

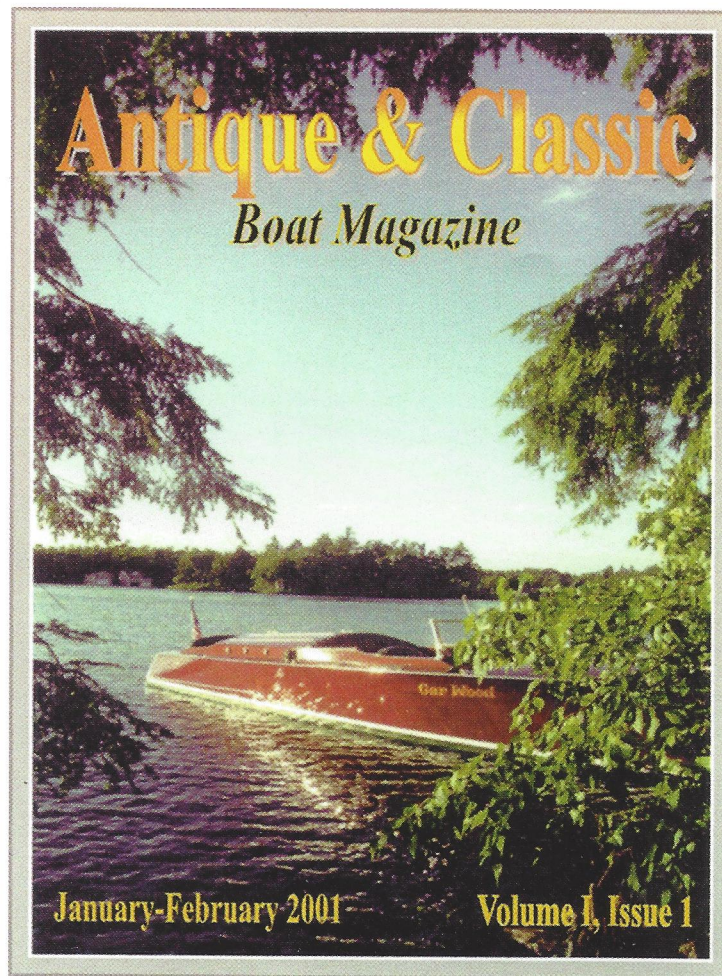
# BOATHOUSE



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



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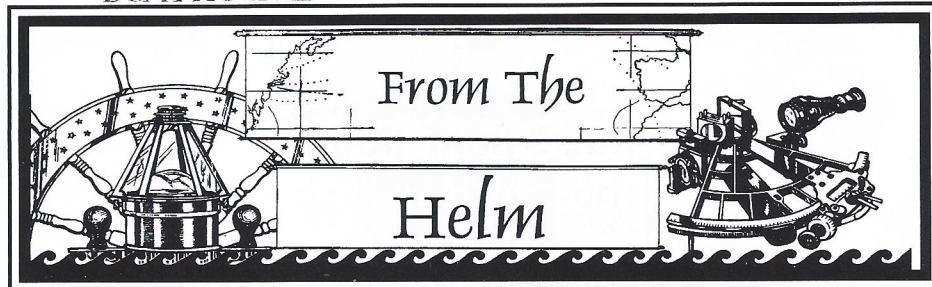
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A large "thank you" is in order for all those who helped with our display at the Minneapolis Boat Show. Record crowds (an increase of 8% over last year) spent significant time at our display. Lynn and Chris O'Connor's 1956 Shepherd Runabout, and Nancy and Jeff Stebbins' 1954 Chris Craft Sportsman, "Pokey", were superb examples of well-restored, "user" boats. An additional emphasis this year was on "preserved" (as opposed to "restored") boats. Win and Barbara Adams' 1965 Riva Super Aquarama, Tim and Joanne Ashenfelter's 1929 Hackercraft, Andreas Rhude's 1955 Thompson Tomboy, the Stebbins' 1951 Thompson Take-along fishing boat, and Todd Warner's 1936 Chris Craft Triple Cockpit Runabout (with 100% original wood finish and its sales documents with an accompanying original ski board) were all prime attractions.

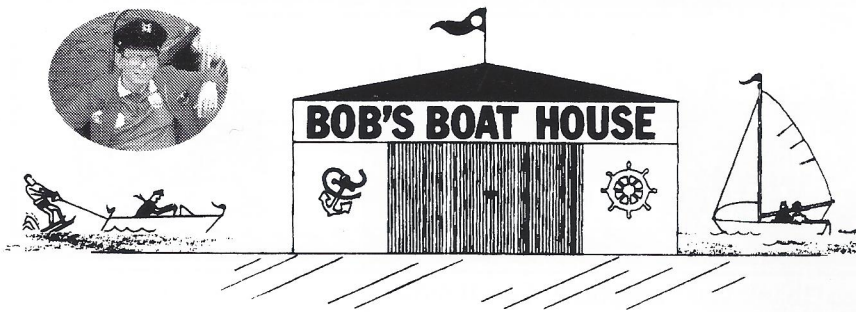
The Ship's Store fared very well with several recent books, and our "BoatHouse" line of clothing. Author John Johnson was on-hand to sign copies of *From Norway to White Bear Lake*, a great history of White Bear Lake. Jim Ogland's autographed *Picturing Lake Minnetonka* was also a great hit, and both books are available through the Chandlery of our club.

Twenty-three new members joined the club at the show, leaving only seventy-seven to go to reach our 2002 goal of one hundred new members. What would happen if each current member brought in one new member?

A question asked often by prospective members was, "what do I get for my dues?" A quick answer was the boat insurance discount, local trade discounts, the national directory, Hertz car rental discounts, etc. However, when it comes to this question as relates to our local club, the answer is more complex, and this segues to a few words about the operation and challenges the BSLOL faces in the future.

Our dues, \$25 per membership, (which is husband, spouse (or significant other) and children residing at home) have not increased in over ten years. Operational costs have increased dramatically, however. In addition, we return in subsidies and benefits far more in dollars to a membership, than its cost. A theoretical example would be an active couple for one year: three workshops, cost per person each \$5 (\$30), Spring Mixer, \$5 per person (\$10), Fall Party, \$4 per person (\$8), the Holiday Party subsidy per person \$6 (\$12), Rendezvous Friday and Saturday evening subsidies per person, \$4 (\$8), six issues of the BoatHouse and postage, each \$7 (\$42), general overhead (to operate 18 events this year) \$6 per person (\$12) and miscellaneous mailing per membership (\$3). That's a total cost of \$125. If we average this out with non-attending members, we still should charge \$60 to \$75 per membership to break even. This does not include any revenue for scholarship fund, club archives, a "rainy day fund," club project, equipment maintenance (as we have close to \$10,000 in equipment) or other expanded projects.





## SPELTZ BOAT RESTORATION PROJECT

Currently I am working on removing the inside stem and cutting a new one. At the last work meeting, January 31, Dave Doner and myself started that process. I am using a book titled "Frame, Stem and Keel Repair" by Peter H. Spectre. The book covers repair work on small craft like a sharpie up to large schooners. The inside stem on the Speltz boat is a one-piece steam bent oak member.

By using a hack saw blade in a gloved hand I was able to carefully cut the nails and screws holding the cedar strips and ribs attached to the stem at the bow. The remnant of the inside stem provides a pattern for the new one.

At the next meeting I will have the new inside stem cut and soaking. At that time we will steam bend it and clamp it onto the outside stem, which is already in place. The dates for the next two meetings will be Thursday, Feb. 28 and Mar. 28.

Thanks to Fred Boss for cutting and shaping new oak knees, splash rails and support members for the Speltz boat. I am looking for someone to plane and shape some red cedar boards for the gar planks using the old boards as a pattern. If interested, call Larry Quinn at 952-937-5891.  
 Yvonne Duperon

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

### BOB SPELTZ LAND-O-LAKES CHAPTER ANTIQUE & CLASSIC BOAT SOCIETY, INC. MISSION STATEMENT

To promote the preservation and enjoyment of antique, classic and special interest watercraft of all types, both powered and non-powered by:

- Promoting public display and use of our boats.
- Acting as an information and skill resource for our members.
- Providing social activities of interest of all members and their families.
- Acting as historical repository for boating-related information.
- Providing value for our members in the form of education, merchandise and service discounts, technical workshops and subject-matter experts.
- Promoting a positive image for our chapter and boating in general.
- Promoting boat safety in all of our activities.

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The prized Falls Flyers  
of The Mikkelson Collection



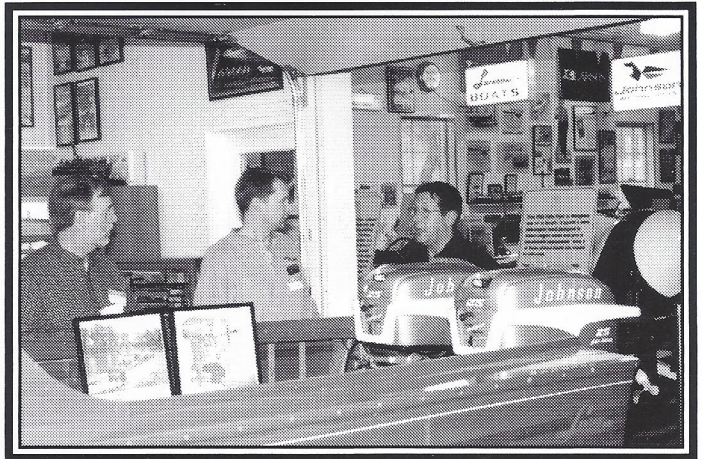
A display of miniatures - just a few of many!

## THE MIKKELSON COLLECTION MUSEUM TOUR

30 (or so) BSLOLers made their way to Willmar, MN on February 9 for a tour of The Mikkelson Collection, Inc. museum.

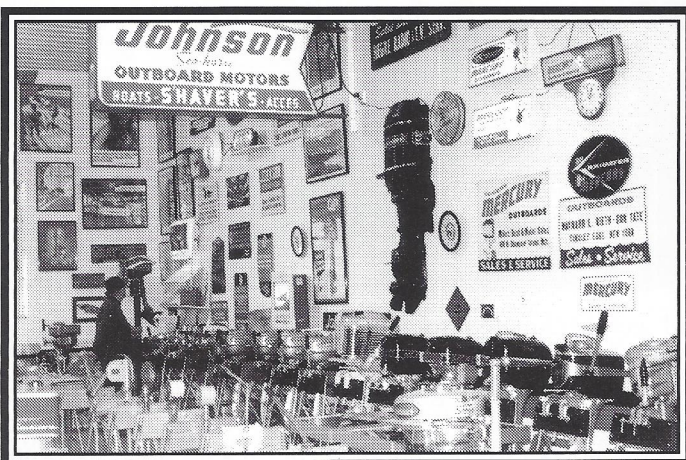


A beautiful original Larson



Members discussing the array of displays.

Thanks to our ever-gracious host, Paul Mikkelson.



Outboards anyone??



Lunch time





## MINNEAPOLIS BOAT SHOW AN INSIDERS PERSPECTIVE

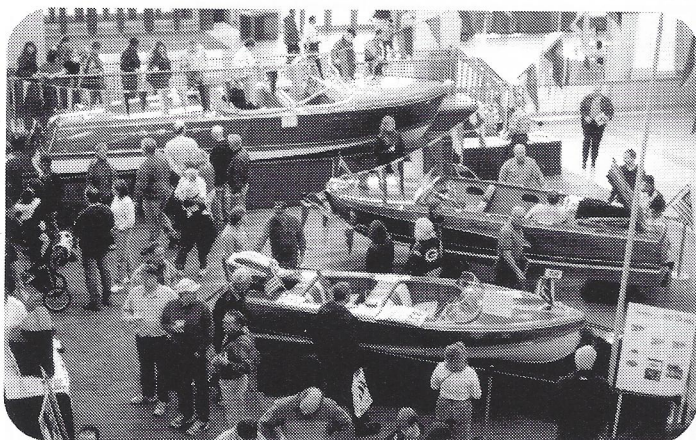
by Andreas Jordahl Rhude

Once again our group had a successful display of antique and classic boats at the Minneapolis Boat Show. The 30<sup>th</sup> annual event took place 23-27 January at the Minneapolis Convention Center. BSLOL had seven boats on display. In addition, the Minnesota Transportation Museum's Minnehaha group had an exhibit in one corner of our area.

The five-day show saw many BSLOL members helping out with set up and tear down; interpreting the boats for viewers; selling BoatHouse® merchandise; and soliciting membership. Twenty-three visitors signed up as new members, while 14 members renewed.

The seven boats participating this year were:

- 1954 Thompson Take-Along, 12 foot cartopper
- 1955 Thompson Thomboy, 14 ft. outboard runabout
- 1965 Riva Super Aquarama, 28 ft. runabout
- 1954 Chris-Craft Sportsman, 28 ft. utility
- 1929 Hacker Craft Dolphin, 26 ft. runabout
- 1936 Chris-Craft triple, 22 ft. runabout
- 1956 Shepherd Classic, 18 ft. runabout



The 1936 Chris-Craft and the two Thompsons are original condition boats. The little Thompson cartopper may never have seen water use. The 1936 Chris Craft was used on Lake Minnetonka for its first decade of life then put into storage in the early 1950s. It has never been repainted nor have varnish coats been added. She has her original factory finish! The '55 Thomboy has original wood, upholstery, and finishes. She has been used quite often and has only seen maintenance coats of bottom paint and varnish.

For this participant, the show started in September, months before the actual event occurred. One of my boats was selected to be presented to General Sports Shows as a prospective entrant. Pictures and biographical information were submitted and by October, the list was narrowed down to the seven that would be displayed. With news that my Thomboy was being considered, a spit and polish regimen was my first order of business.

