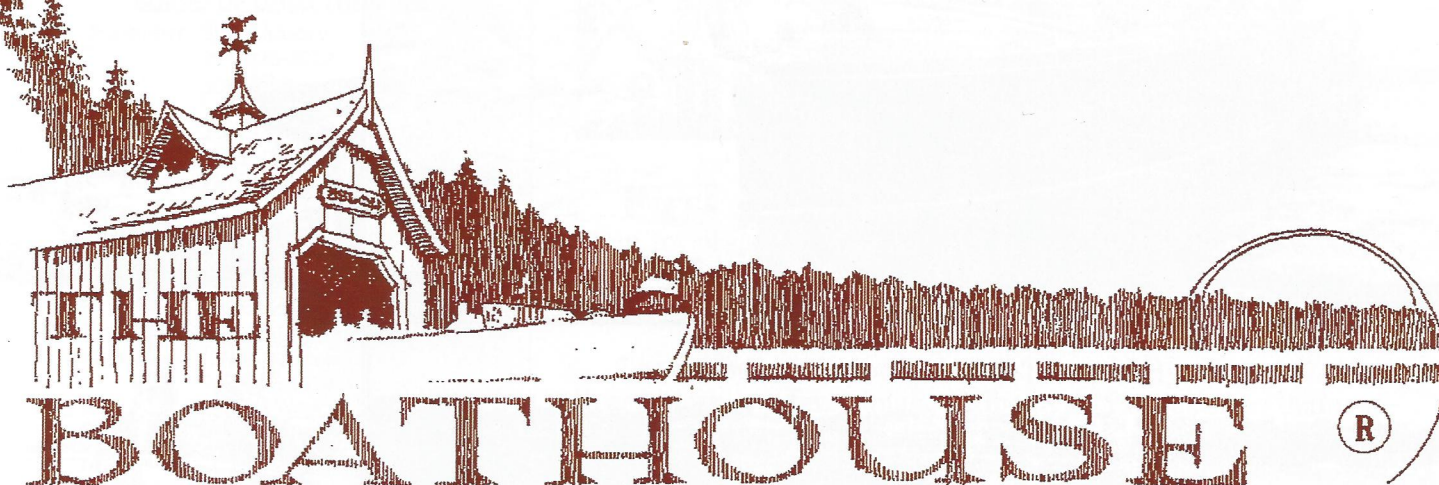


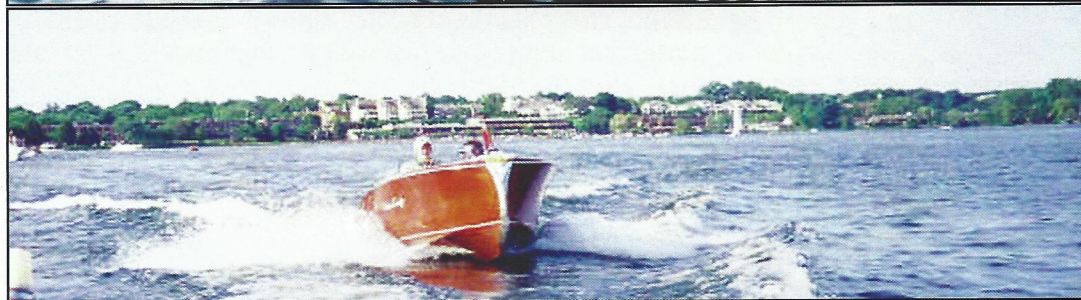
Vol. 33 No. 3  
Summer 2008



In Memory of Lynn O'Connor 1953-2008

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





Kevin And Martha Milbery in their  
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at the June Club Cruise on Lake Minnetonka

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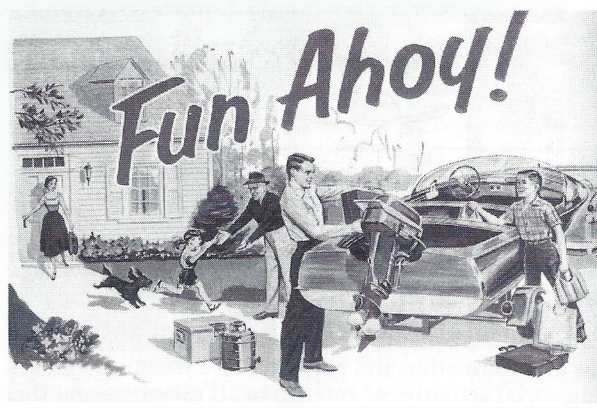
**First** off, I'd like to give a big, public thank you to Pat Oven for organizing the White Bear Lake display. It is a very big job to manage the marketing, advertising, registration, logistics, and weather for a 50-boat event, and Pat worked it all like a pro.

I saw a number of boats I hadn't seen lately (or ever). White Bear has quite a few vintage sailboats of various sizes that were nice to see, Harry Munson had a trailer of his old Red Wings, and the club picked up some new members.

On the subject of events, the summer show at Bayport has been cancelled for 2008. Although a number of factors went into the decision, the overriding reason is that it became too difficult to convince BSLOL members to bring their boats. I agree with the decision, but I'm very disappointed why it had to be so. Bayport Marina and Joel and Michelle Lemanski contributed hundreds of hours and quite a bit of money from their own pockets to produce the events, and I don't think the club rewarded their contributions as much as we could have.

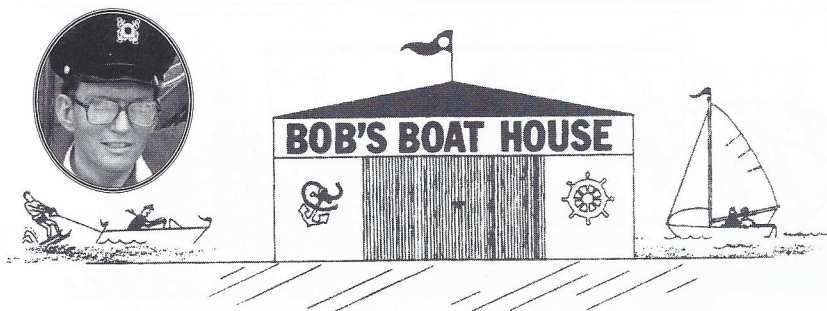
**Happy boating.**

Jim

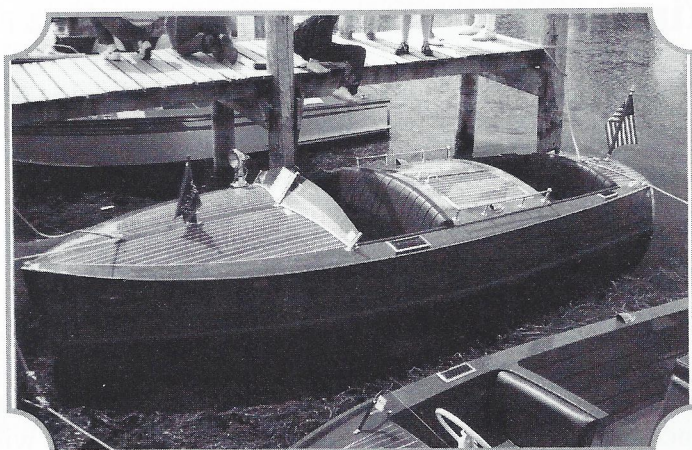


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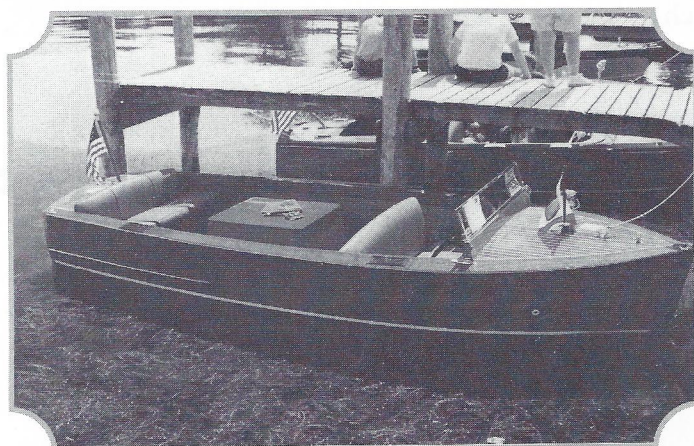




Reflections of Bob Speltz from his personal photo album.



