

THE

BOATWAYS

Carter Craft



SUMMER 2010

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

Old Boat

The College of  Knowledge

1. This boat, made by yet another Minnesota boat builder, was featured in 1940. It was built by:

- A. Dingle Boat Works
- B. Fetherwate Boat Works
- C. Minnesota PlyCraft
- D. Lake Master
- E. Stillwater Boat & Manufacturing Co.



2. This boat, built by Century in 1941, was named:

- A. the Imperial Sportsman
- B. the Sportsman
- C. the Fisherman
- D. the Coronado
- E. the Outboard Utility

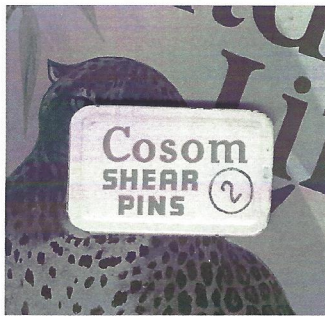


3. In 1931 Gar Wood was the first to drive a boat over the magical 100mph mark. He did it in:

- A. Miss America IX
- B. Miss America X
- C. Miss Detroit
- D. Miss Minneapolis
- E. Baby Gar V

4. WesCraft fiberglass boats were first built in:

- A. Manhattan, KS
- B. Abilene, KS
- C. Bazine, KS
- D. Pipestone, MN
- E. Chetek, WI



This issues prize is a NOS tin of Cosom Shear Pins to fit the outboard motor of your choice. Please write your outboard name, horsepower, and year along with your answers.

5. This year's ACBS International Show will be held in:

(Extra points for the date)

- A. Holland, MI
- B. Coeur d' Alene, ID
- C. Clayton, NY
- D. Petoskey, MI

Answers to last issues College of Old Boat Knowledge:

1. That would be "C," Dingle Boat Works
2. "A," Algonac, Michigan, of course.
3. There were seven (7) volumes. You might have guessed 9 as volume 4 was later split into 3 separate books with the canoes and outboard motors taken out and given their own titles, but I was looking for 7.
4. Tempo VI won that historic race with Guy Lombardo driving.
5. Glastron boats were initially built by Standard Glass Products.

First with the most correct answers was once again Eric Loman of St. Paul. The matchbook will be in the mail this week. Congratulations Eric!

Bob Speltz Land-O-Lakes Chapter
Antique & Classic Boat Society, Inc.

Our Mission:

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.

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By the time you read this the great Summer activities are well under way! In May BSLOL hosted the annual Spring Mixer at Al & Alma's on Lake Minnetonka. The unpredictable weather made way for a gorgeous evening and afforded those attending a beautiful and relaxing lake cruise. Al & Alma's always does a great job taking care of us, please make plans to visit them this summer and thank them for their support.

By the time you read this, the show at White Bear Lake has passed, I hope you got a chance to get out and spend some time with your fellow BSLOL members! If you didn't, boy did you miss out on what has grown to be a gem of a show. Pat Oven and his dedicated crew should be commended for thier efforts and warm hospitality.

The Board of Directors and the Rendezvous Committee are in full swing trying to tie up all the loose ends for our 35th Rendezvous held again at Maynard's in Excelsior. If you are interested in helping out, drop me a line we can always use an extra hand. Also, please remember to get your plans made and registrations in early as it fills up quickly and we have a limited number of slips and land area for displays. Also, be sure to register for the Thursday and Friday Pre-Rendezvous events they are always a blast and fill up quickly.

No need to remind you to get out and enjoy your boat, take it out for a spin! After all you've worked hard and this is what you've been waiting for all winter long! Please remember to check our events calendar for more upcoming gatherings. Come out and meet your fellow members and have some fun!

Hoping to see you out and about,
Eric



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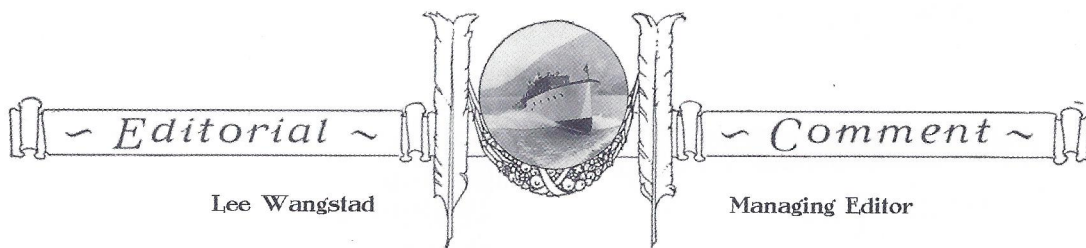
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(One Year / 4 Issues)

1/8 page b/w	\$300	Ads must be camera-ready and paid when submitted.
1/4 page b/w	\$500	
1/2 page b/w	\$750	Send Payment to: The Boathouse Attn: Treasurer P.O. Box 11 Hopkins, MN 55343-0011
1/2 page color	\$900	
Full page b/w	\$900	
Full page color	\$1,000	
Back cover color	\$1,200	

For questions regarding ad rates, contact the editor at editor@acbs-bslol.com
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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.



~ Editorial ~

~ Comment ~

Lee Wangstad

Managing Editor

So here I am, back for my third issue. I've survived that phenomenon known as opening night jitters. The response that I've received has been very positive. The anxiety that preceded that first printing has slowly subsided as the time between issues passed, but you won't believe how fast that time between issues can stream by!

I'd like to thank all of the contributors that have made the commitment to getting their articles in on time. They've made it fun, not a chore.

I've gotten some nice words of encouragement, thank you very much. What I've come to understand is that if you want something done, if you want to see real change, then get involved. It won't happen without you. If you want to see a better boat show, become part of it. If you want to see a better magazine, buy into it through contributing. If you want to see a better club, get active in it.

The winter workshops were everything I expected and more. It was a real opportunity to get together and meet members and non-members alike that I had never met. The workshops allowed me to talk to the members that I already knew. We had time to go over old times and times that are not so old. So while editing this magazine is supposed to be work, it is putting me in touch with people that I want to be with, spending some non-stress time in easy conversation.

It is participating in the activities that are going to make the difference for me. And as long as I participate, I'm entitled to a real opinion on just how things are. No more sitting on the sidelines with complaints about this or that. I'm more educated on the subject of judging now, thanks to Dan Nelson, but I'll probably still have issues with that! But now I've had the chance to see where it is coming from.

I hope that you'll take the opportunity to read this issue. A lot of work goes into this magazine; it is nice to see some response. You've maybe noticed that I changed the title artwork. I was

looking for something that could be placed at the very top of the cover and work its way down. In my postcard collection were all these Minnesota destination cards with this style of lettering, it just seemed a natural to adapt it for The Boathouse. My hopes are to make this magazine the destination to keep you, our members, in communication with your boat club. I would like to hear from you. Like I said in the last issue, like it, don't like it, let me know. I'm still listening.

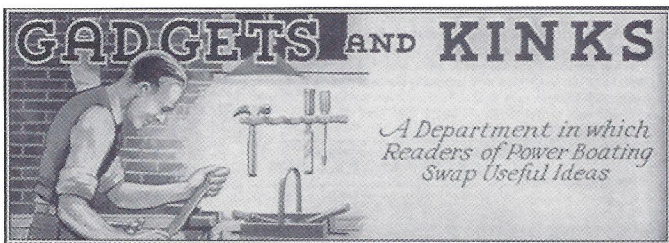
I'm hoping that you like the new format and features that are becoming a part of your chapter's magazine. In an effort to freshen things up and follow a logical format, things will be changing as pertains to the layout and look of the magazine. I will also be trying different artwork for the cover. The photo on the cover of this issue is of a 1957 Carter Craft powered by a 1957 Evinrude Big Twin. I would like to thank the people at BRP for granting me permission to use the photograph. The **EVINRUDE**®™ and the BRP logo are trademarks of Bombardier Recreational Products Inc. or its affiliates.

You've probably also noticed the shiny paper. This was just one of my goals that I brought with me when I took this on. It allows higher resolution in the images that we bring onto the pages. It has a better feel to it. The magazine is costing us less to print now too. That was another challenge. But things are coming into focus as I gear up for my fourth issue.

I'm still challenged to get new material. Another goal is to increase the number of pages. We've pushed it up another 4 pages with this issue. I can't sustain that without you and your great boating experiences. I could write the whole thing myself, but I won't. We are each a part of what makes up this chapter; we can all share the load.

Lee Wangstad
Managing Editor





Why Does My Boat Leak?

Or

The Mystery Answered From Within

By Sherwood Heggen

Why does a boat leak? It is actually very simple. There is something not sound about the hull. So, you look inside the bilge and you see dirt, oil, maybe some water left over from the last trip across the lake. Things look normal. They have looked like that for years, but it is leaking! Why?! Every spring, while the boat is on the trailer, you put the hose in the bilge and fill it to the chines to soak it. Water runs out at the seams but the flow slows down to a drip after a couple of days. Ahh, we're good, but out on the water, if you didn't have a bilge pump running, the water would be over the floor boards. What gives?

It's simple. The bottom is probably shot. The inspiration for this article came from a recent boat job to fix some leakage problems. It was with hopeful optimism that only minor repair would be needed to correct the problem. Reality set in, as should have been expected, when probing deeper into the problem areas, major problems were revealed.

