

Can BSLOL sponsor  
non-*rendezvous* shows?  
See inside back cover  
for details.

Meet BSLOL's  
New President  
p. 3

Vol. 35 No. 1  
Winter 2010

Gadgets and Kinks  
Always a favorite!  
p. 6

New Managing Editor  
See p 5. for details



# BOATHOUSE

**NEW FEATURE!**

**Boathouse Guest Contributor**  
Articles and stories written by our friends  
from neighboring chapters  
p. 20

Win a prize for your boat knowledge  
Take the quiz on p. 18!



"Saul and Joe Garelick, Summer of 1973, Afton, Minnesota"

The Quarterly Publication of the

**Bob Speltz Land-O-Lakes Chapter**  
Antique & Classic Boat Society



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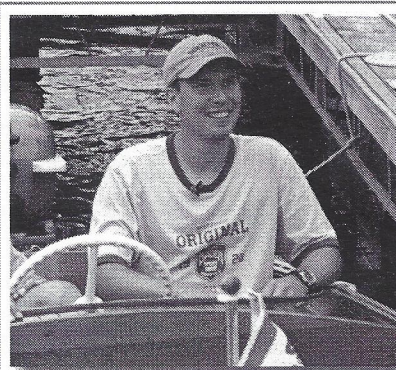
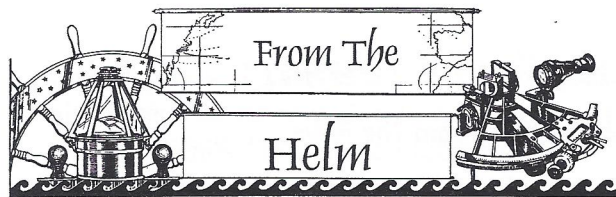
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**This** past year, like so many others, has flown by way too fast. It's been my pleasure to serve the chapter this year as vice president and I look forward to serving the chapter as president in the coming year. I'd like to thank a dedicated Board of Directors and especially all the volunteers who have contributed to BSLOL in 2009. Together we can make great things happen.

This Boathouse edition is special to me in two ways. The first is in the hope that it brings warm remembrances of summer and enough momentum to keep that "winter" boat project progressing through to completion by spring. Second, it is with great pleasure that I announce that Lee Wangstad has been accepted as the new Managing Editor of the Boathouse. Many of you know Lee for his past article contributions to our publication and also his many nationally published articles and his informational as well as entertaining seminars. We look forward to enjoying his many talents. Let's help him in his task by keeping him informed of upcoming events, what we are doing in regards to our boats and projects or how about submitting an article? Even if it's a small tidbit of info or an interesting photo, send it along. Remember, it's your magazine.

Planning for 2010 is underway and we are looking for able and energetic members to help out wherever they can. As with all great organizations, ours is fueled by the hard work of its current volunteers that continue to stay involved and energized by new volunteers, ready with new ideas and a fresh outlook. For those of you that would like to get involved, but have held back, we hope you come forward and become active in this worthy organization. If you have an idea for a club event or helpful comment, please let us know. You can contact any Board member and make that difference. We are looking forward this next year to our ever-popular Winter Workshops, Spring Kick-Off, the growing-more-popular-every-year White Bear Lake Show, fabulous Mini-Cruises, and our 35th Annual Antique & Classic Boat Rendezvous. This is just the beginning. Stay tuned for other great events as the year unfolds.

Please be sure to check out our award-winning website for complete details and up-to-date information on upcoming events.

Happy Holidays,  
Eric

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/From The Helm.....	3
Elections/Retirements.....	4
Note from the Editor.....	5
Gadgets and Kinks.....	6-7
More Boats and Motors than Sense.....	8
New Larson Boats Exhibit Opens.....	9-10
Made in Minnesota.....	11-15
Winter Workshops/Welcome Aboard.....	16
Fall Color Cruise.....	17
College of Old Boat Knowledge.....	18
Minnehaha Excursion.....	19
Boathouse Guest Contributor.....	20
Advertising/Trading Dock.....	21-22

### 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 Eric Sandin if you want to learn more.

### Membership Renewal

Please Renew! We are past the deadline for inclusion in the 2010 ACBS directory, but remember to renew for the year so you can continue to receive The Boathouse and the ACBS Rudder. These magazines will keep you up to date with what is going on in your chapter and also around the world! Once you've renewed your membership, become active. There are many volunteer opportunities available that will strengthen our chapter and you'll definitely have a great time!

## Elections


**Eric Sandin** officially became president of the Bob Speltz Land-O-Lakes chapter of ACBS on Santa Lucia Day, December 13. Elections were held at the annual meeting and holiday festival.

Re-elected as secretary was Mark Nelson and Dan Schlegel will continue as treasurer. Scott Hawkinson was elected for another two year term as director. 

## Retirements and Recognition

**BSLOL** wishes to THANK the two retiring board members. Susan Zemke and Jay Diebold have been instrumental in their contributions to the management of the BSLOL Board for a number of years. Jay was captain of he Rendezvous for a couple of years. Sue has jumped into many projects as the need arose. Thanks to both for all their help!

Andreas Jordahl Rhude retired after nearly three years as managing editor of the Boathouse magazine. The torch has been passed onto Lee Wangstad. Thanks Andreas for all your contributions these past years.

At the annual meeting, a special award was presented to a dedicated member. The President's Cup is a given at the discretion of the club president. Eric Sandin made the selection and it was a good one indeed. Dick Mickelson was a worthy recipient for his many contributions, suggestions, direction, and leadership of our family. Dick recently became membership captain. 

### BOB SPELTZ LAND-O-LAKES CHAPTER

ANTIQUÉ & CLASSIC BOAT SOCIETY, INC.

### MISSION STATEMENT

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

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





## EDITOR'S NOTE

Okay, here we go. I'm not going to move anyone's cheese, so let's not get too worked up about it! What I am going to do is give it my best shot to make this magazine informative, interesting, and hopefully, entertaining. Without the budget that let's say, the ACBS Rudder has, we are limited to the parameters that we will be able to work within. But that's the challenge. The Boathouse should be about content, layout, and available graphics. And I believe that is where we are ahead of the game. There is a lot of talent within this organization, and not just talent, but also an inordinate amount of experience, and I mean real antique and classic boating experience. Getting that experience onto our pages will be my personal challenge. If you get a call from me, just know where I am coming from. I believe that we all have a story, some of us many. Some of us actually have volumes full of experiences that we just haven't taken the time to write down. If there is anyone that needs help in getting their story onto paper, let me know. We can and will assist.


So, do I have a direction? Definitely. First of all, I believe that this magazine is to inform you of just what is happening within the club. For many, it is the most visible form of communication that you will get from the chapter, so it had better be informative. An informed membership makes for an involved membership.

I'm calling on some of my boating friends from other chapters to give their views of the antique and classic boat hobby. As I travel around the country I find it very interesting to see how others boat. It's not the same, believe me. We're all different, with

different views. Let's hear what others have to say. I also have connected with a few very talented local writing friends. Like Ross Pfund. Ross has owned more boats and motors than anyone I know. He knows a lot of stuff about a lot of stuff. You'll love his laid back writing style and his views on our hobby. He does his own restoration work and you never know just what he's going to show up with. But, guaranteed, it's never dull!

I've also formed an alliance with the Minnesota Lakes Maritime Museum, located in Alexandria. They are members of our chapter and have a shared vision for our hobby. Read about their new exhibits in this issue, and if you can't get enough, visit the museum. I will, just so I can visit the water ski collection that I gave them a couple years back. It's like going home for me. Gadgets and Kinks has always been a favorite of mine. Although I'm not planning on restoring another boat for some time, it sure is great to know how it's done correctly. How does Sherwood make it all look so easy?

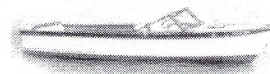
"Minnesota Made" will feature marine industry products produced right here in our great state or will have some close connection with the people who live here. It will also feature marine dealerships that have a history within our boundaries. If any of you have an idea or information to share, please let me know. Yes, I know, membership includes areas of Wisconsin, Iowa, and the Dakota's. They will be included also.

