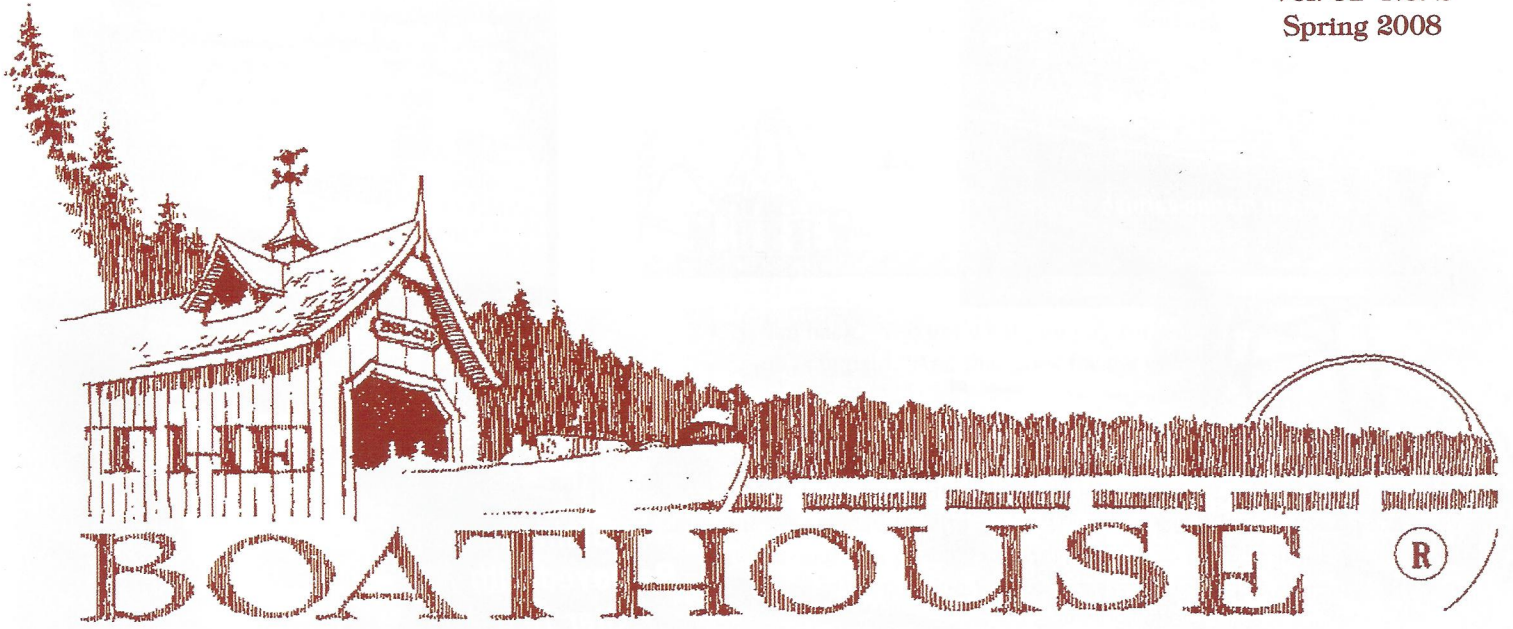
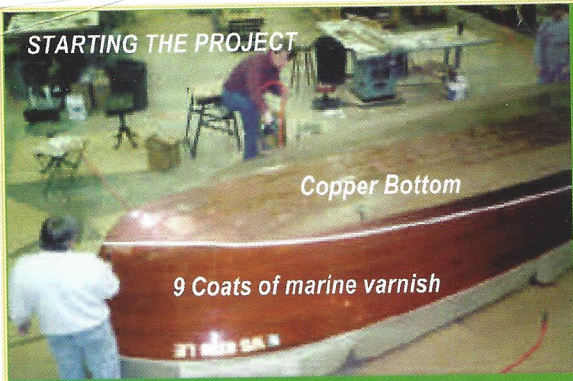


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Spring 2008



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



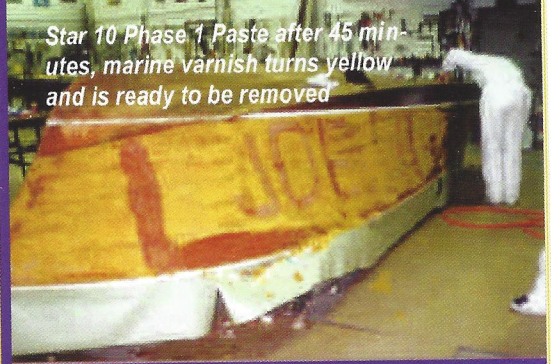


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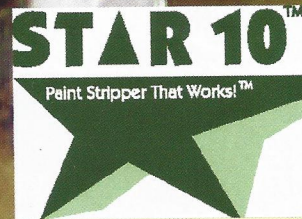
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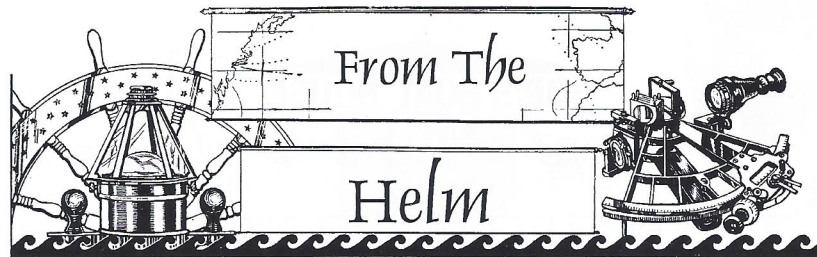
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**Yes**, I'm back. You get what you pay for, and I understand the President's job is unpaid. And that goes for the editorial content too.

It's spring, and in a quiet moment I remember my "first". It was a typical casual, spontaneous decision by a younger man. Like most younger men, I thought it would just be an unplanned, quick encounter, of course. It was sort of dark, but she seemed to have good (if not classical) lines. She'd seen some action for sure, and was probably built more for comfort than for speed, but I had a pocket full of money and was looking for some quick fun...

In the cold, harsh afterwards of the transaction, things looked different. She wasn't the quickie I had envisioned, of course; I'd hitched up with a 1956, high-maintenance, money and time-sucking machine. When I got her out into the sunlight, the finish was a lot more checkered and uneven than I remembered. She smoked, made rude noises (and smells), and I won't talk about her soft bottom. She was missing some pieces, and I have to believe that the previous owner was glad to be rid of her.

A deal is a deal though, and I'd signed up. I figured out a way to get her out of sight until she was presentable. I spent a year puttering around with all the wrong materials and techniques and was getting no where. I was so embarrassed that I didn't tell my family or friends about her. I'd visit her on weekends and holidays, but always had the feeling I was wasting my time.

And this is where the BSLOL comes in. Thinking that what she really needed was a magical mop that cleans itself, I wandered into a display at the convention center and was shocked, shocked that I wasn't the only nutjob to have made a suspect decision. There were hundreds of other guys (and some gals) with stories to tell. Sometimes it caused a divorce, sometimes it brought people closer together, and sometimes it just stayed a secret, but there was a support group to help each other through it.

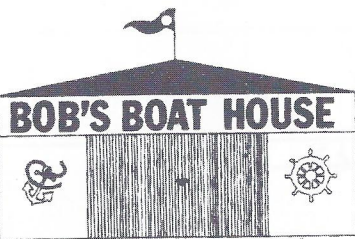
It's this support group that really drives the club. We'll continue to have the mix of social, technical, and just plain fun activities that we've had in year's past. We plan on both in-water shows to be one-day of display with before and after jaunts. We'll also have various cruises and such through the summer, and some sort of holiday activity. For the most up-to-date information, check in with the activity calendar on the web site.

Thank you to everyone for your hard work and support over the years.

Jim

BSLOL is an incorporated non-profit entity registered with the IRS as a 501(c)3 educational institution. Contributions may be tax deductible.

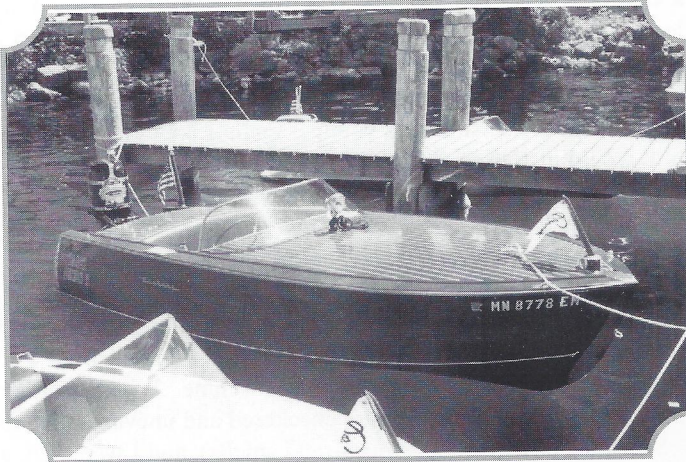




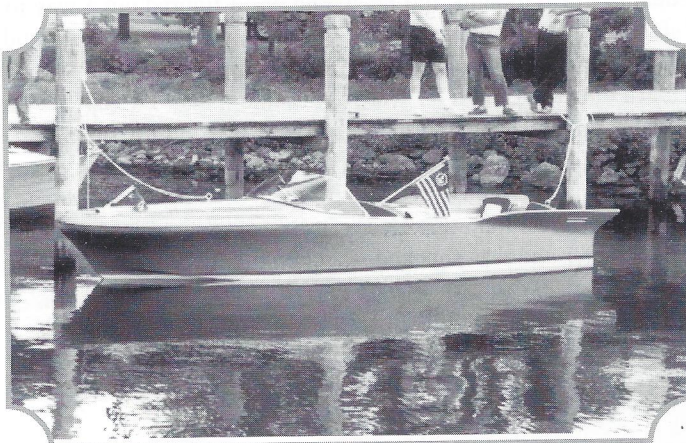
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Reflections of Bob Speltz from his personal photo album.



*Best Outboard from the 1986 Rendezvous  
1955 Century- Ron Prescher*



*Best Classic Utility Under 20' & Best Presentation  
From the 1989 Rendezvous Jim Jacobson 1958 Chris/Craft*

### 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 to 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.

#### On Our Cover

**New boat is a 2008 Larson Senza 186 and old boat is a 1957 Larson Thunderhawk with Evinrude 35 HP outboard. Owner is Lee Wangstad.**



# Winter Boat Show

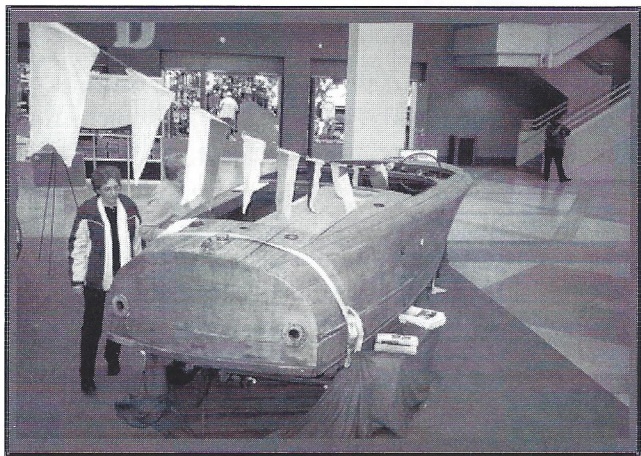
The 36th annual Minneapolis Boat Show was, as always, quite successful. Even with our space being cut by about 40 percent, our display was a hit. For the first time in recent memory, numerous educational seminars were given to show attendees. Vintage water skis and accessories were also part of the showing.

