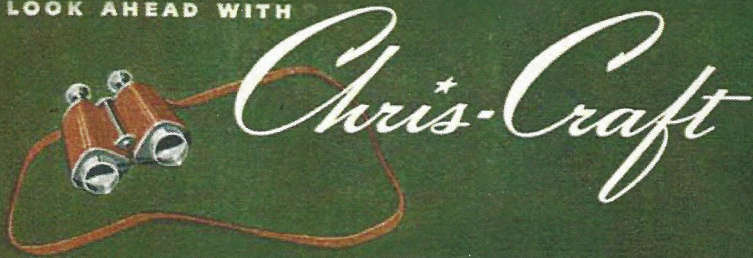


THE

# BOATWORLD

LOOK AHEAD WITH



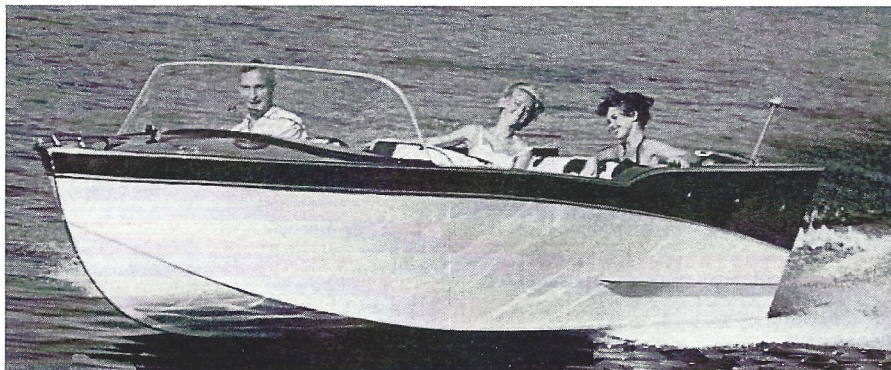
FALL 2010

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

*Special  
Show Issue*

# Old Boat

## The College of Knowledge

1. This boat was built by what Minnesota boat builder?
- Taft Marine Woodcraft
  - Minnetonka Boat Works
  - Luger Industries
  - Dingle Boat Works
  - Minnesota PlyCraft

2. What year was Glastron founded?

- 1961
- 1963
- 1956
- 1957
- 1959

4. In 1957 Ancarrow Marine introduced the Aquilifer. It's guaranteed top speed was?

- 45mph
- 75mph
- 80mph
- 60mph
- 63.4mph

5. Chris-Craft first introduced the Holiday Model in what year?

- 1951
- 1954
- 1965
- 1967
- 1972



3. This 1969 photo shows.....

- Connie Ray and Paul Larson
- Robert Hammond and Gar Wood
- Don Aronow and Gar Wood
- Don Ameche and Harry Truman
- Don Aronow and Harsen Smith



The prize for the first with the most correct will win this NOS 1953 Johnson matchbook commemorating the 1,000,000th motor made

Answers to last issues "College of Old Boat Knowledge":

- I would accept either B or D. The Lake-master was built by Fetherwate Boat Works located on Washington Ave. North, Minneapolis.
- "C", the Fisherman
- "A", Miss America IX
- "C", Bazine, Kansas. In the last issue!
- "D" Petoskey, Michigan held on September 15-19th, 2010.

First with the most correct answers was once again Eric Loman of St. Paul. 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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I'm writing this segment as I'm knee deep in organizing the details for the 35TH Annual Rendezvous at Maynard's, so forgive me if it's a bit short. There are many things to do to get a show off and running and with a smaller group helping this year I am swamped. My only concern as we come to a close on the summer activities is that our Chapter could really use more people who are willing to help organize events. Please talk to a Board member or join us at a Board meeting to find out more, we meet on the second Tuesday of every month. There is ample opportunity for you to lend a hand and contribute to YOUR club!

Throughout the season I always enjoy the occasional phone call or email with questions on this year's events. It's fun to connect to such a great group of BSLOL members, if you are new to BSLOL, welcome aboard and I'm pleased that you have joined us!

I hope that you were able to get out and enjoy the various shows around the region or maybe ventured off to a distant locale. Please share your adventures with us, we always enjoy the stories.


Have a great Fall Boating Season!

Eric

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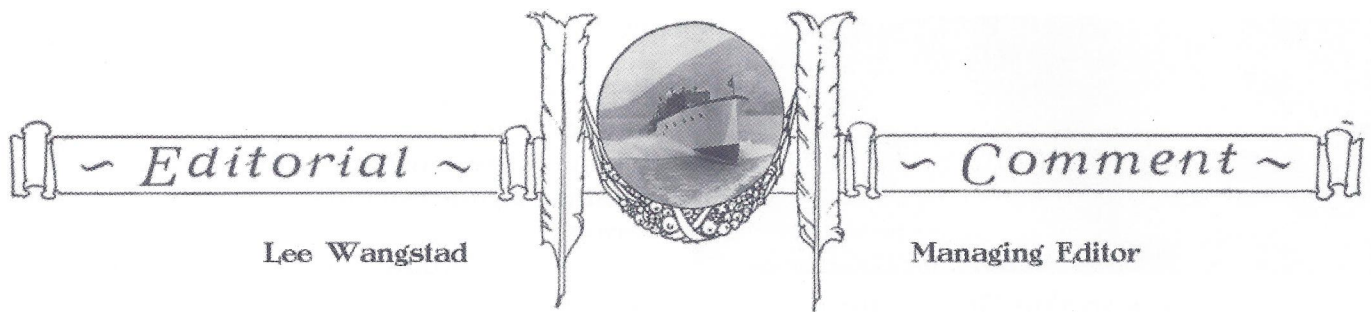
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The Boathouse has a large circulation across the U.S. & Canada. One-year (4 issues) advertisers get an added bonus of a link to their website from our (BSLOL) website.