And for some fun, The College of Old Boat Knowledge. Here's a challenge for you. The first correct response received will get the prize. They are all basically easy to answer, but there will be at least one good challenge for even those who have attended the University of Bob Speltz. So, sit back, relax, and give it a read. And then respond. Like it, don't like it, let me know, I'm listening. 

Lee Wangstad

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# GADGETS AND KINKS



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

belongs looks rather out of place.

Screw diameter and length are also important. Holes are provided in the hardware for the screws to fasten it to the hull. The hole is sized to accommodate a certain size screw. The shoulder of the screw should be flush with the surface of the hardware when installed which gives the hardware a nice finished appearance. The length of the

screw is determined by where the screw is going and what it is holding down. If it is securing a vent on a deck plank, a short screw is sufficient. If it is securing a cleat, a longer screw is important to withstand the stress it could be exposed to by mooring lines or fenders. Using screws that are so long they come out the other side of the plank is not acceptable.

Installing screws for deck hardware should be handled meticulously. Don't crank down on the screws until the

driver spins out of the slot and hacks up the screw slot. It creates a burr that catches on clothes and cleaning cloths.

Use a little finesse when snug-

## Paying Attention to Detail Or Why Does My Boat Look So Goofy

By Sherwood Heggen

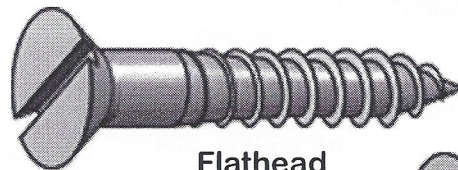
I realize that everyone has a style or method in doing their restoration or building. It follows their personality, but regardless of who you are, it is important to do things correctly to have a great looking finished product. With that, let's consider paying attention to some of the little things in boat restoration. Seeing issues regarding detail on boats that come through my shop causes me to wonder what the previous owner/restorer was thinking. If their mind had been on details, the boat would have had looked so much better.

With that in mind, the following is an assortment of flaws regarding detail on boats that frankly bug me, especially when it is so easy to do right. Just thought I would put it in print to get it off my chest.

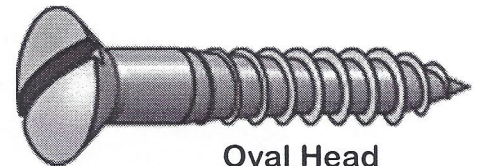
### Hardware screws

Hardware is held in place with screws of many different kinds and sizes. It is important to know that pre-war boats did not have Frearson head screws; they only had slot-head screws as Frearson screws had not yet been invented. If it is to look correct, a Phillips or Frearson just doesn't make it. Post-war boats

used Frearson screws, not Phillips. There is a difference in appearance to the discerning eye, and also to the screwdriver used to install them. The Frearson has a crossed slot that has sharp corners at the intersection which doesn't fit a Phillips screwdriver. Although a little pricey, Frearson head screws are available from classic marine suppliers. Also, oval head screws are the correct type to fasten down hardware. Using a flat head slot where an oval Frearson



Flathead



Oval Head

ging down the screw that last little bit. Don't forget to line up

the slots in the slotted screws. The slots should be parallel to the edge of such hardware items as rub rails, transom bands, cutwaters, etc. On deck hardware, the slot should be running fore and aft.

Oh, one more thing. Don't use steel screws anywhere in a boat! They rust and screw up the wood into which they are screwed. Stay with silicon bronze or stainless steel.

### New deck planks

Installing new deck planks is a good idea to freshen the appearance of a boat. Trying to save old cracked and battered planks is often more work than it is worth. When new wood is chosen, it is important to get wood that matches the old wood around it. You all might have seen a plank replaced with light colored wood on the side of a boat that says the restorer didn't pay attention to detail. It appears as a big light colored stripe and that is all that attracts your attention. Another bad idea is replacing deck planks with wood that doesn't match in grain pattern and color. For example, the grain pattern and color on a run-about aft deck should be consistent from the front of the hatch to the transom.

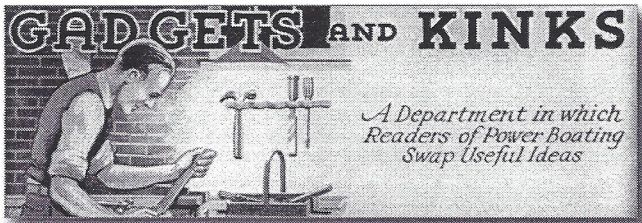


Frearson



Phillips





Any mismatch creates a patch work quilt appearance. If any wood is to be replaced on only one side of the deck, it is important the grain pattern and color match what remains on the other side. Doing so gives the deck an appearance of symmetry.

When installing new deck planks, obviously new holes must be drilled to accept the screws to hold the planks in place. It is very important to use a drill bit of the same diameter, or slightly larger, than the screw shank to drill those holes. Trying to drive a screw too big for the hole through the new wood will stress the wood around the hole. This is particularly a problem regarding holes in the ends of deck or topside planks. Stressing the wood will likely cause a split from the screw hole to the end of the plank. Also, turning the screw too tight can cause undue pressure on the hole and, again, split the plank.

#### **Boat appearance**

There are many things that make a boat look bad even though they may seem insignificant.

Here are some don'ts:

Don't use silicon bath tub caulk in the deck or bottom seams. There is great marine caulking available designed for the purpose of filling seams.

Don't bed your deck hardware in caulking. Use a little caulking in the screw hole for the screw holding the hardware is okay to seal the hole from water, but not necessary.

Don't use letters and numbers intended for mailboxes for the license numbers and name for your boat. Tacky – tacky. Sign shops can design anything you want for letters and numbers.

Don't let the width of the deck seams get out of control when repainting them. The original seams were less than 1/8" wide. If they are too wide, the attention is negatively drawn to the seams.

Don't use plexiglass to replace a broken windshield. It just plain looks cheap. Bring the broken one to a glass shop and have them cut a new one out of safety glass. When replacing the glass, use new windshield gasket in the brackets and trim off the excess with a sharp razor blade flush with the edges of the bracket.

Don't use flags and pennants too small or too large for the size of the boat. The same goes for bow and stern poles. Anything but the correct size will stand out as odd.

Don't put carpet on the floor boards of your boat instead of rubber flooring or linoleum. Oh, please!

Don't cut holes in the dash and ceiling boards to install a radio and speakers! There are better options available today if you need music while boating. And, why wouldn't you want to hear the music of a well tuned engine instead?

I think you get the idea of paying attention to detail. Be proud of your wooden boat. Make people envious of what you have rather than scoff at a beat up looking old boat. It isn't that hard to do it right. It reminds me of my industrial arts teacher years ago who would chastise his students by saying, "If you can't do it right, don't do it at all." More diplomatically put is to say "Anything worth doing, is worth doing well".

I hope you are involved in restoration or maintenance of your woody. If you want to run some problem past me for an answer, I am willing to help you with what I know or pass it along to a network of people I have.

**You can reach me at  
715-294-2415 or Heggensj@Centurytel.net.  
I would love to hear from you.**





# “More Boats and Motors Than Sense”

By Ross Pfund

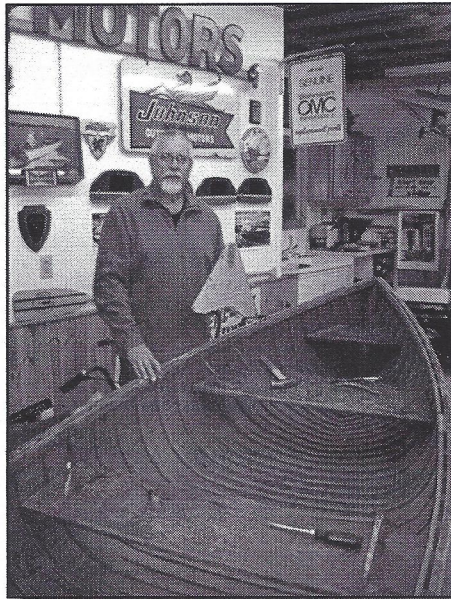
**How** does one dissect and describe their passion for this fantastic hobby?

For me it's quite easy: "I like them all!"

"More boats and motors than sense" was a defining off-the-cuff comment by my "elderly" father during the late 80s when his son dragged yet another of a myriad of "project" boats and motors home.