The theme this year was “before” and “after.” Two sets of boats, one each prior to a restoration and one each after being restored were featured. Crowds loved to see the same make and model watercraft side by side, one a gleaming beauty and the other a wreck. The contrast was striking. Two 1941 Chris-Craft Deluxe Runabout 17-foot barrelbacks and a pair of 1955 Thompson Thomboy 14-foot runabouts were side by side. In addition a 23-foot Higgins Convertible Utility from 1955 and a new Outerbanks Dory rowing skiff were in the BSLOL display.


A rack of vintage wooden water skis was supplied by A.J. Rhude. An aqua plane, old tow rope, and a life belt and life vest were there too. A collage of old water skiing ads and photos was put together. Hundreds of reprints of a Boathouse article on water ski history were handed out (August 2000 issue) as well.

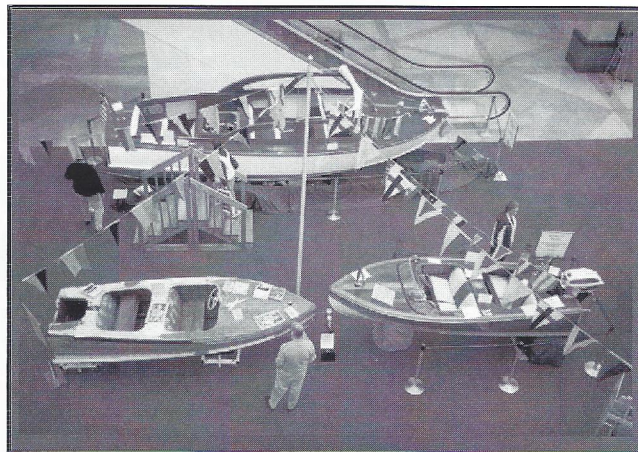
There was a fifty degree temperature variant from the day boats were delivered to the show site to move out day! It was fourteen below zero on set up day and +36 F on the day boats were moved out. Only in Minnesota!!!

Each day of the show a very casual seminar on the basics of varnishing was presented. It was another part of the educational mission of our vintage boat organization.



Helpers getting the boats in and out, assisting with booth set up and decoration included: A. J. Rhude, Eric Sandin, Jim Camery, Del VanEmmerik, Jim Ogland, Dan Nelson, Greg Carlson, Clark Oltman, Dan Schlegel, Mark Tompkins, and Bob Johnson. Ray Garin was our lead off batter, getting the booth opened each morning and tidied up for the day of activity. THANKS guys! Many BSLOL members helped out during the show and they are truly indispensable for making our participation in the event successful.

The show manager's Jennifer Thompson and Darrin Envall are to be commended for their continued efforts on our behalf. This is an unprecedented opportunity to reach tens of thousands of people interested in boats. The National Marine Manufacturer's Association is to be praised for their commitment to BSLOL and our old boats. 



## Boats at the event included:

- 1955 Higgins 23 ft. Convertible Utility  
Owner: Dan & Diane Nelson
- 2000 Outerbanks Dory 16 ft. Rowing Skiff  
Owner: BSLOL
- 1941 Chris-Craft 17 ft. Deluxe Runabout  
Barrelback  
Owner: Howard Lehman
- 1941 Chris-Craft 17 ft. Deluxe Runabout  
Barrelback  
Owner: Dan & Susan Schlegel
- 1955 Thompson 14 ft. Thomboy runabout  
Owner: Andreas J. Rhude
- Thompson 14 ft. Thomboy runabout  
Owner: Andreas J. Rhude





*Please join me for the  
St. Croix Concours d'Elegance  
celebrating National Marina Day  
August 9, 2008  
Bayport Marina ~ Bayport, MN*

## **Mark Your Calendars. Show Announced**

**You are all invited to our Bayport Show!**

The St. Croix Concours d'Elegance Classic Boat Show has been set for August 9, 2008 at Bayport Marina in Bayport, Minnesota. Once again there will be pre-event cruises, Friday night Captain's party, and the Sunday brunch cruise. Please watch your mail for the registration form and complete details. If you desire to receive a registration packet, contact [\*\*Michelle@pjmurphys.com\*\*](mailto:Michelle@pjmurphys.com)

The show is open to any and all antique and classic boats. There is plenty of space for on-land displays as well as boats in the water. Your boat does not need to be an award winner; any condition is acceptable.

This event needs many volunteers to make it happen....if you would like to help, please contact Michelle Lemanski at [\*\*Michelle@pjmurphys.com\*\*](mailto:Michelle@pjmurphys.com) We welcome all who have time and talent to offer.

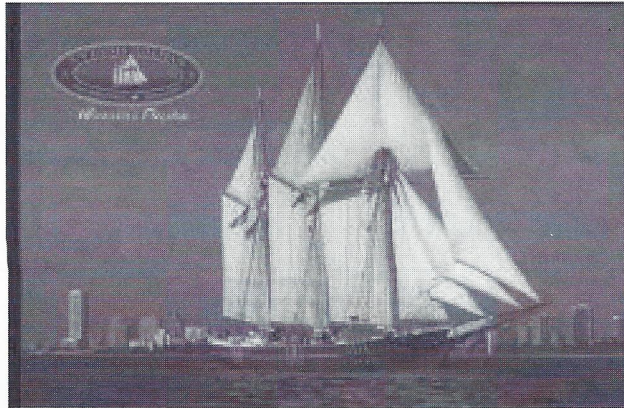
**We are looking forward to seeing you all at the show.**

*The 2009 Concours Show Committee*

Spring 2008







The S/V Denis Sullivan cruises against the Milwaukee skyline.



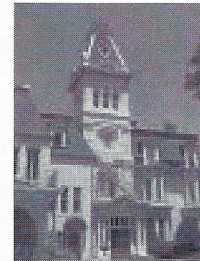
## The Blackhawk Chapter and The Glacier Lakes Chapter invites you to the June 2008 Summer Quarterly meeting in Milwaukee, WI... the City of Gemütlichkeit

Boat on the Milwaukee River And Inner Harbor, Taste Milwaukee Beer, Meet Billy Mitchell, Sail On A Great Lakes Schooner, Dine Like The Beer Barons Of Yesteryear, Find Out About Sunken Ships, Watch "Summerfest kick off" Fireworks Over Lake Michigan, Do More Boating, Learn The Ins And Outs Of Publishing Newsletters, Learn The Secrets Of Taking Better Pictures, And Meet New Friends !

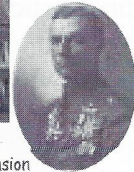
**WEDNESDAY evening-June 25, 2008**-Arrive by car or plane. Better yet, bring your boat. Check in to The Astor Hotel, built in 1918, one of metro Milwaukee's historic jewels. Call toll free: 800-558-0200 Ask for the ACBS special rate.

**THURSDAY June 26th**-Early in the AM, there will be a launching of boats at The South Shore Yacht Club. You will Cruise the inner harbor and the Milwaukee River and enjoy lunch at one of the river front micro-brew restaurants.

After boating, you will return to The Astor, freshen up, and depart for The Wisconsin Club for a special evening. This was the home of Billy Mitchell's Grandfather, a prominent banker. Billy Mitchell is considered the Father of Air Power. The evening will include a tour of this beautiful turn of the century mansion and a talk by John Eastberg, a noted historian about Milwaukee, the famous Milwaukee Beer Barons and Billy Mitchell. A sport coat is appropriate attire. You are in for a treat. Later that night, you will be bused back downtown to watch "FIREWORKS EXTRAVAGANZA" fireworks extravaganza, the kick off to Summerfest and the ethnic festivals that lasts all summer long.



The Wisconsin Club, formerly the Mitchell Mansion



**FRIDAY June 27th**-Today you will be at Discovery World at Pier Wisconsin. About 9AM, you'll embark on The S/V Denis Sullivan, a replica 19th Century 137-foot Great Lakes Schooner for a 2 1/2 hour cruise. It accommodates 50 people. Upon your return, you will enjoy a box lunch out on the pier. After lunch, you will learn about "The Ghost Ships of the Great Lakes!" Speakers will include Steve Daniel, President of The Great Lakes Shipwreck Preservation Society, Kimm Stabelfeldt of The Great Lakes Shipwreck Foundation and Keith Meverdon of The Wisconsin Historical Society. Learn first hand from the divers who search for the missing ships on The Great Lakes.

You will also want to check out the aquarium and the various exhibits at Discovery World. Other tours will be offered including a visit to the Art Museum next door. It is the first Santiago Calatrava-designed building in the United States, featuring a 90-foot high glass-walled reception hall enclosed by the Burke Brise Soleil, a sunscreen is raised and lowered daily, creating a unique moving sculpture.

The rest of the afternoon is yours following the Shipwreck presentations. Time permitting, you can do more boating. Friday evening, dinner will be on your own. You will be given a list of choice restaurants in the area.

**Saturday June 28th**-Today's agenda starts at The Milwaukee Yacht Club. The morning session will be a "Newsletter Work shop". Find out how the various chapters put together their newsletters, magazines and special boat show promotion sections. Find out what it takes to get advertiser support. Also find out what it costs to put out a chapter publication. There will be lots of samples and "How To" information sheets. A special session on "How To Take Good Pictures" presented by Jim Wangard, of Classic Boating will follow. The Directors meeting will follow. Participation is encouraged. There will be sightseeing for those not attending the sessions.



Ghost Ships of The Great Lakes



**Pewaukee Lake Cookout** After the ACBS Board meeting, afternoon transportation will be arranged to travel out to Pewaukee Lake for cocktails, boat rides, a cookout where you will meet old friends and make new ones. After all, it's a Gemütlichkeit weekend.

All registrations will be handled through ACBS Headquarters

You can upload the registration form no earlier than Monday March, 17 2008

[www.acbs.org](http://www.acbs.org)

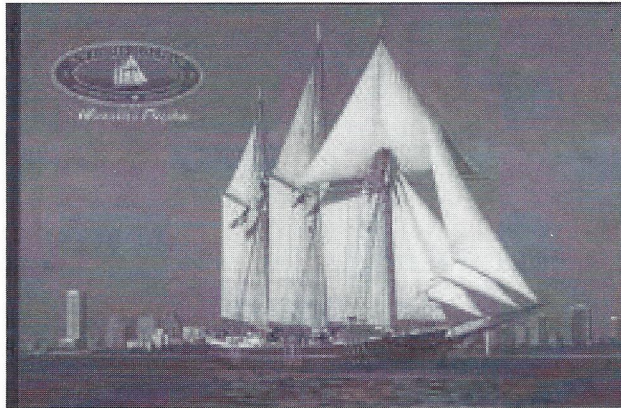
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**NO COMPUTER: Call ACBS headquarters at 315-686-2628**

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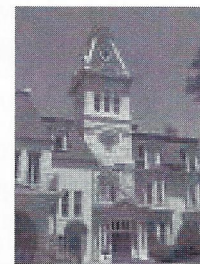
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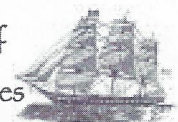
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The Wisconsin Club, formerly the Mitchell Mansion



Ghost Ships of The Great Lakes



**SPONSORED IN PART BY**







In boat restoration, there are some very mundane tasks. One of those tasks is making and installing bungs, or wood plugs, in the screw holes on the deck, topsides, and transom. Though the task is rather simple, installing possibly hundreds of plugs can tax anyone's patience. However, if done hastily and poorly, it would appear you did the job with little care for how good your boat could look.

