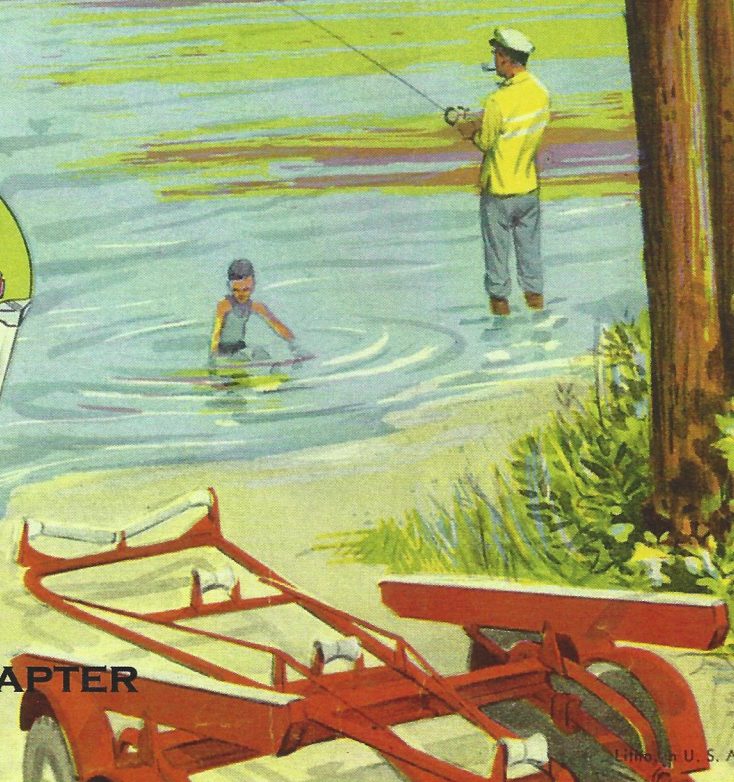
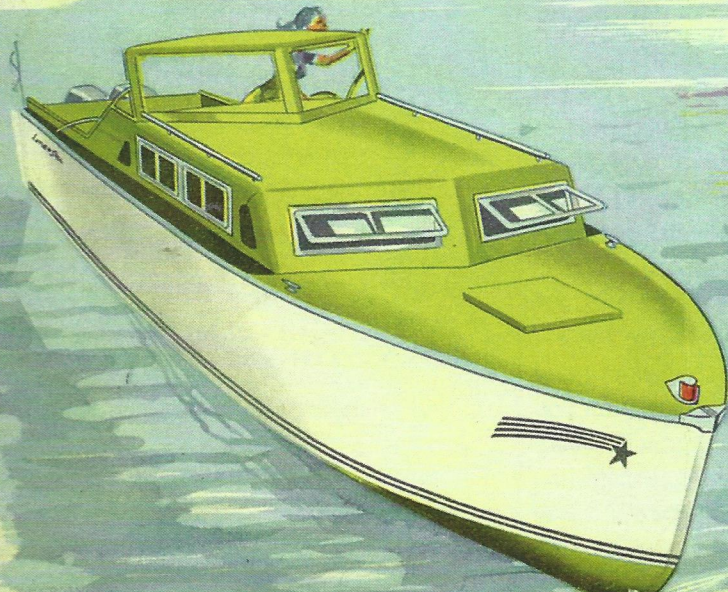


THE BOATWHOUSE

New Chris-Craft Exhibit at Minnesota Lakes Maritime Museum

Winter Workshop Coverage

WesCraft-Little Boat Builder on the Prairie



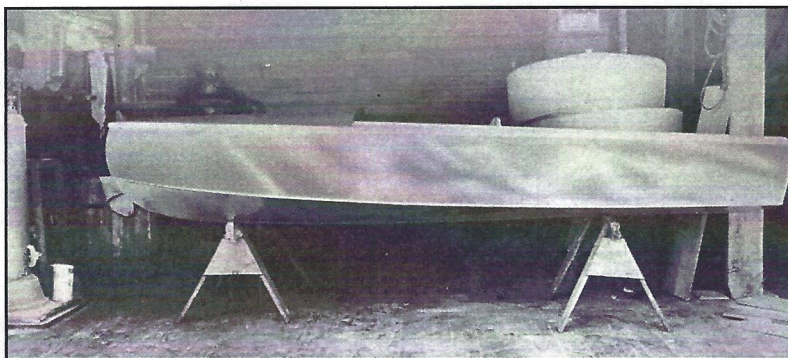
SPRING 2010

**THE QUARTERLY PUBLICATION OF THE
BOB SPELTZ LAND-O-LAKES CHAPTER
ANTIQUE & CLASSIC BOAT SOCIETY**

The College of

OLD BOAT

Knowledge

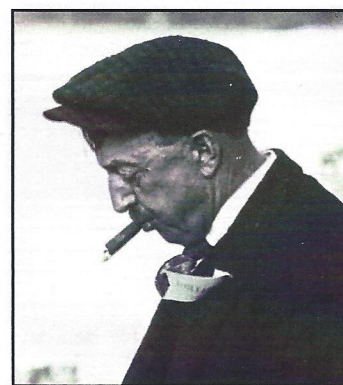


1. Let's start off with another Minnesota made boat, but let's make it easier this time with a multiple choice. Going back a little earlier to 1941, this boat was built by:

- A. Larson Boat Works
- B. Gleason Boat Work
- C. Dingle Boat Works
- D. Minnetonka Boat Works
- E. "Swede" Anderson

2. Christopher Columbus Smith built his first Chris-Craft factory in:

- A. Algonac, Michigan
- B. Pompano Beach, Florida
- C. Marysville, Michigan
- D. Lancaster, Pennsylvania
- E. Holland, Michigan

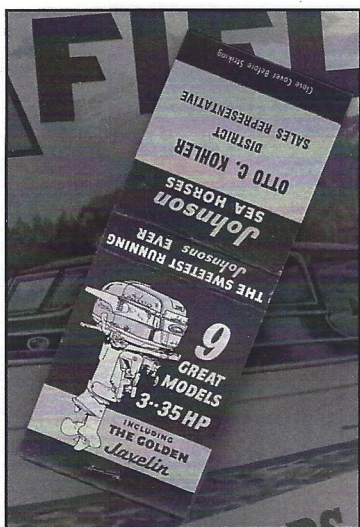


Chris Smith

3. How many volumes are in Bob Speltz' Real Runabout series?

4. What is the name of the boat that won the 1946 Gold Cup race in Detroit? Bonus points for the name of the Driver.

5. Glastron boats were built by what company in 1956, 1957, and 1958?



This contest's prize: NOS 1957 Johnson outboard motor matchbook, featuring the 1957 Golden Javelin. Own a piece of outboard motor history.

PRESIDENT **Eric Sandin**
13742 43rd Ln NE
Saint Michael, MN 55376
612-961-2357
president@acbs-bslol.com
eric.sandin@gmail.com

VICE PRESIDENT **Dave Wiborg**
2935 Oaklawn La.
Mound, MN 55364
952-472-2104
vp1@acbs-bslol.com
david.wiborg@sedgwickcms.com

TREASURER **DAN SCHLEGEL**
1019 NIGHTINGALE BLVD.
STILLWATER, MN 55082
651-351-7650
treasurer@acbs-bslol.com
daniel@e-schlegel.com

SECRETARY **MARK NELSON**
19930 POLK ST. NW
ELK RIVER, MN 55330
763-241-4959
secretary@acbs-bslol.com
mbnjagn@charter.net

Directors

Fred Goughnour 5409 Church Rd.
Mound, MN 55364-9218
952-472-7649
bjohnson11@frontiernet.net

Scott Hawkinson 2420 Black Oaks La. N
Plymouth, MN 55447
763-476-9492
hawknest@usfamily.net

Dave Lindberg PO Box 31
Crystal Bay, MN 55323
952-471-7306
shipstore@acbs-bslol.com
dlindberg@mchsi.com

Mark Setterholm 5250 Meadville St.
Greenwood, MN 55331
612-237-5988
mark@drivethrutv.com

Dan Nelson 8241 County Rd. 15
Minnetrista, MN 55359
952-472-3687
nelsonboat@frontiernet.net

Dick Mickelson **Membership Chair**
212 Union Terrace La.
Plymouth, MN 5544
763-545-1181
dickmick@juno.com

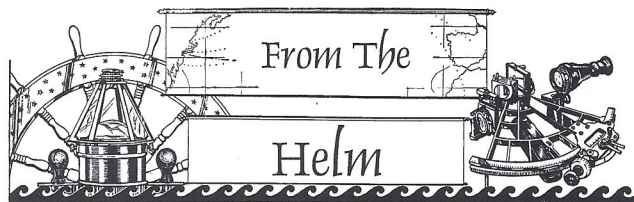
Del VanEmmerik 11246 69th Ave. N
Maple Grove, MN 55369
763-370-3416
herters59@hotmail.com

Steve Shoop 3780 Enchanted La.
Mound, MN 55364
612-865-5882
sshoop77@hotmail.com

DIRECTOR AT LARGE

Bob Johnson 4691 Baycliffe Dr.
Excelsior, MN 55331
952-380-1505
kesslerjohnson@earthlink.net

Lee Wangstad **Managing Editor**
1694 S. Agate Shore Dr. SW
Nisswa, MN 56468
218-963-7782
editor@acbs-bslol.com
wangstad@charter.net



As I'm writing this, there is still plenty of that pesky white stuff hanging around and barely a hint of thawing lake ice. By the time this reaches you, I'm hoping that it's vanished and you are well on your way to uncovering that gem for another season. Maybe it's maintenance time and you are getting prepared to put on a few fresh coats of varnish, paint, wax or super secret mystery shine (I think the fumes are getting to me)? I'm really looking forward to another great season of boating and fun gatherings, but before that, a quick look back at our Winter activities. We had great turnouts for all the workshops (see the articles in this issue). These workshops are highly informative and are a special part of our club. Thanks to all those who helped out, and an especially huge thanks to Scott Hawkinson who's been leading and organizing the workshop series for the past few years. He has truly been a great contributor, helping the BSLOL chapter fulfill its commitment in educating the public! The next time you see Scott, let him know just how much you appreciate all he does to put these events together. I'd also like to personally thank those who have hosted these workshops: Sherwood Heggen, Dan Nelson, and the Minnesota Lakes Maritime Museum. If you have an interest in helping organize these programs for next year we would like to hear from you.

So what do we have in store for this spring and summer? Lots. How about a Spring mixer at Al & Alma's, the White Bear Lake boat show, our always fun "nice-n-easy" mini-cruises, and our 35th Annual Rendezvous Show. These are only a few of the events. We're planning much more!