Fast forward to 2010. While my collecting has become a little more selective with the passing of time, my outlook sure hasn't changed. . . "I still like them all!"

My now really elderly father is edging toward 93, and I've somehow crept closer to the age he was when he looked at me, shook his head, and muttered "more boats and motors than sense".



Ross in his workshop with his Ole Lind rowboat

How did this happen so fast?


I guess I'm having a good time. Time flies when you're in that state, you know.

Back to this "hobby" thing. I do truly like them all. From exotic wood to funky fiberglass. From Liberty power to Johnson power. From launches to Missiles. They all are unique pieces of history to be enjoyed, savored.

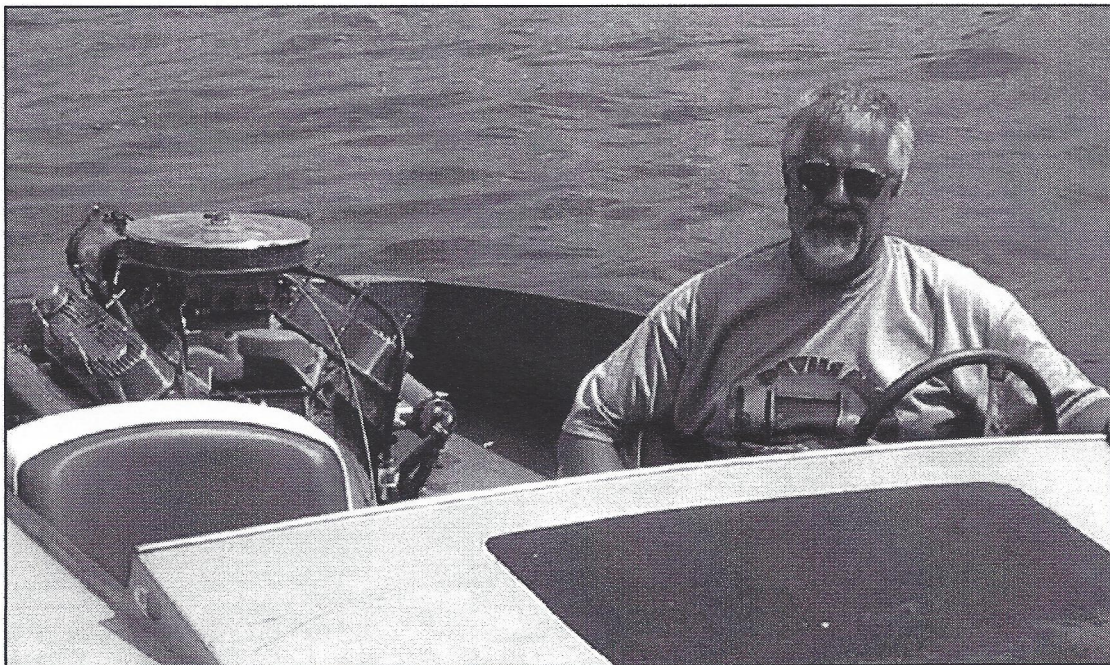
The "Boathouse" is in great hands with Lee, after all I gave him his start. Not that I'm bringing that up now or anything. Did I mention his first article appeared in "Flyer Fever"? I don't have to mention that his talent was obvious.

Well now the publisher is a contributor. Hopefully, in upcoming issues I can share my perspective of this boat and motor thing, and maybe even make some sense.

I'll be under the watchful eye of a great editor, so I'll do my best to live up to his standards, and hopefully enlighten and entertain, too.

Ross Pfund 

**Editor's Note:** Ross and Pat are longtime boating enthusiasts from Ada. Ross is the Publisher of the Norman County Index, a weekly newspaper which has been in his family for nearly 130 years.

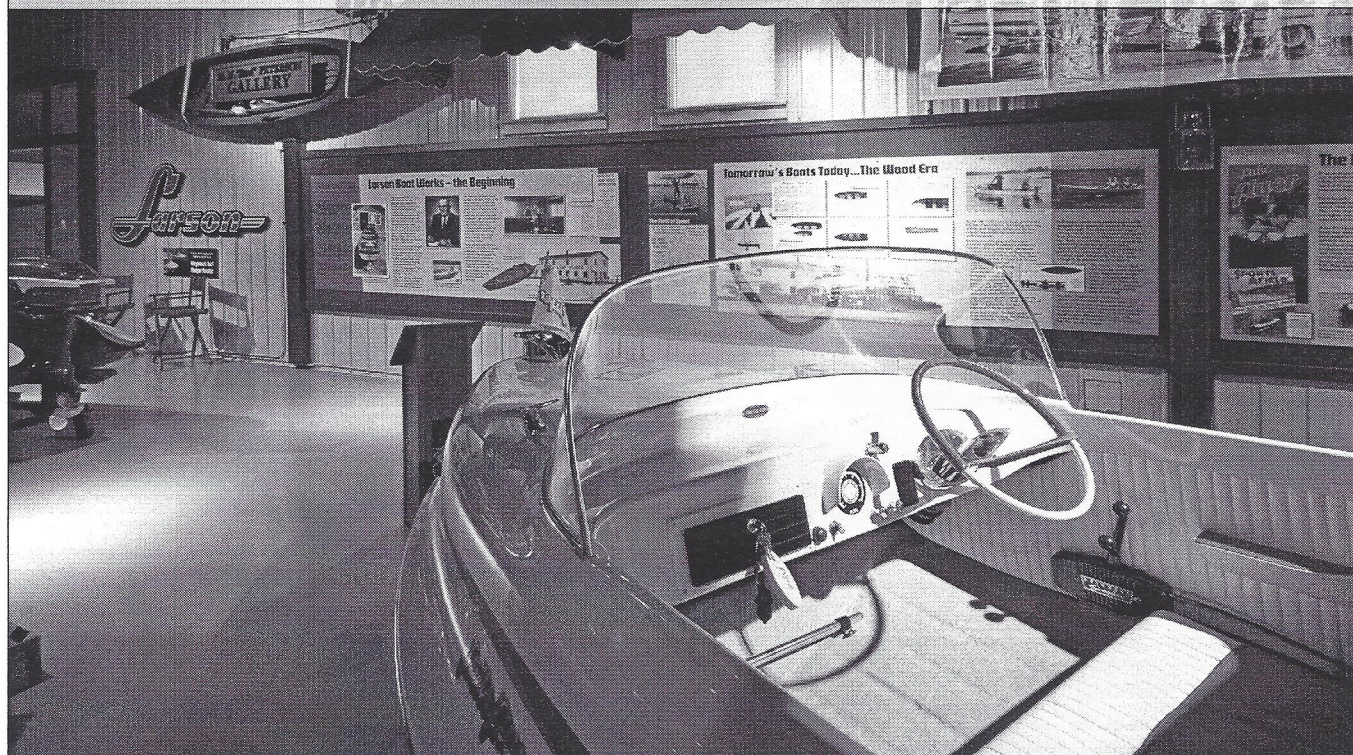


Ross at the helm of "Cheap Thrills" his Glen-L Missile.



# Minnesota Lakes Maritime Museum Opens New Larson Boats Exhibit

By Mark Proudfoot



**The Larson Boats Exhibit** – A Minnesota Boat Builder Receives The Accolades It Deserves.

When 11-year old Paul Larson built his first boat in 1905, little did he know it was his first step into Minnesota boat building history. The company he founded, Larson Boats, is the subject of a new exhibit at the Minnesota Lakes Maritime Museum (MLMM) in Alexandria, Minnesota.

Steps towards the development of this exhibit began in 2007 when the MLMM opened the doors to its new museum building. At that time, Paul Mikkelson generously loaned the museum several of his restored Larson Boats. These boats include two Falls Flyers, an award winning 1958 Thunderhawk Senior and a beautiful 14' wood Speed Runabout Deluxe. They proved to be very popular with museum visitors.

In 2008 MLMM board member Carl Mammel began conversations with Earl Geiger regarding the importance of telling the Larson Boat story, and how the MLMM would be willing to develop a quality exhibit if an underwriter could be found. Geiger was Paul Larson's business partner from 1957 – 1960. During this critical time Larson Boats, and the wood boat building industry in general, was transitioning to the new fiberglass material. Under Geiger's leadership Larson Boats developed a consistent manufacturing process that resulted in a high quality prod-

uct, increased production, national recognition and a nationwide network of happy, successful dealers. Earl discussed the exhibit project with his family, and they agreed to underwrite the cost of developing the exhibit, provided it include Paul Larson's history with the company as well.