If a boat has an original bottom, even if it has been re-screwed, there may be a lot of surprises not thought possible existing in the bilge. This applies regardless of the type of construction a boat has. Wood has a lifespan affected by use and conditions. Under the duress of being soaked, dried, and pounded, and twisted by waves, something has to give. When you get done reading this, hopefully you will have a better understanding of a boat's bottom – the most important part of the boat.

This article mainly gives reference to the typical carvel planked, sawn frame boat such as Chris Craft, Century, etc., but it can essentially be applied to almost any wooden boat. Where there is wood, air, and water, there can be rot.

There are many places that problems can exist, so let's try to track them down. Typically, the worst problem area seems to be from the transom to

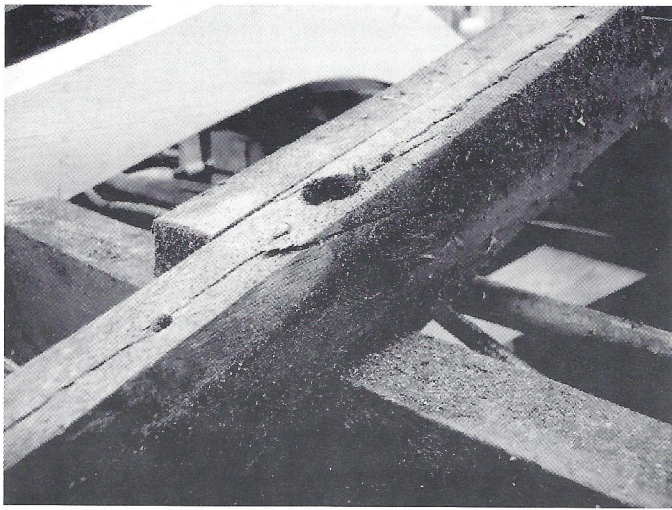
the engine area. Here, there is a lot of water sloshing around mixed with oil and heat from the engine. While at the dock, if the hatches are left closed, humidity and heat build from the heat of the sun shining on the decks. Also, the oil in the water makes a mess of the bilge. So far, wet and oily doesn't seem to be too great of a threat. However, heat and humidity creates a great nursery for rot and the oil will soak into the wood making it unfit for being a solid structure. Both conditions will require replacement of the affected parts to correctly repair the bottom.

A physical inspection of the bilge area can reveal a lot the problems, but it is important to remove as many obstacles to clear viewing and accessibility as possible, i.e., remove floor boards, seats, ceiling panels, etc. The basic tool for inspection is a flashlight and a sharp object like a pocket knife or ice pick. Any or all of the areas covered ongoing can contribute to a leaky bottom.

Rot usually happens where wood can't breathe, so probe with your sharp object at areas where wood meets wood. If you can pick away wood, there is significant enough deterioration to be concerned that all is not well in that area and is most likely an indicator of much worse issues beyond what can be seen. The condition of the ends of the frames is a usually a good indicator of how solid the rest of the frames are. If the ends are soft, even a little bit, it is likely the rest of the frame is on its way out.

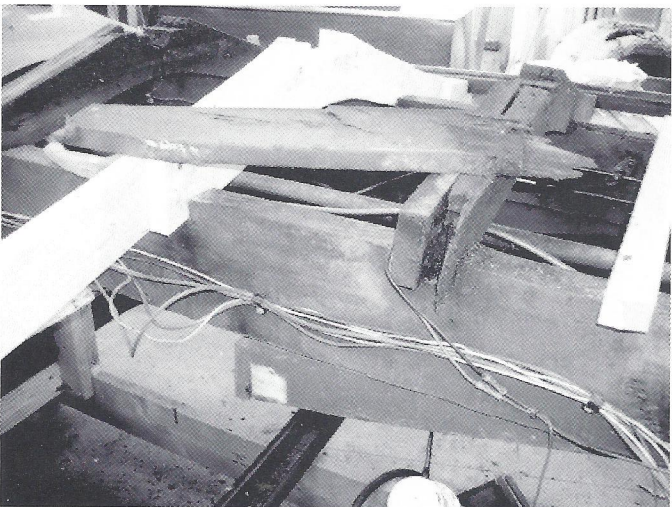
What can be found, in areas that might appear solid, is hidden damage caused by screws wedging the wood apart, creating splits that show only when the boat is disassembled. Screws have no holding power in these cracks and planks can become loose. Transom bases that appear solid viewed from the bilge can literally fall apart when the bottom planks are removed which is what had been holding them together. Broken frames and joiners are often hard to see because of an accumulation of dirt and oil covering them, and here too, the bottom planks are holding them together.





Cracked Frame

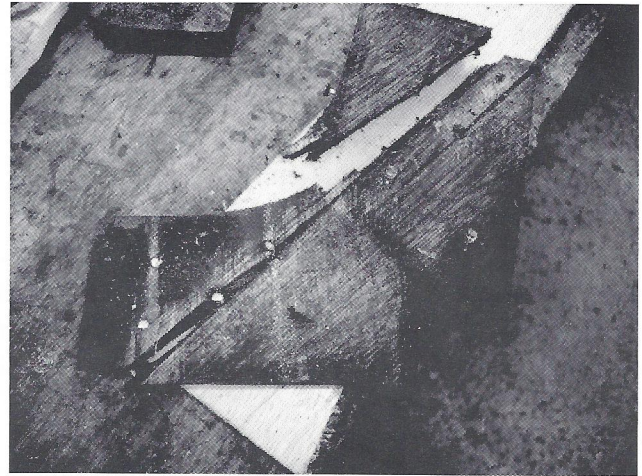
While the boat is underway, these frames will flex a lot, creating opportunities for water to come squirting in under pressure wherever it can. Once the bottom planking is off, the frame possibly will come free of the bottom with very little disassembly effort.



Broken frame

A condition that exists with all wooden boats is that the bottom will swell laterally. This expansion in width causes the chines to spread. The wood takes a set and when it dries out, a gap exists between the planks. Now the vicious circle starts of caulking the gaps in the seams to keep the water out which, when the boat swells again, causes the chines to spread further. When the boat dries out again, the seams open up. The spreading of the chines creates another problem of damaging the topside and bottom frame junction. The knee brace holding them together will be stressed and fail. Now, little holds the top and the bottom of the boat together at that area except planking and the

planking was not expected to do that job. The knee shown below is rendered totally useless.



Useless knee

Holding every boat together are the fasteners, or screws and bolts, which are typically brass or silicon bronze. To try to physically break one of these fasteners by hand is nearly impossible, yet during disassembly many of these "unbreakable" fasteners will be found snapped in two. Swelling and flexing of the hull has caused this to happen. The lack of fasteners holding the boat together contributes to even more flexing, causing more fasteners to fail and wood to come loose. Soon the boat will become so loose, it will twist from stem to stern in rough water. Not good!

The word to the wise says boats which show the above signs of deterioration are not going to get better on their own. They are signs that the boat should be turned over, the bottom disassembled, and replacement of questionable frame members should take place. To do anything less is asking for more trouble down the road, or lake, as it might be.

Take this matter seriously. Boats with questionable bottoms have been known to sink from the stress of a heavy wake. Water pressure on a boat bottom is enormous while underway and risking yourself, your passengers, and your boat with a weak bottom is not a wise thing to do. Take a look at your boat bottom with a pessimistic point of view and be safe by doing the right thing – replace the old with new.

If you want to discuss problems you might find with your boat, call me. I can be reached at 715-294-2415 or at Heggensj@Centurytel.net. I look forward to hearing from you. In the meantime, don't destroy it; restore it.



Carter Craft

By Bruce Danielson

My wife and I have enjoyed going to the Whitefish Chain Antique and Classic Boat Rendezvous every July in Crosslake, Minnesota. We have a cabin on Gun Lake in Aitkin County, and after seeing the beautiful boats at the show, thought it might be fun to fix up a classic fiberglass runabout for cruising around the lake and even visiting other lakes in the area. I let some friends know I was in the market for an old boat to fix up. It wasn't too much later one of them called and said he had a church friend who had a couple of old boats in his back yard that he would like to get rid of. They were located in Champlin, Minnesota and here is where my story begins.

THE FIND IN CHAMPLIN:

We stopped by the house in Champlin on a late August evening in 2004 to take a look. There was a large 18' fiberglass boat right behind the garage, but in the back of the yard, under a big oak tree was a boat wrapped in tarps. The 90-year-old owner said it was a wood boat that hadn't been in the water for over 25 years. We started to uncover the boat. It had been wrapped in five plastic tarps, each with a hand sewn cinching rope going around the perimeter of the boat. We didn't have the time to remove the tarps, so we pulled them back and found a plywood boat with two portholes on each side, complete with trim and badges. The boat was sitting on the old original trailer. The tires had been removed and the outboard motor was missing. It had been sitting in this spot for over 25 years and had gathered a nice collection of wood and old tires.

The owner said it was a 1957 Carter Craft 16' Sea Hawk that he purchased from his old boss years earlier. The Carter Craft had been purchased new from Lucky Marine, located on Excelsior Avenue in Hopkins. The tag said that it was manufactured in Panama City, Florida. Two days later my friend and I went back to uncover the boat completely for a closer inspection. The boat had all of the logos and trim, looked to be in reasonable shape, and also had the original convertible top and interior cushions. The boat had a family of squirrels

living under the front deck and it smelled very much like a septic tank. I purchased the boat and trailer from the owner for \$100, feeling that the trailer was worth that. When I arrived home after the purchase, I told my wife she was going to lose her garage space for while.

