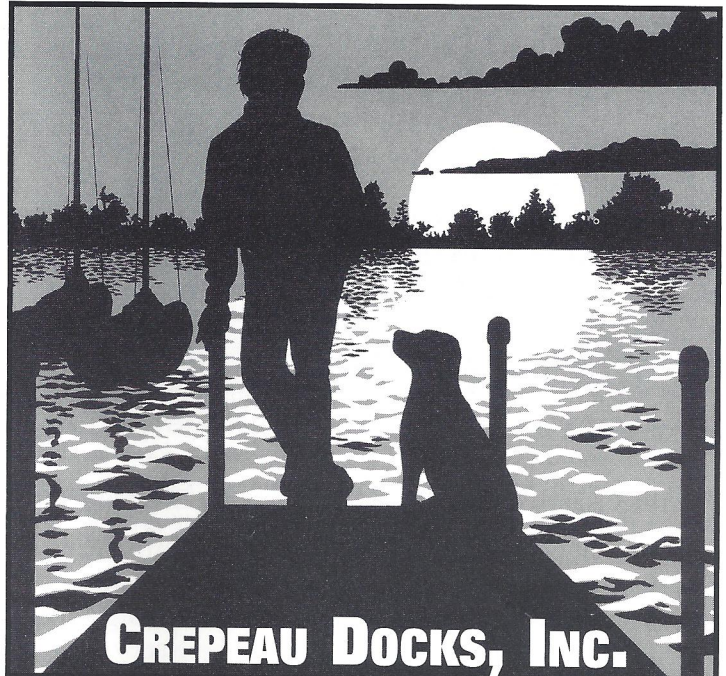
I should mention that I've never built a boat before. I had no idea what a big job it really is. I admit, it's been a challenge, but I've loved every minute of it (not too much swearing).



I've been working on it since November 1999. I think it's coming along pretty well, considering I'm a novice. The sides and bottom already have the

second layer applied. I'm in the process of planking the deck. My goal is to have it in the water later this summer.

(Thanks for sharing your project with us Barry, and congratulations on your indoctrination into the exclusive "mahogany & varnish" club. -- Editor)



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MINNEAPOLIS AQUATENNIAL BOAT DISPLAY

MINNEAPOLIS - July 15: Seven antique and classic boats were displayed each day at the "Life Time Fitness Aquatennial Village" as part of the Minneapolis Aquatennial celebration on July 14 and 15. BSLOL had a nice, diverse on-land mini-show for the event - the first time in many years the club has participated. Numerous visitors were given tours of the boats which were located at Parade Stadium near the Walker Art Center's Sculpture Garden.

THANKS to Andreas Jordahl Rhude for organizing the event for BSLOL and to Greg Benson for setting the clock in motion. Also thanks to those that were willing to bring their boat when they could have been out on the water that beautiful weekend. The boats pictured here were just part of the display. Also present were:

- | | |
|--|--------------------------------|
| 1955 Henry fishing boat | owned by Eric Gustavson |
| 1957 Thompson Lap-Chine | owned by Jeff Sprout |
| 1955 Chris-Craft Capri | owned by Greg Benson |
| 1895 Wilbur & Wheelock St. Lawrence Rowing Skiff | owned by Nancy & Jeff Stebbins |
| 1966 Chris-Craft Ski Boat | owned by Brad & Chris Ernst |
| 1957 Thompson Sea-Lancer | owned by Andreas J. Rhude |

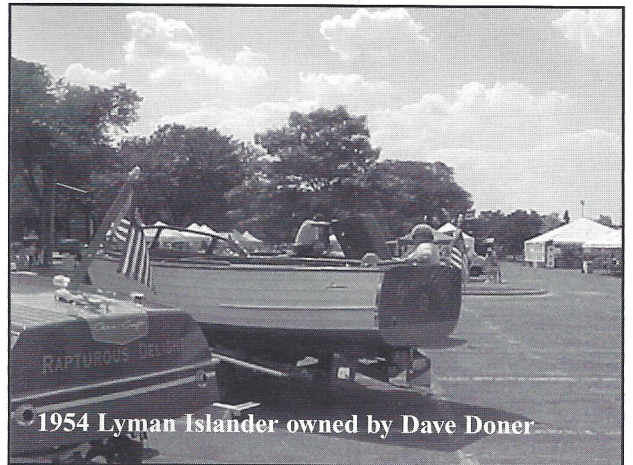
Answering questions and promoting BSLOL and our Rendezvous were

- | | |
|------------------|-------------------|
| Eric Richards | Dave Doner |
| Brad Ernst | Eric Gustavson |
| Mike & Kate Eder | Jon Blackburn |
| John Kinnard | Andreas J. Rhude. |

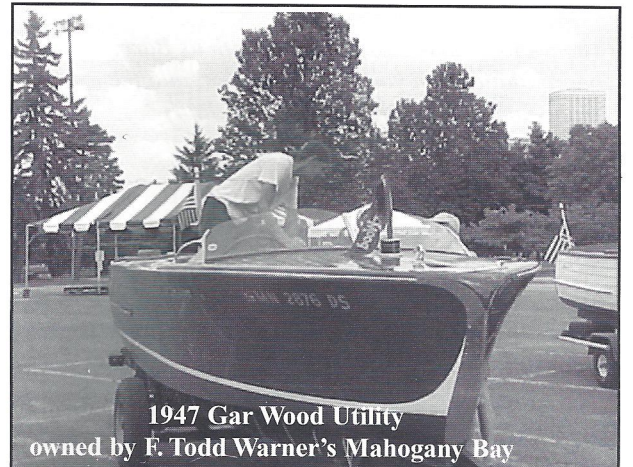
We appreciate your helping out. All in all, it was a good activity and one that will hopefully again lead to an in-water display as part of the Minneapolis Aquatennial!