The project began when Lee Wangstad agreed to interview Geiger in order to capture his first-hand account of the company's history during his tenure. The series of interviews provide an in depth look at the challenges Larson Boats faced as they exited the wood boat business and tackled the problems of working with the new fiberglass material. The interviews took place over several months, and Wangstad found Geiger to be a very interesting subject.

"Earl just turned 90 years old this year, and he's as sharp as a tack," commented Wangstad. "I have previously written about Larson Boats, but the time spent with him really helped put the beginning of the fiberglass era into perspective. What they did, taking Larson Boats national in such a short period of time, was really quite an accomplishment."

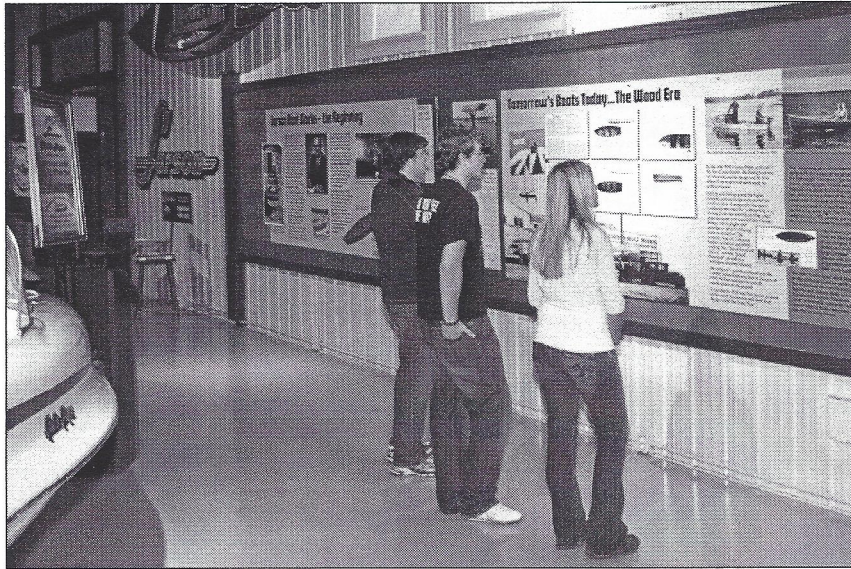
The interviews were used as a basis for a video production with Earl Geiger, that was filmed at John Monahan's Boat Works in Little Falls, this past spring. Over three hours of film was edited into a 17-minute presentation that is now part of the Larson Boats exhibit at the museum.



# Minnesota Lakes Maritime Museum Opens New Larson Boats Exhibit

The exhibit display begins with Paul Larson's first boat building effort in 1905 and continues through the wood boat era and the design of the fabulous Falls

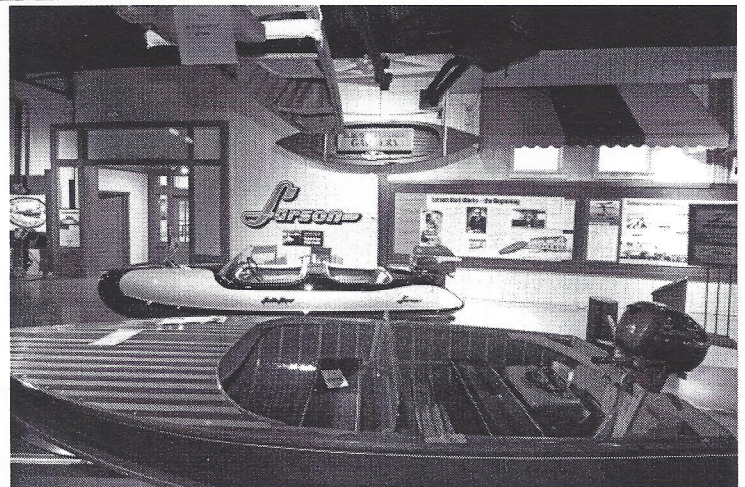
"We were very fortunate to have access to these collections," said Mark Proudfoot, MLMM Exhibits Committee. "Wangstad, Mikkelson, and Monahan are very passionate about Larson. Their knowledge, and memorabilia, allowed the Maritime to develop a first class exhibit about this exceptional company."



In addition to Paul Mikkelson's boats, mentioned earlier, a vintage Larson Duck Boat is on display, and a 1953 Cabin Outboard Special was recently added to the exhibit. The MLMM hopes to include a canvas-covered Game Warden model in the near future. Museum Director Bruce Olson noted that like other exhibits in

Flyer. It explores the introduction of fiberglass and Larson's use of the Rand Gun, which was a critical element in helping the company move into the national market. The story concludes with Brunswick purchasing Larson and then, three years later, selling the assets of the company back to its original investors.

The MLMM was granted access to an extensive collection of catalogs, artwork and memorabilia owned by Lee Wangstad, Paul Mikkelson (The Mikkelson Collection, Inc.), John Monahan, and the Morrison County Historical Society.



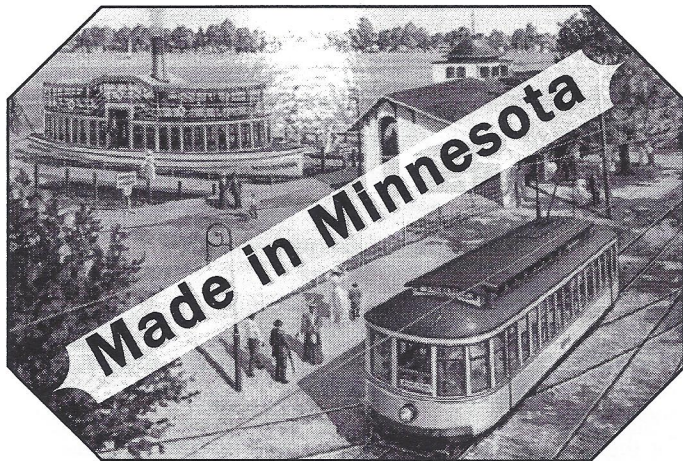
the museum, the boats in the Larson Exhibit will change from time to time.

The MLMM would like to thank the Virginia and Earl Geiger Family for underwriting this exhibit, which is a permanent part of the museum. The Larson Boats Exhibit opens to the public in mid-May, when the Minnesota Lakes Maritime Museum begins the 2010 season.

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







## Garelick Manufacturing EEz-In Boarding Ladders

By Lee Wangstad

**I**t started with an idea! But an idea is nothing without the heart and soul to drive that thought to reality.

At a time when there were plenty of bright ideas and no end of available ambition, it took a delicate balance to bring this combination to the marketplace and enjoy true and lasting success.

World War II had ended and with it came a new generation of entrepreneurs. They saw a brighter future and had a sense of belonging to an era that wouldn't take no for an answer. The idea of conventionality belonged to yesterday's thinking.

In this environment, brothers Saul and Joe Garelick brought not only a new product to the recreational boating market, they dominated that market when imitators and competition seemed likely to swallow them up.

The idea for a practical marine boarding ladder first came to Joe while water skiing on Lake Minnetonka. Struggling to get back on board his cousin's Chris-Craft after a spill, he came up with the idea of a double hooked ladder. It would safely and easily allow a swimmer or skier to board over the side gunwale. A single centered hook on the ladders then in use were made of heavy galvanized steel, awkward to use, and extremely unstable.

Working from the back of his father's garage, Joe crafted the first ladder out of aluminum conduit used for T.V. antenna masts taken from Saul's T.V. and Appliance shop. Using pine for the steps, Joe wrapped the hooks with electrical tape so that it would not mar the beautiful varnished finish of the boat. To give it a completed look,



the ends of the round tubes were plugged which had an added benefit of allowing the ladder to float. While this seems pretty basic today, in 1952 it was a novel idea!