Anyone else out there completely overwhelmed by the quality of the boats at the shows this summer? I couldn't believe the over-the-top quality and beyond belief variety of boats both at the docks and also on land. The numbers seemed to be down, but there was no lack of enthusiasm in either the skippers or the spectators. Like it should be.

My new challenge for the summer was getting used to a new camera. I needed something with a higher resolution and was looking for a camera that was still not complicated to use. It was a matter of finding out just what this new camera has. As the summer went by, the photos from each show became better. As much as I loved my old (now ancient) Nikon F2, I now appreciate the ease of using digital photography and the flexibility of storing and manipulating the images on computer.

But going to the shows, getting to know these boat owners better, understanding the purpose behind their coming to the show, going through the prep, fielding questions about their boat all day really brought it full circle for me. I've brought my boats to shows, prepped them and trailered them hundreds of miles, spent all weekend attached to the boat and gone home tired and hungry on Sunday afternoon. Tired, but satisfied in a fulfilled kind of way.

It's hard to show a boat and not receive the kind of affirmation that tells you that it was all worth it. Whether you win an award or not, the response that you receive from other owners and spectators alike are the reward. This issue is about the shows that are either BSLOL sponsored, or take place in our geographic area. It's going to

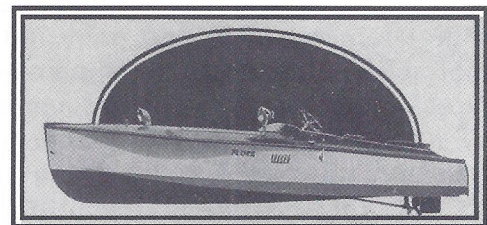
be about the boats, and with this issue the photos will focus on the boats. From these photos I would like to then feature some of the boats and their owners in future issues of The Boathouse.

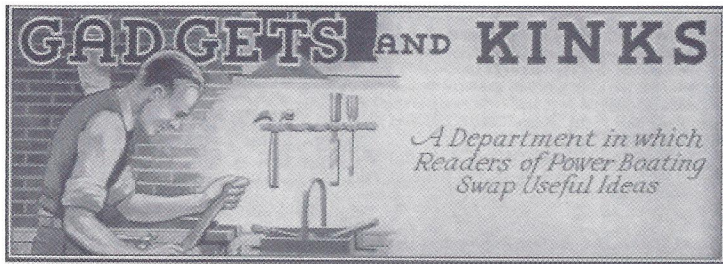
I have to thank Bob Matson, Dick Mickelson, and Clark Oltman for covering these shows and writing on them, their work is always appreciated. And thanks to Sherwood Heggen for always coming through with his great ability to share his experience.

I also must thank Chris-Craft Industries for permitting me to use the image from a 1943 advertisement on this issue's cover. It's amazing how easy it is to work with these people.

Back to our show issue. We will continue our regular features with the next issue. There will be more from the Minnesota Lakes Maritime Museum, Guest Contributors, and hopefully someone besides Eric Loman winning the College of Old Boat Knowledge. Maybe I should just have him come over and pick through my stuff and take what he wants?

To me, the year just kept getting better and better. It started for me at the Chain of Lakes show at Arrowwood Resort near Alexandria and ended at the Blackhawk Chapter's Lake Geneva show at The Abbey Resort in Fontana, Wisconsin. Of course, I'll still have Todd's big show in Winsted in October, but that's another story.





## Chemicals in the Boat Shop Or Are Boat Restorers Chemically Dependent? By Sherwood Heggen

One day I was trying to arrange the cans of chemicals I needed handy on my work bench to determine what I could put away. I became aware of how many different types of liquid chemicals I have in my shop used in restoration work. I had never really given it much thought of how I depended upon so many chemicals. I found I couldn't put many of them away, because I use them all regularly. There at hand was naphtha, lacquer thinner, denatured alcohol, acetone, paint thinner, paint stripper, cyanoacrylate, epoxy - thick and thin, water based glue and more.

The thought came to me that there must be a lot of hobby class/amateur restorers who haven't thought of using some of these chemicals for their work. Let's review the above mentioned chemicals and see how they can make your restoration work easier and more successful.

Naphtha - a petroleum distillate that has many uses in common products having to do with production of fuel, cleaning, and oil based paint to name just a few. Health hazards exist with naphtha though they are generally minor. You certainly don't want to breath it long term as it will affect your lungs and nervous system in negative ways. Long term contact with the skin tends to dry it out. It is also is extremely flammable. Regardless, naphtha is a great chemical to have around. It has a high evaporation rate and is great for cleaning just about anything that is of an oily nature - i.e. oil, grease, wet stain, varnish or paint, finger prints, etc. It does not attack or melt plastic or vinyl. It is also used as a solvent for thinning stain, varnish, and paint, although it does not soften stain, varnish or paint after it is dry. Great stuff. You gotta have some in your shop.

Lacquer thinner - a bit more aggressive solvent and a little more dangerous to your

health. It is made from tree sap and is generally used for thinning lacquer based paints. It too presents a health hazard when exposed in prolonged or repeated conditions negatively affecting many areas of your body. Uses for it besides thinning lacquer include using it as a wash when stripping varnish or paint and cleaning greasy/oily items. Certainly there are other uses also that will become apparent as you use it. Keep in mind that it will melt styrene plastic and affect vinyl negatively when it makes contact. If for nothing else, a little lacquer thinner poured onto a shop rag can give the shop that "worked in" scent which is particularly pleasing to the men's olfactory system - not so much for the women's, for some odd reason.