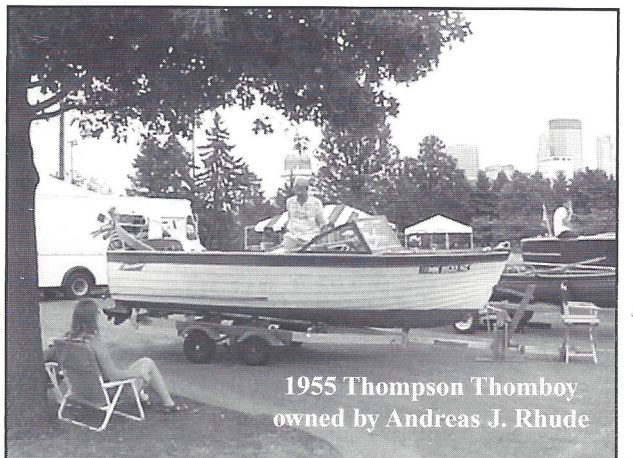
1962 Thompson Sea-Coaster owned by Mike Eder



1954 Lyman Islander owned by Dave Doner



1947 Gar Wood Utility
owned by F. Todd Warner's Mahogany Bay



1955 Thompson Thomboy
owned by Andreas J. Rhude

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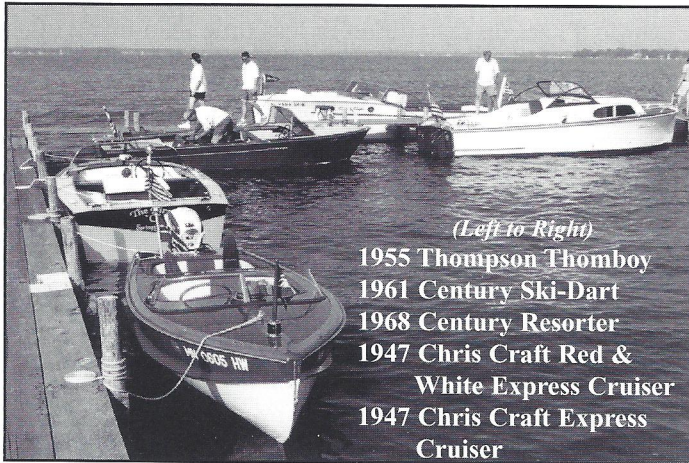
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BOAT SHOW AT CLEAR LAKE, IOWA

by Andreas Jordahl Rhude

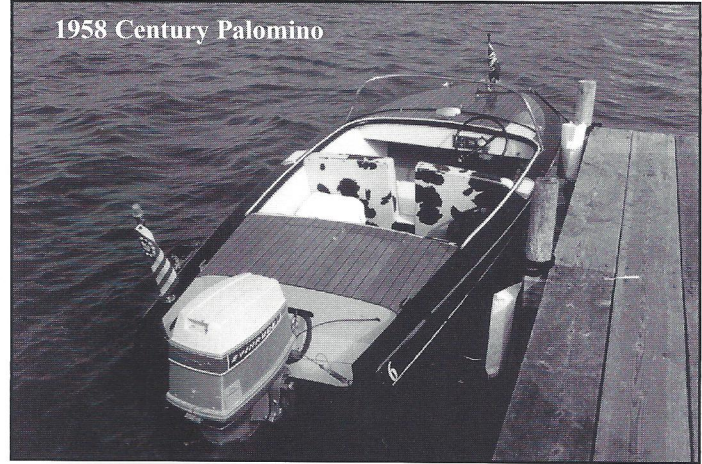
Clear Lake, Iowa: Nearly thirty boats of all shape and size participated at the Sixth Annual Clear Lake Iowa Antique and Classic Boat Rendezvous on July 21st. Since many Clear Lake Chapter ACBS members also belong to BSLOL (and vice versa), it was not a stretch that BSLOL was well represented with several boats. At least three boats came from the Twin Cities.

Clear Lake is a short jaunt from the Cities at only 130 miles and it took the writer less than two hours to drive from South Minneapolis to the Clear Lake Band Shell pulling a small boat.