*Ed Sandin's 1932 Chris Craft  
Best Antique Runabout under 20'*



*Joe Soucheray's 1938 Chris-Craft  
Best Antique Utility Under 20'*

## 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:

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

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### On Our Cover

Lynn and Chris  
O'Connor  
With Children Stephanie  
and Nathan  
1956 18' Shepherd  
Runabout




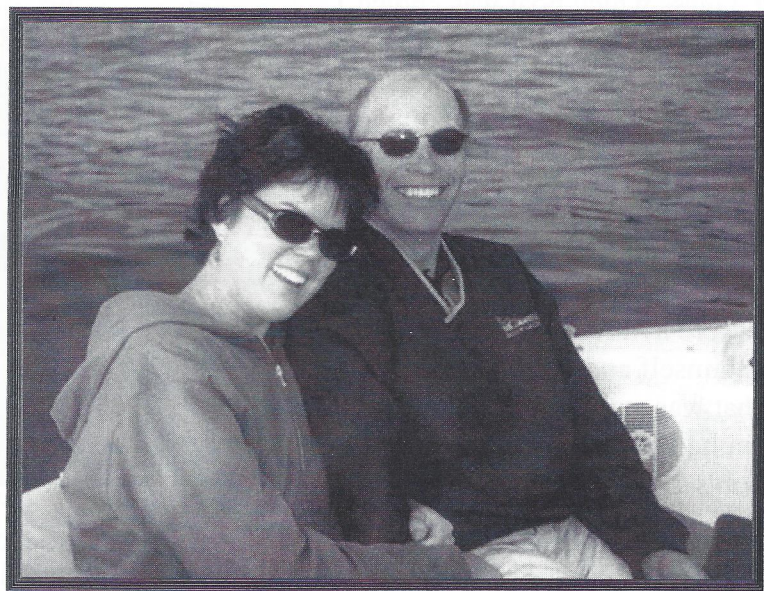
## In Memory Of Lynnette O'Connor

With sadness we report the passing on Saturday May 31, 2008 of Lynnette O'Connor. She died with her family beside her. Lynn was a lover of life with energy and enthusiasm for everything. The stroke she suffered several years ago slowed Lynn down, but did not deter her. With confinement to a wheelchair, her family and friends made certain she would have as normal of a life as possible.

Boating has always been a family passion for the O'Connors. Her family made sure she remained a part of as many activities as possible. Lynn was with us at our shows and participated in many events. She came to Lake Vermilion on Labor Day weekends the past few years. Her family also saw to it she was not deprived of the water she loved so much and took her on many boat rides.

The O'Connor family has been active in BSLOL for many years. Both Chris and Lynn have served on the Board of Directors: Chris as president and Lynn as secretary. Their 1956 Shepherd boat, "Nice Eh," has been an ever present staple at our activities.

Lynn is survived by her husband Chris and their children Stephanie and Nathan. She is also survived by her mother Shirley Miller and father James Miller, sisters Randine Peterson and Jamie McDermeit, along with many nieces and nephews. She was taken from us at the young age of 54 and will be missed by her many friends. All of us at BSLOL offer condolences to her family. 



**This issue of the Boathouse magazine is dedicated to her memory.**



## Officers and Board Members Needed

**Do** you want to contribute to the health of YOUR club?? Jump on the band wagon and join the Board of Directors. Each year elections are held for: president; vice president; secretary; and treasurer. These are one year terms. Also, directors are elected for two year terms. There is ample opportunity for you to lend a hand. Nominations for director and officer positions are being sought. Contact president Jim Camery if you want to learn more.

## Spring Get-Together

A small but very fun group gathered for the Spring Mixer Meet and Greet on Sunday May 18. Al & Alma's Restaurant on Lake Minnetonka were hosts. Margot and Ray Garin made the arrangements. After a cocktail hour another great Al & Alma's meal was served. There was plenty of time to renew friendships and make new friends. There were no speeches or presentations or meeting minutes! Just FUN. The weather was a bit chilly but two boats did make it. One vessel was an open utility with no top and the other a cabin cruiser with full canvas covering. Guess which boat was choice number one of the riders! A little cruise followed diner.

Thanks to Margot and Ray Garin for making this event a reality. And thanks to everyone that attended!

## Speltz Poster in the Oddest Place

Peggy and Steve Merjanian were in Boston this past Spring. One evening they were at a restaurant for a meal. Steve had to excuse himself and use the necessary room. Low and behold what was starring him in the face? None other than a framed poster created by Mr. Bob Speltz. It is one of Bob's "Real Runabout" posters that he created and sold in the 1970s. What a surprise for Steve! It just goes to show, fans of vintage boats are everywhere!



## Workshops Well Attended

As usual, our winter educational workshops were very well attended. On Saturday March 8 Joel Lemanski hosted us at his shop near Stillwater, Minnesota. He spoke about boat hardware and the correct and incorrect "jewelry" for our boats. He also gave pointers on the rights and wrongs of getting old hardware re-chromed.

The final workshop of the season took place on April 5. Lee Wangstad, noted historian and author, made an illustrated presentation on "space age" boats. His knowledge and enthusiasm is unbeatable. Our host this time was Todd Warner and his Mahogany Bay shop in Lester Prairie, Minnesota. Before Lee's presentation, Dave Bortner of Mahogany Bay welcomed us to the shop. There was plenty of time to gander at the wonderful boats in various stages of refinishing. And for the engine nuts, there were engines and parts too!

Ideas are always needed for future educational workshops. Please feel free to pass along your ideas to the Board members.



Rog Moberg and a number of his grand-kids are pictured in his 1957 Larson Deluxe Speed Runabout. These little ones pictures are great grand nieces and nephews of

Paul G. Larson – the head of Larson Boat Works and Larson Watercraft (Crestliner).

"Lollipop II" was built by Larson at Little Falls, Minnesota. She was taken to the new Larson factory for a photo of her birthplace in her fiftieth anniversary year.

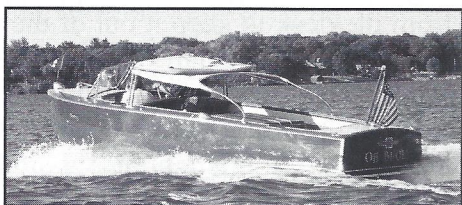


# Cover Photos Needed

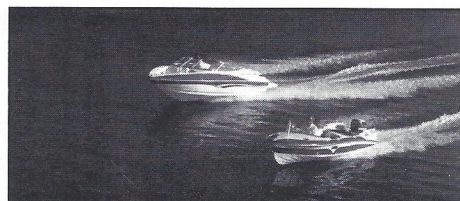
**Do you want your boat to be pictured on the cover of the Boathouse magazine? It can happen! How, you may ask? All you need to do is submit a photo to the editorial team.**

A few requirements for having your photo selected:

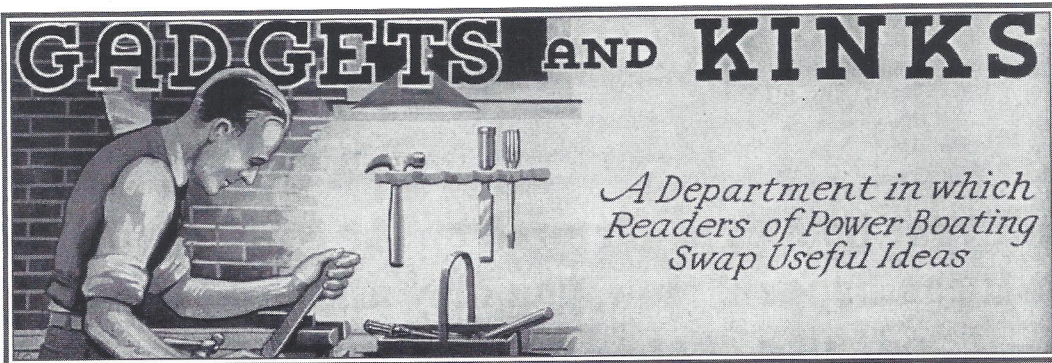
- Preference is given to members of BSLOL and their boats
- Preference is given to boats in the water, either in movement or standing still. Boats on trailers or tied to a dock typically do not make good subjects
- When taking photos of your boat:
  - Remove dock lines, fenders, floaty toys, etc...
  - Have the boat clean
  - Stow towels, coolers, lines, fenders, toys.... out of sight of the camera lens
  - Fly bow pennant or burgee and appropriate stern flag
  - Have the sun behind the photographer
  - Try to have the background of the photo uncluttered. Take note before selecting your location of what will appear in the background. A cool looking boathouse in the background would be very appropriate.
  - Have fun. If people are pictured in the boat, make sure they look happy and are having a great time. Is that not what this is all about?
- ANY type of vessel is desired, no matter the material used in the construction. Any size from canoes to commuters will be considered.
- JPG or TIFF format is best for digital photos. The higher the resolution the better (300 DPI IF POSSIBLE)
- Send photos with a description of the watercraft and your name to: [editor@acbs-bslol.com](mailto:editor@acbs-bslol.com) or call 612-823-3990 if you want to discuss this topic. Old fashioned photos can be used too - not just digital ones!



