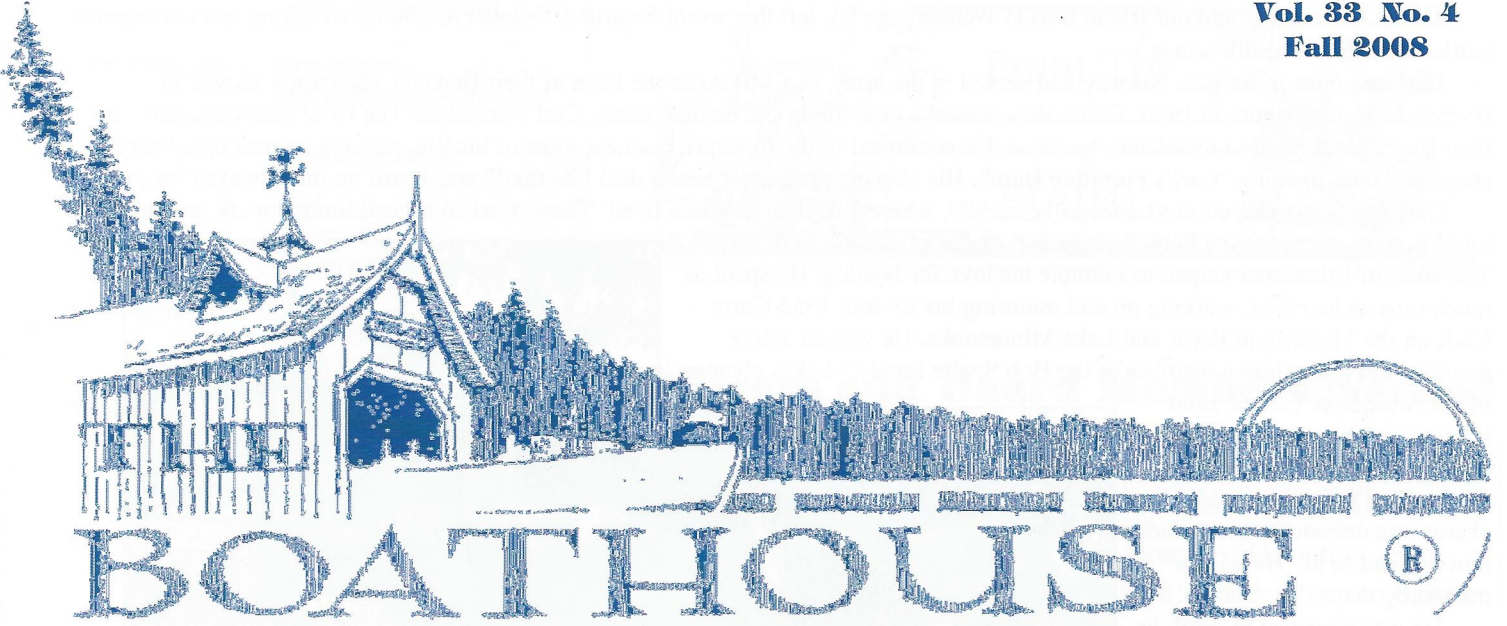


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The Quarterly Publication of the
Bob Speltz Land-O-Lakes Chapter
Antique & Classic Boat Society

Carl H. Weisser

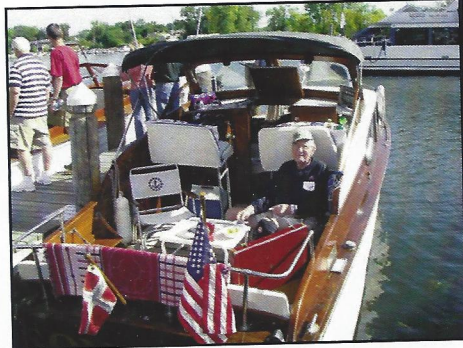
BSLOL member and our friend Carl H Weisser, age 83, left this world Saturday, October 4, 2008 after a long and courageous battle with several health issues.

Carl was born in Bergen, Norway and served in the army as a MP. After the birth of their first son, the family moved to Bismarck, North Dakota in 1950. There, they started a new life in the United States. Carl worked for The Gold Seal Company and then later started his first upholstery business. He continued in the furniture business most of his life, running several upholstery shops and later opening "Carl's Furniture Barn". His slogan, "You can't beat a deal like that!" was heard on the airwaves for years.

Carl and Sonja moved to Minneapolis in 1989, where 2 of their children lived. There, Carl continued limited work in the furniture business and writing a book on his experiences in the war in Norway. The lakes of Minnesota helped to rekindle his love for boating. He spent as much time as he could, working on and motoring his 28-foot 1955 Chris Craft on the Mississippi River and Lake Minnetonka. He was an active member and a past board member of the Bob Speltz Land-O-Lakes chapter

of the Antique & Classic Boat Society, participating in many boat shows, cruises and other events. Carl's charisma and charm was unmatched, and made him a friend to all. He will be missed by many. Ya, you bet.

He was preceded in death by his father, Thomas, his mother,



Carl Weisser in his boat 'Sonja II'



The Weisser family (with Brad Ernst) at the Rendezvous in 2007. Left to right: Karen, Brad Ernst, Dean, and Susan

Viola, his loving wife, Sonja and sister Ingrid. He is survived by his children, Thomas Weisser (Greta), Karen Andrews (Chris), Susan Mitchell (William), and Dean Weisser and grandchildren, Jason, Leah, Sarah, Kristy, Jennifer, Stacy, C. J. and great grandchild Sonja.

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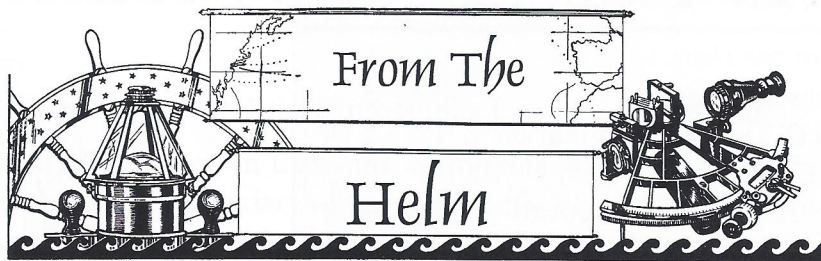
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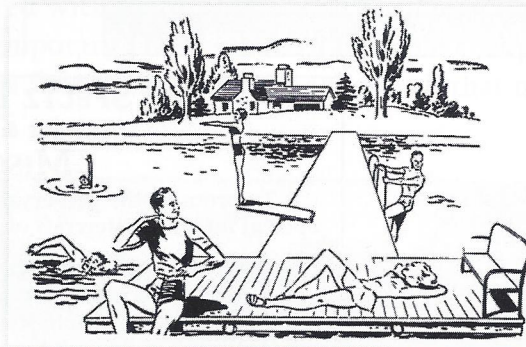
Do you want to contribute to the health of YOUR club??

Jump on the band wagon and join the Board of Directors. Each year elections are held for: president; vice president (up to three); 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. 

Membership Renewal

When you receive your membership renewal notice

from the ACBS headquarters, do not procrastinate. Send in your payment ASAP. In a change from years previous, in order to be included in the ACBS Directory, you must have your paperwork and payment into ACBS by January 1, 2009. If you wait until the Minneapolis Boat Show in late January, you will miss the deadline and your name and information will NOT be included in the Directory. 

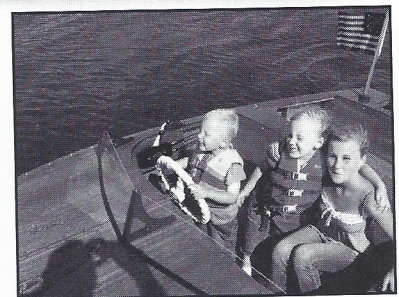
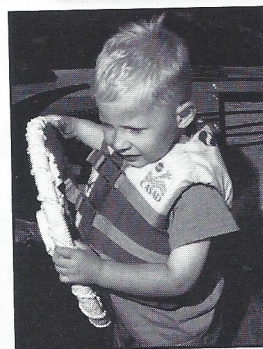
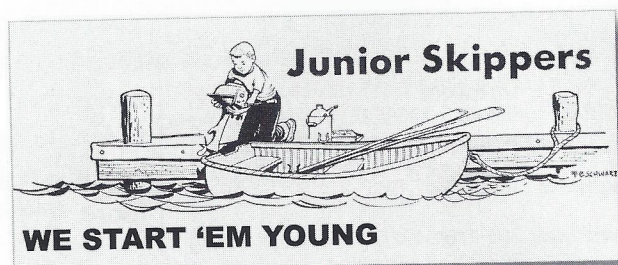


BSLOL is an incorporated non-profit entity registered with the IRS as a 501(c)3 educational institution. Contributions may be tax deductible.

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Photos in this issue provided by:
A.J. Rhude, Mark Nelson, Clark Oltman,
and Steve Merjanian



Mark Tompkins took his grand nieces and nephew for a ride in his Chris-Craft Kit Boat at the Alexandria Show in July. They are: Anna age 14, Greta age 5, and Jeffrey age 4.

BOB SPELTZ LAND-O-LAKES CHAPTER

ANTIQUÉ & 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.