The windshield, deck hardware, and outboard motor were removed so that the boat could be flipped over. She needed a new coat of bottom paint. I built three carpeted dollies so that the boat could rest on them and be moved

around in my itty-bitty workspace. When I needed to work on one side, I shove the boat to one side of the garage and then move it the other direction when working on the opposite side! Quite the pain! Some dedicated BSLOLers were invited over for a flip over party and the task was accomplished in a few minutes. THANKS helpers! In the next week or so the bottom was lightly sanded, some recaulking was needed, and then she was repainted. The boat was flipped over again and deck hardware re-attached. Off to storage she went so that the garage could be freed up for another project!

Move-in day for the boats came on Sunday, four days before the boat show began. Since the BSLOL display is farthest in from the service entrance, our boats were some of the first that needed to get inside the Convention Center.



So, on Sunday, boats get dumped off inside the back corner of the complex. Luckily for me, I live only a mile from the Convention Center and my boat was stored nearby. Pulling a classic boat thru snowy, slush and salt covered streets is a prospect none of us care to repeat!

Since our booth space is not carpeted and ready for boat placement until Monday morning, the boats sit overnight



and get acclimated to their new environment. Monday morning was the time we had to get our boats moved from the rear of the building into our space. And the only means to do this is by hand. NO mechanical vehicle is allowed to pull the boats thru the building. So, it's all done by brute force! A crew of very dedicated and praiseworthy members

*Mpls Boat show - cont'd on page 7*



gathered on Monday to hand push the seven boats into place. For me, my small boat is simple to move. But think of Pokey or the Riva, 28 feet long plus the trailer tongue, weighing thousands of pounds and having to be moved through hallways by hand! Yikes! And during all this we have to maneuver through many other companies doing the same thing with their boats and displays.

So, pick up boat from storage on Saturday, park on street. Drop boat off at Convention Center on Sunday after waiting in line and return home. Go back at 8:00 Monday morning to move boats into place and get booth set up. Home by about 1:00 in the afternoon. Return Tuesday evening to complete booth set up and unload merchandise trailer, taking five hours. Come back again Wednesday in the afternoon to get final preparations ready and make sure the boats are "pretty."

And now the show opens.

I worked at our display on Wednesday, Friday, Saturday, and Sunday. On Thursday I picked up a banner and flyers and dropped them off at our booth. So I was at the Convention Center every single day for a week! And this is a volunteer endeavor! Luckily I have a job that is flexible enough to allow me to do these types of activities. Thanks boss!

Many hours were spent at our booth educating the public about the history and charm of our hobby. Questions galore were warmly answered. The most often asked question I heard was "Do these boats ever go I the water?" "Well, naturally they do!" was my reply! The experience of having folks gather around my boat and me was quite rewarding, if not a bit awkward and embarrassing at times.

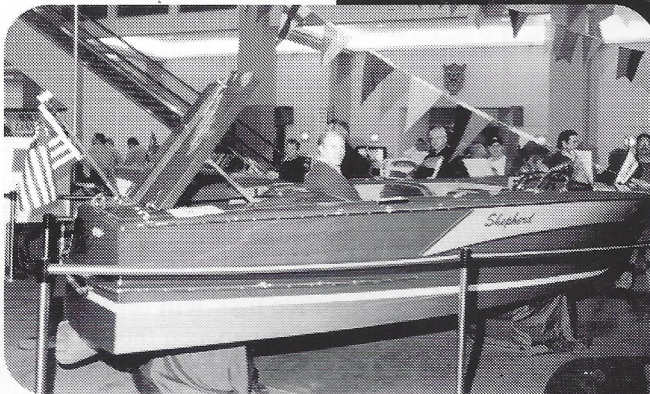
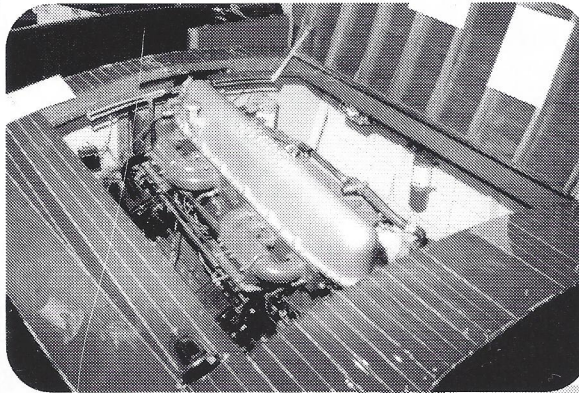
The end came on Sunday when the show closed at 6:00 p.m. Now came the task of tearing down the booth, putting everything away, packing it up and getting my boat out. Imagine the entire convention center filled with displays

all wanting to get out at the same time. Wow! I helped those dedicated BSLOL volunteers tear down and pack and get vans and trailers loaded. I packed up my own boat and put the cover on and began to push it through the building to a rear exit. I had to dodge a number of areas where the pathways were blocked but managed to get the boat outside. Now I had to go find my truck, wait in line to get within in the loading dock area and then hook up and pull away. I was at home by 7:00 p.m. (remember, I only live a mile from the show site). My storage space was not available until Monday, so my boat had to sit out on the street for a day! I have a one-boat garage and no driveway! Thankfully it did not snow during that time frame. I

was the lucky one since my boat was small and easy to move. All the other boats in our display could not be moved out of the building until Monday.

So once again, the BSLOL participation in the Minneapolis Boat Show came to an end. The opportunity is a

great one and the club is grateful for the chance to be able to participate. For this active member it was a long journey but one that makes being a part of the "family" worth the effort! THANK YOU THANK YOU THANK YOU to all those that assisted in making the show a success: General Sport Shows; Niccum Docks;

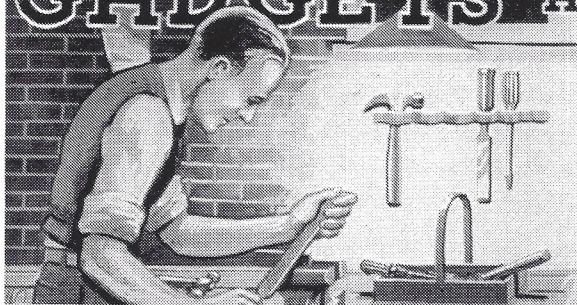


Minnesota Transportation Museum; F. Todd Warner's Mahogany Bay and all his employees; everyone that brought a boat; all our wonderful volunteers; Peggy Merjanian for creating boat biography print-outs and other stuff; Steve Merjanian for being photographer; and many others.





# GADGETS AND KINKS



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

## YOU ARE BUYING A WHAT?!

OR  
LET THE BUYER BEWARE

by Sherwood Heggen

Have you been thinking about buying a project boat. Have you held back because you aren't up to speed on identifying problems that plague a wooden boat and are worried you would make a bad buy? Can you spot dry rot, bad decks, or do you know the areas where expensive problems typically can be found, sometimes only after you start tearing things apart? Determining the condition of the wood on an old boat for purchase is a major issue in checking out a boat. Fixing the problems is time consuming, often difficult, and expensive. There will always be surprises but hopefully this Gadgets and Kinks will give you some ideas about what you should be hunting for to be able to make a "safer" buy.

First off, start with a pessimistic attitude about the condition of the prospective purchase and expect the worst. Remember, if you are buying an old wooden runabout, utility, or cruiser, you are buying an old bunch of wood that has been exposed to multiple climate cycles, has been stressed by pounding through wakes and waves, and possibly has been in the hands of someone didn't have a lot of respect for what they had. What kind of shape do you suppose it would be in? Unless the boat has been sitting on a factory cradle in a museum for the past few decades, it is going to have problems of some kind.

Where do you start looking for problems. Start with the bottom on the outside of the boat. Go to the transom end of the boat and sight forward along the keel. Is the keel flat from the aft end forward to about one third the length of the hull. If not, the hull may have been poorly blocked during storage allowing the weight of the engine to distort the shape of the hull. Not good. This can loosen up frames at the keel, pull frames away from the chines, break screws and bolts and generally create a leaky old tub, regardless of how nice the decks look. How do the bottom boards look? You should see flat boards that are tight to the transom base, chines, keel and stem with no cracks. Where the boards are screwed to the framework, check for plugs that have popped out of screw holes indicating broken or loose screws. Take a screw driver and turn the exposed screw to see if it is solid in the wood. If the screw turns without getting tight, there are problems. The frames could be split, rotten, or the screws are broken.

If the boat is dry, you can expect a gap between bottom

planks. If you see caulking stuffed in the gap between the planks, someone is telling you that the boat leaked in the past and it won't get any better. Though the boat may stop leaking for a while, caulked seams only aggravate the problem. As the boat swells up when back in the water, the planks expand against the caulking. The

expanded planks plus the added dimension of the caulking forces the chines away from the ends of the frames even more. The fix is not more caulking, but a new bottom which could include partial or full framework to make it sound again.

Now get inside the boat and start digging for problems. Poke at the keel, chines, transom, and bottom frame ends with an ice pick or similar tool to see if the wood is soft. If you can push the tool into the wood, it is obviously questionable and should be replaced. Good wood is hard and crisp, but not brittle.

If it is possible and you have permission from the owner, pull up the floor boards and seats to check the stringers. Often water from rain or wet rides finds its way through openings in the floor boards to the top of the stringers and remains there. Water easily gets in but does not dry out readily creating a spot for rot. While down there by the front seat under the floor boards, check for soft areas around the butt block that ties the fore and aft topside chine planks together. This is a spot where water can migrate into the butt joint of the planks and get behind the butt block to start the rot process. This joint is at the water line and is exposed to air and sunshine creating a perfect warm and wet place for rot to fester. A similar condition can exist at the stem and transom where the topsides are fastened. To find the rot, you may have to remove the cutwater and transom bands to expose the ends of the planks. Probing the ends of the planks with an ice pick will reveal soft areas. Places where rot can't be seen is between the chine and the topside chine plank. Here, too, water can collect between the chine and plank and never really have a chance to dry out creating again a prime place for rot. The transom base is similar to the chine as it too can trap water between the planking and the base and cause rot.

Is the bilge clean or is it oil soaked? Oil present in the bilge not only makes a mess of the wood but also hints that the engine may have leaks/problems.

Move your sights to the internal framework on the topsides. Check the batten/ sideframe joint by poking at it with the ice pick. Here water can collect and begin rot behind the joint. The joint may have a chalky appearance which is a hint the rot is present. Poke at the bottom of the frames with an ice pick to see if they are soft. At mid-ships, check to see that the bottom frame and the side frame have a clean matching joint. If there is misalignment, the bottom is spreading and there is a serious problem suggests a new bottom

How old is the boat? Is it pre-war? If so, it is likely that the framework was assembled with steel screws. You can be

*Gadgets & Kinks cont'd on page 12*



# The SERVICE DEPARTMENT

Dear Fred,

I have just become a new member to the BSLOL Chapter, receiving my first copy of the *Boathouse*. You can't imagine how pleased I was to see you were alive and well. I can't believe it - you of all people, contributing to the understanding, knowledge and experience of maintaining our engines. You used to be so shy and introverted when we were kids. You know, as I think back, it's been since high school that we last saw each other, almost 35 years now. You haven't made it back to Lowlands High for any of the reunions. I had heard that you went to the top of the mountain for your quest in the understanding of motor science. Your quest for your personal isness and oneness, of how engines and the spirit join symbiotically within the soul, being one with and the Zen of engine maintenance. I wish I had you with me while traveling across country so many times in my VW Micro Bus. No matter how many times I tried to be one with that thing, there was always something going wrong.

So, now you live in Minnesota. How are your sisters and brothers? Do they live here too? How about your parents, are they still living on the old homestead? Can I really fix my own engine and mechanical problems? Have you heard from Linda "Moon Blossom" Lovejoy, or any of the gang from back home? Can you fix VolksWagons too? How is it you are in Minnesota? What kind of boat do you own? Does E really equal M/C squared. What is at the top of the mountain? Oh, we have so much to catch up on. Remember the time we went out with the Angelino Twins? Man do I even dare to think about that night again? How do I get a hold of you? Where did you finally graduate? What about old power vs new? Does electronic ignition really work? How do I adjust my transmission? Do old boats leak? Who really is Denny Smith, and why does he only have one "n" in his name Denis? Oh, I could go on and on. It sure feels good to know you are around to answer a couple of questions.

Yours truly,  
Bobby "Big Bong" Bitzco (now kinda bald)

Dear Bobby,

Bobby, could there possibly be any more questions to ask? Peggy, don't you screen out some of these letters? Please, help me out; send him a copy of all the Dr. Motorhead back issues.

You might all be wondering why I didn't finish my last article and talk about the little black hose connected to the stuffing box and the shaft log. Here is why, I ran out of time.

To remove the flexible connection you need to remove the propeller shaft from the boat. This can be really easy or



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

really difficult, there is no in between. Before you can remove the shaft from the boat you need to remove the flange from the shaft. This is the tricky part. In many old boats these two pieces have been attached for a long, long time. The flange is built from a ferrous iron. The shaft is made of either bronze or stainless steel. The result is two dissimilar metals joining and creating a galvanic reaction. In plain terms, they react to each other and get fused together, similar to a rusty bolt. One piece doesn't want to let go of the other. Generally there is not enough room down there to use a flange puller. With a block of wood or a brass hammer, try and knock the flange from the shaft by banging gently but deliberately on the flange. It will help to have a piece of wood between the prop and strut to keep the flanges (transmission and shaft) apart from each other while attempting this. Another way is to install a fairly large nut between the two flanges and tighten them together using the flange bolts. This forces the shaft out as the flanges come together. Be careful not to break your flanges. Tighten each bolt in small increments to create equal pressure around the entire flange circumferences. The use of a torch to heat up the shaft/flange works, keeping in mind the dangers of an open flame in your boat.