One way I know we could add more is to share all the OTHER great places we go antique and classic boating but have yet to share. I would like to help initiate a call on all our members to think of some great gathering spots, be it a nice lake or river destination to host a club cruise or other event. If you have a favorite spot and you would like some company, be sure to let me know and I can send out a mass e-mail and/or postcard to invite everyone to attend (if I don't have your e-mail please send it to me). Though it may start small, who knows, it could grow into an annual event! I feel that it's one great way to get to know each other better and to make and share great memories. It all starts with you! Planning is under way for our upcoming events and boat shows. If you are interested in helping or have an idea to share, please, let us know. Remember, anyone with a bit of energy and ideas is always welcome. Please be a part of making this organization great. We would like to see and hear from you!

Please keep checking our website for more up to date 2010 events.

I hope to see you at our next gathering!

Eric Sandin
BSLOL President


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

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Recognition



Dick Mickelson, Membership Captain, graciously accepts the President's Cup from Eric Sandin. Dick is a member of the board and volunteer extraordinaire. This photo wasn't available in time for the deadline of the last issue, and therefore is included here. The award is given at the discretion of the President to the individual that is most deserving for serving the needs of the chapter. 

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!

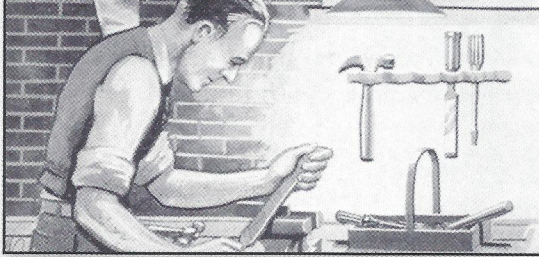
1/8 page b/w	\$300	COMMERCIAL AD RATES (ONE YEAR / 4 ISSUES) Ads must be camera-ready and paid when submitted. Send <u>PAYMENT TO:</u> The BoatHouse Attn: Treasurer P.O. Box 11 Hopkins MN 55343-0011
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Questions regarding ad rates,		
Contact the editor at editor@acbs-bslol.com		
BSLol reserves the right to refuse any advertisement.		
The BoatHouse has a large circulation across the U.S. & Canada. One-year (4 issues) advertisers get an added bonus of a link to their website from our (BSLol) website.		

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.

GADGETS AND KINKS



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

pretty obvious that you can grab it with pliers and turn it out. But, when it is buried deep in wood, it is necessary to go digging for it. The objective in this first method is to expose it to get a grip on it with pliers to turn it out. The tools are pliers, a drill motor, a plug cutter, and a guide for the cutter such as is shown in the picture below.

Extracting the Broken Screw Or

Mining for Brass

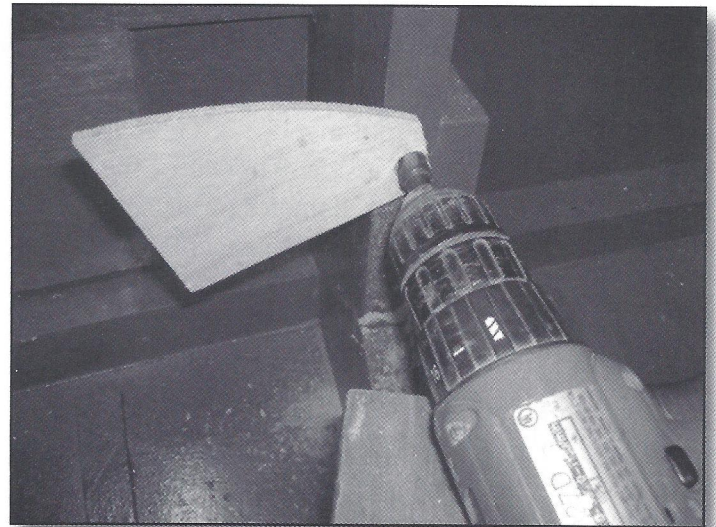
By Sherwood Heggen

There are some very aggravating things that can happen while restoring a boat. New topside planks might not fit well, dust gets in the varnish, wood dries up and seams open up, but, my all time favorite aggravation is breaking off a screw while trying to remove it. Why is that a problem? It is because the screw that is still in the hole is where you want to put a new screw, and it is buried deep and in the way. The common principle comes to mind that no two objects can occupy the same space at the same time. When such items as hardware and ceiling boards have predetermined hole locations, there is only one place a new screw can go. Sometimes you can put the new screw in at an angle such as when rescrewing planking, but doing that with deck hardware is a no-no. The screw will hold down the hardware, but, it will obviously be sitting at an odd angle to the hardware. So what to do - what to do? The answer is: remove the broken screw, and, here is how.

First, do not lose track of where a broken screw is. It is important to mark its location with a marker, tape, or some kind of log of broken screw locations. If you don't, it will come back to haunt you when you are trying to button everything up after the fresh varnish. When you bottom out that new screw with the old one still in place you will wish you had taken the advice. Get the tools out and go after the little irritants.

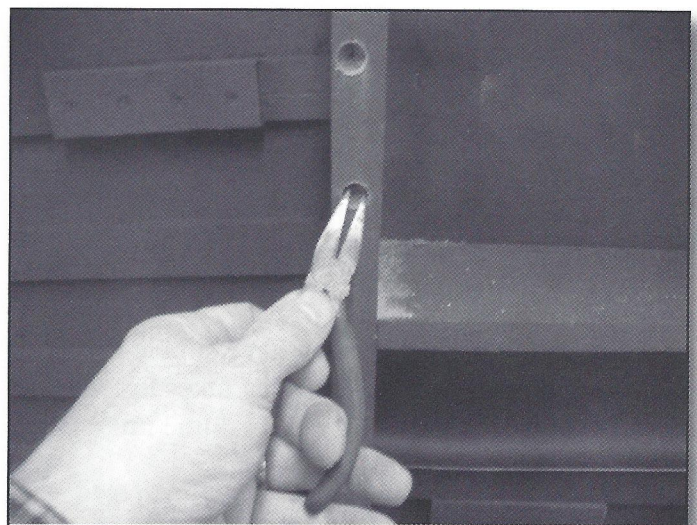
What tools should you use. Actually the tools are very simple and there are at least a couple of ways you can go about it.

If the remainder of the screw is visible, it is

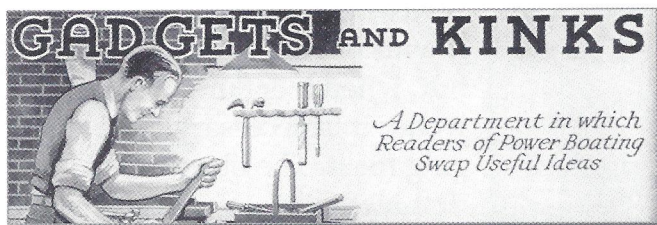


Plug Cutter in Drill

The broken screw is exposed by drilling past the screw with the plug cutter and then removing the waste wood from around it. Use the guide to start the hole accurately over the screw hole. When the broken screw is exposed, use a needle-nose pliers to back the screw out.

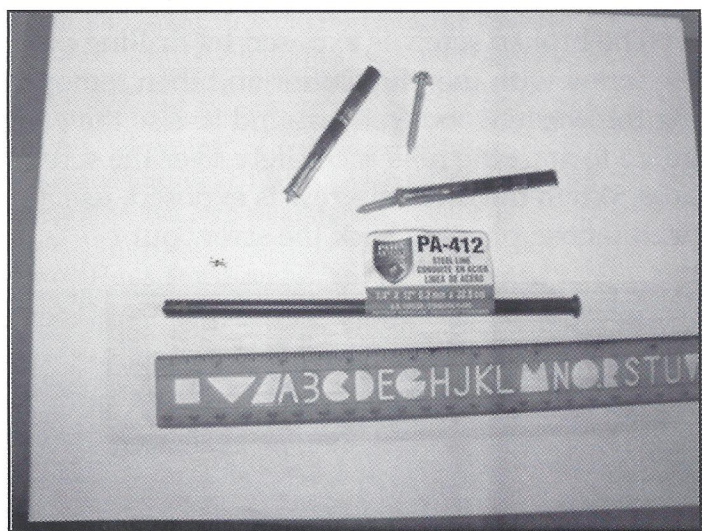


Needle-Nose Pliers



There is an obvious hole created with this method. Fill that hole with a plug made using another plug cutter of the size that would fit the hole. Fill the hole completely and glue it well with Titebond III or epoxy. When the glue is set, cut the plug flush to the surface with a chisel and some sandpaper on a block.

Another method is contributed by a regular reader of the BSLOL website articles ACBS member John Justice of Pittsboro, NC. He uses a piece of brake line tubing fashioned into a tool that doesn't give the broken screw a chance. The inside diameter of the tubing must be a bit smaller than the diameter of the screw being extracted. He cuts a piece to useable length and files some teeth into one end. Then with a guide similar to the previous method and using a drill motor in the reverse direction, he steers the tubing over the screw. When the tubing reaches the screw, it will grab onto the inside of the tubing and back its way out. Here, too, a plug will be necessary to fill the hole and then dressed flush.




Brakeline Extractor

Aggravating problems often have simple solutions and I think this one is simple. It just takes time and an understanding of what to do, but it is time invested well in doing quality work.

Your questions and ideas are always welcome regarding restoring our wonderful woodies.

Feel free to call me at 715-294-2415 or email me at Heggensj@Centurytel.net

I would love to hear what you have to share or how I can help you work through a problem.

As always, don't destroy it; restore it! Now, go work on your boat. 

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WES CRAFT

FIBREGLASS BOATS

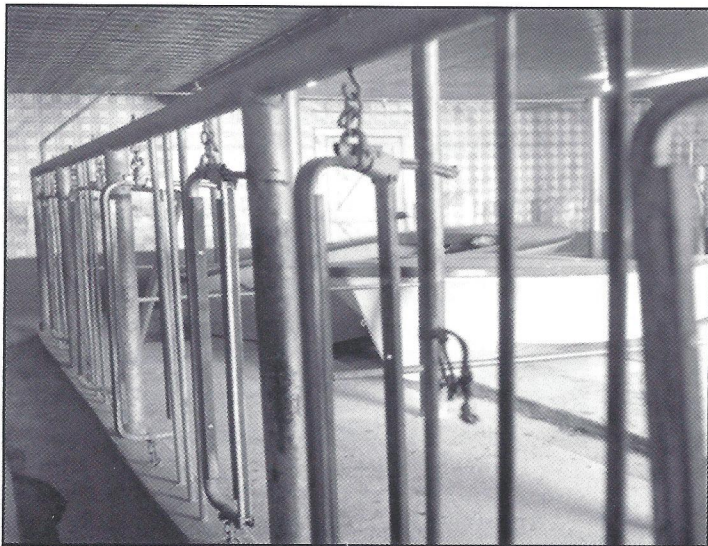
by Mr. Andreas Jordahl Rhude

The plains of Kansas were an unlikely spot for a boat manufacturer to grow out of the wheat fields. However, such was the case with WesCraft Boats.