33rd Annual Rendezvous A Success

It was a beautiful late summer day September 6 on Lake Minnetonka for our 33rd Annual Antique & Classic Boat Rendezvous. Maynard's Restaurant in Excelsior, Minnesota was our gracious host. The docks were full all day with spectators. A wonderful variety of boats filled the docks and there were land displays as well. The Antique Outboard Motor Club participated with a display of vintage motors. The Edina Model Yacht Club also joined in with a nice display of models. And an Amphicar was part of the show.


There were 39 boats at the docks and another 14 on land. A whopping 41 percent were outboard powered and 17 percent of the total were fiberglass. Nearly ten percent of the boats on display were Thompson! There is an increasing trend for non-wood boats at our activities and we embrace this important segment of the antique and classic boating family.

Rendezvous committee:

Jay Diebold – captain
Clark Oltman
Ray Garin
Eric Sandin
Sue Zemke
Del VanEmmerik
Jim Camery
Bob Johnson
Dick Mickelson
Dave Lindberg
Don Knauff



Special thanks must be extended to Maynard's Restaurant. Dock helpers during the congested time before the show started included Mark Christensen and Sam Hizer of Rockford, Illinois. The SS Mendota Sea Scouts participated with their Lyman utility boat and the Scouts joined in to help at the show throughout the day.

A special added feature at this year's event was inclusion of three new wooden boats. Jeremy and Steve Wiczek of Nisswa Marine brought a brand new Windsor Craft 36 ft. mahogany cruiser. A 35 ft. lapstrake Skiff Craft from Tonka Bay Marine was displayed with Skip LaJoy at the helm. And Dave Bortner and Todd Warner of Mahogany Bay had a contemporary Hackercraft 28 ft. triple cockpit run-about at the Rendezvous. These new boats added an extra flair to the show. Thanks to all that made it possible to have these beautiful watercraft participate. 



33rd Annual Rendezvous Awards



Best Contemporary Classic (wood)
 Jeff Ward
 1999 John Aitkin 22' Ninigret



Best Outboard More than 15 ft
 Del VanEmmerik
 1958 Glass Slipper 15.5'



Most Original
 Andreas J. Rhude
 1955 Thompson 14' Thomboy



Best Outboard Less than 15 ft
 Don Knauf
 1959 Herters 14' Deluxe Flying Fish

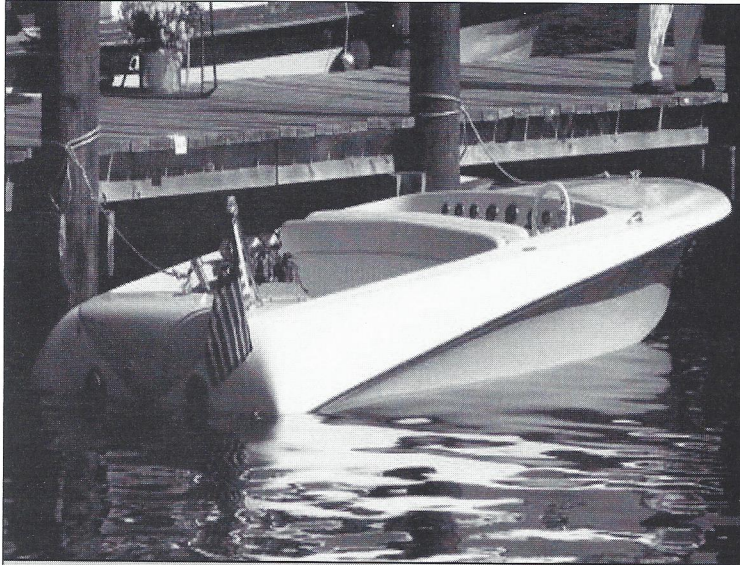
Mini-Cruise

On Friday morning September 5, twelve boating enthusiasts gathered for our pre-Rendezvous Nice-N-Easy Mini Cruise on Lake Minnetonka. After breakfast at Sunset's in Wayzata a brief skipper's meeting was conducted by Bob Johnson. Steve Shoop, AKA Speedy, was a bit delayed due to a run-in with the law. Apparently his Biesemeyer boat can exceed the speed limit on the lake! Dr. Bob had his ever present Sportsman "Cowboy" as lead boat on the excursion. John Humphrey and Ron Haberkorn followed with their Century. Ken Huber, new to the club, had his recently obtained Carver molded veneer outboard along for the ride. Phil Adelsberger brought a beautifully restored Lyman from Ohio. Ray Garin was in attendance with "Luv Is." Dave Wiborg with Ron and Margaret Melick joined in with Dave's modern boat. Shoop and his go-fast boat came along for the ride too.

Alas, two boats missed the event. Dave Lindberg's Chris-Craft Holiday would not start after breakfast. After futzing with the engine for an hour or so he and the pinch hitters gave up. Once again, a Thompson comes to the rescue of a Chris-Craft! Andreas Rhude and his Sea Lancer with a single 35 HP outboard towed the Holiday from Wayzata to Maxwell Bay. Rhude quipped, "If I had a nickel for every time I towed a stranded Chris-Craft wooden inboard.....I'd have two nickels."

Cont'd on page 7

33rd Annual Rendezvous Awards



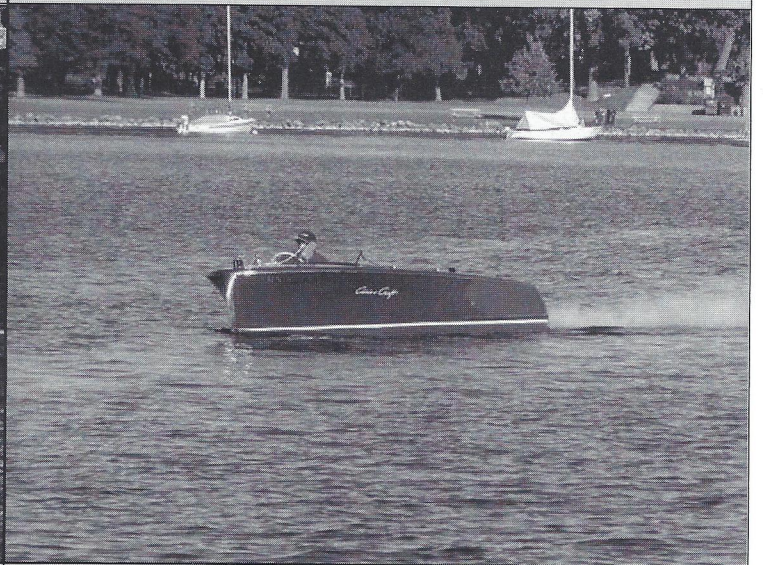
Best Fiberglass Boat
Steve Shoop
1959 Biesemeyer 16' Flat Bottom



Best Antique Runabout
Ray Ellis
1939 Chris-Craft 17' Deluxe Runabout




Best Cruiser
Todd Warner
1926 Camper & Nicholson 50' Launch



Best Classic Runabout
Rob Hemming
1947 Chris-Craft 17' Deluxe Runabout

Mini-Cruise cont'd

The boats toured Libbs Lake and Woolsey Pond, two miniscule and off the beaten path hide-aways of the lake. Going along Wayzata Bay they worked their way to the Minnetonka Yacht Club and Bay St. Louis and Carson's Bay for a quick go-around. Eventually they made it to Maynard's in Excelsior Bay for lunch. Johnson gave the boaters a guided tour of the steamship Minnehaha after eating. Most of the boats went their separate ways to prepare for the next segment of the annual Rendezvous, the diner cruise. 

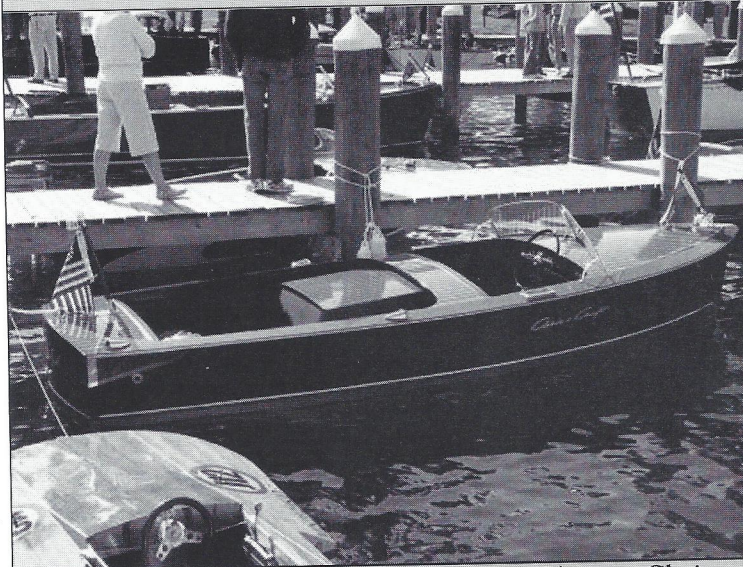
33rd Annual Rendezvous Awards



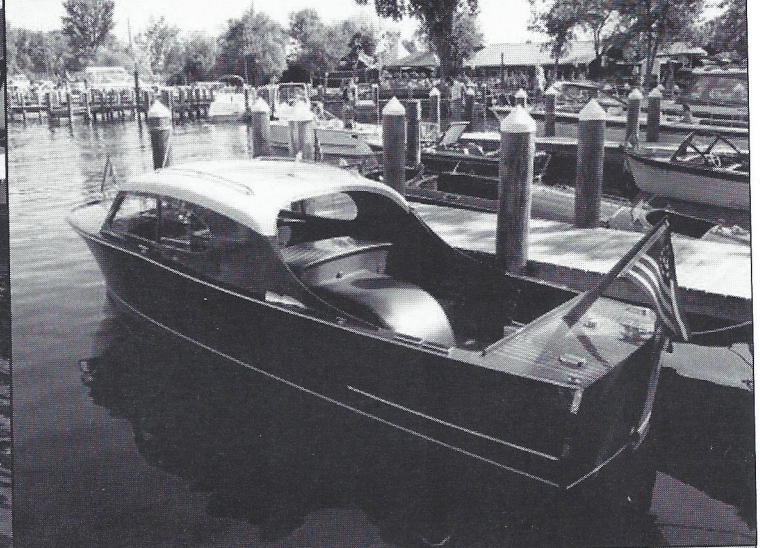
Best Classic Utility 22 ft. & Over
Brad Chapin
1966 Chris-Craft 25' Sea Skiff