I know this guy who tried everything and could not get the flange off. He worked on it for a couple of days, using everything known to man to heat it, lubricate it, bang on it, but everything failed. The shaft was original and had been attached to the flange for over 40 years. He ended up cutting the shaft in half and pulling out each piece separately, inserting the flange and partial shaft in a 20-ton hydraulic press to get them apart.

You will soon notice that when you pull the shaft through the bottom of the boat the rudder is slightly offset from the center of the boat. This allows you to remove the propeller shaft while not having to remove your rudder. This was very kind of those early engineers.

The rest, from this point, is as easy as rolling off a log. Remove the two hose clamps. With a sharp utility knife, cut away the old connector hose. There is a flair on the stuffing box and shaft log that is a little larger than the diameter of your hose. Put some dishwashing soap on all the pieces and give them a tap with your rubber mallet. They will go together, but with some resistance. Re-install the hose clamps, the shaft and flange, and you are set to go. I should note this connector hose is available from any marine

*Dr. Motorhead - Cont'd on page 11*



## "HOW FAR WOULD YOU GO?" (TO SAVE A DERELICT, MAHOGANY TREASURE?)

by Ron Goette

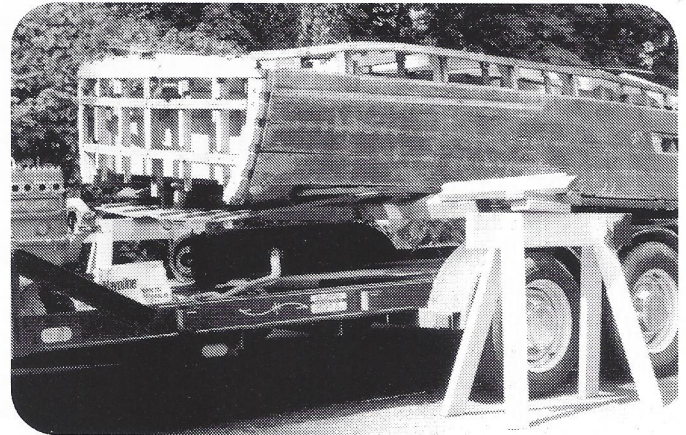
### PART I

*(Reprinted with a few modifications from the Summer 2000 issue of the Thoroughbred, newsletter of the Century Boat Club and permission of the author)*

When we acquired our first Century in 1994, we had pretty well thought out what kind of boat and which specific features we wanted. I've never had a practical bone in my body, so always loved the looks of runabouts best. But getting older and wiser(?), I decided that being able to move about in the boat on long rides was high priority, along with having space enough for two or three other couples to join us for the day. A boat large enough for that many people fit in nicely with another priority - being large enough to compete with the big cruiser waves on the river. (We live close to the St. Croix). Also, we can't take direct sun all day anymore either, so a top was necessity. Of course, all this needed to be packaged in a great looking boat that was fast, performed well, and was easily trailerable to various boating locations and shows. Simple choice; an early Century Coronado. A nice, original, low-hour '58 to be exact, that didn't disappoint.

So where does "derelict" come in? Well, in May, 2000, I dragged home Century number 6, (really derelict) all the way from South Carolina via Pennsylvania for some advice from the Century gurus there. They didn't laugh at it, so I took that as either a good sign of approval, or they were taught at some point to always be polite. After I returned from the 3,000+ mile trip, I started thinking about how we acquired numbers 2,3,4, and 5 (all Century's), and not one of those involved the detailed thought process that #1 did. Why is that? Some might say I'm a tad impulsive, but I'm sure none of you other Century owners can relate to this. Some of you might remember my selfish concealment of the phone number for the '63 Resorter that was for sale at the 1999 Century seminar - yup, #5. In fact, #3 is a derelict '59 Resorter that had a lot of bad repairs done to it. I really didn't want it after driving all the way to Michigan. However, I took it only because the price was so reasonable for the description provided, but that's another article someday, maybe. It's still in derelict condition, but makes a nice display at boat shows on what to look for and how not to do things. It has also provided some great entertainment for the local Red Squirrels, as they have eaten three holes in it, two in the Mahogany and one in the Avodire. Sorry, I'm wandering aimlessly again. Back to how far would you go?

How far in distance to pick up the boat? How far in money to purchase/restore the boat? (Of course, all those new power tools are part of the deal, but can be used later to build that high quality furniture you promised mama in order to get the boat home.) How far in time invested in the project for research, acquiring materials, networking, and actual work on



Century #6 transom - Note center beam & far side frames only original sticks left. Extremely poor job of re-doing.

the boat? How far in stretching the parameters of your marriage? You know, when #6 turned up as a passing comment in a web boat discussion group, and I got involved inquiring about it, it was amazing how all those years of experience at rationalizing came into play! South Carolina - gee, that's only 1400 miles (one way), and look at this - it takes me right through Lexington, KY where I have friends I really owe a visit to. And, hey, the boat is only 200 miles from Atlanta where a good friend



Century #6, May 2000, South Carolina  
 1956 Arabian - very derelict. Not original bottom frames. Missing lots of original planking.

of mine lives that has been having some health challenges - AND, my wife's sister and brother in law live halfway between the boat and Atlanta! Then the pictures came. Hmmm!! Rougher than I thought. Maybe I oughta see how much out of the way it would be to return through Pennsylvania so I can solicit some helpful input from those Century guru's of the east, the Miklos boys. Only 600 extra miles and I always wanted to see their boats anyway - perfect! The price of the boat was so reasonable for such a rare boat, no need to pay attention to the fact that all the original bottom planks and frames are gone, and that the stem and gripe are out of the boat, or that all

*Century - cont'd on page 11*



Century - cont'd from page 10

forward side planks aren't there, or that there is only one original stick left of the original transom frame, or that one chine is just a piece of pine holding the side frames together. Hey, the keel is straight, and the stringers look OK, and all the original hardware is there – well, OK, almost all. I've already got the tools and I need to justify having them some more. The more projects you have, the less \$\$\$ tool investment per project, right guys?? You are getting smarter already.

AND, this is a rare boat!! OK, lets make a deal. Only one more hurdle - my sweetie. Seems our son is getting married in October and the reception is going to be in our front yard. I suppose there is some rationale for spending this time and \$\$\$ at putting the siding back on the house and reinstalling the landscaping I tore out in front of the house. BUT, this is such a good deal – you just can't go out anytime and find such a rare boat. I'll only be gone 11 days, and remember, this is what I wanted to do in retirement – mess with old cars/boats. (Sounds like I'm begging, but I'm not - it's just good explaining). What's that? When am I going to sell something?? Well, just as soon as I finish the house projects and get a little time to work on the boats! Aahhh! Convinced this one last time. Well, maybe not convinced, but at least stopped resisting. Or, maybe she just stopped talking to me altogether. The deal is struck, I'm off to see the wizard. Oh yeah, the boat. What boat is worth all this? A '56 Blue Century Arabian.



Century #1, November 1994 purchase.  
 Original, unrestored 1958 Coronado.



Century #1 - Coronado in a fly-by.

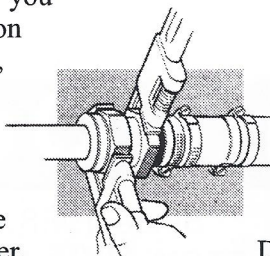
**Next: part II - The Trip)**



Dr. Motorhead - Cont'd from page 9

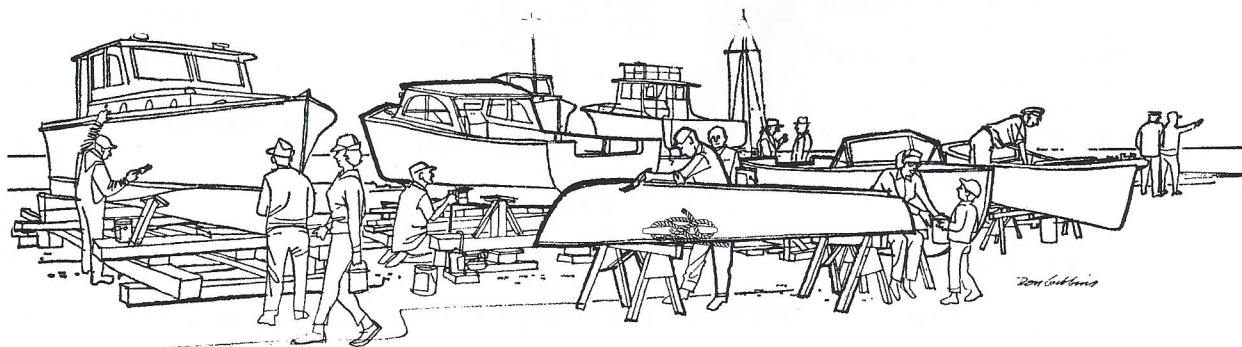
supply store. Make sure you measure the one you have, as they come in different sizes depending on the diameter of the propeller shaft. In addition, make sure you take your boat out of the water before attempting this procedure.

If you want to know why Mr. Smith has only one letter 'n' in his name, you must too, go to the mountain. I hear there is a mountain in Deer River, where ever that is.



We are closer to spring than we are to last fall, the days are getting longer and we are entering the next lunar phase. The meaning of this, oh great masters, get your projects in gear. We'll be boating sooner than you think.

Peace, Love and Tie-dye  
 Dr. Motorhead





Gadgets & Kinks - cont'd from page 8

## SCUTTLEBUTT

Who were the BSLOLers seen hauling wood out of the now-closed/deserted Wayzata Library? No need to notify the police... they had permission.

When Peggy Merjanian, who works across the street from the library, heard that these bookcases were "for the taking," she contacted Dirk and Sharon Gunder immediately. They knew the value for BSLOL and were on site in a heartbeat. Inside of a couple of hours, this dynamic duo totally broke down each one and loaded the segments into their pick-ups. This may not sound like much, but these bookcases were very heavy wood and comprised of several pieces and many bolts per section - 20 sections. In total, there is about 45 feet of five foot high, double-sided cases.

Dirk and Sharon have very generously let BSLOL invade their property to store and archive material - books, tapes, awards, etc. - for some time now. They've accumulated a massive amount of 'stuff' for a chapter library. In addition, they handle all aspects of our ship's store. If you've been to any of our shows lately, you'll know how much inventory we're talking about. The shelving was a gift from nowhere and without a second thought, they were there. (Oh, they got some help from Steve Merjanian - and even less from Peggy.) They are absolutely amazing!

This massive heap of wood and bolts now needs to be reassembled. We'd sure appreciate any help you can give the Gunders. When all the sections are back together, BSLOL will have one sharp looking library!

assured those screws are now iron oxide and the upper framework is held together by very little more than the screws fastening the side planks and deck boards. By the way, those screws are likely brass and, having lost a lot of their strength, should be replaced with silicon bronze. Replacing these screws may require disassembly to remove the steel screws and drill out and plug the old screw hole. At this point you are probably thinking one would almost have to destroy it to restore it. Well, you are not really destroying it, because disassembly assures that there are no questionable fasteners to create problems after re-assembly.

Go back to the outside of the hull and inspect butt joints for rot. Check out the topside chine plank joint and the sheer plank. The sheer plank is the upper most topside plank. The butt joint below the windshield area is notorious for having rot. You can spot deterioration or rot under varnish by pressing with a hard object such as the blade of a screw driver. If you can feel it give slightly, the wood is soft and questionable. Yellowish or peeled varnish at butt joints is a sign of deterioration because water has gotten into the joint which is backed with a butt block. Rot again is possible.

Check out the decks. Keep in mind that any place water can get in and migrate into a spot where it can't readily air out, rot is likely. If seams are cracked and joints are open, suspect problems below. Sometimes the decks tell you by their cupped appearance that the screws have released their hold from battens that have become soft from rot. A typical spot for rot on

Gadgets & Kinks - cont'd on page

# Twin City Outboard

### OUTBOARDS

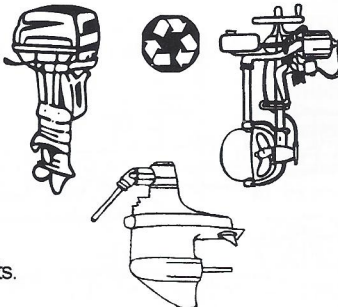
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the aft deck is at the transom corners. Moisture condenses on the inside of the aft decks and runs down to the tops of the transom frames keeping the area wet. Warmth inside the hull from sun or engine creates conditions for rot. Unfortunately, the exposed surfaces of transom frames usually look and test good. The real damage can be exposed only after the transom planks are removed to reveal what is hidden from view. A telltale sign of trouble in bad cases, however, is a gap between the transom planks and the ends of the topside planks indicating the screws holding the transom planks are losing their hold.

Let's consider the finish for a bit. Does it appear deep and shiny or is it dull and scratched looking? It may appear shiny, but if you look at it closely in the proper light, you may see what appears to be fine spider webs all over the surface. This means that the varnish is drying out and is in need of two or three coats of varnish. These fine spider webs will grow to cracks if the varnish is left to continue to dry out. Heat and UV rays are the culprits that have done the damage. If the varnish is peeling off, the finish should be stripped and new stain and varnish applied.

Also important is the condition of the engine, upholstery, and chrome/instruments. Checking the condition of the engine is a subject in itself, maybe for Dr. Motorhead to discuss in a future article. Upholstery condition is perhaps a less serious matter. Even though it is tattered and torn, it doesn't make the boat run any better or worse. The same goes for the chrome on the hardware and the working condition of the instruments. Obviously, any amount of deterioration affects the value accordingly.

The above are general problems that can be in any wooden boat and are not limited to that which is described. Any where rot can grow, there it will be, given enough time.