Acetone - this is a colorless liquid which is very flammable and evaporates very quickly. It has a surprisingly low health risk and is found in minute amounts in many of our common foods. Common sense says that we should not be exposed to it in great quantities for prolonged periods of time, nor should we directly ingest it. It has a couple of unique uses in my shop. First, an open can of Famowood will dry out rather quickly. Adding and mixing acetone to Famowood will bring it back to working consistency. When spot filling dings and holes in the boat hull with Famowood, a halo of Famowood will stubbornly remain in the grain around the spot after the filled spot has been sanded flush. If stain is applied over the halo, it will become an ugly blemish in the stain job. A wipe down with a paper towel and some acetone will greatly reduce or eliminate the halo and less sanding is required to bring back only wood. The other minor use I have for it is to unclog my cyanoacrylate glue tube. Soaking the nozzle of the glue bottle in acetone will soften/dissolve the glue for removal. (This glue will be described later in the text.)

Denatured alcohol - this is ethanol which has been made undrinkable by poisonous additives including naphtha. It has health risks also when exposed long term or ingested. A rag lightly moistened with denatured alcohol will help clean the surface of remaining sanding dust and debris after it is washed with water. It will actually soften varnish if applied to heavily which is why it should not be used to clean sanded varnish dust from the hull. It will melt the little specks of dust and they will bond to the softened varnished surface. The result is a clouded finish that is difficult to bring clear again with subsequent coats of varnish. Another use for denatured alcohol is to dilute dyes used in coloring the boat.

Paint stripper - a concoction of aggressive



chemicals used to soften paint and varnish. This is a dangerous chemical. Breathing its fumes will do funny things to your head, lungs, and other parts of your body. Getting it on your skin creates a painful burning experience and you certainly don't want it in your eyes. Good advice to follow is to have a small pail of water and towels available when working with stripper to wash any affected areas. Rubber gloves, a chemical mask, and old clothes are in order here.

I buy all of the above chemicals in gallon cans. Rather than carrying around a gallon can at the job location, I keep smaller quantities, except for the paint stripper, in labeled, pint-sized plastic bottles with sealable tops.

Paint thinner – this thinner is Interlux 333. Until I found this great liquid, a smooth varnish finish was a challenge to produce. This product is a slow evaporating solvent that allows the varnish to flow better and retain a wet edge longer. Also, I use it, along with naphtha as the main thinner, in paste filler stain to allow greater working time to rub the stain out evenly.

Cyanocrylate (CA) –the fancy name for super glue. It is a hazardous chemical in a number of ways as it is an irritant to eyes, nose, and respiratory system. Be warned that prolonged and repeated exposure can have a cumulative effect on your respiratory system. Symptoms will be stuffy nose and or difficulty in breathing which can last for days. Once sensitized, future use can immediately bring about health concerns realized earlier. Use this chemical in a ventilated area, or use a chemical mask if you feel you are at risk. The other hazardous characteristic of CA is that you can easily glue yourself to your project if you are not careful. Not to worry, though, as our friend acetone will soften the super glue and will allow release of its holding power. A unique use for CA is to glue down the loosened varnish around a bung or seam where you will see a “yellow” area. Using the thin variety of CA, lay a small amount at the edge of the loosened varnish and it will wick under the varnish and glue it to the stained wood base underneath. As long as the wood is healthy (not rotten or soft) the yellow edge will disappear and the varnish will be locked in place. If there is a spot with no varnish, say over a bung, the thick variety of CA can be used to build up the “finish” to the surrounding varnish. Over that, varnish can be applied. The advantage of its use over repeated varnish coats or epoxy is that the build-up can be accomplished in minutes instead of hours or days. The end result is a problem that has gone away.

Epoxy –a two part adhesive well known

for bonding two items together with great holding power and resistance to the affect of other chemicals once cured. Chemicals that make up epoxy are dangerous when in repeated contact with your skin. Of course, keep epoxy out of your eyes and mouth as well.

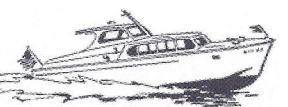
Another epoxy is the Smith's Clear Penetrating Epoxy System (CPES). It too is a two part composite of chemicals, but is not intended for bonding, rather for sealing wood from the ingress of water. It has a very strong smell and has potential for negative health issues.

*Please note the following!* All of the above have been noted to have negative effects on your health. Under extreme and repeated conditions of exposure, these chemicals can certainly do damage to many parts of your body's working systems. It is always best to read labels, or better yet, go to the Internet and Google the particular chemical you intend to use and learn of its health hazards and protect yourself in its use accordingly. Use of a chemical mask available at home improvement stores comes to mind as a good idea.

Water based glue – a water-proof aliphatic resin used primarily to glue wood pieces together. I use Titebond III in my shop for gluing in bungs and repairing cracks in planks. It is not particularly hazardous chemical although health warnings on the bottle should be read and understood for yourself.

And last to portray, but not least, is dihydrogen monoxide – a chemical compound. It is great for cleaning, dust control, and is certainly a refreshing drink. It is water. This chemical compound is so taken for granted, we forget how great it is. With a rag moistened with dihydrogen monoxide, sanded boat hulls can be wiped clean in minutes with no unpleasant odors or safety concerns. It evaporates rather quickly under most conditions and comes in abundant supplies from your local faucet. Use it freely to wet down the floors in the shop before you varnish to control dust. Also, pour it into the device called a humidifier in the winter months to keep the humidity up in the work shop. It will keep the boat project from drying out. Best of all, it is the best drink known to keep the human body hydrated.

So, that's a look at some of the chemicals that are useful in your restoration work. Use them with care. If you have any questions regarding any of the above or any restoration questions in general, feel free to contact me at 715-294-2415 or [Heggensj@Centurytel.net](mailto:Heggensj@Centurytel.net). I look forward to hearing from you.