WesCraft Boat Mfg. Co. was formed by Wesley "Wes" Hagelgantz of Bazine, Kansas in the late 1950s. Wes had a Guernsey farm north of the small prairie town. One summer he rented a Thompson cedar strip boat with a small outboard motor. He took it to Cedar Bluff Reservoir, a new recreation spot about twenty miles north of his home and the boating bug hit!

The next winter he purchased a Speedliner boat kit and after putting it together he sold it. Soon he built about a dozen more kits from Glen-L plans and quickly sold them. The decks were two-toned using Korina and Philippine mahogany plywood. He decided to add fiberglass coating to the wooden boats and with this, his hobby transitioned into a new career.

The Gothic shaped barn at the farm was converted into a boat shop and he hired a knowledgeable fiberglass person to get into full fledged production. Howard Watts of Topeka came aboard along with his wife, an experienced upholsterer.



A view of the converted barn

Wes and Howard popped a mold from a Skagit boat and slightly modified the design. With this the WesCraft fiberglass boat was born in 1957.

The first molded 'glass boat had a black hull and red deck. She was not a thing of beauty, recalls Robert Hagelgantz, Wes' son!

A new boat shop was built on the farm and WesCraft was making one boat daily by 1959. The most deluxe model was a six seat runabout complete with upholstered seats, wrap-around plastic windshield, navigation lights, hardware, and steering. Two other models were made using the same hull mold. Deck configurations and seating were different than the deluxe boat. The "foam-glide bottom" was used for the hull. "Longitudinal channels molded into the hull sweep foaming bubbles of air under the boat." Greater speed and shaper turns were possible with this hull design. The transom had a curved tumble-home and had rounded corners at the junction of the hullside. Typical hull color was white with deck color options of red, blue, yellow and black. Any color combination could be special ordered. The early boats had a fiberglass structure under the floor boards. No wood was utilized. This changed in later year models.

Mrs. Watts and Mrs. Ruth Hagelgantz cut, sewed, and fit the upholstery over the company built wooden seat frames. A thriving side-line business was providing upholstery for automobiles and tractors.

In August of 1959 WesCraft was advertising factory seconds and demonstrator boats for sale. Most boats were sold through traditional marine dealers. Schwartzkopf Sales and Service in nearby Ness City acted as a sales outlet for west central Kansas. Between January and August 1960, a dozen WesCraft boats of fifteen and seventeen-foot length were sold to the dealer.

*Wes Craft
Boats*
BAZINE, KANSAS • PH. 44923

COUNTY, ORDER NO. _____ DATE 4-6 1960
 M. Schwartzkopf, Helen + Lewis
 ADDRESS _____

QUANTITY	DESCRIPTION	PRICE	AMOUNT
1	17'6" Precision Outboard Ser # 1229	777.00	777.00
	Color	201.00	201.00
		878.00	878.00

8786 REC'D BY _____
ALL CLAIMS AND RETURNED GOODS MUST BE ACCOMPANIED BY THIS BILL.
 PRINTED BY Wes-Craft Boat Co., Inc., Bazine, Mo., U.S.A.

An early invoice

The company's seventeen-foot boats were selected in 1960 for use by the U.S. Coast Guard Auxiliary Division XX Cee Gee's precision, high speed boat demonstration team. It was quite an honor. The boats were powered by 70 horse power Scott McCulloch outboard motors. The team debuted at the Colorado Water Festival and Governor's Cup Regatta at Cherry Creek Reservoir in August. 10,000 to 15,000 spectators attended and Miss Julie Wrasse of Denver was crowned "Miss Cee Gee" during the fun filled day. The WesCraft dealer from Denver, George and Irene Steiver, arranged for the boats to be utilized by the Coast Guard Auxiliary.



The Coast Guard Cee Gee boats

Family members were vital to the operation. In 1961 a load of seven boats was shipped to Starkey at Maple Plain, Minnesota. While attending school in Enterprise, Kansas, a son of Wes Hagelgantz mentioned to a classmate that his father built boats. A prospect came from the casual conversation and as a result, a substantial sale was consummated.

When Glass Magic Boats of Fort Worth, Texas went belly up in the early sixties, Hagelgantz went to the liquidation auction. He came home with tooling for the patented Nomad which became Wes Craft's Sport-Aero and Fishin-Aero. The diminutive hull was used for hunting and fishing and was very fast with as little as an eighteen horse power motor.

The small rural based boat company was growing. Often times the farm yard was full of boat hulls and decks curing in the sun. Up to twenty guys were building boats during the peak season. However, it was difficult to find workers in the remote factory location, especially during farming season. By 1963 it was decided to seek a larger facility and one closer to a steady labor source. In early August it was announced that they would move to Great Bend, Kansas. They incorporated as WesCraft Industries, Inc. on 05 September 1963. A city funded industrial revenue bond in the amount of \$60,000 was established. The money was used to purchase property and have a building constructed. The city provided it to WesCraft on a lease-purchase agreement.

The new facility at 623 Madison Street was in operation in January 1964. It was next to the Dubois sand pit, a thirty acre lake which could be utilized for demonstrations and testing. The pond was used all year round by the boat firm. Wes Hagelgantz enjoyed breaking the ice during the winter, proving that his boats were strong. Hagelgantz made the move to Great Bend and Charles Girton joined the firm. A number of other Great Bend businessmen were minor stockholders.

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Wes Hagelgantz proudly applies the name plate

The first boat completed at the new plant was a fifteen-foot outboard runabout which was crated and shipped to Seoul, South Korea in late January 1964. It went to an American missionary for use in his evangelical work and also for personal recreation.

Stern drive boats were a major portion of the firm's output after the move to Great Bend. The firm's product mix soon expanded beyond boats. They began to make fiberglass pickup truck toppers, one piece shower stalls, speaker baffles, washer and dryer pans, concrete forms, and burial vaults. The latter were made for Ray Products of Wichita. Dune buggy bodies were made for about two years before that tooling was sold.

Wes personally constructed the molds for all his products whether it was a boat, camper topper, shower stall, or dune buggy. The camper tops for trucks eventually became an important part of the company output.

The 1964 boat line included small 14 and 15-foot runabouts and fishing boats. They also built 17 and 18-foot runabouts with a full-V bottom. The larger boats were offered as outboards and inboard/outboards. The 18-foot boat with 150 horse power V-6 engine factory installed sold for \$3,995. The Fish n'Ski fifteen footer came standard with back-to-back seats and was rated for up to 80 horse power. The smallest boat, the Fishin-Aero, sold for \$295. Foam flotation was provided in bow chambers. Their motto was "Not a Cheaper Boat. A Better

Boat!"

Just like the boating industry in general, fiberglass tri-hulls became a popular design at WesCraft starting in the late 1960s. Their 1968 Tri-V 18-footer could be ordered with a 155 horse power Buick engine. Berkeley Jet drives were offered along with standard outboard models and stern drive units. The company was offering rides to the public in February that year at the sandpit next to the factory.

A milestone was reached in December 1973 when WesCraft made its final loan payment to the city of Great Bend. The deed to the property and building was turned over to the company in exchange for one dollar.

Hagelgantz was asked one time why he used the name "WesCraft," for his boats. His response was, "Why, do you think I should have called the boats HagelgantzCraft?"

Wes did all the selling and set up dealers in Kansas, Nebraska, Colorado, and surrounding areas. Even if a dealer only sold a few boats a year, the boat builder remained loyal to that dealership. The company was an early adopter of metal flake use in the gel coat. The "Fire-Flake" brand by Western Products was their material of choice.



Wescraft 17' model

Wes was a builder of necessity. To combat the lack of electricity in rural areas, he invented a portable welder. It was powered by a tractor or other motor vehicle. He received U.S. patent number 2,600,643 for the device in 1952.

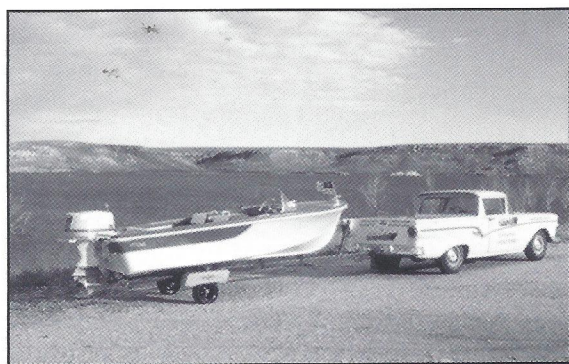
Another milestone went into effect on 01 January 1974 when ownership and a name change took place. Wes Hagelgantz and Charles Girton and other stockholders sold the firm. New owners were Jim McQuin, George Bemis, and Gary Hawk. The company name also changed from WesCraft Industries, Inc. to WesCraft, Inc.

Only one and one half boats were completed each week when the ownership changed occurred. It increased to four and one half boats weekly by June 1974. Once the hull and deck was removed from the mold, a single person completed assembly of the boat. The company preferred to have women in charge, as they believed the female workers had an eye for detail.

The new owners dropped the small dealerships and would only sell to large volume dealers. In the end this backfired when a general slump in boat sales caused the large dealers to stop purchasing boats. Sales at WesCraft quickly diminished. Combined with the energy crisis of the time, troubles were brewing.

During the first weekend of November 1976 the company had a factory close out sale on inventory. They had an eighteen-foot Sportsman model with 140 horse power stern drive installed available for \$5,803.86. They had an additional 31 boats for sale at less than dealer costs. The company ceased to appear in the Great Bend city directory in 1977. They most likely ceased operations in 1976. The US Coast Guard Manufacturer's Identification Code database indicated WesCraft was no longer operating by 17 May 1978. They stopped making boats earlier than that date.

Wes Hagelgantz, founder of the boat firm to bear his name, died at his home in Bazine, Kansas on 18 June 1997 at age 81. The farm building used as the original factory is owned by his son Robert. Today he uses it for restoring antique automobiles, his hobby. It is an appropriate use for the one time boat shop!



