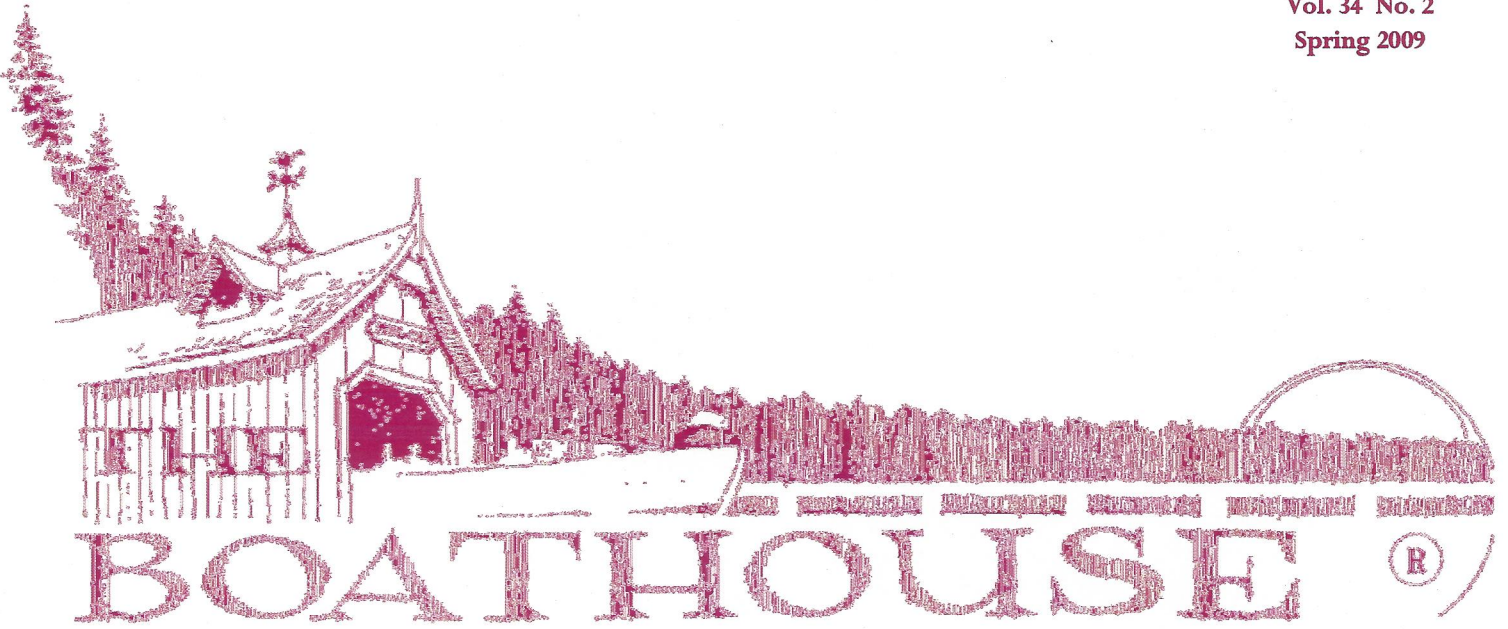


Vol. 34 No. 2
Spring 2009



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

CENTURY'S ON PARADE

By Lee Wangstad



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Rebirth of a Continental

*notes and submission by
Dick Mickelson



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MANAGING EDITOR: ANDREAS JORDAHL RHUDE
editor@acbs-bslol.com

EDITOR/GRAPHICS: ERIC RICHARDS
boathouseeditor@yahoo.com

Board of Directors

PRESIDENT **Jim Camery**—term expires 31 Dec 2009
715-426-2022
jimcamery@msn.com

VICE PRESIDENT **Eric Sandin**—term expires 31 Dec 2009
612-961-2357/h
eric.sandin@gmail.com

TREASURER **DAN SCHLEGEL**—term expires 31 Dec 2009
651-351-7650
treasurer@acbs-bslol.com
daniel@e-schlegel.com

SECRETARY **MARK NELSON**—term expires 31 Dec 2009
763-241-4959/h
secretary@acbs-bslol.com
mbnjagn@charter.net

Jay Diebold **Directors**
term expires 31 Dec 2009
952-465-7964
jay.diebold@supervalu.com

Fred Goughnour term expires 31 Dec 2010
952-472-7649/h

Scott Hawkinson term expires 31 Dec 2009
763-476-9492/h
763-370-3569/cell
hawksnest@usfamily.net

Dave Lindberg term expires 31 Dec 2010
612-581-7819
dlindberg@mchsi.com

Susan Zemke term expires 31 Dec 2009
651-470-1824/h
sfinicky@yahoo.com

Dick Mickelson term expires 31 Dec 2010
763-545-1181/h
dickmick@juno.com

Del VanEmmerik term expires 31 Dec 2010
763-493-9687/h
herters59@hotmail.com

Dave Wiborg term expires 31 Dec 2010
952-472-2104/h
952-826-3765/w
david.wiborg@sedgwickcms.com

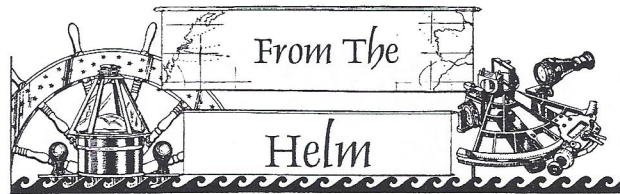
DIRECTOR AT LARGE

Bob Johnson 952-380-1505/h
kesslerjohnson@earthlink.net

Past President

Brad Ernst term expires 31 Dec 2009
320-395-2854/h
bcernst@embarqmail.com

Email: president@acbs-bslol.com



Season Kick-Off

Come and join us for the Season Kick-Off on Sunday, May 31, 2009. We will meet at Al & Alma's Restaurant on Lake Minnetonka for fun and food. This is a great chance to get the boating season rolling. New members are especially encouraged to attend to become a part of our little family! After diner, a short mini-cruise will take place, weather permitting. Come by car or come by boat. Just be there and let's get the 2009 boating off to a bang!

4:30 – 5:30 social hour

5:30 dinner

Mini cruise after diner

Entrée choices are:	New York Strip Steak	\$25.00
	Walleye	\$22.00
	Chicken & Ribs	\$19.00

Diner includes potato, salad, and bread basket
Price includes tax and gratuity

Children's menu available
Cash bar

Payable at the door.

RESERVATIONS are required no later than 7:00 PM on Wednesday
May 27. Email: eric.sandin@gmail.com or call 612-961-2357

Al & Alma's Restaurant
5201 Piper Road
Mound, MN 55364
www.al-almas.com for a map



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Photos in this issue provided by:
A.J. Rhude, Mark Nelson, Clark Oltman,
Jerry Battis, Mlynar

Retirements

A number of long time volunteers have hung up their gone fishin' sign and retired from your board of directors as of the end of 2008. We THANK them for their many years of dedicated service.

Peggy Merjanian has been a board member for many years. She was the most visible person in our organization for decades, literally. She was editor of the award winning "Boathouse" magazine. She handled this monumental task with true vigor and gusto. She also jumped in with both feet whenever we needed graphics for posters and flyers. Her contributions to the annual Rendezvous and other events will be missed.

Joel Lemanski stepped aboard a number of years ago. He was a director and later became vice president. He and his wife Michelle originated, organized, and implemented our show held at Bayport Marina on the St. Croix River. They also hosted one of our educational workshops last winter, and Joel pinched hit as presenter when the planned speaker became ill at the last moment.

John Laidlaw has retired from the board for the second time. He served a two year term after having retired several years previously. His dedication and advise could never be diminished.

Ray Garin hung up his hat and has taken a much deserved retirement. He has been an eager advisor to the operation of our family. He also has been enthusiastically organizing our Spring mixer and club cruises for as long as memory serves. For the past several years he has been responsible for placing boats at the docks at our Rendezvous. This is no simple task – squeezing 40 or so boats into very cramped quarters.

Please give each of them a THANK YOU the next time you see them. They will be missed and their cheerful contributions will not be matched.

BOB SPELTZ LAND-O-LAKES CHAPTER

ANTIQU & CLASSIC BOAT SOCIETY, INC.

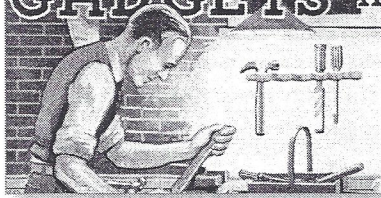
MISSION STATEMENT

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.



GADGETS AND KINKS



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

Repairing a Cracked Deck

(caused by DBS - Dry Boat Syndrome)

By Sherwood Heggen

Some things seem impossible to fix.