The reason for going through the exercise of checking all of this out is to establish the value of the boat and to be alert to the issues necessary for making it a safe attractive boat. If the boat is in deplorable condition, consider the value being that of the hardware, engine, and a pattern to build a new boat, or best offer considering the make a model of boat. If that is the case, maybe it shouldn't be your first time project. If it is a mint, turn-key, proven show winner that turns heads wherever it goes, the price goes up according to what the market can bear. If you can bear the cost, go for it. If the boat is somewhere in between, consider the expense for restoration and the asking price of the boat against the typical market value of that make and model boat in prime condition.

Above all, let the buyer beware. Good luck!

We have been able to subsidize our membership cost with income from the Rendezvous, Minneapolis Boat Show, Ship's Store, BoatHouse advertising, and donations. With a slight rise in income for the last two years, we have also done a better job of cost control, and have maintained all of the above items, including a "rainy day fund." Our objective is to return the most value possible at all times to our membership, while perpetuating the club's future in a sound manner. This is our challenge.

Our current goal is to remain at a \$25 membership fee and provide current and new benefits. This will happen from three expanded revenue sources, as well as good management of current sources. We are not expressly saving for a clubhouse or museum, but we are building an endowment fund, which in the future will provide interest income.

We are seeking year-around sponsors, with a minimum contribution of \$5000 or more. Our new 501(c)3 charitable tax deductible status has opened a new door for donations. Currently we own a 23 foot 1959 Lyman, and are hopefully finalizing donations on two other boats. We do need committee volunteers to help evaluate, oversee reconditioning and monitor marketing plans. We will keep all members well informed as to status and opportunities to purchase any donated items. We welcome your input of ideas and can use your help. I believe this is an exciting new dimension.

In the meantime, call Andreas Rhude if you would like to help out on a specific event, or Clark Oltman, who has several opportunities for the Rendezvous. Let John Kinnard know if you would like to welcome and orient new members, or assist in communications. Brad Ernst would like to hear from those who are possible volunteers as needed for our "People and Talent Pool". Dirk and Sharon Gunder would like assistance in inventorying our acquired archives. Call Andreas if you can assist in writing articles, finding advertisers, proof reading or mailing "The BoatHouse." Also, don't forget to send in your membership renewal. Contact John Kinnard with any questions on those items.

As it is now more apparent...to be involved is to receive more value. This year offers exciting challenges and even new opportunities to have Fun!

*Jim Amodi*

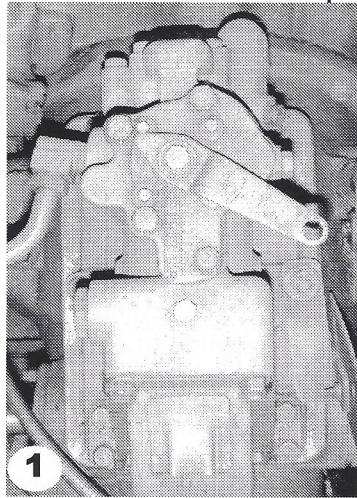




**SHEP-O-MATIC NO MORE**  
 by Jerry Petersen, Lauderdale Lakes

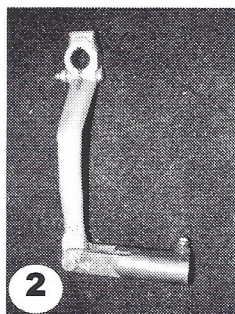
Work on "Swingin Shepherd," my 24 foot 1954 Shepherd hardtop, continues. One task in my renovation project has been the conversion of the hydraulic shifter to a mechanical one.

Shepherd, not to be out done by ChrisCraft with its "Chris-O-Matic," installed hydraulic shifters on many of their engines. My Chrysler Hemi has a separate gear driven oil pump that draws oil from the crankcase and directs it at 65 psig through a three way valve on top of the transmission. Figure 1, shows this valve with the control linkage removed. Depending on the valve position, the high pressure oil is directed to either end, or to the center, of a piston that is linked to the gear box shifting mechanism. The valve position, in turn, is controlled by a stick on the right hand side of the steering column. It all looks pretty slick, but it is not without a couple of big downsides.



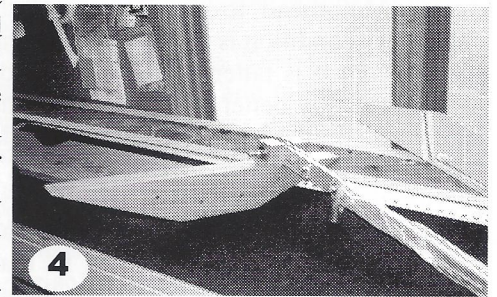
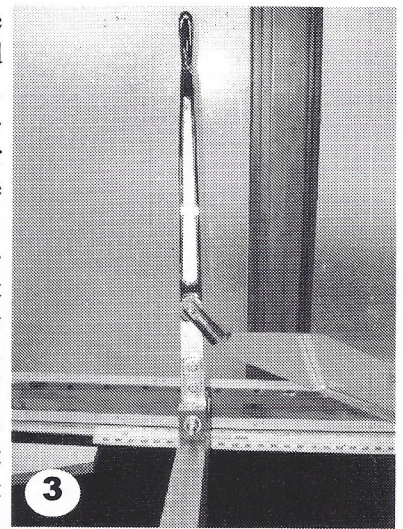
In September, 2000, I used my newly acquired boat on the Michigan Lake Hop before the Annual ACBS Meeting on Mackinaw Island. I soon found the hydraulic shifter to have two problems. First, it takes 3 full seconds to shift, and second, you can't partially engage the prop to position the boat during docking. Losing the partial engagement feature was especially frustrating during docking on a boat lift, or on my trailer, in a side wind. I also found shift control to be more critical on this boat than on my smaller GarWoods. This follows from its larger profile, which acts as a sail in the wind, and having only one engine to work with when docking. Hence, I made the decision to convert the gear box to a conventional mechanical shift, with the classic stick at the helm.

I found it fairly easy to unhook the linkage from the hydraulic cylinder to the gear train, and fortunately, the gear box did have the normal side shaft to which a mechanical shifter lever could be attached. I was able to find a gear box lever with the proper shaft diameter, but I had to have a welder lengthen it so that the shaft attachment would be below the cockpit floor. Figure 2 shows the lengthened gear box lever with the pipe fitting attached. I also found a classic helm shift lever, and the half inch pipe thread brass connector

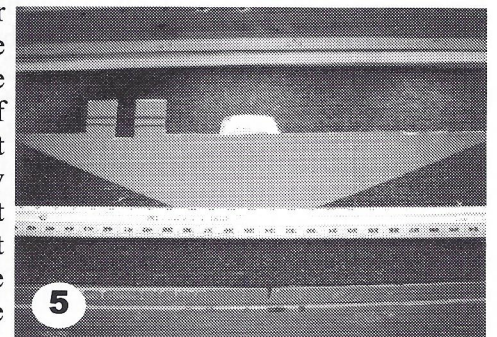


required. I had the helm lever re-plated and it looks great. Figure 3 shows the re-plated helm shift lever with its brass pipe connector attached.

My next challenge was the shift direction. Since my engine is configured as a "V Drive," the shift directions are reversed. That is, the gear box shift lever has to be pulled forward to go forward, rather than pushed back. I verified this by cranking the engine with the transmission in gear. This means that I had to reverse the pivot point on the helm lever if I wanted to go forward when I pushed it forward. Normally, the lever pivots just below the floor, and the pipe attaches to the bottom. I had to reverse these connections. I also needed to lengthen the throw to compensate for the longer lever on the gear box. To accomplish this I bolted two strips of 3/8 inch brass plate to the lower end of the shift lever, and drilled a fi inch hole through both plates near their lower end to engage a fi inch stainless steel pivot bolt. I also had to cut off the original pivot boss on the side of the lever to permit attachment of the front pipe connector just below the floor level. Figure 4 shows this arrangement.



Next, I had to determine just where the front shift lever should be placed in the boat. Of course, it must be readily accessible at the helm, but care had to be taken to be sure full throw could be obtained without interference with the front seat, or with the front bulkhead. I determined that this meant the pivot point had to be just in front of the frame forward of the front seat. I decided to make a

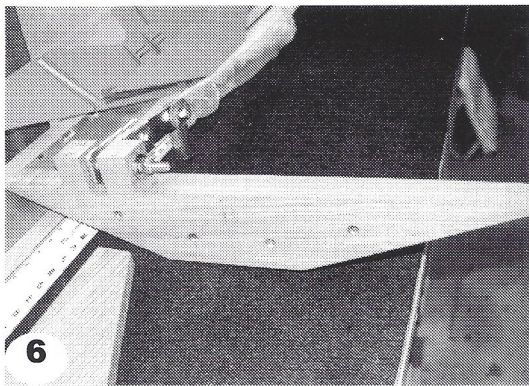


*Shep-o-matic cont'd on page 15*



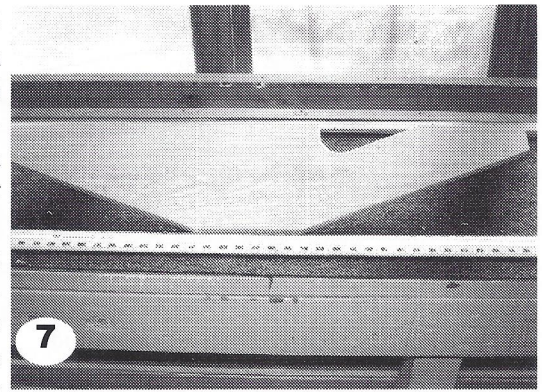


Shep-o-matic cont'd from page 14

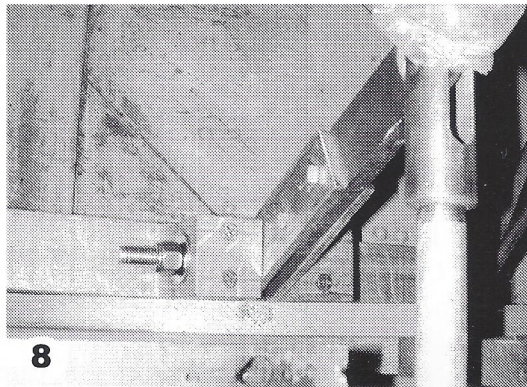


pivot fixture out of eight quarter white oak. Figure 5 shows the cardboard pattern for this fixture. Figure 6 shows the cut white oak fixture, before sealing with CPES, but with the shift lever temporarily attached

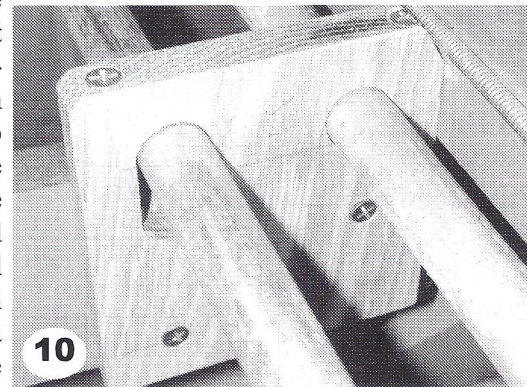
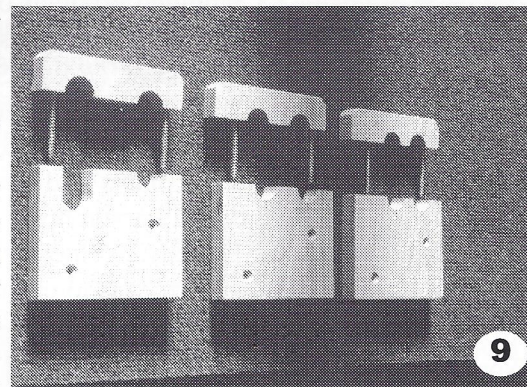
Unfortunately, I had to cut through the upper cross member of the frame to which the helm shift lever would be attached to permit the long



swing of the lever. Hence, I also decided to make a four quarter white oak brace to strengthen this frame. The added brace attaches to the back of this frame and to the bottom of the upper cross frame member that had to be cut. Figure 7 shows this brace. The cut out at the top provides space for control cables to pass. I secured everything by bolting through the pivot fixture, the frame, and the brace using four 3/8 inch brass bolts. The brace is also secured with 5200 to the frame, and by long #12 silicon brass screws and 5200 to the cut upper frame cross member. Figure 8 shows this final assembly.



The one remaining task was to make new pipe guides. The boat originally had three single pipe guides for the rudder pipe. I removed these guides and made new guides with holes for both the rudder and gear shift pipes out of three quarter white oak. This task was fairly straightforward, but each guide had different hole spacing, and the forward one required a vertical slot for the shift pipe. This slot accommodates the vertical pipe movement of about an inch as the forward lever rotations to achieve 7 ft inches of lateral pipe movement. I also decided to split the guides, so they could be installed without removing the pipes. This did necessitate cutting and fastening them before drilling the large holes with a Forstner bit. Figure 9 shows the three guides on my bench, and Figure 10



shows the forward guide temporarily installed before sealing with CPES. As an aside, I was surprised how difficult it is these days to find 21 foot sections of fi inch galvanized pipe. Copper and plastic are all most plumbers currently use, and home centers carry only 10 foot lengths of galvanized, when they do carry it. On about my tenth try, I found a large plumbing firm in Milwaukee that had the long piece I

needed.

With the shifter task done, I'm returning to wood working, re-wiring and re-finishing. I have replaced ten side planks, twelve knees, parts of both chines, and of course all the transom frames as described in previous BOATHOUSE articles. I will not make, and install, the new transom planks until all the wiring is done. It's so much easier to access the engine compartment with them off. I do have a nibble on my WANTED AD for windshield wipers, and hope to get a pair at Mt. Dora in March. I know this was a Shepherd option, but unfortunately my boat wasn't ordered with them. Since it is almost impossible to reach the windshield from the helm, I think they will be sorely needed in rainy weather. My biggest remaining task is refinishing, including cutting and installing new interior covering boards and floor boards. One new addition will be a forward scanning sonar. This boat came with a conventional sonar using vacuum tubes! I have purchased an Interphase unit that scans forward the distance of about ten times the depth, as well as to the side. I hope this will help me stay afloat on river trips. See you all at the 2002 Rendezvous, and hopefully at the 2003 Rendezvous with the finished "Swingin Shepherd."