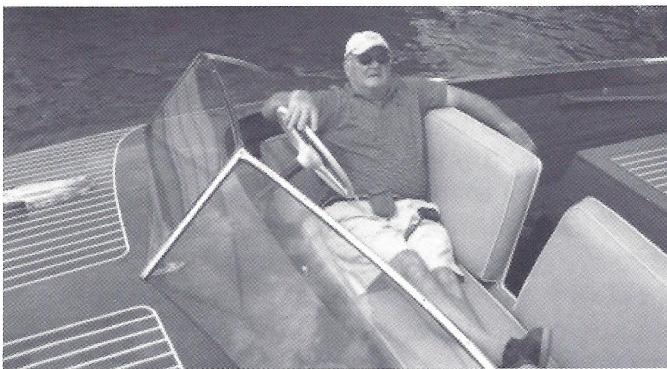
# Alexandria Chain of Lakes Classic Boat Show

Story and Photos by Lee Wangstad



It was a superb day with a spectacular array of antique, classic, and contemporary boats! Those who have participated in the “Chain of Lakes” Boat Show at the Arrowwood Resort located on Alexandria’s Lake Darling have become accustomed to a great variety of boats of every genre in attendance. The sky did unleash a slight sprinkling of rain later in the day, but only enough to bring out the soft terry-cloth towels and chamois for a quick re-shine of the sparkle that these boats started the day with.

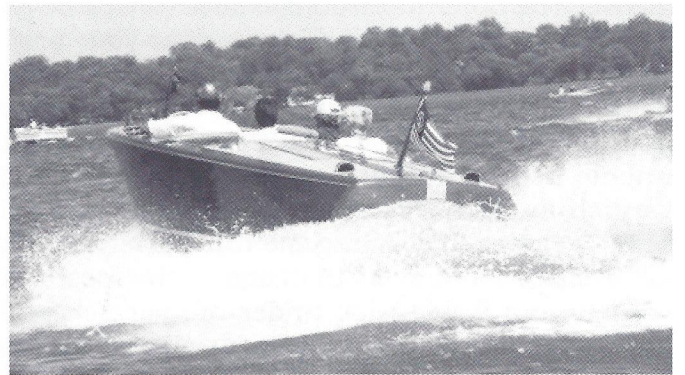
The BSLOL Chapter was well represented with a number of member boats at the docks and the on-land displays. The Chapter also had a booth at the show with BSLOL President Eric Sandin taking the lead. Clark Oltman joined Eric in marketing the chapter and recruiting new members.



**Dave Doner teaches a class in relaxation**

BSLOL member John Allen brought his 30’ Fay & Bowen Golden Arrow. This boat has been shown around the country and won the 2009 ACBS “Restored Boat of the Year” award. It’s nice to see locally owned boats getting this kind of attention and it’s always a pleasure to be able to view these boats at our local regional shows. *Rusticator* garnered the “Commodore’s Award”.

The Minnesota Lakes Maritime Museum did



**There’s nothing like a Century Seamaid on the water**

a great job of hosting this show starting with a skippers dinner on Friday night at the home of Fred & Terri Bursch. Fred is the current Board President of the MLMM. Anyone lucky enough to be at the end of Fred’s dock when Russ Hagen was departing got a ride in his 1953 Shepherd 27’ runabout. What a ride!





This boat won the "People's Choice" award on Saturday.

Paul Mikkelson was presented the "Skipper's Choice" award for his display of a 1956 Larson Falls Flyer towed by a VW Flyer. The VW Flyer is a custom car built from a Falls Flyer mounted on a Volkswagen chassis. It's hard to tell of one Flyer is pulling or one is pushing the other. It is a great combination that displays well no matter where it is shown.

The "Best Land Display" deservedly went to Bill and Mary Hermanson with their 12' Thompson Runabout. Their enthusiasm for



**Bill and Mary Hermanson with their flawless Thompson**

old boats is extremely contagious, as anyone that sees them at a show knows. Bill and Mary are a couple that exemplifies what boating together is all about.

The roar of marine engines coming from the



**Greg Benson brings his Capri into the docks**

docks signaled the boat parade would soon be underway. Orchestrating a high speed fly-by is no easy task, but everything seemed to just

fall into place. The sights and sounds were truly inspiring, making me sure that I will mark this show on next year's calendar.



**A Larson Outboard Cabin Special takes to the water**



**Eric Sandin's "HOT" Penn Yan Swift**



**The Ernst Family makes the Fly-By**



**Jim & Marcia Aamodt's HackerCraft looks just as good on land as it does on the water**



# Whitefish Chain Antique & Classic Boat Rendezvous



## A Class(ic) Act!

Story by Bob Matson  
Photos by Lee Wangstad

I live so far north that they say I'm at the end of the road. That's why I have to pick the shows I attend with much thought and preparation. Traveling to Cross Lake from Ely was to be a first for me, and I kept asking myself if this show was going to be worth the effort. Upon arriving, it took me five seconds to realize I had made the right choice! A huge crowd had already gathered at the Moonlite Bay Restaurant for the Friday Night Skipper's Dinner. Warm and enthusiastic volunteers at the registration table greeted me, and as I looked around, I could tell this beautiful setting was a perfect place for a boat show.



**Bruce and Linne Lemke in their North American runabout**

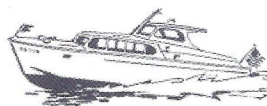
Walking around, wearing my Ely Rotary shirt, I was quickly greeted by fellow Rotarian's Larry & Sandra Crane from Brooklyn Park. As I sat down with them, the smell of charcoal steaks wafted over us from an open grill.