Case in point is an open crack in the deck of a boat resulting from storing it in a dry, heated shop during the winter months. How does one fix that? You could just leave it alone and wait for it to swell up next spring when it goes back into the water. But, that crack will continue to be an eyesore, and, if you are about to varnish it, no amount of varnish applied over the crack will ever make it go away. In fact, if you do varnish over the crack, the varnish will seep into the crack and when the deck does swell up the varnish will squeeze out and leave a long lump on the surface. So what do you do? Make it disappear, and here is how.

Recently a boat came into my shop for varnish with a crack the full length of the foredeck, and another, the full length of the aft deck. The cracks were as wide as the thickness of a dime. It was obvious something had to be done.

The first step to correct the matter was to get moisture back into the wood to swell the deck planks. To accomplish that, moisture had to be brought into the boat by some means. I chose to use my steamer which is a five gallon metal container with a water heater element in it. A small humidifier could also be used. However you do it, the moisture should be directed to the problem area. Do not get nuts with moisture. You do not want to saturate the boat and cause the deck to buckle. A

watchful eye on the swelling of the cracks is important. When the cracks begin to close, it is time to shut off the moisture. If the cracks do not fully close at first try, introduce additional moisture. Patiently work the plan.

It took a few days of waiting to see progress in the deck swelling, and subsequently, the cracks closing on this boat. It was not necessary to keep the steamer running constantly, but long enough to get the underside of the deck wet. Once there was moisture, the steamer was shut off and the moisture was allowed to do its work of migrating into the dry wood. In doing so, the crack began to close up. Continuing with the introduction of moisture, the crack closed completely.

This process is the preparation work leading up to the gluing of the crack to hopefully keep it from opening again. But, if the crack is completely closed, how will you get glue into the crack? Here is where skill and luck and some special equipment come into play. You will need some clear epoxy, a putty knife, and a hair dryer or a heat gun. Devcon makes a clear two-hour epoxy that has worked well in this application.

Considering you are doing the repair in the winter time, it is not likely that the crack will stay closed in a heated workshop. Therefore, the process for the fix is this: After the swelling, monitor the crack to see when it begins to open up just a little bit. To get glue into the crack, it will be necessary to have a small gap exist. It only needs to be a hair's width in size which is barely noticeable. That would be the time to get the epoxy into the crack. Since epoxy is typically heavy-bodied, a method for getting it to coat the depth of the crack is necessary. That is where the putty knife and heat gun come into play.

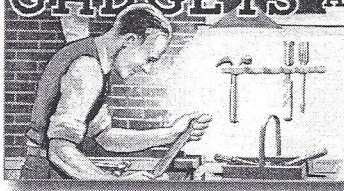
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GADGETS AND KINKS



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

Apply a line of epoxy over the crack with a small application stick and then gently warm the epoxy with the heat gun or hair dryer. In doing so, the epoxy becomes runny and it can be pressed into the crack with the putty knife. Work the puddle of epoxy back and forth over the crack and soon you will realize there is very little epoxy left on the surface. It has gone into the crack to bond the two adjacent surfaces together after it cures. Continue the process until the entire crack is filled with epoxy.

After the epoxy has cured you will have to sand away any high spots flush with the varnish surface. To properly sand the epoxy flush to the surface, a sanding block is necessary. I simply use an inch wide piece of scrap wood with a small piece of 220 grit paper wrapped around it and gently sand away the excess. After sanding the epoxy flush, you might realize a fine hairline depression still existing in the surface of the deck. Another application of epoxy, localized to the problem area, will be necessary after cleaning away the sanding dust from the crack followed by another sanding after the epoxy has cured. If the surface is crack free, it is time to apply varnish. It is important to know that some varnishes react to epoxy and consequently do not dry well. As a precaution, apply a coat of Pettit Clear Sealer as a buffer over just the epoxy area. Then proceed with varnishing.

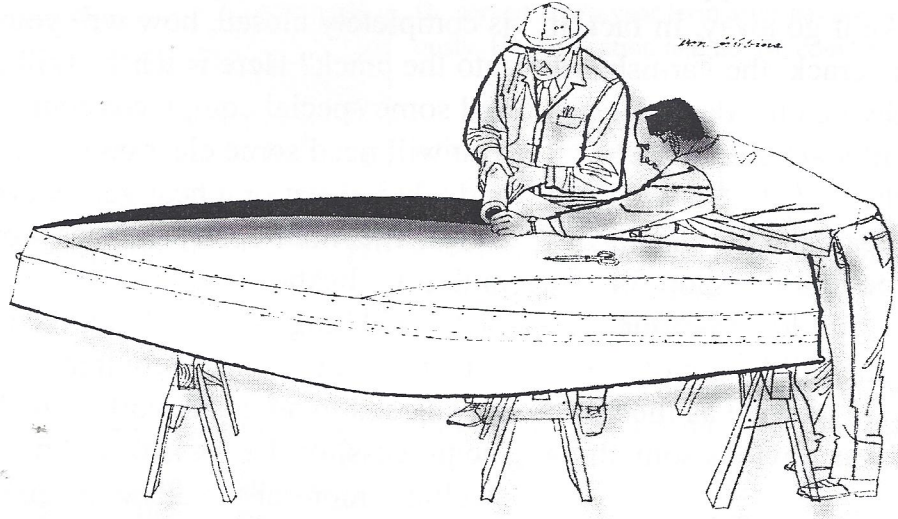
It is amazing how the crack will most likely dis-

appear to the point where you have to hunt to find it. Not all cracks will totally disappear and that is dependent on how well the crack closes upon swelling. Even so, the crack that does remain will blend with grain lines and not be too noticeable under the glossy varnish. The process takes time and patience, but is well worth the effort to bring the beauty back.

There is no guarantee that the crack will remain closed, although it is likely that it will. Drying wood has an immensely powerful force as the moisture migrates out of it. The epoxy bonding the crack will do a good job in bonding the crack together, but the glue is only as strong as the wood around it. If nothing else was accomplished, you have kept varnish out of the crack.

Your best bet to protect the boat from cracking is keeping the boat away from a dry, heated environment to protect the beauty of the finish on your treasure.

I hope this helps. Remember, I am willing to



become involved in your restoration project or problems by offering advice just for the asking. If I cannot come up with a reasonable answer, I have a network of knowledgeable boat restorer contacts that might be able to provide one.

**You may contact me at
Heggensj@Centurytel.net or 715-294-2415.
Good luck with your restoration or maintenance project!**



Minneapolis Boat Show

Our display at the Minneapolis was a good one in January. It was different, to say the least, but we made the best of it. Our booth space was reduced to a little more than 20 x 20 feet. This compared to 35 x 70 feet in years past.

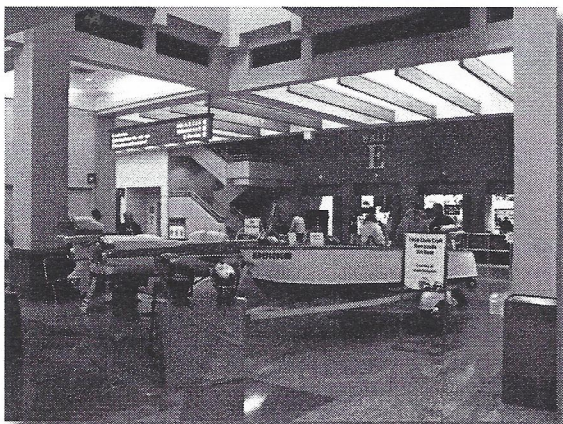


Two outboard boats were shown. Mark Tompkins brought his 1956 Chris-Craft Barracuda kit boat powered by a 1957 Johnson 35 horse power Javelin motor. Del VanEmmerik showed his unique, classic fiberglass 1959 Marine Plastics Car Aqua. She was powered by a Minneapolis built Flying Scott 60 horse power outboard. Both boats rest on

Tee Nee trailers, which were an integral part of the showing.

Three static outboard motors were also shown. In addition, a very small table with handout materials was in our Lilliputian space.

We thank the Minneapolis Boat Show for continuing to allow BSLOL to participate; however, we are hopeful that next year we will be back to our former, larger space.



BSLOL vice president Eric Sandin headed up the show this year under very trying circumstances (none of which were the doing of the BSLOL). Thanks Eric 🍷

Are You Ready For Some Boat Shows?

Two excellent boat shows are slated for 2009. Make your plans now and participate in BSLOL's activities!

We are the official sponsor of the White Bear Lake Classic Boat Show. Mr. Pat Oven has headed up this fun event for the past several years. Many of the participants are members of our family, therefore it was appropriate for BSLOL to step up to the plate and give the show our official seal of approval.