## A MINNESOTA INSTITUTION

### LARSON – BRUNSWICK BOATS: ROUGH SEAS

by Andreas Jordahl Rhude

Third in a series of articles about Larson, Larson Watercraft, and Crestliner boats.

By the late 1950s Larson Boat Works, Inc. was on a strong footing. They had made the switch from wooden to fiberglass construction successfully and had five factories throughout North America spitting out boats.

Larson Boat Works had truly been a family affair. Paul Larson was at the helm and his wife Carol worked for many years as secretary and bookkeeper as well as office manager. Carl Jones, a brother-in-law to Paul, was one of his earliest helpers. Paul's brother Roy worked alongside him until he left to pursue his career at Larson Motor Service. Brother Lem came aboard after World War II to become sales manager. Carol's brother Carl Luedke, with banking experience, joined the company as office manager. His wife Nell was an office secretary. Brother Fred was one of the original investors in Larson Watercraft, Inc. and he and Paul also had a saw milling business adjacent to the Boat Works, Larson Lumber Company. They retrieved sunken logs, deadheads, from the Mississippi and sawed them up for lumber.

Until about 1958, Larson Boat Works was a regional boat builder, concentrating her sales on the Upper Midwest. Ed Anderson recalls that Larson Boat Works did not print many copies of their annual catalog and they often times did not exhibit at boat shows (Ed Anderson Interview, 2/8/2002). With the addition of people such as Earl Geiger, Chuck Gravelle, and Al Hegg in 1957-58, expansion to a full North American market took place. Up to 1959 Larson did not advertise in any of the national boating journals. It was in 1959 that they first began a national advertising and marketing program.

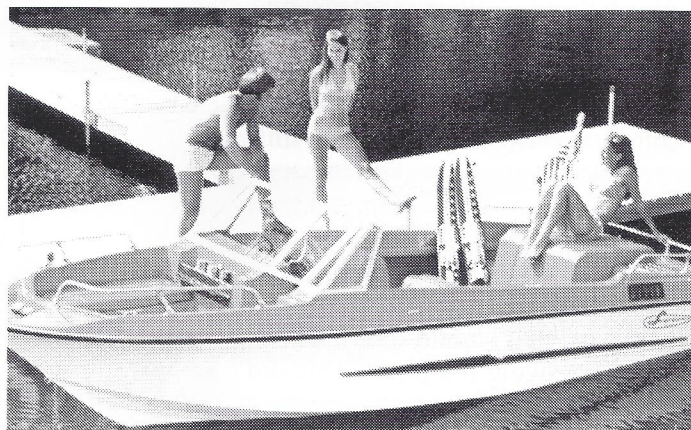
Sales tripled in 1959 compared to the previous year and they added 384 dealers. When Larson Boat Works was incorporated in January 1957, the board of directors consisted of Paul Larson – president; Earl Geiger – vice president; Lem Larson – treasurer; and Mrs. Paul (Carol) Larson – secretary.

In late fall 1958 *Popular Boating* magazine sent test pilot Hank Bowman to Little Falls to give the Larson All American a try out. One reason the publication wanted to test one of these boats was the developments Larson had made which perfected the Rand Gun process of spraying chopped glass fiber and resin to form molded boat hulls.

The puddles were ice covered as Bowman took the sixteen-foot All American on her test run. He rated the boat excellent for safety citing the large amount of foam and air chamber floatation built into the hull. Comfort and durability were also rated excellent in the article. The boat had lapstrakes molded into the hull below the chine and smooth surfaces above. Bowman gave the boat an "above-average" rating as to styling and only average when it came to adaptability of the seating and cockpit area. Overall Bowman liked the boat and gave it good marks as an all-around family boat, living up to its name.

During their visit to Canada in 1959, Her Majesty Queen Elizabeth II and HRH Prince Philip accepted a gift of a Larson All American sixteen-foot fiberglass boat. The gift came from the citizens of Cornwall, Ontario. Larson boats were made there by Courtlands Moulded Products of Canada Ltd., a licensee of Larson. The boat was presented to Prince Philip, a boating enthusiast. (*Boats*, Sept. 1959).

Expansion occurred again when on 01 April 1960 Larson opened a new plant at Alliance, Ohio. Several other plants had been opened in 1958-1959. They produced Larson boats under franchise/license agreements. This arrangement gave Larson a quick and low investment means to expand production.



When Paul Larson was 66 years of age, he sold Larson Boat Works to Brunswick Corporation on 15 September 1960. Larson's sales for 1960 exceeded \$5.8 million. Multifaceted Brunswick had obtained Owens Yachts earlier in the year. Owens had a subsidiary at Tell

*Larson Boats - cont'd on page 17*



Larson Boats - cont'd from page 16

City, Indiana that made small, outboard runabouts of fiberglass construction called Cutter Boats. Brunswick felt Larson added a nice thread to their tapestry of products. Brunswick paid 60,332 shares of its common stock for Larson, valued at about \$1.3 to \$3.7 million. The following year Brunswick purchased Kiekhaefer Corporation, the makers of Mercury outboard and stern drive engines.

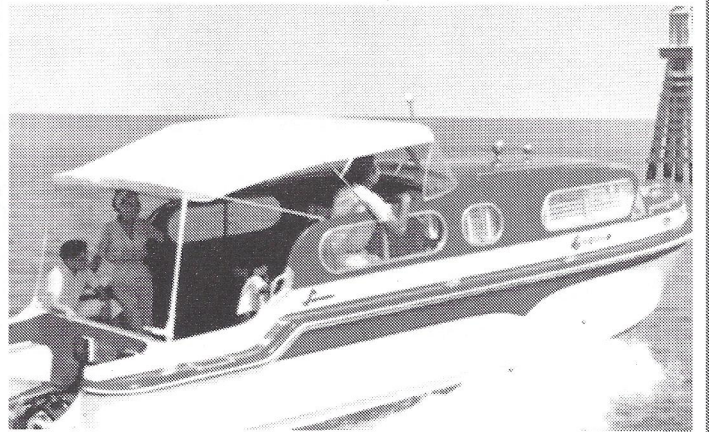
Brunswick Boats Division became the new name for the fiberglass boat builders Larson, Cutter, and Owens. Earl Geiger, former general manager of Larson became president of Brunswick Boats. Plants were consolidated and some were closed. The plants at Little Falls; Nashville, Georgia, and Alliance, Ohio were the only ones left to make Larson fiberglass runabouts for the 1961 model year (Lee Wangstad).

After the sale to Brunswick, production problems developed and quality suffered. Loyal dealers were abandoning ship. Large corporate culture was foreign to the close knit, family environment at Larson. What occurred over the next three years dismantled the core of the former Larson Boat Works. The 1961 Larson models were being produced at the two plants in Minnesota and Georgia. Cutter's Tell City plant was shut down after that season (Lee Wangstad). Brunswick moved the molding of hulls and component manufacturing of both Larson and Cutter to a newly constructed plant near Warsaw, Indiana closing the recently opened plant at Alliance, Ohio. Completed parts were then shipped to Little Falls for final assembly and finishing. Decision making was also transferred from Little Falls to Warsaw. The closure of facilities and the move of management made for numerous quality problems and brought morale to an all time low.

Paul Larson had businesses interests outside of the boat works. In March 1962 he along with Earl Geiger and three Minneapolis men, applied for a bank charter in the city of Minneapolis (*L.F. Daily Transcript*, 12 March 1962). In June 1963 he was the head of Crestline

Products, Inc. (not Crestliner Boats) of Little Falls, a maker of die castings, metal stamping, lawn sprinklers, and hand tools (*L.F. Daily Transcript*, 07 September 1966 & 04 April 1967).

In early November 1963 Mr. Larson and a group of local investors bought the dismantled company back from Brunswick for \$160,000.00, a fraction of the price paid by Brunswick in 1960. In addition to Paul, these men included Earl Geiger, Dick Eich, Robert Phillips, Jim Madden of Madden's Resorts, Allen Hegg, and Sumner Young. Geiger became chairman and president of Larson with Paul becoming a director and consultant. The faith dealers once had in the company was slowly regaining ground, a pivotal step needed to make the revived venture a success. Paul Larson's participation was vital to this faith



and trust. Brunswick also sold off their other small fiberglass boat business, Owens and Cutter. Al Hegg ultimately went on to be president and owner of Century Boats in 1968.

The "new" Larson Boat Works, Inc. would focus on making "bread and butter boats" for the middle mass market. They would concentrate their sales area on twelve states in the central portion of the country. Twenty-five workers were initially employed (*L.F. Daily Transcript*, 08 Nov. 1963). Their first order

Larson Boat Works - cont'd on page 20

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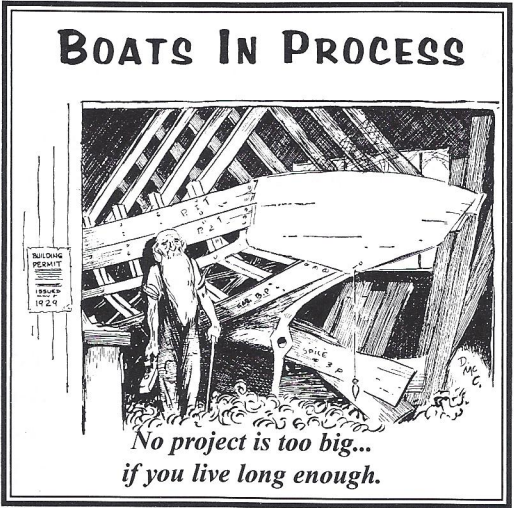
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*An update from Fred Pospeschil on his boat in process.*



**IN OUR E-MAIL BAG.....**

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 foot 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 outboard. 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.

Anyway, if you think it's worthy to include in The Boathouse, it would be great to see it in type...that way I have to finish it!. The boat may not be considered a "classic" in the true sense since it doesn't have the heritage of an old Chris Craft, but it's a classic in my mind. Assuming (big assumption) it floats...it's going to be a blast!

Thanks,  
 Barry Cohen

*Thanks so much for sharing your project with us, Barry. It's what we're all about! If you need any advice, we have a wide span of expertise. --Editor*

I have been remiss in notifying you that my 1955 Dunphy Perch (12') has been completed for some time now. Actually, after part time work over three years I finished it last fall. I finally got to use it this spring and it received the Best of Show at the Manitowoc Yacht Club Boat Show and Swap meet this spring. This show is nothing like yours at Red Wing but still a lot of fun. I am still working on the 1957 Thompson Sea Lancer. Would you like a in-work progress report? Pictures?

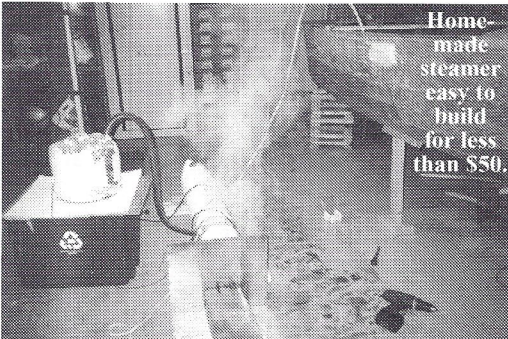
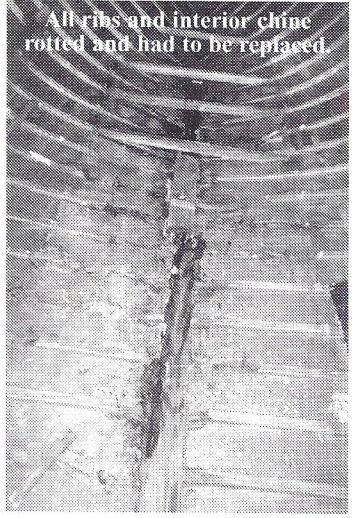
Fred Pospeschil

*Thanks, Fred and congratulations on the completion of your Dunphy. As for your Sea Lancer...you bet we'd love a progress report! Keep 'em coming. -Editor*

**ANOTHER BOAT IN PROCESS**

1957 Chetek 17' Dutchess, lapstrake, hull #38. To date, all rotted ribs and gunnels removed and replaced, fiberglass removed from bottom, hull sides faired and primed, interior varnishing started, exterior fron deck stained and sealed.

What's left to do? The boat has to be flipped so I can finish screwing down the ribs. Also have to finish preparing the bottom and apply paint. Finally, I need to install the keel and complete the varnishing and painting of the hull sides.

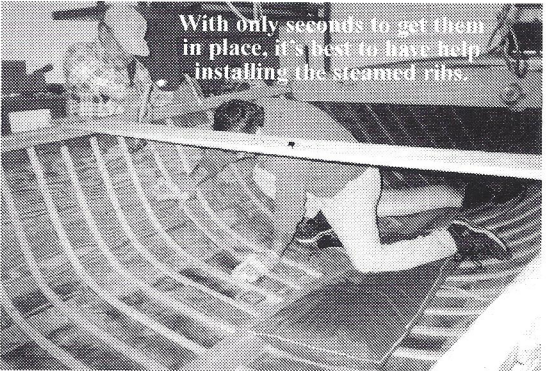


The only problem I thought I might encounter

was steam bending the new ribs. I built a stamer and Larry Quinn helped install them. So far, everything has go well.

Anyone planning to start a restoration or repair should consider running your project past someone who has experience. This can save time and expense and ensure that what you propose to do is logical and in keeping with correct procedures. Also, get help with things that require another set of arms or a strong back. In my opinion, this is what the club is about and a good way to help or be helped.