So, what is involved in installing plugs in your boats topsides, deck, and transom correctly? You will need some basic supplies and equipment as shown in the pictures below. To start, you will need yellow carpenter's glue, a small hammer, a sanding board, and wood stock for plugs.

A simple bench model drill press and a plug cutter bit are necessary to make the plugs from wood stock scraps. Plug cutter bits can be purchased at wood-working supply stores and major marine equipment suppliers.

To cut the plugs flush to the surface after they are installed, a plug saw is the best tool to use. It has teeth with a set on only one side and will cut the plug flush without scratching the



## INSTALLING BUNGS OR JUST PLUGGING ALONG

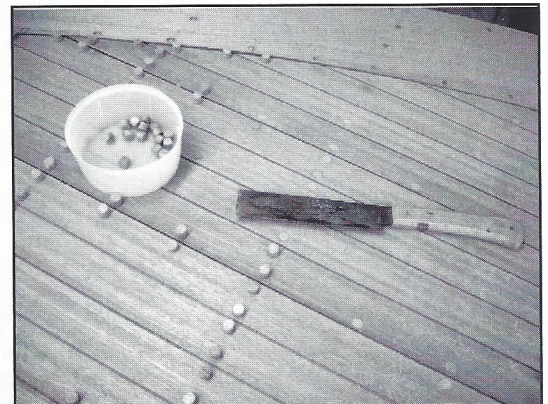
BY SHERWOOD HEGGEN

covered with lighter or darker colored dots due to dissimilar wood. Older boats with original wood typically will have dark-

er mahogany. In that case try to use salvaged wood stock from a boat of the same period of time or track down some dark wood of the same kind. You might use some seat, deck, or topside frames from the boat if these members were replaced in the restoration process to get the correct wood. Just be sure the wood in that stock is not deteriorated. Bottom frames and the bottoms of topsides frames usually are oil soaked or dried out which would make poor plugs. If you are re-planking with new wood, use wood stock for the plugs from the same boards from which the new planking was cut. By matching the plugs to the plank, the plugs will almost disappear once the finish is applied. With all that in mind, cut your plugs with the plug cutter bit in the drill press. Cut a whole bunch at one time, and then, to give your arm a rest from pulling the lever on the drill press, pop the plugs out with a slot screwdriver and store them in a plastic container. Installing the plugs does not take any real smarts, but proper conditions for a good installation are important. First, be sure the hole in which the plug will be installed is at least one third of the thickness of the plank. This will give sufficient depth to seat the plug well. Considering screw hole depth, it would be important to first sand fair any surface that will be plugged.

surface. They are available from wood workers' supply stores.

To make the plugs, wood of the same kind as the surface being plugged will be necessary. To ignore this detail might create a boat



continued on page 9



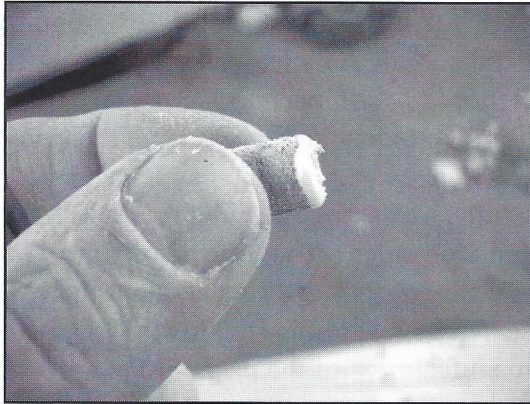


*A Department in which Readers of Power Boating Swap Useful Ideas*

At times, fairing removes a lot of material and can cause the screw hole to become too shallow to hold the plug well. If that happens, remove the screw, bore the plug hole a bit deeper, and replace the screw. You can see that if the plug had been installed before fairing, the bung might be sanded to a thin wafer that is likely to come loose and expose the screw.

Now comes the time to install the plugs, but keep in mind two things before you start. First, don't use a lot of glue. A little goes a long way. The excess is waste that you will have to clean up or sand away. Secondly, align the grain of the plug with the grain of the wood in which it is installed. Painstaking? Yes, but the boat will look so much better if the plug grain is aligned to the grain of the surface around it. Okay. Pour a puddle of glue on a disposable plastic food storage lid

and press the plug into the glue to create a ring of glue around the beveled end of the plug so it looks like the picture below.



Set the plug into position with its grain aligned and tap it lightly into place with the hammer. There is no need to drive them in like a nail. Make sure the plug is set squarely in the hole or a crescent shaped space could appear on one side of the plug. When stain is applied, the crescent shape will be very noticeable.


After the glue has dried, cut the plug off above the surface with the plug saw. A chisel could be used, and works well, but risks chipping a portion of the plug off below the surface. This can happen because of grain in the plug possibly being at an angle to the surface. If not corrected by replacing the plug, it will leave a small dimple in the varnish. After the plugs are cut flush, a hard-surfaced sanding block is needed to sand the plug flush to the surface. It must not be padded. A padded sanding block will not shear the plug off at the surface and the plugs will appear as bumps after the finish is applied. Really ugly!

So, that is one way to do to get the plugging job done. I am sure others in the know might have a favorite method, but this works well for me. If you are going to plug an entire boat, resign yourself to the fact that it takes a lot of time.

If you have any questions regarding how to deal with a process or problem on your wooden boat project, feel free to call or write. It would be my pleasure to help you out or refer you to my network of acquaintances who can give you the answer you need.

**I can be reached at 715-294-2415 or [Heggensj@Centurytel.net](mailto:Heggensj@Centurytel.net).**

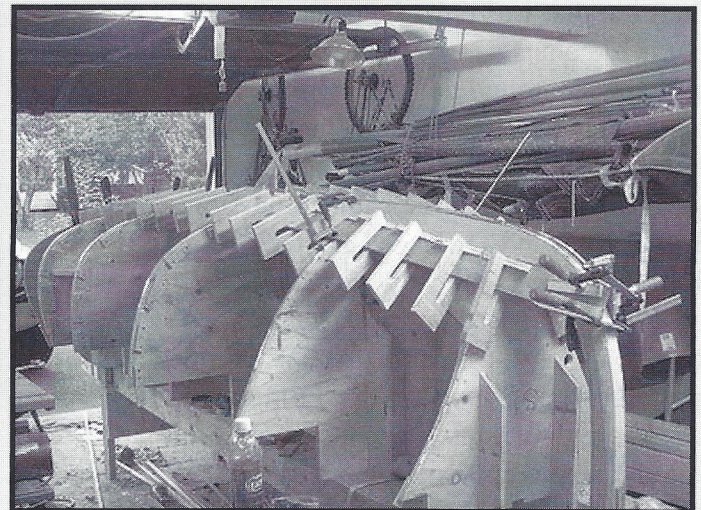
I am looking forward to communicating with you about your boat project.


**Now go do a wooden boat a favor – don't destroy it; restore it.** 

## SHOP TIP

**"You can never have enough clamps."**

That's a common statement heard amongst woodworkers. Well, how about clamps for FREE? The picture below shows some free clamps made from scrap plywood. Cut a slot in some scraps and viola! Clamps aplenty! Use a wedge to make a tight fit. It's environmentally friendly too – you are using something that would normally be tossed aside or thrown onto the fire.



**Do you have a shop tip? Contact the editor and share your tip** 



# Garform

Our series of articles on GarWood continues

## Gar Wood Jr. and Garform

by Dave Doner

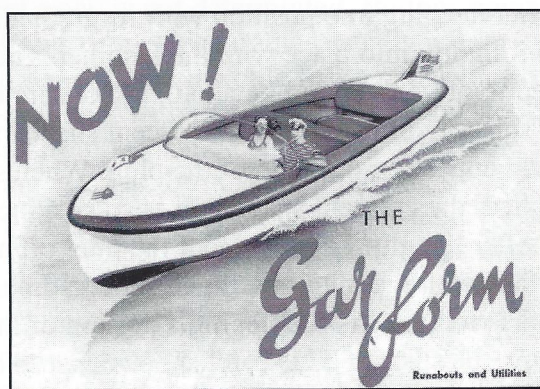
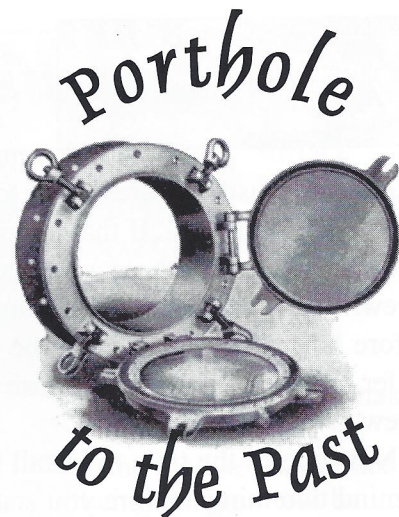
**One** of the continuing pleasures of this boating hobby of ours is learning about the history associated with an endless variety of topics. For example, it can start with a search through various sources in order to learn something about a particular boat; more than likely one that was to some how come our way through a convoluted set of circumstances. My first was a 1954 Chris-Craft 20-foot Sportsman that I discovered dusty, broken and neglected in a dark corner of a St. Paul warehouse back in 1980. This was to become my first "particular boat" and the one of which I tried to learn something. I was starting from absolute zero! I had never been exposed to much more than a wood row boat growing up along the Mississippi River in southeastern Minnesota. I had no idea where to go for answers. I had heard of Chris-Craft but that was only the name of some company that made boats. However, I soon learned that there were others around the Twin Cities who also had vintage boats or were at least somewhat knowledgeable regarding them. I learned that they had a club that served as a focal point for the common interest they shared, the Land-O-Lakes Chapter of the ACBS. I met Bob Speltz at a boat show in Excelsior, Minn. around 1982 and purchased an early Speltz The Real Runabouts book which gave me some insight into my "particular boat". I was off and running. I met people who shared my interest and who had information they eagerly passed on to me. As an aside, this group was later renamed the Bob Speltz Land-O-Lakes Chapter of the Antique and Classic Boat Society in honor of Bob's many important contributions to our hobby.

At any rate, we are here today, nearly 30 years later. If I have learned anything I have learned that there is no end to what can be learned. Any facet of our hobby can be

explored to the degree we desire. We can focus here or there and continue to evolve in a way that is comfortable and suits our interests, time, finances and abilities. We can study magazines such as Classic Boating, The Rudder, Wooden Boat and Brass Bell, chapter newsletters, explore the Internet, participate in forums and boat shows, and communicate with those with years of experience located around the country, thanks to the Internet. Authors such as Tony Mollica, Rebecca J. Wittman, Jack Savage, Don Dannenberg, Tom Koroknay and others have their books available. Reference materials such as Jerry Conrad's Chris-Craft The Essential Guide, the ACBS Directory, and Jeff Rodengen's The Legend of Chris Craft just barely scratch the surface of what is out there. One can use a search engine to dig into historical data about the boat manufacturers of the past. Some are well known, many others not quite so. All are important however, and all of them evolved through twists and turns and various dynamics, alliances and joint ventures over the years into what they

finally achieved and for which they are remembered. However, this is not to neglect the many, many other builders who were here and then gone a short time later. All of them gave something that is memorable and important in some way. I like to think that these are the real gems to be found.