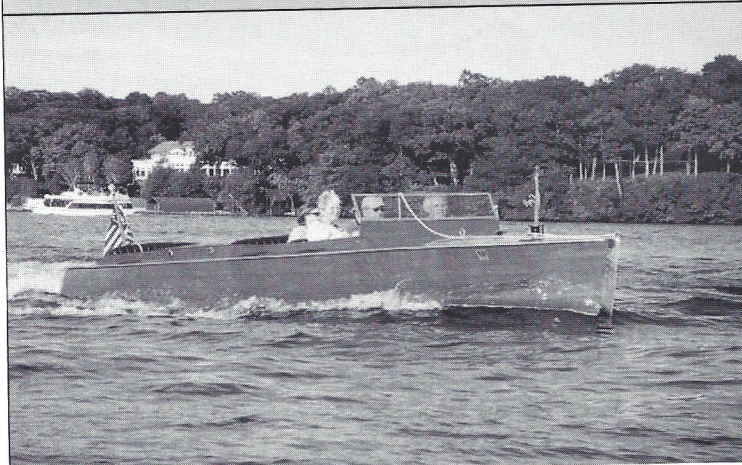
People's Choice
Dennis Newell
1930 Blanchard 36' Dreamboat'



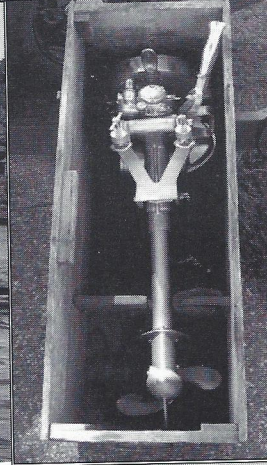
Best Classic Utility Less than 22 ft & Skippers Choice
Jim Kluck
1949 Chris-Craft 17' Special Runabout



Judge's Choice
Mitch LaPointe
1948 Chris-Craft 25' Sportsman Sedan



Bob Speltz Award
Ron Martens
1927 Chris-Craft 24' Model 3



Static Outboard Pre-War
Steve Gray 1934
Champion Prototype



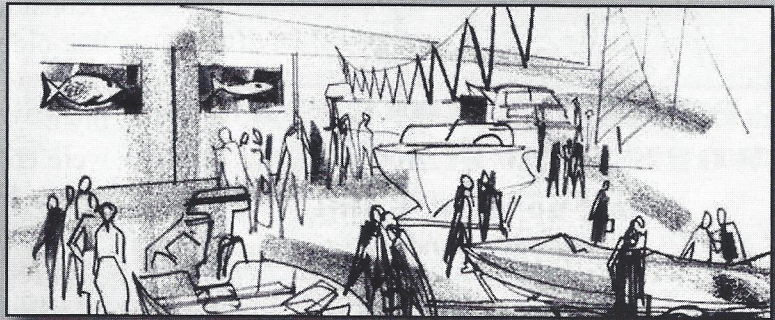
Static Outboard Post-War
Ron Melick
1955 Oliver

WINTER DISPLAY SOON UPON US

The Minneapolis Boat Show will be here soon. Planning for our display is once again underway. We need your help to make it a success.

Show dates are **January 21-25, 2009**. The Minneapolis Convention Center and the National Marine Manufacturer's Association are hosting BSLOL.


Sporting boats such as duck boats, fishing boats, and hunting craft is the intended focus of the display this time. These were the boats of the every-day man to which most can readily relate. We also desire to have at least one large "varnished" inboard utility or runabout for the show. If you have an appropriate watercraft to contribute, let us know.



Volunteers are needed to be at our booth space during show hours. We also must have help with set-up and tear-down. A sign-up sheet can be found on the back jacket of this magazine. Please sign up for a minimum of four hours. There are a limited number of free entry tickets into the show for our worker volunteers. You **MUST** sign up no later than **December 20, 2008** to get free entry. **NO** exceptions. You can, naturally, work the booth if you do not sign up by the deadline. The catch is that you must purchase your own way into the show.

Eric Sandin is show captain. He may be reached at eric.sandin@gmail.com or 612-961-2357.

Mark your calendar for the show dates. And help out YOUR club by getting involved.

General information about the show including ticket information and schedule can be found at www.minneapolisboatshow.com 



John Enright, Chaska, MN
John & Cheryl Hart, Pine Island, MN
Kenneth & Donna Huber, Golden Valley, MN
Dennis Mihm, Mason City, IA
Todd & Michelle Wetter, Circle Pines, MN
Ed Schuck, Wayzata, MN
Jerry Battis, Monticello, MN



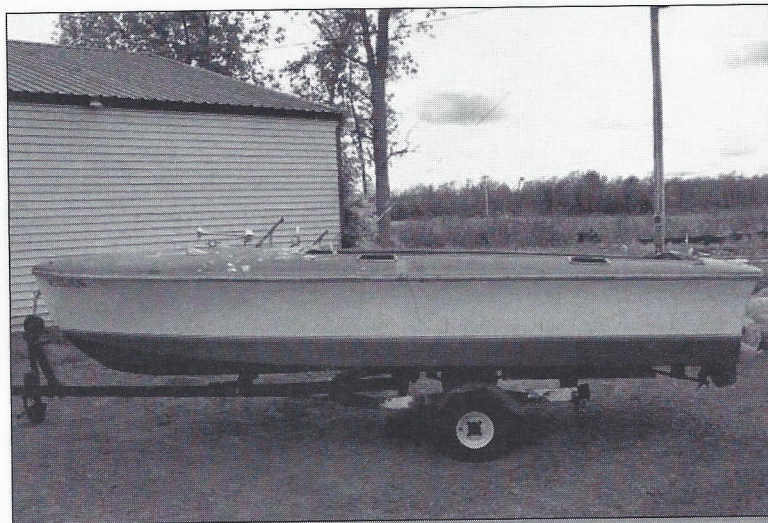
**PLAN YOUR WORK AND
WORK YOUR PLAN or.....**

don't do what I did!

By Dave Doner

In the Spring 2008 Boathouse issue I wrote that I had tucked away an 18-foot Garform fiberglass-type inboard boat. In 2004 fellow BSLOL friend Mark Setterholm discovered the boat east of Chicago and alerted me. I did some digging and learned the boat was apparently from the late 1940's. Not many were produced and the Antique & Classic Boat Society (ACBS) directly listed only four or five. This boat apparently was one of the very earliest attempts in the transition from wood; constructed from a new material they termed "Nautilite." They claimed this glass-plastic boat "is waterproof, heat and cold resistant, does not corrode, warp, become waterlogged, shrink or expand. It is also impervious to attack by the toredo, or shipworm, which destroys so many wooden hulls if they are not properly protected by good bottom paint."

The photos the owner provided and a bit of the usual haggling brought the boat closer to becoming hooked to the back of my pickup, heading west and back towards Minnesota. What added a bit of sizzle and probably pushed me over the edge on the deal was this: Gar Wood, Jr. (Sr's son) was the person who owned the Wood Marine Engineering Co. in Tulsa, Oklahoma and where several models of the "Nautilite" boats were manufactured from the mid to late 1940's. This seemed to me to be an important

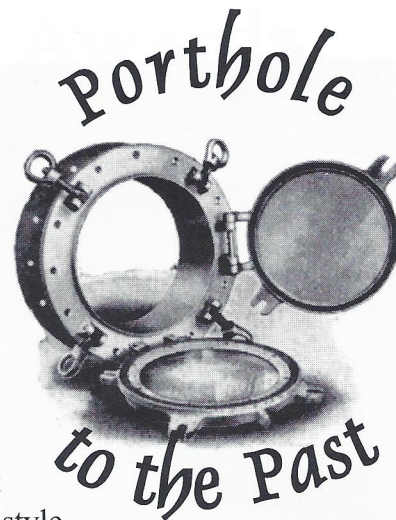


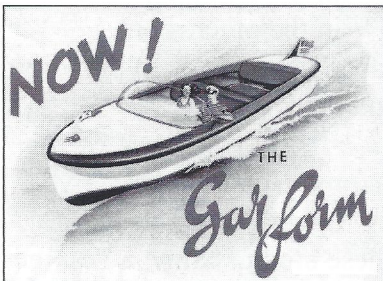
and interesting fact and I thought this might be a boat from a manufacturer that I would not stumble across again. Also, I considered the fact that older fiberglass style boats were slowly but surely being accepted as worthy of preservation by the ACBS and who's owners were encouraged to participate in shows and other events historically thought to be for "wood only".

