

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

Typical scenes from our annual Rendezvous. Mark your calendar for our 34th show, September 12, 2009 at Maynard's Restaurant in Excelsior, Minnesota



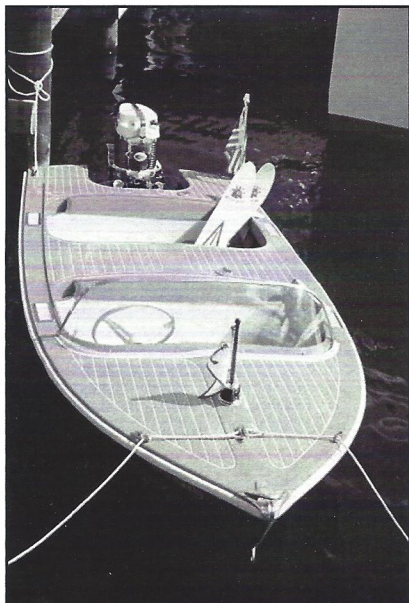
Mitch LaPointe's (1948 Chris-Craft 25-foot Sportsman hardtop)



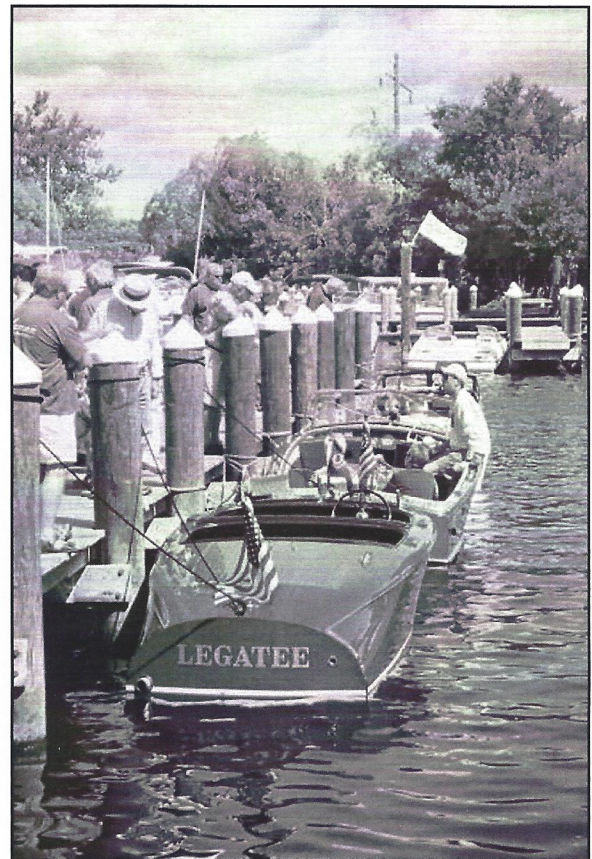
Chris-Craft cabin cruiser (once owned by Mitch LaPointe) that was viewing the boats at our rendezvous at Maynard's



Blake Ernst and his dad Brad Ernst in their (1952 Chris-Craft 22-foot Sportsman)



Dick Mickelson's (1957 Glasspar 14-foot Club Lido with 50 HP Mercury outboard motor)



Typical scene at our rendezvous

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

Directors
Jay Diebold 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

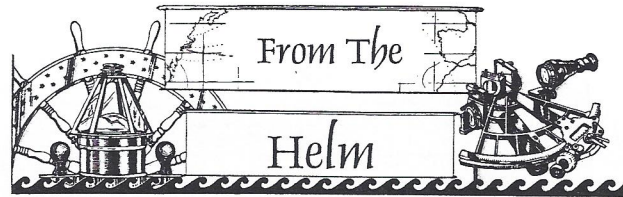
DIRECTOR AT LARGE

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



Another in-water season is upon us and your local classic boat enthusiast society has a number of events planned. Being an east-sider, there are a couple of east-side events to which I desire to call special attention:

- Pat Oven is once again organizing a classic boat display as part of Manitou Days, which is White Bear Lake's civic celebration (June 20). This show has become a bigger event each year. There will be boats on-land and in-water, along with an art fair, music, food, and kid's activities. Drought notwithstanding, Pat is certain there will be water in the lake. I have worked the BSLOL booth for this event the past few years and have had a good time chatting with people and taking in the sights. Call Pat (651-308-1792) for more information.


- St. Croix Valley Outreach is again sponsoring a display at the Bayport Marina in August. In year's past, the BSLOL has helped raise thousands of dollars to support Valley Outreach's food shelf and clothes closet for the needy. The need is no less this year. This year's event (August 8) will include in-water and on-land displays, the Amphicar club, and an art show. (Editor's NOTE: this is NOT a BSLOL sponsored event)

In addition to the two larger displays, we will continue to have monthly cruises on Minnetonka and the Rendezvous in September. We will have more about the Rendezvous later as we work through the details. Eric Sandin will serve as Commodore this year.

On another note, chapter membership levels continue to be of concern to the Board. How far levels have dropped is not easy to say as people often do not send in their form until the deadline has passed and our databases are inevitably a bit out of date (apologies to those who received the "this is your last issue" sticker on the last Boathouse but had paid). Membership is a difficult issue to solve as there is no single cause to point out and fix. Dick Mickelson did yeoman's work in calling many members who did not rejoin for 2009 to ask why not. The answers ranged from "sold my boat" to "lost interest" to "lost my job."

Undoubtedly, the national group's decision to raise ACBS dues was poorly timed, but I am also certain that some members are looking for a different mix of activities. Some are hobbyists who want to see sawdust fly, some see BSLOL as a social network, some like to see boats in the water, and only a smattering, it seems, are members for all three reasons. The trick is keeping a balance of events while making it inviting and convenient to move from group to group.

I think we can do this by continuing to emphasize that your boat does not have to be a certain award winner to be brought to a display, to make sure the social activities range from formal to potluck, and to retain a range of hands-on workshops that appeal to members with all types and ranges of boats. If you ever have any suggestions on changes, please let me know by dropping a line to president@acbs-bslol.com

Jim 

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

IN THIS ISSUE

BOARD OF DIRECTORS	3
FROM THE HELM	3
ON OUR COVER	4
TABLE OF CONETENTS	4
GADGETS AND KINKS	5
GADGESTS AND KINKS	6
VINTAGE BOATING NEWS	7
THAT WAS THEN, THIS IS NOW	8
WORKSHOP LEARNIN	8
"NANCY JANE RESTORATION"	9
"NANCY JANE RESTORATION"	10
"NANCY JANE RESTORATION"	11
"NANCY JANE RESTORATION"	12
OUTBOARD GATHERING	13
EVINRUDE 1909-2009	14
PRAIRIE SCHOONER	15
PRAIRIE SCHOONER	16
PRAIRIE SCHOONER	17
POOR MAN'S RUNABOUT	18
CALENDAR OF EVENTS	19
WELCOME ABOARD/WORKSHOPS	19
ADVERTISING	20
ADVERTISING	21
TRADING DOCK	22

Photos in this issue provided by:
 A.J. Rhude, Mark Nelson, Clark Oltman,
 Sherwood Heggen, Dave Wiborg,
 Nancy Grech, Ken Huber

Photos Sought

Do you want a photo of your beautiful vintage boat to grace the cover of the Boathouse? It can happen. Please submit pictures. High quality images are always desired to be used in the magazine. Boats in the water and under power are preferred over boats tied to docks or sitting on a trailer.

Photos of boathouses are sought for the back cover as well.

Email: editor@acbs-bslol.com or call
 612-823-3990 if you have questions

Officers and Board Members Needed

Do you want to contribute to the health of YOUR club?? Jump on the band wagon and join the Board of Directors. Each year elections are held for: president; vice president (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 order to be included in the ACBS Directory, you must have your paperwork and payment into ACBS headquarters by January 1, 2010. 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.

BOB SPELTZ LAND-O-LAKES CHAPTER

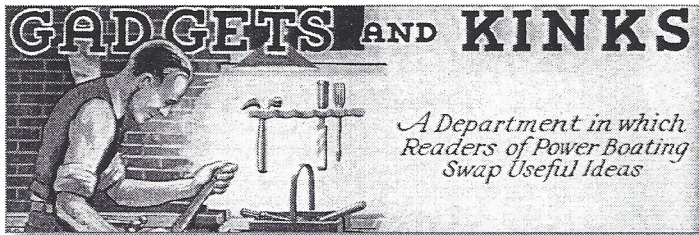
ANTIQUe & CLASSIC BOAT SOCIETY, INC.