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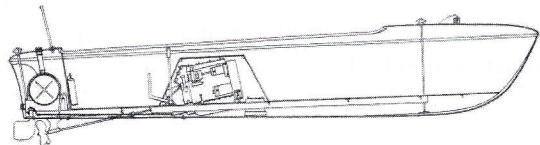


## Gar Wood Jr. and Garform cont'd

by Dave Doner

One of the names that seem to be near the top of the popularity list is Gar Wood. Much has been written about his birth in Iowa, traveling at an early age to Lake Osakis in Minnesota where he worked on his father's steam ferry, and on to Duluth where he went to high school where he began his racing career. Eventually he moved to Detroit and to greater prominence as an engineer, inventor, hull designer, record setting race boat builder and driver, and production boat builder. As with other major forces in the wood boat industry, one could spend considerable time researching the various tentacles that Gar Wood's pursuits created. One however, seems to be a bit more obscure than some of the others.

Gar Wood was the father of one son, Gar, Jr., born in 1917 in Algonac, Mich. He had red hair and went, by a few, the moniker "Ginger". That Jr. would have a passion for boats and speed should come as no surprise. The adage "The apple doesn't fall far from the tree" seems to hold true when we learn that Jr. developed a passion for boats and speed and mechanical things while still in high school. As a teenager, he was entering interscholastic outboard races and started to compile an impressive list of victories throughout the northeast. He set or broke world speed records in various outboard classes. At 17 he broke the class A world outboard speed record of 44.995 mph. His father, who had become wealthy as the inventor of the hydraulic lift, helped to fund Jr.'s racing career. His mother was also an avid supporter. According to a 1937 Detroit News article, "Mother Wood is a popular figure with the boys in the pits. She takes them sandwiches, chocolate milk, and piping hot coffee and calls them by their first names and nicknames. They call her 'Mother'." With Mom and Dad following his career and supporting him financially and otherwise, it turns out that Jr. eventually found it a frustration to continually operate and develop under the focus of the bright spotlights brought about by his famous father's achievements.



Gar Jr. attended the University of Tulsa and graduated in 1938 with a degree in Chemical Engineering. He continued to race in important outboard events around the country and in 1939 set the Class C world outboard record of 60.560 mph. During this period Gar Jr. was the first to run 90 mph officially in an outboard and unofficially was the first to exceed 100 mph. With college behind him, Jr. went to work as a researcher and design engineer for his father's firm, Gar Wood Industries, in Algonac. In 1941 he became engaged to a "blond, acrobatic Hollywood starlet named June Preisser". I am not certain what "acrobatic" implies. The marriage never took place and in 1942 he married Katherine Vincent. They divorced in 1950. Gar Jr. had other unfortunate personal setbacks throughout the years despite the fact he was busy designing, lofting, and supervising the construction of all of the boats he raced up until 1967. I learned that Gar Wood, Jr. was heavily involved in pioneering the development of planning hulls for over 48 years.

It would seem that Gar Jr. had interests over the years that would keep several men busy. He somehow was additionally able to pursue a sport fishing hobby that for many years took him to exotic fishing waters around the world. The name Earnest Hemingway pops up now and then. As with his race boat triumphs, his fishing abilities earned him many records and eventually led to an association with the leader in saltwater fishing tackle, Fin-Nor, as a designer of the legendary "wedding cake" reels and later worked at revolutionizing the spinning reel market. Fin Nor, still going strong, will celebrate its 75th anniversary in 2008.

All you have read so far has simply been a means that I could use to provide some background information that I felt important regarding Gar Wood, Jr. It is far from complete and certainly does not do justice to all that was going on with the various simultaneous careers in which he was absorbed. While he was a big part of his father's professional life, Jr. was able to achieve success in his own right in a variety of ways. While I briefly touched on just a few, another very important one was his formation in 1946 of the Wood Marine Engineering Corp. in Tulsa, Oklahoma. This firm utilized unique molding methods to construct radar domes. Success in this area was later applied to the making of airplane wings and fuselages.

continued on page




## Gar Wood Jr. and Garform cont'd

by Dave Doner

It did not take long for Jr. to realize that by using his specialized molding methods he could construct a boat hull. Indeed, Gar Wood, Jr. is credited in one source or another as being one of the first to produce a plastic or glass-plastic or fiberglass or "Nautilite" boat, his moniker for the product. Lee Wangstad of the BSLOL chapter in Minnesota and the leading authority on "fiberglass" boats has authored many articles talking about the very early players in this arena and has shed light on who was first with something akin to what we call "fiberglass". (By the way, Lee is a good friend of mine who has an impressive collection of vintage water skis and is always on the hunt for additions!)

The trade name Gar Jr. gave to his new line of boats was Garform. They were unique and boasted of attributes that wood boats could not hope to claim. Wood Marine Engineering was active for just a few years during the mid to late 40's and not many boats or models were produced. There are not many around and most of us have never heard of them. The 2007 ACBS Directory lists only five. In the second installment of my article on Gar Wood, Jr. and Garform, I will tell you a bit about the Garform and my plans for one of the five listed! Yes indeed, I have one tucked away that I am seriously considering tackling in the next few months and I hope to take you with me through what should prove to be an interesting journey.

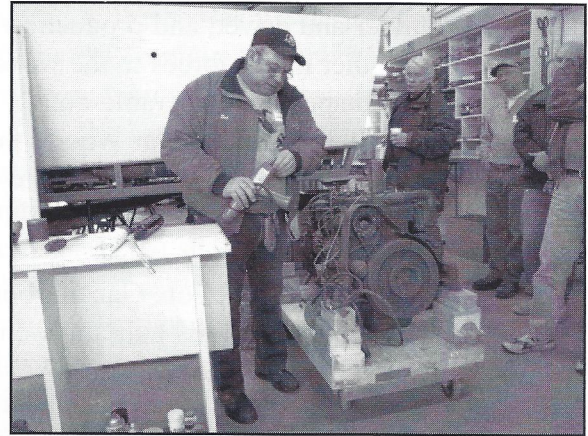
I would like to thank authority and author Tony Mollica for his help as I set out to prepare my article. I was able to use data he provided as well as additional information he took the time to gather for me from the archives at the Antique Boat Museum in Clayton, New York.

The second part of Dave's article will discuss the Garform boat he has in his collection. 



## We Do Need Education Winter Workshops

Eric Theship's RealCraft Boat Works in Carver, Minnesota hosted our first winter educational workshop on February second. What a great venue to wander and see numerous boats in the process of restoration! Tonka Bay Bob (Bob Skorczewski) and Keith Hennen spoke on inboard engines for marine use. Their knowledge is evident the moment they started to share with the 40 guys at the workshop. Both men have been knee deep in engines for many, many years and they sure know their subject!




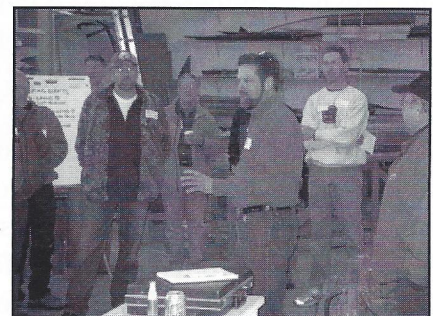
Their willingness to share that knowledge is to be commended.

Keith operates Hennen Engine Parts & Machine in St. Bonifacius (952-446-1112). Bob is with Tonka Bay Marine on the shores of Lake Minnetonka (952-474-3319) where he has been for forty plus years. He will "retire" in the not to distant future and open up his own engine shop.

March 8th found the BSLOL crew at Joel Lemanski's place near Stillwater. "The Do's and Don'ts of Boat Hardware" was the topic of the day.

Thanks to the presenters at these workshops, your contribution is truly appreciated! Joel Lemanski (651-248-7314) and Eric Theship (952-361-9308) deserve

thanks for hosting us. Scott Hawkinson did all the leg work to make these education seminars a reality and for that he must be thanked. 





# Small Craft in Minnesota

From the Minnesota Historical Society website

**The** introduction of small craft into Minnesota's North Shore was concurrent with the earliest settlement. Virtually all of the pioneer settlers came to the North Shore in water craft. Canoes and Mackinaw boats carried settlers from Superior City and Duluth. Others arrived in the large steamboats plying Lake Superior from Sault Ste. Marie. After 1880, when coasting steamers ran up the shore from Duluth, fewer travelers used small craft for long-distance trips. Small boats were employed locally and in commercial fishing. Some birch canoes were used until the 19th century on the inland lakes and the boundary waters. Most people preferred the more sturdy canvas canoes popular in New England since the 1840s or the traditional strip-built rowing skiffs.

The term "Mackinaw boat" is loosely applied to a variety of small sailing craft ranging from sloops to schooners and catketches of 12 feet to more than 40 feet in length, including both lug and gaff rigs. The hull designs of Mackinaws include clinker built and carvel-built craft, both double-enders and square-transom varieties. Mackinaw boats have long been identified with the Great Lakes. A series of similar sailing craft were used on the East Coast as far back as 1800. In those waters they were called "New England boats," or "No Man's Land Boats". Though assumed to be products of early French tradition there is little to substantiate that theory. They may have derived from the New England boats mentioned above. Regardless of their origins, builders at Toronto, Detroit, Mackinac, and Georgian Bay ports produced Mackinaw boats for Lake Superior from the 1830s until at least 1880 or 1890. Though some were Frenchmen, most were English or Scotch craftsmen.

There is no precise definition of a "true" Mackinaw. Variation in Mackinaws is regional, suggesting that the various designs evolved from a common prototype and were adapted to the conditions of specific localities. Most Mackinaws were built of local cedar and pine. The Mackinaws of Lake Erie were 12-foot to 18-foot carvel-built catketches, usually rigged with lug sails. Those on Lake Huron were primarily square-transom boats of 28 feet or 30 feet, carvel-built, with gaff schooner rig. The Mackinaws of Lake Michigan and the Straits of Mackinac were most often carvel-built double-ended schooners or catketches of 18 feet to 24 feet. On Georgian Bay and on Lake Superior, the common variety was a clinker built double-ended craft of about 30 feet with gaff schooner rig. These boats were used throughout the 19th century. The style used around the Straits, a small carvel-built hull with a simple, cedar-pole, catketch gaff rig is thought to be an example of the original form.

Small, 12-foot to 16-foot skiffs were locally built at Duluth and North Shore settlements after 1870. Boat-builders are mentioned at Grand Portage and Grand Marais in the 1880s, and at Hovland, Cross River, Tofte, and Grand Marais in the 1890s. Although there are few descriptions of these boats, surviving photographs show plank-built, flat-bottomed rowing skiffs with Scandinavian characteristics and clinker built, round-bottomed boats in the more protected waters. The earliest builders were Frenchmen. After the 1880s, however, most builders were Norwegian immigrants.