I reported in that previous issue that this, my next installment, would describe the steps I took to begin the restoration process of my Garform Sportabout. Well, let me get to the crux of things here: I really have not proceeded too far with whatever it was I had planned to do. Actually, I did not really have a plan. I guess things were a bit murky back then. If I have learned anything over the past year or so it was that I

should have been clearer about those things that I logically should have done first. I should have asked myself a few questions. I should have followed my instincts. After all, I have been involved one way or another with old boats for quite a few years and certainly must have developed a sense for what constitutes a sensible flow to any of the myriad things that we call a "boat project". I did not follow my own advice back then but feel qualified now to share a few of the things I have learned.

Cont'd on page 11





PLAN YOUR WORK AND WORK YOUR PLAN

or.....don't do what I did!

By Dave Doner

First, have an end in mind before you begin work on any of the various individual components of the overall boat project. Think "this is what I want and realistically expect to end up with when everything is finally completed."

The path/plan to these ends will involve completing many constituent pieces of the project. It could be one of the large, fundamental (usually meaning expensive) components, very possibly completed in large degree by someone else, or one of the many small ones you tackle on your own. Think everything through several times and take notes. Consider the entire process and break things down into logical and workable parts. It is important to develop a flow to things; what will be the order that things on the list are completed. In essence, HAVE A PLAN/PATH THAT MAKES SENSE.

But, how do we see the big picture, the end result that we want to shoot for, when we are unsure of what the components should be? Well, many of us have stacks of ACBS chapter newsletters or boat books and magazines stashed away do we not? We eagerly retrieve magazines from the mailbox, flip through the pages and look at the cool pictures. At some point we might read an article or two or head right for the classifieds. But, eventually the magazine is relegated to one of the piles, a cache to be added to every three months. There is no end to books and magazines which are full of articles written by fellow chapter members, people we have heard about, restoration experts who contribute articles, those who have researched a particular topic, or someone we heard about through the grapevine. These are people in some way we have come to know as having knowledge on any of the various boat subjects.....engines, wood, upholstery, varnish, hard-

ware, starter motors, generators, boot stripe colors, fasteners, adhesives, paint, electrical, caulk, fuel, bottoms, tools, gauges, and the all important "tricks of the trade". You name it and I will guarantee someone has written about it. For many, the fun can be in using your wits to research this stuff. This can be quite a task. Where do I start looking for specific answers to specific questions? This could take many months and involve a lot of reading, talking and sleuthing. To that end, a friend of mine in the Sunnyland chapter is busy compiling a systematic, detailed list of all of the technical articles which have ever been included in Classic Boating magazine. When completed, this ready reference guide will quickly lead one to the issue(s) directly related to what it is you are trying to research.

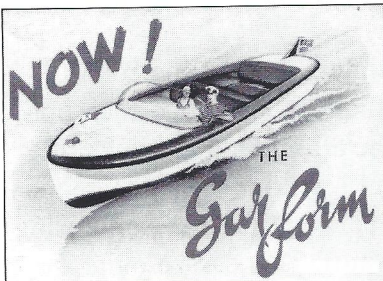
I know the ACBS directory is an invaluable source of leads for practically all of us. This could be one of the first and best places to start.....talking to people who can likely give a meaningful perspective



to the big picture since they have already charted the troubling and uncertain waters you plan to enter. In my mind it is good sense to attempt to develop a fairly correct initial process by

talking to people and having them help with separating good ideas and choices from those that may not be quite so good. We can then be more selective in what we feel we have to read and what kind or type of research or study we have to pursue. Boat forums, www.chris-craft.org/registry website, marquee clubs, www.acbs.org, www.fiberglassclassics.com, www.theclassicboathouse.com, www.bigfinboats.com, etc... just scratch the surface.

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**PLAN YOUR WORK AND
WORK YOUR PLAN**

or.....don't do what I did!

By Dave Doner

Ok then! We talk and read, we ask questions, take notes, Google, talk some more, add and delete mentally, take more notes, and run things by someone who can help you separate the wheat from the chaff. Slowly and surely we can begin to develop a

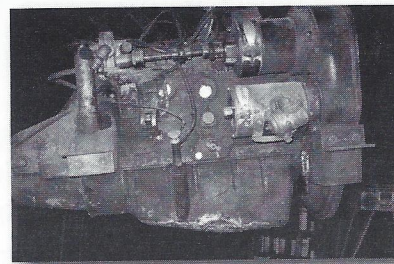
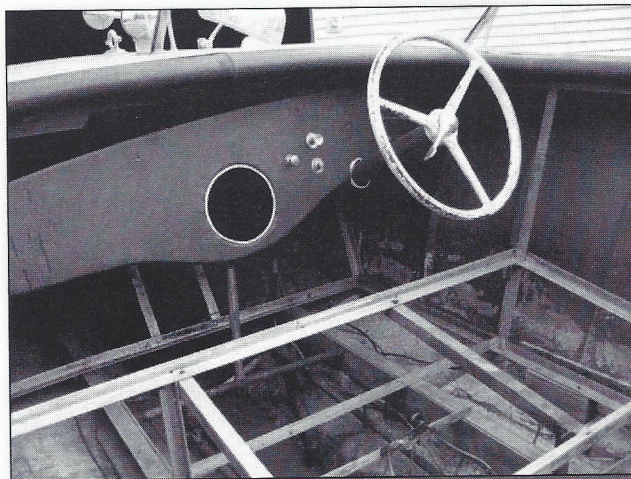
plan that makes sense based on what we have learned. We fairly well know what has to be accomplished in order to wind up where we want to be at some point down the road. However, what are the things that might stand in the way, things that only I (maybe with help from the better half) can determine? In other words.....

What are any anticipated disconnects? How much time do I need.....days, months, years? Is this something to which I honestly want and can afford to devote time, energy, and money? How much and what can I contribute to the project? What do I need help with? Where can I find the help? Who can I look to for advice? Is there some sort of emotional tie to this project or would another project make more sense from a practical standpoint (like being upside down financially when you are done)? Does this boat have an important or significant historical stature or does it really not matter that much if I mess up a bit here and there or cut a few corners? Where will I do the work that I choose to do myself? Do I have an adequate shop? Will I become a shade tree restorer in the back yard or tie up half the driveway with a boat stored under a blue tarp? Can I use my buddy's place on the other side of town for an indefinite time? What do I need for tools and supplies? You get the point. These are just a few of the many questions you could entertain as you sit at the kitchen table some evening with paper and pencil at the ready. This will be fun you think and probably take only a few minutes! I can have the football game

on or listen to the incessant mind numbing political hoopla coming from the TV in the other room. Actually, this is fun but has to be undertaken properly. Remember, put junk in, take junk out.

Well, we are closing in on the end of another year now and things are starting to wind down just a bit. Fall is here. Lots to do. These are busy times. Yes, the Garform seems always at the back of my mind although it seems as though I have taken various halting and not-too precise steps aimed at getting started. However, I have to finally get serious with this project because I promised Andreas this article. I did promise to do three articles after all. I did the first one about the life, times and travails of Jr. Wood. Installment two (this one) was to focus on the critical analysis I made of the project as I carefully thought it out. My scope of work would be complete and thorough and logical. I would lay out my plans for the restoration of my Garform.

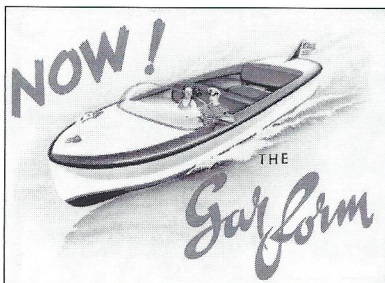
But, hang on just a moment here, where did the summer go? Hmmmm, let me think now. Well, I did get some more work done on the '57 Holiday that I have been tinkering with for a couple of years now. My Lyman Islander was starting to indicate a need for some touch-up TLC and since this was the boat I was going to use this summer and have at four or five shows, then I for sure had to get her looking respectable. But what about the Garform? I guess I will have to do what I can when I can. I will use the old scattergun



approach.....pick out some aspect of the project which fits into my schedule time-wise or budget-wise and get 'er done! After all, it

has to be done at some point so why not now.....one less thing to do later you think. I can cherry pick with the best of 'em!

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PLAN YOUR WORK AND WORK YOUR PLAN

or.....don't do what I did!