I visited the boat the next day to check the tires and pull the trailer hubs for inspection of the bearings. The trailer bearings were rusted solid to the races and the tires were completely shot. After new special bearings, races and new tires I now had more money invested in just being able to move the trailer and boat from under the oak tree then I had paid for the boat. But I finally got it home and backed it into my garage.



It looks sad, but this is just the beginning

THE RESTORATION PROCESS:

In 2004 I cleaned the exterior of the boat and completely disassembled all of the interior components down to the boats structural ribs and supports. I took lots of pictures and notes during the disassembly process. Next, I power-washed the interior to get all of dirt and grime from between the ribs. I tried several ideas to reduce the squirrel smell, but only time solved that problem. The boat then went into storage for the winter. During the



winter months I worked on varnishing interior components, painting the floor boards to original colors, reconditioned the steering wheel, and cleaned the trim . I also had new matching seats upholstered.

During 2005 I took the boat to a marine repair company to help me solve some rot problems next to the chines. The repairs only took a week, but it spent a couple of months in their queue, so I lost a lot of time. After it came home from the shop, I installed two coats of varnish to interior of the hull, ribs and floor area. I then installed the interior components including the floor boards, seats, storage compartments, and under deck boards. The boat went back into winter storage for a second time.

I started work on the boat in early June of 2006, with a goal of entering it in the 2006 Whitefish Show in July. I started working on the outside, varnishing the deck and mahogany side panels with 7 coats of varnish. I wasn't happy with the type of varnish and the results, but I pressed on. I sanded the yellow painted sides, applying an epoxy primer and an original matching polyurethane paint.

After making several small repairs on the bottom, I painted it with an original matching anti-fouling paint. Next was giving the trailer a paint job with the boat sitting on the trailer. I re-stripped the boat sides and interior to match the original trim. I then installed all the badges and trim pieces. Next came a complete new wiring system, installation of the steering system, and installation of a period 35 horsepower Evinrude outboard motor. The boat originally came with a 35 HP Evinrude when delivered at Lucky Marine.



Maiden voyage Labor Day weekend 2006

I spent a great deal of time the summer of 2006 on the boat and finished up a couple of days

before the Whitefish Show. Although there were parts of the boat I wasn't happy with, I still made the show. The boat made its maiden voyage Labor Day weekend 2006.

CARTER CRAFT BOAT COMPANY:

At the start of restoration I tried to find out more about the Carter Craft boat company. I knew the company was located in Panama City, Florida, but that was it. I found nothing on the internet about the company, so I called some marine dealers in Panama City. One dealer told me the company was actually located in Parker, a suburb of Panama City.



1955 Carter Craft advertisement

In March 2007 I attended a national Mustang car show in Pensacola, Florida, about 130 miles West of Panama City. I planned an extra day to see what I could find out about the company located in Parker. The day was great, playing the history detective, and successfully uncovering a lot of information.

I visited a shipwright who worked for the company in the early 60's who had purchased some of the equipment when the plant closed down. I visited the city hall to find out more information, and took pictures of what was left of the facility. A Baptist church now stands where the factory was located but the boat storage building, used prior to shipping, was still standing. I also found some articles written about the company and I started assembling the information.

The company operated from 1951 though 1969 and produced approximately 30,000 boats. Most of the boats were plywood but they did produce fiberglass boats and some I/O's in the late

60's. Most of the boats were 14', 16' and 18' plywood runabouts. They also produced a line of fishing boats. Carter Craft was considered one of the largest producers of plywood boats in the country during the late 50's.

James L. Carter started the company in 1951 in Parker, Florida. A woodworker and cabinetmaker by trade, he began with 14' plywood fishing boats and later graduated to 16 and 18' runabouts. One feature that put Carter Craft ahead of the plywood boat market was the unique deck and side striping. Carter achieved this by etching out the top layer of veneer and painting in the recess. This gave the appearance of wood planking and gave the boats a sporty look.

The 16' Sea Hawk models were called the "Overnighter" for their ability to sleep two adults under the bow. It featured a convertible top that could secure the sleeping quarters from any inclement weather.



1958 Carter Craft advertisement

By the late 50's Carter Craft was producing between 25 and 35 boats per week with 70 production employees. By the mid 60's this had grown to 200 employees and the company had grown to multi-million dollar status.



1960 Carter Craft

James Carter sold the company in the mid-sixties to a couple of partners that he had picked up

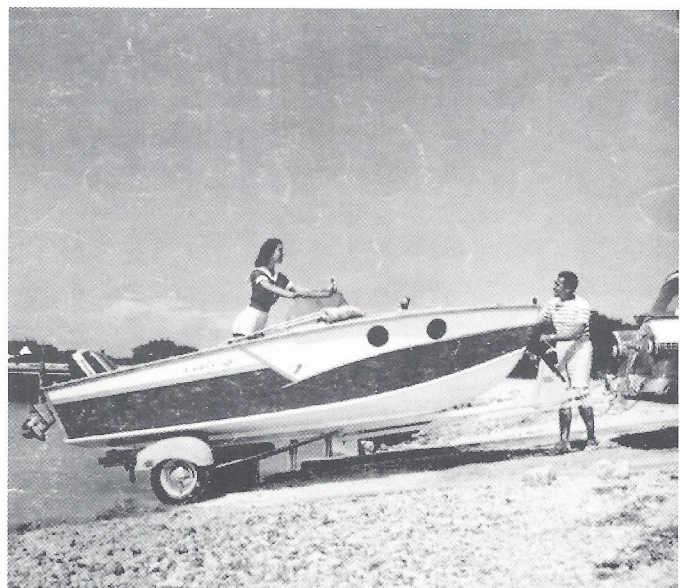
along the way. In 1969 they closed the plant. James Carter died on April 5, 1995 and was buried in the Parker Cemetery, located right across the street from the location of his old production plant.

Carter Craft furnished boats for Cypress Gardens in Florida, and Evinrude used them extensively in their ads during the 50's.

DOCUMENTED HISTORY AND REGISTRY:

After assembling the information collected, I put together a 30 page history of the company along with pictures and historical information received from other donors. Along the way I met other Carter Craft owners on the Internet through boat forums and in 2008 I started a Carter Craft Boat Registry.

The registry includes boat owners from Florida to Minnesota, and Massachusetts to Texas. We currently have approximately 20 members including the grandson of James Carter, the founder of the company. Another member, is the daughter of the man who purchased the company from James Carter in the late 50's.



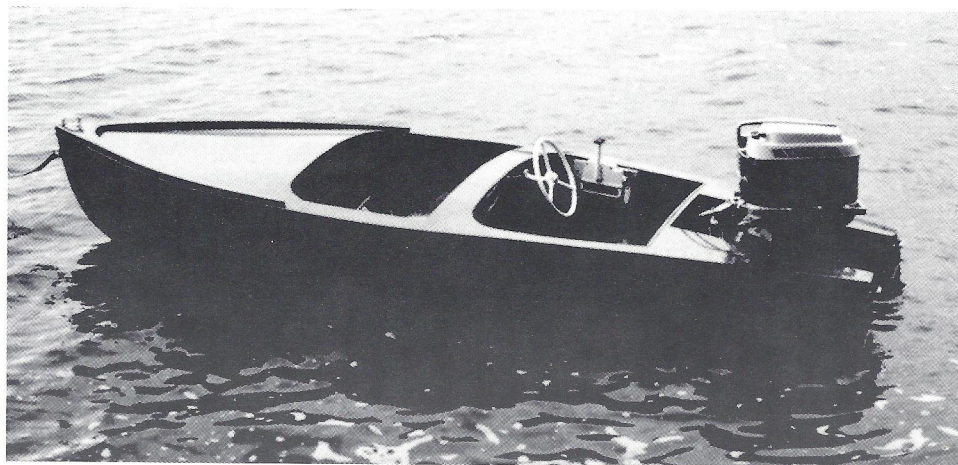
1957 Carter Craft

We published our own 2010 Carter Craft Calendar featuring member boats, and are now in the process of starting a Carter Craft web site. We are continuing to find more Carter Craft owners and expanding the registry. For me, this started by finding an old wooden boat in Champlin, Minnesota that has turned into a major pursuit.



You Just Don't See These Anymore

"I swear this is a true story." Ross Pfund



Not so long ago, an acquaintance of mine (Party A) purchased a flat-bottom drag boat. To some (Party B), this can seem like a really dumb thing for a 50-something-year-old to do. However, in this case, Party A convinced Party B that it was both "rare" and "collectable", and thus worth the expenditure.

Party A & B live in the country. While they are on a "tar" road, as some in these here parts call them, there isn't much traffic. Party A has gone and fetched the new boat home, parked it out front, and summoned Party B out for a look-see. While extolling the merits of the new find, Party A exclaims in no uncertain terms: "Honey, you just don't see these anymore."

At that particular moment in time the stars align, and you guessed it, a pickup drives by with a flat-bottom drag boat in tow.

How's that for luck?

Speaking of luck, let's go back to the winter of 1952-53. Countless hours on dark and cold nights are yielding results, and a boat is taking shape in a small wood-heated garage on the North end of Tulaby Lake.