Previous Cover  
Photos







**You** are

realizing that it has been five years since the run-about has had any fresh varnish. It is starting to look a little dull. You have all of the equipment. Sand paper, foam brushes, varnish, painters' and masking tape are all in your possession so it is time to get the hardware off and get to work. But wait! How are you going to sand and varnish around that hideum welt. You know - hideum welt - the strip of upholstery that covers the edge of the crash pad upholstery around the cockpit. A not too brilliant idea is to tape off around the hideum welt. Why is that not a good idea? Well, the hideum overlaps some of the varnished surface on the deck to be varnished. Taping off the hideum may keep the varnish off the hideum welt, but the varnish will build up under the hideum. It is also a great place for sanding dust to hide. You will be plagued with unseen dust all through the varnish job. Let's cut to the meat of this topic. You should remove the hideum welt and the crash pad upholstery to have a chance at controlling dust and a nice varnish job.

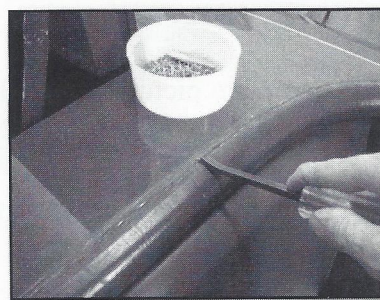
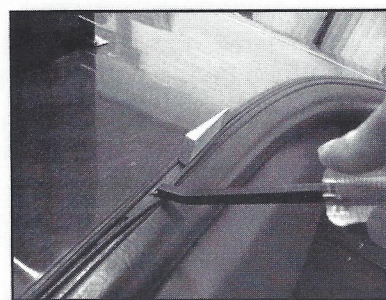
Seems simple, doesn't it? Just remove the hideum and crash pad upholstery. But, the means by which they are removed is important to understand. First, remove the hideum welt tips by pulling the small nail holding it in place. Set them aside in a plastic bag for safe keeping. Staples hold the hideum and upholstery in place. If it is original upholstery, you will probably see carpet tacks. Regardless, they must be lifted out to remove the upholstery. This brings us to the tool to use to pry the staples out. The incorrect tool is a screw driver. The correct tool is a staple lifter which is a special tool that cannot be purchased at the hardware store. It is only available from an upholstery supply store. By accessing the Internet and searching for "upholstery supplies" you will be able to locate your local upholstery tools and materials supplier. What you want to get is a staple lifter. The one shown in the pictures below is made by Osbourne and has served me well for years.

Considering you have the staple lifter, let's see how this is done properly. You will need a couple of

## HIDEUM WELT AND THE STAPLE REMOVAL OR WORKING HARDER TO MAKE WORK EASIER BY SHERWOOD HEGGEN

wedge holding the hideum apart. This makes it so much easier to get at the staples.

With the wedge in place, work the points of the staple lifter under the staple and lift it out by pushing down on the handle. Work carefully so as not to slip off of the staple. If you slip off the staple, you are likely to drive the staple lifter into the varnish and make an ugly gouge in the deck. Learn from my mishaps. Often, only one side of the staple will come up. If so, use a pliers to pull it out the rest of the way. When you get the hundreds of staples out of the hideum, there will still be the crash pad upholstery with as many, or more, staples to remove.



Patience and determination will ultimately see all of the staples removed. You will be glad you did when it comes time to sand and varnish. If you hadn't, it would be kind of like wash-

ing your ankles with your socks on.

OK. Lay back the crash pad upholstery and remove the half round crash pad, unless it is glued in place. You might want to tape the crash pad upholstery away from the deck to keep it out of the way while you are working. If the half round is glued on, tape it off with blue painters' tape so as not to get varnish all over it.

continued on page 9



Remove the seat backs if they are in contact with the decking. Otherwise cover the upholstered seat backs and bases with some kind of "drop cloth" to protect them from dust and varnish drips and you are ready to sand and varnish.

Before you start to varnish, you will want to check the condition of the wood where the staples were. Quite often, you might find that steel, rather than stainless steel staples were used. This breeds big trouble called "staple sickness". The staples will rust from moisture getting under the upholstery which destroys the wood surrounding them. This mess has to be corrected so that the staples have something to grip. First, be sure there are no broken off staple ends remaining in the wood. If there are areas of soft wood, dig them out. Certainly that will leave holes in the deck. Since it would be difficult to get all of the questionable wood out, soak the holes and gaps with Smith's Clear Penetrating Epoxy Sealer (CPES) and let it cure for a couple of days. Then, fill the holes/gaps with putty made of epoxy and filler. Once it is hardened, sand it flush to the surface and proceed with the sanding/varnishing process. It is interesting to note that not all varnishes will harden well when applied over epoxy. To correct that problem, apply a coat of clear sealer over the epoxy area and then varnish over that.

After you have finished applying that last coat of varnish and the deck seams have been repainted, it is time to put the crash pad upholstery and hideum welt back on. Oh wait, a special tool is required again. You will need a staple gun to hook up to your compressor and air hose. Yeah, I know this is running into some extra money spent, but it pays to do the job correctly. The upholstery supplier can help you out with what you need. A basic upholstery stapler that uses half-inch wide stainless steel staples will do the job. The stapler will cost about a hundred dollars.

Start installing the crash pad upholstery by laying it over the half round and draw it reasonably tight, or original position, and staple it in place with your brand new staple gun and stainless steel staples. Start installing the hideum welt by laying the metal welt tips over the ends of the hideum and install the nails through their original holes. Lay out the hideum around the cockpit, holding it down temporarily with tape. Pull the hideum taught to the first corner in the


cockpit against the metal welt end and secure it with a tape at the end of that straight run. Now, position and staple the hideum around the curve to get a smooth flowing line to the beginning of the next straight run. Correct positioning of the hideum can be made easier by lining up it up with the impressions left by the hideum and staples from the previous installation. Again, draw the hideum taught and staple it down at the beginning of the next corner. Continue by stapling that corner down, etc. With the corners secured and all of the straight runs taught, finish stapling the straight runs down. You may become aware that not all straight runs are straight. It is likely that a slight curve may exist. Whether it is straight or curved, take the time to tape one side of the hideum in place as shown in the picture below.

When the hideum is aligned, staple it down. One staple every inch is sufficient to properly secure it in place. With all the staples in place, remove the tape.



Check to be sure the hideum lies in a nice fair line all around the cockpit. If not, you would want to make whatever corrections are necessary. This will involve pulling staples in the problem area and re-stapling. If it looks good, it is finished!

Now, are you not you glad you went through all of that? It sure looks good, does it not? There is a lot of satisfaction to be realized by a job done well.

There are so many tricks of the trade in doing restoration work on a vintage boat. I do not know all of them, but I have a network of acquaintances that do. 

If you are wondering what steps to take in any stage of restoring or maintaining your old boat, contact me at:

**Heggensj@Centurytel.net**  
**or 715-294-2415.**

**It would be my pleasure to help you find an answer to your restoration questions.**



# Membership Recruitment Drive

We all know of individuals or acquaintances out there that have classic or antique boats or they may have an avid interest in old boats. They truly will be a welcome addition to our club. Promoting the advantages of membership to those non-members should be an easy task for any of the current and/or past members. Some membership benefits include:

- friendships and networking
- first class, award winning Boathouse magazine
- ACBS Rudder magazine
- annual events (summer cruises, social activities, Rendezvous, Minneapolis Boat Show)
- winter educational workshops
- access to all our suppliers
- help and advice on restoration projects
- web site access (local and national)
- national membership Directory with cross reference to boat makes
- discounts at selected local vendors
- Hagerty Insurance discount
- Hertz rent-a-car discount

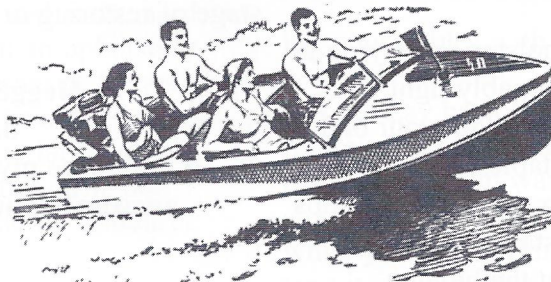
For a *limited period of time* the Bob Speltz Land-O-Lakes chapter (BSLOL) is offering a year of free membership in our chapter to any current member that brings a "New" member to the club. Bring in additional members and special gifts are available. The free membership applies to the BSLOL chapter only. You must pay the ACBS dues portion.

Every club/organization needs members, new and existing; to sustain activities and grow in its offerings to the membership.

Help BSLOL, your club, to grow and offer even more benefits to all, in an organization that has given so much.

**Make that phone call today to a former member or that person you just met.**

**This Membership drive extends through October 30, 2008 and applies to 2009 memberships.**





# Mt. Dora Show

By Clark Oltman

I attended the annual Sunnyland boat show on Lake Dora, Florida at the end of March. If you are interested in old boats, motors, cars, and the like, this is one show to put on your to do list. The Florida chapter of the Antique and Classic Boat Society puts this show on with the help of the Antique Outboard Motor Club, and a few car clubs including several people with Amphicars. If you can not find it here you do not need it! The vendors all come out and display their wares. There are parts, motors, rope, boats, and clothing all for sale. I left my billfold at home to keep the budget in check.