MISSION STATEMENT

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

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



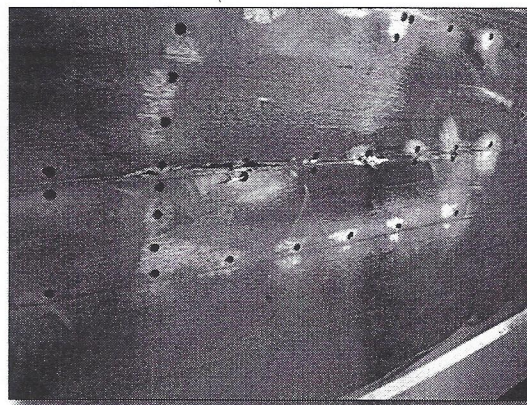


Seam Edge Rot Repair

By Sherwood Heggen

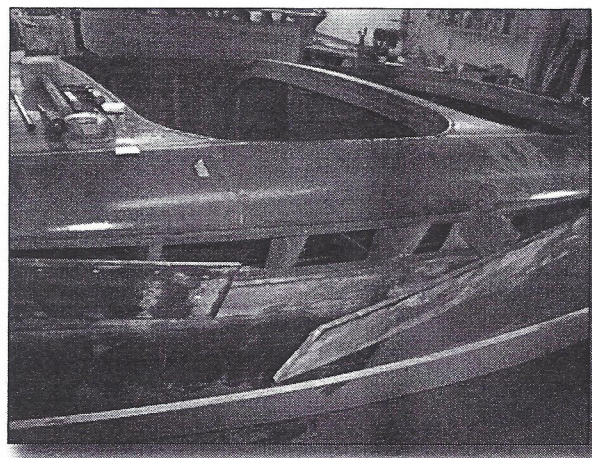
It was a “simple” job I was asked to do, having done it a few times before, and that was to refinish a Chris Craft barrel back. Strip the finish, repair and eliminate the blemishes, stain, and put on a shiny show finish. And by the way, I was to take a look at a couple of planks on the port side. There seemed to be some deterioration at the seam between the first and second planks at mid-ship. Deterioration!?! No, after prodding the area with an ice pick, I found a case of pure rot! And, of course, it had to involve two of the most difficult planks on the boat to replace. It was time to think of the best plan of action. With that in mind, this article is offered to get you thinking that there is always an alternate way to fix a small problem rather than tear everything apart and destroy a lot of original parts.

The rot had gone past the planks and into the seam batten behind. The planks would have to be removed, but should the planks be replaced? The rot was localized to a span of about a foot. Beyond that, the wood was hard and appeared normal. To replace the entire plank seemed such a waste of beautiful, original ribbon grain mahogany from the 1930's. Probing into the soft wood, it was easy to confirm the rot was only on the edge of the planks and didn't go very far across the grain. It was such a small area, why not repair the small area instead of replacing two huge difficult to replace planks? A boat of this character must be handled with a lot of consideration. There are too many botched repair jobs out there. There is no need to add to the number. So, the goal was to make a patch, make it blend into the existing wood, and retain as much original wood as possible. That is quite an order to fill! Where to start!?



Did the entire planks have to be removed? Certainly not. It was only necessary to loosen the planks in the area which required repair plus a little more for wiggle room. But before doing that, the fair line of the plank seam should be retained. To do that, tape a piece of masking paper over the affected area and rub the side of the pencil lead against the seam area. This will give a defined seam line to use as a reference to retain the seam line. Before removing the paper, establish a reference mark on the boat and paper to be able to reposition the paper after it has been removed to accomplish the repair. The paper will be cut in two at the seam line to trace the new seam line on each repaired plank.

Now it is time to loosen the problem planks. Get out the ice pick and screw gun and remove the bungs and screws. Loosen the planks as far as necessary to pull the planks away from the hull to allow working room.



Continued on Page 6

PAGE 5

GADGETS AND KINKS



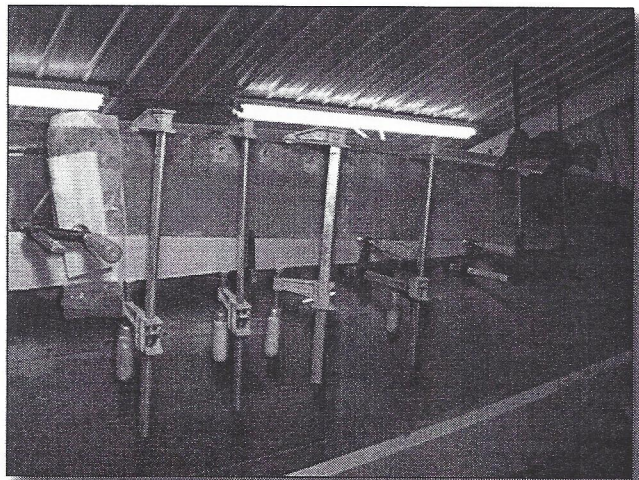
*A Department in which
Readers of Power Boating
Swap Useful Ideas*

Removing the rotted batten could be a problem, but the right tools always make the job so much easier. In this case the right tool is a Makita circular saw with a three inch blade. Set the blade cutting depth to the thickness of the batten and cut it alongside the frames. The pieces between the frames will fall out and the parts in the notches of the frames will still be firmly in place held securely with a nail. Since the planking is restricting access to the nail, it will have to be removed from the inside of the boat. Take a chisel and split the batten stub in the middle where the nail likely is and then knock it loose with a hammer. All that will remain is a nail. If space allows, it can be removed with a pliers, or simply saw it off with a hand held hack saw blade. Now measure to size and wiggle in a new batten. Install short batten blocks over the batten ends to make a continuous batten and secure with some screws as show in the picture below.

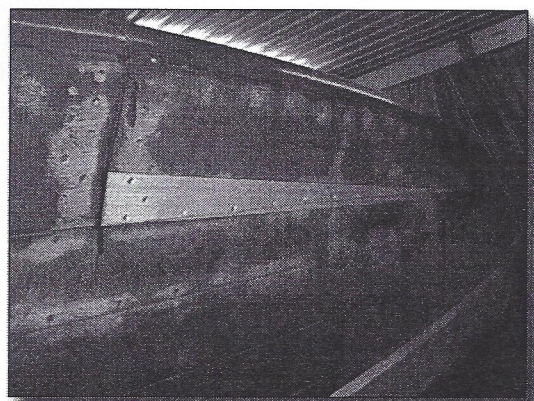


With the affected frame members replaced, it is time to remove the rotted edge on the planks and replace it with new wood. This will be an exercise in grain and wood color matching. Luckily, the line of the grain on the original plank had a slight upward angle to allow a long wedge to be removed in the rot area. A piece of wood was chosen with similar color and straight grain. A line was drawn with a straight

edge and black ball point pen on the original plank in line with the grain for the cut line. The ball point pen is used rather than a pencil because the pen line is far more visible than a pencil line. The bad wood as removed with a saber saw and an edge plane is used to trim to the line. The replacement piece was cut a bit over size to allow trimming to exact size. Try to match the grain on the replacement piece with the grain on the original plank where the edges join. Glue and clamp the new piece in place with Titebond III.

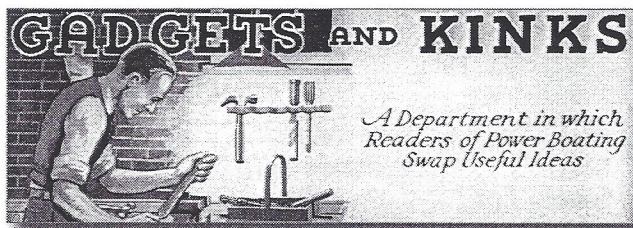


Remember the tracing of the seam made on paper earlier? That paper is now taped in place according to the reference marks placed on the original plank and the paper. This will allow a marking of the original seam line again with a black ball point pen. Remove the excess carefully to the line with an edge plane. Do the same with the other plank after the new piece is installed. Some fitting will have to take place. Sneak up on the fit with an edge plane to provide a relatively tight seam. Once the fit is good, screw everything in place, sand the new wood fair to the old. Install and trim the bungs flush, do the final sanding and apply the new finish.



continued on page 7

PAGE 6



With the subject boat, a full strip, stain, and varnish will take place so there won't be a problem with blending the old and new finish. If the whole boat is not to be stripped, it would be a good idea to tape off and strip at least the affected planks and refinish them. Trying to blend a patch area into original stain and varnish is difficult at best to create a seamless finish.