A few yachts, principally sailing boats, are mentioned in Duluth newspapers in the 1880s. Occasional steam yachts were also noted. Most ranged from 20 feet to 30 feet, though one or two of the more luxurious craft ranged up to 70 feet in length. Some of the larger yachts made occasional trips to the Apostle Islands, Isle Royale, or Port Arthur, but most sailed on Superior Bay or around Minnesota Point. Some were hired out or advertised for excursions.

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# Small Craft in Minnesota cont'd

From the Minnesota Historical Society website

The growth of boat clubs in the 1880s and 1890s fostered the development of pleasure boating, particularly in the Twin Ports. Extensive clubhouses, warehouses, docks, and bleachers were constructed to accommodate Club members. Frequent regattas and competitions were scheduled. A sizable flotilla of small craft began to accumulate around Duluth, including rowboats, canoes, sailing boats of various descriptions, and rowing shells. One Duluth man bought rowboats and skiffs by the carload in the 1920s and sold them locally for \$65.00 each. Ice-boats were also introduced during this time. None of these craft ventured far from the safety of Superior Bay or the lower St. Louis River.

Standardized "one design" sailboats appeared soon after the turn-of-the-century. Intended for amateur racing, they included a broad range of designs. Many were very modest boats. The one-design classes originated not only to maximize and regulate competition between boats, but also to minimize the cost of designing and building them. The system made boating more affordable to many people. Dozens of sailboat designs resulted from the movement. Some classes were more suitable than others for specific areas. There were few large one-design sailing boats around western Lake Superior, but the less-pretentious 22-foot Star-class, 28-foot and 38-foot Bilgeboard Scows ("Pancakes"), and 21-foot Shore Bird sloops were fairly common. Although these boat types originated around 1910, they did not appear in the Twin Ports until the mid-1920s. Similar craft were brought to nearby inland lakes in the 1930s.

Steam and naphtha launches appeared in the 1890s. Gasoline launches followed not long afterwards. These were open boats with awnings, measuring from 20 to 35 feet in length. The Pearson Boat Works was organized at Duluth in 1895 to build small powerboats. It became an important source for such boats for 20 years. Gasoline cabin cruisers made their first appearance around 1900, although there were few around the Head of the Lakes before the mid-1920s. Unlike earlier classes of small craft, most of these boats were factory-built and shipped to Duluth by rail. They were used primarily around Duluth and the Apostle Islands.

Gasoline engines were put into locally-built boats for commercial fishermen on the North Shore and at Isle Royale, where the most popular design was a 24-foot round-bottomed craft with square transom stern and an open cockpit; it was usually called a "gas-boat." A.J. Scott started building fishing craft at Grand Marais in the 1890s. Charles Hill began building them at Larsmont around the turn-of-the-century. Hill ultimately constructed nearly 200 boats, many of them gas-boats. His son Reuben continued the tradition into the 1960s.

Aside of a handful of liveries for canoes and small rowing skiffs, there were few boating facilities along the North Shore before 1940, and little pleasure boating. Most of the available boats were rented by resort-operators at Beaver Bay, Hovland, Cross River, Lutsen, and Grand Marais. The opening of the North Shore highway in the 1920s and its improvement following World War II brought a dramatic change in the recreational usage of the area. The highway brought a gradual increase in the resort business, and after 1950, with the advent of trailer-boating, there followed a general proliferation of recreational boating and fishing all the way from Duluth to the Canadian border.

Adapted from the National Register's Multiple Property Documentation(MPDF) "Minnesota's Lake Superior Shipwrecks A.D. 1650-1945" by: Patrick Labadie, Brina J. Agranat and Scott Anfinson. ↩



# Boat Battery 101: Care and Feeding of the Lead Acid Battery

By Clark Oltman

**My** intent is to dispel some myths and give you some insight into how to select and care for the battery in your boat. The following applies to conventional 6 and 12 volt batteries.

## Let's begin with some definitions:

**Lead Acid Battery-** This is a battery which uses lead on the plates and a solution of sulfuric acid and water as the electrolyte. When charged the electrical energy is stored as chemical energy. The battery converts the energy back to electricity when you need power.

**Electrolyte-** The solution in a lead acid battery is called electrolyte. It is made up of water with 36 percent sulfuric acid by weight. At a temperature of 80 F this solution will have a specific gravity of 1.265.

**SLI- Starting Lighting Ignition-** A type of battery made to product high amperage for a short time. This is what is used in cars, trucks and many boats.

**Deep Cycle** – This is a lead acid battery too. However, it has a different internal construction to permit it to supply a lesser amount of amperage for a longer time. This type of battery is typically used as a trolling motor battery or house battery. It can be discharged more deeply than a SLI battery without damage.

**Amps - Short for amperage.** This is a measure of energy. Amperage is a quantity of electrons passing a point in a given time. This is also a way to measure the amount of work a battery can do. If you compare it to water in a pipe, it is similar to gallons per minute.

**Voltage** - Voltage is the difference in electrical pressure much like the pressure in a water pipe. Voltage is always measured in reference to ground. Voltage is how the amperage gets moved to where they are needed to do work.

**Ground** - A place of zero volts. Ground can be, but does not have to be the ground you stand on. In the case of your car, truck or boat, ground is anything connected to the battery's negative terminal.

Let's talk about battery selection. It depends on the equipment on your boat and how you will use it. If you have a runabout or utility, the main function is to provide power for starting, navigation lights and ignition. They will live a decent life in such an application. Leaving a radio on, running a refrigerator or mooring lights all night will run the battery way down and shorten its life.



For things that draw few amps but will draw them over a longer period of time, consider a deep cycle battery. It cannot supply the high amperage to spin the engine over like a SLI but it can withstand hours of running lights and other accessories.

Can I use both? Yes you can! But you will require a battery selector switch. The two different types of batteries accept a charge differently. If you just connect them to an alternator or generator both will not fully charge as their internal resistance is different. The switch will allow you to select the best battery for the situation and charge them separately.

**Battery Testing** - Shops have a fairly expensive load tester, which will measure the battery's ability to deliver energy. But for our purposes, a simple hydrometer is the best test device and it is available at any auto parts store. It measures the specific gravity in each cell. If all cells are low the battery needs a charge. If one cell stands out from the others it may have failed. A fully charged battery has a specific gravity of 1.265 as the charging process has moved the acid into solution with the water. Water alone has a specific gravity of 1.00. Discharging changes the specific gravity by moving the acid to the plates. The following chart shows the state of charge and the voltage drop associated with the change in specific gravity. Values are at sea level.



# Intrusion into Boating

Editorial by Andreas Jordahl Rhude

**Eighteen** million recreational boaters in the United States may need to register their vessels in a national database and place radio frequency identification tags on their vessels under plans proposed to the federal Department of Homeland Security (DHS).

The new identification system is not a replacement for the current state registration; it is in addition to it. You will continue to be required to have state registration numbers and stickers on your boat. Additional ID tags will be necessary.

The Homeland Security National Small Vessel Security Summit published a report on its Web site. The report was written for DHS by Charles Brownstein, task force leader of the Homeland Security Institute, a nonprofit research group. The department invited 260 people from the private and commercial boating community and government agencies to the small vessel summit to identify and develop recommendations for recreational-boat security. Terrorism experts have identified a threat to U.S. coastlines and security from possible smuggling of materials and terrorists in small recreational boats.

The report indicated that "If the plans move forward, many of the ideas outlined by the stakeholders group present opportunities for contractors involved in database management, identification management, identity cards, information sharing and RFID." In other words, consultants and information tech firms will make a bundle of money designing and implementing the system.

What does this mean for you? Good question. At the present time it is unknown what may happen. If the proposal sees the light of day, sometime in the future your recreational boat may have more obtrusive ID tags added to the hullsides. Of course the cost to make such a system a reality will be high and those costs will be passed on to the consumer. In this era of extremism this is just one more example of unnecessary exuberance. A grass roots movement must be started to nip this in the bud. ↩

## Washington Report





# Major *CHANGES* in *ACBS* Definitions

The Antique & Classic Boat Society Board of Directors recently made great strides in meeting current trends in the vintage boating hobby. They have changed the year definitions of "classic" and "contemporary" as outlined below:

## HISTORIC

▶ built prior to 1915

## ANTIQU

▶ built between 1916 and 1942

## CLASSIC

▶ built between 1943 and 1975

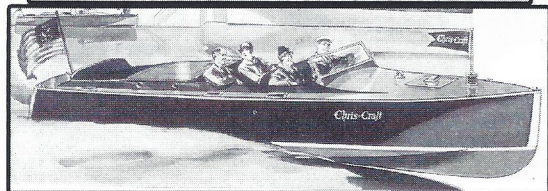
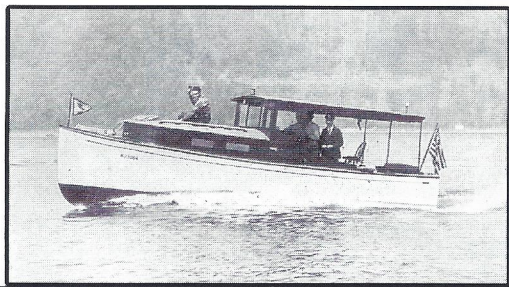
## EARLY CONTEMPORARY

▶ built between 1976 and 25 years from present day - a sliding scale (currently: 1976-1983)

## LATE CONTEMPORARY

▶ built between 25 years from present to present day - a sliding scale (currently: 1983-2008)

Note that this does not list any specific hull material. It is for ALL types of construction from wood to aluminum, fiberglass to steel and composites. It is for all types of vessels such as power boats, canoes, sailboats, cruisers and rowboats. There are no discriminating caveats.



# Boating Safety Classes

**Have** you taken a boating safety class? If not, you should. Even if you have been boating for a life time, it never hurts to get a refresher course. Too many boaters are ignorant of the rules and regulations and they need to become familiar with the laws. A boating safety course is just the ticket.

The Minnetonka Power Squadron (US Power Squadron) has a four-week session starting on May 6. It takes place at Peace Church in St. Louis Park. Additional information can be obtained at [www.minnetonkaps.org](http://www.minnetonkaps.org) and 612-253-BOAT.


On the east side of the Metro, the St. Paul Power Squadron has a class beginning on May 7. Contact Hal Fotsch at **651-634-8801** or [halfotsch1@comcast.net](mailto:halfotsch1@comcast.net).

The US Coast Guard Auxiliary also has several boating safety courses this spring.