The event will take place on Saturday, June 20 at the White Bear Lake waterfront. Show hours are 10 to 4. The single day show is low key; there is no judging or awards. Come with your boat as is and have fun. There is plenty of space for on-land displays and there is limited room for boats in the water. A boat launch site is located just a city block away from the docks. As a key feature of the 42nd Manitou Days weeklong celebration, the boat show is free and open to the public. A parade the night before will have at least one vintage boat.

A pickle bucket boat race (similar to the milk carton races at the Minneapolis Aquatennial) will take place on Saturday. The White Bear Lion's Club is heading up this fun activity.

An informal swap meet will be part of the boat display. Bring your extra hardware that you desire to sell or trade. Do you have some extra vintage boat literature you want to sell? How about a little outboard motor that needs a new home? Bring it to the show and set it up near your boat. Maybe you will find an eager buyer!

A registration form is part of this magazine. You may also find it on our website: www.acbs-bslol.com.

Our 34th annual Rendezvous will take place on Lake Minnetonka on Saturday, September 12. Our host once again will be Maynard's Restaurant in Excelsior. We will have the same amount of dock space as last year plus use of the Maynard's grounds

for on-land displays. At this time details are not firm, but some type of social activity will take place either Friday or Saturday evening.

Watch our website for additional information on our Rendezvous as plans are developed.

Workshop Learnin'

Two very successful winter educational workshops have been held in 2009. On Saturday March 14, about 35 guys and a couple of women descended upon Hawkinson Wooden Boats in Rockford, Minnesota. Dale Kocian of Kocian Instruments drove 340 miles from DePere, Wisconsin to teach us about boat gauges. He restores all types of gauges for classic boats. He made a very thorough presentation of what are considered proper restoration techniques. Wiring is a part of the gauges; therefore some primer on nautical wiring systems was discussed.

Kocian, a Boathouse magazine advertiser, got into gauge work almost by accident. He wanted his own gauges on his Chris-Craft cabin cruiser redone. He studied and learned to do the work on his own. Since that time, he has gotten into the line full time. Kocian has been around boats all his life and he has worked in the industry. He began his career with Yar-Craft Boats in Menominee, Michigan. He also worked at Thompson Boat and Carver Boat for periods of time. He has experience and willingness to work with clients to solve their marine gauge dilemmas.

Sixty people risked the snow covered roads on February 21 to attend an informative educational session at Princeton, Minnesota. Scott, Ruth, and Ryan McInnes of Shipwreck Boat Works hosted BSLOL at their well equipped shop. Del VanEmmerik spearheaded a talk on restoring fiberglass boats. This growing segment of the vintage boating community was a topic worthy of a day of discussion. Del along with Scott and Ryan all have extensive experience in working on classic 'glass boats.

Not only was theory presented, but actual repair was made to gouges, and a hole in a fiberglass boat. The live demonstration made for a perfect schoolroom session.

THANKS to Shipwreck Marine and to Hawkinson Wood Boats for hosting.



Rebirth of a Continental

*notes and submission by
Dick Mickelson

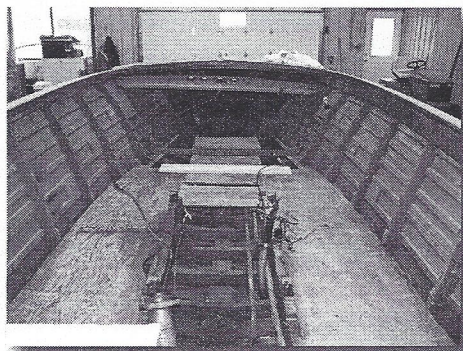
I met Jerry Battis and his brother Steve last year at our boat show on Lake Minnetonka and they started telling me about their '58 Chris Craft. I mentioned to Jerry that I would really like to see the boat and finally in February I drove to Monticello, Minnesota to take a look.

Jerry, a contractor, has a great shop building with in-the-floor heat (wouldn't we all like to have such a building for our toys!). There sat the Chris – a beautiful piece of art, showing the classic lines and grace of the period. It was obvious at first glance that this restoration was undertaken with not only a passion for wood but also a desire for perfection.

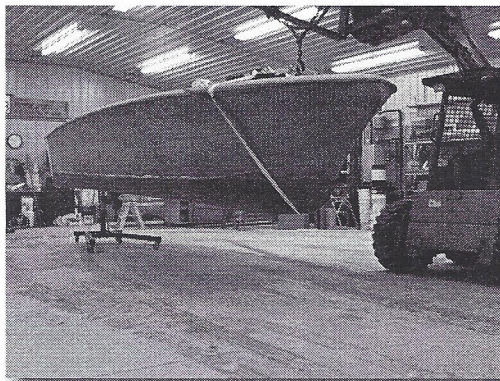
The following is their story written by Jerry Battis.

The boat we restored is a 23-foot 1958 Chris Craft Continental utility boat with a 175 horse power Hercules motor. As far as we know, this boat had only one owner. It was originally delivered to the Minnetonka Boat Works and had a sale price of just under \$6,000. My brother Steve purchased the boat in 1998 for \$8,000. from a family in the White Fish chain whose father, Curtis Widen Johnson, (the original owner) had passed away.

Steve began the process of stripping off the old finish and then got busy with life so he let her sit for about nine years. Finally in 2007, he brought her to my shop and we began the restoration process in earnest. Neither of us had ever restored a boat before but both of us have extensive knowledge in the area of wood working and engine work. We did a lot of research, read a lot of books on the subject, and talked to a lot of people who are familiar with this process.



The boat's structure was in very good shape. We had to replace one splash rail and one transom plank that were rotted but all the side planks, all the bottom planks and all the other structural members were in fine shape. We stripped all the remaining finishes off the boat, replaced a number of wood plugs and silicon bronze screws, and began the task of sanding the wood to make it ready for the staining process. There were a few challenges along the way such as removing all of the old caulk that was laid in the joints of the wood in the deck surface. We ended up using a grout removal tool which gave us a uniform line on all the grooves. This tool has a flat blade with dia-



mond fragments on the edges that allow you to 'grind' or 'sand' out material in a groove.

The next big item to tackle was the motor cover. When we got the boat, the motor cover was a plywood box with 1970's style orange upholstery.

Rather than re-upholster this box, we decided to rebuild it. We took the basic design and re-built it using the original plywood box but we cut individual planks of mahogany and laid them over the plywood surface. We chose mahogany planks to replicate the decks of the boat. We cut small rabbets in the edges so that when they were assembled, they resemble the deck boards. Once completed, we could install the Sikaflex caulk into the grooves we created by rabbeting the boards. We also built a lifting handle into the front of the motor cover so that no additional hardware would be needed.

Rebirth of a Continental cont'd

After sanding the entire boat, we stained it to the original color and set up to varnish. We used the Epifanes varnish but applied it with an airless sprayer. We started with two coats of Pettit sealer, and then applied the Epifanes. Each coat was thinned slightly with the thinner to make it spray more evenly. We sprayed one day, let it sit a day, hand sanded it with 400 grit sand paper, tack clothed the entire surface to remove any dust and then applied another coat of varnish. This process was done for 10 coats after which we diagonal sanded the entire boat to eliminate any sags or runs and to make the surface more even. We then applied two more coats and caulked all the deck seams with mahogany colored Sikaflex caulk and sprayed the entire boat two more times. (*note, not everyone has the skill and talent necessary to 'spray' the finish, or maybe feel it is not 'factory', however as I viewed the end result is truly beautiful).

After two coats of Pettit sealer, and fourteen coats of Epifanes varnish, we were ready to buff the hull. We started with 1500 grit sand paper on a pneumatic orbital sander over the entire surface, followed by 3000 grit sandpaper on the same applicator. Next we used a car polishing style orbital buffing machine and some very fine automotive liquid buffing compounds. We buffed the entire surface until we achieved the desired luster. After the buffing was completed, we taped off all the deck seams with 3M striping tape, painstakingly measuring each space and each line, and then painted the white stripes with two coats of heavy duty oil based paint. (* note, seeing the end result first hand it is difficult to believe this is their first restoration. Their combined talents are evident when you view the finished project. No one told them of the difficulties involved, they just did what had to be done.)

We prepared the chrome pieces by buffing them and those that were presentable after buffing were installed. The other pieces that needed re-chroming were sent out to be plated.

The windshield presented the next challenge. It was scratched and yellowed over time so rather than throw it away, we decided to try and repair it. We

started with 400 grit sandpaper and sanded in vertical lines to remove the scratches. Then we progressed through the grits until we reached 12,000 grit sandpaper. Once we were satisfied that all the scratches were gone, we buffed the windshield with the same car buffer and liquid compounds that we used for the boat. We were able to revive that old Plexiglas which is now as clear as day.