As a youth, I spent my school vacations whiling away the lazy days of summer on that

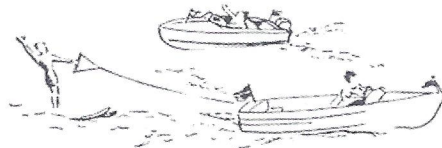
same Tulaby Lake. My grandparents and parents built a cabin there in 1948. Grampa was a fisherman, so a cedar strip boat with a 5 1/2 hp Johnson was the norm at our cabin. If you were fishing for walleye, why did you need an bigger motor than that?

I believe it's called the "need for speed".

What happened in that garage during that winter long ago was the construction of a "boat in a box". . .and not just any boat. A fellow named Kenny Albertson ordered a kit from far-off New York, and his choice from the Custom Craft catalog was a 14' "Sportsman's Racer".

Racer? I don't think that term was even in grandpa's vocabulary, although I admit he probably didn't tell me everything. The kit cost a hefty \$183.00, and it promised speeds to exceed 40 MPH, making "The Sportsman's Racer" an ideal racing or family runabout."

Kenny constructed the boat with care, and remembered years later how in order to bend the pre-cut plywood sheets, he steamed them with "gunny" sacks heated in boiling water on top of the wood stove. A chiropractor by trade, he was a meticulous craftsman as well. And what



he ended up with when he hung the new green '53 25 hp Johnson on the transom that spring, was the fastest and flashiest boat on the lake.

Now we're talkin'.

Kenny taught generations of lake residents to ski with his rear-steer double cockpit "speed boat" and bright yellow White Bear Water Skis.

In 1957, a little more power and speed were deemed necessary, and a manual start 35 hp Johnson re-powered the craft. When it wasn't providing thrills and spills to the daring of the lake, the Sportsman's Racer resided in a boat house Kenny built by the water's edge.

14' SPORTSMAN'S Racer

Length 14
Beam 59
Depth Forward 25
Depth Amidships 22
Depth Motor Transom 12
Depth Aft 12
Weight 230 lbs.

PB-238

Speeds Exceed 40 MPH

APPROXIMATE RECOMMENDED SPEEDS

10 HP	24-28 MPH
15 HP	30-35 MPH
25 HP	42-48 MPH

PRICE \$18300

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Sales & Service (Brainerd, MN)
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PACKAGED BOAT

*PATENT APPLIED FOR

Custom-Craft

I started to try and buy the boat when I was nine. Well, nine faded into 10, 10 to high school, high school to college, college to work, marriage, marriage to, well, I think you get the picture. Over the years, I would pull up to the dock a time or two each summer to visit, as well as see how "my" boat was doing.

During one such stop, Kenny casually asked, "Are you ready to buy the boat?" Well, I just about fell off the dock, and to be sure, he didn't have to ask twice. I have become the next caretaker of this piece of history. A refinishing, a little TLC for the red and white 35, and we are all doing just fine in 2010.

I taught my kids and the neighbor kids to ski behind the boat. It's an awesome design, as it pops out of the water, leaves no wake, and is a thrill to drive.

Do I use it every year? Nope. Is it the last boat I'd ever sell? Yup. This little speed boat, a racer I might add, changed the life of a kid from the Red River Valley forever. It sparked a life-long interest in boats, motors, and the enjoyment derived when you put the two together.

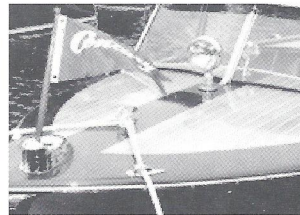
And you know what, "you just don't see these anymore".



Ross Pfund

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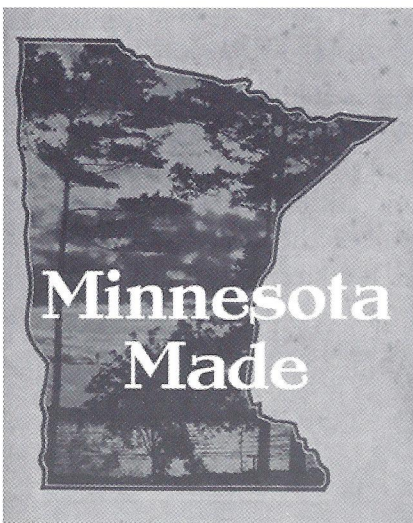
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WHATEVER IT TAKES

Slayton Fiberglass Boats

By Andreas Jordahl Rhude

14 May 2010

Revised 02 June 2010



The “Slayton” brand of boat is virtually unknown. It’s name was unfamiliar to this author until

recently. For a short time in the 1950s the small Minnesota prairie town of Slayton was home to a boat manufacturing concern.

Art Olson was affiliated with John Lysdale’s Pipestone Sales Company. Pipestone made metal television towers, called Strato towers, along with airplane crop sprayer tanks. The towers were from 40 to 70 feet in height. Olson and five workers were making the same products at Slayton under an agreement with Lysdale.

Olson began experimenting with fiberglass in early 1954. By May that year he had built four reinforced fiber plastic boats of fifteen-foot length. Two had been sold and another one was spoken for by a customer. Art designed and made the wood plugs used in the manufacturing process of the molded boats. Several of the boats were being used on nearby Lake Shetek in the summer of 1954.



1955 Pipestone, built in Slayton, sold by Pipestone

According the *Murray County Herald* newspaper of April 07, 1955, fiberglass boat hulls were being molded at Slayton by Olson’s firm. The hulls were then shipped to Pipestone where Pipestone Sales Company installed aluminum keels and ribs along with seats, trim, and hardware. The fourteen and sixteen foot boats were sold by Lysdale’s Pipestone Sales Company. Sixty

watercraft were built from February 15 to April seventh in that year. About five boat hulls were being produced by Olson’s five man crew at Slayton each day. Twelve hours curing time was required for each fiberglass hull. Olson was aided in his boat building by his son Ray Olson along with Don Conway, and Wayne Olson.

The local business leaders of Slayton pooled their efforts and on August 2, 1956 they established “Limit Products, Inc.” The corporation was a for-profit industrial development firm which planned to bring industry to the town. Boats were their first product. By this time, Pipestone was molding their own hulls and they no longer needed Art Olson’s talents. Olson became the technical head of Limit Products with Mel Risting as president and A.D. Weck as secretary-treasurer. George Marsh, Stan Nording, and Paul Mettling rounded out the initial board of directors. Fifty thousand shares of common stock at \$1.00 par value each were authorized. \$11,000 worth of stock had been sold by November 1956. Factory space was secured at the former Andy Herdman used parts company on south highway 59.

The first “Slayton” boat made by the new enterprise was tested in late August. The runabout was of complete fiberglass construction “with no wooden fixtures or accessories.” (*Murray County Herald*, August 30, 1956, page 1).

Slayton boats were displayed at Northwest Boat Show in Minneapolis in October 1956. Two fishing boats and two runabouts complete with windshield and steering were on exhibit.

With Pipestone Sales Company now completely on their own, Limit Products turned to a Detroit Lakes, Minnesota boat works to fit out their hulls (could it have been Ole Lind Boatworks?). The first load of eight fishing boats headed out of Slayton in November 1956 with four workers on the payroll.

In January 1957 Art Olson departed the boat firm and Marlow Samp was named production manager. He had been working closely with Olson for more than a year, he was a good choice to replace him. Seven workers were building boats and



a goal of 500 boats was projected for the 1957 season.

Fifty boats had been sold by March 1957 and another 50 were completed and in storage at that time. Demand exceeded production capacity and expansion became necessary. Additional capital was required and another stock sales campaign commenced.

Minnesota Governor Orville Freeman came to Slayton on July 23, 1957. One of his stops was to view products of the boat works. The governor sat in one of the runabouts and commented "nice boat."

The Boat of Tomorrow - Today!

THE
Chieftain

The Chieftain is designed for maximum interior space, high stability, and quick handling. It is 10'0" long, 3'0" wide, and has a 15" deep hull. The hull is made of fiberglass and is finished with a high gloss. The deck is made of aluminum and is finished with a high gloss. The outboard motor is mounted on the transom. The Chieftain is a runabout and is suitable for use in shallow water. It is a wonderful family boat and is designed for a lifetime of fun and pleasure.

Length	10'0"	Deck Length	6'0"
Width	3'0"	Weight	450 lbs.
Depth	15"	Capacity	1000 lbs.
Hull Material	Fiberglass	Motor	15 HP
Deck Material	Aluminum	Motor	15 HP
Motor	15 HP		

1956 Pipestone, built in Slayton

- Orville Bremer's first job at the age seventeen was with Slayton Boats. He was one of five to seven workers making boats under the direction of Marlow Samp. "It was a small crew and we all did everything to make the boats. I did plenty of rolling of the fiberglass." He was at the boat works for a little over one year. "Most of what we made were sport and ski boats. We built a few fishing boats, but not many." said Bremer. He continued, "I bought one of the boats and used it for about ten years. It had a nice ride and was very maneuverable because of the keel."
- Art Olson returned to Slayton later in 1957. On September 24, 1957 the boat operation was recapitalized and the name became "Slayton Boat Industries." This entity was incorporated on January 2, 1958 with officers: O.E. Klasse, president; V.K. Buckles, vice president; R.F. Pierson, vice president; and A.D. Weck, secretary-treasurer. Marlow Samp was a director. Olson along with Stan Nordin, Marlow Samp and Alden Ford took two Slayton

boats to the Missouri River near Yankton, South Dakota in December for testing.