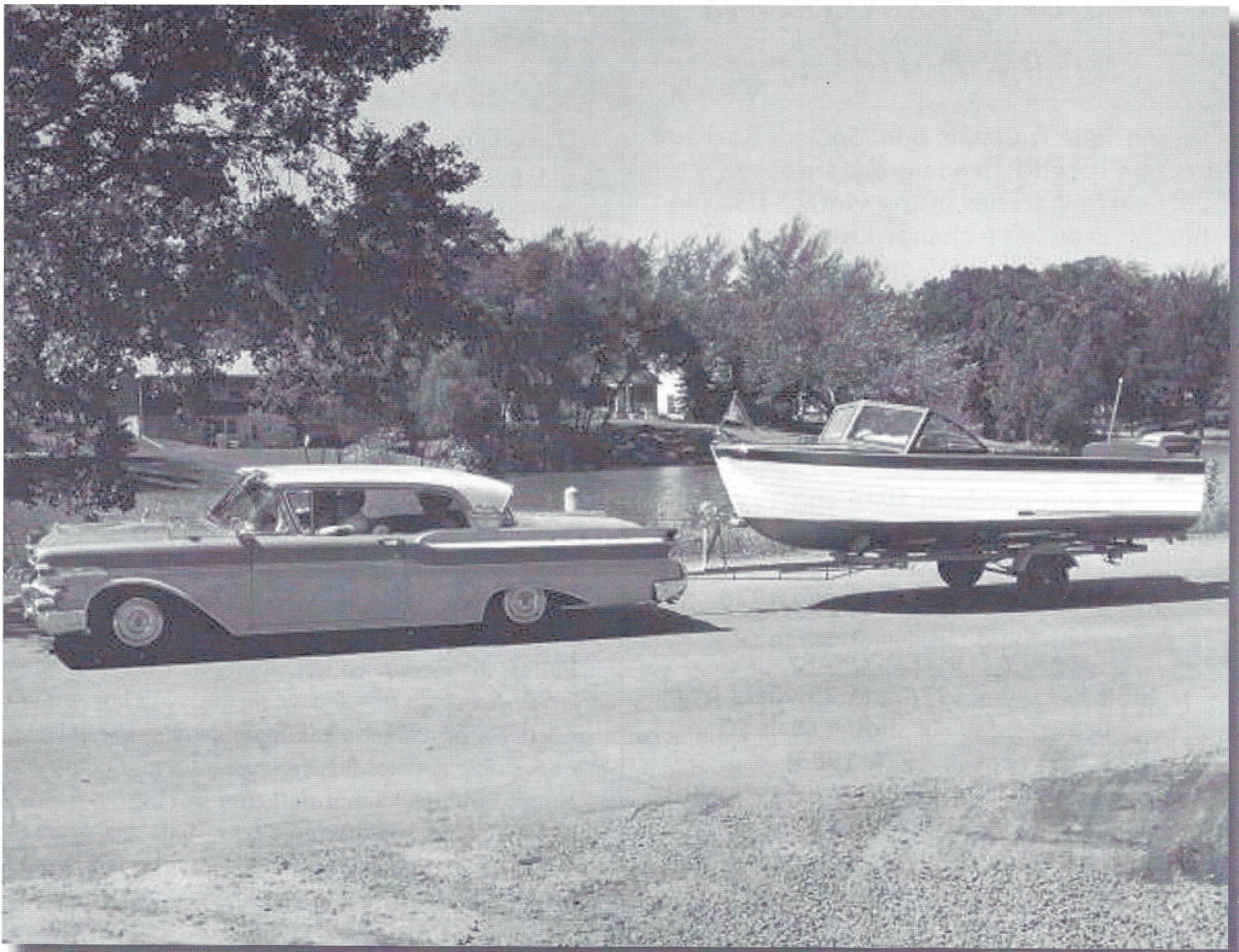
Email [bobburck@hotmail.com](mailto:bobburck@hotmail.com) or ring **612-827-3692** to learn more.



**Wouldn't** this look good in your entryway? The BSLOL will be having a silent auction for this sturdy Chris-Craft coat rack at the April 5 workshop hosted by Mahogany Bay. It measures approximately 34" by 6", with 4 sturdy hooks for coats, dock lines, dog leashes, or whatever. It is of unfinished plate steel and could easily be painted to match the decor (or chromed). We thank Joel and Michelle at Classic Boat Hardware for donating it.

It will be offered at a silent auction at the workshop. For those interested in the rack but won't be attending the workshop, you can send me (Jim Camery at [president@acbs-bslol.com](mailto:president@acbs-bslol.com)) your highest bid. I will add these to the bidding as "anonymous", and will let you know if you've won. 





This picture was used in the June 1958 issue of Field & Stream magazine as an advertisement for Thompson Boat Company. The photo was from the Ray Carpenter Studio, 603 Second Ave. S. in Minneapolis.

Does anyone recognize the pond?  
The automobile is a Mercury and the Boat is a '58 Sea Lancer



Little four year old Blake Ernst skippering a Thompson boat at the Minneapolis Boat Show.



If you have a picture of a young boater, even with a contemporary boat, send it to: [editor@acbs-bslol.com](mailto:editor@acbs-bslol.com). We'd love to include it in a future issue.



# Boat Battery 101: Care and Feeding of the Lead Acid Battery cont'd

By Clark Oltman

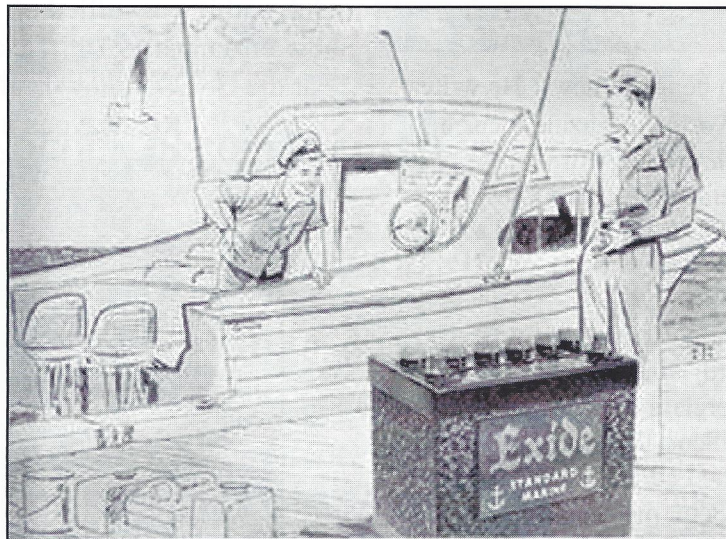
Charge Level	Specific Gravity	Voltage
100%	1.265	12.68 vdc
75%	1.225	12.45 vdc
50%	1.190	12.24 vdc
25%	1.155	12.06 vdc
Discharged	1.120	11.89 vdc

While the voltage is an indicator of the state of charge, it cannot tell you if one cell is bad or the whole battery is discharged to some degree. Also the small differences would be hard to read on an analog meter, therefore a good digital voltmeter would be required.

The hydrometer is the way to go. Test each cell. If the readings are close to the same, the battery is likely good. If they are all low, charge the battery. If one cell is significantly lower than the others, the battery has failed and will require replacement.

**Battery Charging -**  
Safety note. Charging a battery causes the production of hydrogen gas. Always remove the battery caps before charging and charge in a place with good ventilation. Check the electrolyte level and add clean tap water as needed.

Select a charger and the proper rate (amps). The charge rate a battery can handle depends on the type and the capacity. The bigger the battery the faster it can be charged. Over all the best method for most of our batteries is to use an automatic charger with a maximum rate of about 10 amps. An automatic charger lowers the charge rate as the battery voltage comes up. This helps prevent overcharging which can cause failure.



**Battery storage** - The best storage method is to fully charge the battery and store it in an unheated area. A battery will discharge during storage. Cooler temperatures slow that loss. At a temperature of 92 F a fully charged battery will drop to 50% charge in about three months. Dropping the temperature to 72 F will extend that storage time to about six months.

Wont it freeze? It sure can. BUT and there is always a but; it depends on the state of charge. See the chart below for the hard freezing temperature at various charge levels.

Specific Gravity	Freezing Temperature
1.265	-71.3 F
1.250	-62 F
1.200	-16 F
1.150	+5 F

Never store a lead acid battery in a discharged condition. If the charge level drops too low it can cause permanent damage to the battery.

Lastly, modern batteries can be stored on concrete. Yes I said that. Years ago battery cases were made from a type of rubber which was slightly porous. When stored on concrete small amounts


of the electrolyte could seep through the case and make a electrical connection between the terminals. This caused the battery to discharge more rapidly. Modern battery cases do not have that drawback. The key to storage is keep it cool and dry. When spring comes a recharge will be necessary.

If you are interested in more information on batteries contact the manufacturer of the battery you have or the Battery Council International at [www.batterycouncil.org](http://www.batterycouncil.org).



On the front cover of the 2008 Sports Boat brochure from Larson Boat there is an optical illusion. Or is it? A single boat is pictured in

profile and there is a reflection of the boat upside down. If the brochure is flipped over, it is evident that it is not a reflection of the new boat after all. Pictured is a red and white 1957 Larson Thunderhawk 14-footer. The vintage boat is owned by Lee Wangstad of Nisswa, Minnesota. He provided his boat for the Larson photo shoot last year. Although dozens of pictures were taken, only this one made it into the brochure. It is quite an accomplishment to say the least. Congratulations Lee!


Larson is celebrating their 95th anniversary this year. In commemoration of this achievement, one of their old boats was selected for their literature and website to show a bit of their history. 

### *Boating World Promotes Old Watercraft*

Lee Wangstad continues to be in the news! He writes a regular column in "Boating World" magazine focusing upon antique and classic boats and the era of vintage boating. Our Rendezvous last September has been a feeding ground for Wangstad. Three of the boats displayed at our show have been featured in recent issues.

The March 2008 publication has a story about Bruce and Linne Lemke and their North American Marine outboard boat. There was a red fiberglass Chris-Craft ski boat at the Maynard's show. Owner Scott Donahue and his '67 sporty Chris were featured in the February 2008 issue of "Boating World". You can see Scott pictured in his boat at the docks at Maynard's Restaurant in the article!


And not to be outdone, Renee Clark and her award winning "speed racer" filled a page in the January 2008 issue. The diminutive 1957 Aristocraft 13-foot Torpedo plywood speed boat with 1956 Mercury Mark 55 outboard won "best outboard" at our Rendezvous last year.

Wangstad continues his promotion of old boats thru these articles. Many a reader who would not normally be exposed to vintage boats gets a chance to learn about them in each issue of "Boating World". Old issues are archived on line at [www.boatingworldonline.com](http://www.boatingworldonline.com) 



## Old Boats on Television

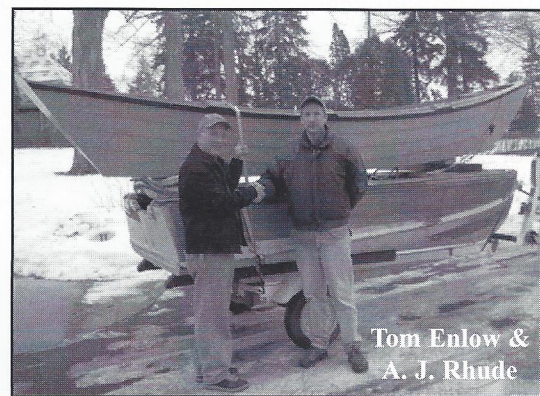
Our BSLOL display at the Minneapolis Boat Show was featured live on FOX 9 TV in the Twin Cities area on Wednesday morning January 23. Our very own Andreas J.

Rhude conducted a quick two minute tour of our vintage boats and water skis. There was no reporter present; he just had a camera in his face with an earpiece and microphone. The "interview" was conducted from the FOX newsroom, remotely. It was a live segment – no room for retakes! 