1960 Wescraft with 1957 Ford Ranchero

The old office at the farm factory still has a 1964 "WesCraft Boats" calendar on the wall and some literature is stacked in a cubby hole in the old shelving unit. Gobs of resin are on the shop floor where the

mixing used to take place. The proof of its tenacity is right there on the floor, 46 years after the last boats were made! Numerous reminders of the boat building days at the farm remain. Molds for the tail fins hang from the wall along with the jig used for making the Glen-L wooden boats. Signs, business cards and other boat building era items are tacked to the walls.

Small regional builders filled a market niche and were important to the overall boating industry. These small enterprises were no less important than the large endeavors such as Chris-Craft or Thompson.

The US Coast Guard assigned WesCraft hull ID after November 1972 was "WCT". Any boat built after that date should have had a 12 character hull ID with the prefix WCT. The serial number system in 1960 was just a sequential four digit numbering. There was no hidden code within the number. Year or model can not be determined from the serial number.

Sources:

Great Bend Tribune (Great Bend, KS) Hutchinson News (Hutchinson, KS)

Salina Journal (Saline, KS)

Western Kansas Press (Great Bend, KS)

US Coast Guard Manufacturer's Identification Code (MIC) database

Kansas Secretary of State - Business Entities Database

Telephone interview of Robert Hagelgantz, 10 January 2010

Personal interview of Robert Hagelgantz, 17 February 2010

WesCraft Boat literature

Magnards

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

Two Locations

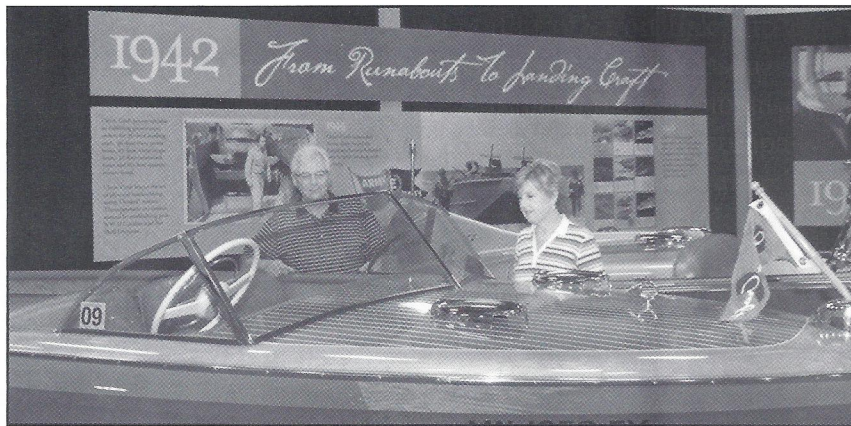
Lake Minnetonka in
Excelsior

Highway 101
in Rogers



World Class 'History Of Chris-Craft Exhibit' Opens

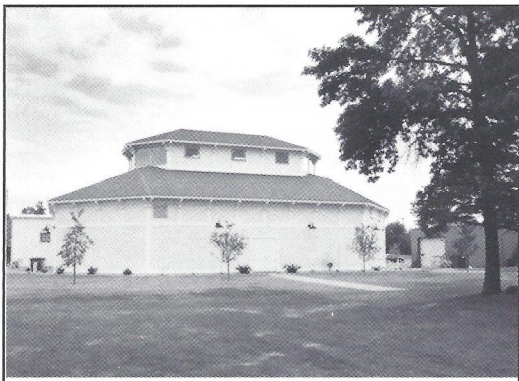
By Mark Proudfoot



1952 Chris-Craft Holiday

Last year was busy at the Minnesota Lakes Maritime Museum (MLMM) as the organization broke ground on a new exhibit hall designed to house the museum's growing collection of inboards. Construction began on the addition in February of 2009, and it was completed in September. The structure adds 5,500 square feet of facility, bringing the museum to nearly 20,000 square feet under roof. The new building's octagonal design is reminiscent of a classic boathouse and can accommodate 12-15 runabouts. Its dramatic interior soars to three stories and is crowned by a large windowed cupola.

One of our directors, Carl Mammel, of Alexandria, Minnesota, is a Chris-Craft Antique Boat Club member. When exhibits for the new building were discussed last year he contacted Bill Basler, Executive Director of the Chris-Craft Antique Boat Club, looking for input and Chris-Craft memorabilia. Basler is well acquainted with the Chris-Craft story.



New Exhibition Wing

He also owns Basler Design Group in Cedar Rapids, Iowa. After several conversations, the MLMM hired

his firm to develop the exhibit. Bill is obviously enthusiastic about Chris-Craft and knows the company's history well. Couple that with access to the Chris-Craft Antique Boat Club archives, and it is a natural fit.

The result is quite spectacular as the majority of the hall is dedicated to Chris-Craft. Huge 8' tall by 24' long panels cover several sections of the wall. Nearly 2,000 square feet of colorful graphics along with several banners are used to illustrate the Chris-Craft story. The company's history begins in 1874 and progresses to "The Early Years" with the formation of Chris Smith & Sons Boat Company. This period includes the excitement of the race boats built for Gar Wood, followed by "Pre World War II", "The War Years", and "The Post War Boom".

The story is well supported by the Chris-Craft boats that are on display. Watercraft on loan from Carl Mammel's collection include, *Bertha*, a 1929 24' Chris-Craft sedan; *San Souci*, a 1940 23' Custom; *Quicksilver*, a 1950 19' Racing Runabout; and a 1964 18' Super Sport. The exhibit also features an 18' 1955 Cobra powered by a 131 horsepower engine on loan from John and Rebecca Allen of Lakeshore, Minnesota. Other Chris-Crafts exhibited include a 1947 18' Custom Deluxe, in un-restored original condition, *Lady In Waiting*, a 1952 19' Holiday, 1953 18' Riviera, and a 1955 12' kit boat with outboard.

The History of Chris-Craft Exhibit was underwritten by the Alexandria Clinic, PA, and will be a permanent part of the museum. The Minnesota Lakes Maritime Museum has created an outstanding salute to the largest builder of mahogany boats in the world.



It's a wonderful story told through a world-class exhibit that it is one of the top five in the country. That does not mean the exhibit will be static. The watercraft on display will constantly change as owners remove them for use and they are replaced with other models. The Chris-Craft story has tremendous depth, and more of the company's accomplishments will be explored in years to come.



1955 Chris-Craft Cobra

"The Chris-Craft Antique Boat Club has been recognized at a very high level in this exhibit," stated Bill Basler. "If you are passing through northern Minnesota, the Alexandria area is beautiful, with lakes at every turn. And the Minnesota Lakes Maritime Museum has a permanent Chris-Craft exhibit that has few equals."

Once a sponsor can be found, the museum intends to bring its Gar Wood exhibit up to the same standards as the new Chris-Craft installation. It's a natural tie-in, as Gar Wood spent much of this youth in nearby Osakis, Minnesota where the family owned a resort and his father

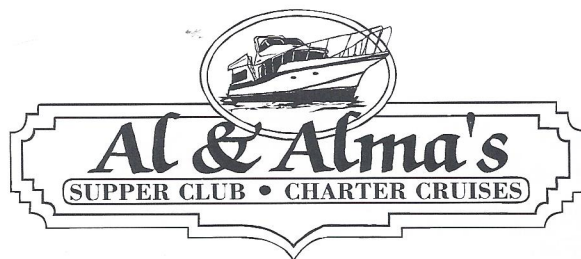


1955 Kit Boat and Bertha

operated a ferry service. After making his fortune, Wood crossed paths with Chris Smith, and began his legendary racing career. Two beautifully restored Gar Woods from the Mammel Collection are frequently on display at the MLMM, "The Oracle", a 1937' 24' Streamliner Sedan, and "Victory", a 1946' 19' 6" Deluxe Runabout.



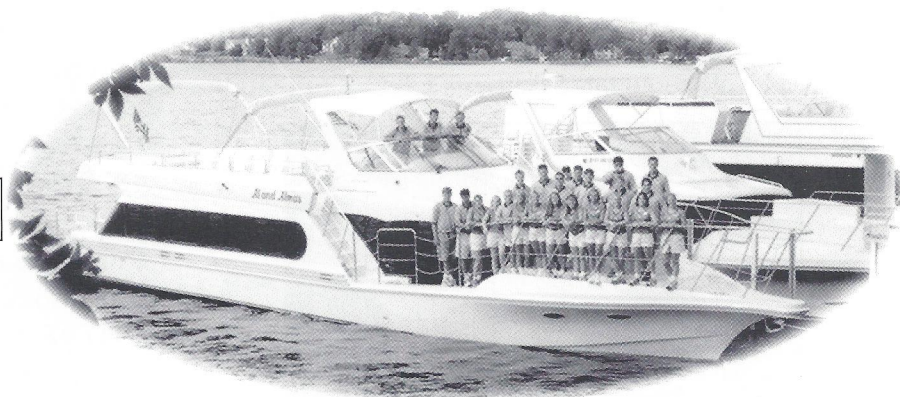
The Minnesota Lakes Maritime Museum is open from mid-May to mid-October. For museum hours and other information visit, www.mnlakesmaritime.org. Alexandria is located only two hours from the Twin Cities on I- 94.



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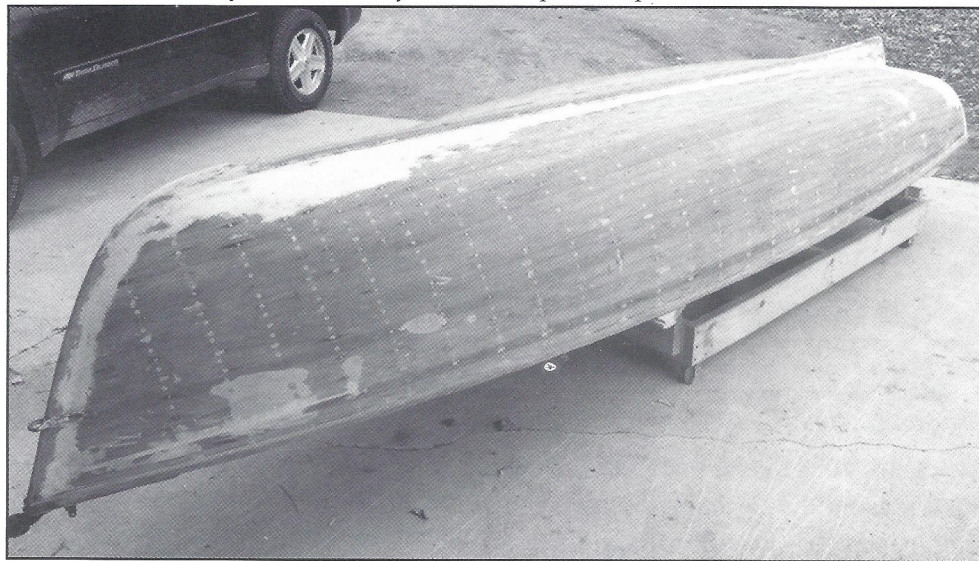


“Pinehurst Belle”

By Ross Pfund

“If you buy a boat to restore, you’d better make sure you really, really like it, because the two of you are going to be spending one heck of a lot of time together.”