That is the basics of repairing rotted plank seam. Of course, there are variations of the above method according to the problem area to be repaired, so use your own good judgment for repairing the problem area on your boat.

If you want, give me a call or email me with your particular restoration problem. I will be glad to offer whatever advice I can.

I can be reached at 715-294-2415 or
Heggensj@Centurytel.net

As always, don't destroy it; restore it.



WATERFRONT NEWS
 HOGANBER

**Vintage Boating
 Newsmakers**

Member Featured in TV Ad
 By Andreas Jordahl Rhude

Have you seen the television advertisement with BSLLOL member Dennis Evinrude promoting travel in Wisconsin? One evening, I was watching non-descript TV and an ad appeared with an old 1950s Evinrude motor pushing a boat through the water. My attention was peaked. A few seconds later a modern Evinrude is pushing another boat. The voice sounded familiar and all of a sudden a man appears in a fishing boat with a big modern Evinrude outboard E-Tec motor and says: "I'm Dennis Evinrude....." I was thrilled to see him and the motors. The ad was promoting tourism and travel in the state. Way to go Dennis!

Evinrude Motors is celebrating their 100th anniversary in 2009

Membership Renewal

When you receive your membership renewal notice from the ACBS headquarters, do not procrastinate. Send in your payment ASAP. In order to be included in the ACBS Directory, you must have your paperwork and payment into ACBS headquarters by January 1, 2010. 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.

Does BSLLOL have your e-mail address? If not, we need your correct e-mail address. Please send it to editor@acbs-bslol.com

That Was Then This is Now

By Clark Olman

The weekend of May 15-17 I went to the "That Was Then This is Now" antique and classic boat and race boat gathering in Muscatine, Iowa. The Clear Lake Iowa chapter of the ACBS and the city of Muscatine have collaborated to present a special boat show on the banks of the mighty Mississippi river. I had been seeing ads for this show but as it is only in its third year I did not know anyone who had been there. This year it was also the site for the National Century Boat Club Round-up.

The show is a three day event starting with set up on Friday and an informal boat ride and a hog roast for participants. Saturday the displays were open from 8 AM to 8 PM. Displays included antique and classic boats, including classic racing boats along with a classic car and street rod show. A fuel dragster and a drag racing semi truck filled out the automobile displays. Space was also set aside for a boat and parts swap meet. There were two sessions of race boat testing right in front of the show grounds. At 2 PM the classic boats were cruisin' by the show grounds to provide camera opportunities for the spectators. A cardboard boat regatta and paddle boat racing for the kids provided a few laughs and a chance to sit and watch. Saturday night there was a street dance for everyone. Sunday the show was open from 8 AM to 3 PM with most events duplicated.

As usual I neglected to bring something to make notes on so do not know how many displays there were. I estimate there were between ten and twenty boats in the water, with another 30 or so on displayed on land. A really good cross section of wood, fiberglass and aluminum boats. Time was set aside for spectators to wander through the pits and look at the race boats up close. Not being familiar with this area of classic boating, I am unable to tell you who

was there. For those who have interest in the unusual there were two early fiberglass project boats that stood out due to their unusual shape. I do not know how to describe them so took pictures. When I say there was something for everyone I am not exaggerating.

There were a few people who I knew including Chris Smith and his custom rocket. Del Van Emmerik brought his vintage Ford pick up and one of his nicely restored early fiberglass boats. John Schubert from Wisconsin brought his custom trailer with two racing hydroplanes and restored outboard motors. Steve Stevenson from Wisconsin was there with parts, motors and a boat for sale. I also ran into Ron Goette who is active with the Century Boat Club.

I urge you go to www.muscatineboatshow.com and look at photos of past events. I am sure they will have photos from this year posted at some point. Make a note for the third weekend in May next year, exact dates on the website. You will enjoy ~~the~~ show whether a participant or a spectator.

Maynards

- The Place on Lake Minnetonka for Casual Dining.
- The Neighborhood Spot in Excelsior.
- Great Happy Hour – Twice a Day.
- Spectacular Sunday Brunch.

Two Locations

Lake Minnetonka in
Excelsior

Highway 101
in Rogers

The Restoration of the "Nancy Jane"

By Nancy Grech

Chapter One How It Started

Our daughter, Jackie, and son-in-law, Mark Nelson, started us out on this project. After they had found and purchased 1948 Century 19-foot Resorter in 2002 and a 1948 Century 17-foot Seamaid a year later, they came across a 1937 Century Utility that also needed a little TLC. With one boat in storage and another in pieces across their garage, they could not justify purchasing the third. John, my husband, was just retiring and after he decided to reorganize my kitchen while I was at work, I strongly suggested a hobby needed to be found.

We drove north to the edge of Otsego and down a long gravel driveway. Two large, friendly dogs met us. Our "new" boat was perched on the rusty frame of an old car in a comfortable out building. I say comfortable as the shed contained a couple of well-worn sofas, a heater, TV set, and a refrigerator well stocked with beer. I could image many hours of mulling over the next steps in restoration with TV on and a beer in hand. The seller gingerly placed the boat on a rusted trailer and after strapping it down; we were on our way home. A second car trailing close behind as we did not quite have working lights on the trailer.

The boat and trailer were barely in our driveway before I was sent off to Batteries Plus for a 6-Volt battery. I returned to a driveway of water hoses, oil and gas cans. After troubleshooting a couple of electrical problems, the lovely rumble of that old engine could be heard up and down the street. John and Mark played with the engine for a

while; then, hoses were shut down and the boat was gently pushed into the garage – But, not before several layers of dog droppings were swept out – Seems the dogs mentioned above had used the boat as their kennel.

Chapter Two: Life in the Garage

My car was demoted to the outside elements so the boat could be housed. John and Mark had been going to restoration seminars for sometime and Mark would be watching over John; so, I could envision myself deftly painting the white stripes between the deck boards in no time at all.

With Mark's encouragement, John continued cleaning the inside of the boat. I complained once to Jackie about the old wood smell that was wafting into the house. She confirmed my suspicions that the smell would be around for some time. After cleaning and removing the floor boards, he proceeded to use gal-

lons of Greased Lightening and cases of paper towels to wipe the oil from the bilge.

Mark and John flew to Cincinnati in April of 2005 for the Century Boat Club's Spring Seminar on boat restoration. They now had faces to the names of people they would be calling day and night for help and suggestions in the restoration. That September, we all went to the Manistee, Michigan, for the Century boat show. (John, Nancy, Mark, Jackie and our first grandson, 3-month old Ben) Mark and John drooled over the wonderful stock of replacement parts at A & M Marine. Jackie and I drooled of the finished boats in the show and Ben just drooled.



The Restoration of the "Nancy Jane" cont'd

By Nancy Grech

After just a few sessions of working in the garage, John and Mark decided that more overhead light was needed. So, after a shopping trip to Home Depot, they spent a couple of days installing new lights. We now have lights bright enough to rival any hospital operating room in the state! Oh, but wait, the garage is not heated and it is cold out there. Here comes the new electric heater and the electrician to hook up everything.