The next challenge was the motor. The carburetors were completely locked up so we had to rebuild both of them. Once we got them working, we changed the engine oil, installed all new rubber parts, plugs, wires and sensors, set it on our test stand and then fired it up. The motor had not run for fifteen years so we were glad to hear it roar to life. After getting it running, we took a compression test of each cylinder only to find out that two cylinders had very

low compression. Once we removed the head, we discovered two broken pistons and two cracks in the block. We disassembled the entire engine and sent the block to Lester Prairie Engines where they were able to pin the cracks in the block, replace the bad pistons, install new intake seats, grind the valves,

and plane

the head. We re-assembled the motor according to the original Chris Craft specs and fired it up again. This time it roared to life immediately, with great compression in all cylinders. The motor was then lifted into place, aligned with the shaft and installed. To prevent premature wear of the strut bearing, the motor has to be perfectly aligned with the shaft.

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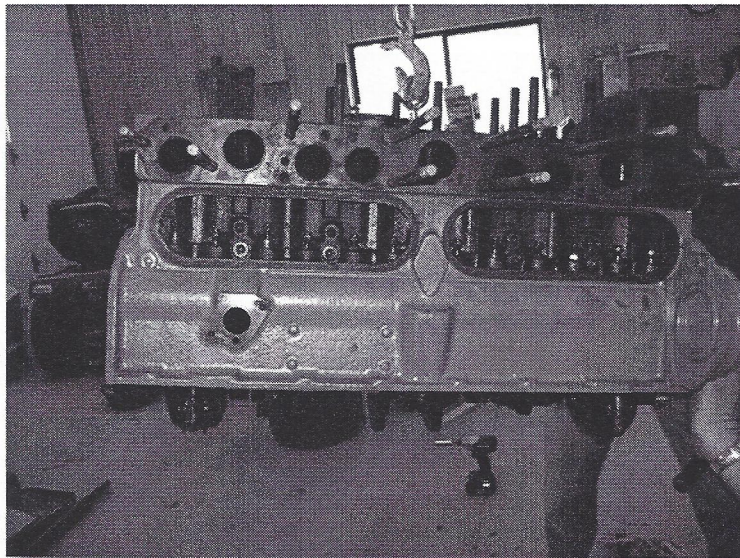
Rebirth of a Continental cont'd

We accomplished this by shifting the wedges under the motor mounts until there was .003-inches even clearance at all points between the shaft coupler and the engine. Then the engine was locked into place. (* note, the spec, .003 is measured all around the coupling, it is not a five minute process. To Jerry and Steve, it was no 'big deal', just something that had to be done).

When we got the boat, the upholstery was a 1970's style orange. We decided to upgrade to a more pleasing deep red with tuck and roll style seat cushions. The dashboard had that same orange upholstery so we stripped it off, and discovered the dashboard was solid mahogany. We sanded it and applied the same stain and varnish as the rest of the hull. The instruments were also in need of repair. The previous owner installed automotive instruments to replace the failed original Chris Craft instruments. We sent the old ones to Kocian Instruments and had them refurbished back to original.

Our intention in this project was not necessarily to restore this classic to original specs, but rather to restore the beauty and functionality of this classic vessel. To this end we chose to install upgrades such as the plank style motor cover, electric bilge pump, a blower in the bilge to remove gas fumes, and tuck and roll upholstery to further enhance her beauty and make it more saleable. Since the restoration, the boat has not seen water. Once the weather warms up and the ice leaves the lakes, this boat will be launched. The process of

restoring this old beauty has been quite enjoyable. It will be great to see her back in the water. (* note, there was and is no name on the transom, however Jerry was thinking of naming her 'La Costa Lota'.



Well, that may be up to the next owner).

We plan to display this beauty throughout the season by bringing it to several of the local boat shows. We recently joined BSLOL and look forward to sharing our Chris with many other boat enthusiasts. We hope to see you on a lake in your neighborhood this season.

Written by Jerry

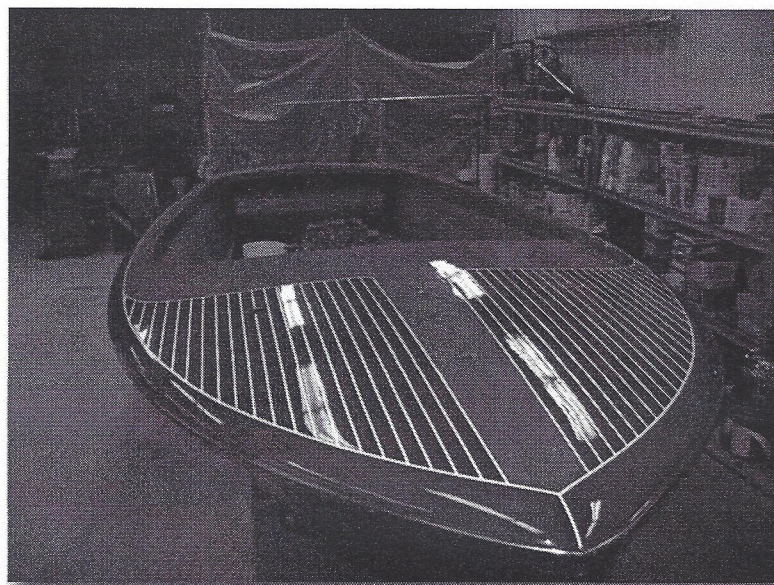
and Steve Battis

We welcome Jerry and Steve to BSLOL and look

forward to the launching party. Their enthusiasm for the club and participation in club events was evident by their attendance at our recent educational workshop on fiberglass restoration held in Princeton, Minnesota. Thanks for sharing this Chris Craft restoration project with us.

If this is the type of quality they put into a boat, I wonder what one of their finished houses look like.

Dick Mickelson 



OLD CRESTLINER STILL IN THE FAMILY AFTER 43 YEARS

By Brad Mlynar

Back when I was a kid in the early 60's, owning a boat in rural Minnesota was not the norm. Most people fished along the banks of the Crow River or along the shore of a lake with a cane pole. Being able to scratch up the money to rent a 12-foot row boat from a resort was a very big deal in those days.

In the mid 60's boat ownership started to take off (along with snowmobiles).

In 1966, my dad Ed bought this 1966 Crestliner 14-foot Mustang from Kraemer's Mobil and Marine in Norwood, Minnesota. Ed got a nice deal at 20 percent off Manufacturer Suggest Retail Price and paid a whopping grand total of \$1,212 for the boat, 33 horse power Johnson outboard motor, and trailer. This also included the convertible folding top, battery and battery box, a full tank of fuel, and the boat license. She was fully rigged to go boating immediately after pulling out of the dealership parking lot!

At that time, Little Falls based Crestliner, was a part of Molded Fiberglass Body Co. (MFG). Crestliner had production facilities at Little Falls: Strasburg, Virginia; Centralia, Illinois; Waterloo, Ontario, Canada; and Como, Italy. They had started out in 1946 as Larson Watercraft, making aluminum fishing boats. By the late fifties they expanded by adding a few fiberglass boats to their line. The Mustang was the smallest of the glass runabouts in 1966, with a centerline length of thir-

teen-foot five inches. She came with a Surf White hull and option of Bahama Blue or Sunset Red deck, covering boards and splash well. Rated for up to 40 HP, she was the perfect size for small families.

There were a few aluminum boats around our home town of Lester Prairie (40 miles west of Minneapolis). This was one of the first fiberglass boats in the area. At that time this Crestliner fiberglass boat was much heavier than aluminum boats of

SALES CONTRACT
KRAEMERS MOBIL & MARINE
Norwood, Minnesota Phone 467-5351

ITEM	MANUFACTURER	SERIAL NUMBER	PRICE
BOAT	CRESTLINER	M 7637	1275.00
MOTOR	JOHNSON 33	2625707	591.00
CONTROLS	CMC Bowditch		35.50
PROPELLER	BOAT LICENSE		1.50
TRAILER	#750 # ATARS	50.2204	129.95
ACCESSORIES	BATTERY & BOX		28.00
TOTAL			2171.95

ITEM	MFR.	ALLOWANCE
BOAT		
CONTROLS		
MOTOR		
TRAILER		
OTHER		
TOTAL		63.66

TRADE

ADDITIONAL ITEMS: *Galvanized 1st del* \$ 2.40
CREATIVE RIGGING MOTOR HOUSING \$ 8.05
TILLER SPRINGS TOTAL \$ 1074.30
 LESS DISC. SALES TAX \$ 302.30
TOTAL SALE \$ 1212.00

REMARKS:

Ray H. Kraemer
dealer's signature

Edward Mlynar
customer's signature

TPJ Form No. 4

ORIGINAL SALES RECEIPT

similar length.