**If you learn of vintage boats in the press, let the editor know. We desire to share it with the readers.**


## Dory Raffle

Scott Hawkinson donated a rowing skiff to the club and it was raffled off at the Minneapolis Boat Show on January 27th. Ticket sales began last August at the BSLOL show at Bayport and again at the Rendezvous in September.



Tom Enlow & A. J. Rhude

And the winner is..... Tom Enlow's name was drawn and he became the proud owner of the dory. It was delivered to him at his home on Lake Minnetonka on Saturday February second. He could not believe his name was selected. He can't wait until "ice out" to go for a row! He said he'd like to have the boat displayed at our annual Rendezvous next September and he will row across the lake to Maynard's!

Hawkinson's very generous donation to the club helped raise hundreds of dollars which will be used to continue our educational mission. 



# Boat Shows 2008

This is NOT a comprehensive list. It is a list of known shows at the time of publication. The list is provided for informational purposes only. This is not an endorsement of BSLOL.

- May 16-18, 2008      THAT WAS THEN-THIS IS NOW BOAT SHOW, Muscatine, Iowa  
563-260-1970  
[www.muscatineboatshow.com](http://www.muscatineboatshow.com)
- June 19-21, 2008      CLASSIC BOAT SHOW, Wild Eagle Lodge, Eagle River, WI  
877-945-3965
- June 25-28, 2008      ACBS QUARTERLY MEETING, Milwaukee, WI  
[www.acbs.org](http://www.acbs.org)
- July 26, 2008          10th WOODIES on the Water, Barkers Island, Superior, WI  
612-889-9142  
[amazingskiff@msn.com](mailto:amazingskiff@msn.com)
- July 12, 2008          CHAIN OF LAKES CLASSIC BOAT SHOW, Alexandria, MN  
320-759-1114  
[www.mnlakesmaritime.org](http://www.mnlakesmaritime.org)
- July 19, 2008          CLEAR LAKE CLASSIC BOAT RENDEZVOUS, Clear Lake, IA  
[www.clearlakeacbs.org](http://www.clearlakeacbs.org)
- July 25-27, 2008      MINOCQUA ANTIQUE & CLASSIC BOAT SHOW, Minocqua, WI  
[www.minocqua.org](http://www.minocqua.org)
- July 26, 2008          WHITEFISH ANTIQUE BOAT RENDEZVOUS, Cross Lake, MN
- Aug 8-10, 2008        6<sup>TH</sup> THOMPSON ANTIQUE & CLASSIC BOAT RALLY, Marinette, WI  
612-823-3990  
[thompsonboat@msn.com](mailto:thompsonboat@msn.com)
- Aug 23, 2008          4<sup>TH</sup> Annual PEWAUKEE LAKE BOAT SHOW, Pewaukee, WI
- Sept 6, 2008           33<sup>RD</sup> LAKE MINNETONKA ANTIQUE & CLASSIC BOAT RENDEZVOUS  
Excelsior, MN  
[www.acbs-bslol.com](http://www.acbs-bslol.com)
- Sept 12-13, 2008      3<sup>RD</sup> Annual MADISON BOAT SHOW, Madison, WI
- Sept 14-20, 2008      ACBS Annual Meeting & 8<sup>th</sup> International Boat Show, Coeur d'Alene, ID  
[www.acbs.org](http://www.acbs.org)
- Sept 26-28, 2008      GENEVA LAKES BOAT SHOW, Fontana, WI  
847-395-8902  
[www.blackhawkacbs.com](http://www.blackhawkacbs.com)





# 2008 Calendar Of Events

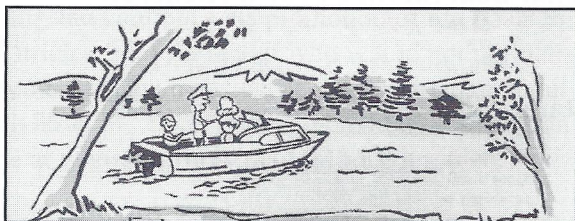


**April 5**      **Saturday 10:30 a.m. Workshop III**  
**The Modern Classics – Boats of the 1950's** Presented by Lee Wangstad, noted author and speaker on classic boats. Hosted by Todd Warner and Mahogany Bay 1000 1st Ave N., Lester Prairie, MN Lunch served - \$5 per person (\$10 for non-members) Reservations required by 5p.m. Wed. April 2  
**Call Scott Hawkinson 763-370-3569**  
**Bring Your Own Chair**

**May 18**      Spring Kick-Off & Diner  
 Al & Alma's Restaurant on Lake Minnetonka, MN  
 Reservations Required  
**RSVP to Ray Garin 952-495-0012**



- James & Emmie Burton – Edina, MN
- Mahlon & Karen Schneider – Austin, MN
- Glenn & Wendy Smith – Stacy, MN
- Cortland Smith – Spring Park, MN
- John Arcand & Jody Spaude – Forest Lake, MN
- Patrick & Luba Thueson – Stillwater, MN
- Craig Trenary – Bloomington, MN
- Frank Wattunen & Wendy Norcross –  
 New Brighton, MN
- Lee & Nancy Wangstad - Nisswa, MN



**June 21**      10:00 – 4:00  
 White Bear Lake Classic Boat Show  
 White Bear Lake, MN  
 In-water & on-land displays, live music, kid's activities, food vendors, mid afternoon in-water boat parade around the lake. NO registration fee.  
**Contact: Pat Oven**  
[pat.oven@usrecordings.com](mailto:pat.oven@usrecordings.com)  
**651-341-8758**

**August 9**      5th St. Croix Concours d'Elegance  
 Boat Show Bayport Marina, Bayport, MN  
**Contact: Joel Lemanski**  
[joel@classicboathardware.com](mailto:joel@classicboathardware.com)  
**651-248-7314**

**September 6** 33rd Lake Minnetonka Antique & Classic Boat Rendezvous  
 Maynard's Restaurant  
 Excelsior, MN  
**Contact: Jay Diebold**  
[jay.a.diebold@supervalu.com](mailto:jay.a.diebold@supervalu.com)  
**952-465-7964**

All events are open to members and non-members alike.

***Please Note:*** On any event where reservations are required, BSLOL reserves the right to refuse entry without reservations.

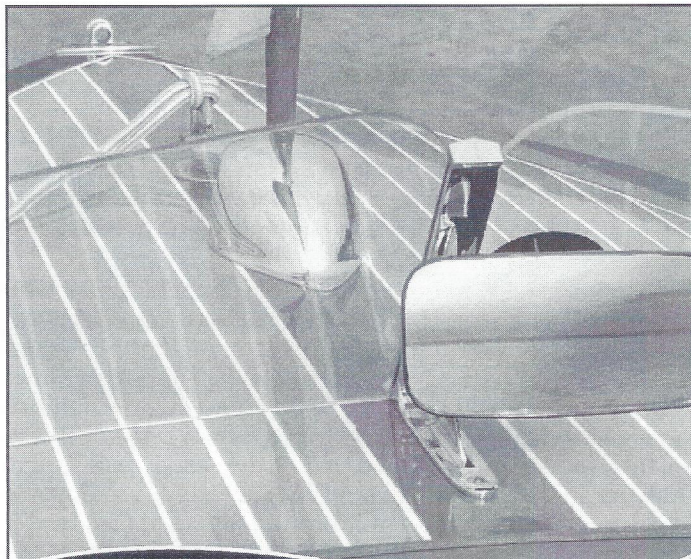
*Events subject to change*




For more information on BSLOL events, visit our website:

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






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**Antique & Classic Boat Rally**  
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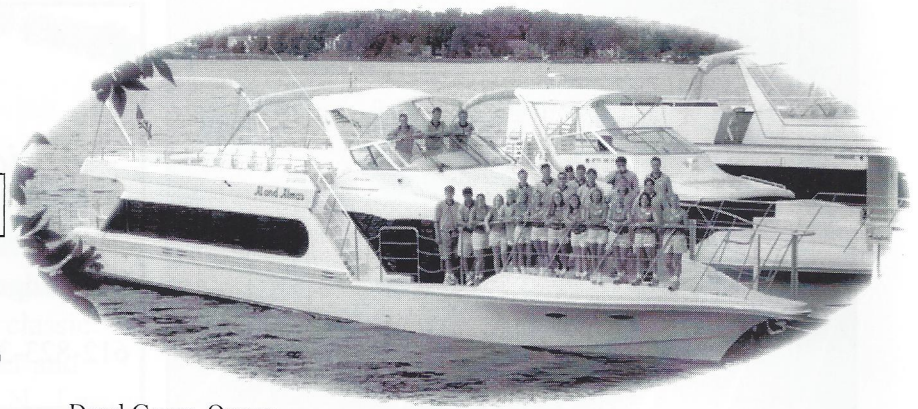
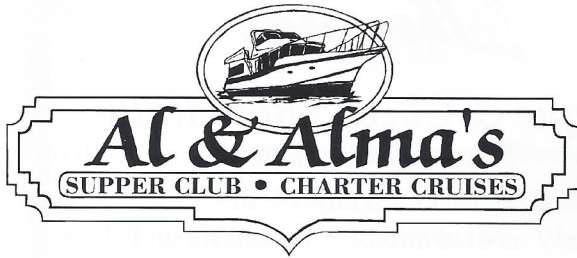
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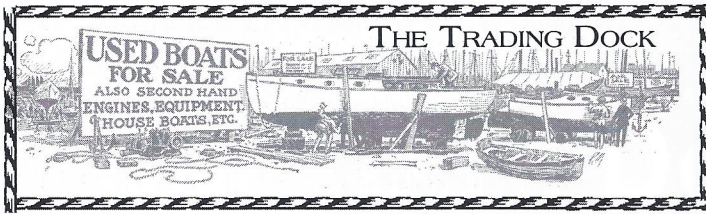
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●1959 Larson Thunderhawk 16' all original boat with 1964 Johnson 90 hpmotor. Excellent original condition, red and white, new bottom cushions front and back, clear windshield, excellent hardware and glow poles. Hull in great condition with no damage. Red tail lights work. Engine runs strong and makes this boat really fly. I found a spare engine that goes with the boat. Trailer is original Montgomery Ward coil spring and shock ( I think made by Tee Nee ) in excellent condition with spare. Total package priced at \$ 3995.00. Call Dick Mickelson 763 545-1181. Boat located in Plymouth, MN. Motor parts and service manuals and other literature included.

●For sale: 1958 Dunphy runabout 14 1/2 ft., molded mahogany veneer, very good condition. circa 1979 Johnson 25 HP electric start outboard, low hours. 1958 ALO trailer. Travel cover. Call Earl in Marian, IA at 319-377-1102.

●1958 RICHARDSON 35' SEDAN CRUISER - Twin Chrysler Crown gas engines. Completely refinished inside and out. Fully equipped. Sleeps six. A fun family boat to use or to show. \$19,000. For complete specs & additional pictures, email: [rbsail@juno.com](mailto:rbsail@juno.com). Located in Duluth, but if you desire to transport this boat, we can discuss sharing that cost.