He showed the ladder to the proprietor of a local marina on the shores of Lake Minnetonka while filling up with gas one day. They liked what they saw, thought they could sell some and ordered on the spot. To test the market that summer, Joe and Saul hand made and delivered approximately 30 ladders to three local dealers around Minneapolis. On September 30, 1952, the two brothers, working out of the back of the appliance shop, each deposited \$150 into their new bank account and Garelick



First Publicity Photo-1952 Chris-Craft Riviera

Manufacturing Company was born.

Documents show the first recorded sale was made to Fall City Boat Works, of Louisville, Kentucky on September 27, 1952 for one ladder at \$12.25 (50% off retail).

With their one product, they began investigating how and where to market this novel idea on a national basis. The National Motor Boat Show, held since 1904 in New York City, seemed like the perfect venue for national exposure and they made plans to attend and show their boat ladder. Finances were so tight that to even make the trip, they took a mortgage on Saul's sedan delivery truck in the T.V. and Appliance business. Shipping 18 ladders in January of 1953 to the Railway Express Station ahead of them, they hand carried another ladder on board the airplane.



## Garelick Manufacturing EEz-In Boarding Ladders

Upon arrival, the two brothers introduced themselves to Jim Peaslee, founder of BOATING INDUSTRY magazine. They had taken out a small advertisement the previous fall in his magazine and they were trying to make contact with anyone who might be able to assist them. He offered his help and invited the brothers to hang their coats in his booth. As the show opened for business their unique new product attracted a lot of attention and was enthusiastically received by the marine trade. Each time there was interest and a sample requested, a quick trip to the railway express station was made.

They had decided that their boarding ladders would need a catchy new marketing slogan....."Don't Squeeze In, EEz In" (to your boat) would do nicely. "EEz-In" became a registered trademark of the company and to this day all products are marketed under the widely known Garelick/EEz-In Marine Brand of Products.

Their timing was perfect. Recreational boating activities were reaching near fever pitch. The cover of the July 27, 1953 issue of TIME magazine featured a picture of American yachtsman Cornelius Shields with the quote: "All boats are beautiful." The story inside, "Design for Living" described boating as "one of the designs for modern living, something around which the rest of the week is arranged." It reported over 4.3 million powerboats in use.

Quick to see the potential of this vast market, Saul and Joe Garelick introduced their second marine product for the safety-conscience boater; No-Slip Strips. Made of mineral coated fabric, it had an abrasive feel and did just as their name stated. It was developed during World War II for the Navy to provide sure footing.

# EEz-In

Patent Pending

## Marine Boarding Ladder for Swimmers and Skiers

- Makes Boarding Easy and Safe.
- Avoid Bruises and Scratches,
- Easy to Handle.
- Smart Appearance . . . Gleaming Aluminum with Mahogany Step.
- An Ideal Gift to Boat Owners.
- Anodized for Salt Water Areas.
- Floats if Accidentally Dropped



**Model OB . . .**  
36" Length - 3 Step - 6" Hook  
Outboard Type **\$18.75**

**Model IB . . .**  
48" Length - 4 Step - 10" Hook  
Inboard Type **\$24.50**

PRICES SLIGHTLY HIGHER WEST  
OF THE ROCKY MOUNTAINS



Joe and Saul- Trade Show @ Navy Pier, Chicago 1954

Seeing the future in a segment of the industry that still hadn't established itself yet, Saul and Joe worked feverishly through 1954 introducing one accessory product after another. Their products over time not only met the practical needs of boaters, they improved upon many designs and introduced concepts that helped add to the pleasure of the sport. With the introduction of their improved style Helmsman Seat, they tapped into the lucrative boat building market. What is interesting to note here is that it was actually difficult to find a small cruiser in the late fifties that didn't have a Garelick Helmsman Seat mounted on board to the side coaming.

The two young veterans brought a perfect balance to a business partnership based on trust, combined charisma, and family values. Joe, a carpenter by trade, had learned his skills from his father, Abraham. Before the war Joe and

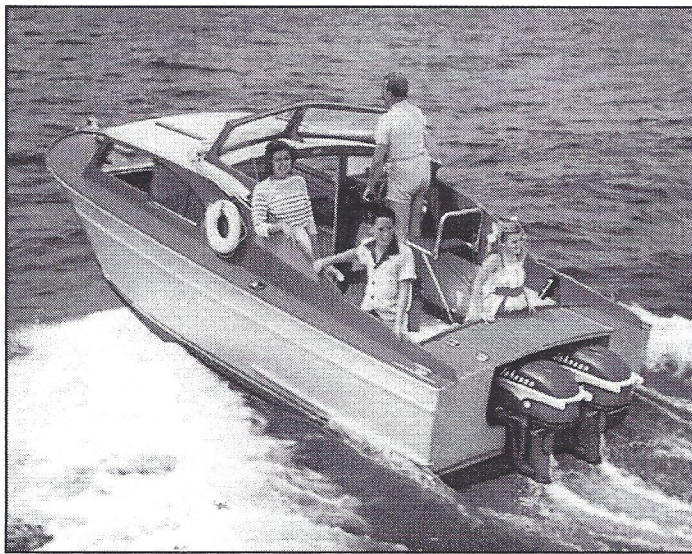
One of The First brochures-1953



## Garelick Manufacturing EEz-In Boarding Ladders

Abraham were doing remodeling jobs and after the war they built new homes. His natural ability to craft anything out of wood gave him the credentials that were necessary to lead the product development side of the company.

Saul understood business from an administrative and marketing view, having worked in the business world since graduating from high school. He was a natural born salesman. Saul already had keen insight into what the American public was buying and what their needs and wants were. Instrumental in helping create the National Marine Products Association during the late fifties, Saul would see this important trade association later become a division of the powerful NAEBM (National Association of Engine and Boat Manufacturers). Always watchful of where the industry



The First model HS Helmsmen Seat

was heading, Saul would champion the recreational boating industry throughout his long and involved career.

After moving to larger quarters in 1954 on University Avenue in St. Paul, they eventually outgrew this space and needed more room. They found what they were looking for in the small river town of St. Paul Park, southeast of the Twin Cities. There was a new building already under construction with 16,850 square feet of floor space. It was much larger than their immediate needs called for, but the deal was right. On September 10, 1956 Garelick Manufacturing Company announced that they had moved to their new facility in

St. Paul Park. Saul and Joe weren't sure just how they would utilize all of that space, but the expanding marine market would soon take care of that. This move was a landmark decision that truly shaped the future of the company, giving them the flexibility to grow with the market while establishing a home base.

The Garelick family became boaters, and in a big way. Their Chris-Craft cruiser easily became one of the most recognized boats on the Mississippi and St. Croix rivers with the EEz-In logo displayed across the massive mahogany transom. Along with the rest of America, the Garelicks had taken to the water.

By 1956 the company already listed 41 different models of products for sale. 1956 brought the introduction of another item that would become a major product category of its own: The EEz-In Boat Hook, originally offered in 4, 6, and 8 foot fixed lengths. To this day, a boat hook is often one of the least thought of but most needed on board accessory ever produced. Folding yacht chairs were offered for the first time in December of 1956. Also new to the Garelick line was an all aluminum boarding ladder featuring cast aluminum steps. Never satisfied with "good enough", Saul and Joe became known not only for their constant introduction of new items, but also for the continual upgrading of their existing accessory line.

Joe and Saul had the commitment of their distributors and dealers and knew that this market was right. They introduced new products throughout the year as they were developed and perfected. Their business plan was simple: utilize equipment and raw materials that they already had in developing new products. Without the costly investment in new equipment and processes, they were able to introduce new products at prices that were always competitive.

With all of the attention being focused on the boating lifestyle, government regulation soon followed. Quick to see a new market developing, the Garelicks brought out a line of reflectorized, self adhesive 3" high letters and numbers in response to the Federal Boating Act of 1958 which included the newly mandated uniform licensing requirement. Boaters were required to display their state registration numbers on the bow of their boats, and the EEz-In letters and numbers were the right product at precisely the right time.



# Garelick Manufacturing EEz-In Boarding Ladders

**GARELICK EEz-In MARINE PRODUCTS**

**HELMSMAN SEAT**  
An Ideal Helmsman Seat attractively designed for any type cruiser.

- Fits any height—any boat.
- Folds down when not in use.
- Reversible for Port or Starboard mounting.
- Sturdy construction high tensile, salt water corrosive resistant aluminum.
- Completely upholstered with Marine Type Kevlar-hyde—practically indestructible.
- Waterproof and burn resistant—easily washed.
- Padding is waterproof resilient material. Never sag—Resilient forever.
- Will resist mildew.