Today, this boat is very light in comparison to both fully rigged 16-foot aluminum and fiberglass boats.

Cont'd on page 13

OLD CRESTLINER STILL IN THE FAMILY AFTER 43 YEARS

Cont'd

The 33 HP engine was considered a good sized engine in its time. It had plenty of power to pull two kids on water skis....What more did you need?

trailer, pulled the car ahead 10 feet, hooked the winch hook to the car, and then used the winch to crank the boat out of the lake!

Many hours were logged in this boat fishing on central Minnesota waterways such as Waconia, Stieger, Ann, Howard, Mary, Rock, Cedar, Collinwood, Granite, John and Clearwater Lakes. In the early 80's, we ventured to the big waters of Lake Michigan



After all these years the Johnson is still running, with only minor tune-ups needed. The seats and top are both original with no tears. The hull looks very good. The boat has been in storage for the past fifteen years. Last fall we pulled it out of storage, greased the wheel bearings, and I have plans to show it off a few times each summer.

on several brown trout fishing trips which meant tackling up to eight-foot rollers. The boat had a removable top which saved the day on many rainy fishing trips. This was a great advantage over the top-less aluminum boats in those years.

FALL 2008
THE BOAT IS STILL GOING STRONG AFTER 43 YEARS



Back in those years boat landings were often crude dirt trails on many lakes. There were very few concrete ramps. Four wheel drive did not exist in those years; we all pulled boats with cars. Getting your boat out of the lakes was sometimes a challenge. I remember one day we loaded up the boat, then unhooked the

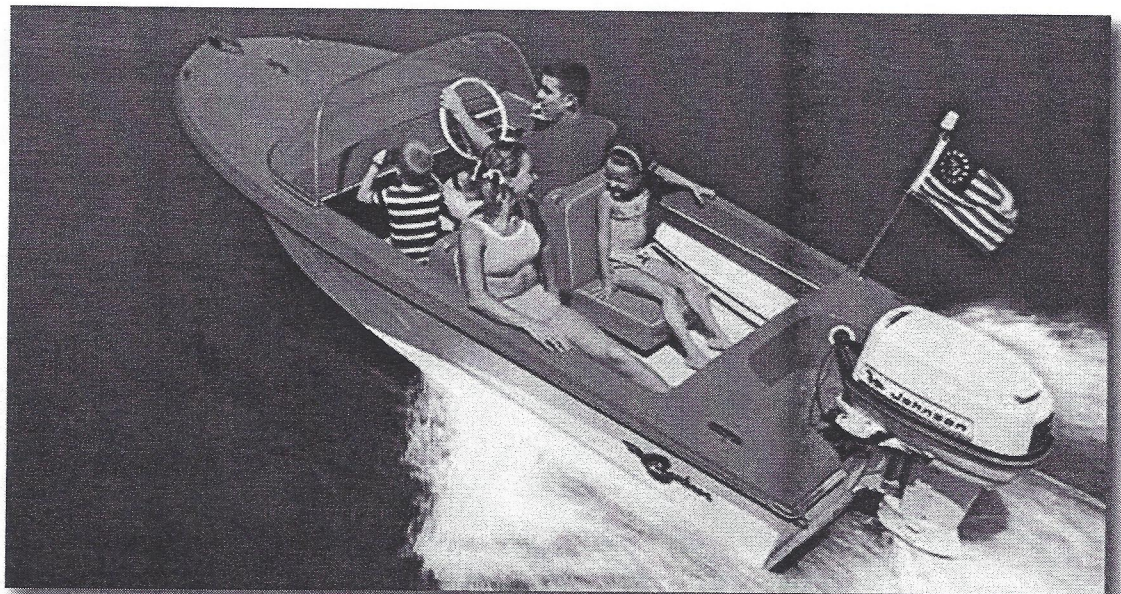


PHOTO FROM THE ORIGINAL 1966 BROCHURE.
FAMILY FUN ON THE WATER!

EVINRUDE OUTBOARDS, 100 AND STILL GOING STRONG


By Dennis Evinrude

The year 2009 marks the one hundredth anniversary of the outboard motor known as Evinrude. The humble beginning of this business is also a love story. After spending a number of years working throughout the Midwest, Ole Evinrude came to Milwaukee in 1900. The twenty three year old had gained valuable knowledge in various foundries and machine shops and was ready to create on his own. Ole's first endeavor was to build engines that allowed people to convert their carriages to self propelled units. Ole had just been kicked out of a boarding house run by a Mrs. Doyle who had a sixteen year old friend by the name of Bess Cary.

Adjacent to the Cary property was a shed for rent. Ole rented it and took on a partner and formed a company to custom build engines for whatever people desired. At the same time a curious 16 year old Bess volunteered to type correspondence needed to start the business. Her reward was an occasional horseless carriage ride and Sunday picnics. The firm of Clemick and Evinrude lasted only six months but the relationship of Ole and Bess would endure through thick and thin. After enjoying many picnics together Ole and Bess were engaged in the summer of 1906. Near the end of that summer they and a few friends journeyed to Lacys Resort (now the Golden Mast) on Okauchee Lake, west of Milwaukee, and rented a boat for the trip to Party Island. During the course of the day Ole returned to Lacys to fetch some ice cream for the group. On the return trip Ole rowed into a stiff wind and the delay caused the ice cream to melt. The frustration of the melted treat set into motion events that would change outboard history in a big way. Bess encouraged Ole to develop an affordable engine that the common man could clamp onto any rowboat he wished.

On November 21, 1906 Ole and Bess were married. On September 27, 1907 their son, Ralph S. Evinrude was born. After Ralph was born, economic times were tough and the health of Bess suffered. They persevered and by the summer of 1909 Ole had an engine ready to test. Ole and Bess' brothers took the engine to the Kinnicinnic river, clamped it to a boat, and off they noisily went. Many people rushed to the riverbank to see that historic event. It was at this point that Bess' influence on the company also made history. She had the foresight to see the market possibilities and the business acumen to make it hap-

pen. Many years later Ole and Bess would both remark how they were the perfect business partners as well as perfect partners in matrimony. Bess ran the office and created all the advertising while Ole ran



Don't Row It—
"EVINRUDE" IT.
WHEN the wind dies down, don't whistle for its return—don't row home either—just hang your Evinrude Motor over the stern of either the sail boat or its tender—and presto! You've made a motor boat. The

EVINRUDE Detachable, Portable ROWBOAT MOTOR

drives any rowboat eight to ten miles an hour; always goes—everywhere—in salt or fresh water; adjusts to the shallows and to the deep and it's weedless; carries like a satchel and is built as strong as tested steel and bronze can make it. Details about it, and how it was adopted by four governments, is explained in the catalog. Write for it.

EVINRUDE MOTOR CO., 393 Walker St., Milwaukee, Wis.
Members of National Association of Engine and Boat Mfrs
NEW YORK SALESROOM, 260 W. BROADWAY, Dept. 1.

the shop and saw to it that reliable outboards were produced. The engines developed one-and-one-half horsepower, weighed 62 pounds, and initially sold for \$62.00.

After five very successful years, Bess' health suffered again. Ole did what some men might regard as radical today. He sold the company and concentrated on restoring Bess to good health. They traveled the country and among other places visited my Dad's family home in Glendive, Montana. My father is 95 now and still remembers their visit. By 1920 they settled in New Orleans where Ole and young Ralph worked on a new engine design together and Bess grew stronger.

CONTINUED ON PAGE 15

PAGE 14

EVINRUDE OUTBOARDS, 100 AND STILL GOING STRONG

cont'd

In 1921 their new engine took the New York Boat Show by storm and entered full production in 1922. Due to the sale of their original company, they did not have the right to use the Evinrude name at this time

so Bess coined the acronym ELTO (Evinrude Light Twin Outboard). Once again the advertising and business genius of this lady propelled the company forward. One must realize that for much of her career women in the United States did not even have the right to vote. All of her correspondence was signed "B. Evinrude". Only those who met her in person ever knew they were dealing with a women. Bess was a trail-blazer in the truest sense. The Elto Company was very successful while the original Evinrude firm was slowly failing. In 1929 Stephen Briggs of the small engine maker, Briggs & Stratton, approached Ole and together they formed a new concern which consisted primarily of the original Evinrude and the new Elto companies. Thus, Outboard Marine Corporation was born.