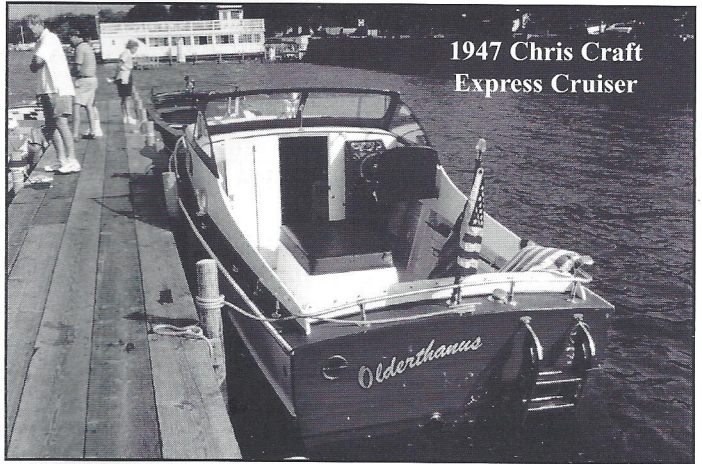
Century boats were well represented including a 1958 Palomino with the black and white “cow” upholstery. A number of Chris-Crafts were on hand including a 1947 Red and White Express Cruiser that came from Florida. Gar Wood; Dunphy; Thompson; Cruisers, Inc., Larson; Borum; Mercury and Glen-L were some of the boat makes on hand. A head scratcher that had a number of folks guessing was a 1966 Badger Camper. This 20-foot lapstrake inboard-outboard was one of about 65 made by the short-lived Badger Boat Company of Black Creek, Wisconsin. It was run by a man that had been one of the heads of Carver Boats.

Kathy and Gary Baker made a great picnic meal for the Friday evening kick-off. Door prizes were given out and both Scott and I were winners. We decided to give the



framed print of the recently demised Clear Lake night-spot the Ritz back to the chapter so that they could auction it off to raise funds for their treasury. By about 08:00 on Saturday most boats were in place. A few more straggled in as the day went on. Weather was a major topic of conversation as thunderstorms and predictions of winds up to 65mph had the organizers keeping the boaters informed. As it turned out, the storms went South and North of Clear Lake and bypassed the Rendezvous! It ended by being quite a beautiful day.

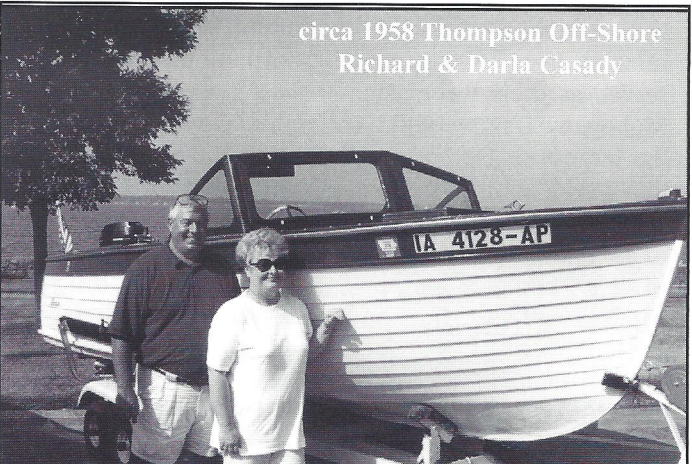
After a great deal of fun, some boat rides, and chitchat about boats, the Bakers hosted a cocktail hour at their home. Afterwards a diner at a local restaurant took place.



The one and only award presented at the show went to a 1955 Thompson Thomboy “Thommy” owned by....., well, me. The award was one from the ACBS headquarters for the “Best Preserved Most Original Boat.” Chapter president Larry Crilly made a very nice presentation to me!

The Clear Lake Chapter made everyone feel welcome and they layed out the red carpet for one and all. They put together a very nice event and BSLOLers should make every effort to attend their future shows.

Thanks for the great show!





IN THE SPOTLIGHT

MAHOGANY BAY

by
Andreas Jordahl Rhude ~ Photography by Greg Benson

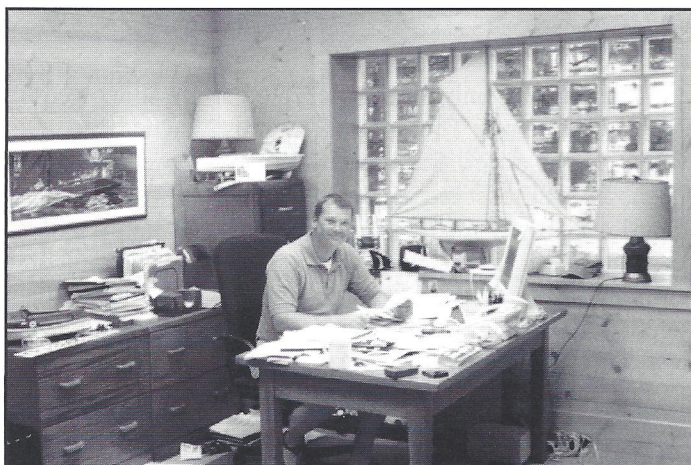
F. Todd Warner's Mahogany Bay has seen many changes in the last several years. The business name has changed, personnel have been added, they've moved into a new office space, increased restoration capabilities, and added a European restoration shop to their fold.