Size 15" x 18"

MODEL HS . . . . \$32  
MODEL SHS . . . . \$45  
Available in red, blue or green

**HELMSMAN FOOT REST**  
All aluminum, sturdy construction. Folds up when not in use. Mounts easily.

MODEL HFR . . . \$8.95

**CRUISER MAST**  
Here is a smartly streamlined All-Aluminum mast. Beautiful chrome-like finish. Complete with light, reflector shield, flag hooks and antenna lead. Easy to mount on any cruiser.

Model M3—3 ft. Height . . . . \$32.00

**AMERICA'S FINEST LINE OF BOARDING LADDERS . . .**

These beautiful, practical ladders are a "must"—a safety device in an emergency—adds enjoyment to water sports. Solid mahogany steps varnished finish—Aluminum metal rails internally reinforced with hardwood. White, honey duty rubber tubing and end caps protect boat.

**New! Folding Model**

- White tops, appearance identical to regular models.
- Hooks into any boat.
- Hooks and center brace fold flat to stow.
- Sturdy construction.
- Lightweight.
- Salt water resistant.

MODEL F1—27.50    MODEL F2—31.50  
48" Height—4-step    50" Height—5-step  
10" Hook—                  6" Hook—  
Inboard Type                  Outboard Type

Available in Standard Model (see-folding) 20" Height—18.50 and 48" Height—24.50

**DE LUXE CRUISER MODEL**

- Attaches quickly to boat.
- Support brace folds to stow.
- Slip safe mahogany steps.
- Heavy Chrome Catches furnished.
- Extra Catches available (\$2.50 each).

MODEL C2—24.50    MODEL C3—26.50  
18" Height—2-step    20" Height—3-step  
MODEL C4—28.50    MODEL C5—30.50  
22" Height—4-step    24" Height—5-step  
MODEL C6—32.50  
26" Height—6-step

All Models 15" Wide—17" Deep

**NEW CRUISER BOW LADDER**

- Makes boarding easy when beached.
- Hooks to catches on bow deck.
- Special folding V Bracket secures ladder to bow.
- Attached Stand-On Brace for use on transom or side.
- 2 pair of chrome catch brackets supplied with this model.

6 Steps                  8 1/2" Height                  Metal CST  
15" Wide                  10 1/4" Deep                  \$25

**COCKPIT STEP**  
Sturdy folding step of Aluminum and Mahogany. Furnished with No-Slip Strips for safety.

Folds up out of the way when not in use.

Model CFS . . . . . \$11.50

**NO-SLIP STRIPS for all types of boats!**

MAKE YOUR BOAT SLIP-SAFE with the newest, practical safety device for your boat . . . EEz-In "No-Slip Strips". For docks, diving boards, walk-ways, rafts. Easy to apply—Sticks at a touch. Harmless to boat finish or bare-wood.

MEASUREMENT—LIFE SAVERS—Step size 4" x 32"—12 strips in package . . . . . \$4.95

**GARELICK MFG. CO.** Dept. 01-3 2434 University Ave. • St. Paul 14, Minn

Typical advertisement-1955

Reflecting the positive market, Saul and Joe decided to attempt an expansion of their line of boat seats in a very unique way. They had identified a process called vacuum forming that could permanently mold and shape materials such as vinyls when heated and then cooled. With the purchase of a Vacuum Form Press machine, their largest equipment expenditure to date, they could now develop this product category. It would enable the company to produce dozens of new molded styles of waterproof seats over the next forty years that would be impervious to weather. There would be no stitching to rot or sewn seams that would leak. It was another refinement and addition to their product line that put them way ahead of the competition. For a short period, the company even built molded seating for electric golf carts. This process allowed the company to offer a battery box molded of U.S. Royalite.

Royalite was a product from U.S. Rubber that was strong, rigid, and was easily molded to any shape when heated. The EEz-In battery box was resistant to salt water corrosion, gasoline, oils, acids, and was the forerunner to today's designs made of polypropylene.

Throughout the 60's Joe and Saul were especially busy, developing new products for the changing marine market and also adding products in new categories. New was a line of all aluminum flex frame outboard motor carriers and stands to handle the growing need for storing and moving outboard motors. They took an old idea, a mahogany folding ladder, updated its design and features and added it to their line of ladders for the large cruiser market.

1965 brought about pedestal seat hardware that was marketed separately and appeared in the annual Garelick catalog and advertising program. Further development of pedestal seat hardware, slides, and swivels created a tremendous growth opportunity for the company and set the pace for the rest of the industry. Providing comfortable seating for boaters became a prime focus with this newly designed state of the art hardware. Refining products as they went along became second nature. If there was a better feature or a design refinement needed, they would perfect it and then produce it.

In 1969 they introduced a product that would become one of their all-time best sellers: the 3 section, 8 foot, all aluminum adjustable length telescoping boat hook. This product, when compacted measured only 39", and could be stowed almost anywhere. Also making their debut in the 1969 Garelick catalog were transom mounted boarding ladders, destined to be trend-setters across the industry.

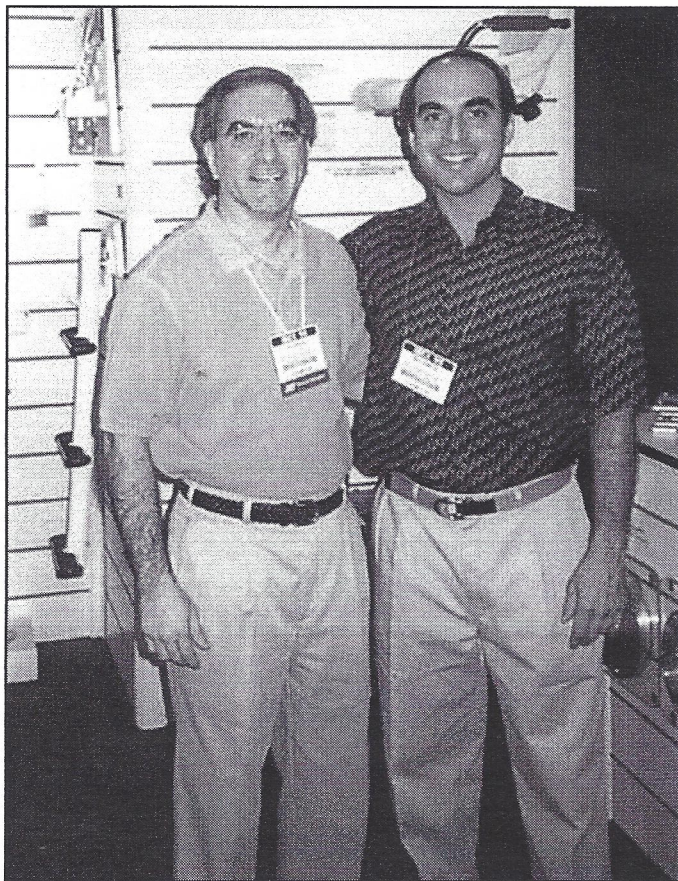
It was time for the next generation of Garelicks to enter the picture. Saul's son Ken and Joe's sons Rick and David were offered opportunities during the 70's to join the business and learn what made the company a success. Under the careful guidance of their fathers and with new energy they would continue to expand upon the formulas and reach keys to past success that had been taught by their elders.



## Garelick Manufacturing EEz-In Boarding Ladders

In the summer of 1973 Ken Garelick joined the company. Now was the time to really learn and observe from Saul and other managers just how business was handled. It was a planned transition of lessons taught along with introductions to important contacts in the industry. There were emerging new marine markets the company would need to explore to ensure continued growth. Ken would use the past as a guide to achieve future success in sales, marketing, and administration. It was a methodical process that afforded the opportunity for a seamless change in leadership over a ten-year period.

When Rick Garelick joined the company in 1979, there was a need for refinement in the manufacturing processes. Working alongside Joe, he would learn the capabilities of a plant that was geared to build quality products offering many improvements through innovative engineering. Later, as Director of Product Development, he would have to know just what could be expected from the equipment and available workforce. Following his father's lead, he applied himself to the engineering end of the business.