Four years later the health of Bess deteriorated again and she passed away on May 13, 1933 at the age of 47. The love that had made the perfect partnership was now a dark void. Those who knew Ole well say he was never the same and a scant

14 months later Ole passed away on July 12, 1934. He literally died of a broken heart. From the time they started the

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BUICK — CHEVROLET
 Telephone 189 Elkhorn, Wis.
 Opposite Post Office

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 Address _____
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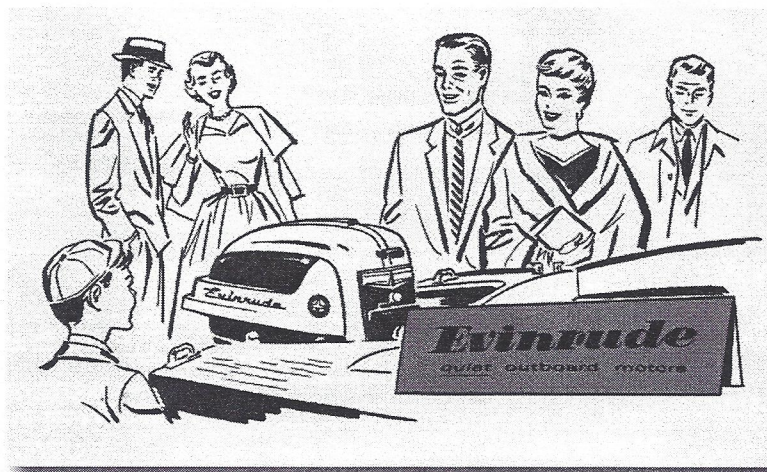
QUAN.	DESCRIPTION	PRICE	AMOUNT
1-	Evinrude 7 1/2 H.P. Stratton		128 ⁰⁰
	allow-		48 ⁰⁰
			<u>190⁰⁰</u>

All claims and returned goods MUST be accompanied by this bill.
 No. **07926** Rec'd by _____
HAROLD F. OPITZ, INC. - WAUWATOSA, ILL.



most successful outboard company ever to the time of their deaths was a mere 25 years.

Their son Ralph took over OMC and, under his direction, survived the depression, supplied the military with outboards during WWII and guided it to worldwide success well into the 1980s.



Today, the Evinrude E-Tec is produced by Bombardier and is the only outboard to date to win the EPA's "Clean Air Award". Things have come a long way since the love of two talented people brought forth a brand of outboard engine that celebrates its 100th birthday.



DO BLONDES REALLY HAVE MORE FUN?

or do they just look forward to the classic (post war) bleach job?

By Alan Frederick, Tonawanda, NY

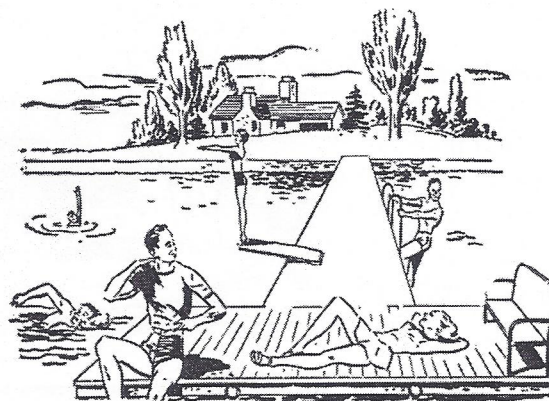
CAUTION! The two part bleach solution offered by Klean-Strip consists of (A) Sodium Hydroxide and (B) Hydrogen Peroxide; therefore, use extreme caution while applying the mixture as it will cause severe damage to eyes, skin and clothing.

In preparation for bleaching, strip and /or sand the wood as if you are ready to stain. Choose the wood wisely as far as grain and color selection. Fill any voids with natural colored wood filler. Final sand with 80-150 grit paper. You must first stain, seal and methodically double tape off (with paper) all surrounding areas that could be affected by the watery bleach solution. If your boat is a Century, the blonde areas were likely planked with a naturally white avodire and the remainder was African mahogany. Chris-Craft usually used Philippine or South American mahogany or Spanish cedar on the bright work.

Mix a fresh batch of two part bleach solution per instructions in a plastic or glass container and apply evenly with 2-3 inch foam or natural bristle brush, avoiding puddles. Apply from the bottom to top on all vertical surfaces. Let it dry overnight. To assure even bleaching, do not lay anything anywhere near the affected areas. If you require a second application, again use a fresh mixture. Let it dry overnight again. Lightly sand with 220 grit paper and vacuum off the resultant white powder. Neutralize the surfaces by sponging the wood with (2) parts clean water and (1) part WHITE vinegar. Let dry 2-3 days and check for neutrality by placing one drop of water on the surface and check for PH of 7 with litmus paper. If OK, sponge it down with water, let it dry overnight and again LIGHTLY sand the raised grain with 220 grit (the wood surface is like an open wound as the bleached tone is only skin deep), re-vacuum, and tack. Unlike stained wood, if you sand through the bleached surface, it is almost impossible to hide the blemish!

Mix the natural filler stain with brushing thinner per the instructions on the can. Add one-and-one half ounce Light Yellow Tint per two quarts filler stain mix. Or, eight parts filler stain and one part "Golden Oak" or whatever magic potion you feel meets your needs. Constantly stir to keep the mixture in suspension (final blonde color can be affected by selection of wood, grain, sanding, and varnish build-up coats). Apply with a brush or rag the same as colored filler stain. Remove with burlap, rubbing across the grain. Polish out with a T-shirt. Allow 24 hours to set, then tack and seal with two coats of clear sealer or Smith's CPES wood resin-based sealer per instructions. Lightly sand with 220 grit before the first coat or build-up varnish.

Build up with spar varnish, dry sand (220-320 grit) between coats until dead flat (usually 6-8 coats). Add two more after flat. Add decals and deck caulk now – mahogany on stain and white next to blonde areas. Add three more final coats of finish varnish using special care to keep area completely dust free. Sand between coats (320-400 grit) until dead flat again. Never sand or wax final coat of varnish. You are done now so have some fun and take your blonde out for a ride.



CENTURY'S ON PARADE

By Lee Wangstad

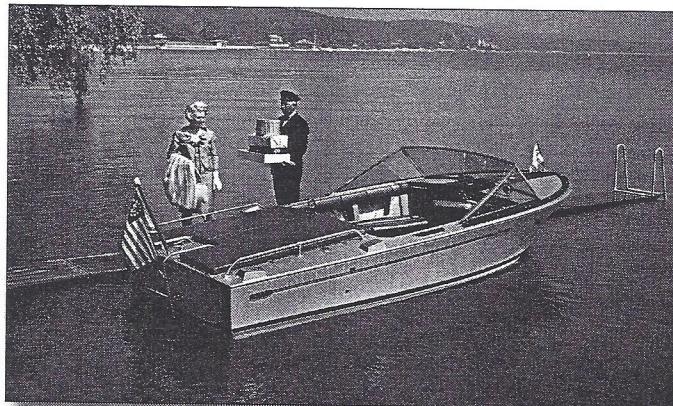
A strange thing happened while preparing a presentation that I was going to give down in Cincinnati in January. It was going to be focused on boats of the 50's, of course, but I was going to be presenting with Kevin Mueller, 50's boat collector extraordinaire.

Our presentation was to identify the styling excesses that drove the marine market during the post war 50's boating boom. While many think that the automotive market was driving the wild styling, it had more to do with the aircraft industry and the aerospace program.

In order to get an even breaking point and to ensure that there would be no overlap, we had decided to divide our presentation into inboard and outboard classifications. I let Kevin have the outboards, while I dove into inboard propelled boats. Now, anyone who knows me will tell you that I'm an outboard guy, but the research into these 50's inboard boats really turned me around. With the Arena Crafts, Dorsett Sea Hawks, and Glastrons, I was beginning to see some actual practicality to owning one of these strangely overpowered "big timber" boats.

I mean "big timber" only in relation to size and power here, because, of course, they are all non-wood boats. Not that they don't have some wood in them, but they are largely made of fiberglass. And that was part of the presentation. While I had included Chris-Craft, Shepherd, Trojan, Ventnor, and Century inboards of the 50's, our presentation was

mostly about the excesses of the 50's styling, not materials or methods. The inboards were much more conservative than the outboards, but there were enough over-the-top inboard designs to give me plenty of room to work.



This event was in conjunction with the Century Boat Club's Annual Spring Meeting, so there were plenty of Century experts in attendance. As I was working my way through the Century excessively overstyled examples, and there were plenty, it almost turned into a question and

answer discussion period. I had planned ahead and had left Century for last, knowing that the possibility of an open ended dialog might develop. I had left "modern" Century classics for last. These are the fiberglass inboards that were very much the product



of the Al Hegg years at Century.

Al Hegg had sold his interest in Larson Boats and bought Century in 1968. After ten years, off and on, as produc-

tion manager of the Larson plant in Little Falls and overseeing the plant operations of the licensee in Ontario, California, Al was geared to rolling up his sleeves and digging in wherever needed. It was how he processed the many procedures and methods involved in building a quality product. His first action at Century was to begin complete conversion to fiberglass production.