But back up for a little. On the Thursday night before the show former Minnesotans Jerry and Maureen Valley have been hosting a gathering of people from Minnesota as well as friends from Florida. Those I remember seeing there were Dr. Bob Johnson, Mike Favilla, Todd Warner, Jim and Marcia Aamodt, Stan Peterson from Iowa, Lowell and Marcia Arnold, Ray and Margot Garin, Bob and Carol Simpson, Dave Doner and myself. Forgive me if you were there and I did not mention you, I always forget to take notes. But good friends and good food were aplenty.


I volunteered to help at the show but still had plenty of time to poke my nose into displays and booths. I ran into Steve Stevenson from Wisconsin and talked with him while. Mike Mason another BSLOer was enjoying the boats and sunshine.

The show really runs Friday, Saturday and Sunday so there is plenty of time.

Oh wow, I forgot to mention the big change. This show has been held in Mt. Dora for years. This year it was moved to Wooten Park in Tavares, about 6 miles away. The city of Tavares built new docks and revamped the boat launch for the show. For those who want to stay in Mt. Dora, there is a tourist train the runs between the two cities on a regular schedule.

The city of Tavares also has purchased two excursion boats to give rides on Lake Dora.

After the show there was a two day symposium in Mt. Dora, although I did not attend. But I did get multiple shows for the price of one trip. The following weekend was an antique race boat show including a classic car show on Thursday night. Almost too much fun for one week! The pictures I took were really intended to give you a feel for both events.

Try it you will like it is a definite understatement. You have to go to this show. 

See you there next year.  
Clark

## Shop Tip for Safety

**Never** wad up your used stain rags and toss them into the trash or leave them in your boat or in your shop. It can end in disaster. Spontaneous combustion is real. A gentleman was near completion of a two year restoration of a Chris-Craft 31-foot Express Cruiser recently. The boat was slated to be launched in less than one week. Well, it all came to a fiery end.

The owner had been staining some items in the boat. He put the stain rags into a plastic bag, left the bag on the aft deck and went home. The solvents in the stain-soaked rags combusted after a while, started a fire, and completely destroyed the boat. Tragically, a classic boat that was being brought back to life went up in smoke.

Soak your stain rags in water and hang them up outdoors to dry. Then and only then, should the rags be put in the trash.



# Varnishing Tips

Compiled by Mark Gjerde

**Varnishing** boats is part science, part skill and a great deal of luck. There is no simple means to get a good job. It takes practice and patience. The following tips are compiled from several BSLOL workshops in recent years. These may not necessarily be everything that is needed in all cases to create a satisfactory varnish job.

## Conditions for a good varnish job:

- Humidity should be at least 45 percent...it lessens dust clinging to brush, boat, etc.
- Temperature should be at least 65 degrees F....the warmer and more humid the better
- Create dust free environment...especially for final coat
- Keep children, pets, friends, housemates out of the varnishing room. Minimize movement.
- Surfaces need to be true or flat (not wavy) and free of sanding marks before staining/varnishing
- Remove all hardware
- Patience

## Products/materials to use:

- Epifanes Wood Finish Gloss varnish or any good quality marine spar varnish for build up coats – 6-8 coats
- Epifanes Clear High Gloss varnish or any good quality marine spar varnish for final coat
- Pettit Clear Seal or Smith's Clear Penetrating Epoxy Sealer (CPES) or similar. Only use CPES if starting with bare wood.
- Interlux 333 thinner or similar
- JEN Foam Brushes or similar (good quality found at hardware stores)...1" to 4" size
- Small 1-1½" bristle brush
- 3M Scotchbrite pads or similar...type A Very Fine (Maroon color pads are equivalent to 220 grit)
- Plastic bowls such as Cool Whip bowl. Have one for each coat of varnish.
- Tack Rags
- Cone shaped paper strainer
- Naphtha cleaner

- Well used cotton rags used with the Naphtha
- 3M Gold sandpaper 220, 320, and 400 grit or similar
- Board or block sander
- Air hose if you have one
- Random Orbital Sander with dust collector, if possible
- Murphy's Soap
- Duct tape
- Respirator mask for varnish odors

## Process of sanding, cleaning & varnishing:

- If boat wood is not true and is wavy, use long board sander with 220 grit to take out high spots before staining
- Let stain dry for 2-3 days before sealing with Pettit Clear Seal or similar
- You must sand or scuff the varnish between coats to ensure bonding between coats. Epifanes Wood Finish need not be sanded between coats.
- Sanding or scuffing the varnish "breaks the skin of the varnish" and it dries faster. Sanding between coats and letting the varnish dry for an extra day lessens amount of thinners trapped under many coats of varnish.
- Lightly sand the sealer or old varnish being careful NOT to sand thru the stain.



If wood is not true, use board sander to take out high spots.

Don't use Random sander until you have at least 3 coats of varnish or you will sand thru the varnish easily.



# Varnishing Tips continued

Compiled by Mark Gjerde

## Cleaning:

- Clean shop workspace
- Cleaning the wood surface and holes before varnishing is very critical for a good job. Compressed air is the best method for eliminating dust from holes. Also use shop vacuum to get dust. Dust likes to find hiding spots such as screw holes and depressions.
- First wash the boat in a Murphy's Soap and water solution. Might require washing a couple of times with clean water.
- When dry, take air hose and clean out any screw hole or other holes.
- Use Naphta on soft cloth rag to clean dust wiping in direction with grain of wood
- Finally use tack cloth to clean and remaining dust wiping in direction of grain.
- Wet down the floor

## Varnishing:

- Mix Interlux 333 in to Epifanes Clear Varnish. If new can, just open and fill 333 up to top, close can, and shake (let bubbles settle)
- Rule of thumb is mix 333 at 5% of varnish. I haven't done this and varnish has been too thick and doesn't flow.
- Sherwood Heggen does not like applying varnish with rollers...it gets too much varnish on and it is not faster...maybe it would be faster if one person rolled and another brushed.
- Strain varnish into Cool Whip bowl (after cleaning bowl with Naphtha and tack rag)
- NEVER put your brush into the can of varnish. Use the plastic bowl.
- Clean Foam Brush with duct tape (or lint roller).
- You may use a small rolling stool which makes it easier to slide along side of boat.
- When doing the side of a hull...apply 4 or 5 dabs of varnish in a vertical line up and down and spread varnish up/down. Do an area about 2-feet wide at a time.
- Next pull the brush (dry to wet) thru the varnish with the brush handle being pretty flat to the boat with the grain of the wood. Applying vertically and brushing out horizontally helps getting even coverage and avoids "holidays".
- The brush should flow thru varnish easily, if it skids or slips, go back over it.
- Once you get moving down the side of the hull you should overlap each stroke into the wet about 50 percent.
- Use good lighting and continue to check previous work for sags or drips. With 333 thinner you will have about 10 minutes to fix a sag before varnish begins to set.
- With Epifanes Wood Finish Gloss, you can apply up to 3 coats without sanding between coats. The manufacturer says it can be recoated within 72 hours without sanding or scuffing. This saves a lot of time and work given you will be putting on 10-12 undercoats. My recommendation is that if you have runs or sags, you take care of them and not varnish over them.
- If you have a deck coverboard that overhangs the side of the hull, use a bristle brush to apply varnish versus a foam brush. The bristle brush will pull the varnish out better and therefore prevents sags down from the coverboard. (This is a notorious area for sags).
- After varnish is dry and you have 3 coats of varnish on the boat you will go thru the sanding/scuffing process again followed by the cleaning process. I would sand and scuff after 3-6-9 coats. Sand also between final coats.





# Varnishing Tips Cont'd

Compiled by Mark Gjerde

## Reminders:

- If you need to flatten some areas or sags, use a board sander with 220 grit. You can use the Random Orbital sander with 220 grit followed scuffing the surface with the grain using the maroon colored Scotchbrite (220 grit). The Scotchbrite will take out any swirl scratches left by the Orbital sander. If you do not have a Random Orbital sander, use 220 wrapped in Scotchbrite (making a soft sanding pad) to sand the surface before your next varnishing. Be careful to sand lightly around edges to avoid sanding through. Let varnish dry a day or two before revarnishing. It will "gas off" and harden quicker this way.

## Varnish with the grain:

- When you have two pieces of wood that butt so grains are perpendicular to each other, you still need to varnish with the grain. Varnish one of the pieces (probably the shorter piece) with the grain overlapping into the other piece an inch or two. When varnishing the other piece that butts it, drag your brush along the seam where the two boards come together. The varnish will flow together as it sets up.