- The Slayton boat enterprise came to a crashing end on Wednesday March 18, 1959. A fire started just before noon and an hour later the entire factory was destroyed. Marlow Samp noticed the fire in the paint room, telephoned the fire department, and the fire burst up so quickly that he was unable to grab his jacket before running out of the inferno. Dr. R.F. Pierson, one the officers, owned the building. Initial estimates put the loss at nearly \$100,000. Five workers were employed and molds for new models had just been completed. Fire departments from Slayton, Currie, and Fulda fought the blaze. All buildings, tooling, molds and patterns, equipment, and inventory were lost. A number of violent explosions occurred during the conflagration as barrels of flammable materials ignited.
- Orville Bremer had left the company prior to the fire; therefore he was not witness to the event.
- The boat firm had been struggling; however prospects looked better for 1959. An order for thirty fishing boats had been received the morning of the blaze. With boat sales at an all time high in the United States, Slayton Boat Industries had hoped to get a portion of those sales and become stable.
- Intense debate took place in the ensuing days after the disaster. Should they rebuild, find temporary quarters, or abandon the enterprise? In the end, the numerous stockholders were unwilling to invest more funds. The Slayton Boat Industries met an untimely death.
- There are no known pieces of literature, brochures, or advertisements that exist today. The only photos known are those that were published in articles in the *Murray County Herald* newspaper of Slayton in 1956 and 1957. The original photos and negatives were destroyed many, many years ago.



'Luv Is' a classic boat

Ray Garin's 1963 Owens Flagship is a year-round passion

By Richard Crawford

(This is a corrected version of the original article, which appeared in the Spring, 2010 issue of *Dockside Magazine*.)



Ray Garin's love of the boating life dates back more than 50 years. As a teenager growing up in Minneapolis, he cherished the summer months when he was able to venture out with friends on Lake Minnetonka and waterski behind a wooden Chris Craft boat.

That seed planted back in the early 1950s has blossomed into a lifelong love of water and boating.

Garin, who lives on the west shore of Lake Minnetonka, comes off as a humble man when asked about his commitment to classic boating. But, after a few minutes, it's clear that boating isn't just a casual hobby.

His boat, "Luv Is," a 1963 Owens Flagship, has hosted a wedding, countless cruises and dinners, and many overnight stays during the summer. It's hard to quantify the hours Garin has spent recreating and working on the 30-foot craft.

After his early days of summer fun on Lake Minnetonka, Garin ventured out in the world, serving in the U.S. Army for 24 years, including time in Vietnam. When he returned to the states, he started a career as a cabinet maker, a skill that would come in handy in the classic boat field. For

the past 28 years, Garin has lived on Lake Minnetonka and for all of that time he's had "Luv Is."

"We had a smaller fiberglass boat, but my wife hated it," he said. "It was too bumpy."

His wife, Margot, apparently has no qualms with the wood boat—they've owned it for 30 years.

He bought the boat used.

"It needed some work," Garin said. "Quite a bit of work actually."

In the past three decades, Garin has put his woodworking training to good use as he performed a litany of work on the boat.

Every year, a variety of routine maintenance is done to keep up appearances. But there also have been some major projects.

About six years after purchasing the boat, he was pulling it out of the water when the trailer hit a bump and the bottom of the 12,000 pound boat broke through a trailer pad.

Garin recalls spending most of that winter — several months at four hours a day — doing repairs.

"But the next spring, I was still the first one in the water," he said with a grin.

In 1995, he replaced a majority of the planks. To shape the mahogany planks to match the curvature of the boat, he used an old-fashioned method. He threw them in the water.

"I threw them in the lake for a couple weeks and form and fit them as you go."

Like a lot of the maintenance work involving classic boats, the framing would have been quite expensive if he would have hired help.



“That’s why I do everything myself,” he said.

Garin obviously takes great pride in keeping “Luv Is” in circulation.

“It’s never missed a year in the water since new,” he said. “I usually have it in the water the day of ice out.”

All Garin’s efforts to keep the boat water-ready haven’t gone unnoticed. He’s received a variety of awards, including one for having the best cruiser under 31 feet in the Bob Speltz Land-O-Lakes Chapter of the Antique and Classic Boat Society.

He’s been an avid member of the club for many years and served on the board of directors for 15 of them. When he participates in club cruises, Garin is often the lead boat because he’s gained a reputation as a boater who maintains a good cruising pace.

He likes the recognition his boat receives.

“When you go around the lake and people ‘ooh’ and ‘ahh,’ it’s nice because (the boat) takes a lot of time and effort,” he said.

But the main reason his passion for his hobby hasn’t waned is the people.

“There’s a lot of camaraderie,” he said. “Just like it was in the service.”

The boat also serves as a centerpiece for gatherings with friends and family.

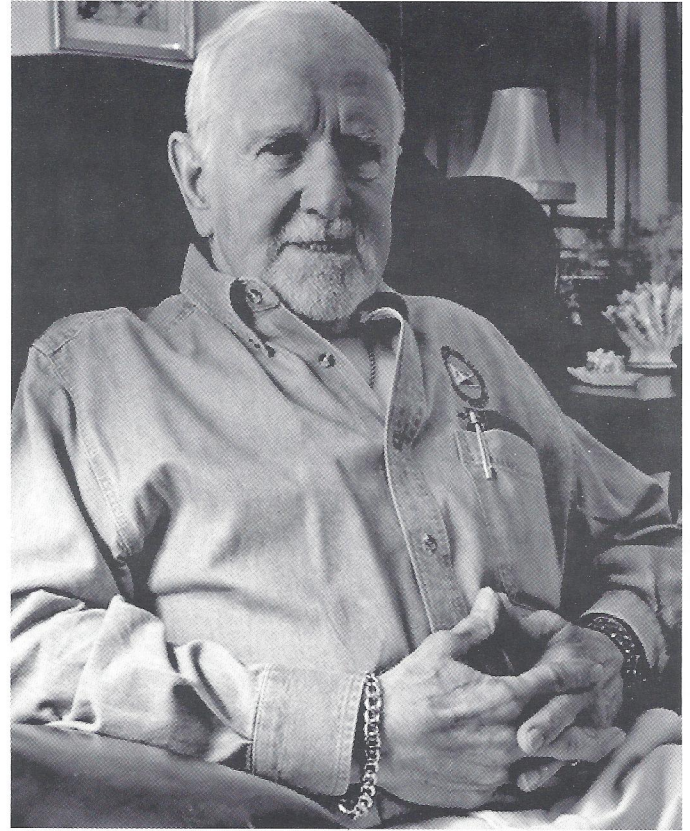
He had a wedding on the boat for his stepson in 2003. He and Margot have a son and daughter and three grandchildren. They take at least a couple cruises with the family every year. There are also many outings with lifelong friends and semi-regular runs to Lord Fletcher’s to take advantage of Monday specials.

Margot contributes a lot of the interior decorating on the boat including making pillows for the sleeping quarters.

“In the summertime,” Garin said, “I almost live on it. I sleep on it a lot. It’s kind of like our lake cabin.”

For Garin, classic boating is a year-round activity.

“Everyday I’m working on it some capacity,” he explained. During the winter months, he often is the only person in the storage yard at Tonka Bay Marina. Winter work includes such things as lying on his back in the snow sanding the bottom of the boat.

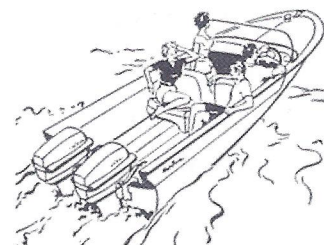


Garin, now 75, has one more big dream for “Luv Is.” Some day he’d like to take it the length of the Mississippi River. He already has the trip pretty well mapped out.

In the meantime, he looks forward to getting the boat out on the water often this summer.



Richard Crawford lives in Deephaven and is the publisher and editor of the Chanhassen Villager.



Winter Workshop #3

Minnesota Lakes Maritime Museum

By Lee Wangstad

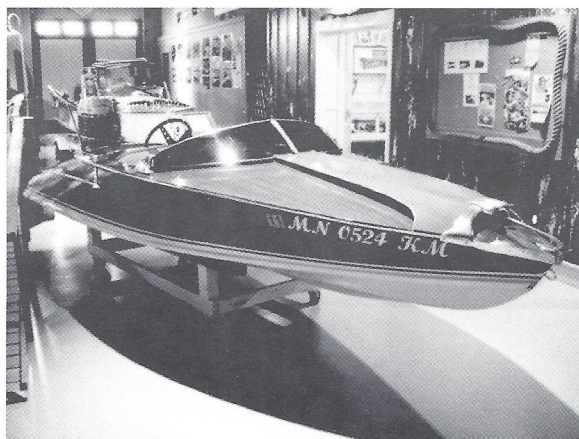
Photos courtesy of Steve Merjanian



46 members of the BSLOL faithful made the journey to Alexandria on April 17, 2010 to visit the Minnesota Lakes Maritime Museum. Two new exhibits, the Larson Exhibit and the new Chris-Craft exhibit were highlighted.