(M07-1)

●cedar strip rowboats, cedar/canvas canoes, duck boats, outboard runabouts. To restore. 952-476-4364

●Two 1961 Evinrude Lark outboard motors. all controls. matching serial numbers. best offer. (218) 666-5407 email: [mark@ludlowsresort.com](mailto:mark@ludlowsresort.com)

(M06-4)

●1960 20' 3' Chris Craft Sea Skiff. Completely refinished in 2005. New Chris Craft 283 V8 engine has only 1167.8 hours on the tach, total time on the new engine is 423 hours. Boat has always been stored indoors in the winter and kept under a covered clip in the summers. Boat comes with a single axle trailer with lights and a 2" ball hitch. Equipment included with the boat: compass, electric hour timer, CB radio, Lowrance fish locator, electric tachometer and standard tachometer, chrome rear flag mast and flag, complete convertable top, side curtains and complete rear cockpit cover. \$9,500. the boat can be viewed at Sailstar Marina, 741 Sailstar Drive NE, Cass Lake, MN or you can call 218-335-2316 for further information.



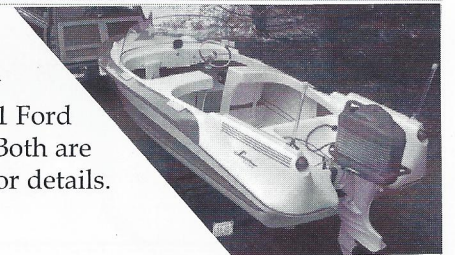
●1955 CHRIS~CRAFT CONTINENTAL 20' 20-CL-005. New Danenberg style 5200 bottom, new white oak keel&frames, new chines, new varnish, new tank&fuel system. 125hrs on completely rebuilt M(130hp), green interior, water line cover, trailer. \$32,000 Contact John Bergstrom. [john@earthlink.net](mailto:john@earthlink.net) 218-729-8734.



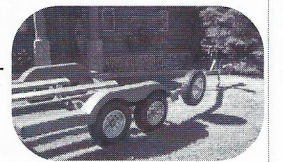
●1965 17' 6" Carver Custom Commander, 1983 70hp Evinrude Motor and Yacht Club trailer. The boat was completely gone through in 2003 and has had very limited use since the restoration. I have additional pictures that can be e-mailed or sent regular upon request. Asking \$7,500 OBO please contact Blaine or Lisa Waknitz @515-987-9927 or email [blwaknitz@msn.com](mailto:blwaknitz@msn.com).

●1956 14' Larson All American with a 30hp Evinrude and trailer. This boat is a fiberglass hull with mahogany deck and interior. This will be a very nice boat once restoration is complete. Asking \$1,000 OBO contact Blaine or Lisa Waknitz @ 515-987-992 or email [blwaknitz@msn.com](mailto:blwaknitz@msn.com)

●1957 LARSON THUNDERHAWK - w/Mark 55 Mercury w/trailer with a 1951 Ford Woody 4x4-302,C6. Both are fully restored. Call for details.




●HEAVY DUTY 2 AXLE BOAT TRAILER - Like new. \$3,300 invested, asking \$2,400 or offers? Call for more information.



For either of the above, CALL DENIS 218-246-8868

(M07-1)



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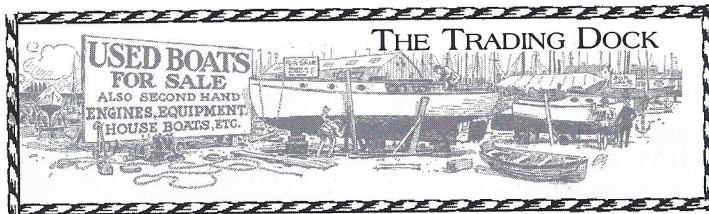
1/8 page b/w	\$300
1/4 page b/w	\$500
1/2 page b/w	\$750
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Full page color	\$1,000
Back cover color	\$1,200

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Questions regarding ad rates,  
 contact the editor at [editor@acbs-bslol.com](mailto:editor@acbs-bslol.com)  
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The BoatHouse has a large circulation across the U.S. & Canada. One-year (4 issues) advertisers get an added bonus of a link to their website from our (BSLOL) website.





●1961 Thompson 17 ft. Sea Lancer, lapstrake, restored, turn-key, 1961 Johnson 75 HP outboard motor, 1961 Little Dude trailer.

●1976 Mercury 7.5 HP outboard, like new with 3 gallon fuel tank

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●1947 17' Chris Craft Deluxe Runabout. New varnish last year. Still looks excellent. KBL triple carburetor. Rebuilt carbs. Chrome very good shape. Trailer. 12volt. New battery. New bilge pump. Boat is in very good condition. Bottom original and in very good condition. Put in the water and go. \$18000.00 Dave 612-581-7819.

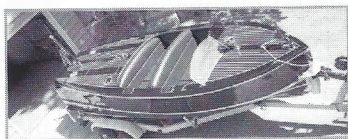
●1935 Chris-Craft 25 ft. Cruiser, complete, restorable, V-bunk trailer. similar as seen at Bayport Show. \$5,500. Located in Chisago City, MN area. Jay Flattum (651) 257-8638

●1955 Chris-Craft 29 ft. Captain Cruiser, bull nose, fairly complete, both motors and big project and look at what you have when done. \$3,500. Jay Flattum (651) 257-8638

●For sale: Early 1960s Thompson 17 ft. lapstrake (serial #23510), 60 HP Johnson Seahorse outboard motor, Shoreland'r trailer. \$2,000.00.  
Tim Anguish, Whitmore Lake, MI. 810-231-8342.  
kmanguish@aol.com

●1947 CENTURY SEAMAID 171/2?. Total restoration, new white oak framing and mahogany throughout. Pristine fit and finish, show condition. Shown at 2006 Minneapolis Boat Show. Professionally rebuilt, very rare 1936 dual ignition Grey Phantom A6 244 Fireball 140hp engine. Original refinished and rebuilt hardware and instruments. Very best craftsmanship and materials, as new boat. \$50,000.00

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h 952-469-5524,  
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### New Guidelines for Trading Dock Classified Ads

Effective immediately, new guidelines for use of the Boathouse Trading Dock (classified ads) are in force:

- The Trading Dock may be used to buy, sell, or seek marine related items.
- Ads are published for one issue only. Please resubmit your ad for additional publication. Re-submitted ads must be rewritten in full.
- All ads must be type written or if hand written they must be legible. Print on 8 1/2" x 11" white paper.
- Ads must be prepaid. No exceptions.
- Rates: BSLOL Members: FREE. \$5.00 for a single photograph. Non Members: \$15.00 per issue. \$5.00 for a single photograph.

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- As a benefit to Trading Dock advertisers, the ad will appear on our website for the time frame of one issue of the "Boathouse" (3 months).
- Do not submit photocopies of pictures since they will not reproduce well. Photos will not be returned unless a self-addressed, stamped envelope is provided. Electronic photos are preferred in JPG format.
- Remember to include your name and contact information, year, length, make, model of boat and engine/motor in your ad.
- Commercial boat brokers/dealers can not submit Trading Dock ads. Display ads are available.
- Deadlines: March 01, June 01, September 01, December 01.

Questions? Contact the Managing Editor at editor@acbs-bslol.com or 612-823-3990.

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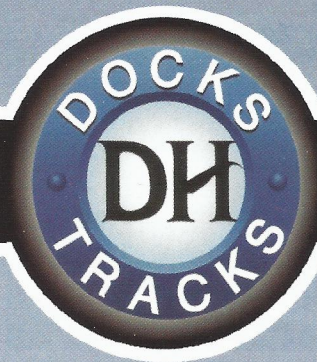
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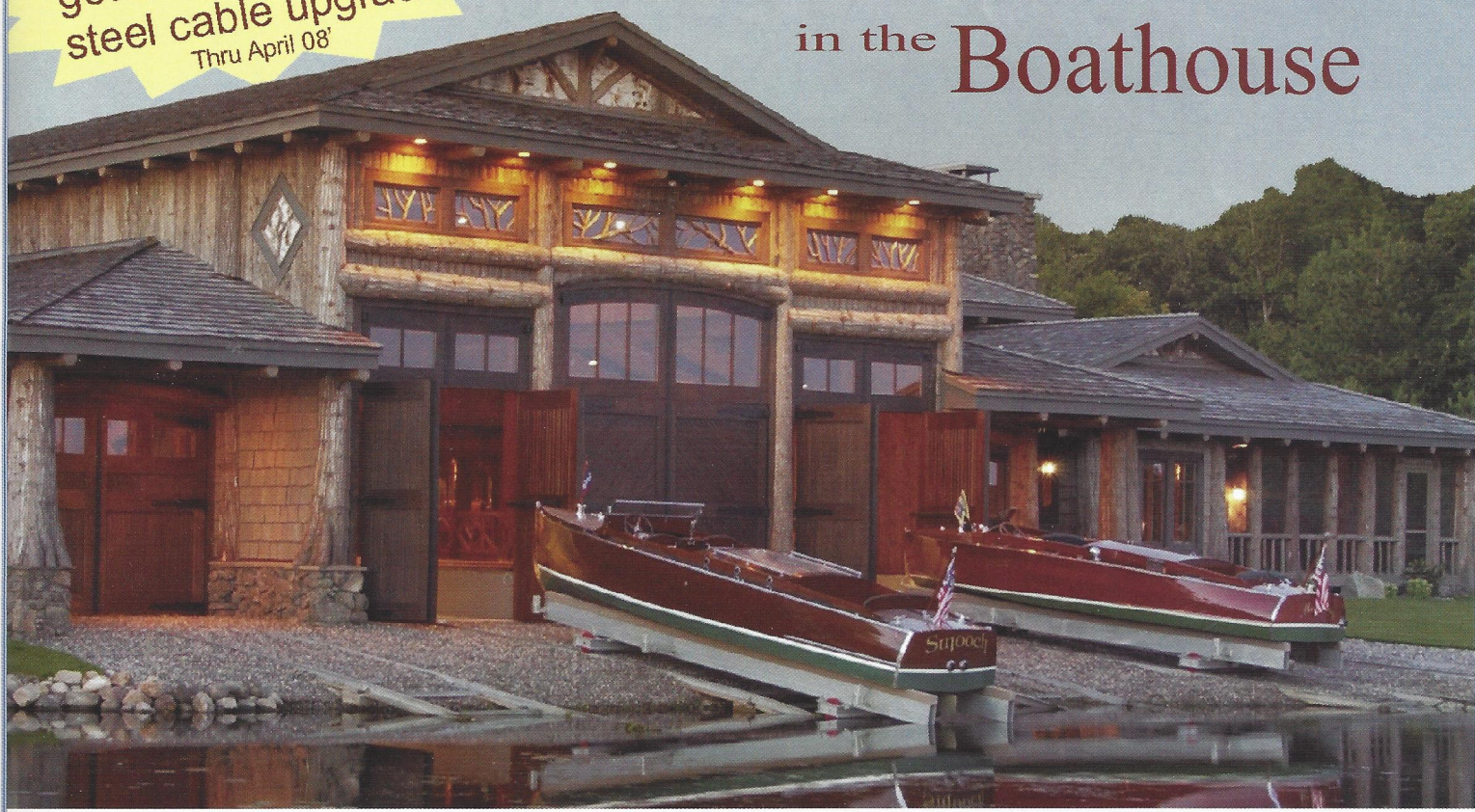
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