--My Uncle Amby in a rare philosophical moment



Sanding, filling, sanding, filling. . .what could be more relaxing?

So the phone rings at the newspaper office. The voice on the other end is Tom, or is it Tim, anyway, one of the twins who grew up on a farm a few miles south of town. The farmstead is being sold, the buildings cleared out, and there’s an old wood boat resting upside down in the rafters of the machine shed.

“I was just over at (picture the local garage/repair/body shop here, where guys are guys) and someone there said you collect old boats,” he explained.

“Now what?”, I think, but say, “Yup, I have a few.”

An “old boat” can be just about anything. In fact, I’d just bought a “nice old Johnson motor” following a similar call from a local guy a couple weeks earlier. “Great shape, ran a year or so ago, needs a little prop repair, can bring by the office”. . .so I bought it over the phone. Delivery brings not a “Johnson” but some off-breed, and to make matters worse, it’s spray painted safety orange, with only one blade of the two-blade prop. OOF DAH!

“Would I like to come out and take a look?”

“Sure would,” I reply.

Pat and I make the short drive to the farm. “It’s been in the rafters for as long as I can remember,” says Tim, or is it Tom?. . .dang those guys look alike. We take a gander. It’s an Ole Lind rowboat, and old, and it looks like it’s been in the rafters for a long time. “Cash ok?”, I casually ask.

impression. . .the boat is in excellent, though weary, condition. There’s some dock rash, but overall for a 70-something-year-old survivor, there is a good chance it can see water again. The “oof dah” is now far from recent memory.

Not long after, a cousin of the twins sees me on the street and said he heard I ended up with “the boat.”

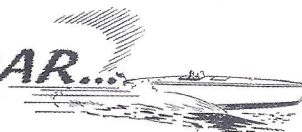
“I did,” I said. “You know my uncle and dad were always going to restore it,” he reflected, “never would have happened. It came from Pinehurst Resort, you know.”

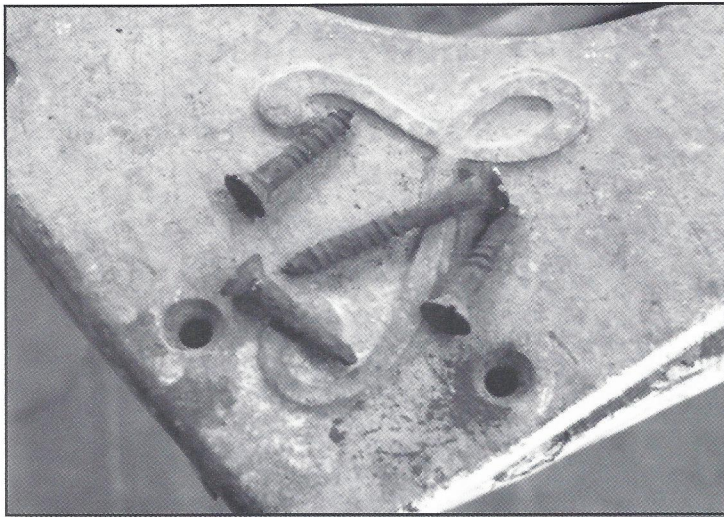
No, I didn’t know. Nestled between North and South Twin Lakes, near Naytahwaush, Minnesota, Pinehurst is a family destination boasting years of providing vacationers a fun-filled lake experience. Pinehurst is an easy snowmobile ride in the winter from our cabin on nearby Tulaby Lake, so this winter we stopped in.

Recently remodeled, old black and white photos depicting it’s rich history grace the walls of the “Round House” lodge. We look around, and discover one photograph which shows a fleet of Ole Linds pulled up on the beach in front of the rental cabins. And the boats in the photo are a dead ringer to ours. Wow, this is fun stuff.

Once home, a closer inspection reinforces our first

FOR BOATS THAT ROAR...





Yikes! Patience and a strong wrist are the keys to getting “welded” in screws loosened. The job is frustrating at best.

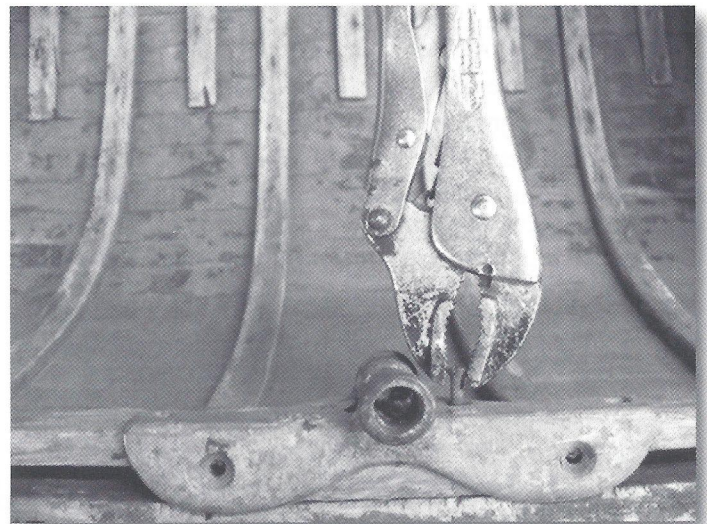
A friendly return email from the Minnesota Department of Natural Resources explains the metal “Permanent” license tag, which was still affixed to the hull. Issued by the Minnesota Department of Health (pre-DNR days) to resort boats after World War II, the license assured the renter that the boat had been inspected and deemed safe to head out on the water in search of the elusive walleye, or to take a romantic row with your sweetheart. Conveniently, the boat features two sets of oar locks, in case your sweetheart wanted to share in a true boating experience.



The “Minnesota Licensed Boat Permanent No. 37750” tag was still attached. They were issued by the Department of Health to resort boats after World War II. However, “Permanent” does not mean “Permanent” as the DNR says they have since been superseded.

“Floats Like A Feather” was Ole’s marketing slogan. Lind learned his craft at Alexandria Boat Works and then headed north to Detroit Lakes to start his boat building business. As with Larson, Alexandria Boat Works and many other regional cedar strip builders, fishing boats were the company’s bread and butter. While each company also made “speed boats” at some point, they made their living with function over flash.

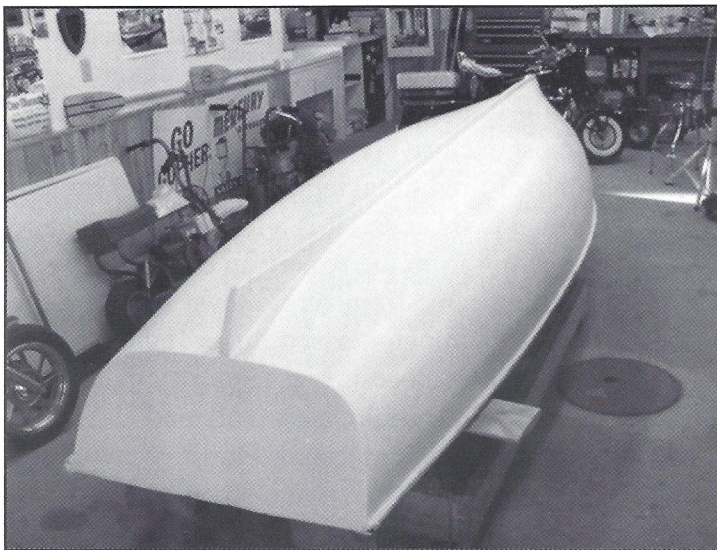
As a wise old sage once predicted, the Ole Lind and I have indeed spent a lot of time together. Some 600 screws re-fasten the cedar strips to the oak ribs. Filling, sanding and painting have yielded a bright white hull. The inside is proving a little more daunting, but there is progress there, too. Dark green paint was slathered over everything, and thick. As the environmentally friendly” paint stripper seems to give up trying to loosen it from the seats, I have plenty of time to reflect on the resort handyman’s painting talents to make certain not a spot was missed. . .



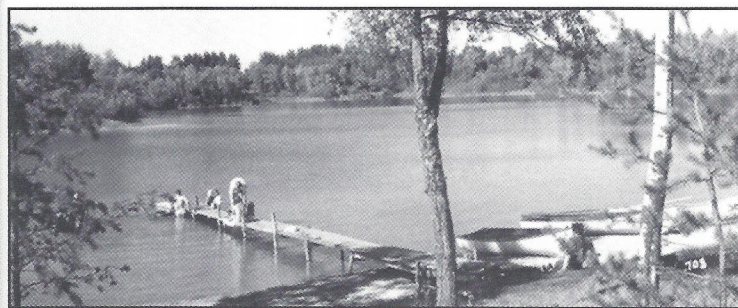
You’re going to need to employ a number of common tools to extract the rusted screws. Here a Vise Grip finishes the task.

and wonder what Ole would think if he could see her today.


The “Pinehurst Belle” remains a work in progress, but I am certain she will once again “Float Like A Feather” over glassy water on a calm evening. I’ll maybe even invite my sweetheart along to help row!



The bottom was re-fastened with over 600 screws, filled and sanded. Smith & Company epoxy followed, then two coats of primer have the surface ready for Interlux bright white

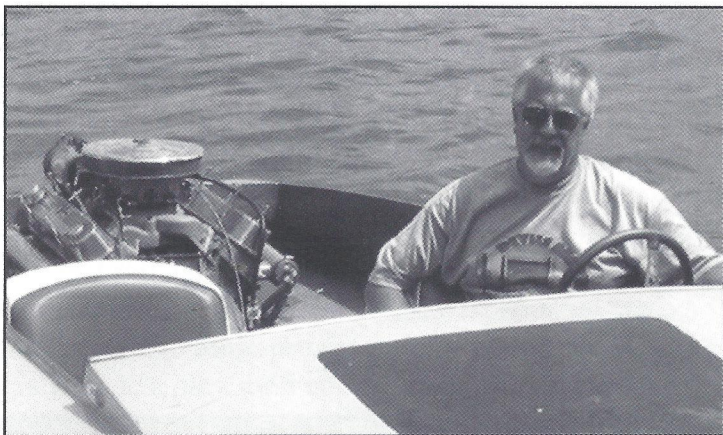


Resort scene from the 50's

Editor's note: Amateur restorers, Ross and Pat's boats have won numerous awards, including at Whitefish, Alexandria and they were awarded Best Outboard at the ACBS International Show at Lake of the Ozarks in 2005. 