The Larson Exhibit has been underwritten by Earl Geiger, Paul Larson's partner from 1956 through the sale of the company to Brunswick in 1960. Geiger has a taped video in the exhibit with an interview sharing his insight into the day-to-day happenings during this exciting period in the marine industry.

The Chris-Craft Exhibit is housed in the newly completed addition that the museum finished last summer. Tom Juul was on hand with a narrative on the boats that are being displayed. The interesting part is that he has been personally involved in many of the boats, both in the restoration and also from knowing the owners and knowing so much about the history of the boats. The displays were put together with the help of Bill Basler of the Chris-Craft Antique Boat Club. A great lunch was served and the members were able to spend some free time viewing the other exhibits at the museum.



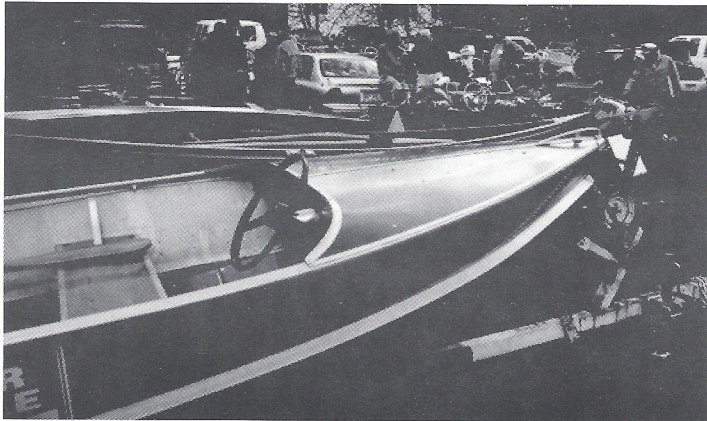
1956 Aristo-Craft Torpedo



May Day! May Day!

By Bob Matson

Overcast skies and windy weather didn't dampen the enthusiasm of over 100 spectators at the annual Bob Peterson's AOMCI and co-sponsored BSLOL chapter meet on May 1st. If you're from Minnesota, this meet is akin to attending Tomahawk. Bob and Bernie, friends and volunteers also put out a spread of food that would make Maynard's Restaurant envious.



Boats and vendors gather at Bob's

Many vendors were on display as well as over a dozen beautiful vintage boats. Motors dating back to 1902 could be seen as well as marine parts of all kinds. Many motors and parts exchanged hands too! I brought down my own vintage Crestliner from Ely and had a great time visiting with so many appreciative admirers.

For those of you reading this that could not attend, Peterson's annual meet is a chance to see over a thousand vintage outboards in one place. Names like Evinrude, Johnson and Mercury were in abundance, of course, but as I strolled around, I could gaze upon Wizards, Hiawathas, Champions, Martins, Firestones, Lockwoods and more.

The legendary Harry Munson brought up his display of working Red Wing Motors made in Red Wing, Minnesota. When Harry would fire up one of the antique motors, the "thump - thump" created a pulsing background as if the entire event had its own heartbeat.

In talking to Peterson, I wondered to myself if his collection was a passion or an

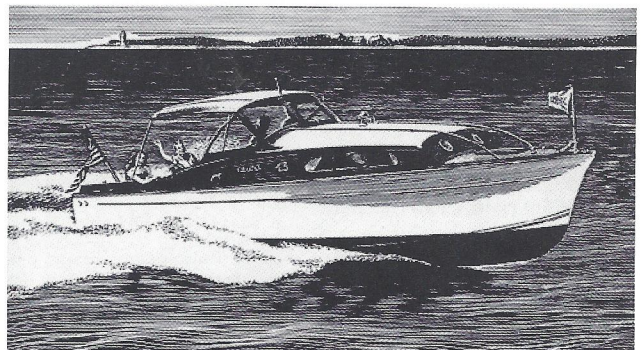
obsession. Yes, there he was, with his big purchase of the day. A Mercury-Quincy vintage racing engine, one that took 3rd place at the National's in 2007. The engine runs on alcohol and has a top speed of 120 miles per hour. Bob, you're too old to go that fast!



Bob Peterson in fast company-Dick Mickelson

So many motors...so little time! That was the feeling you get when you attend this meet. I'm sure every old motor has a story to tell. What would one old motor hanging up in the rafters have to say if it could talk? Where has it been? Where did it go? How did it run? You can just imagine. But one thing is certain, it represented fun, family, fishing and friends.

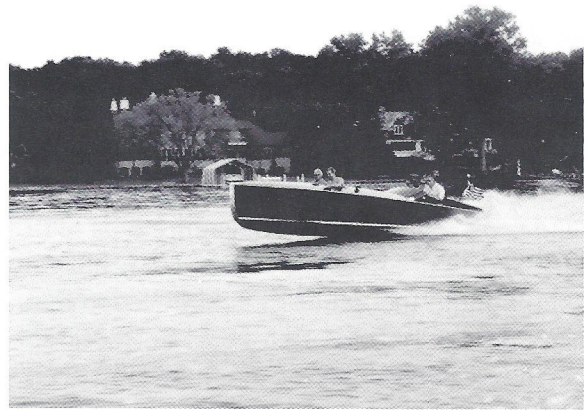
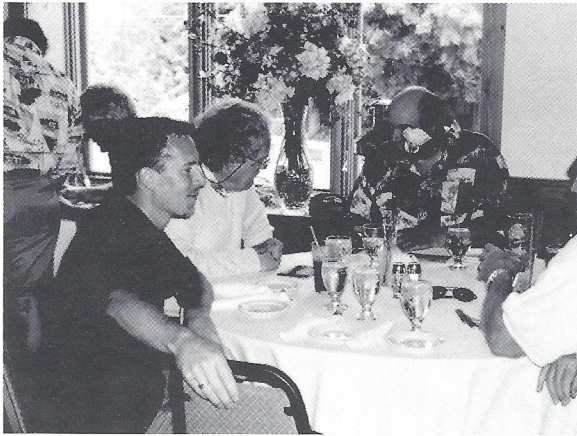
Once again, our thanks go out to Bob and Bernie, and to the many friends and volunteers that put on such a great event!



Spring Mixer-Al & Alma's

By Dick Mickelson

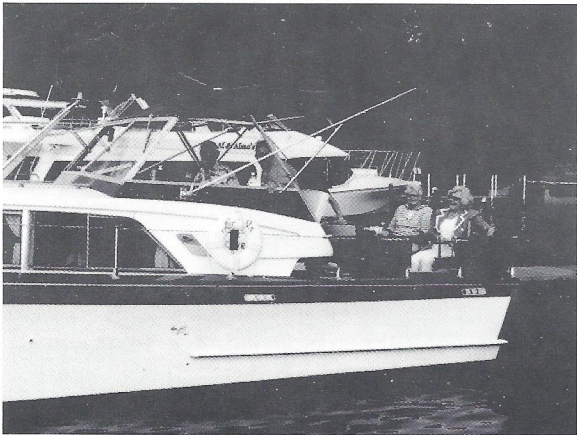
Almost 50 people came together at Al & Alma's for the Bob Speltz Land-O-Lakes Annual Spring Mixer. Getting a jump on summer has become a tradition at this annual event. Meeting in the upper Banquet Room, we ordered off the menu on this beautiful afternoon.



As with any gathering on Lake Minnetonka, Ray Garin was there with his beautiful Owens, "Luv Is". Other members came by boat also and rides followed.




After dinner we went to the docks and viewed the Bella Vista, Al & Alma's newest and largest cruise boat, or should I say ship?

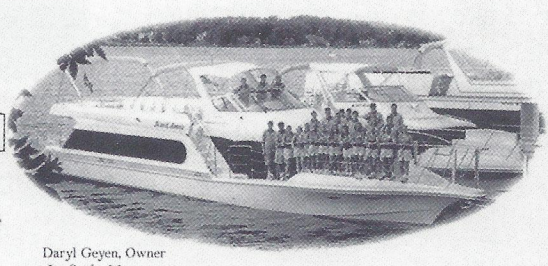


Todd Warner is to be commended for bringing 14 guests, ensuring a great time with so many people involved.





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Daryl Gejen, Owner
Jay Soule, Manager



WHITE BEAR LAKE CLASSIC AND VINTAGE BOAT SHOW

By Dave Doner
JUNE 19, 2010

Those of us in this part of the country look forward each year to the time when we can get back out onto the water. I suppose the ice fishing, hockey, and snowmobile persons reading this will want me to take notice that they have been out on the water throughout the winter! I acknowledge that a good many of our 14,000 or so lakes do get used throughout the year one way or another. However, those who enjoy boating realize that the winter serves as a time to anticipate what a few months into the future will bring; a time when we can give full attention to taking care of whatever our boat project is. The items on our project list will be unique to each of us but in the end, many of our projects will culminate with the necessity of getting our boat on the water as soon as the weather agrees with us that the time is right.

For many of us who belong to the fraternity of classic and vintage boat aficionados, and in particular those in BSLOL, we have come to anticipate the opportunity to travel to White Bear Lake and take part in an important part of their annual White Bear Lake Manitou Days city celebration. While this city event is now in its 43rd year, BSLOL has been on hand to display our boats for the past five years.

BSLOL member Pat Oven is a long-time White Bear Lake resident. Pat has been the driving force in accomplishing what was necessary for us to become an important and necessary part of Manitou Days. Lying about 20 miles north and a bit east of St. Paul, White Bear Lake is one of the premier city lakes to be found in and around sister cities Minneapolis and St. Paul.