My great restorers have come to the conclusion it is time to remove the engine. Mark comes with cart he has made out of strong 2x12s with heavy castor wheels. He also brings an engine lifter that he and Jackie decided they would need for their boats after having renting one several

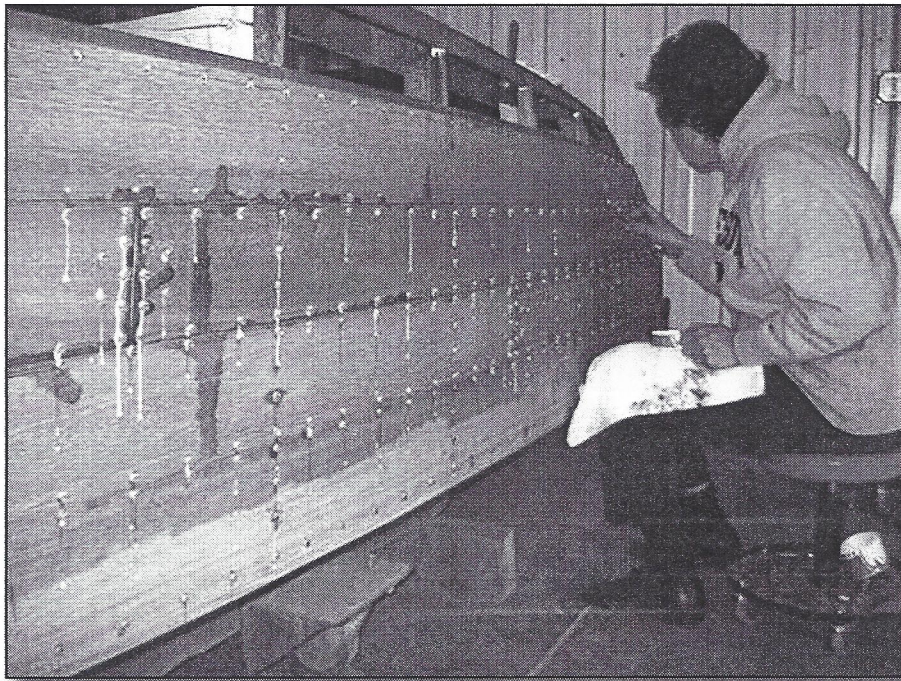
times it seemed cost effective to own one. Photographs to be used as a reference in re-installing are taken of the engine from every angle. Chains and cables are attached to the engine and bolts holding the engine in place are undone. We thought we had all of the bolts. On the first lift attempt, the entire boat rose from the trailer. The bolts were threaded all the way through the bottom of the stringer. Slowly the engine is raised up from the boat. Oh no, the engine can't clear the top of the boat. Letting the air out of the trailer tires lowers the boat – but not enough. The engine is then positioned back in the boat. Then air is pumped back into the tires and the boat and trailer and pulled to Isanti County where a friend has a large hoist

and can lift the engine out of the boat. Guess what was under the boat engine – More dirt and dog remembrances.

Chapter 3 Flip that Boat

One chilly morning, we received an early call from Mark. He and Jackie were on their way to work and it is garbage day in Dayton, Minnesota. There is an old bed mattress on the

side of the road – a much needed item for flipping the boat. John is on his way in a flash to acquire the mattress before the garbage truck does. He also finds two sofa cushions. These items he places in the garage attic until needed. A strange chemical smell emanates from them and I



hope they were not previously in a crack house.

Our neighbors have stopped by to see what John has been doing in the garage. We meet many people in the neighborhood we did not know previously. All of them are anxious to see the finished boat. Excitement runs high as John cleans and repaints the engine. Hoses are removed from the engine and a new set of custom gaskets are ordered. Somewhere along the line John has decided to update the engine to a 12-volt system. For ease of starting I am told.

Continued on
Page 11
PAGE 10

The Restoration of the "Nancy Jane" cont'd

By Nancy Grech

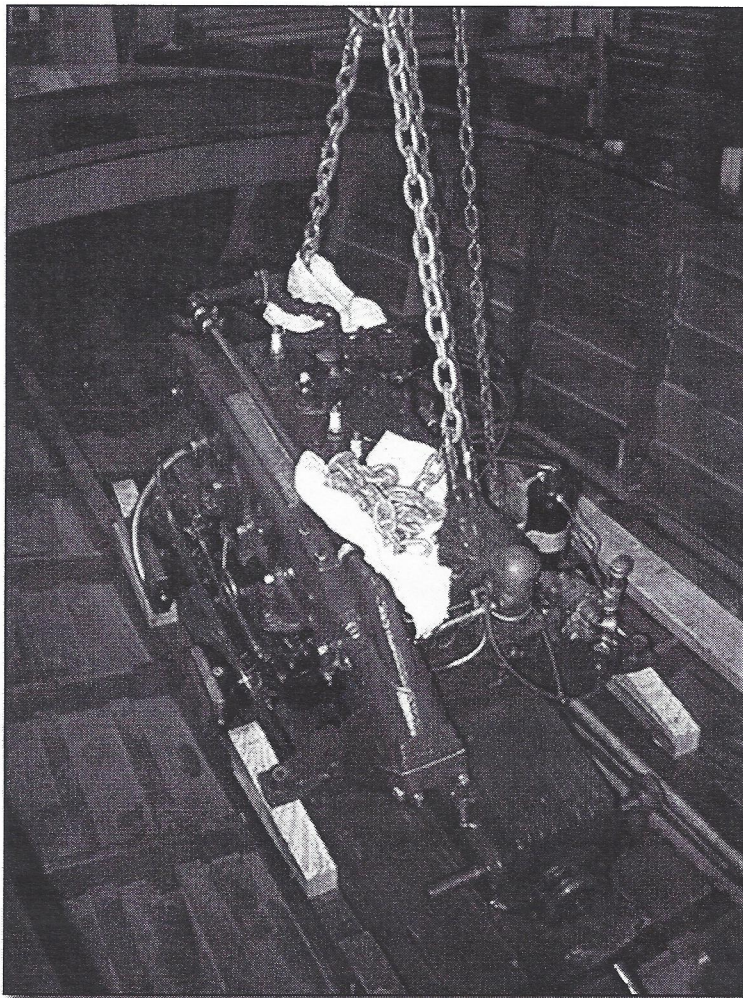
Mark knows someone that has an old boat cradle to rest the boat on after it is flipped. John grabs the checkbook and the two soon return with some 6x6 timbers with huge casters attached. Large bolts quickly assemble the cradle. The announcement went out to friends and neighbors the boat would be flipped this Saturday and as many hands as possible are needed. Being the perfect wife, I make coffee and stock up on bakery goods to feed the crew. In no time the boat is lifted off the trailer and rested for just a moment on the "mattress" before being placed on the cradle that is to be its home while the restoration of the boat bottom is done.

More pictures are taken from every angle and the water line mark is measured and recorded. John starts removing some bottom frames from the boat marking every piece for replacement time. The boat now resembles the ribs of a prehistoric animal at the museum.

Trips are made to the Youngblood Lumber for white oak to replace some side and bottom frames. Mark has trained John on how to use his band saw to cut the new pieces for the boat. John takes pieces of the frames and traces new pieces. He drives up to Mark's, cuts them on the band saw and comes back home to install them. After about three trips, we are buy-

ing our own band saw. It is set up and the directions on its use are read by me and highlighted by John. Before another piece of wood is measured and cut, John's breakfast buddy, Bill, stops by to look at the boat. Bill works for a local marine shop as an engine mechanic but notices the keel is wavy from years of not being supported properly. I wonder when John and Mark would have mentioned this MINOR flaw to me. Mark and John go shopping for a long piece

of aluminum to use in getting the keel straight. In the meantime, I make a bird feeder using the new band saw.



Chapter Four: The Engine

The engine continues to be cleaned and pieces removed so that the main body can be painted. Carburetor, thermostats, and head gaskets are found. A vintage instrument cluster is located in Big Lake, Minnesota. Mark and John drive up to purchase it. Jackie teased them about the legality of the parts as the seller requested only cash. But, there was a divorce involved

and the seller was attempting to protect some of his assets. The engine now sits in the corner of the garage under bath towels and bubble wrap to prevent it from being damaged as work continues on the boat.

CONTINUED ON PAGE 12

PAGE 11

The Restoration of the "Nancy Jane" cont'd

By Nancy Grech

Chapter Five:

We Need Professional Help!

Another couple of seminars are attended and talk moves to getting professional help in restoring the boat. John's friend Warren and he attempt to load the boat on Warren's neighbor's auto trailer. First they try rolling the ribs, cradle and all, on to the trailer. When that does not work, they ask Warren's wife to help lift the boat off the cradle and directly onto the trailer. The two guys then take the cradle apart and add that to the trailer. I am very glad I am working that day – someone has to pay for these restorations. I have received a blow by blow account of this via phone. Soon the three, Diane, Warren and John are heading down the road to Rockford and Hawkinson Wooden Boats.

Scott

Hawkinson greets them and they move the boat into his shop which will be its home. The cradle is no longer needed and Scott sends it back with them. I now am

sure it will be just a matter of weeks before I am invited to paint the white stripes. Scott is unique in that he lets owners work with him on restoration projects.