Warner's roots in the boating world are deep. He has a lifelong interest in vintage boats, having grown up on the shores of Lake Minnetonka. Restoration began early with Warner, as the mandate from his father included learning how to paint and varnish before being able to use the family boats. From age fifteen, apprenticing under Ken Luke at Tonka Bay Marine, to starting Lake Minnetonka Restoration Company in 1975, Todd's involvement in restoration spans four decades, culminating in the current Mahogany Bay restoration philosophy: Quality Without Compromise.

In 1976 Todd spearheaded the very first Lake Minnetonka Antique and Classic Boat Rendezvous. It is one of the oldest such shows in the nation. He was the founding president of the Land-O-Lakes chapter of ACBS and has been instrumental in forming five other ACBS chapters.

For many years Warner's brokerage and restoration business was known as Bristol Classics. Bristol Classics was formed in 1986 when Todd was dealing in antique and classic watercraft as well as automobiles, even importing "gray cars" from Germany for resale in the United States.

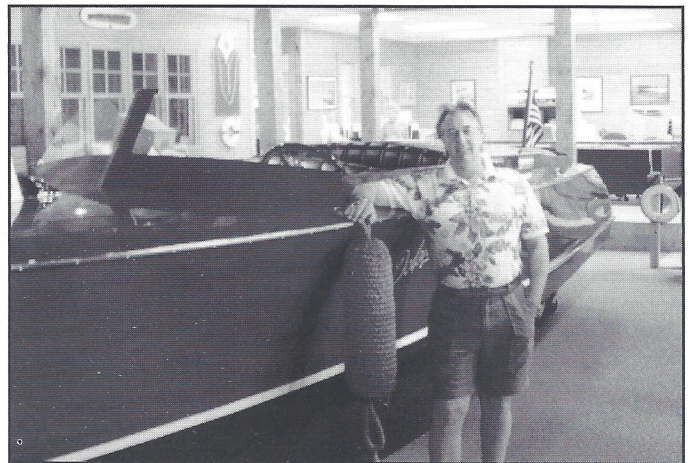
One of the principal reasons for expanding restoration activities was that so many people expressed disappointment in their experiences with other restorers. In 1991, one of Todd's restorations won best in class at the Lake Tahoe Concours d' Elegance. The evolution from managing restoration by sub-contractors to building the Mahogany



Jayme Hines keeping up with paperwork.

Bay "all-star" Bristol Classics restoration business began in earnest.

Restoration activities have grown to the point that Mahogany Bay employs nearly 20 full time craftsman, enabling Mahogany Bay to restore more boats, at a higher level of quality, while maintaining scheduling commitments. Owners are pleased to learn that Mahogany Bay can do a keel up restoration in less time than many other shops, so owners can enjoy their restored vessel sooner.



Todd Warner beside a 1925 Hackercraft 26' Dolphin on the showroom floor.

In addition to Fred Goughnour and the Lester Prairie restoration staff, Master Shipwright Mark Sauer supervises eight restorers at the Watergate Marina in St Paul. The St Paul location on the river, enables Mahogany Bay to restore cruisers up to 60 feet in length.

All this growth has necessitated the addition of an operations manager to the team. Jayme Hines came on board eighteen months ago. The company has found the internet to be a great asset in their marketing, with their web site offering over 3500 pages of information. Eric Richards serves as their webmaster. Warner's aspirations for the Mahogany Bay web site are high: "We want to become the largest single portal for antique and classic boats in the world." Further, he said, "Educating the public is important and we want visitors to our site to have access to as much information as possible." There's a great deal of detail available on the web page including Chris Craft catalogs and specification sheets.

Todd indicated "It is our mandate, our obligation to preserve these boats for future generations." Interest in vin-

Vendor Spotlight cont'd on page 29

Vendor Spotlight cont'd from page 28

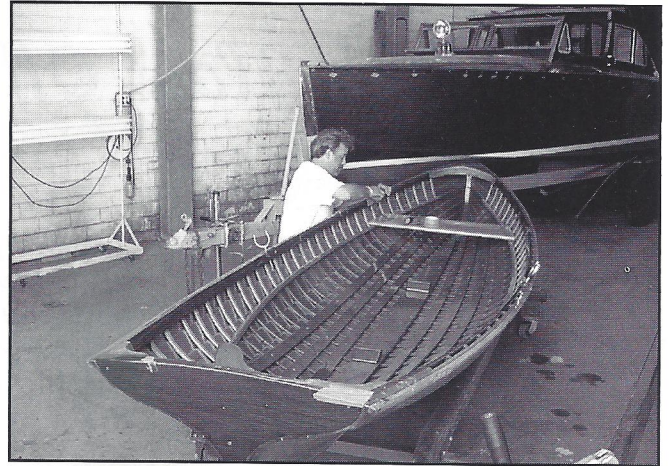
tage boats continues to increase, while there is a finite supply of boats. Vintage boats are still a good buy compared to modern craft. "They're a good value and they will only appreciate in value," says Warner.