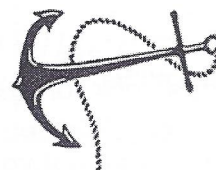
Ken and Rick Garelick-Improving the line

Besides the aftermarket, Garelick began to focus on marketing directly to the boat manufacturers. They would be selective in the builders they marketed to, reinforcing their reputation as a quality producer of boarding ladders, finely stitched boat seating, and mounting hardware. Rick covered this market aggressively, working closely with those manufacturers that were able to appreciate the extra effort and value that Garelick included in each product that they made.



Yacht seating system aboard Sea Ray Motor Yacht

Product development continued at Garelick Manufacturing. The pace set by the two founders during the early 50's was now being met by the younger generation. 57 years later Garelick products are still found on the best brand boats and stocked at the finest marine accessory outlets. With all of the marine businesses that attempted to crack the market and couldn't make the grade, it's refreshing to see one that has gone the distance. To view the current Garelick Manufacturing line, visit [www.garelick.com](http://www.garelick.com), where another Minnesota manufacturer rides the crest of a market that it helped create.





# BSLOL 2010 Winter Educational Workshops

Put Them On Your Calendar Now!

February 20, 2010 – Saturday 10:30 a.m.

## Wooden Boat Restoration Techniques

Hosted by: Sherwood Heggen  
Location: 2013 35th Ave.  
Osceola, WI 54020

Lunch served

Reservations required by 5 p.m. Wed. February 17  
Call Scott Hawkinson 763-370-3569 or email  
[scott@hawkinsonwoodenboats.com](mailto:scott@hawkinsonwoodenboats.com)

## March 2010 – Date To Be Determined

Tentative Topic: Outboard Motor Maintenance & Troubleshooting

Look for more info on the website and in the mail!

April 17, 2010 – Saturday 10:30 a.m.

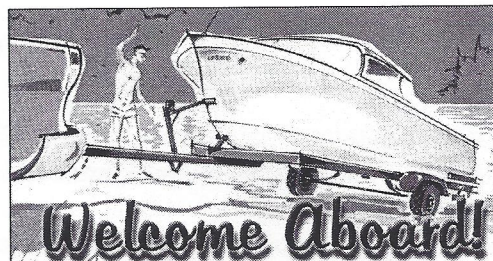
## Minnesota Lakes Maritime Museum Tour & Workshop

Hosted by: Minnesota Lakes Maritime Museum  
Location: 205 – 3rd Ave West  
Alexandria, MN 56308

Lunch served

Reservations required by 5 p.m. Wed. April 13  
Call Scott Hawkinson 763-370-3569 or email  
[scott@hawkinsonwoodenboats.com](mailto:scott@hawkinsonwoodenboats.com)

For all workshops, look for maps/directions at [www.acbs-bslol.com](http://www.acbs-bslol.com). Also, be sure to BYOC – Bring Your Own Chair – if you don't wish to stand.



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# Fall Color Cruise


by Andreas Jordahl Rhude

A crisp autumn day greeted the BSLOL crew on Sunday October 4 for the annual Fall Color Cruise on Lake Minnetonka, Minnesota. It was the final club boating activity of the season. Brunch at Lord Fletcher's started the day off. Great food and warm fellowship were enjoyed by all.

member Jon Menth for many years.

A brief stop at Maynard's Restaurant on the other end of the lake was a pleasant break. A few noisy little ones were asked to depart the bar because they were disturbing the boisterous sport fans! Ha!

Boats that came along for the fun included: Ray and Margot Garin's Owens; Al and Bev Lindquist's CC Sportsman; the Ernst family in their CC Sportsman; Jerry and Julie Eckstrom's Thompson; Dick Mickelson's Glasspar; Bob Matson's Crestliner; and A. J. Rhude's CC by Thompson. Bob Matson wins the award for the longest distance travelled to participate. He drove from Ely with his classic aluminum boat. Thanks Bob for your dedication!

Fun was had by all. Hopefully you can make the next BSLOL event! 



A few light sprinkles showered down, but by and large the day was beautiful. Boats cruised the upper lake for several hours. A very nice 1960s minty green fiberglass Correct Craft was "discovered" on a boat lift. Most the tour made a slow inspection of the beauty! It was later learned that the boat was formerly owned by early BSLOL



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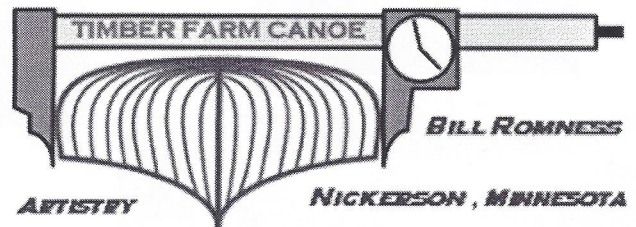
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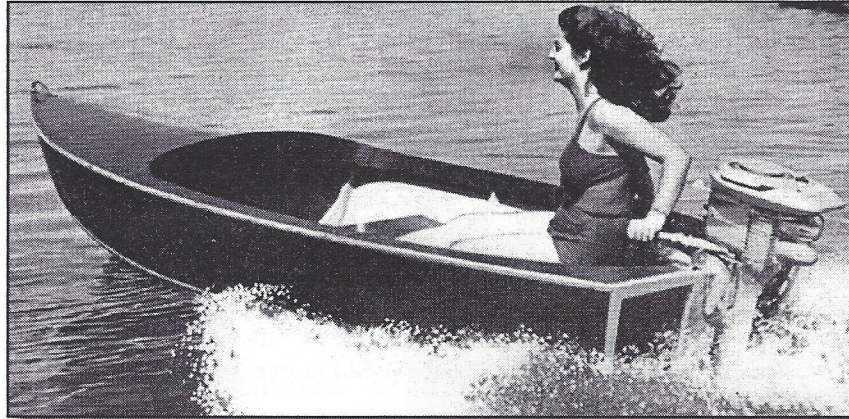


## The College of

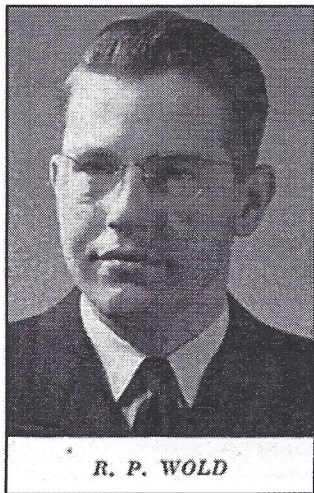
# OLD BOAT

## Knowledge


This issue Featuring Minnesota Boat Builders

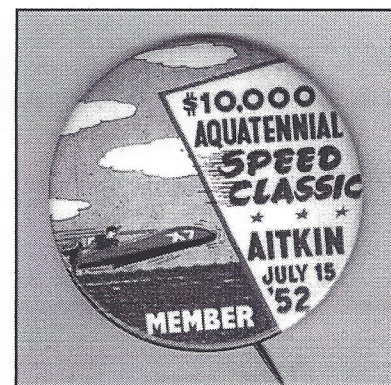


1. This boat was built by a well known Minnesota boat builder. Who built this boat? The year is 1946.
2. Tonka-Craft boats were made using which construction method?
  - A. Cedar Strip
  - B. Lapstrake
  - C. Aluminum
  - D. Plywood
3. R.P. "Bob" Wold was instrumental in the forming of what Minnesota boat building firm?



4. Lady of the Lake boats were built by what Minnesota boat building firm?
5. Erich Swensen, Naval Architect, worked at Holman Field in St. Paul during World War II. After the war he went to work for what Minnesota boat builder?

The prize for this issue's quiz is an Aquatennial "Speed Classic" Pin from 1952. The first correct reply emailed to: [editor@acbs-bslol.com](mailto:editor@acbs-bslol.com) will win this authentic relic from Minnesota's great boating past. 