By Dave Doner

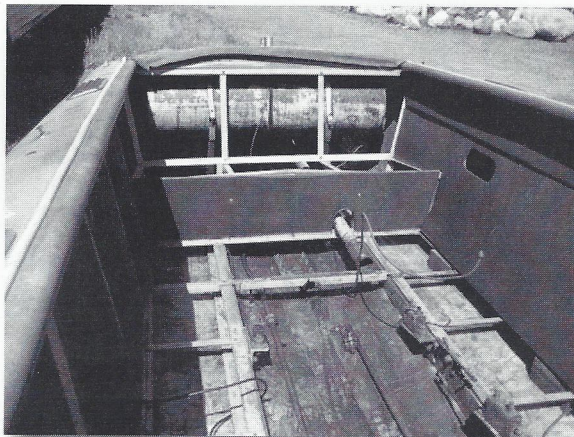
I did take the 4 cylinder Gray Phantom Four out as I figured this could be considered a starting point. Knowing that this engine had been dormant for years, I thought I should send out the generator and starter for refurbishing, which I did. I

have the coil, carb, water pump, and a few other parts in a box but have not done anything with them yet. The gas tank is out of the boat as is the drive shaft, exhaust pipe, steering wheel, all of the upholstery, the gauges, wiring, seats, and anything else that it made sense to remove. Most of this stuff is also in boxes. I noticed that the oil pan was cracked and had indications of previous repairs. I found one as good as new at Duby Marine out in New York and had it shipped out. I talked to Del VanEmmerik about the hull, knowing that he would be the one who could give me direction on how best to restore it as I have zero experience evaluating fiberglass-like "Nautilite." I talked on the phone to the Garform expert out in New York a couple of months ago. I sent him photos, and copies of things. I wanted to have him explain to me exactly what I needed to know if I was going to restore this boat. Since it had been repainted in the past I needed to know precisely what the original paint scheme had been. I haven't heard back from Ralph yet but hope to hear from him at some point. Early on I communicated with Gar Wood authority, expert and noted author Tony Mollica who was very helpful in providing me with photos and information relative to Gar Wood, Jr. and Sr. and in particular these unique Garform boats. This was a good initial step at learning about the boat and its history but really did not include what I needed to know about the nuts and bolts of the project; what the blood, sweat and tears would involve.....and how much of an ongoing financial commitment I would have to make along the way.

Essentially, I put the proverbial cart ahead of the horse. I invested time and effort into things that had

nothing to do with the basic element of the project; the things which would focus on any needed structural repairs and the proper preparation of restoring the hull inside and out. I fiddled with the engine, I took parts off and put them in boxes, I took dozens of pictures, spent time on the trailer that came with the boat and which I might or might not end up using. These were things that could have waited. As I look back on what I did and did not do, I think that since this boat was not of wood, I was in unfamiliar territory. I can deal with oak or mahogany. This synthetic plastic

material called Nautilite was foreign to me and as a result I feel I busied myself with things I was comfortable with....engines, hardware, upholstery, etc.



All is not lost however. I dealt with some things earlier that normally would have come later. I feel now that I have a handle on what I need to do to put this project on the correct path toward my goal of having an end project I will be happy with and enjoy sharing with others. Maybe the way I have approached this project was not all that bad. While it might be that I seemed to have taken a route full of twists and turns, I have every confidence I will, in the end, wind up where I want to be. *FD*



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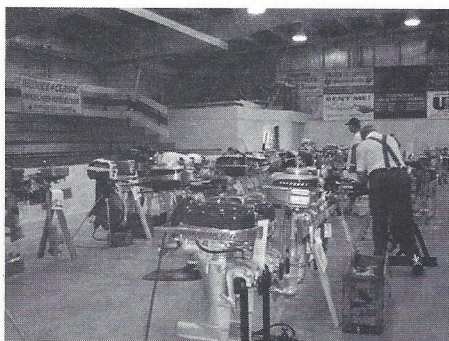


Antique Outboard Motor Club Tomahawk Nationals 2008

By Margaret Melick

Sunshine, water, old outboards and boats- a recipe for fun, friendship and fulfillment.

The Tomahawk, Wisconsin National Meet of the Antique Outboard Motor Club (AOMCI) was held July 30 to August 2. Wednesday was a setup day: unload trailers, launch boats, test motors and place entries on display at Tomahawk. Participants arrived from all four corners of the country as well as a few foreign lands. Minnesota was represented with 27 chapter members in attendance.



Here are a few of the many motors being judged.

From Thursday through Saturday competition and vigorous trading of parts and motors took place. From the predicted log race to friendly un-judged competitions

among friends, the lure of speed on the water held many at the test tank finely tuning motors, sharing advice on how to eek out a few more RPMs, and furiously hunting to replace damaged or missing parts. In addition to tests of speed, the Meet also offered an opportunity to display the rare, unusual, restored, and best original examples of the outboard motor industry, including boat-motor combinations. There were a number of entries in each in each category and the competition was keen.




Boat-motor combinations on display

The other major activity was the swapping of motors, parts and boats. From the first arrival on the scene until the last departure, old motors were exchanging owners.



Minnesota Gopher Chapter Award Winners
Back Row: Phil Gatzow, Ron Melick, Murray Langer
Front Row: Nick Wyman, John Poole, Dan Wyman
Missing: Bruce Reischel, Leah Stasieluk and Bill Sparrow
Jon and Pat Koranda

Since 2004, a special award –The Spirit of the Strip has been awarded to the participant(s) whose display in the swap area is most representative of the club's interest in preserving and fostering the restoration of old motors. This year's award winners were Jon and Pat Koranda- Minnesota Gopher Chapter members.

Nearly 100 AOMCI members stayed to attend the awards banquet, where the Minnesota contingent made an impressive show of unity, as they cheered for the successful winners in the group. Make plans to attend in 2009-July 29 to August 1. 

The Wizard Wasp

By Lee Wangstad

Leisure in the late 50's was defined by the box in the living room, the car in the garage, and the sport-boat on the water. And among that throng of speeding fiberglass, one model stood apart. With its sensuous flowing lines, smoothly rounded bow, and tastefully angled tail fins, the Wizard Wasp cultivated a visual appeal both immediate and dramatic. Its sporty design prompted instant visions of a sleek, streamlined, meant-for-action machine streaking across the lake, all eyes on the skipper gripping the wheel.

Just a year after its debut in 1957, the Wasp was selected by the Outboard Marine Corp. (OMC) marketing team to tie in with the introduction of the company's Johnson Super Sea Horse 35, which also had targeted the feel-young/go-fast set. Today, the Wasp of 50 years ago still captures the hearts of thrill-seekers.

"Besides its good looks, it's also a very well-built boat," says Larry Chase, who lives in Boise, Idaho, and used to own a '57 Wasp. "The boat came with three motors when I bought it: a Mercury Mark 55, a Mark 58, and a Mark 78. You could tell that the previous owner just progressively bought bigger motors as the older ones wore out."

At first lured to the Wasp as an "accessory" for his mildly customized 1957 Buick two-door, Chase soon succumbed to the exceptional lines of the Wasp. With a maximum power rating of 40 horses and an overall length of 13-feet, two-inches, the 400 pound Wasp earned high marks with weekend boaters for its compact size, light weight, easy portability, and aggressive performance. Highlighting its fluid lines and polished curves was a rich palette of color options, including red, white, Cirrus blue, dark blue, mist green, dark green, and the slightly more expensive Coral Mist, Canary Yellow, Platinum Gray, and Buckskin Tan.

When Wizard first introduced the Wasp, the company had already been producing plastic boats rein-

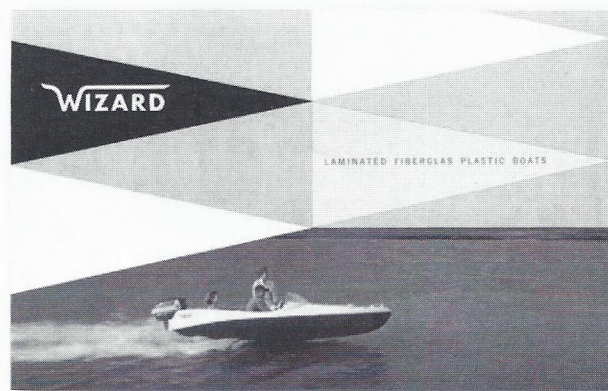
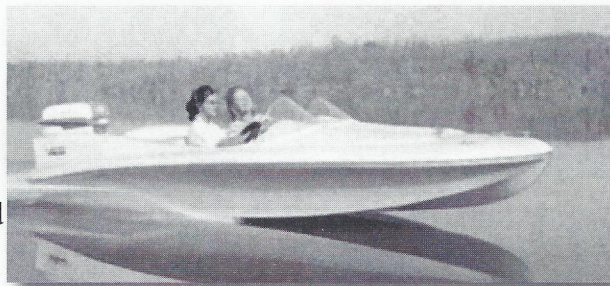
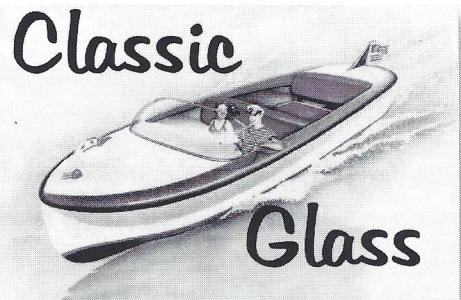
forced with fiberglass for ten years. At the time, wooden boat-builders were struggling to make the difficult transition

to fiberglass, and upstart manufacturers continued experimenting with the new material. But Wizard put its decade of craftsmanship to good use, taking on a leadership position within the industry.

Based in Costa Mesa, California, Wizard opened a branch plant in St. Joseph, Michigan in 1954 to keep up with demand and further establish their eastern markets. In 1957 they established a facility in Dickson, Tennessee.

Dealing exclusively with outboard propulsion, Wizard assumed a commanding position in the booming recreational sports market, producing precisely the right boat at the right time.


By 1960, time was running short for the recreational boating market, just slightly ahead of the rest of the economy. The entire industry would face a shake-up that would leave many smaller manufacturers by the side of the road, shaking their heads, wondering what just happened. Wizard was firmly established and weathering the storm. In a bold move that shook the industry, Wizard Boats of Tennessee, Inc. purchased the boat department assets of Winner Manufacturing Company of Trenton, New Jersey.