## The final coat:

- The final coat or coats should be done with Epifanes Clear Varnish or similar which does need to be sanded with 320 grit between coats.
- Use 400 grit sandpaper before the final coat.
- Use extra precautions to have a dust free environment and dust free boat.

- Your shop floor should be wet to keep dust down and eliminate static electricity.

- I found that varnishing in the early morning, most of the dust had settled overnight.

- Also, wearing no shirt will help keep the environment clean of lint and dust from your clothes.



- Final coat will take 3 weeks to harden.

If you end up with sags, bugs in the varnish, or dust spots, sand them off and start again. Inevitably, you will have an insect land in your wet varnish. Sand 'em off and recoat!

**Do not be in a hurry and enjoy your beautiful work**

*The products and services mentioned here are provided for informational purposes only and are not endorsed by the Bob Speltz Land-O-Lakes chapter of the Antique & Classic Boat Society.*



# 1957 Bell Boy Bikini

By Lee Wangstad

In 1957 Bellingham Shipyards launched what was, is, and evermore shall be the wildest rocket ever to hit the water. The Bell Boy Bikini was 20-foot 4-inches of pure power and speed.

With eye-popping appearance that put the rest of the boating industry in the back seat, the Bikini was here and now, a unique combination of brute force coupled with sophisticated hull design unlike anything else before it. The highly stylized boat was meant for that special client, the one with the money and ego big enough to measure up to the Bikini's bigger-than-life image.

However, racy good looks were not enough to satisfy the boaters fit to own this speedster. The Bikini had to go beyond image by placing boaters into go-fast boat reality. This was a boat that went every bit as fast as it looked.

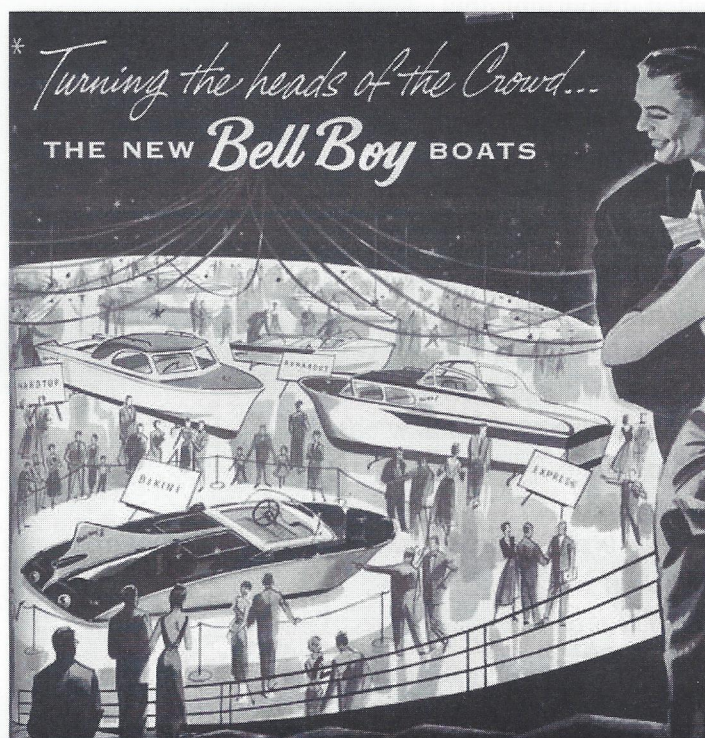
Powered by either single or twin Dearborn Interceptor V-8 engines, the twin option was capable of speeds in excess of 85 mph. What is not apparent from pictures of the Bikini sitting at rest is that once under power, it jumped up out of the water in true three point hydro form and skated across the surface of the water.

"I designed the top half of the Bikini," relates Art Nordtvedt, of Bellingham, Washington. "I had to do most of the development during my spare time, because as general manager of the shipyard, I still had to keep the rest of the yard running. I built the plug and the mold for the Bikini myself. The hull was of standard three-point construction developed by Ted Jones."

Art had started his apprenticeship at the shipyard upon his discharge from the Navy in 1942. They were building wooden mine sweepers under contract for the Navy in the 110-foot to 180-foot range. "In 1950 or '51 we began to experiment with fiberglass," says Art. "We could see that this material would have some real potential for building boats."

The Bell Boy Division of Bellingham Shipyards was established to produce their line of fiber-

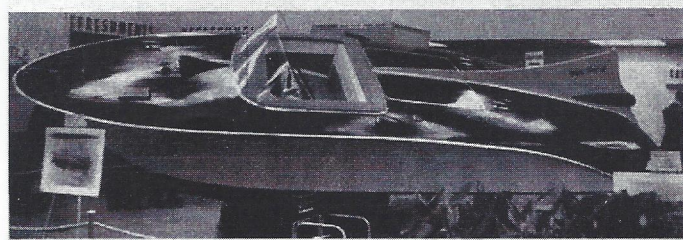
glass recreational boats. These consisted mostly of runabouts and small cruisers in the 16-foot through 21-foot range. "At one point we were probably the largest producer of fiberglass boats," reflects Art. "People told us that we should slow down production or we would saturate the market. But nobody realized where the market was headed. It was really going crazy!"



The Bikini was a grand departure from their conservative approach to boat design. Unlimited Gold Cup racing had captured the imagination of the west coast boating crowd in the fifties, and the Bikini was a direct reflection of that interest.

"We took the Bikini around to all of the boat shows at the time," remembers Art, "New York, Chicago, San

Francisco, all of them. It cost a lot of money to ship everything all over the country, but the exposure that the Bikini provided for us was great. I remember at one show we all got dressed up in tuxedos to draw attention. We sure did!"





# 1957 Bell Boy Bikini cont'd

By Lee Wangstad



Highlighted in many of the boating periodicals of the time, the Bikini did more than just provide great exposure towards Bell Boy, it also drew attention to the fact that faster boats were not just on the horizon, they were here now. While articles claimed a top speed of 100mph, Art Nordtvedt only had the boat up to 85mph. "I knew that with further development it could have made it," says Nordtvedt, "but at the end of the project it had only obtained 85."


Just when things were about to take off for the Bikini, Art Nordtvedt was drawn away from Bell Boy and towards other boating interests. "When I was in the Navy, I used to dream about doing something on my own. I left Bellingham Shipyards in 1957," says Art, "and I started Uniflite. The Bikini project died when I left. It had been my baby. They ended up burning the molds and both of the prototype boats."

While production never materialized, the excitement that this boat created is legend. Although this closed the door on high performance boating from Bell Boy, it was the opening chapter for another West Coast legend: United Boatbuilders, Inc. builders of Uniflite boats and cruisers.

With all of his contributions to West Coast boating, Art Nordtvedt sums it all up very simply: "It was really a terrific time to be alive and building boats."



A typical understatement from a very unassuming man. 



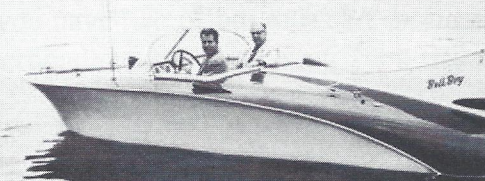
## THE *Bikini*

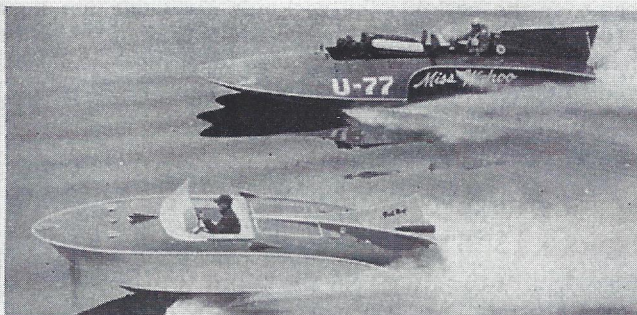
... by Bell Boy, the newest, the fastest in pleasure boats, originating a new field of design in a new speed range! The Bikini is the design of famous Ted Jones, engineered and produced by the master marine craftsmen of Bellingham Shipyards Co. Here is the sparkling new super runabout that affords safe boating at breathtaking speeds ... the advance-design Bell Boy Bikini.

**SPECIFICATIONS**

- \* 20'4" overall; 8' beam;
- \* Bellgas construction; with
- \* single or twin Dearborn
- \* Interceptor power.

Creators of the Bikini:  
left, Ted Jones,  
designer; right, A. W.  
Talbot, president  
Bellingham  
Shipyards Co.





**Here's the Bell Boy Bikini, 1957 runabout built by the Bellingham Shipyards Co.'s division. It's 20'4" long and has a 8' beam with a 6" seat in the cockpit. The Bikini was designed for speed with safety and smart styling.**



# Boating Laws, Who Needs Them ?

By Dick Mickelson

I have spent most of my life around or in boats. From fishing with dad at the resort, under the age of 8, to sailing off the Florida Keys in my 'go fast' catamaran.