With the increase in business a larger office and showroom space became necessary. Just opened this past December, the new Mahogany Bay showroom and office in Mound is a site to be seen. What an environment in which to work, surrounded by beautiful vintage boats! While the boats on display change frequently, at the moment a Switzer Craft Shooting Star racing boat (1 of 4 known to exist), a 1925 Hacker Craft Dolphin, a fiberglass Larson Falls Flyer, and an ELCO electric launch grace the floor. The walls are covered with nautical memorabilia such as water skis and antique aqua planes, signs, flags, banners, posters, and model boats. Numerous awards won by boats restored by Mahogany Bay are also prominently displayed.

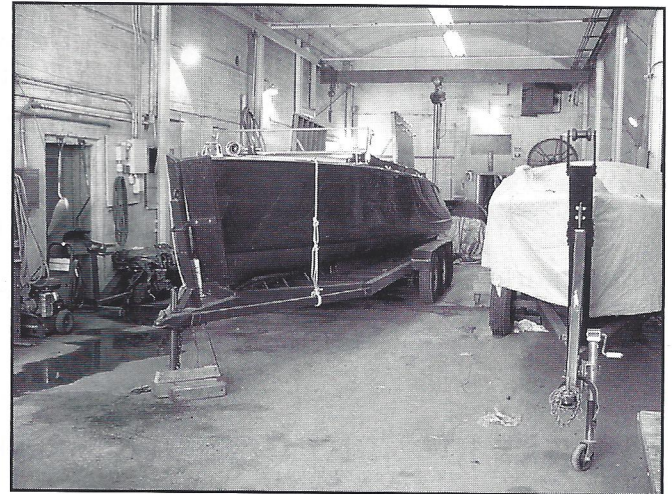
Todd's latest challenge is to make Mahogany Bay an international force in vintage boating. Warner has set up a satellite Mahogany Bay restoration shop in Italy, staffed by former Riva employees. Their first project, completed recently, is a Riva Olympic. Mahogany Bay plans to keep the Italian shop busy with several more Riva restoration projects. The company is also exploring the possibility of importing new wood boats built to vintage designs in Holland.

"I see nothing but opportunity for our team with the increase in interest in vintage boats, and the concurrent rush for nautical memorabilia with which to accessorize homes and businesses," says Warner. "Most importantly, the vintage boat lifestyle must be nurtured and passed from one generation to the next. That's our goal, at the highest level!"

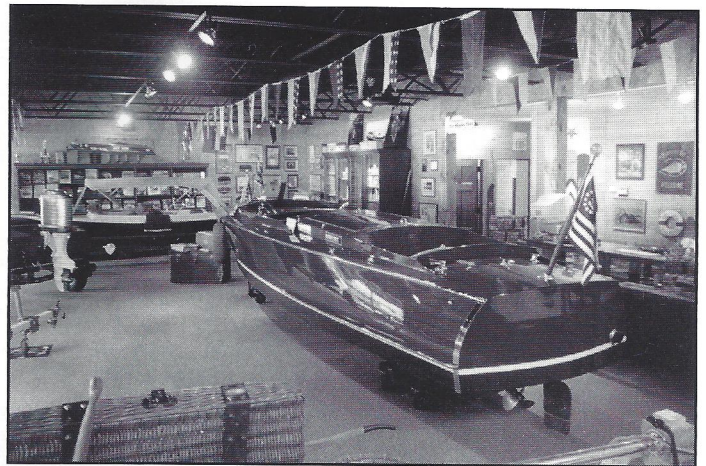
Next time you are in the Mound area, stop at their showroom (2642 Commerce Blvd.) or visit www.mahoganybay.net!



Fred Goughnour sanding down a wine glass stern pulling boat




One area of the workshop in Lester Prairie




The Mahogany Bay Showroom in Tonka Bay.

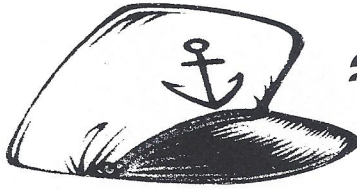
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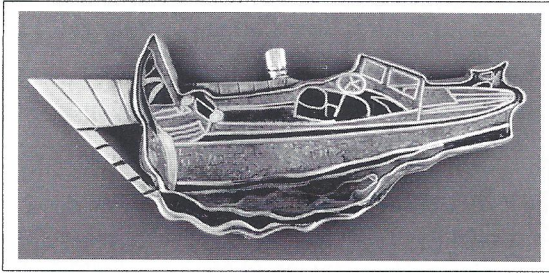

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"Ditchburn at the Dock" Photo by S.J. Lewis

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 *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**
 26th 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

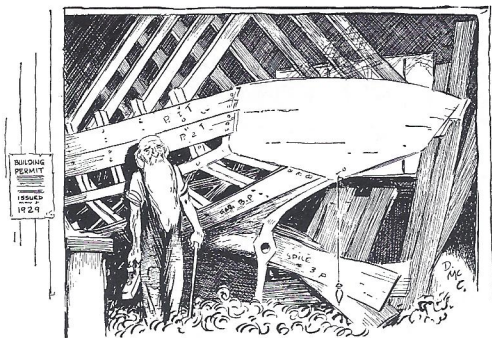
- **2 - SUNDAY**
 Holiday Party & Annual Meeting
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 (Watch for details!)