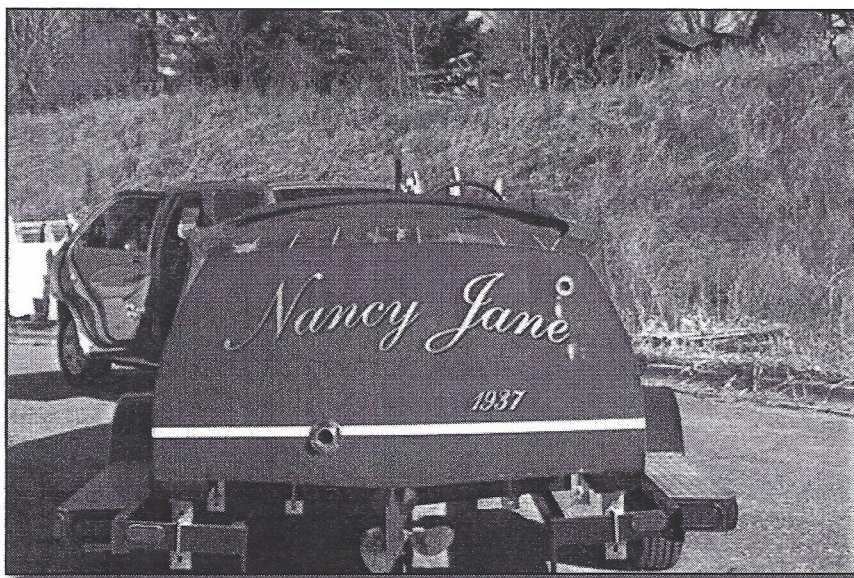
In the next day or two Scott surveys the boat and gives us a call. "Did you know that is an 18-foot boat, not 17-feet? I've measured it. Yes, the keel and bottom frames are in bad shape – should be replaced along with several side frames, stem, gripe and transom. And, the side and deck boards are toast too – all of them.

They have sat too long without any varnish on them and are totally dried out." The previous owner had stripped the hull and deck boards and let the boat sit for eleven years – how many cases of beer did they consume?

I now refer to the boat we bought as a "pattern". In the end, most of the side frames are salvaged that were not oil soaked or rotten and all the other wood is replaced. Holiday and birthday gifts are things we need for the boat. Every gift makes the excitement increase for the maiden voyage.

We attend boat shows and my anticipation grows for the day we can show our boat –


with my evenly painted white stripes on the deck and the highly-varnished engine box cover. I dream of the purr of the great engine as we make a sharp turn and the water splashes high in our wake.



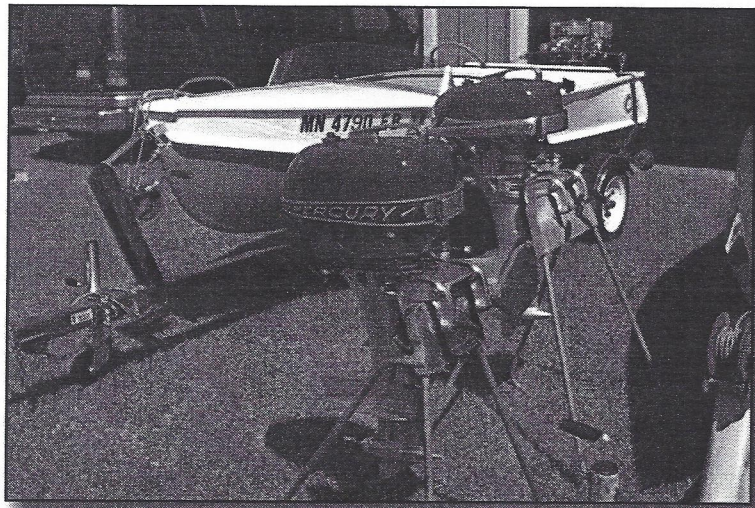
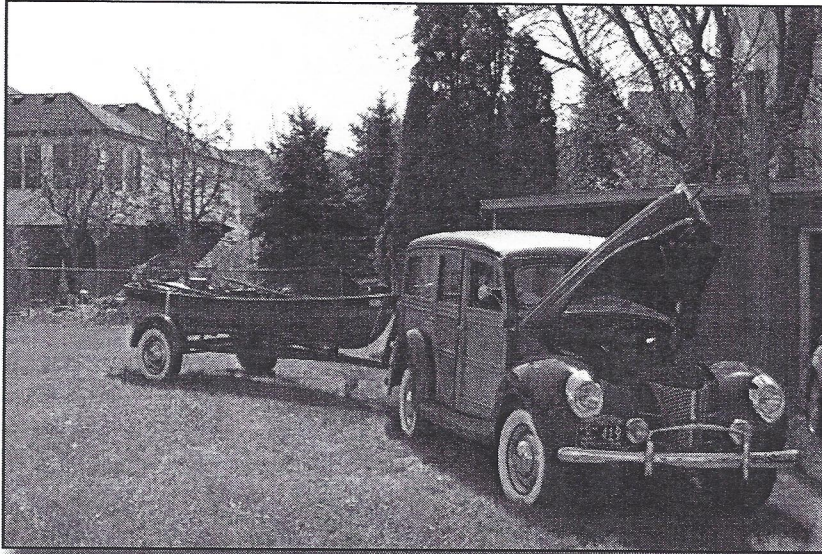
**To Be Continued in the Fall
2009 Edition of
"The Boathouse"**

Outboarders Gather

On a glorious spring day, May 2, Bob and Bernie Peterson hosted about 60 enthusiasts of outboard motors at their home. Just north of White Bear Lake, Minnesota, Peterson's home is an outboard motor fan's nirvana. Hundreds of motors hang on the walls of his home, workshop, garage, and storage buildings.

The event was a get-together of the Antique Outboard Motor Club's Gopher Chapter. People brought motors, parts, accessories and boats for display and swap and sale. Motors were tested and tweaked on the spot and ran in the test tank throughout the day. Parts and motors were bought and sold. Old friends renewed acquaintances and new friends were made. A fantastic lunch was served. All this, in the pursuit of vintage outboard motors. 

www.aomci.org
and local chapter
www.aomci-mngopher.org



EVINRUDE 1909 – 2009

By Andreas Jordahl Rhude

Continuation of article from the Winter 2009 issue of the Boathouse™.

With the business succeeding, both Ole and Bess Evinrude were busier than ever. The health of Bess suffered and in 1914 it was decided to sell their share of the firm and rest. The Evinrudes went on a five year sojourn all over the United States as well as resting at home.

As part of the sale, Ole signed a five year non-compete contract. Ever the tinkerer, he continued to work on mechanical devices, at a much slower pace than previously, throughout the five year “retirement.” In 1919 he made a lighter weight outboard using aluminum. She was a twin cylinder motor developing three horse power and weighed only 48 pounds. In the meantime, Evinrude Motors continued to build the same design as when Ole departed in 1914.

Ole approached the owner of his former company hoping to sell his new motor design to them. Meyer said thanks but no thanks, we’re doing just fine with what we have. Ole decided to start up his own outboard firm and in 1920 the ELTO brand was born. While Elto sales slowly grew, Evinrude sales dropped. Bess Evinrude was, once again, largely responsible for the success at Elto along with her right hand man Jake Stern.

By 1925 Elto sold 7,600 motors, surpassing Evinrude. Johnson, the new kid on the block in 1922, was the leader in number of units sold by that time. Horse power was increasing and outboard boat racing was becoming more and more popular. Johnson became the


speed king. In 1928 Elto introduced the worlds first four cylinder outboard motor, the Super Elto Quad, which was rated at eighteen horse power. Sales reached 10,111 motors that year, about half of Johnson’s unit sales.

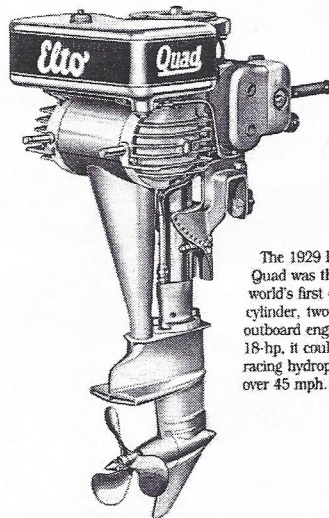
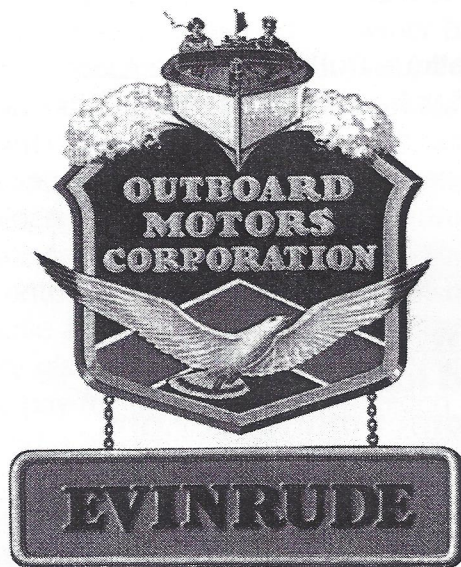
The next year, merger of Evinrude, Elto and Lockwood created Outboard Motors Corporation. Ole Evinrude was president and Stephen Briggs of Briggs and Stratton was chairman. As the Great Depression arrived and deepened, sales at OMC dropped. Other products such as camp cook stoves, lawn mowers, and motorized bicycles were introduced to boost sales.