When my older brother purchased a 14-foot Glasspar Club Lido runabout in 1956, I thought I would die from the excitement (being only 16 it was a big deal). Learning to water-ski behind that boat was not without its mishaps. From skis to a round saucer to a flat piece of plywood we called a surf board, we tried to see who could fly the furthest when we whipped around the outside of the circle and then caught an edge. "How many times did I flip?" was always the question when we surfaced. All this was done without any life jacket or flotation device of any kind. When mom insisted on trying to keep us alive, a water ski belt was purchased. When she was watching we wore it - kidding her that the body would come up butt first.

Minnesota regulations say that life jackets must be within easy reach. Are they? If not, does everyone on board know where they are? And how long would it take to get a personal flotation device (PFD) to someone that is in the water unexpectedly. If that someone is you, the helmsmen, are you confident that everyone on board knows what to do and how to do it?

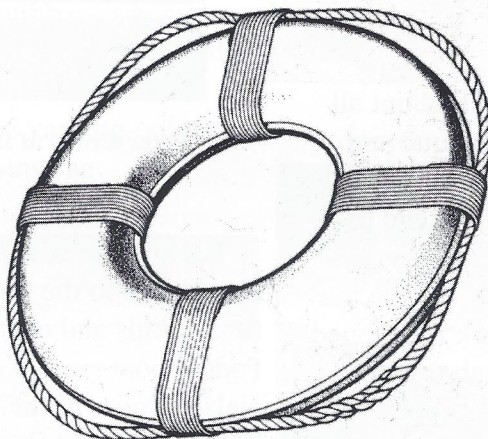
I have spent most of my water life on sailboats and the life jacket drill was part of the "man overboard" drill every time we went out. It is crucial that everyone on board knows where the life jackets are, how to use them and what to do in the unlikely event that someone goes overboard. You may say "that will never happen to me" and I am sure that all victims felt the same way. Saying "I forgot or I didn't know" is small consolation to those left behind and no excuse to the Coast Guard or water patrol. Only one person on the boat is responsible for all on board - the skipper, the one at the helm in most cases - not always the boat owner.

The skipper, captain, whatever title you give him, is the only person ultimately responsible. If you have the title, take it seriously and let others know your word is "law." If you say it is "life jacket time," they must comply. "No" is not an option.

The rules are there for a reason. Most of the drownings in the state could have been prevented if the victim had been wearing a life jacket. I know it is not always stylish and I do not always wear one myself, but if I feel the situation warrants it, I will wear one and give the order to others on board to follow suite. On more than one occasion, when sailing, I have headed back to port because someone on board did not take me seriously when I gave the order to put on life jackets. In every case they were put on when they realized I was not joking.

Rough weather and night boating are good examples of times when you might ask your passengers if they would feel more comfortable wearing a life jacket. You might be surprised when some says "yes" but just did not want to ask. Putting one on when you are in the water is a lot harder than when you are in the boat.

Boating after dark can be very enjoyable but also dangerous if you do not take it seriously. The potential for deadly accidents increases after dark for many reasons, not the least of which is drinking and driving. Your experience is no match for the lack of good judgment on the part of other boaters. All your senses have to be at their very best to protect you, your passengers and your boat. I am assuming that as skipper, you are controlling your drinking or better yet not drinking at all as well as paying close attention to the operation of your boat. Wearing a life jacket at night is a good idea even if the lights of other boats are not visible. You can not assume the other boaters see you, have their lights on or are traveling at a safe speed. Wearing life jackets at night is simply a good idea.





## ***Boating Laws, Who Needs Them ? cont'd*** ***By Dick Mickelson***

Today's technology will allow you to purchase/wear flotation devices that are stylish and less bulky than those jackets from even a decade ago.

Keep in mind also that the regulations for Lake Minnetonka, the Mississippi River and other bodies of water may be different. Even the size of your boat may have an effect on what you need to have on board. An extra throwable cushion may be all you need to save someone's life, whether from your boat or someone else's boat.

## **Muscatine on the Mississippi**

**By John Grech**

Keep the boating season safe, think PFD when you step into your boat.

**Even** with high water the Muscatine Show was great fun.

Note: John and Nancy Grech accompanied their daughter and son-in-law Jackie and Mark Nelson to Muscatine, Iowa, mostly to help with the grandchildren, Ben and Keilani, while Jackie and Mark exhibited their restored 1966 Larson. Nancy and John's 1937 Century Utility is still in restoration but they hope it will be in the water next spring.

The City of Muscatine, Iowa again pulled out all stops for a great get together featuring antique and classic boats and also racing boats of the past. The second annual boat show was held the weekend of May 16 to 18, 2008.

As we checked into the motel the clerk mentioned that the previous week there was doubt about being able to have the show. The mighty Mississippi was still high and water had covered the boat show grounds. After checking in, we ventured to the exhibit area where boats were arriving. Many signs directed exhibitors so one could not get lost, nor have trouble making a sharp turn with a boat in tow. The grounds had just a few squishy spots to walk around on Friday night; but by Saturday these were dry.

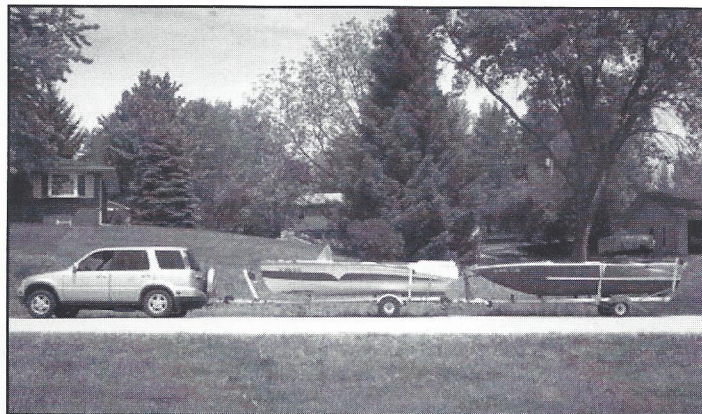
## **Muscatine on the Mississippi cont'd**

**By John Grech**

It seemed as if everyone in town was there to support the show. The directional signs were professionally printed by a company in town; the police and volunteers had closed appropriate roads to all but the boating exhibitors and were directing traffic; and, many of the motels and camping areas had very reduced rates for visitors and exhibitors.

A delicious pork roast meal was available at an extremely low price to all who came on Friday evening. Saturday morning, exhibitors were treated to a full breakfast at the marina. Exhibitors also received a free dinner that evening.

Muscatine boasts many wonderful restaurants within walking distance of the river area. We chose to eat at the Button Factory. The city is situated on a bend in the river and for many years mussel shells from the river collected at the bend. An early town resident knew the button drilling process and soon Muscatine was the button capital of the world.



**Peter Crowl of Denver. Returning from Muscatine with his "finds" from the show!**

Back at the boat show, the day was set up for family fun. In addition to the boats on exhibit, there was face painting for the kids and chances for them to win gifts and t-shirts. Paddle boat races were held with the Mayor and city officials as some of the contestants. There was also a cardboard box race. (Our Minneapolis Aquatennial Milk Carton Race has far superior boat structures.)

Last year's event featured the real racing boats in the river. Unfortunately, this year the water was just too high for the crane to lift them into the water. We enjoyed looking at them on land and plan to go again next year to see them in action.



## Muscatine on the Mississippi cont'd

By John Grech

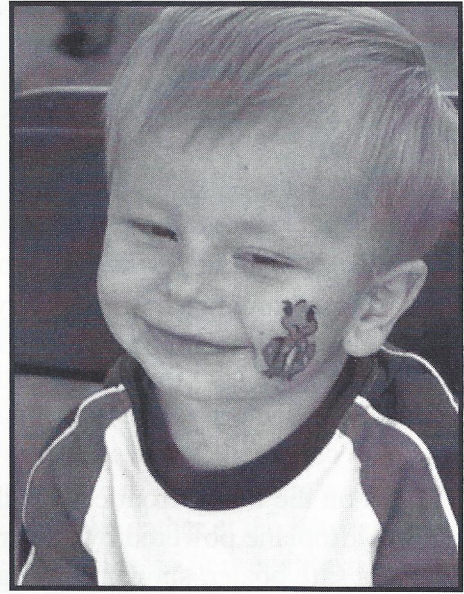
The Century Boat Club had a table and was represented by Thomas Holmes, vice president and Jack Schneiberg, treasurer, and we spent a good time talking with them. They gave out past issues of the



**Bill Anderson's classic Reinell Boat with Chevy Auto-with Matching Tail Lights**

"Thoroughbred" newsletter and answered questions. Dick Mickelson from our local BSLOL brought and passed out four cases of "The Boathouse" publication.