Whoa! Charcoal steaks on a \$15 ticket? But wait...there's more! After the wonderful chefs at the Moonlite Bay Restaurant finished serving over 120 people, the staff walked around passing out chocolate chip cookies that only my mother could have made! Finally, I was to meet the hosts of the show, Dennis and Judy Madigan. They have been hosting this show for 23 years. I asked Dennis what was the name of the club? "There is no club," he says. "We're all a big family of dedicated volunteers, planners and organizers that make this happen every year". After our conversation, Dennis welcomed the crowd and explained the next day's setup and activities. I couldn't wait to get back to my motel, call it a night, and wake up early to set up my boat.

The next day brought beautiful weather and again, I was greeted by enthusiastic vol-



**Bill Robertson's Chris-Craft Sedan**



unteers that helped me get my vintage Crestliner jockeyed into position for dry-land display. After that, I was free to gaze out over the Bay and watch the boats starting to come into the docks. That's when I got the biggest case of goose bumps ever! You see, I'm writing a forthcoming book about vintage boats, and here comes one of the boats featured in my book- *The Rusticator*, owned by John Allen! I rushed down to the dock and got a warm greeting by John. How wonderful to see this magnificent boat in person rather than just pages in my book!



**Charlie Underbrink and his phenomonal Hutchinson.**  
When was the lat time you saw one of these?

The rest of the day was simply fairy tale. Over 70 boats. Fifty-five on the water and fifteen on land. Wood boats. Fiberglass boats. Aluminum boats. Every one of them high caliber. Outboards, parts and vendors too. The day goes too quickly and soon the award presentation begins. Award recipients beam with pride, and rightfully so. This has got to be the greatest collection of boats I've ever seen. The greatest collection of people, volunteers, staff and organizers too. Yes, this was a class act! I'll be back again!

*Author's Note - Several weeks after the show, I received a call from Dennis Madigan, just thanking me for attending the*



**What is is about a Century SeaMaid that makes it so photogenic?**

Winners of the 2010 Whitefish Chain Antique and Classic Wood Boat Rendezvous:

❖ PEOPLES CHOICE AWARD:

-Lee Anderson - 1929 Ditchburn "Roy-aleze"

❖ SKIPPER'S CHOICE AWARD:

-John Allen - 1924 Belle Isle Bearcat "Belle Isle Baby"

❖ BEST UTILITY 20' & UNDER:

-Ted Rogers - 1960 Chris-Craft Sea Skiff "After You"

❖ BEST UTILITY 20' & OVER:

-Dave Thompson - 1953 Chris-Craft Sportsman "K.T. Jane"

❖ BEST RUNABOUT 20' & UNDER:

-Kermit Sutton - 1931 Dee-Wite Run-about "Whim"

❖ BEST RUNABOUT 20' & OVER:

-John Allen - Fay & Bowen Golden Arrow "Rusticator"

❖ BEST OUTBOARD (WOOD RUN-ABOUT):

-Denny Van Berkum - 1952 Larson Custom "Libby"

❖ BEST VINTAGE FIBERGLASS (pre 1965):

-Dane Anderson - 1960 Spitfire

❖ BEST BOAT DISPLAY:

-Dave Thompson - 1929 Clift "Rio-Rita"

❖ BEST LAUNCH:

-Jim Aamodt - 1918 Burtch Launch "High Season"

❖ BEST DOCK PERSON AWARD:

Greg Dively

❖ BEST MARSHAL: Lewis McGonagle

❖ FOUNDERS AWARD: John Collier

❖ SPECIAL RECOGNITION AWARD:

Lisa Schettler



# 30th Annual Okoboji Antique & Classic Boat Show

Story & Photos by Clark Oltman



On July 31st Dave Doner, Sue Zemke and I drove to Arnolds Park, Iowa for the Lake Okoboji boat show. It was a nice sunny day with a light breeze. As we drove into town there are a couple of places where you get a clear look at the lake. Boy, what a busy place, boats everywhere. The parking lot next to the amusement park and boat museum had plenty of open spaces.

This show has a limited land area but there is some space for boats and vendors. I did hear there were about 60 boats between the land and water display.

Chris Smith and his granddaughter were there with his Sea Skiff. I understand that Chris gave a talk on Friday night at the dinner and as usual was very entertaining. In addition we ran into Dr. Bob Johnson, Todd Warner, and Jim & Marcia Aamodt. I did see Steve Shoop's

Biesemeyer, but he must have found a shade tree or an air conditioned booth somewhere as we didn't actually see him.

We also stopped in the museum. They had rotated the displays some since last year but it is always worth the time to stop. Bob Speltz's Chetek, now owned by Stan Peterson, is prominently displayed.

It is always an enjoyable day, I recommend it highly.



Early 80's Glastron Scimitar



Nice Carter Craft on land



Mysterious vender making his next buy



# Alexandria Chain of Lakes Classic Boat Show Photos



It's easy to see why these Chris-Craft barrelbacks are increasing in popularity

John Allen's Rusticator shows what it means to be selected as the 2009 ACBS "Restored Boat of the Year"