Patience and perseverance are catch words for this hobby of old boat restoration. A step at a time, some small, some large. . .some easy, some hard. The key is to enjoy the journey, and by all means, pick one you like!

Ross Pfund



P.S. I know of a guy who has a "nice old Johnson motor" for sale, recent paint, just needs a little repair to the prop, give me a ring!

Questions? Comments? Cash? Ross can be contacted at ncipublisher@loretel.net



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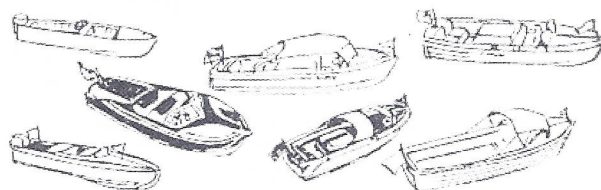
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Taft Marine Woodcraft Minnesota Boatbuilder

By Lee Wangstad

In 1936 Bob and Warren Taft began a long journey into untried waters when they ventured into the kit boat market. Not only were they laying the groundwork for a new company, they were helping to create a whole industry. There were other plan companies in the market, but the pre-cut kits were fresh and new.

With the improvements made in plywood production during World War II, the kits became easier to build and the boats more durable. When the recreational boating boom hit during the early 50's, Taft was poised to take complete advantage of this emerging market. To double this unique set of circumstances, America was also being taken by storm with a do-it-yourself attitude. Many thought that not only could they save the assembly costs, but with the right equipment in their shop, actually build the boats better themselves.

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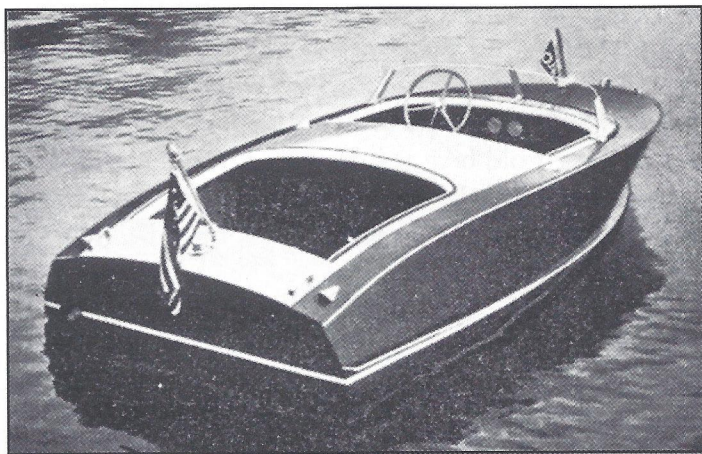
18 Ft. Offshore Cruiser

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1958 Taft Advertisement

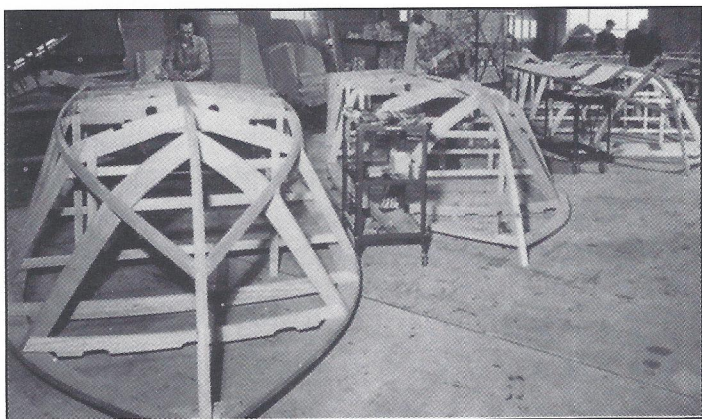
For many, the first introduction to Taft Marine Woodcraft came through the tiny ads that appeared in the back of Popular Science, Popular Mechanics, or Mechanix Illustrated magazines. Those periodicals catered almost exclusively to that do-it-yourself mentality that never tired of taking pride in things built with their own two hands. It is a mindset that is rapidly disappearing from the American culture today.

Competition came from across town and across the country. Bloomington based Luger Industries were probably their closest rival. Industry giant Custom Craft from Buffalo, New York and U-Mak-It, from the Bronx and later Deland, Florida were both marketing nationally. There were others, of course, but none with the impact that these four companies were making.



1957 Taft 15' Inboard

In 1947 Taft produced around 400 kits, mostly row-boats small runabouts. In 1957 Taft was operating out of a 30,000 square foot facility located in Columbia Heights. That same year they introduced their first inboard kit, a 15' Gray Marine powered beauty that was identical to the 1950 Globe Mastercraft runabout designed by Brooks Stevens.

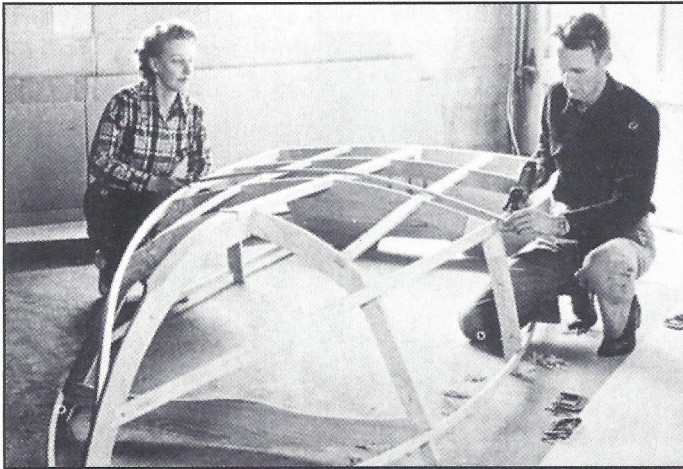


Pre-assembling frames



Their frames were all pre-assembled at the plant on master jigs to assure easy assembly at home. The larger cruisers were completely assembled just short of planking to make sure that the at-home assembler would be able to accomplish his or her goal.

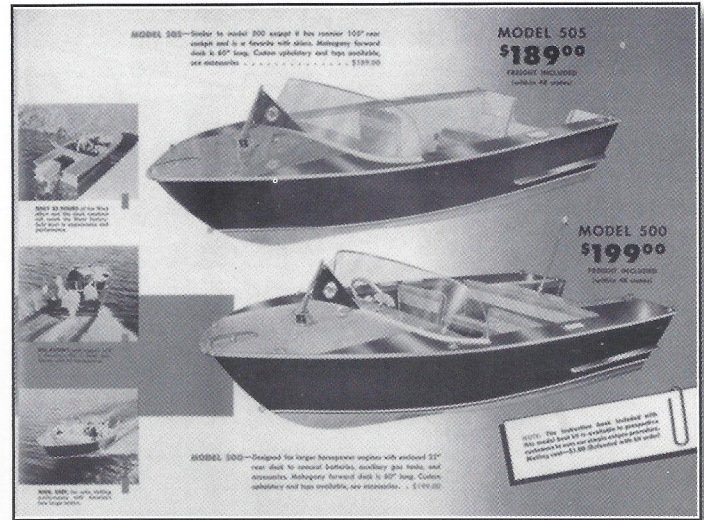
The frames were made of solid oak and a special 150 ton press would make 14 ply laminated stems, a Taft exclusive. Marine grade plywood was used for planking with mahogany plywood supplied for the decks. Mahogany plywood was offered as an option on the sides and bottom.



Model 210 frame

Over 60,000 model 210 kits were sold by 1958, making this the best selling Taft boat kit ever. This 12' runabout would hold up to 25hp and was advertised as a 40mph boat. Advertised building time was 23 hours.

By 1960 Taft was shipping over 11,000 kits worldwide. They were looking to expand, but were finding land in close proximity hard to come by. They made a play for a couple of city lots adjacent to their site, but were turned down by City Hall in Columbia Heights. Later that year they announced

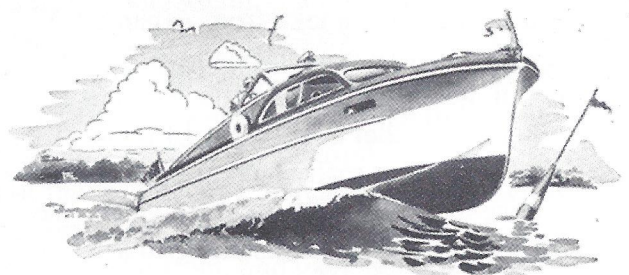


Taft Models 500 & 505

plans to build a new 20,000 square foot plant in Annandale.

This new plant would house the new Taft Marine Plasticraft Division. They would manufacture canoes and "twin-hulled speedboats" along with plastic kit boats. It was in full production by January 1, 1961 employing 50 workers.

Even with this switch to fiberglass technology, Taft's bread and butter had always been in the plywood boat kits. The used boat market, along with economical models of new fiberglass boats proved too strong for Taft to compete. By the late 60's Taft threw in the towel. Another Minnesota boat builder faded into the sunset.



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Kindred Places

By Brian Lawson



VRRROOM-VRRROOM

I have actually been to Minnesota twice, but never left the Minneapolis-St. Paul Airport. There is a Northwest Airlines flight I can take from Albany, NY through Minneapolis and be in Idaho Falls in 7 hours. If that flight is full, getting to Idaho Falls becomes a 3 to 4 leg flying nightmare that takes 12 to 14 hours. But I digress. Despite never really having been there, my wife and I have loved Minnesota for 35 years. We spend nearly every Saturday night listening to a Prairie Home Companion broadcast live from St. Paul by Garrison Keillor. Your people are our people. They remind me so much of the people where I grew up on the Canadian border of New York. Snow, cold, adversity doesn't bother us, and we don't complain. There is a good amount of pride being able to live and thrive in these parts. It's part of who we are, Minnesotans, or Northern New Yorkers. When Lee Wangstad sent me the most recent BSLOL Quarterly, I sat down and read it cover to cover. I thought I'd send you some thoughts and reflections.