Saturday night was highlighted with an after dark parade of restored boats illuminated by giant flood lights brought in for the event by one of the sponsors. It was beautiful even with a small number of boats that I could only imagine how breath taking it would be with more. The evening was capped off with a wonderful fireworks display and the varying-color LED lights on the bridge span crossing the Mississippi to Illinois.



**Ben Nelson  
Grandson of the Author**



**Race Boat on the River**



**Mark and Ben Nelson  
1966 14' Larson All American**




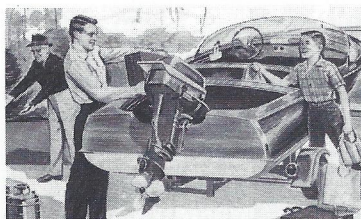
**Del VanEmmerik  
1959 Car Aqua 15' with twin 45hp McCulloch**





**Leah** Stasieluk, daughter of BSLOL member John Stasieluk, was pictured in color in the January 2008 issue of "The Antique Outboarder." This is the magazine of the Antique Outboard Motor Club ([www.aomci.org](http://www.aomci.org)).

Leah is shown on the inside front cover piloting her three-point hydroplane powered by a Mercury outboard. She is a safe boater, shown wearing a personal floatation device and a helmet. She received her boating safety certificate late last year. 




## Boats in Process - What is Being Restored by Members

<b>Boat:</b>	1959 Chris-Craft 21 ft. Continental
<b>At what point are you in the restoration?</b>	replacing side planking and decks
<b>What have you accomplished thus far?</b>	rebuilding of complete bottom
<b>What is left to accomplish?</b>	decks, hardware, panels, gauges, accessories, engine
<b>Are you encountering a problem?</b>	motivation
<b>How can BSLOL help?</b>	Keep doin' what you're doin'!
<b>Owner:</b>	Jack Neis <a href="mailto:jackneis@aol.com">jackneis@aol.com</a> 952-431-6347

## Club Cruise

It was a full moon on the evening of our first summer club cruise. June 18 was a beautiful day for a cruise on Lake Minnetonka. Five boats and 20 people participated. There were many new faces at the cruise. One group came from Rochester, Minnesota with their classic Thompson outboard express cruiser. They have been BSLOL members for some time and this is the first event in which they participated. Welcome aboard!

After departing the Wayzata Depot docks, the boats took a leisurely cruise around Big Island. The eventual meeting spot was in Carson's Bay where we anchored and rafted together. A potluck meal was shared by all. There was plenty of food and drink and friendly conversation. What a way to spend a mid-week evening! 

**Hope you can join in the fun and attend future BSLOL activities. Keep an eye on our website event schedule for updates.**

In each issue of the "Boathouse" we desire to have at least one "boat in process" listing. Will you please consider contribution your story? Check the back mailing jacket of the Summer 2008 issue for a submittal form. Or ask that one be sent, emailed, or faxed to you. Contact: [editor@acbs-bslol.com](mailto:editor@acbs-bslol.com) or call 612-823-3990.



# 33<sup>rd</sup> Annual BSLOL ANTIQUE & CLASSIC BOAT RENDEZVOUS Saturday, September 6, 2008

**Y**ou and your boat are invited to take part in the 33<sup>rd</sup> Annual Bob Speltz Land-O-Lakes Antique & Classic Boat Rendezvous at Maynard's Restaurant, 685 Excelsior Blvd., on Excelsior Bay, Lake Minnetonka, Minnesota. Join the fun and explore the beauty of one of Minnesota's premier recreational lakes. From runabouts to cruisers, canoes, sailboats, rowboats and outboards, there is something for everyone at the Rendezvous. This is a judged show with awards for various categories. New this year: Engine displays. Judging is optional for both boats and engines.

Registration for can be found on the mailing jacket. Please complete the form, include your payment and return to us as quickly as possible. We are limited to 50-60 boats (depending on size).

Registrations accepted on a first-registered/paid basis. One (1) boat per entrant, please. A limited number of land displays can be accommodated for smaller boats...under 17 feet and they must be able to be moved by hand.

A Friday evening welcome reception will be announced. Watch your mail for details. For those who may need lodging, we suggest you contact the Excelsior Chamber of Commerce, 952-474-6461, for a listing of hotels, motels and bed and breakfasts in the area.

Boat launching available at any of the local public boat ramps. Detailed information will be provided with your registration confirmation packet.

**Note: This is a one-day show.**

**W**e continue BSLOL's popular signature *Pre-Rendezvous Mini-Cruise*. On Friday, September 6, a flotilla of boats will cruise the bays, channels and coves of Lake Minnetonka. The trip will originate and conclude at Wayzata Bay. For those who do not have a boat but would like to join us, there's always room in someone's boat. We gather at the Wayzata Bay City Docks (the docks next to Sunset's Restaurant) and prepare to take off on our day's destination.

The day begins with breakfast at **Sunset's Restaurant** at **8:30 a.m.** Before venturing out, there will be a brief captain's meeting at 9:30. Then it's off to cruise Libbs Lake, Woolsey Pond, Minnetonka Yacht Club island and into Excelsior Bay. A tour of the historic Steamboat Minnehaha brings a great end to the morning.

By then, it'll be 11:30 (or so) and we're right there in Excelsior Bay so we'll have lunch at **Maynard's Restaurant (the show site.)** We resume our leisurely cruise through channels into other remote bays and end the day back at Wayzata.

The day is designed for easy traveling, wonderful sights, and great food and libation. There is no charge to participate, but you must complete the enclosed registration form and return it to us no later than Friday, August 1, 2008. This event grows in popularity every year, so don't be disappointed — get your registration in now. Make a small vacation of your visit and enjoy the many areas of beautiful of Lake Minnetonka. We hope to see you here!

Visit our website for additional details:  
**[www.acbs-bslol.com](http://www.acbs-bslol.com)**



# 2008 Calendar Of Events



**July 19 Saturday** Lake Minnetonka Cruise & Picnic  
**9am:** Meet at Lost Lake docks in Mound  
**10am:** Leave for cruise  
**1pm:** Rendezvous at Tom Robb's Big Island Cabin  
 Bring something to BBQ  
 Bring a dish to share  
 Bring the kids, its a great place to play  
**Questions? Call Fred Goughnour @ 952-472-7649**

**August 9** 5th St. Croix Concours d'Elegance Boat Show Bayport Marina, Bayport,  
**Note: This Show Has Been Cancelled**

**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**

**October 5 Sunday** Fall Colors Cruise  
 Preceded by brunch at Lake Minnetonka restaurant  
 Cruise to see beautiful FALL COLORS  
 Details to be announced

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)**

## DEAR BOATER:

Minnesota has an important law that applies to boaters, anglers, hunters, and others using Minnesota's lakes and rivers.

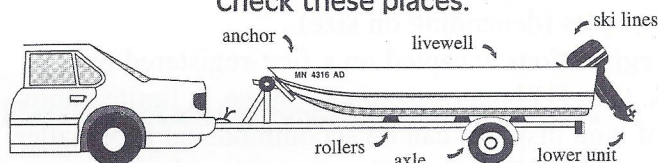
It is unlawful\* to transport aquatic plants on public roads or to place a watercraft or trailer with aquatic plants attached into the state's waters.

This is a state law because aquatic invasive species such as Eurasian water milfoil can be transferred from one water to another by watercraft carrying aquatic plants. The law will also help prevent small zebra mussels and other invasive species, which can attach to aquatic plants, from being spread by boaters.

### RECOMMENDED ACTIONS

- ✓ Inspect all watercraft, trailers, and equipment and **remove** visible aquatic plants, animals and mud **before** leaving a water access.
- ✓ Drain water from boat, bait container, livewell, bilge, and impellor **before** leaving a water access.
- ✓ Dispose of unwanted bait in the trash.
- ✓ Spray/dry your watercraft, trailer, and equipment **before** going to another water body.