Russ Hagen's 1953 Shepherd coming in from another ride on Lake Darling



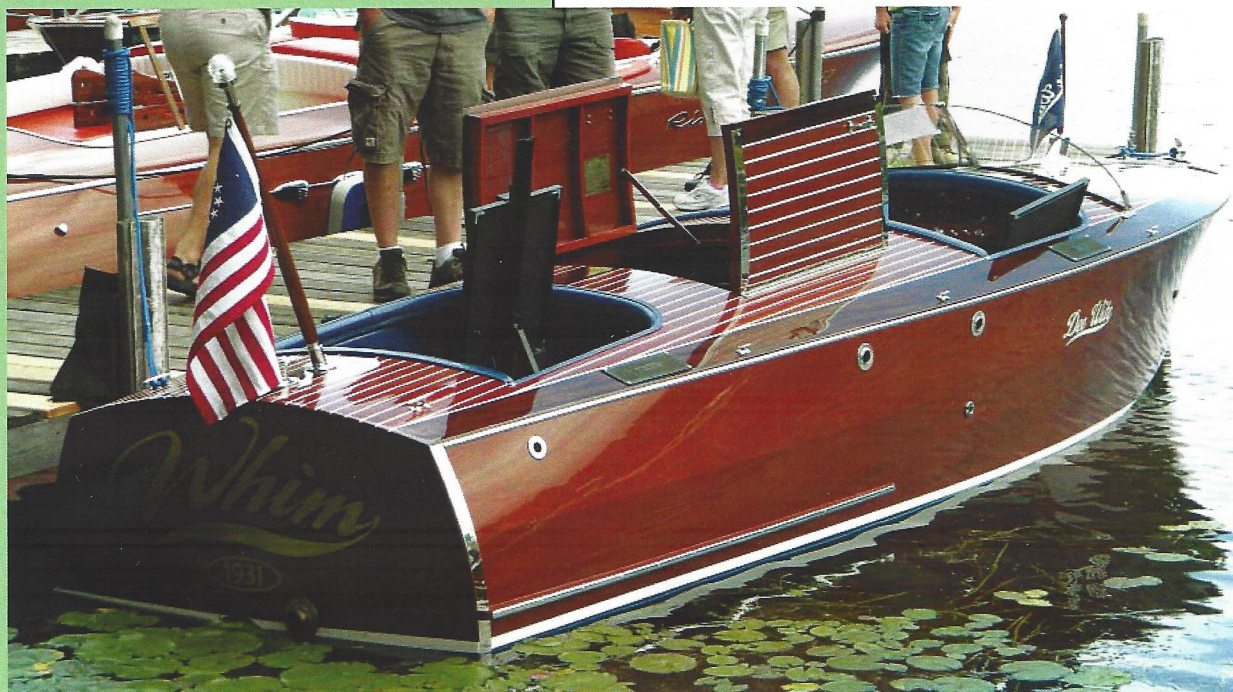
Jim Eidsvold's Thompson was looking especially nice on the lawn



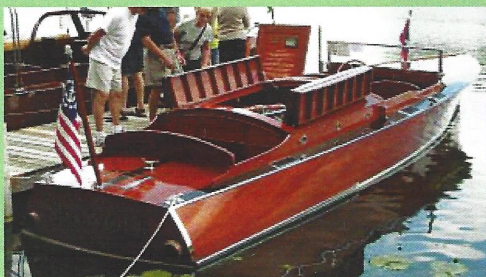
Paul Mikkelson proving once again that not only are his boats unique, but he is also



# Whitefish Chain Antique & Classic Wood Boat Rendezvous Photos



**Kermit Sutton's 1931 Dee Wite**



**Lee Anderson's "Sea Wolf", a Liberty powered Baby Gar**



**Dave Thoompson brought his 1929 Clift "Rio - Rita"**

**Dane Anderson brought this 1960 Spitfire by Su-Preme Boats of Minneapolis. They don't come any nicer than this example.**



# Lake Vermilion Boat Show Photos

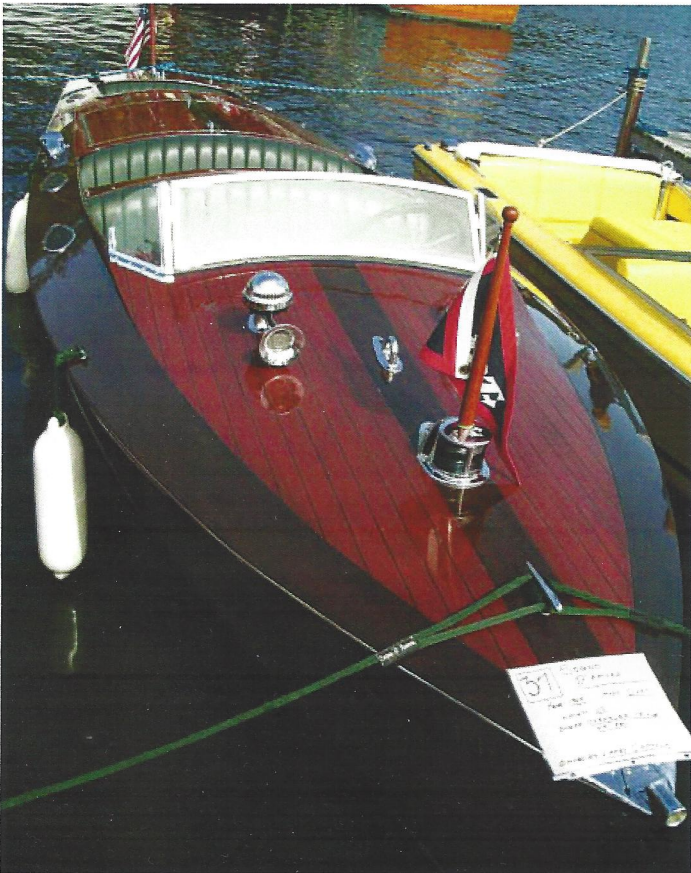


A relaxing moment on Lake Vermilion

1926 Old Town  
owned by Sue  
Jackson



1929 23' Dart owned by Larry Coppola



1944 Century owned by John & Sarah Urick



# Gull Lake Classic Boat Show Photos



Kermit Sutton and Jim Aamodt enjoy boating in a very big way



Lee Anderson's HackerCraft "Rebel"



John Allen brought last year's winner, "Belle Isle Baby"