Like many of our Minnesota lakes and rivers, the influence of American Indians has deep roots in lore and tradition in the early development of the area and White Bear Lake is no exception. European American settlers established White Bear Lake township in 1858, the year Minnesota became a state. A few years later a railroad extension made

it to White Bear Lake and this was the impetus for faster and larger development opportunities.

As White Bear Lake developed into a prominent Midwest resort destination, authors such as Mark Twain wrote about the lake and surrounding environs as did F. Scott Fitzgerald. Gangsters such as Ma Barker, Pretty Boy Floyd, Al Capone, and Alvin "Creepy" Karpis found the area enticing and spent time hiding out there.

2500 acre White Bear Lake has had a rich boating heritage and as I mentioned earlier, BSLOL is a current and important renewed link to this past. Chapter involvement started five years ago with about 12 boats or so lined up and on display along a portion of a key lakeside road. Pat Oven continues to renew his efforts each year and has kept the lines of communication open. He was making progress and the city and event organizers were realizing that a display of vintage boats made good sense. Most importantly, visitors to this city-wide celebration were getting a chance to learn something about old boats and motors....to find out why we love to do what we do!



1903 Dan Kidney Launch brought by Todd Warner

Each year the numbers of those taking part in the city celebration and stopping by to look at the



boats increases. This year I believe Pat mentioned we had about 75 boats on display. What is a bit unusual with this event is that the majority of the displayed boats are still lined up as they were five years ago: on their trailers, and positioned along the shoreline road. While there are a few boats on the water, most are not. This affords the public a chance to really get involved with the boat and her owner and to view the boat from all angles, up close and personal!



Dave Wiborg's 1955 Lyman

Each year Pat is able to add a few new wrinkles to the overall program. As I mentioned, we have gone from about a dozen boats five years ago to around 75 this year. In earlier years the focus was primarily boats. This year the public was introduced to Amphicars, model boats, nautical flea markets, and additional food venues.

The Antique Outboard Motor Club, Inc. (AOMCI) had a number of great individual displays as well as strong membership involvement. As with the boats, the outboard motors triggered memories of times long ago with many of the spectators. I don't want to forget to mention that Harry Munson had on display several restored and operating vintage Red Wing engines from his extensive collection.

Pat Oven is the key to the overall continued success of this show, but he will be quick to point out that he has help and a great deal of cooperation from the city, from acquaintances, and from the BSLOL membership. BSLOL President Eric Sandin and other board members are busy throughout the day helping as needed as well as

promoting our chapter, signing up new members, etc.

Forgive me for putting the cart before the horse but I have to mention that Pat was able to have BSLOL representation included in the outstanding, televised Manitou Days Parade which took place the Friday evening before the boat show. We had two boats heading up the parade, Pat's 1947 18' Chris Craft Sportsman "BAYBE" and my 1957 20' Chris Craft Holiday "UBETCHA". Long admired local TV and radio personalities Cathy Wurzer (parade Grand marshal) and her husband Eric Eskola were aboard one of the boats. On the second boat was Dale Grambush, being honored as the White Bear Lake Volunteer of The Year. I don't know how many thousand spectators were along the parade route but young and old alike (along with about every breed of dog) were crowding each side of the street.



Del VanEmmerik's 1960 Volksboat

What a weekend! What a way to "break the ice" on another year of BSLOL area boat shows! This is the first of five or six I and many others will participate in this summer. Each one is unique, has its own flavor and is the result of many hours of planning. Importantly, each year we become exposed to additional boat show visitors, add to our membership, thus providing more opportunities to spread the word concerning "old boats and things nautical!"

Please see back cover for awards.



35th Annual Antique & Classic Boat Rendezvous

Saturday, September 11, 2010

You and your boat are invited to take part in the 35th Annual Bob Speltz Land-O-Lakes Antique & Classic Boat Rendezvous at Maynard's Restaurant, 685 Excelsior Blvd., on Excelsior Bay, Lake Minnetonka, Minnesota. Join the fun and explore the beauty of one of Minnesota's premier recreational lakes. From runabout to cruisers, canoes, sailboats, rowboats and outboard engine displays, there is something for everyone at the Rendezvous. This is a judged show with awards for various categories. Judging is optional for both boats and outboard engines.

Registration materials are included on the back mailing cover. Please complete the form, include your payment and return to us as quickly as possible. We are limited to the number of boats (depending on size). Registrations accepted on a first registered/paid basis. One (1) boat per entrant, please. A limited number of land displays can be accommodated for smaller boats under 17 feet and they must be able to be moved by hand. Get your registration in early!

For those who may need lodging, we suggest you contact the Excelsior Chamber of Commerce, 952-474-6461, for a listing of hotels, motels, and bed and breakfasts in the area. Boat launching is available at any of the local public boat ramps. Detailed information will be provided with your registration confirmation packet.

We continue BSLOL's popular signature *Pre-Rendezvous* events. On **Thursday, September 9**, there will be a short **Lake Minnetonka Mini-Cruise** ending with a dinner at a lakeside home (you can make your way by land also). On **Friday morning, September 10**, a flotilla of boats will cruise the bays, channels and coves of Lake Minnetonka. The trip will originate and conclude at Wayzata Bay. For those who do not have a boat but would like to join us, there's always room in someone's boat. We gather at the Wayzata Bay City Docks (the docks next to Sunsets Restaurant) at 9:00 AM and prepare to take off on our day's destination. By 11:30 (or so) we'll be in Excelsior Bay so we'll have lunch at **Maynard's Restaurant**

(the show site). We resume our leisurely cruise through channels into other remote bays and end the day back at Wayzata. **A Friday Evening Cruise on a chartered yacht** including a buffet dinner is also on the fun filled schedule.

The day is designed for easy traveling, wonderful sights, and great food and libation. **Please RSVP by completing the form on the mailing jacket and return it to us no later than Friday, August 27.**

This event grows in popularity every year, so don't be disappointed, get your registration in now! Make a small vacation of your visit and enjoy the many areas of beautiful Lake Minnetonka. We hope to see you here!

Visit our website for up to date details:
www.acbs-bslol.com

Event Schedule:

Thursday, September 9

Mini-Cruise and Dinner:

7:00-11:00 PM Dinner at Mark and Sandy Setterholm's near Excelsior

Friday, September 10

Lake Minnetonka Cruise:

8:00 AM Meet at Sunsets Restaurant in Wayzata for breakfast

9:30 AM Captains meeting for Lake Minnetonka Cruise led by Captain Bob

11:30 AM Meet at Maynard's Restaurant in Excelsior for lunch

Dinner Cruise:

6:00-6:30 PM Boarding for Dinner Cruise Boat at Excelsior City Docks

6:30-9:30 PM Dinner Cruise on Lake Minnetonka-Boat leaves Promptly at 6:30 PM

Saturday, September 11

Rendezvous Show:

8:00 - 9:00 AM Arrive for boat show

10:00 - 4:00 PM Boat show open at Maynard's Restaurant in Excelsior

3:00 - 4:00 PM Awards presentation

4:00 - 6:00 PM Informal cruise



Lake Vermilion Boat Show

Labor Day Weekend Sept. 4th-6th 2010



Advertising from the Tower and Cook Commercial Clubs

No one really seems to remember when the first Lake Vermilion Boat Show took place. However, everyone does remember the years and years of having a fabulous time boating on one of the most beautiful lakes in North America. With 1,200 miles of shoreline and 365 islands to navigate, being here just a few days is just not long enough to see everything, however I am sure you will enjoy every minute of the day trying. With miles of wilderness shoreline with its craggy outcropping of granite and the conspicuous lack of boat traffic this place is like no other. You are invited to participate in this years annual Labor Day weekend event. Boating, boating and more boating on Saturday and Monday with the Boat Show held on Sunday afternoon. Join your old friends and meet new acquaintances and enjoy the Skippers dinner hosted by Jeff and Nancy Stebbins and their Chefs-in-accomplice, Bob and Renee Clark at Jeff & Nancy's home on the Lake. The dinner is included

in the registration fee. Come early and stay late, you won't regret it.

Schedule:

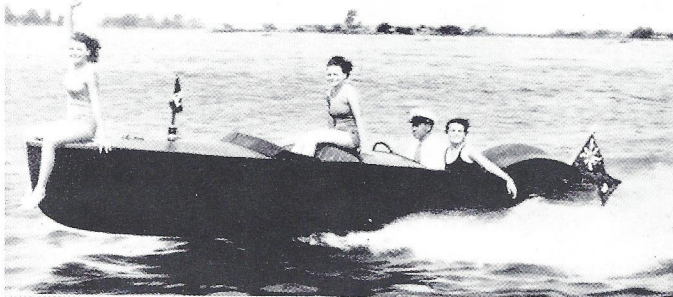
- Saturday September 4th 10:00AM a guided tour of Lake Vermilion and lunch on your own at the Vermilion Dam Lodge.
- Sunday September 5th 10:00AM to 4:00PM Boat Show at The Landing Restaurant in Cook, MN.
- Sunday September 5th 6:00PM Skippers Dinner at Jeff and Nancy's home. Registration includes the cost of dinner for two.
- Monday September 6th on your own to cruise on of the most picturesque lakes in the country.
- Registration packets and further information coming soon in the mail.