Dave Doner.  
 952-835-2549



**More pictures on page 22.**

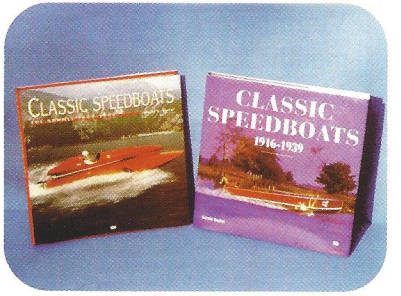
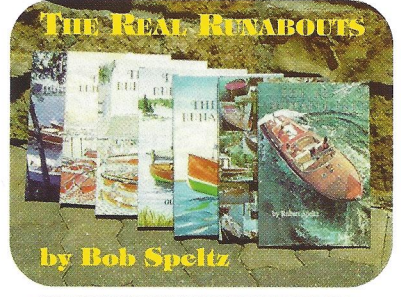
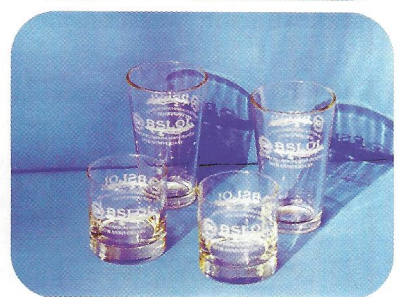
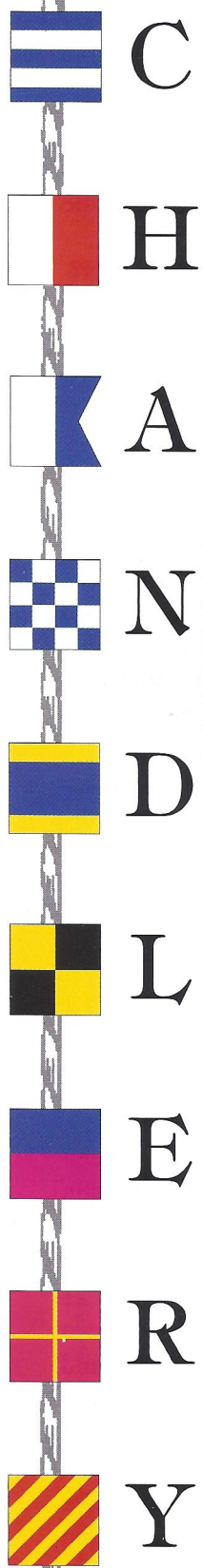




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Larson Boat Works - cont'd from page 17

of business was to have molds for the hulls and other components made, since they had all been shipped to Warsaw several years earlier. Their "All-American" boat model was the backbone of this philosophy. An affiliated company, Larson Boats of Georgia, Inc., would make Larson brand name boats for the southeastern portion of the country.

From November 1963 until February 1964 only 100 boats were built by the "new" enterprise. But production increased exponentially over the next several months. Twenty-five workers were initially employed but that blossomed to 147 by May 1964 (*L.F. Daily Transcript*, 18 May 1964). The recovery was on the way.

In the fall of 1964 Larson announced the introduction of a four-wheel drive off-road vehicle. The precursor to today's four-wheelers; it was designed by Bill Richards of Minneapolis. The "Larson Off-Roader" was meant to be used by sportsmen to reach backcountry locations (*L.F. Daily Transcript*, 15 September 1964). At the same time Larson was considering diversification into the building of aluminum boats. This idea never materialized.

Sales increased from \$1.5 million in 1964 to \$4.5 million the following year. In December 1965 the company purchased Northland Ski Manufacturing Company and C.A. Lund Company maker of "Northland" water skis, snow skis, and hockey sticks. Earlier in the year Larson had purchased a major interest in Polaris Industries, the maker of Polaris snowmobiles. The corporate name was changed to Larson Industries, Inc. effective 03 January 1966 and the headquarters was moved from Little Falls to the Twin Cities.

Larson Industries, in June 1966, entered into a management contract with Glasspar Boat Company of Santa Ana, California. Larson took over operations while ownership remained with Glasspar. Larson hired Donald Schultheis to oversee Glasspar. Glasspar was one of the original builders of fiberglass boats and they had plants in Santa Ana; Nashville, Tennessee; and Petersburg, Virginia (*L.F. Daily Transcript*, 23 June 1966). Just four months later Larson purchased the assets of Glasspar for 116,340 shares of common stock. Glasspar had 500 employees and had built 7,600 boats in 1965 with sales of \$6 million with a net loss of \$767,333.00 (*L.F. Daily Transcript*, 25 October 1966). The new Glasspar Division of Larson Industries, Inc. continued to build their own

line of boats. The Glasspar name was slowly phased out and was totally abandoned by 1977.

Sales volume of the combined operations now owned by Larson amounted to \$11 million in 1966. Larson decided to sell her interests in Polaris and try their luck at making their own line of snowmobiles. By September 1966 Larson snowmobiles were being assembled by Paul Larson's Crestline Products (*L.F. Daily Transcript*, 07 September 1966 & 04 April 1967). The venture was a failure, as they just could not compete with existing builders. The first Larson snowmobile that was made still exists. It is located in John Monahan's Boat Works Museum in Little Falls.

More diversification occurred during the same period. In October 1966 they opened a new facility at St. Peter, Minnesota to make the Northland brand fiberglass skis. The firm bought LeCenter, Minnesota based Brinktun, Inc. in July 1967, a maker of ping-pong and pool tables. Only a few months later Larson Industries purchased Rolite, Inc. of Grantsburg, Wisconsin. Rolite built folding travel trailers and camper tops for pickup trucks. 1967 sales soared to a whopping \$31 million. However, all the divestiture drained resources and capital from the core business: boats. Bankruptcy was inevitable.

In 1970 a major portion of Larson Industries was sold to Wilson Sporting Goods of Chicago, a Pepsi company. They added three of their own directors to the

Larson board. Two years later in December 1972 Wilson sold its shares to General Boats Partnership, a group of Minnesota investors. The group consisted of a number of former Larson employees and owners. Sumner Young became chairman, and new directors were Earl Geiger, James Madden, and Robert J. Phillips. Geiger had been with Larson off and on since 1957. At that time Larson still owned subsidiaries that made pool tables, hockey sticks, and travel trailers in addition to the Larson and Glasspar boat lines (*L.F. Daily Transcript*, 19 & 21 December 1972). By 1973 Larson Industries had two manufacturing facilities building boats, Little Falls and Nashville, Georgia. Both Larson and Glasspar brand names were made at Little Falls. All other boat facilities had been disposed of previously.

Labor problems began in the mid-1970s and a strike began in March 1975. In August of that year Larson Industries declared chapter eleven bankruptcy. They were



Larson Boat Works - cont'd on page 21



Larson Boat Works - cont'd from page 20

finally released from those proceedings by the court in May 1978, however, not before a number of tumultuous years. Ed Anderson, a long time Larson and Crestliner employee, said that Thompson Boat Company owner Saul Padek attempted to purchase Larson during this dark period for pennies on the dollar. Padek appeared before the bankruptcy court arguing his case. He was turned down (Ed Anderson Interview, 08 February 2002). Padek, a 1960s and 1970s corporate raider, most likely would have closed down operations and liquidated the assets of Larson.

First National Bank of Chicago began foreclosure proceedings against Larson Industries in August 1975. They demanded immediate repayment of a \$5.5 million loan. By November Larson was in receivership with James Michaelson as court appointed receiver (*L.F. Daily Transcript*, 07 November 1975). His first task was to fire all but a few of the remaining Larson workers. The Nashville, Georgia plant was ultimately closed down as well.

*Continued in the next issue...*

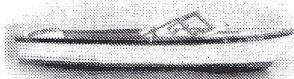
SOURCES:

- ~ Paul G. Larson letter, undated (from files of Shirley Hanson, daughter)
- ~ *The Real Runabouts* by Bob Speltz
- ~ *Peshtigo (WI) Times*
- ~ *Marinette (WI) Eagle Star*
- ~ *Little Falls (MN) Daily Transcript*
- ~ John Monahan, Little Falls, MN
- ~ Lee Wangstad, Nisswa, MN
- ~ Paul Mikkelsen, Wilmar, MN
- ~ Ed Anderson Interview, 2/8/02
- ~ "Larson All American" by Hank W. Bowman.
- ~ *Popular Boating*. Feb. 1959.
- ~ Larson Boats history, undated unpublished timeline
- ~ *The Heritage of Leadership: The Story of Larson Boats* by Larson Boats © 1988
- ~ *American Dreamboats: An illustrated History of Larson Boats*
- ~ *The Boats, and Their Times* by Laura Sommers © 2000
- ~ Brunswick Corporation Annual Reports 1960, 1961, 1962, 1963
- ~ *Minnesota Manufacturers Directories*
- ~ *Boats* magazine



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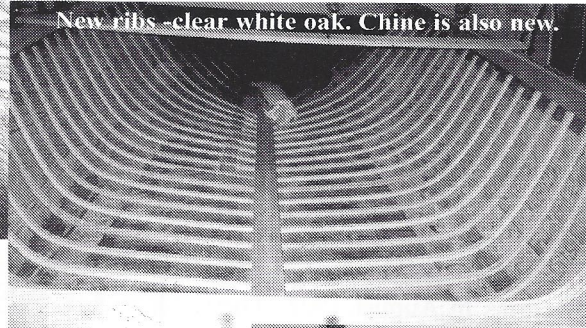


## ANOTHER BOAT-IN-PROCESS

(from page 18)



Once installed, a couple of screws will hold them in place.



New ribs -clear white oak. Chine is also new.



Taking a well-deserved break.

### Do you have a boat in process?

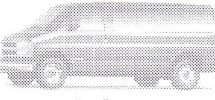
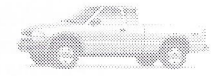
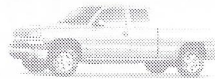
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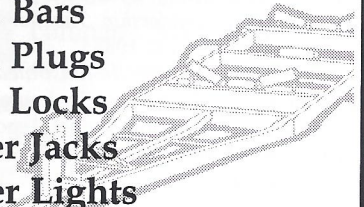
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# OLE EVINRUDE AND THE OUTBOARD MOTOR

by Kenneth Bjork

The Norwegian-American Historical Assco. Northfield, MN

Submitted by Andreas Jordahl Rhude

## Part II

When Evinrude began to produce his outboard motor in 1909 he was not alone in the field. A "detachable rowboat motor" called the "Waterman Porto Motor" was on the U.S. market the year of the Evinrude picnic [1906]. The Porto Motor was a dismally inferior product by modern standards, and the most enticing statement the manufacturers could think of to advertise it was "Don't be afraid of it!" So what Ole Evinrude did was not to invent the first outboard but to construct the first model that was practical, the first that would start at least half the time. It took him two years and it is not easy to say just how he made his motor better than the Waterman. Both operated on the same principle, and about the only visible difference between them was in the placement of the single cylinder. On the Porto Motor it was parallel with the drive shaft, whereas Ole located it above and at right angles to the shaft. Beyond that the Evinrude was simply a better engineering job, and while more Evinrudes have been added and refinements like the cord pull and underwater exhaust introduced, Ole's original design has been only superficially changed since 1910.

With their motor perfected, the Evinrudes began a successful venture in manufacturing. Ole apparently had never planned beyond local orders for motors. At best he would have only a few extra motors on hand. But even before the company began production on a large scale, orders began to pile up. A friend borrowed Ole's motor for a Sunday outing. Next day he appeared with ten orders and cash to pay for them. Sensing a large potential market for her husband's motor, Mrs. Evinrude sat down at her kitchen table in 1910 and wrote the company's first advertisement. "Don't row," the advertisement read. "Use the Evinrude detachable rowboat motor." The response that followed this notice necessitated an office and a suitable plant to meet a flood of orders. Mrs. Evinrude assumed management of the

business, and Ole took full charge of the shop. Capital was needed. A friend, C. J. Meyer, advanced five thousand dollars and became a partner in the new firm. (It was assumed, for partnership purposes, that the motor was worth that amount.) The following year, 1911, Mrs. Evinrude began a national advertising campaign. Ole was forced to increase his shop force to a hundred men. Soon the original five thousand dollars was gone. Pressed for money, Ole designed his own machinery. "By turning materials into finished motors," his wife later explained, "and selling the motors for cash before the bill on the materials was due, he made a hundred dollars do the work of a thousand in the ordinary plant. And we worked! There wasn't a night that we closed our eyes before twelve or one o'clock, and some nights it was two or three."

While its volume of sales increased, the firm nevertheless had problems to overcome. One of its biggest problems was the seasonal nature of the demand for outboards. Seeking a relatively stable market, Mrs. Evinrude contacted export houses through form letters and circulars. She succeeded in getting one large firm to stock a few motors only because the Danish manager of the Scandinavian department, Oluf Mikkelsen (now Evinrude's largest distributor), seeing an Evinrude circular in the general manager's wastebasket, suddenly exclaimed that he could sell such motors to Scandinavian fishermen. Cautiously starting with two motors, this firm increased its orders to many thousands, as Danish and Norwegian fishermen set up a clamor for Evinrude motors. By the end of the third year in business, the Evinrude Company was employing three hundred people and had a new factory building.