Check these places:



### FOR MORE INFORMATION CONTACT:

DNR Invasive Species Program  
 500 Lafayette Road, St. Paul, MN 55155-4025,  
 (651) 259-5100  
[www.dnr.state.mn.us/invasives/index.html](http://www.dnr.state.mn.us/invasives/index.html)

### \* EXCEPTIONS It is still legal to transport:

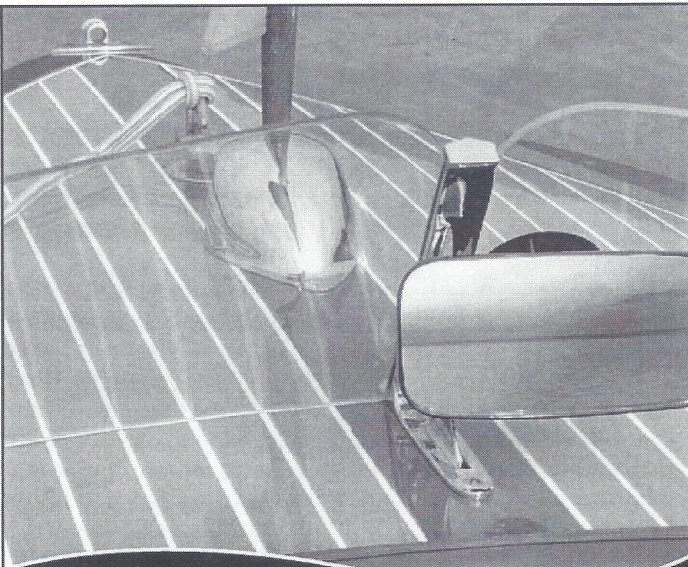
- duckweeds (tiny, free-floating plants, 1/8 to 1/4 inch)
- cattails, bulrushes and other emergent plant stems used for shooting or observation blinds;
- aquatic plants legally purchased from commercial sources for aquarium or ornamental purposes;
- aquatic plants brought to the DNR in a sealed container for the purpose of identifying or reporting a species;
- legally harvested wild rice; and
- aquatic plants as a harvest or control activity.



**STOP AQUATIC HITCHHIKERS!**

Prevent the transport of nuisance species.  
 Clean all recreational equipment.





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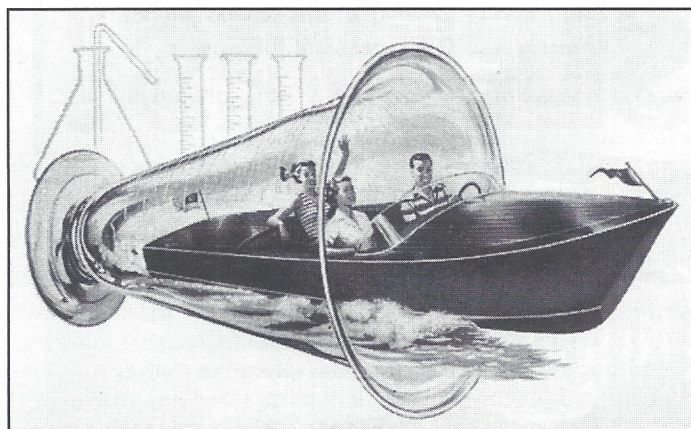
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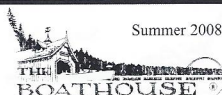
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Summer 2008

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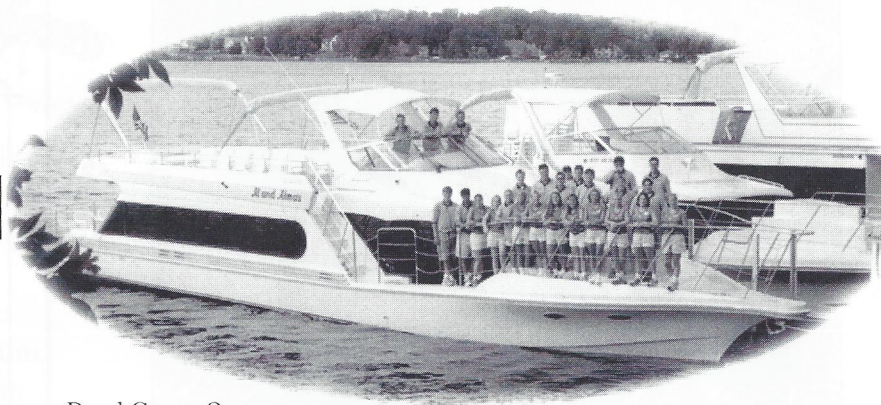




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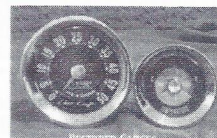
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# Magnards

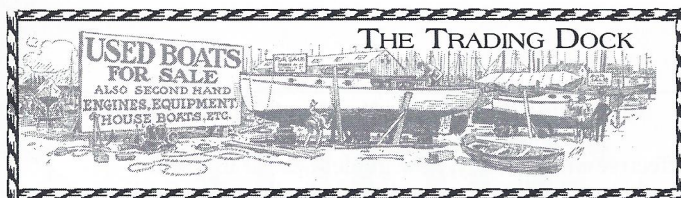
- The Place on Lake Minnetonka for Casual Dining.
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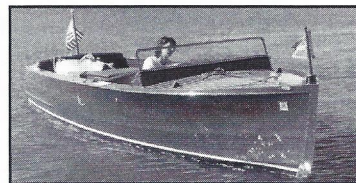
Lake Minnetonka in  
Excelsior

Highway 101  
in Rogers





●1937-38 Chris-Craft Utility, 21 ft. with "K" engine. "Holly" has been owned by same family since new. Purchased from E.J. Mertaugh Boat Works – the first Chris-Craft franchised dealer. The boat was driven up Lake Huron from Algonac to Hessel, Michigan by Mertaugh. Fully restored in 2001 by E. James Mertaugh, son of E.J. Mertaugh. Presently maintained by Tassier Boat Works in Cedarville, MI. This beautiful boat was operated for about one month each summer for 70 years and nurtured by her family. Located at Cedarville, MI. \$26,499.



**Judith Minges**  
651-653-7065

●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.

●1948 Century Sea Maid 17 ft. ready for full restoration, including all hardware except 2 deck vents and rear light socket. Comes with tandem axle trailer. Comes with a disassembled and cleaned Graymarine Fireball 148 which is also from 1948. Photos available.

\$7,000 or B/O.

**Mark Nelson**  
763-458-4036  
mbnjagn@charter.net

●1968 Chris-Craft 30 ft. Cavalier cabin cruiser. Twin 350 Chevy engines with Velvet drive transmission. Two 50 gallon fuel tanks. Sleeps six. Mahogany hull in good shape. Needs rewiring and reassembly. Includes original manuals, service and sales brochures. Out of water for at least ten years. Make offer. Located near St. Paul, MN.

**Jim Sanning**  
612-685-5622  
jsanning@forkliftsofminn.com

●1956 Larson, Fiberglass Falls Flyer 14' , project boat no motor or trailer.

**Contact:**  
woodboat1@meltel.net  
320.398.2552

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

●1951 Thompson Zephyr rowboat. 14 ft. cedar strip hull. Great condition. Restored in 1999. Painted with original Interlux Atlantic Green and Pettit Off-White. Used for only a few summers. Ash oars and trailer included. Located in Wisconsin.

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# **COMMERCIAL AD RATES**

(ONE YEAR / 4 ISSUES)

1/8 page b/w	\$300
1/4 page b/w	\$500
1/2 page b/w	\$750
1/2 page color	\$900
Full page b/w	\$900
Full page color	\$1,000
Back cover color	\$1,200

Ads must be camera-ready and paid when submitted.

Send **PAYMENT TO:**  
The BoatHouse  
Attn: Treasurer  
P.O. Box 11  
Hopkins MN 55343-0011

Questions regarding ad

rates,

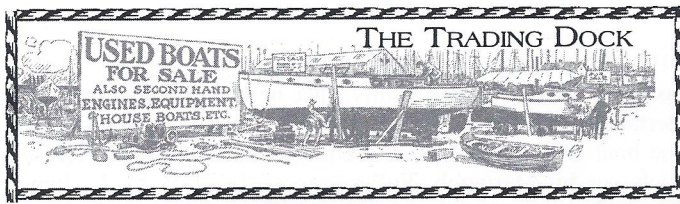
contact the editor at [editor@acbs-bslol.com](mailto:editor@acbs-bslol.com)

**BSLOL reserves the right to refuse any advertisement.**

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

**A J Rhude (612) 823-3990.**  
email: [thompsonboat@msn.com](mailto:thompsonboat@msn.com)

● The attached picture was taken around 1929 to 1933 on the Mississippi River or Lake Minnetonka near the Twin Cities, MN. The wording on the cowling says "Show Boat." Registration number near now is Z663. Boat was designed by Gar Wood and believe built by Dingle Boat Works, St. Paul, of Philippine mahogany and was powered with a aircraft engine believed to be a Hispanasueza. Owned by Gebhard C. Bohn who owned Bohn Refrigerator Company in St. Paul at the time. Member of St. Paul Yacht Club.

I have old Acetate 16 mm film of boat races of the era on Lake Minnetonka and river on hydroplane Grandpa bought from Lake Elsinore Boat works and had shipped via rail to St. Paul. Dad used to brag he could beat any Chris-Craft on the lake!

Any information appreciated.

**David Haskell Bohn**  
2671 Kildare Way  
El Cajon Ca, 92020  
619-668-0912  
office 619-686-6446  
Email: [davedives@aol.com](mailto:davedives@aol.com)



#### 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. Resubmitted 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.

#### Ads will run for one issue only.

- 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](mailto:editor@acbs-bslol.com) or 612-823-3990.

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