# Minnehaha Tour

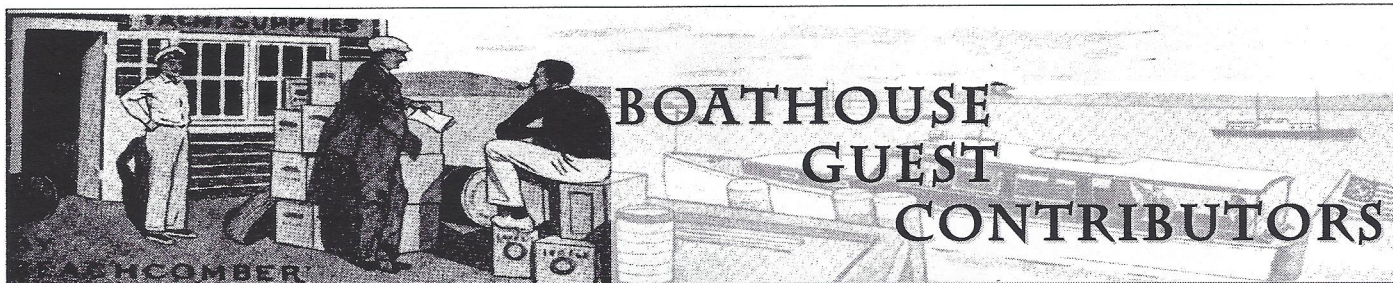
By Andreas Jordahl Rhude



**A group** of about twenty BSLOLers and friends went on a scheduled lake cruise on the historic Minnehaha Steamboat on Lake Minnetonka, Minnesota Sunday the 30th of August. Beth Kessler suggested the event and got the details worked out for us. Departure occurred in Excelsior Bay. It was a spectacular day to go on a slow, leisurely cruise of the lake. After an hour cruise, the boat dropped passengers off in downtown Wayzata. Lunch was not part of the planed cruise. Everyone split up and went their own direction. Some brought a picnic lunch and others went to local restaurants. After an hour, the boat returned to pick up the passengers and return to Excelsior. What a fun and relaxing way to spend time with friends! Will this become an annual event?







## I'm A Boat Show Junkie!

By John Gambill  
 Editor "The Channel Marker"  
 Michigan Chapter

### What really is a "Boat Show Junkie"?

Well, if you want the answer to that question just take a good look at guys like me and guys like Chris Smith and Dick Weiere and all the other people you've run into over and over again no matter what show you decided to attend this year or last year or the year before.



Yep, there you are, at some darn boat show you have never been to before and you're walking down the docks and you hear that voice, hey John! What are you doing here! Aren't you a long way from home! So, you give each other a hug and a hand shake and start yackin' about all those boats and all those other boat shows you ran into each other at through the years and how much fun you've had

together time and time again. It's almost more fun for me than looking at the boats, the anticipation of running into an old boat nut friend I haven't seen in a long time.

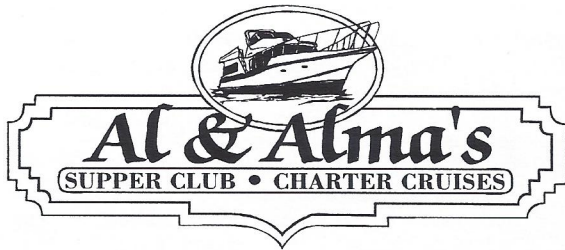
I love boat shows, and every time the first Rudder of the new year hits my mail box the boat show page is where I go first. I'll circle the ones I'd love to attend that I've never been to before, lay the magazine down for a while, then pick it back up again later to reluctantly narrow the field, knowing way down deep in my boat show junkie soul that it just isn't possible to attend all those shows.

The thing that really has made the shows so much more fun for me is the increase in the variety of boats that are showing up at so many of the events. WOW! Look at that Herters, or man, what a beautiful Greavette, or wow! Look at that Feather Craft or Sears woody kit-boat. The great variety of boats showing up is a boon to the hobby, it adds spice and flavor to the show and helps teach us all that in so many ways we are cut from the very same cloth, the love of beautiful classic boats, the water, and the fun-loving people involved in this super hobby. I also believe it shows that the hobby will in the long run only go in one steady direction: up.

So this coming show season when you receive that first Rudder or Channel Marker do what I do and try to make a point to attend a couple of different shows. I hope you have that very same thing happen to you that has happened to me so many times, that familiar voice on the dock that shouts your name, that hand shake and hug from one of your favorite "Boat Show Junkies"







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Daryl Geyen, Owner  
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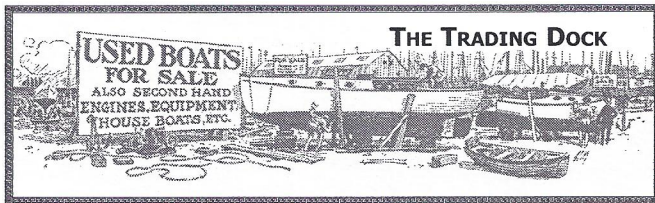
rates,

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

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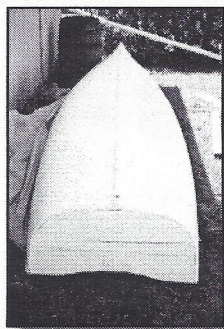
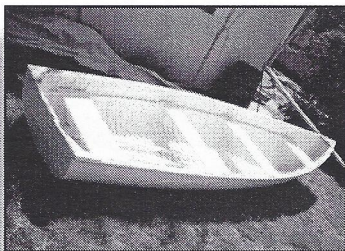
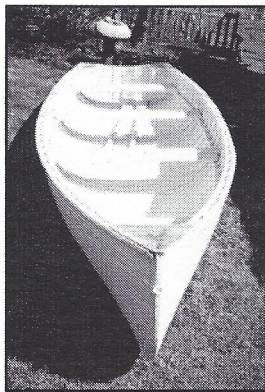


'NOS' 1961 Mercury Merc 500 50 HP. Rare opportunity to own a 'New' old Mercury, this motor has never been used. One of a pair found in Florida in April of this year. Long shaft motor with NOS control box and elec. cables. Only \$2700.00 for this rare find.

Call Dick at 763 545-1181 or e-mail, [dickmick@juno.com](mailto:dickmick@juno.com)

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

BSLOL reserves the right to refuse any advertisement.



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# Show Sponsorship Guidelines

## Definition: What Does It Mean to be a Sponsor for a (non-Rendezvous) Show?

1. BSLOL prominently listed as a sponsor on all materials, signage, etc
2. Show provides space and facilities (table & chairs) at show for BSLOL to answer questions, sell memberships, etc.
3. BSLOL board member (or designee who is also a BSLOL member) must be member of show's organizing committee and act as point person to the board
4. BSLOL makes available its ACBS show insurance (and reserves right to require show to use the insurance) and may require other liability releases of BSLOL as well
5. BSLOL makes available its mailing list (labels only) to show committee to market show. BSLOL to produce and cover cost of labels.
6. Show makes available its mailing list to BSLOL for future BSLOL events and possible membership recruitment.
7. BSLOL board must approve sponsorship of show in advance. Ideally, show requests should be made in writing six months prior to show.
8. BSLOL not participate in financial gain or loss of show.

## Criteria: What decision criteria will BSLOL board use to approve/disapprove sponsorship?

1. Is this particular show sponsorship in the best interest of BSLOL membership?
2. Can/will BSLOL resources (money & people) be available to support the show?
  - i. Provide funding if requested and board approves (general position is to cover only label costs, but would consider other requests)
  - ii. Provide necessary manpower – board point person, staffing at show, etc

### Important: BSLOL must know at time of request what resources are desired.

3. Is the show consistent with mission of BSLOL and ACBS? Does it comply with BSLOL Constitution and Bylaws?
4. Does the show not conflict with other major BSLOL events?



**Hi!** Sue Zemke here. I'd like to address the female members of BSLOL. Does anyone else feel the need for greater involvement in the club and in club events by the ladies? I am offering my home on February 13th at 2:00PM for an informal gathering to discuss where and how we might improve and expand our club events and make them more interesting. If you cannot attend but have an idea to share, please respond by email or phone. RSVP by February 6th. We'll see you there!

Sue M. Zemke  
20665 Fenston Ave. N.  
Forest Lake, MN 55025  
651-470-1824  
[sfinicky@yahoo.com](mailto:sfinicky@yahoo.com)





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