 *Lake Minnetonka Cruise
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 call Ray Garin at 612-201-6918
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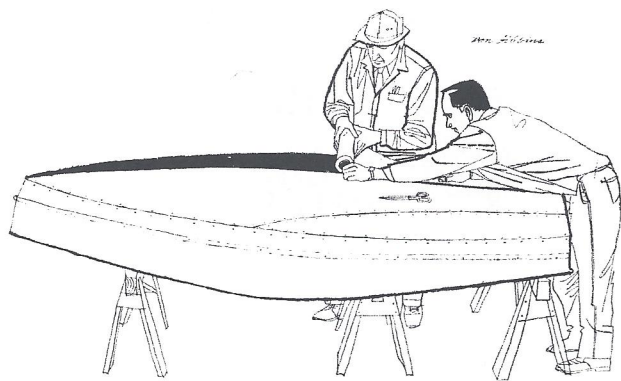
BOATS IN PROCESS



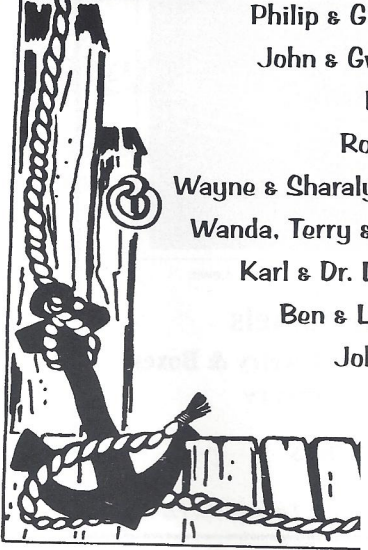
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- ✦ 1955 Dunphy 12' Perch
- ✦ 1957 Thompson 17'6" Lancer
- ✦ 1960 Shell Lake 16' Runabout
- ✦ 1963 Lonestar 23' Cruiser
- ✦ 1948 Ventnor 21' Racing Runabout
- ✦ 1947 Century 16' Sea Maid
- ✦ 1950 Chris Craft 17' Special Runabout
- ✦ 1960 Chris Craft 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
- ✦ 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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THE BOAT WORKS

First in a series of articles on Larson & Crestliner Boats
 by Andreas Jordahl Rhude

John T. Monahan has spent his entire life in and around boats. Growing up in Little Falls, Minnesota, early on he grew to have a deep appreciation for boats made by Larson and Crestliner. They were the “home town” brands with which Monahan fell in love. John grew up just a stone’s throw away from Paul Larson’s Larson Boat Works and John’s father worked for Roy Larson of Larson Motor Service. Too many Larsons to decipher? Here’s the enigma device decoder:

Larson Boat Works was founded and owned by Paul Larson of Little Falls. He started making boats in 1915. Larson Boat Works built a variety of wooden boats in her early days, making the switch to fiberglass hulls in the 1950s. Paul’s brother Roy Larson owned and operated Larson Motor Service, a sales and repair service for marine engines. It was smack dab in the middle of the Boat Works complex. The Boat Works had a show room and they sold their own boats factory direct along with selling Johnson Seahorse outboard motors. Roy’s Larson Motor Service sold Evinrude motors. This was an OMC dream – to have their two motor brands being sold in the same town by two well respected dealers!

Back to Monahan... John’s dad, Harold “Bud” Monahan, worked for Roy selling and servicing Evinrudes. He was a meticulous and thorough-minded gent that took great pride in his work. Young John matriculated in the thick of things spending his time zig zagging between the Motor Service and the Boat Works. He spent many an hour “shackled” to a motor learning repair and servicing from his dad.

John also spent hour upon hour “playing” in the showroom at the Boat Works. Nearly every day Paul Larson or his brother Lem would chase John out the door. One day after being in the showroom for quite some time, Paul Larson came up to little John and asked, “What is it you see in here that you like?” John’s reply was “That pocket knife.” pointing to a knife in a display case. Mr. Larson opened up the case, presented the knife to John and then escorted him out the door. John still has that knife.

When John was around the age of four, an old iron ax head was found on the banks of the Mississippi River near his home and the Boat Works. John’s dad took the ax to Larson Boat Works and a wooden oak handle was made on the company’s lathe. That was in 1952. It is believed that the ax head dates to the era of French-Canadian exploration of the region.

In 1965 Harold “Bud” Monahan purchased Larson Motor Service from Roy Larson. John worked along side his father learning the trade. Prior to ’65 Larson Motor Service sold a few boats. After ’65 they jumped into boat sales with

full force. They ultimately became the largest Crestliner dealer in the United States and were one of the leading Larson dealers for many years. The latter was a major accomplishment considering Larson sold boats factory direct. His mom and dad worked extremely hard to build up the business and its success can be attributed to their dedication.