CONTINUED ON PAGE 18

PAGE 17

CENTURY'S ON PARADE CONT'D

By Lee Wangstad

Century had been flirting with fiberglass production and in 1968 had both fiberglass and mahogany models in the Resorter and Arabian lines, but by 1969 had dropped the mahogany models in favor of fiberglass. Some think of this change as the day boat-building stopped at Century, but it was actually just a new beginning. In 1968 the Resorters and Arabians were offered at the same cost, glass or wood. Records show that sales were almost even for the two materials, but by this time fiberglass had shown its superiority and with over fifteen years of proven durability it was going to be this "new" material moving forward.

The fiberglass

Coronado would be the next Century conversion. The most distinguishing feature was its top. It was one tradition that Century brought forward with this distinctive line of boats and would be a part of Coronado styling until the late 70's. Century boats could still be ordered with whatever engine the local dealer handled, with a tendency towards large V-8's that could lift and move these big, heavy, deluxe boats with all the trimmings.

With the ACBS now recognizing boats through 1975 as classics, I began to wonder just which boats from this new era (1969-1975) would come to the forefront and actually begin to appear at shows. The early non-wood outboards are becoming almost commonplace at the shows, a far cry from when I first began to show my Thunderhawk

at wood boat shows back in '93.

There are many boats that can fit the class. A recent find brought this to mind with the unearthing of a 1971 Pipestone-Mariner tucked into the back corner of a garage that was slated for demolition. It was one of those cream puffs that you always hear about. The documentation was complete with the original

bill of sale, sales catalogs, all the tags that were wired to different mechanical parts of the engine that was clean enough to eat off of. I mean, it was amazing. But is it a classic?


To some, and by definition of the ACBS it is. But would this shoo-in for a Most Original/Best Preserved award

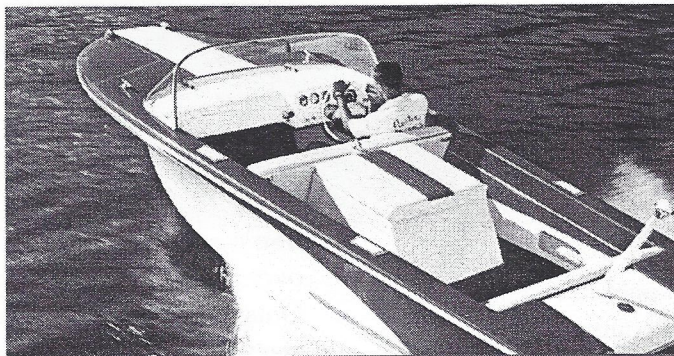
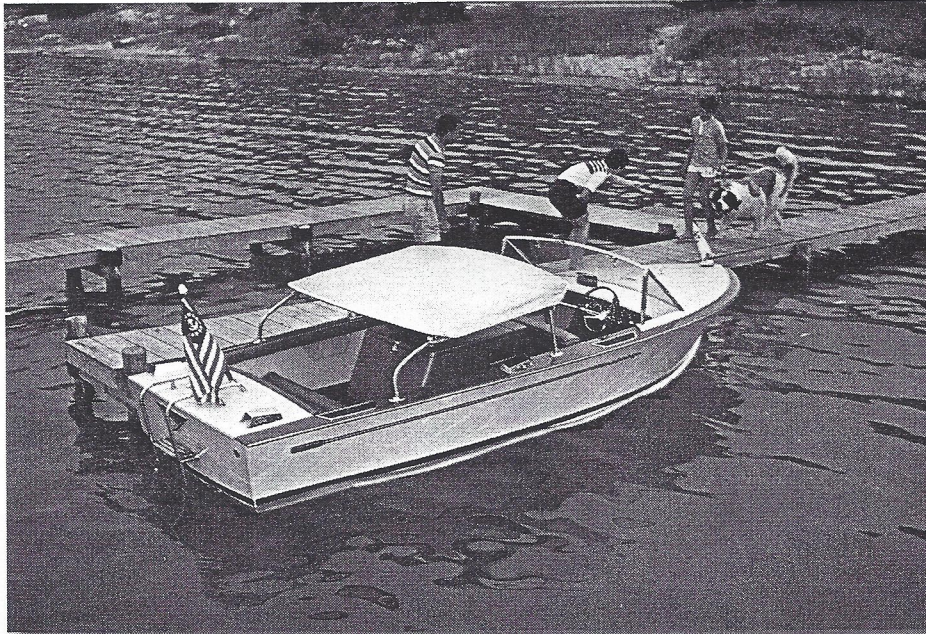
find happiness at an ACBS show? This blue and white tri-hull/bow-rider is completely original right down to its supple blue and white naugahyde interior.

Will it find acceptance?

Or will it be overshadowed by a 1971 Century Coronado, more "correct" with its inboard power and looking much like its wood counterpart?

While one outcome of the survey that was completed last year, or

was it the year before, the provenance of the club should be about the boats. Another thought is that it should also be about the owner, because every boat has an owner that has a story, and it's those stories that bring us all together. 



CALENDAR OF EVENTS 2009

MAY

Season Kick-Off

Sunday, May 31st

Al & Alma's Restaurant, Mound, MN

Cocktails and diner followed by a cruise on Lake Minnetonka. SEE PAGE 3

JUNE

Summer Cruise on Lake Minnetonka

Wednesday, June 17th, 6:30 departure from
Wayzata Depot Docks

Pot-luck diner along with nice-n-easy mini-cruise
on Lake Minnetonka

612-823-3990 or editor@acbs-bslol.com for more
information

White Bear Lake Classic Boat Show

Saturday, June 20th

Contact Pat Oven for registration and information
tapnevo@gmail.com

SEE PAGE 8 AND MAILER JACKET

JULY

Summer Cruise on Lake Minnetonka

Wednesday, July 15th, 6:30 departure from
Wayzata Depot Docks

Pot-luck diner along with nice-n-easy mini-cruise
on Lake Minnetonka

612-823-3990 or editor@acbs-bslol.com for more
information

All events are subject to change

AUGUST

Summer Cruise on Lake Minnetonka

Wednesday, August 12th, 6:30 departure from
Wayzata Depot Docks

Pot-luck diner along with nice-n-easy mini-
cruise on Lake Minnetonka

612-823-3990 or editor@acbs-bslol.com for
more information

SEPTEMBER

34th Annual Lake Minnetonka Antique and
Classic Boat Rendezvous

Saturday, September 12th

More details to come.



Mark Gerlinger

Suza Gosh

Scot & Stardette Harrison

Jerry & Marlys Piazza

Peter, Connor & Becky Quinn

Fred Rgnonti & Carol Pevovar

Brendt D. Rusten

Roy Schlemmer

Excelsior, MN

St. Anthony, MN

Arlington, WA

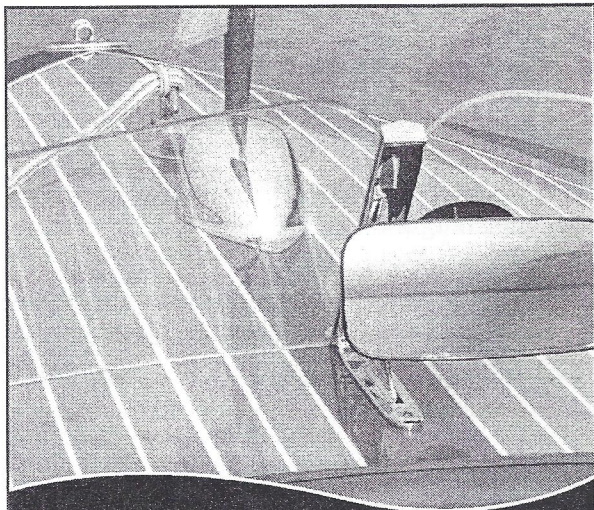
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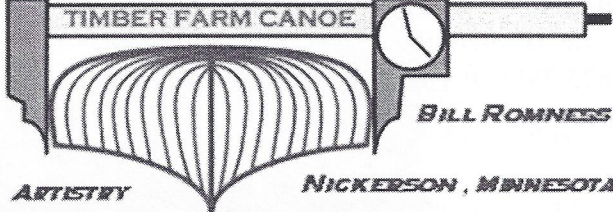
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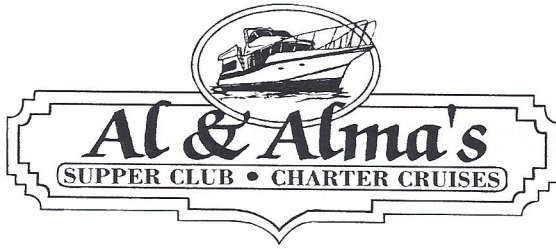
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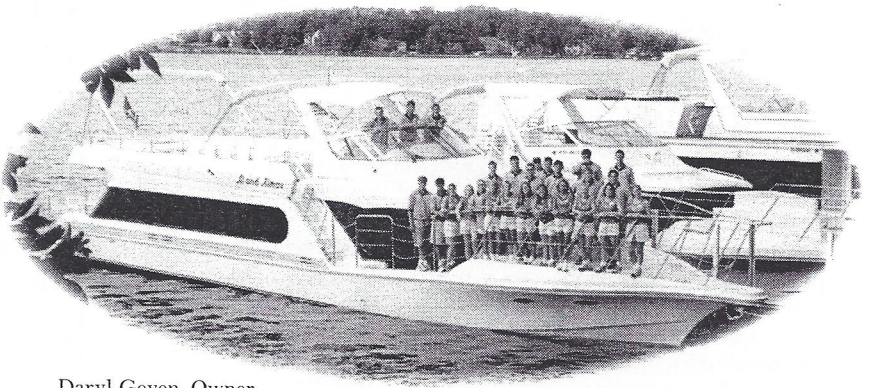
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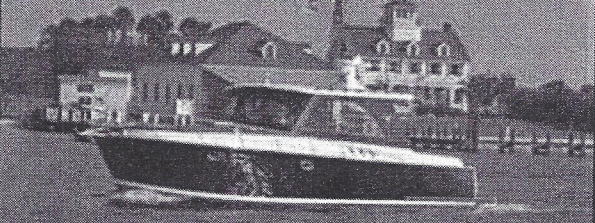