The Wizard Wasp cont'd


By Lee Wangstad

Wizard management had been running against a line of boats and motors marketed by Western Auto also called Wizard. Although not competing directly against this "off-brand", Wizard Boats wanted to distance themselves from Western Auto. In 1960 the line was branded Wizard-Winner Boats, now headquartered in Dickson, Tennessee. By 1961 they dropped the Wizard name completely and became Winner. They had bought the Winner Manufacturing Company strictly for the name and did not produce any of the Winner line that they had purchased.

In 1961 Winner Boats, Inc. introduced their new Wasp, which would soon become the Sprite. Based on the same hull, this new model lost the smooth, rounded decks in favor of a much crisper, conservative, squared-off design. Like its predecessor, the Sprite was conceived as the quintessential sportboat.....born for the young and free of spirit. 



A Three Hour Cruise

A full house was present for the Rendezvous diner cruise on Friday evening September 5. Dick Mickelson arranged for the three hour cruise on the Paradise Destiny II, one of several excursion boats that ply the water's of Lake Minnetonka. We were at the boat's capacity with 90 folks. The boat made a slow a leisurely tour of Lower Lake, Carson's Bay, Wayzata Bay, motored around Big Island, and Echo Bay, and then back to port at the Excelsior city docks. A buffet diner with plenty of scrumptious food for everyone was served. A little generator problem which dimmed the cabin lights did not put a damper on the spirits. The capable crew under skipper Dan's direction got her fixed in short order. It was a spectacular evening to be out on the lake with friends and it was a wonderful kick-off for our show. 


Larson Sweep at White Bear

By Andreas Jordahl Rhude

It was an awards sweep for the Larson Boats at the third White Bear Lake (MN) Boat Show. The event took place on a gorgeous Saturday, June 21. Pat Oven is the one-man committee making the event a special day.

56 boats of all size and shape were displayed on the land and in the water. Quite a few sailboats participated - including the Boathouse cover model. She's a 1923 Herreshoff 12 1/2, sixteen-foot owned by Jessie Okie of White Bear. The lake is a very popular sailing venue with a long tradition in the sport.

Two awards, People's Choice and Skipper's Choice, were presented by radio personality and BSLOL member Joe Soucheray. It was a proud day for Larson Boat Works! George Chapin's wooden 20-foot cabin sedan cruiser won People's Choice. His boat was part of our Minneapolis Boat Show display several years ago. A fiberglass 1958 Larson Falls Flyer owned by Scott Donahue was recipient of the Skipper's Choice accolade. After the show an in-water boat parade cruised around the fantastically clean waters of White Bear Lake. Guests in Mike Favilla's 1925 Dodge Watercar included Bill Foussard, the reigning King Boreas of the St. Paul Winter Carnival, members of his court and Joe Soucheray.

Mr. Oven came up with the idea for the show, did all the planning and made it happen. Thanks Pat! Thanks also to the work of Jenny Masters, representing the White Bear Shopping Center Merchants, the main sponsors of the show. 

SUMMER BOAT REPORTS

Hold on to Your Hats at Alexandria

Contributed by Clark Oltman and Andreas J. Rhude

Prairie winds stirred up the lake at the Minnesota Lakes Maritime Museum Boat Show on Lake Darling near Alexandria (MN) on July 12. The show began with a captain's reception Friday evening at the lovely cottage of Rich and Ellen Eiser on Lake Miltona. It was a fun relaxing evening albeit very, very windy! Hold on to your hats boys and girls!

Dave Wiborg and Clark Oltman hooked up Dave's Lyman outboard boat and pulled her to the show from the Twin Cities area. They opted for a land display and were glad they did because of the steady gusts. In spite of the "Wizard of the Oz" winds, there were plenty of boats in the water.


Awards presented:

- People's Choice Land Display – 1918 Consolidated "Chief Mackinac" owned by John Allen
- People's Choice Water Display – 1920 Dingle "Roamer" owned by Tom & Jennifer Coen
- Skipper's Choice – 1961 Thompson "Thommy Too" owned by Andreas J. Rhude


The Coen's boat has a very special story. Tom Coen saw the boat while growing up and admired it. An opportunity arose in 1959 and he purchased the 33-foot launch. After many years of regular use, the boat went through a major restoration by Tom Juul a number of years ago. In 2008 it was "freshened up" by Mr. Juul. He convinced the Coen's to bring the boat to the Alex show. It was displayed in the water of Lake Darling and was a crowd pleaser. This was the very first time the boat had ever been in water's other than her home at Cass Lake!

The boat is used all the time. The Coen's home is on an island therefore the launch is used as a commuter to the mainland and has been their "pickup truck" hauling food and building supplies and whatever is needed on the island.

A number of BSLOL members and friend's had boats at the show including, but not limited to: Brad and Chris Ernst; Dave Doner; Bob Johnson; Mark Tompkins; Paul Mikkelson; Andreas J. Rhude; John and Karen Freed; Carl Mammal; Dwain Schutte; Jim and Anne Eidsvold; Tom and Carol Juul; John Allen; and Tom and Jennifer Coen.

The planning group for the Alexandria show is to be commended for putting on such a great event. Arrowwood Resort also deserves a thank you for all their efforts in hosting the vintage boat gathering. 

Thompson Boat Rally

There were 39 boats from all over the Midwest at the sixth Thompson Antique & Classic Boat Rally August 8, 9, and 10. The non-judged show occurred at Nestegg Marine in Marinette, Wisconsin, only six miles from Peshtigo, the original home base of Thompson Boat. The event was held in conjunction with the local waterfront festival. Although the show location is on a river about one mile inland from the lake, boating was hindered by the seas. Lake Michigan's Green Bay can kick up quite the rollers and that was the case during the Rally. Five to six feet seas were the norm for the weekend. A few brave souls did go for a little jaunt on the big waters! A number of Thompson family members participated and a few former workers from Thompson and Cruisers Boats visited the show. The next Rally is slated for August 2010.. 


Okoboji By Clark Oltman

On July 26 I was in southwestern Minnesota. I made a trek into Iowa for the 28th Iowa Great Lakes Boat Show on Lake Okoboji. The show is sponsored by the Jerry Dyhrkopp Iowa Great Lakes Chapter of the Antique & Classic Boat Society with Mike Hagen as show organizer.

The event is held at Arnolds Park right next door to the amusement park. Boats on one side and a roller coaster on the other. What fun!

There are always a variety of boat types and sizes at the show including a number of classic 'glass with fins. I noted the interesting horns on these fiberglass boats. One was a short trumpet pointed forward but with a dome on top. The dome looks like half a ball. On most horns I have seen this ball on the rear, not the top. Different!

The Chetek boat once owned by Mr., Bob Speltz is located at the Maritime Museum at Arnolds Park. Stan Peterson of Mt. Dora, Florida owns the boat and restored it a few years ago. BSLOL had the privilege of displaying the fourteen foot outboard runabout at both of our shows last summer. Stan has loaned it to the museum for their display.

One does not expect a classic boat show in the cornfields of Iowa, but this group puts on a good one. If you have the opportunity next year, stop by a take a look. 

Boating Laws, Who Needs Them ?

By Dick Mickelson

"Fire on board!" A boaters worst nightmare on the open water or at the dock.

How did it happen? Why did it happen? How could I have prevented it? How can I stop it? You will ask yourself these questions and so will the authorities when they show up, even your insurance company will ask when you fill out the necessary paperwork and answer their endless questions.

Let us go back to the start of the boating season and the check list you have - you do have one, right? While learning to fly, a pre flight check list was a must. My instructor made it known from the first day that not only did we start with the check list, but every item, every 'pre flight' had to include every item on the list, even if we just landed to do nothing special. Before you even got in the plane you walked around it and followed a printed check list and once inside and with the engine started you went over another check list.

Only two things can start a fire, fuel and ignition. The three elements to support combustion, called the 'fire triangle' are - heat, fuel and oxygen. Remove one side of the triangle and you will suppress the fire. Better yet, do not allow a situation to get to the point where the triangle will even be an issue.

Every year we see on the news or read in the paper about a boat fire. The fire often results in an explosion, damage to adjoining boats and or property, severe burns and even death. Avoidance is best handled by being pro active at the start of the season - a thorough check list is a must.

I spoke to Mr. Kim Elverum at the Minnesota DNR and asked for a breakdown on boating fire/explosions for the last several years. From June 2006 through August 2008 there were fourteen boating related incidences reported. There were twelve inboard/inboard-outboard and two outboard accidents.

Of the twelve, several were related to blower non-use or it not being engaged long enough to clear fumes and the remaining fumes were ignited.

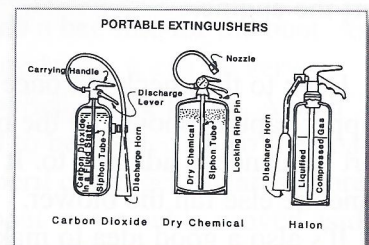
Electrical connections were to blame for another fire. In two cases the fire/explosion happened right after leaving the gas dock. The worst, or luckiest of them all was a situation where upon smelling smoke, all four passengers jumped in the lake. They were "rescued" by a passing boat. Their boat was towed to shore where it was discovered that "no fire extinguisher or throwable PFD was onboard".