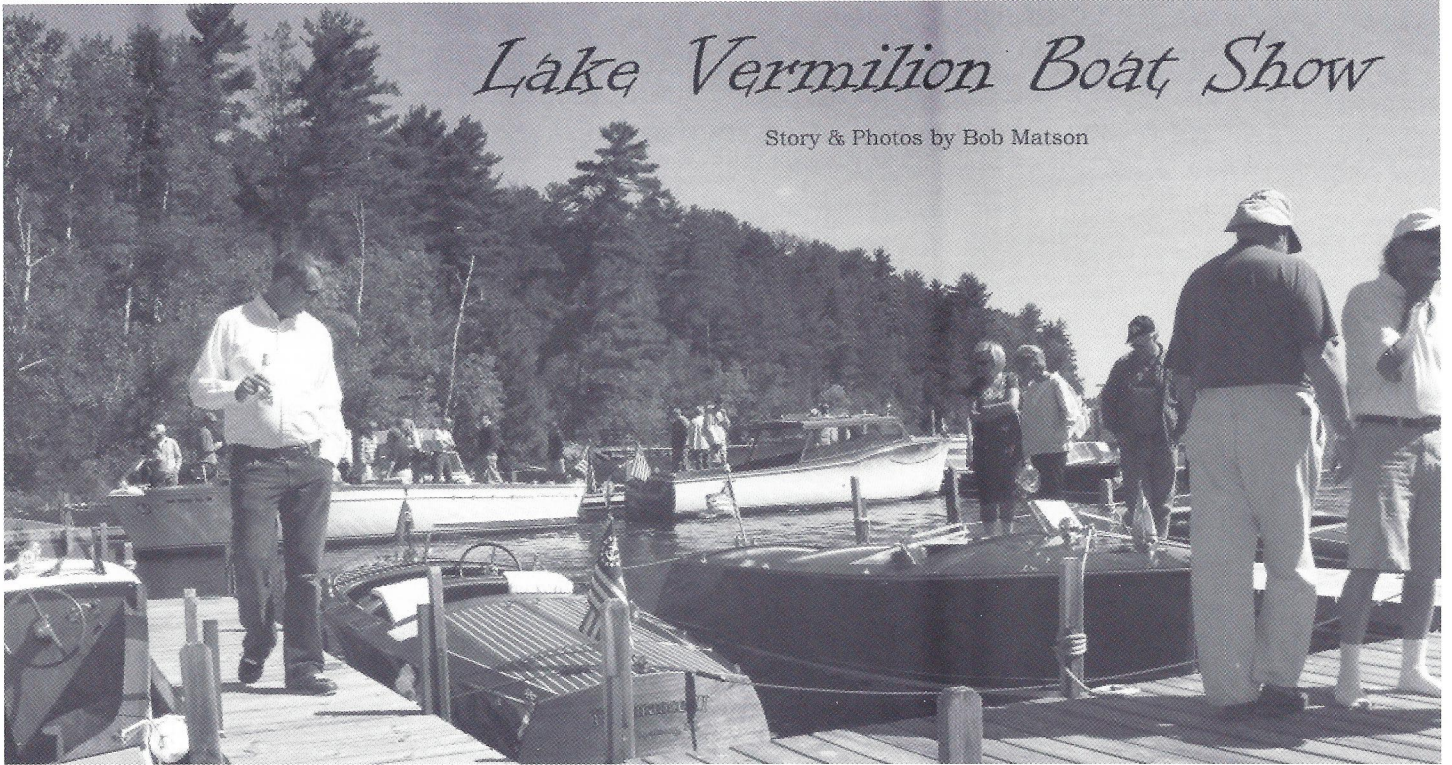


Dick Mickelson and his Glasspar Club Lido



# Lake Vermilion Boat Show

Story & Photos by Bob Matson



Finally, a boat show that didn't take me all day to get to! This one comes my way, on beautiful Lake Vermilion. Lake Vermilion at this time of year is the perfect place to stage a boat show. Pristine waters, no pesky bugs, moderate temperatures with just a hint of wood smoke in the air.

What started out about 15 years ago with eight or ten boats in attendance, today I saw over thirty boats on the water. There were the magnificent woodies of course, but several aluminum and fiberglass boats could be enjoyed as well. This year, the show was again held at The Landing, and was sponsored by the Lake Vermilion Fire Brigade, Hagerty Insurance and the Classic Boat Connection. According to Don Potter of the Brigade, the LVFB is a cooperative effort of local citizens, various governmental agencies and local fire and ambulance departments serving to bring improved fire fighting and medical services to Lake Vermilion and surrounding lakes. The Brigade displayed their impressive new fireboat; a Lake Assault, powered by twin 300hp Suzuki outboards. She'll do 52 mph and pump 1500 gallons per minute at 150 psi! The Brigade's presence was to create awareness and encourage fire wise practice at the cabin.

At this show, there are two events. First, the daylong boat show. But the second event

is as much anticipated as the show itself...it's the BBQ! Hosted by Jeff and Nancy Stebbins at their beautiful home, it was the perfect way to wind down the day. And the food was to die for, served up by Chef Bob, the neighbor.

Our thanks to Jeff and Nancy Stebbins, Mark Ludlow and Sandy Jackson for putting on a great show! If you haven't attended this show before, you might want to schedule your vacation around the show. It's always held the first weekend in September, and it's a spectacular place to be!



**Immaculate Thompson at Lake Vermilion show!**



# Gull Lake Classic Boat Show

Story by Dick Mickelson  
Photos by Lee Wangstad



I have always felt that if an event has made it to the second year and it's billed as the 2<sup>nd</sup> annual whatever, we have ourselves a winner.

Bar Harbor's second annual boat show was everything one could hope for and more. It was a great weekend weather wise; our hosts were gracious, serving outstanding meals and the boats at the docks and on land were absolutely beautiful.