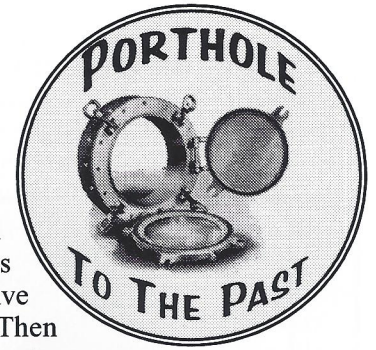
By the end of the third year, too, Bess Evinrude's health, never too good, was seriously undermined. It was so bad in fact that Ole decided to sell out his share in the Evinrude Company to Meyer and his associates. The understanding when he left the firm was that the Evinrudes were not to re-engage in

the outboard business for five years. Then began a strange

interlude in the Evinrude drama. While Meyer and his associates substituted a modern flywheel magneto for the old battery ignition and generally stayed ahead of competitors in the outboard motors field, the Evinrudes during the summer months toured the country with a bed in the back seat of their car and then in the fall set sail on the Mississippi in a cruiser with an engine designed by Ole.

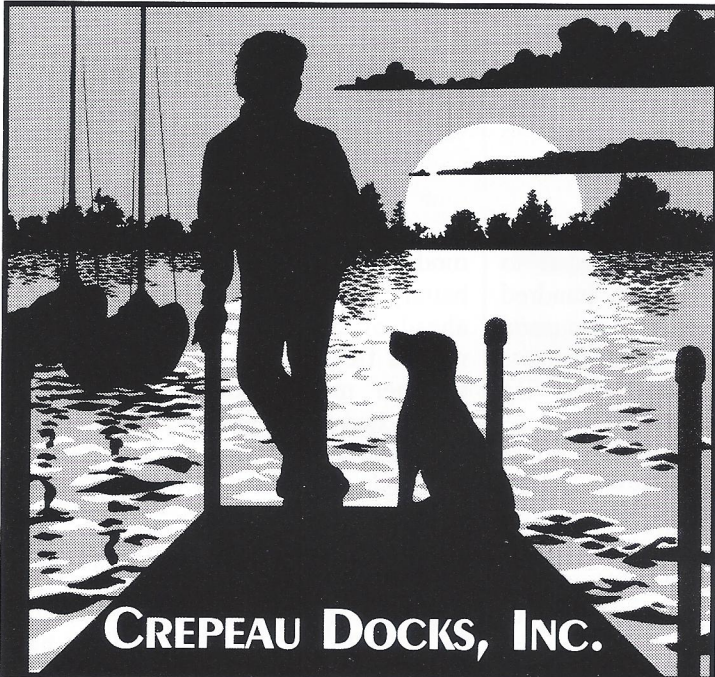
The winter of 1917, which the family spent in New Orleans, saw Ole tinkering around with another motor. "By 1919 the fooling around had resolved itself into a finished model of the Evinrude Light Twin Outboard." The new two-cylinder motor, called the Elto (Evinrude Light Twin Outboard), was the first of its kind, and it marked Evinrude's second major contribution to the development of the outboard motor. Capable of developing three horsepower as compared to two for the one-cylinder Evinrude, it weighed only forty-six pounds, or twenty-seven pounds less than the Evinrude, and substituted aluminum where possible for brass and iron.

Ole's next move was to take his "silvery" Elto to Meyer in Milwaukee and offer it to him for production. Meyer was not interested; the Evinrude was holding its own against competition, and he decided not to try the new article. As a result Ole started the Elto Outboard Motor Company in Milwaukee and put his motor on the market in 1921. Though he took a financial loss the first year, he later built up a successful business. The Evinrude Motor Company, on the other hand, went downhill in almost inverse ratio to Elto's climb, and Meyer stepped out of the business in 1924. Ole and Bess were now sole partners in the new firm, dependent only on themselves for financial support. Ole



*Ole Evinrude - cont'd on page 25*





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Thefts fall into two varieties: one when the boat is on a trailer, and the other when the boat is in a slip. Chances are, if you are a strict engine purist like me, your boat spends most of the time on the trailer waiting for the mechanic to fix the engine or for that part to come in. If it has to be outside at your house, while traveling, or at the repair shop, the best anti-theft maneuver is to chain and lock it to an immovable object. When choosing a lock, always get a combination lock ; key locks can be picked.

For the boat in a slip, the best protection is to make it impossible to start the motor. A good thief will not steal boat he cannot start. This is best done by placing a hidden switch in the starting of ignition circuit. In a pinch, you can use what I call the "John Clark start proofing trick." John always took the rotor out of the distributor for sure starting problems.

As a last tip, please remember to undo your thief-proofing before you go boating the next time. This will avert some embarrassing moments, like when John forgot to put the rotor back and could not start his boat in front of a whole crowd of antique boaters!



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*Ole Evinrude - cont'd from page 23*

designed his own manufacturing equipment, and his wife served as secretary and treasurer of the new firm.

Meyer's departure from the motor scene did not, however, leave the Evinrudes free of competitors. The original Evinrude Company continued under several managements until 1929 and offered very serious competition indeed. What followed the Evinrudes' second business venture was a typical struggle for mastery and financial control made still more exciting by the great depression after 1929. In 1926 the Evinrudes put a new Super Elto Twin on the market, confident that this superbly designed motor would steal the outboard market. They had not counted, however, on a notable trend of the twenties. The Johnson Motor Company of South Bend, Indiana, in 1926 came out with a motor that caused a sensation in the outboard world. The Evinrudes had always stressed lightness of motor, ease of starting, smooth performance, and general dependability. The new Johnson motor weighed almost a hundred pounds, thus defying the trend toward lightness, but it could push a boat along at a speed of sixteen miles an hour while other motors could do no more than ten. Besides catching the Evinrudes napping, the new emphasis on speed was in harmony with the mood of the later twenties. The result was that the public, suddenly demanding speed, "forgot all about its preference for light motors and became obsessed with the idea of getting there fast, not just getting there."

The speed fad proved to be no more enduring than the prosperity of the twenties. Its chief value, in fact, was to advertise the outboard motor. In the words of Fortune: Speed was spectacular, speed was glamorous. A dinky little boat traveling around forty-five miles per hour and leaping six feet in the air every time it hit a wave looked exciting and got into the news reels and roto sections with the frequency of babies and maneuvers of the U.S. navy. For about three years the only function of the outboard motor seemed to be the providing of cheap thrills; then gradually it reverted to its former primary role of substituting for oars.

After 1930 sales took a big drop,

and until 1935 the outboard industry was a sick one. Motors now had to fit a new and shrunken purse. A demand for smaller and lighter engines, ease of starting and control, and smooth performance helped put the industry back where it had been before it succumbed to the speed mania. A still greater demand for cheapness brought the selling price down from \$115.00, the price of the cheapest motor in 1930, to \$34.50, the price of an Evinrude Mate today. A \$42.50 model now can do what the \$115.00 model of 1930 could do. Since 1935, the trend has been toward greater attention to details — streamlining, covering the motor, putting in self-winding starters, and compactness.

In 1929 the first of two mergers occurred, when the tottering Evinrude Company was combined with Elto and the Lockwood Motor Company of Jackson, Michigan, to form the Outboard Motors Corporation, with Evinrude as president and largest stockholder, and Stephen Briggs as chairman. The new company, though somewhat battered, weathered the depression. Smaller competitors, without sufficient capital reserves, were eliminated. The Johnson-Motor Company, as a result of overexpansion and a reckless advertising campaign, went into receivership in 1932. The reorganized company, after trying a fling at the refrigerator compressor business, was acquired by Ralph Evinrude, Ole's son, and Briggs in 1935. Johnson was formally merged with the Outboard Motors Corporation in 1936, the new firm taking the name Outboard, Marine and Manufacturing Company. This company, which thus manufactures Evinrude, Elto, and Johnson motors, constitutes the largest factor in the outboard field, accounting for about sixty per cent of all motors sold.

Ole Evinrude died July 12, 1934, a little more than a year after his wife and business partner. His son Ralph is president and a heavy stockholder in the new corporation. About two thousand men in all are employed by the corporation, whose shares are also listed in the New York Stock Exchange. Markets are maintained abroad, Outboard, Marine and Manufacturing, Ltd., of Peterborough, Ontario, making

all products for Empire consumption. Though financially the original companies are now one, each maintains a separate engineering department, a fact which preserves much of the early competition though its sting is gone. Mr. Finn T. Irgens, once Ole Evinrude's chief engineer, who was likewise born in Norway, still retains his original position with Evinrude Motors in Milwaukee, and has complete charge of manufacturing. Thus another small American industry which grew out of the tinkering propensities of a mechanical expert has passed through various stages to attain to a position of stability and usefulness to our daily lives. There are many reminders, however, in the outboard industry even today that it was Ole Evinrude, not an impersonal corporation, who freed America from the need of rowing.

*The information contained in this article was derived from a number of sources. Among them are:*

- ◆ *Fortune Magazine, August, 1938*
- ◆ *American Magazine, February, 1928*
- ◆ *Encyclopedia of American Biography, July 16, 1934,*
- ◆ *Skandinaven (Chicago), July, 1934*
- ◆ *An interview with Ralph Evinrude April 22, 1941.*




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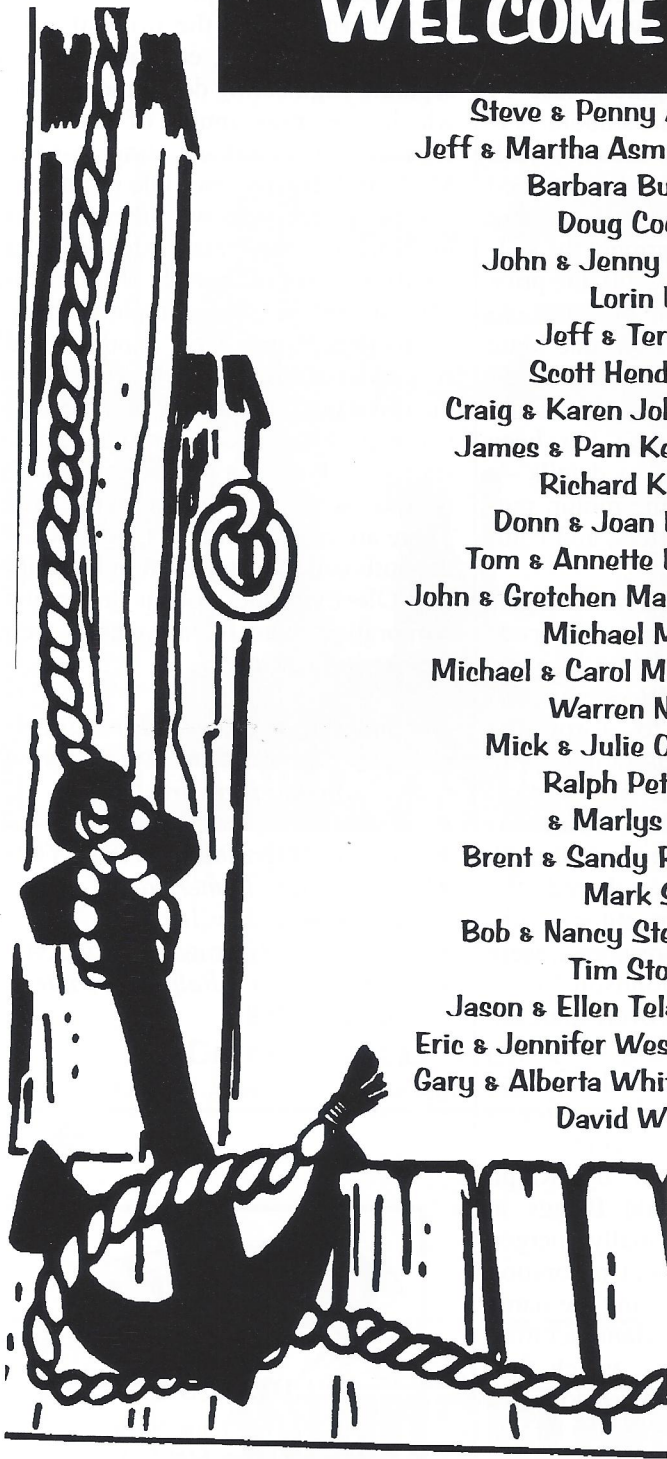
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 Dr. Motorhead write  
 about a stuffing box?  
 What was that process In  
 Gadgets & Kinks  
 about steam bending?  
 Who won "Judge's  
 Choice" at the  
 Rendezvous  
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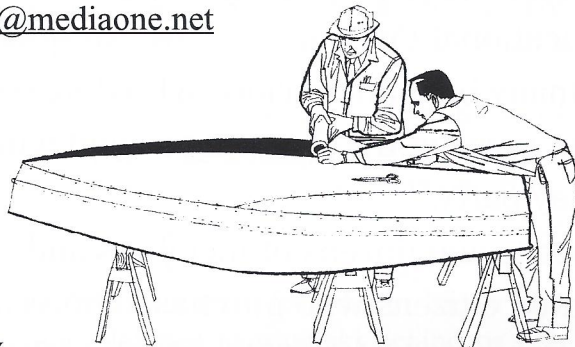
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# Winter Workshops

## SATURDAY, MARCH 16

Contemporary Fireplace Products  
 Wiring & electrical - Clark Oltman  
 Boating & vessel safety checks - Dave Wiborg  
 10 am - 2 pm Lunch @ 12 noon  
 \$5 members - \$10 non members  
 215 W 78th St, Bloomington  
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 RSVP by March 13 to Steve at 651-702-7507 or  
[beck7695@mediaone.net](mailto:beck7695@mediaone.net)