By now you're probably thinking, Good Lord, he's comparing Minnesota to New York. Oh boy, gosh now?! Yes I am. New York is not all concrete. Once you get north of New York City about 30 miles, you enter into the southern Catskill and Taconic Mountains and the beautiful southern tier of New York. That's a pretty enough area, but it's not the area I'm thinking about. 120 miles north of New York City is Albany, where I live now. Albany is at the confluence of the Mohawk and Hudson Rivers. Again, a pretty enough area, but still not the area I'm thinking about. Another hour due north of Albany and you hit the southern tip of Lake George at the very southern edge of the Adirondack Park. Now we're getting close. From this point north another 2 to 3 hours and west another 3 hours is my home country. It includes the beautiful Adirondack mountain range (46 peaks higher than 4000 feet) with thousands of lakes and ponds;

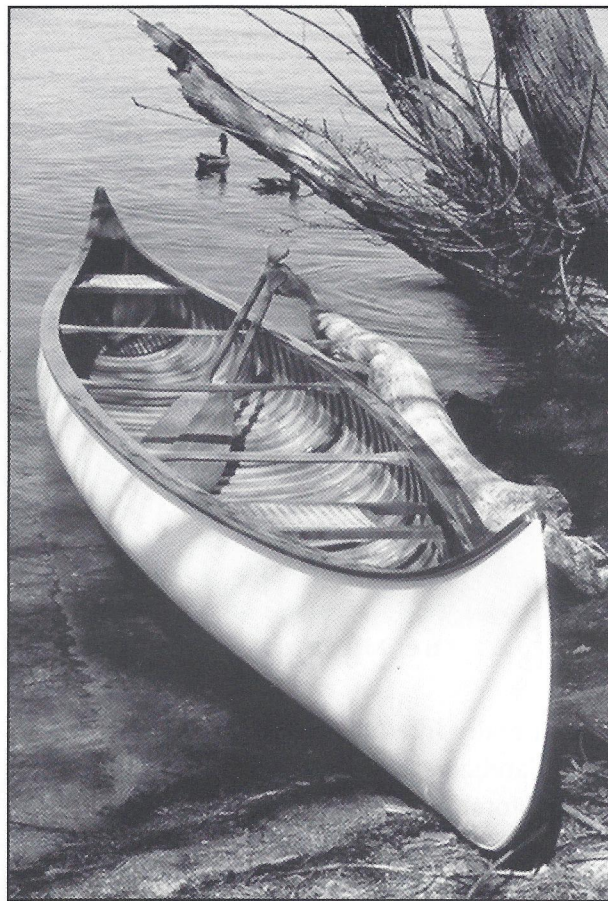
Lake George, Lake Luzerne, Lake Placid, Saranac Lake (actually a chain of lakes), Lake Champlain (famous along with Lake George in the Revolution), the Fulton Chain of lakes, Tupper Lake, Blue Mountain Lake, Indian Lake, the list goes on and on. On the very northern edge of the state (I was born about 10 miles from Canada and lived there until I was in my mid-20's) is the mighty St. Lawrence River, outlet into the northern Atlantic Ocean at Gaspé, Quebec of the Five Great Lakes; Huron, Michigan, Erie, Superior and Ontario. This is a huge expanse of land; heavily wooded with both hardwoods and evergreens, and home to deer, bear, moose, loons, eagles, osprey, otter, mink, muskrats, wolves, coyotes, rabbits, etc., and with lots and lots of water, and not a lot of people. Winter temperatures here often get to -20 to -30, and I've seen it as low as -42. You just deal with it. And the snow, lots of snow.



Adirondack Guide Boat

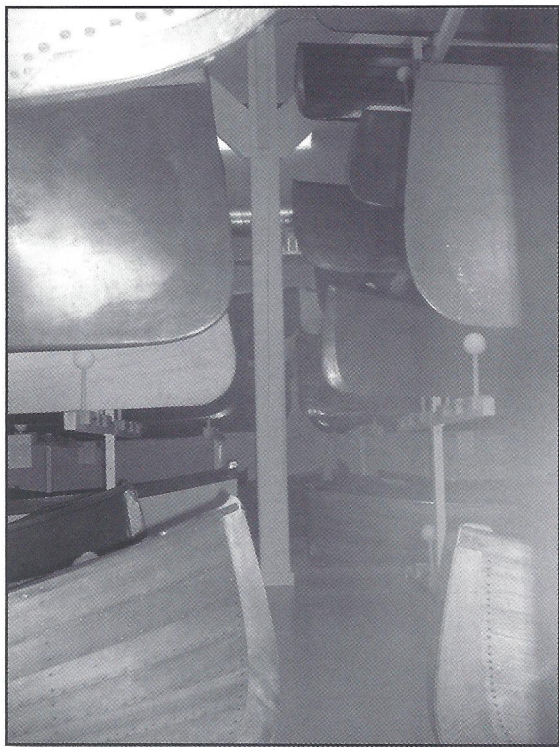
So I got thinking in my mind's eye that I envision Minnesota to look a lot like northern New York, less mountainous maybe, but as green and lush, with lakes and ponds everywhere; and lots of boats. Yeah we got lots of boats too. Actually, there are several models of boats that define this region. One is the Adirondack Guide boat made throughout the Adirondack Mountains beginning in about 1860. These boats were double ended and light, and very stable in the water. They were used, as the name implies, by Adirondack guides who took city clients hunting and fishing. Another early boat is the Rushton Canoe Company of Canton, New York. These canoes were made in Northern New York from about 1875 into the early 20th century. They are incredibly light and well built. My Aunt Dorothy has an early Rushton Indian Girl

model at the family camp on Lake Titus. Notice the emphasis on light. That is because portaging was frequent in the area. And finally, there is the famous



Rushton Indian Girl Canoe

St. Lawrence Skiff. Another double ender, built lapstrake style, while looking like a mirror image amidships, it's not. Again, built as a guide boat for city clients to go fishing, the St. Lawrence skiff's offsets are such that the Guide rowing in the front of the skiff is in a slightly wider section than the 'sport' who sat in the rear seat. The wider front section broke the waves of the mighty St. Lawrence and the slightly narrower rear section rode ever so slightly deeper in the water than the front, and gave the 'sport' a smoother ride. You can see a wonderful collection of Adirondack Guide boats and early Rushton Canoes at the Adirondack Museum in Blue Mountain Lake. The Antique Boat Museum in Clayton, NY has a fantastic collection of St. Lawrence Skiffs, including rowing, sailing, dispro models.

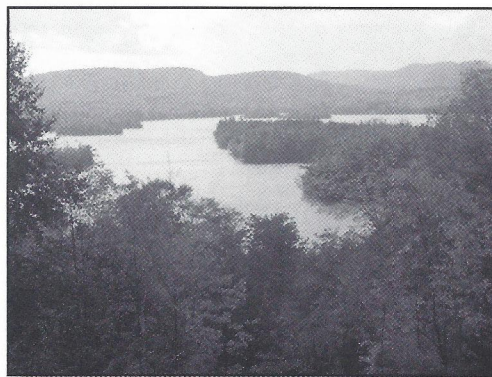


At the Museum

By the way I really liked the Made in Minnesota articles. I used Garelick seats in my 1967 Hydrodyne Speed V 1750 restoration. Once you see them, you won't want to use a different brand. They are absolutely the best seat on the market. And the Larson Falls Flyer is legendary. About the photo of the Glen-L Missile in the Quarterly? Yup, I got one of those too. Her name is MISS ISLE; a play on words for the boat's model, and a play on words for the 1000 Islands where she'll spend a lot of her time. Mine was a basket case that was built in the early 60's and never finished. It's never been in the water. Never having the V8 or V drive installed, I converted mine to run a 1971 Mercury 1350SS outboard. She gets launched this spring. We'll see how she runs.

Some other things in my minds eye that I have concluded are the same about Minnesota (having never seen the place other than in photos) are camps and boat houses. I don't know what you call your summer places on lakes in Minnesota. I think in general in Northern New York if you have a place on a lake or stream it is called a camp. As a boy I was always pretty challenged by this. I spent my summers in the 1000 Islands region of the St. Lawrence; about a 50 mile stretch of the River from Lake Ontario to about Morristown, NY. Our home on Bayside Island was called a 'cottage'. But I spent from September to June running around on lakes so went to a lot of 'camps'

when not at the River. I would guess that summer homes on Minnesota lakes are called camps. The Adirondacks are famous for their Great Camps; homes of incredibly wealthy industrialists at the turn of the 20th century who bought up huge tracts of land and built huge 'camps' to match their wallets. And boat houses. Boat houses are special places. They collect the stuff of generations of camp and cottage dwellers. Some of the Great Camps on Lake Placid (famous for the 1932 and 1980 Winter Olympics) have slips for 7 or 8 boats. Driving by them on the lake you just drool when you see what's parked in them. I see the same thing in photos of Minnesota; beautiful big camps and boat houses. And, I suspect these camps are generational. That's a big thing in Northern New York. Houses, for the most part, are places a generation of a family lives in and then sells. Camps and cottages are



It's beautiful here too!

places where generations of a family live. The selling of a family camp or cottage is not an easy decision; I know all about this.

I plan to retire in the next couple of years. My wife and I are already planning places we want to travel. These include more of our National Parks, and Minnesota and Michigan. I look forward to experiencing Minnesota beyond the airport. I think when I get there it will feel a lot like home.

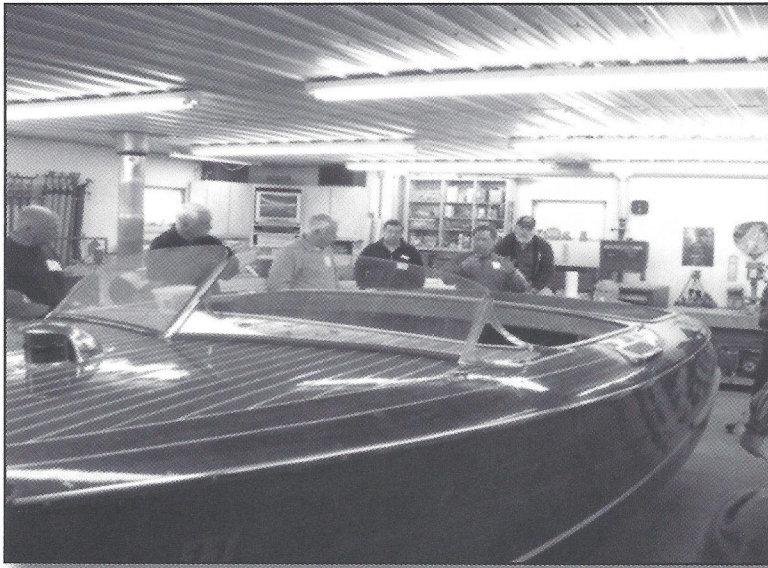
Your quarterly publication is amazing. Your work as a group is renowned throughout the ACBS. What an honor to Bob Speltz' memory to name your chapter in honor of him.

From New York to Minnesota, you are always welcome here. 