Death claimed Bess Evinrude on May 13, 1933. Ole was devastated and died of a broken heart at little over a year later on July 12, 1934. The king and queen of the outboard motor world had passed on.

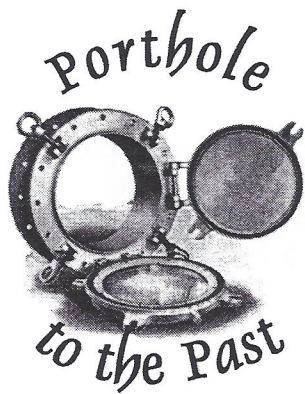
In 1935 Stephen Briggs and Ralph Evinrude gained control of Johnson Motors, which had suffered deeply with the economic bad times. Johnson was formally consolidated with OMC on September 30,

1936, which then became Outboard Marine and Manufacturing Company. The giants of the outboard motor world were now one big happy family! 280,000 square feet of manufacturing space was controlled by the firm and 855 were employed in USA with another 95 in Canada. The three main arms, Evinrude, Elto, and Johnson “continued to compete virtually undisturbed” according to Jeffrey Rodengen’s book “Evinrude-Johnson and The Legend of OMC.” This friendly

competition drove each firm to develop new and better products and increase efficiency. The firm operated in this manner for the next twenty years. 



The 1929 Elto Quad was the world's first 4-cylinder, two-cycle outboard engine. At 18-hp, it could push racing hydroplanes to over 45 mph.



PRAIRIE SCHOONER

By Andreas Jordahl Rhude

Prairie schooner is a term applied to nineteenth century covered wagons that traversed the prairies. They were the "schooners" of the hardscrabble. A schooner of sorts sits in

the middle of a sea of grass on the prairie of Minnesota.

As you drive west from the Twin Cities, across the prairie of Minnesota, you begin to feel the vast expanse of the Great Plains. As you approach the border with South Dakota on highway 12, you are startled to see a big old boat under a canopy just outside of Ortonville. Situated along the Minnesota – South Dakota border, Ortonville, at first, appears to be an unlikely spot for boating activity. Once you drive down into the valley and see the blue waters of Big Stone Lake, you begin to understand how a 60-foot boat can be plunked down on the edge of the prairie.

The boat is part of the growing display at the Big Stone County Historical Society's open air museum. Situated upon the plateau above the lake and river valley, the museum is home to one of the most infamous boats in Minnesota history.

The large boat was built in the Minneapolis area for Thomas H. Shevlin, one of the lumber barons of the late nineteenth century. It plied the waters of Lake Minnetonka for a few summers. The boat was pictured in a 1906 tourist booklet entitled "Picturesque Minnetonka."

In May 1909 the boat was sold to Peter Luff who had her loaded on a railcar and shipped to Big Stone Lake. The boat had a beam of eleven-feet and was powered by a 75 horse power triple compound condensing steam engine. Luff added the boat to his fleet of the North Star Boat Line and she began here career as an excursion boat and means of transporting people and freight around the lake.

Big Stone Lake forms the border between Minnesota and South Dakota. She is fairly narrow but her length is about twenty-five miles, extending from

Ortonville in the south to Beardsley in the north. At the turn of the twentieth century, she was a recreational haven with many resorts lining her shorelines. Luff's boat, dubbed the "Muskegon," was a perfect vessel to get visitors to and from the resorts. She docked at the foot of the railroad station in Ortonville, so that passengers could disembark the train and board the boat conveniently. She made daily trips around the lake and during the heavy Chautauqua season, made several trips each day.

The lake was home to many large boats over the years. In 1880 the Helen Balch made her first run on

the waterway. The side wheeler was built in Ortonville and she was 125-feet in length with a twenty-five-foot beam. She was used for several years until revisions turned her into a stern wheeler. About 1890 she was brought close to shore and purposely set ablaze. In 1915 Judge M.I. Matthews wrote a history about the boat in a letter to Captain



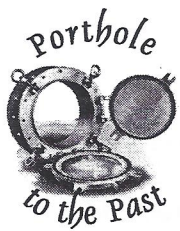
Big Stone Lake, Ortonville, Minn.
Photo by Germany for the Oliver Berg Co., Ortonville, Minn.

Typical early 20th century excursion boat on Big Stone Lake

George B. Merrick of Madison, Wisconsin. Judge Matthews was one of the pioneering settlers of Big Stone County, arriving in June 1872.

Tragedy struck on Tuesday July 10, 1917 when the Muskegon foundered, flipped and sank. Nine souls were aboard that fateful afternoon. Only two survived. The United States had entered the conflict in Europe, the Great War, earlier in the year and young American men were just beginning to slog through the trenches fighting against the Axis Powers. The Ortonville Journal headline two days after the sinking was "Draft Registrants Are Ordered To Respond to Draft Call." The sinking of the Muskegon could not have come at a worse time.

The Muskegon was returning to Ortonville from Hartford Beach. Captain Luff was at the helm and eight others were aboard. As rain started to fall, the crew closed windows. Suddenly, the sky darkened, wind picked up and a storm was upon them. The waters of Big Stone Lake boiled with rage and in a matter of moments, the boat capsized. It was about 6:30 pm.



PRAIRIE SCHOONER CONT'D

Survivor Ole Trandberg, engineer on the boat, reported the next day: "It all happened in a flash.

The rain had just started to fall...No one thought there was any danger. Suddenly a heavy gust of wind struck us and the boat went over," he said. Continuing to recount the horror, Trandberg said: "I hardly realized what had happened until I was in the water. The boy was near me. I seized him and got a hold of the boat. Then I told the boy to hang on and I dived underneath and got two life preservers. I came back up and fastened them to us. Then we clung on until the boat went on the reef." Boats were soon dispatched from shore to pick up the survivors. The foundering took place about nine miles up the lake near Manhattan Island.

The surviving boy was twelve year old David Manvoll of Ortonville. That night two bodies were recovered, those of Betsie Erickson and Isabelle Larson. It took two more days to recover the remaining casualties. The victims were: Captain Peter Luff; boat engineer Thor Albert Nelson; Isabelle Larson and her nieces Betsie and Hazel Erickson; 18 year old Elmer Dewey Weatherby; and Barney Sweeney, who had recently moved to Ortonville from Ellsworth, Minnesota. The day of the tragedy, July 10th, was the 37th birthday of Albert Nelson, one of the decedents.

Sadly one of the young persons that died in the accident wrote a note only an hour and a half prior to the sinking. Hazel Erickson wrote:

"Tuesday 5 p.m.

"On our way home to Ortonville from a 25 mile trip up the lake, just Aunt Belle, Betsie and I. Oh. Of course, there was lots of others.

Pete Luff, uncle John's first wife's brother owns the boat we're on and he gave us a ride. It's name is Muskegon. The water is a little rough, but we cut the waves in two. The windows are closed now but they were all open going north. Been a little cloudy, but we took four pictures. Betsie is crocheting.

Gee, but its fun-

The small community of Ortonville was in shock. Seven dead. Seven funerals in a span of a few days. A poem of mourning appeared in the Ortonville newspaper on July 19, 1917, a week after the incident:



The Muskegon prior to the sinking

Lost on The Muskegon

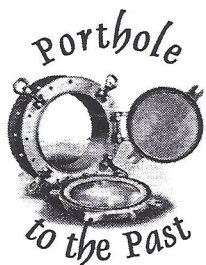
Out from the port of Hartford,
Down passed Silvan Beach,
Gliding along the water
Ortonville to the reach.

Bourne by the Gentle breezes,
Caught in that terrible gale,
Cometh a voice of mourning,
A sad and mournful wail.