Although this number does not seem unrealistically high for the number of boats we have in Minnesota, these are the only ones reported to the state. All of these incidents could have been prevented by being pro active in the maintenance and operation of your watercraft.

Back to our check list. Start by checking every fitting from where the fuel enters the boat to where it enters the engine, through the carburetor. Look for any stains/discoloration at or near the fittings or along the lines. Make sure the lines can flex in any area where vibration or movement takes place.

A lot of our boats, except for the simplest of outboards, may have tanks and lines that are hidden and not easily accessible. If you restored the boat or are quite confident that the restoration by others paid special attention to the fuel line system a simple 'sniff test' on a regular basis may be all that is necessary. There are vapor detectors used to find leaks, however they can be expensive.

With the pounding that our boats take, it is possible for fittings to become loose. If you can safety wire any of these fittings, do it. Everything on an airplane that could possibly come loose is safety wired. If it is not possible to safety wire the fittings, make sure they are tight and use double clamps, where clamps are used and although not fuel related, especially double clamp any fitting(s) that goes through the hull.



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Boating Laws, Who Needs Them ? cont'd

By Dick Mickelson

Ventilation systems, mandatory in any situation where the tank and or engine are enclosed, are one of our best defenses against any on board fire or possible explosion.

There are two types of ventilation systems: natural and powered.

For boats built prior to 1980, there was no requirement for a powered ventilation system; however, some boats were equipped with a blower. Since most all of the boats in our club were built before 1980 a powered ventilation system is not required. (Federal and State)

Lets be real here - natural ventilation has its drawbacks. You have to raise the engine cover and rely on the wind to take away the fumes/vapors. A powered system can be installed in almost any boat and I would think my comfort level plus my investment would be better satisfied if I had a powered system. Make sure the intake and exhaust ducts are properly located, i.e. above the normal accumulation of bilge water and in the lower one third of the compartment. Check regulations for additional information on natural ventilation vs. powered ventilation.

It is also required that the 'blower' be operated for at least four (4) minutes, plus check the bilge for vapors (sniff test).

I would personally like to see an ignition system that would not allow the engine to start until the blower has gone through a four minute cycle and then a buzzer or light comes on to let you know it's OK to start the engine.

Back to the check list once more. The skipper/captain should be the only one to see that the start sequence is adhered to. It is not enough to think someone else ran the blower.

It's also a good idea to make sure all electrical connections are tight and no wires come into contact with any moving parts of the engine. You could coat the connections, using a small brush, with a liquid electrical tape or use a product called "Plastic Dip". Your check list should include everything you can possibly think of, and then some. Check with other owners to see what is on their check list. Have the list

typed, laminated, attach a chain or cord to it and hang it near the ignition switch. Use it and familiarize others on your boat as to what it is all about.

'Fire' - now what?

A quick decision will have to be made whether to stay and fight the fire or 'abandon ship'. If you are on the open water and the fire gets out of control, get off and away from the boat. Make sure all hands are accounted for (feet also). Those 'readily available' life jackets will come in handy now. If possible get a 'May Day' call out over the radio or call 911. If you are at the dock, get off and away as soon as possible if you can not quickly control the fire. (on a dock post is a good place to have a Type III extinguisher, which is larger then a Type I or II). Can you fight the fire with the extinguishers you have on board? Do you have the correct type, size and number? Are they in good working condition?

There are several types and sizes of fire extinguishers on the market. Extinguishers are classified by a letter and number symbol. The letter indicates the type fire the unit is designed to extinguish. Type B is for gasoline, grease and oil. The number indicates the size of the unit. The higher the number the larger the extinguisher. Most useful are I and II. Number III is usually considered to large to be easily used on most recreational boats. Make sure any extinguisher you have has the letter 'B' on it, for gasoline, grease, and oil. The letter 'A' means it can be used for wood and paper. The letter 'C' means it can also be used for electrical fires. Make sure it says on the label 'U.S. Coast Guard Approved'. Check the boating regulations to see what type and how many you will need on your boat. Basically, any boat with an enclosed fuel tank must have an extinguisher(s). It is a good idea to have more then what are required. Have them in a convenient location and readily accessible (not in the galley, in or near the engine compartment). When mounting the bracket be careful where you drill. Do not drill a three-inch hole for a one-inch screw. It is better to have the unit mounted so you know where the extinguisher is (not loose on a shelf or in a cabinet).

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Fall 2008

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Boating Laws, Who Needs Them ? cont'd

By Dick Mickelson


Your check list should have the number and type of fire extinguishers necessary for your boat (more are better).

Check the extinguishers each spring and monthly during the boating season. Check that seals are intact, gauges read 'full' and that there is no damage or rust present. An extinguisher is actually best checked by weight. Do not assume that if the arrow is in the 'green' the extinguisher will work properly.

Remember, a fire could happen to you and all that stands between possible disaster and a positive outcome is the right type and number of fire extinguishers, properly working and readily accessible.

"It's not only common sense, it's the law" 



What a surprise to see a one-third page picture of me in my boat in the Minneapolis Star-Tribune on September 11, 2008, said Andreas Rhude. The paper was promoting their new on-line photo sharing area of their website. The photo was posted there some months ago. "Who would have guessed that the Star-Tribune would select my photo for their promotion!" quipped Rhude. 

www.startribune.com/yourphotos

Do you ever get that sinking feeling?

by Andreas Jordahl Rhude

This is a true story. On Sunday August 17, 2008 I was boating on Lake Minnetonka, Minnesota in my classic Thompson. It was a super day; beautiful weather, great mood, and nice seas. Boating along with me in their Chris-Craft U-22 was Brad and Chris Ernst and their little boaters Blake and Alexandra. After beaching on Wawatasa Island in Upper Lake for some fun and a picnic, we headed over to Big Island. We were two of the few hundred boats anchored and rafted in "cruiser's cove."

Folks were playing volleyball, tossing Frisbees and footballs and those jart looking foam things (remember jarts??!!). Kids were swimming and there was plenty of music and the adult beverages were flowing. A World War II bomber flew overhead a couple of times to add to the flavor of the day (a vintage air show was taking place in the Twin Cities).

People watching and boat watching is a favorite past time. It's fun to see what is on the water; new

and old, big and small. I was looking out at the boats anchored and those passing by. I spotted a boat being towed. She looked like a Chris-Craft Sea Skiff or maybe a Skiff-Craft, a white painted lapstrake hull with a blue shearstrake. A quick focus revealed that the towee was sinking. A person was bailing as fast as can be imagined.



I shouted to Brad to take a look and opened up my bulkhead door to grab my manual bilge pump. I handed it to Brad and we made a bee line for the boat. As many know, it can be very crowded at Big Island. A path had to be opened up so the boat in peril could get towards shore. A boat was quickly moved aside along with swimmers and a personal water craft. The tow boat let go of the tow line and folks rushed to the boat in distress and began pushing and pulling her to shore. As I neared the boat someone handed me their manual bilge pump. I have no idea who did this and I have no clue if they ever got their pump back.

THANKS!

cont'd on page 22

Do you ever get that sinking feeling? cont'd

by Andreas Jordahl Rhude

Folks were pushing and pulling the boat and about four guys and gals were bailing and pumping. The immediate danger was over and soon the boat was at shore.

When I got to the boat the water was just shy of the top of the engine on this inboard-outboard powered watercraft. It may have only been a matter of a few minutes before she sunk to the gunwales. Luckily this was averted.

Emotions of the young man and his female companion in the sinking vessel were high, to say the least. He was on his cell phone calling for assistance and she was bailing like her life depended on it. Well, her life did depend on it!

Twenty to thirty people quickly swarmed the boat and opinions starting flying. What to do. As fast as the bilge pumps were working and the buckets were bailing, the boat continued to fill up with water.

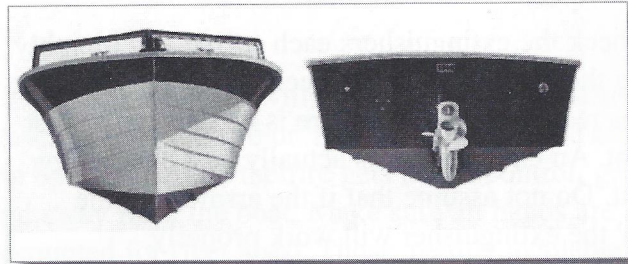
Initially, the electric bilge pumps in the boat were useless. The outlets were actually below the water level so they were doing no good. As we caught up, the discharge outlets got above the waterline and were finally working.

My suggestion was to try to figure out where the water was entering to plug it up. The woman pointed amidships on the starboard side and said it was just gushing in at that area. I started feeling around under the waterline and found the culprit quite quickly. About a four-foot section of the chine board was missing. The screws attaching it to the frames were still there, but the wood was gone.

The guys around the boat turned her parallel to shore and rolled her on her side. The gap was finally out of the water! A log was dug out of the beach and used to prop her up. Once the chine was above the water, I peaked my head under there. About a half inch wide opening twelve to eighteen inches long was the cause of the leak. The planking had separated at the turn of the chine and the lost covering board exposed it. It probably was decayed and just gave out when hitting a wave or wake.

There was no hullside name badge on the boat and someone asked what she was. The owner said "Thompson." Of course, my heart sank, as I am a Thompson Boat fan. At first it did not sink in that she was a Thompson She just did not look like one. I later realized that during the last couple of years of their wooden boat production in the late 1960s, Thompson Bros. Boat Mfg. Co. made full-V, hard chined models. They had sawn

frames, not steam bent like most of their production.