February Workshop-Sherwood Heggen

By Lee Wangstad




Sherwood at the transom of '42 Barrelback

Sherwood Heggen's shop was just as I had imagined: everything neatly in its place with three boats in the process of being restored. Our subject was "Wooden Boat Restoration Techniques". Sherwood dove in, immediately admonishing us to "pay attention to small details", then proceeded to explain just what those details are and how to address them. He worked his way around a tired but presentable 1942 Chris-Craft Barrelback that had been restored a number of years ago, but was showing both its age and its usage. He explained what had gone wrong with the last restoration and what measures would be taken when the new restoration begins. 

March Workshop-Dan Nelson

By Lee Wangstad



How do you lead into a workshop on judging? Dan Nelson had no problem. He started with a quick discourse on "curbside" judging and followed up with a thorough interpretation of the ACBS "points" judging rules. Standing in front of the half-completed framework of a late 40's Chris-Craft Custom, Dan explained just what it would take to bring this seemingly impossible task into a contender at a points judged show. It would be that same attention to detail that was stressed at the last workshop that would make the difference. Documentation will also play a large part between the winners and the also-rans. 

April Workshop-Minnesota Lakes Maritime Museum

April 17, 2010-Saturday 10:30AM

Hosted by: Minnesota Lakes Maritime Museum

Location: 205 - 3rd Avenue West

Alexandria, Minnesota 56308

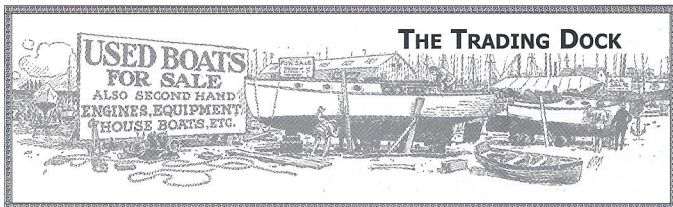
Lunch served

Reservations required by 5:00PM Wed. April 13

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- ◆2- Sea King 5hp...good shape...\$250.00 for both
- ◆1969 Evinrude 4hp Lightwin...\$350.00
- ◆1950's Scott-Atwater 5hp...\$150.00
- ◆1950's Buccaneer 10hp...\$200.00

I have manuals for most of them. None of these have run in a long time. I have photos and will send them upon request. Thanks.

David Brown, 811 Superior St. SE, Minneapolis, MN 55414 dembrownz@gmail.com or 612-804-5758

◆1958 23' CHRIS-CRAFT CONTINENTAL (Hull #CL-23-155). Only 170 built and less than a dozen still in circulation. This magnificent vessel has been fully restored (2009) by a professional woodworker. 16 coats of varnish. completely rebuilt 175 HP MCL engine, fully re-built carburetors, new upholstery, orig. gauges restored, all new electrical, new blower system, new electric bilge pump, all orig. hardware re-chromed, re-furbished fuel tank, new throttle and choke mechanisms, and a refurbished trailer with electric brakes, \$56,000. Delivery available.

Call Jerry at 763-878-2005 or batbunch@gmail.com for additional photos, information or viewing.



◆1956 CENTURY CORONADO. 292 Ford Interceptor w/ dual carbs. Spare engine included. Includes 2002 Karavan dual axle trailer. This is a running boat that could use a little attention to detail. Asking \$12,000.00 or best offer. Contact: Kevin Doty 218-963-3716 work, 218-821-7977 cell



◆1959 Larson Thunderhawk 16' all original boat with 1964 Johnson 90 hp motor. Excellent original condition, red and white new bottom cushions front and back, clear windshield, excellent hardware and glow poles. Hull in great condition with no damage. Red tail lights work. Engine runs strong and makes this boat really fly. I found a spare engine that goes with the boat. Trailer is original Montgomery Ward coil spring and shock (I think made by Tee Nee) in excellent condition with spare. Total package priced at \$3995.00. Call Dick Mikkelsen 763.345.1181. Boat located in Plymouth, MN. Motor parts and service manuals and other literature included.

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2010 Vintage Boat Show Calendar

●**May 1**/White Bear Lake, MN, 2010 AOMCI Spring Meet@ Bernie & Bob Peterson's Home. Bob is located at 12877 Ethan Ave. N. White Bear Lake, MN 55110-5958. The location is just across the street from Bald Eagle Lake. contact Bob at 651-426-1172 for directions or you can reach them by email: peteolmtrs@hotmail.com.

●**June 18-20**/Lake Tahoe CA, Lake Tahoe Concours d'Elegance. This year featuring classic fiberglass boats (through 1964). Contact: Danny Pavel at tycf@tahoeyc.com also visit www.laketahoeconcours.com

●**June 19**/Eagle River WI, 6th Annual Antique & Classic Boat Show at Wild Eagle Lodge. Glacier Lakes Chapter. Contact: Jo Daniel at (715) 479-5778 or events@wildeaglelodge.com

●**July 10**/Alexandria MN, Chain of Lakes Classic Boat Show at Arrowwood Resort Lake Darling. Contact: Minnesota Lakes Maritime Museum at (320) 759-1114 or boat@mnlakesmaritime.org

●**July 14**/Lake Minnetonka, Mini-Cruise

●**July 17**/Neenah WI, 5th Annual Neenah Classic Boat Show at Shattuck Park. Contact: Mick Raub at (920) 729-1882 or mick.raub@gulfstream.com

●**July 17**/Clear Lake IA, 15th Annual Antique & Classic Watercraft Show, spotlighting fiberglass boats of all types, at the downtown sea wall. Clear Lake Iowa ACBS Chapter. Contact: Paul Morris at (515) 243-1845 or clearlakechapter@mchsi.com or visit www.clearlakeacbs.org

●**July 23-25**/Minocqua WI, 19th Annual Antique & Classic Wooden Boat Show at Bosacki's Boathouse. Contact: Bosacki's Boathouse at (715) 356-5292

●**July 24**/Crosslake MN, 23rd Annual Whitefish Chain Antique & Classic Wood Boat Rendezvous. Contact: Dennis & Judy Madigan at (218)543-6657 May-Sept and (623) 466-8656 Oct-April. Visit our website: www.whitefishchainboatshow.com

●**August 6-7**/Madison WI, 5th Annual Madison Area Antique & Classic Boat Show includes Friday boat cruise to State Capital & Governor's Mansion. Glacier Lakes ACBS Chapter. Contact: Mark Walters at (608) 224-0815 or waltsw Woody@charter.net or Andy McCormick at (608) 222-0018 or andy@mccormicklumber.com

●**August 11**/Lake Minnetonka, Mini-Cruise

●**August 21**/Lakeshore MN, Gull Lake Classic Boat Show held at Bar Harbor Restaurant on Gull Lake

●**September 5**/Cook MN, Lake Vermillion Antique & Classic Boat Show held at The Landing Restaurant

●**September 11**/Excelsior MN, 35th Annual Antique & Classic Boat Rendezvous. 10:00AM to 4:00PM at Maynard's Restaurant on Lake Minnetonka. For more details see : www.acbs-bslol.com

●**September 15-18**/Petoskey, MI, The 9th Annual International ACBS show is coming to the middle part of the United States. It takes place at Petoskey, Michigan on Lake Michigan. It's approximately 550 miles from Minneapolis. Wouldn't it be fun to have a large contingent of BSLOL'ers at the show? Let's make a great splash! Please make your plans now! There is a link on the ACBS web www.acbs.org or www.bayharbor2010.com

Answers to last issues College of OLD BOAT Knowledge:

1. I would accept either Midway Lumber Company of St. Paul or their Dingle Boat Works Division. It wasn't just about big cruisers.
2. It doesn't get any easier than this, A. Cedar Strip; B. Lapstrake; C. Aluminum; or D. Plywood. They're all correct. If you wrote in Mahogany planked you'd be correct also.
3. Bob Wold joined forces with Paul Larson, backed by numerous Little Falls investors and formed Larson Watercraft, later to become Crestliner. I would accept Larson Watercraft or Crestliner. Bob went on to help develop the Cadillac line of aluminum boats, which at first bore an uncanny resemblance to the Larson Watercraft line, but that was in Michigan.
4. Lady of the Lakes boats were built by ABW, better known as Alexandria Boat Works.
5. Erich Swensen designed the first AlumaCraft boats immediately following World War II. His son, Russ Swensen took over the design department of AlumaCraft when Erich retired.

So, who was first with the most correct? Eric Lomen of St. Paul wins the 1952 Aquatennial pin. Congratulations Eric!

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636 39TH AVE. N. E. MINNEAPOLIS, MINN.
MODELS SHOWN ARE TAFT KITS 600 AND 995

"1959 Taft Catalog-Boating Minnesota Style"

MODEL 210-R
PRICE . . . \$120.00

MODEL 210-56
PRICE . . . \$114.00
(Freight Included)
LESS ACCESSORIES

12-FOOT RUNABOUT
READY-CUT BOAT KIT
LENGTH 11'6"—WIDTH 54"—DEPTH 26"—WEIGHT 140 TO 180 LBS.

MODEL 210-R

MODEL 210-R provides a 56" forward deck, rear deck, and forward seat back. The complete decking and transom of this unit is of attractive Philippine mahogany. Upholstery is available for these seats (see optional equipment).

MODEL 210-56—The longer forward deck (56") gives this model a racy appearance and adapts itself to the modern deck hardware available (for the popular "sporty" look). All the decks, side decks, and transom are of genuine Philippine mahogany.

MODEL 210-56

EQUIPMENT

Complete Steering Wheel Kit	\$25.00
Custom Upholstery . . . State yellow or red plaid color choice	
Fwd. Seat Bottom Ea.	\$ 7.95
Rear Seat Bottom Ea.	7.95
Fwd. Seat Back Ea.	5.75
Rear Seat Back Ea.	5.75

See Paint Section for paint requirements.

With motors up to 20 h.p., these 12 footers can be used as a fishing boat or a sporty raceabout with speeds in excess of 30 m.p.h.

BUILDING TIME—23 hours.
FRAMES—Included are three completely assembled 3/8" oak frames notched and beveled.
TRANSOM—3/4" Philippine mahogany marine plywood oak reinforced, beveled, and notched. Width at bottom 49", width at sheer 45", height 18".
STEM—Sturdy 16-ply laminated, beveled, and notched.
PLANKING—Full length 1/4" marine plywood AA ready shaped.
SEATS—3/4" x 12" marine plywood.
DECKS—1/4" Philippine mahogany shaped.
FRAMING—All longitudinal members are beveled and drilled.
KEEL—3/4" x 1" oak.
FALSE STEM—Ready bent.

"Over 60,000 Sold!"