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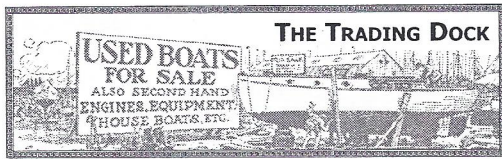
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 (ONE YEAR / 4 ISSUES)

1/8 page b/w	\$300 Ads must be camera-ready and paid when submitted. Send PAYMENT TO: The BoatHouse Attn: Treasurer P.O. Box 11 Hopkins MN 55343-0011
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	

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.



●'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.

●Tempo fuel/gas tank, 18 gal. aluminized steel (will not rust) in exc. condition inside and out. 10" high X 16" deep X 30" long, incl. sending unit. \$125.00 **Call Dick at 763 545-1181 or e-mail, dickmick@juno.com**

●**FOR SALE:** Antique wooden Lucius canoe used on the Brule River in Wisconsin. Also other wooden canoes, rowboats, duck skiffs and outboard runabouts. **952-476-4364**

● **WANTED:** Two Chris-Craft marine inboard engines. ML and MLO. 145 HP.

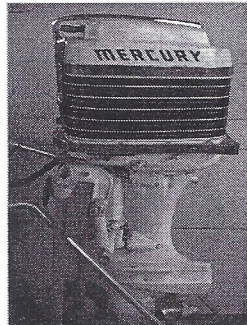
● **FOR SALE:** two Chris-Craft marine inboard engines. V-8. 283H and 283HO. \$500. each or \$800 for both. **Brad Ernst. 320-395-2854**

● CLASSIC 4-cyl 1961 MERCURY MARK 400 FOR SALE. Smooth-running, short-shaft 45 hp 1961 Merc 400E. Serial number 1284904. White powerhead paint very good, chrome trim excellent. Impeller, rubber tubing, and all lower-unit seals subject to aging replaced last summer. Nearly new 2-blade Quicksilver prop. Starts nicely, cylinder compressions are equal, and motor idles down well. Factory powerhead seal still intact. Mercruiser controls and gas tank included.

This is not a "project" motor. This is a complete motor in exceptional condition ready to bolt onto your classic runabout. Motor can be seen and run at a marina near Rice Lake, WI. Satisfaction guaranteed.

\$800 or best offer. Pick up in Rice Lake, WI or delivery may be arranged.

For complete detailed pictures, email garypeterson@chibardun.net. Tel. 715-458-2998



● **WANTED:** Windshield brackets for '46 Gar Wood 16' Ensign. **Roy 651-464-2352 or schlem@warpdriveonline.com**

● **WANTED:** duplex water pump for 283 engine in 1964 Chris-Craft Sea Skiff. Either good original gear type or newer double impeller type.

John Freed, 651-464-5390, foresteng@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. 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.

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A Call For New Launch Rules at Lake Minnetonka

Shore owners push for more protection against zebra mussels and other invasive species.

By LAURIE BLAKE, Star Tribune

The Lake Minnetonka Association is calling for emergency boat launch rules for the coming season to prevent the spread of zebra mussels into the lake.

An exploding population of zebra mussels in Lake Mille Lacs warrants emergency action to protect Lake Minnetonka, the association says. It wants to require that all boats be clean and dry, inside and out, before they enter the lake.

The lakeshore owners group is pushing the Lake Minnetonka Conservation District, which manages lake issues for the 14 cities ringing the lake, to adopt these ramp rules and step up efforts to protect the lake from invasive species. It is also asking the cities to work on the problem as well.

"The Lake Minnetonka Association believes it's the state's job to put a lid on aquatic invasive species and zebra mussels statewide," said Dick Osgood, executive director of the association. "But it's the local job and responsibility to protect local lakes like Lake Minnetonka."

Shorewood Mayor Christine Lizee said she will invite the mayors from all 14 lake communities to a meeting on April 15 to discuss the issue.

"It's the one thing that ties us all together and our big claim to fame," Lizee said of the lake. "What we want to do here is show some leadership in how to manage a lake and how to protect it from these things that are coming from all over the country."

She warned, "This is the most heavily used lake in the state. If something goes bad here, it's going to be bad everywhere."

The zebra mussel is a non-native, fast-spreading creature that can disrupt aquatic food chains, smother native mussels, clog water intakes and foul beaches. Transporting them is against Minnesota law.

The Lake Minnetonka Association estimates that 1,000 to 2,000 boats a year come to Lake Minnetonka from Mille Lac and other waters infested with zebra mussels, so it wants a more serious approach to protecting the lake against all invasive species. It has offered to pay 25 percent of the cost of a stepped-up control program. It has called for boat launch fees or higher conservation district taxes to pay for the rest of the cost.

Conservation District chair Lisa Whalen said zebra mussels were discovered in Minnesota in the mid-1990s and have been a threat to Lake Minnetonka ever since. The conservation district has spent hundreds of thousands of dollars on education campaigns and inspections, she said.

"Yes, zebra mussels are in Mille Lacs," Whalen said. "Everybody's awareness needs to be heightened, and they need to thoroughly inspect their boats and everything they put into the water."

But, she added, "Why they are all of a sudden saying this is an emergency I am not sure, because [zebra mussels] have been an emergency since they were discovered."

This year the district received about \$330,649 from the 14 supporting cities. Of that amount, \$65,000 will go to district plans to spend \$139,000 for aquatic weed-harvesting and boat inspections to combat invasive species, executive director Greg Nybeck said. The remaining money from the cities goes into the district's administrative budget.

The district's exotic species committee will consider the association's proposal, Whalen said. But she said she doubts the district has the authority to enforce ramp rules.

The Department of Natural Resources does have the authority to inspect boats at ramps and ticket boat owners carrying vegetation. Luke Skinner, supervisor of the department's invasive species program, said DNR inspectors will do less educating and more ticket-writing this summer.

Skinner said "I think the risk has increased" on Lake Minnetonka because the population of zebra mussels in Mille Lacs "is starting to really take off."

But, Skinner said, "I still think the greatest risk to Lake Minnetonka is coming from the Mississippi and St. Croix Rivers," both of which are infested by zebra mussels.

Big boats from the rivers often are moored there for months, giving zebra mussels time to attach, before they are moved to Lake Minnetonka for a change of scenery, Skinner said. Boats coming from Mille Lacs tend to be day users, Skinner said.

Last year, 99 of the 13,573 boats the DNR inspected on Lake Minnetonka came from Mille Lacs, 69 came from the Mississippi River and 80 from the St. Croix, Skinner said. "But no boats were found with zebra mussels."

Tickets for transporting aquatic vegetation, carrying zebra mussels and launching a boat-carrying invasive species carry fines of \$50 to \$500, Skinner said.

DNR inspections are targeted during high-use evening and weekend times. The association recommends more.

Send us your pictures of boathouses

Left: 1967 Mercury outboard motor brochure image.

Below: photo of the same boathouse taken by Andreas J. Rhude while attending the Minocqua, Wisconsin vintage boat show. At the time, he had no idea that the same boathouse was used in a 1960s outboard boat brochure!