Six Boating Safety Tips From BoatUS

Boating Season Now in Full Swing

ALEXANDRIA, Va. June 2, 2010 - On waterways across the country, boating season begins this week. To help boaters and anglers brush up on their boating safety, the BoatUS Foundation has these six tips:



Not This.....

Life jackets: Ensure that you have enough life jackets to fit everyone aboard - including the kids. Next, ensure all are in good condition and easy to reach. Inflatable life jackets need to be opened, inspected, inflated manually and have their CO2 cartridge checked. For more information on the requirements go to:

www.BoatUS.com/foundation/guide/equipment.html

VHF radio: If you don't have one you may be taking an unnecessary risk. A cell phone won't summon the closest potential rescuers -- your fellow boaters or anglers, and today a VHF radio can be purchased for as little as \$100. If you have a handheld VHF -- ensure the battery is charged. "Digital Selective Calling" VHF radios need to be registered and an MMSI number issued to the boat in order to gain all of their superior safety benefits such as a one-button mayday feature. For a VHF radio tutorial, go to: www.BoatUS.com/mmsi.

The anchor: Unlike a car, a boat never stops moving, even in an emergency. Having an anchor and rode in good condition with the bitter end firmly secured to the boat will prevent drifting and give you time to think things through and make it easier for others to find you. To help you select an anchor, go to:

www.BoatUS.com/foundation/guide/navigation_30.html

Inventory and review all safety gear: Double-check to ensure you have all of the mandated safety gear such as signaling devices and fire extinguishers, as well as other safety gear, such as GPS and updated charts. It's also a good idea to brief your guests and crew on where the important items are located -- such as fire extinguishers -- and how to use the VHF radio. Check out trip planning information at:

www.BoatUS.com/foundation/guide/trip.html



.....or this.....

Get a Vessel Safety Check: A free vessel safety check from the US Coast Guard Auxiliary or US Power Squadrons is easy to arrange and can help you identify potential safety issues aboard your boat. Go to www.Safetyseal.net to find an examiner near you or to take a "virtual" vessel safety check.

File a float plan: Before you leave home, tell someone where you are going and what time you are expected to return. This person should be able to go to the authorities if you fail to check back in by a certain time. A sample float plan can be found at www.BoatUS.com/seaworthy/floatplan.pdf.



.....but This.





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No time to work on all of these boats sale

1949 Century Deluxe Utility 16, all hardware and Gray 112 hp engine.
 1963 Century Resorter 19, all hardware and Gray 280 hp engine.
 1952 Mercury Racer 18, some hardware unique to boat, no engine.
 1935 Chris Craft Deluxe Runabout 19, some hardware.
 All boats are project boats. Reasonable offers accepted. Contact Sherwood Heggen 715-294-2415

Wanted: Mercury 6 cyl. 60 or 70 hp. full gear shift, long shaft, 1963 or older. Contact Dick @ 763-545-1181

For Sale: Matched pair **1961Evinrude Lark** 40 hp engines. Matching serial numbers and opposite rotation (I think). All controls. Excellent condition. Make an offer. I want a good home. mark@ludlowresort.com 218-666-5407



1956 Century Coronado, 292 Ford Interceptor with 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)

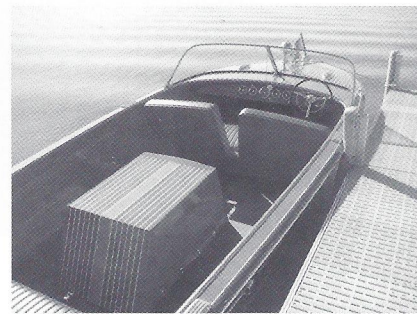
For Sale: Used 2bbl carb and intake manifold for 283. Good shape \$50.00
 New Mallory marine distributor for 283. Retail over \$300 sell for \$175.
 Call Clark at 612-210-5380 or clarkoltman@msn.com



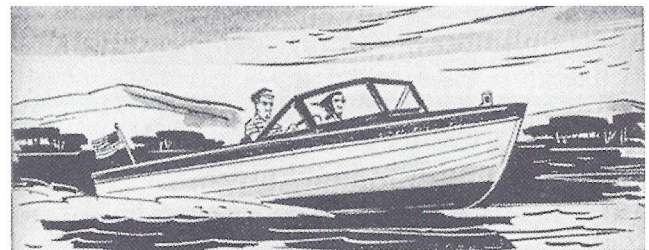
1947 Century Seamaid 17 1/2'. Total restoration, new white oak framing and mahogany throughout. Pristine fit and finish, show condition. Shown at 2006 Minneapolis Boat Show. Professionally rebuilt, very rare 1936 dual ignition Grey Phantom A6 244 Fireball 140 hp engine. Original refinished and rebuilt hardware and instruments. Very best craftsmanship and materials, as new boat. Includes dual axle trailer and covers. \$39,500.00 Mike c. 952-412-0709 or h. 952-469- 5524, mhunz@frontiernet.net

1959 Larson Thunderhawk Sr. 16' all original boat with 1964 Johnson90 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 \$3,995.00. Call Dick Mickelson 763-545-1181. Boat located in Plymouth, MN. Motor parts and service manuals and other literature included.

Boats for sale: A large collection of: wood rowboats, canoes, duck boats, O. B. Runabouts, 12-18 ft. ca. 1940-1960. Shell Lake, Larson, Penn Yan, Lucius, Cruisers Inc. etc. Gloria Roder 320-846-9672

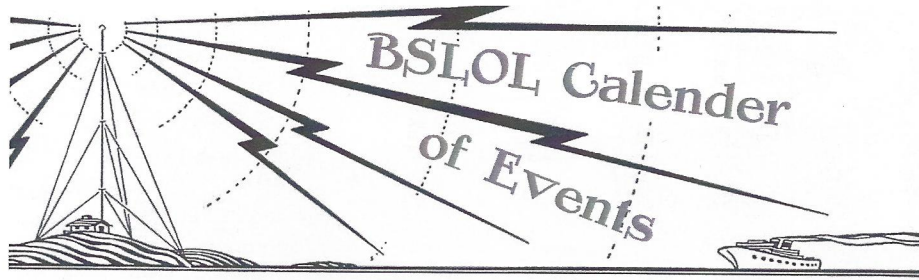


1958 23' Chris-Craft Continental (Hull #CL-23-155). Only 170 built and less than a dozen still in circulation. This magnificent vessel has been fully restored (2009) by a professional woodworker. 16 coats of varnish. Completely rebuilt 175 hp MCL engine, fully rebuilt carburetors, new upholstery, orig. gauges restored, all new electrical, new blower system, new electric bilge pump, all orig. re-chromed, re-furbished fuel tank, new throttle and choke mechanisms, and a refurbished trailer with electric brakes, \$52,500. Delivery available. Call Jerry at 763-878-2005 or batbunch@gmail.com for additional photos, information, or viewing.



Wanted: Boating related stories, anecdotes, and life changing events that have shaped your life in relationship to boats. These stories, anecdotes, and life changing events will be used to entertain and amuse other Bob Speltz Land-O-Lakes Chapter members and friends & family. Please contact Lee Wangstad at: editor@acbs-bslol.com





July 14/Lake Minnetonka, Mini-Cruise. Please see website for more information. www.acbs-bslol.com

August 11/Lake Minnetonka, Mini-Cruise. Please see website for more information. www.acbs-bslol.com

August 29/Steamboat Minnehaha Mini-Cruise, Meet at the docks in Excelsior.

10:20AM - Depart Excelsior City Dock

11:15AM - Arrive Wayzata City Dock

1:30PM - Depart Wayzata City Dock

2:30PM - Arrive Excelsior City Dock

Contact Eric Sandin for more details at 612-961-2357 or president@acbs-bslol.com

September 5/Cook MN, Lake Vermillion Antique & Classic Boat Show held at The Landing Restaurant. Please see announcement elsewhere in this issue for more information.

September 11/Excelsior MN, 35th Annual Antique & Classic Boat Rendezvous. 10:00AM to 4:00PM at Maynard's Restaurant on Lake Minnetonka. Please see announcement in this issue for full schedule. For more details see : www.acbs-bslol.com

October 3/Lake Minnetonka, Mini-Cruise. Please see website for more information. www.acbs-bslol.com

Other Events of Interest

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 their 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 waltswood@charter.net or Andy McCormick at (608) 222-0018 or andy@mccormicklumber.com

August 21/Lakeshore MN, Gull Lake Classic Boat Show held at Bar Harbor Restaurant on Gull Lake. Contact: 612-834-5020 or 218-568-4158 or visit their website: www.gulllakeclassicboatshow.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

Additional listings will be posted as they are received. Please send your announcements to: editor@acbs-bslol.com



Larry Karlson's beautiful 1939 Chris-Craft Custom took both Skipper's Choice and Favorite Inboard Award



Al Lindquist won the Favorite Outboard with his immaculate 1954 Larson Deluxe Speed Runabout



Sue Zemke was awarded the People's Choice Award for her outstanding 1959 Chris-Craft Continental

Not shown are Dennis Diers 2010 Shellback Dinghy and Sail that was awarded the Favorite Sailboat Award and Doug George that took Favorite Non-Motorized Award with his 2003 Sand Dollar Skiff.