1966 Thompson brochure pictures showing the Thompson Full-V Off-Shore model V-2100

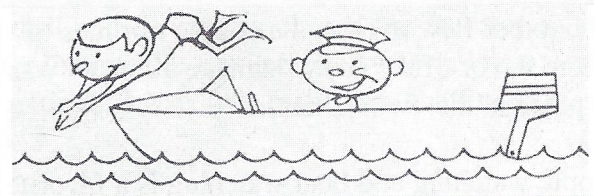
Later that evening when I returned home, I looked through my files and found that I had seen this boat several years previous. She actually was a participant in one of our BSLOL club cruises. She is a 1966 Full-V Off-Shore model V-2100. However, the boat had been extensively modified from her original configuration.

No one was injured during this incident, thankfully. The boat did not completely sink although it certainly came close to doing so. Many folks selflessly jumped in to help when it was needed. Luckily this happened on a busy lake with many boaters. If it had been in an isolated lake with no one nearby, it could have been disastrous.


The boat owner called for a tow and a rescue boat arrived a short time later. A high capacity gas powered bilge pump was set up to drain the water and off they went to get her back onto a trailer.

One thing that frightened me was that NO one in the sinking boat or in the one that was towing it had put on their life jackets. That should have been the first thing they would do.

I am sure the boat owner and his companion were reeling from their adventure for many days after it ended. Personal and property damage were minimal, but a major repair and survey of the boat is the next step to getting them back on the water. 



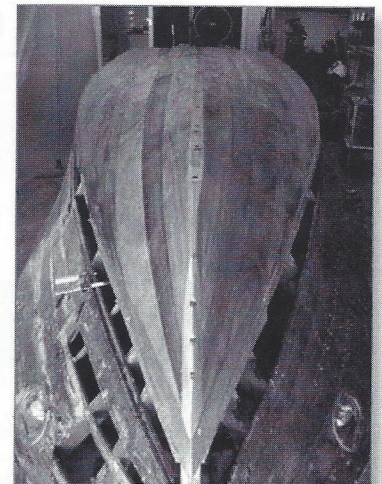
Winter Workshops


Before you know it, snow and ice will be here. That means it is time for our winter educational workshops. Definitive plans have not been made at press time, but you are welcome to give a shout. Do you have a topic idea? Do you want to host a workshop? Do you want to help out with planning, setting up, tearing down, or getting food and beverages? 

Contact Scott Hawkinson.
scott@hawkinsonwoodenboats.com
763-370-3569

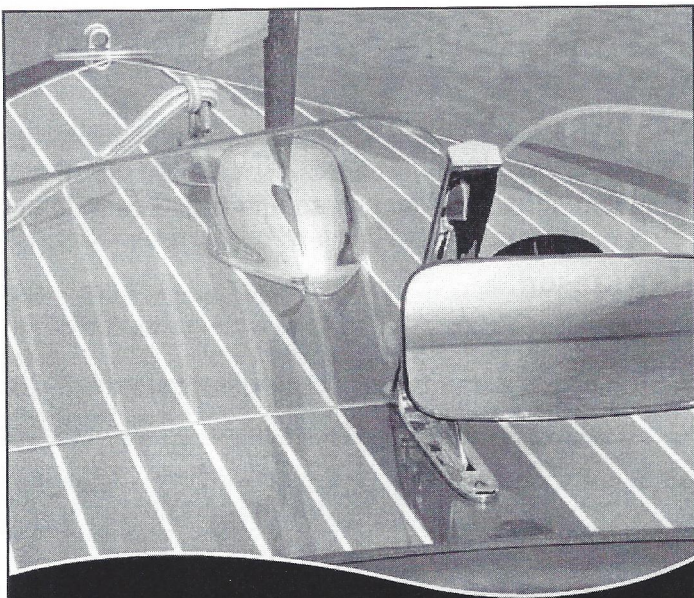
Boats in Process - What is Being Restored by Members

- Boat:** 1946 Chris-Craft 20 ft. Custom Runabout R-20-092
- At what point are you in the restoration?** Inner plywood bottom installed. Ready to install mahogany bottom planks. Loving every minute!
- What have you accomplished thus far?** Replaced with new mahogany and oak all but two bottom frames, transom bow, transom cheeks, keel, chines, stem, gripe, and nose pieces. Everything sealed with Smith's CPES and glued with 3M 5200 and fastened with new silicon bronze screws.
- What is left to accomplish?** Complete bottom, flip over and replace topsides and deck. Redo interior, wiring, engine. In other words, everything else!
- Are you encountering a problem?** So far so good – knock on wood!
- How can BSLOL help?** Keep up the good work & articles. Articles come in handy. Very good club magazine.
- Owner:** Kerry Price from Austin, Texas
kprice@austin.rr.com
512-422-8373



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 Spring 2008 issue for a submittal form. Or ask that one be sent, e-mailed, or faxed to you. 

Contact: editor@acbs-bslol.com or call **612-823-3990**.



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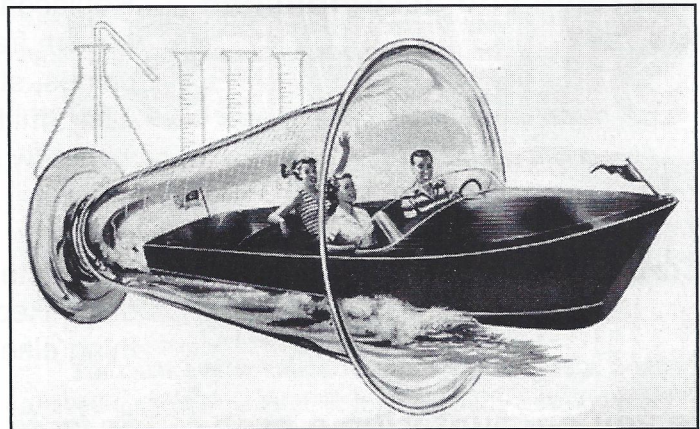
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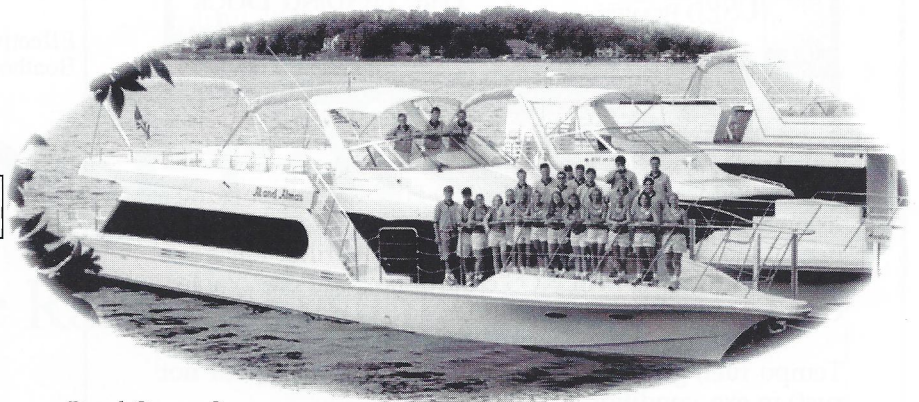
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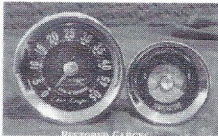
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Ads must be camera-ready and paid when submitted.

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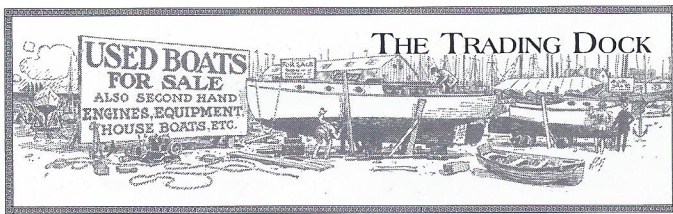
Questions regarding ad

rates,

Contact the editor at 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.



THE TRADING DOCK

●'NOS' 1961 Mercury Merc 500 50 HP. Rare opportunity to own a 'New' old Mercury, this motor has never been used. One of a pair found in Florida in April of this year. Long shaft motor with NOS control box and elec. cables. Only \$ 2700.00 for this rare find.

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●4 trailers with 29 Red Wing Thorobred & 3 other make Inboard Marine Engines. All restored and running. Send SASE for pictures and more information. Harry Munson, Jr., P.O. Box 391, Red Wing, MN 55066

●1966 Owens Empress Cruiser - 30' Double mahogany hull, tightened in 2007. Twin 327's running perfect. Many new parts including batteries, charger system, custom mahogany seats, upholstery, fuel filters, etc. Beautiful boat with all the hard work done. On the river and ready to go. \$7,800 651.707.2068



●Wanted: Youel Craft cedar strip boat built at St. Cloud, MN in late 1940s. Trying to find a piece of my father's legacy. C. Douglas Youel 651-426-0933, youel001@comcast.net

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.

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 or 612-823-3990.

BSLOL reserves the right to refuse any advertisement.

●1955 Thompson 14 ft. Thomboy strip built double cockpit outboard runabout. Needs major restoration. As seen at Mpls Boat Show in Jan 2008. 1980s Shorelandr bunk trailer included. \$2,000. Andreas 612-823-3990. thompsonboat@msn.com



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