## SATURDAY,

## APRIL 13

St. Paul Shipwrights  
 Keel, Stem & Gripe - Mark Sauer  
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 \$5 members - \$10 non members  
 Fire Hall 21, 643 Ohio, St Paul  
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## CLUB CALENDAR

|           |              |                                      |
|-----------|--------------|--------------------------------------|
| MARCH     | Feb 16       | Winter Workshop - Details this page. |
| APRIL     | Feb 13       | Winter Workshop - Details this page. |
| MAY       | Feb 19       | On-the-water Picnic Lake Minnetonka  |
| JUNE      | Feb 12       | Lake Mtka Club Cruise                |
| JULY      | Feb 10       | Lake Mtka Club Cruise                |
| AUGUST    | Feb 7        | Club Cruise on Mississippi River     |
|           | Feb 14,15,16 | PRE-RENDEZVOUS MINI-CRUISES          |
|           | Feb 17,18    | 27 <sup>th</sup> ANNUAL RENDEZVOUS   |
| SEPTEMBER | Feb 11       | Lake Mtka Club Cruise                |
| OCTOBER   | Feb 6        | Fall Colors Cruise                   |
|           | Feb 26       | Pot Luck Dinner                      |
| NOVEMBER  | Feb TBA      | Mixer                                |
| DECEMBER  | Feb TBA      | Holiday Party                        |

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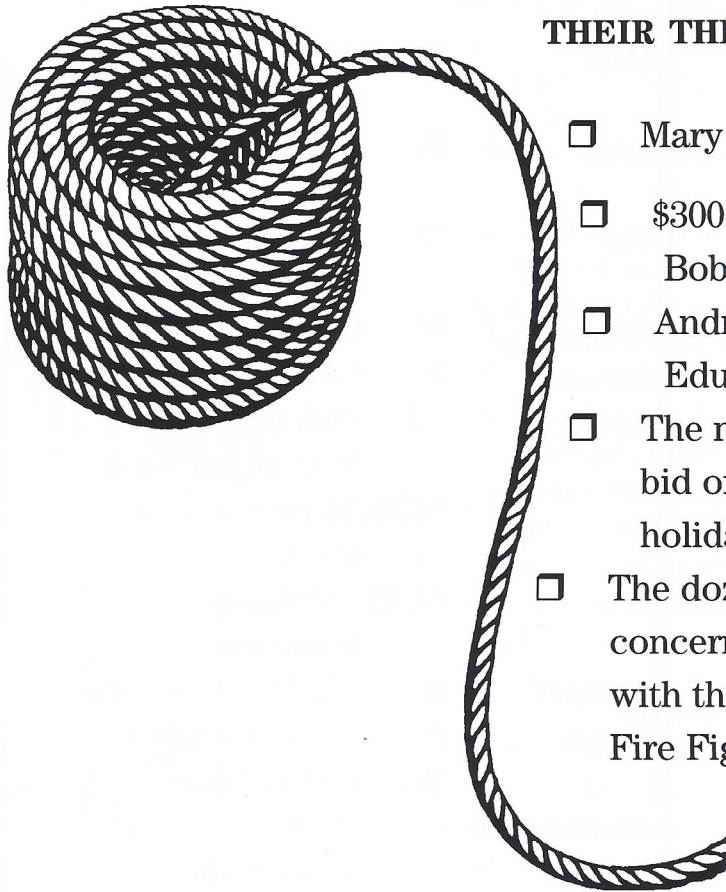
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## WE WISH TO THANK THE FOLLOWING FOR THEIR THE DONATIONS TO BSLOL IN 2001



- Mary Keating/Real Runabouts
- \$300 to assist with the restoration of the Bob Speltz Chetek (see page 4)
- Andreas J. Rhude: \$50 toward the BSLOL Educational Fund
- The many boat aficionados who donated and bid on items at the Rendezvous and winter holiday party.
- The dozens and dozens of members and concerned citizens who purchased notecards with the proceeds donated to the New York Fire Fighter's & Police Fund

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## FIBERGLASS BOATS

by Dave Doner

I just wanted to throw my 2 cents worth in regarding the recent discussion of fiberglass boats and how they may becoming sought after as the wood boats declined in terms of find-a-bility.

Here in Minneapolis we are in the midst of the annual new boat/motor/gadget show. Our ACBS chapter annually is asked to provide a display of wood boats which we are more than happy to do. This year we have a 1965 28' Riva Aquarama, a '29 Hackercraft Dolphin, a '32 CC Custom, a '54 CC Sportsman, a '56 Shepherd and two Thompsons, one a Take-Along and the other a Thomboy.

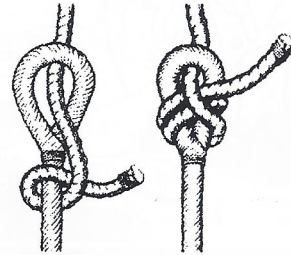
I have spent three days working our exhibit and I would have to say that the Thompsons draw as much attention from the visitors as does the \$400,000 Riva. People can relate to the Thompsons. They were what Dad had when they were young or maybe what a neighbor at the lake took them for rides in. These may be the boats they learned to waterski behind or fish from.

I used to not pay much attention to the older glass boats which are so prevalent. However, people like Lee Wangstad have done much to promote the acceptance of the glass boats and should be commended. The FiberGlassics web site (<http://www.fiberglassics.cpm>) is full of those extolling the virtues of older glass. Many of those visiting our wood boat display bring along pictures and talk of fiberglass boats they have found out behind some barn and are in the process of renovating. Budgets or practicalities may be such that the fiberglass market is the market of choice for many. I think it's great and about time. I shudder to think of the thousands of these boats that have been sent off to recyclers to be ground up or buried in landfills.

In the past two years I came across two mid-50's fiberglass boats with nice big tail fins that I cleaned up a bit and sold to a couple of guys who were looking for mid-50's glass boats with big tail fins that they could haul behind their mid-50's cars! The proceeds from these two sales allowed me to pick up a '58 18' Chris Craft Continental in original good condition. Know what the two glass boats, including trailers and vintage engines cost me? \$400! I also have the satisfaction that there are two glass boats out there that will probably be restored to show quality and that I probably prevented from being sent to the recycler to be turned into pop bottles or garbage bags or who knows what.



## KNOT OF THE MONTH



### BECKET BENDS

THE SHEET BEND IS THE BASIC KNOW MOST OFTEN USED TO JOIN TWO LINES END TO END, BUT WHEN ONE LINE HAS A LOOP OR EYE THERE IS ONLY ONE END TO WORK WITH, AND THAT IS WHEN THE SINGLE BECKET BEND (LEFT) IS USED INSTEAD.

THE END OF ONE LINE IS THREADED THROUGH THE LOOP AS SHOWN. IF THE LINES ARE UNEVEN IN SIZE, OR IF THE LINES ARE SLICK SO THAT THE KNOW IS MORE LIKELY TO SLIP, THEN THE DOUBLE BECKET BEND (RIGHT) IS MORE SECURE. IN EITHER CASE, DRAW THE KNOW TIGHT BEFORE APPLYING TENSION.

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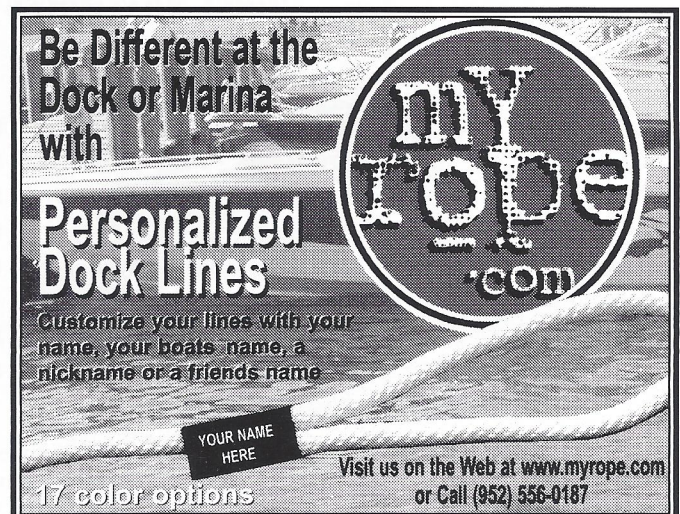
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*BSLOL reserves the right to refuse any advertisement.*



**WEEKEND EVENTS INCLUDE:**

**Thursday, March 21**

Registration & Set-Up

**Friday, March 22**

Lake Cruise & Picnic  
 Captain's Welcome Party

**Saturday, March 23**

Boat Exhibits and Nautical Flea Market  
 Boat Festival Dinner & Awards Banquet  
 Ice House Theatre Jewels  
 Junque Flea Market  
 Downtown Merchants Assoc. Antique Fair

**Sunday, March 24**

Boat Exhibits and Nautical Flea Market  
 Off Shore Church Service  
 Sunday Brunch  
 Downtown Merchants Assoc. Antique Fair

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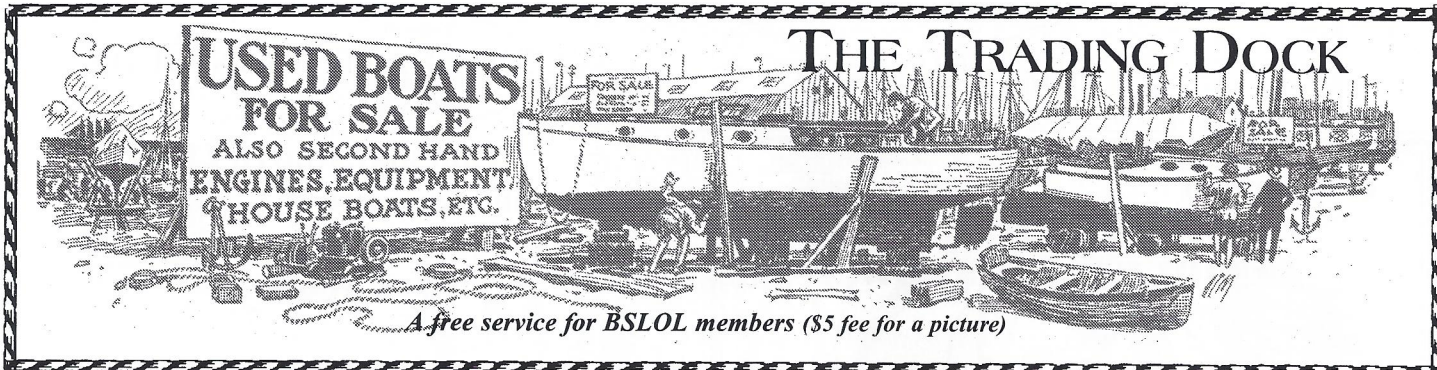
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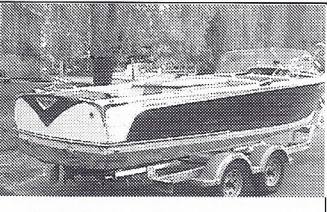




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●**1966 OWENS 37' WOOD CLASSIC CRUISER** - Must sell due to health reasons....Two 225 Flagship V-8 engines, low hours, good condition, slip available. \$12,000 or best offer. 1-320-634-0753 (M0601)

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

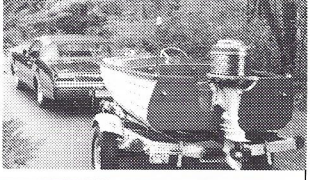
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*Trading Dock continued on page 33*



Trading Dock continued from page 32

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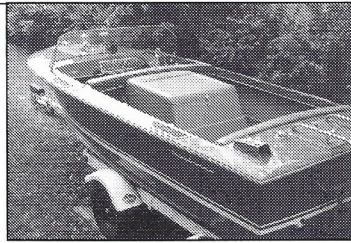
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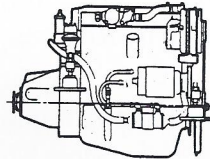
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|              |   |  |
|--------------|---|--|
| 21-24 March  | 15 <sup>th</sup> Mt. Dora Boat Show, Mt. Dora, FL                         | (904) 777-4253   |
| 18 May       | 9 <sup>th</sup> Wooden Boat Show & Swap Meet, Oconomowoc, WI              | (608) 313-0655   |
| 04 July      | 1 <sup>st</sup> Antique & Classic Boat Show, Waseca, MN (tentative)       | (507) 835-9700   |
| 06 July      | Minnesota Lakes Maritime Museum Show, Alexandria, MN                      | (320) 762-4706   |
| 20 July      | 7 <sup>th</sup> Antique & Classic Boat Rendezvous, Clear Lake, IO         | (641) 823-4310   |
| 20 July      | 12 <sup>th</sup> Long Lake Wood Boat Show, Saronna, WI                    | (715) 354-3333   |
| 19-21 July   | Fiberglass Nationals, Rockton, IL   | <a href="http://www.fiberglass.com">www.fiberglass.com</a> |
| 26-28 July   | 11 <sup>th</sup> Minocqua Antique & Classic Boat Show, Minocqua, WI       | (715) 356-5266   |
| 27 July      | 4 <sup>th</sup> Woodies on the Water Antique Boat Show, Superior, WI      | (218) 722-7884   |
| 03 August    | 12 <sup>th</sup> Door County Classic Boat Show, Sturgeon Bay, WI          | (920) 743-5958   |
| 04 August    | 22 <sup>nd</sup> Antique & Classic Boat Show at Arnolds Park, Okoboji, IO | (712) 337-3776   |
| 04 August    | Green Lake Wooden Boat Show, Green Lake, WI                               | (920) 294-3661   |
| 9-11 August  | 2 <sup>nd</sup> Thompson Antique & Classic Boat Rally, Marinette, WI      | (612) 823-3990   |
| 9-11 August  | 16 <sup>th</sup> Jechort's Wood Boat Show, Winneconne, WI                 | (920) 582-7557   |
| 17-18 August | 27 <sup>th</sup> BSLOL Antique & Classic Boat Rendezvous, Red Wing, MN    | (952) 934-9522   |
| 31 August    | Lake Vermilion Antique & Classic Boat Show, Cook, MN                      | (877) 583-5697   |
| 18-22 Sept.  | 1 <sup>st</sup> ACBS International Boat Show, Coeur d'Alene, ID           | (800) 688-5253   |
| 28 September | Geneva Lakes Antique & Classic Boat Show, Lake Geneva, WI                 | (877) 703-2627   |

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