Staunch was that boat Muskegon
Precious the freight she bore
Gayley she loosed her anchor,
Less than an hour before,
Grandly she swept the harbor,
Joyfully she rang her bell
Little thought we, ere sun set
It would toll so sad a knell.

O! tis the cry of children,
Weeping for father – gone;
Children so gay in the morning,
Fatherless at the set of the sun
Mother for husband weeping,
Brother – also – likewise,
These were the ties severed,
In those seven peoples lives.
Lost on the launch Muskegon,
Sinking to rise no more,
Numbered in Death seven people
Who failed to reach the shore.

C.F. Foster



PRAIRIE SCHOONER CONT'D

The boat was eventually dragged ashore at Ortonville where it remained for more than a decade. In 1928 Frank Douthitt purchased the boat and it was brought to the Creese Boat Yard for repairs and renovation. The cabin was removed and a new, lower profile one was added. The woodwork was beautiful mahogany and oak. There was an engine room along with captain's quarters. Three compartments with lushly upholstered velvet seats could be transformed to bunks. The boat included toilet facilities, a galley with refrigerator, and a dining area. It was a home on the water. She was christened the Golden Bantam upon launch in June 1930.

For the next thirty years the Golden Bantam cruised Big Stone Lake as a private yacht. She was taken out of service in 1960 due to severe deterioration. From the autumn of 1960 until 1984 she was located on the western shore of the lake on the South Dakota side, and used as a summer cottage. The following year she was donated to the Big Stone County Historical Society and moved to the museum grounds near the intersection of highways 12 and 75.

The boat sits quietly atop the hill, a destination for tourists and residents who want to remember a bit of the past. She is covered by a canopy to protect her from the elements. This "schooner" has had several lives and her future is in the hands of the capable caretakers at the Museum in Ortonville. Inside the main building you can also see a small 1950s wooden Larson runabout with an Evinrude outboard motor. ↻



**Captain
Peter Luff
1873-1917**

Drivers Needed

A number boat skippers are being sought for two days of "duty" this summer. The Northwestern International Rowing Association championships will occur August 21 and 22 on Lake Elmo, Ramsey County, Minnesota. This is the 104th regatta and up for grabs is the Lipton Cup, which "makes the Stanley Cup look like a sugar bowl" says Clif Brittain.

BSLOL member Brittain is active in the rowing group. He hopes to have drivers to skipper the power boats used as judges boats during the races. Three referees or committee members are to be ensconced in each boat during the races. Six hour shifts each day, Friday and Saturday, need to be filled. Shifts run from 6 am to 12 noon and 12 noon to 6 pm each day. Two back up shifts are needed for Sunday in case of inclement weather.

Lake Elmo is a beautiful pristine lake in the eastern Metropolitan area. Use of the lake will be reserved for those involved in the event for the duration of the races over the two day period.

The Minnesota Boat Club, founded in 1870, is sponsor of the regatta. They are the oldest athletic club in Minnesota.

If interested in helping out, get in touch with Clif Brittain directly at: clifonef@comcast.net or 612-414-7397. ↻



July 1939 winning women on the Schuylkill River

POOR MAN'S MAHOGANY RUNABOUT or They're Only Original Once...

Let me first of all say that I did not go to the annual Iola, Wisconsin old car show and swap meet in July of this year intending to buy my first boat.

But I came down one of the swap meet rows and a colorful character from Elkhart Lake, Wisconsin had 3 old collectible boats for sale: one wood, one aluminum and one fiberglass.

After a short negotiation that went a lot better than I thought that it would, I bought the wooden one: this **1955 Carver**, made in Pulaski, WI, or so I was told. For a beginner to the old boat hobby, I thought it seemed like a pretty good 'entry level' boat.

The boat had a Wisconsin registration dating to 1975 and came with the restored 'Dexter Ready Rig' trailer as well as an un-restored **1956 30HP Johnson Seahorse** outboard motor, with an Evinrude electric starting control (but missing the ignition key!).

My buddy's SUV had a receiver, so we found a ball and a hitch and towed the whole rig back home from Iola.

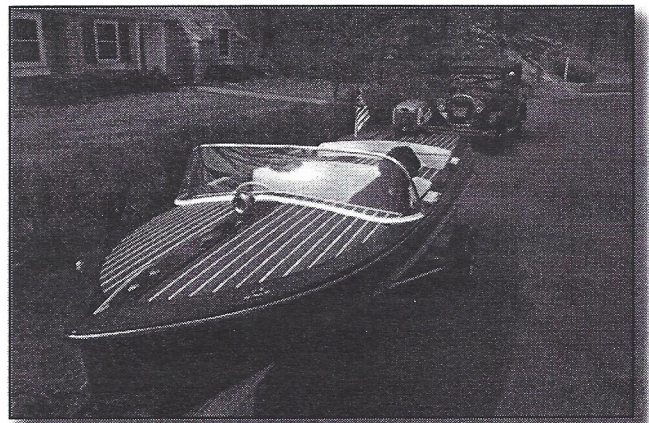
I took the boat to mechanic Steve Hansen in Northfield. The Johnson motor that came with the boat was not equipped with an electric starter, so I exchanged the Johnson for the **1957 35 HP Evinrude with electric starting** that you now see on the boat. Steve completed the mechanical restoration of the motor, but as you can see we left the outside 'original'.

I've had the boat out several times and so far it's running great. The hull seeps a little, but not much.

I was told by the seller that I am now only the second owner of this boat, since the boat had remained in his family since it was purchased new in 1955.

This appears to be a mostly original boat that has never been restored – just nicely cared for over the course of its life. Obviously, it needs some TLC. But to my eye, it has the sort of character and patina that only come with age. So my intention is to do a limited cosmetic restoration this winter that will spruce the boat up a little bit, while retaining as much of the original character as possible.

Ken Huber, Golden Valley, MN 



CALENDAR OF EVENTS

2009

JULY

Wednesday, July 15th

Summer Cruise on Lake Minnetonka

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

AUGUST

Wednesday, August 12th

Summer Cruise on Lake Minnetonka

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

Saturday, September 12th

34th Annual Lake Minnetonka Antique and Classic Boat Rendezvous

All events are subject to change

COMMERCIAL AD RATES

(ONE YEAR / 4 ISSUES)

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

Ads must be camera-ready and paid when submitted.

Send PAYMENT TO:

The BoatHouse

Attn: Treasurer

P.O. Box 11

Hopkins MN 55343-0011

Questions regarding ad

rates,

Contact the editor at editor@acbs-bslol.com

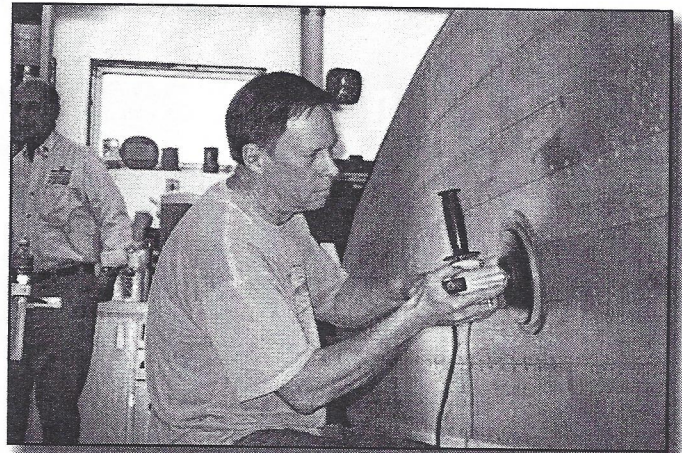
BSLOL reserves the right to refuse any advertisement.

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.

Workshop Well Attended

About 40 attended our last educational workshop of the winter season on Saturday April 25. It was a very nice day, no snow or ice to contend with this time! Sherwood Heggen hosted us and he gave an informative presentation on "Fairing the Hull or Getting Sweaty in the Boatshop." As usual, he gave clear and concise instructions before actually getting out the tools and doing a life presentation. The grinder was making noise and dust in no time.

Thanks to Sherwood and Mary for hosting us. Thanks to Scott Hawkinson for organizing or three excellent education gatherings this year. Also thanks to everyone that lended a hand at making them a success. These are wonderful means to spread the knowledge and to network with fellow enthusiasts.