John continued to be involved with the family’s business until 1985. He then joined Larson Boats running their service and warranty department where he remained for five years. In 1990 he rejoined the family business. Ultimately he and his brother Tom purchased it from their parents. John in turn sold his interest in Larson Motor Service to his brother in 1999.

John left his family dealership to pursue a lifelong dream of having a museum and library of Larson and Crestliner boats and memorabilia. Just a couple of years later and his dream has become a reality. His newly constructed 11,000 square foot building was opened in the Spring of 2000. He has room for about 50 boats to be on display and currently has 30-40 watercraft in the museum. The museum walls are adorned with numerous busts of big game animals courtesy of Fred Larson, Jr. As John recalls, the Larson factory showroom had several wildlife mounts.

Watercraft vary from wooden duck boats, runabouts and cruisers to fiberglass and aluminum boats. Everything has a strong connection to Larson, Larson Watercraft, and Crestliner. John is a man before his times. It has just recently become fashionable to collect old boating memorabilia. John has been doing it since he was a kid. With such a close and personal association with Paul Larson, John’s been able to amass a great deal of “things.”

He has Paul Larson’s old briefcase and business cards. He has reams and reams of old paperwork that was discarded by the factory. Sales and promotional literature for Larson, Larson Watercraft, Crestliner, Evinrude, and Johnson fill drawers and cabinets. He has an old ledger book and sales invoices from Larson Watercraft (the predecessor to Crestliner) dating to her first year of life. He even has a



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MUSEUMS & NONPROFIT ORGANIZATIONS

- Antique Boat Museum, Clayton, NY:** <http://www.abm.org>
Antique and Classic Boat Society: <http://acbs.org/indexalt.htm>
Antique Outboard Motor Club: <http://www.aomci.org/aomc.htm>
Boat Building Community: <http://boatbuilding.com/>
Boat Classics - Fiberglas & Aluminum: <http://www.boatclassics.com>
Center For Wooden Boats: <http://www.cwb.org>
Classic Yacht Association: <http://www.classicyacht.org/>
Classic Wooden Boats: <http://www.adirondack.net/products/mahogany/>
Cutwaters Woodies on the Web: <http://www.cutwater.com/>
Classic Fiberglas Boats: <http://www.fiberglassics.com/>
Great Lakes Museums: <http://www.oakland.edu/boatnerd/museums/>
New Hampshire Antique & Classic Boat Museum: <http://www.nhacbm.org>
Hydroplane & Raceboat Museum: <http://www.thunderboats.org/>
International Yacht Restoration School: <http://www.iyrs.com/>
John's Nautical & Boat Building Page: <http://www.boat-links.com/index.htm>
Mariners Museum, Newport News: <http://www.mariner.org>
Maritime Museum at Lake Okoboji: <http://www.ncn.net/~curator/>
Mystic Seaport Museum: <http://www.mystic.org/>

MARQUE ORGANIZATIONS/WEB SITES

- Century Boat Club:** <http://www.centuryboatclub.com/>
Chris-Craft Antique Boat Club: <http://www.chris-craft.org/>
Chris-Craft Roamers: <http://www.geocities.com/alloyed2sea/>
Chris Craft Downloads: <http://www.crosswinds.net/~ccmanuals/>
Fay & Bowen by John Hilton: <http://www.faybowen.com>
Gar Wood Society: <http://www.garwood.com/>
Higgins Classic Boats: <http://www.higginsclassicboats.com>
Lyman Boat Society of NA: <http://www.lbsna.org>
Lyman Boat Owners Association: <http://www.lymanboatownersassoc.org/>
Mathews Boat Owners Association: <http://www.geocities.com/mboaglc/>
Mullins Boats: <http://home.neo.rr.com/mullins/MullinsBoats.html>
Old Town Canoe Catalog Collection: <http://www.dragonflycanoe.com/otcd/>
The Richardson Boat Company: <http://members.xoom.com/rbcboats/>
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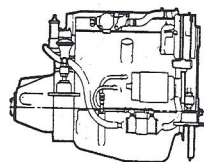
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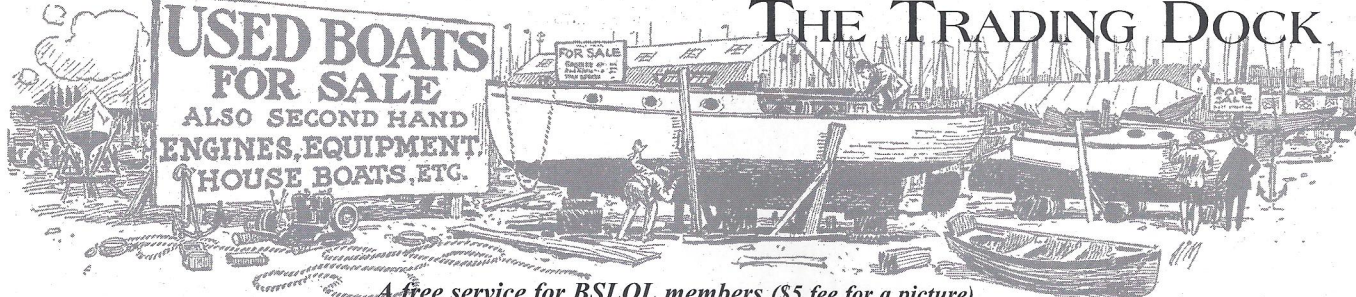
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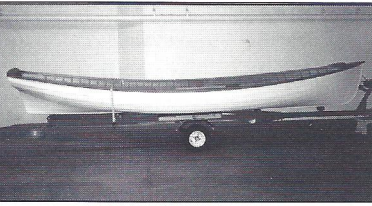
Carl Mammel, Omaha, NE 402-384-8500 or Alexandria MN 320-846-0953 (M0601)