Tom Murray St. Paul, MN
Gary R. Lysdale South St. Paul, MN



Proud Supporter
Antique and Classic Boat Society

HAGERTY

Collector Boat Insurance™ 800-762-2628 | WWW.HAGERTYMARINE.COM

KOCIAN INSTRUMENTS
INSTRUMENT RESTORATION & REPAIR

Dale Kocian

MARINE GAUGE RESTORATION



2341 Indy Ct.
 Depere, WI 54115
www.ccgauges.com
 Phone (920) 336-1591
 Fax (920) 336-1591
dkocian@ccgauges.com



ALEXANDRIA, MINNESOTA

“Chain of Lakes” CLASSIC BOAT SHOW

Saturday July 11, 2009
9 am — 3 pm

Held at Arrowwood Resort
 Alexandria, Minnesota

Featuring Classic Fiberglass

www.mnlakesmaritime.org
 (320)759-1114

Midwest Boat Appeal & Marine Plywood
(Introducing a new addition to our business)

- Okoume BS 1088 •Sapele BS 1088 •Teak •Teak & Holly
- Meranti BS 1088 & 6566 •Keruing 1088 & 6566
- Marine Grade Imported European Plywood
- British Standard - Lolyds Registered •Call for instock availability and current pricing

Midwestboatappealandmarineplywood.com
boatappeal@frontiernet.net
 4340 Main Street • St Bonifacius, MN 55375

952.446.9611

•Complete classic and new Boat Restoration and Services•



EXPRESS COMPOSITES

Raw Materials for Repair & Fabrication in any quantity.

☆


epoxy, polyester, vinylester resins
 application tools
 balsa, coremat, pour foam
 fiberglass, kevlar, carbon cloths & tapes

☆☆☆

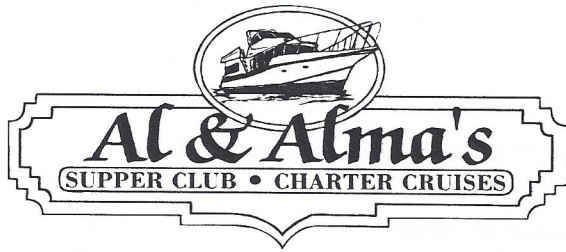
www.expresscomposites.com
 612.789.8621

Hawkinson Wooden Boats, LLC

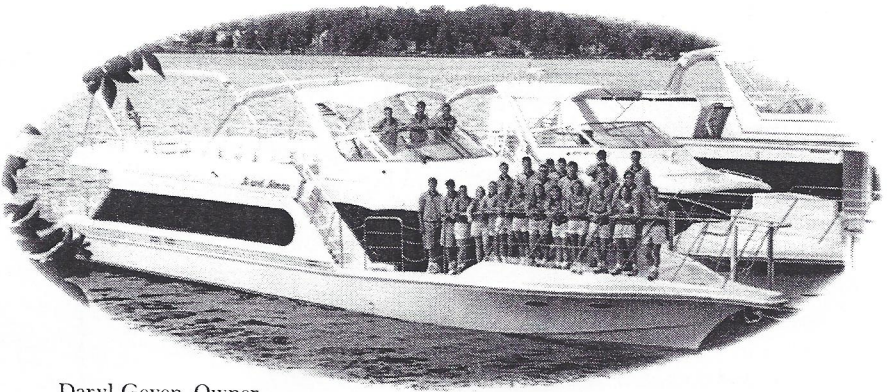
- Restoration and repair of classic wooden boats
- Quality results and reasonable rates



Scott A. Hawkinson, owner
 Home: (763)476-9492 Shop: (763)370-3569



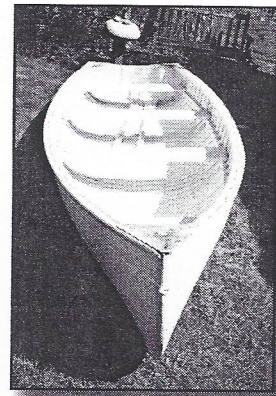
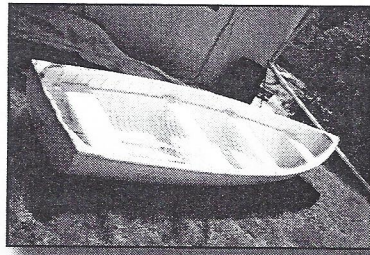
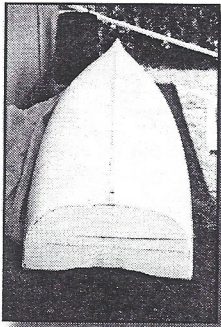
5201 PIPER ROAD ~ MOUND, MN 55364
 952-472-3098
 Web site: www.al-almas.com



Daryl Geyen, Owner
 Jay Soule, Manager

FOR SALE: 1940s? Larson Boat Works 16-ft. cedar strip row/motor boat, four plank seats, freshly painted, includes oars. No motor. No trailer. This boat is owned by BSLOL and funds raised by her sale will be used for our educational activities. Available for viewing in Minneapolis. \$500. or make an offer.

Andreas J. Rhude, 612-823-3990, thompsonboat@msn.com



YOUNGBLOOD LUMBER CO.

Wholesale Distribution Since 1876

FAST SHIPMENT AND DELIVERY

FINE QUALITY CABINET GRADE MATERIALS
 SERVICE

ONE ON ONE SERVICE REPRESENTATIVES

WIDE RANGE OF INVENTORY

COURTEOUS KNOWLEDGEABLE

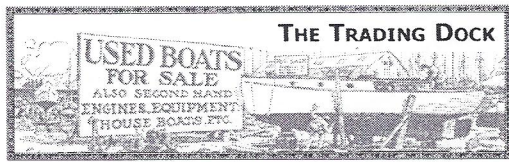
MATERIALS SORTED OR SELECTED
 SPECIFICALLY FOR YOU

THE INDUSTRY LEADER...SERVING THE UPPER MIDWEST

- - - Wholesale prices to BSLOL members - - -

1335 CENTRAL AVENUE - MINNEAPOLIS, MN 55413
 612-789-3521 ❖ 1-800-933-1335 ❖ FAX: 612-789-9625

Visit us on the Web @ www.youngbloodlumber.com



●'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.

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

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

Brad Ernst. 320-395-2854

* 1967 Chris Craft Seastrake hardtop cabin cruiser

* twin Chevy 283 cu. in./165 H.P. engines

* includes newer (2005) Jerdes V-bunk trailer with less than 200 miles on it

* new full camper top, cockpit cover, and winter storage cover

* surround sound stereo system with CD changer

* new carpeting 2008 throughout

* Sunbrella window covers (privacy, rain protection) see photo

* new transom, swim platform, and exterior fully refinished

* excellent condition inside & out, everything works

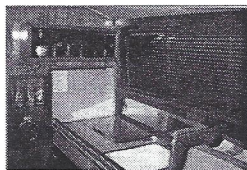
* moored under boathouse, stored indoors winters. Boat has been pampered

* in water now for test drive, incl. all accessories, ready to go

* asking \$12,900 /OBO

contact Tom Menken @ 952 472 1591 or

tbmenken@frontiernet.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.

gopher
GRAPHICS

Print & Copy Center

The Source For All Your Printing Needs

15400 Highway 7, Minnetonka, MN 55345

952.933.1090

Fax: 952.933.8197

sales@gophergraphicsinc.com

*Creative Design & Layout • Full Color Printing
Pre-press Services • Full Bindery & Finishing
Color Copies • High Speed Copying*

Brochures
Business Stationary
Flyers
Business Cards
Carbonless Forms
Newsletters

Labels
Programs
Announcements
Invitations
Menus
Custom Pocket Folders

Summer Kickoff

On Sunday May 31, forty-two people gathered at Al & Alma's Restaurant on Lake Minnetonka for the BSLOL Sumer Kickoff. It was an excellent turn out. Six vintage boats were tied to the docks. Social hour was followed by a scrumptious meal. Afterwards, the boats went on a mini-cruise. By that time the wind had died down and the seas were calm and beautiful. A little sprinkle was no hindrance to having fun.



Paula Lindberg (1952 CC 19ft. Holiday)



Brad & Chris Ernst
(1952 CC Sportsman U-22)
"Sweetness Too"



Ray & Margot Garin
(1963 Owens Flagship)
"LuvIs"



Andreas J. Rhude
(1955 Thompson Thomboy)
"Thommy"



Other boats that participated were: Ken & Donna Huber Carver outboard; Tom Menken (1967 CC 30 ft. Cavalier)



**Send Pictures of Boathouse to:
editor@acbs-bslol.com**