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

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

●**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)

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 ●**1963 CENTURY 20' RAVEN** - parting out - V8 Graymarine, volvet drive.
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●(circa) **1930s THOMPSON 18' CABIN SEA GULL SAILBOAT** - with genoa jib, cotton sails, canvas deck, bulkhead doors, bought from original owner. Asking \$1,450.00 Jack Amdal 952-475-3904 (M0801)

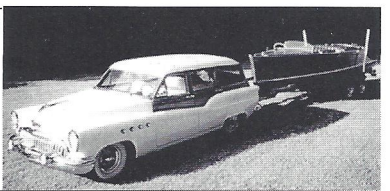


●**1938 CHRIS CRAFT 30' DECK HOUSE CRUISER** ~ Very original. Roll-up windows, stove in galley and a boating scene on the instrument panel. All running gear professionally rebuild \$12,000 offers. Mark Theissen 651-738-5998 (M1000)

●**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)

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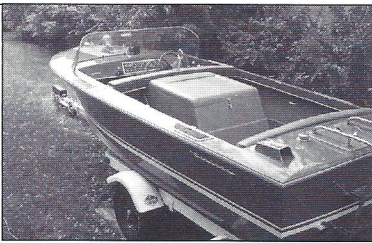


Trading Dock continued on page 37

Trading Dock continued from page 36

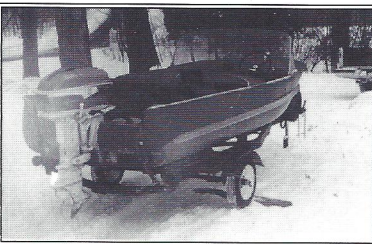
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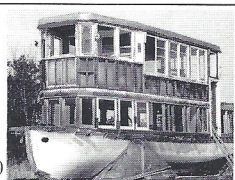
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CAN YOU HELP?

Am looking for information about a boat builder from Detroit Lakes, MN in Becker County in the 1940s,50s & 60s. His name is Ole Line. I have restored a 14 foot outboard runabout with the original outboard from around the mid-1950s. I would like to find out as much as I can about the boat and boat builder. He also made row boats. All boats were of cedar strip construction. Whatever information you can provide would be most appreciated.

Contact: Charles Myrbach
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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.



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Boat Works - cont'd from page 33

home movie of the fire that completely destroyed the Larson factory in 1949.

"I love the history of Larson and Crestliner." John said in a recent interview. "And I want to share this passion with others. That's why I started this museum." He says people should come to Little Falls to take a gander at the past boat building heritage of the town and also to pursue the new boats built locally. His brother Tom will be more than happy to sell you a new boat! Both Larson and Crestliner are presently owned by the Genmar conglomerate of Irwin Jacobs.

In addition to collecting and displaying the vintage boats and motors, John does restoration work on boats as well as old motors. "I like fiberglass boats and the weird things too." He currently is working on a 'glass Falls Flyer plus several other boats from places such as Oklahoma, Arizona, Florida, and Wisconsin.

He kind of stumbled on restoring glass boats quite by accident one day. He was working at Larson Boats at the time. He came out to the parking lot one day and noticed a



guy with a beat up old boat hooked behind a car. Sorta looked like a Falls Flyer. The guy looked a bit displeased so John, always the curious one, asked about the pile on the trailer. The gentleman responded that it was a vintage Falls Flyer that he wanted to restore and he'd come to

Larson hoping to get some information and help. The company said they'd be happy to sell him a new boat, but they had little interest in an old boat. Monahan indicated that he grew up using a Falls Flyer and he had a love for the old boats. So...a deal was struck and John began his first restoration project! The glum looking guy who was turned down by Larson was none other than our very own Paul Mikkelsen! Monahan has since restored several boats for the Mikkelsen Collection.



John tributes his father for instilling in him a fondness for boats and motors. "Dad did it right or he didn't do it at all." He realized years later that those work sessions gave him a deep knowledge of the intricacies of working on those old beauties. So...when you are in the neighborhood of Little Falls, stop in and have John give you a guided tour of "The Boat Works" museum. You'll be glad you did. His enthusiasm is infectious. A fishing museum is also located in Little Falls as is the Charles A. Lindberg home.

Monahan's museum and restoration business is called "The Boat Works" and it is located just south of Little Falls on highway 10. It is at 14753 Iris Road, one block east of the highway.

(Watch for articles on the history of Larson, Larson Watercraft, and Crestliner in future issues of the BoatHouse.)



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