It may be hard to believe, but I arrived at about 11 AM in time for the lake cruise. Having contacted Lee Wangstad earlier in the week, we had planned on cruising with the group in my Glasspar. Little did we know that the forecast was for a storm coming up from the Brainard area, so the cruise was cancelled. I was ready, the boat was ready and I wanted to go somewhere.

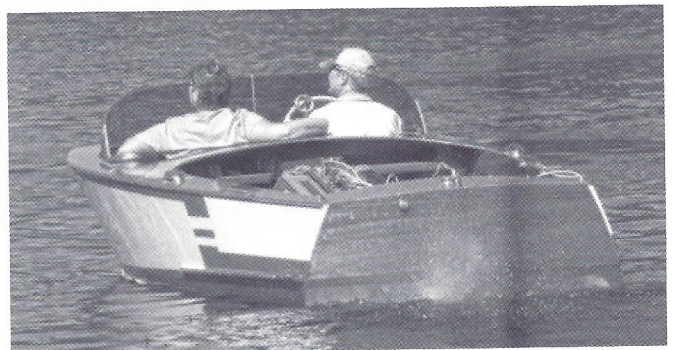
I had not seen or been on the lakes north of Bar Harbor so Lee and I decided to head north to Lake Niswaga and take a look at Lee Anderson's estate. It was well worth the trip! There were several smaller lakes to go through and truly beautiful scenery along the way. True to form the journey was worth the time. Lee Anderson's lake-side estate is incredible and the boathouse,

which is huge, is a real jaw-dropper. My little Glasspar sure felt out of place in that environment and after rubbernecking for several minutes we slowly headed back.

We arrived back at Bar Harbor with plenty of time to meet and greet the other skippers and crews and renew acquaintances from last year.

Ted Rogers was all smiles as he greeted the attendees and promised us another fun filled weekend. The skipper's dinner, held on the patio like last year, was really exceptional and there were over 100 skippers and guests in attendance.

The event ran smoothly, well almost. Setting a trend that was established last year, we had a partial dock collapse. True to last year's successful outcome the dock was repaired quickly and the show went on. Experience is a great teacher.



New to the show this year was a wood sailboat owned by Pete Rogers. It is a beautiful restoration and a user boat, not a garage queen. As a recent article in the Rudder magazine pointed out, we need to see and encourage more wood sailboats, or classic sailboats, to get involved in our boat shows.

With so many beautiful boats on display it was really hard to pick a favorite. At the end of the dock, past my Glasspar, was a vessel that really grabbed my attention. Long, sleek and looking brand new was a 30' beauty named Belle Isle, a Super Bearcat. Built in 1925 by the Belle Isle Boat and Engine Company in Michigan at a cost of about \$9,500.00, she is now freshly restored and powered by a V-12 Hispano Suiza engine, putting out 650 hp. These engines were used in aircraft during the 20s and 30s. Although not the original engine, the application and installation are perfect. The owner, Kermit Sutton, was very hospitable and provided me with some background on the boat.

Kermit has owned the boat for seven years and when he purchased the boat it was about 50% completed, minus the engine. The Belle Isle's debut was at the Whitefish Boat Show this summer and the result was something Kermit didn't really want to talk about. After all the bugs were worked out she appeared at Bar Harbor with only about an hour of time on the completed restoration. Kermit has not had the boat flat out, but feels she has a top speed in excess of 50mph. The transmission is a step up tranny which means when the engine is turning 2,000rpm the prop shaft is turning 4,000. This set up is not for the faint of heart, especially when docking. The original design of the Belle Isle was by John L. Hacker.

Several people said that the excellence and value of boats at Bar Harbor are second to none when compared to other shows around the country.

Ted Rogers and his group of volun-

teers organized this 2<sup>nd</sup> annual event and did a marvelous job, the quality of the Bar Harbor Boat Show was set high last year and it continued this year. I am sure that everyone attending this year's show was impressed and hopefully will talk about it with others and come back again next year.

In a conversation with Ted this week he provided me with the following information on the show:

Attendance was up this year by all estimates, Bar Harbor and Zorbas had an outstanding weekend with crowd estimates at 6-10,000. Zorbas had a flatbed trailer that was taking people back and forth between the two restaurants. Boat registrations were up also. In the water and on land there were over 60 boats. Ted and his committee are already working on next year's show and they expect it to be bigger and better. Let me see if I got this right, 2011 and the 3<sup>rd</sup> Annual Bar Harbor Boat Show, bigger and better -- has a nice ring to it and it's on my calendar.

This year's winners at the 2<sup>nd</sup> Annual Bar Harbor Boat show are:

- ❖ BEST IN SHOW:
  - Kermit Sutton - Belle Isle
- ❖ PEOPLE'S CHOICE:
  - Dave Thomson - Clift
- ❖ SKIPPER'S CHOICE:
  - John Allen - Greavette
- ❖ UTILITY 19' AND UNDER:
  - Ted Rogers - Chris Craft
- ❖ UTILITY 19' AND OVER:
  - Joe Ruttger - Chris Craft
- ❖ RUNABOUT 19' AND UNDER:
  - Scott Harrison - Chris Craft
- ❖ RUNABOUT 19' AND OVER:
  - Mike Ryan - Chris Craft
- ❖ BEST CRUISER:
  - Lee Anderson - Gordon Boatworks
- ❖ BEST FIBERGLASS:
  - Trevor Yoho - Herter's
- ❖ BEST NON-POWERED:
  - Pete Rogers - Etchel





Story & Photos by Lee Wangstad

As I've come to discover, any show first begins with a road trip. Not a long road trip like Bob Matson takes whenever he decides to join in on chapter events, I mean, Ely is a long ways from everywhere. But I know that it's going to be at least a hundred miles for me to get almost anywhere from where I am.

September 11th wasn't any different, but it was a great day for a ride and I could avoid the Rogers/94 construction zone that has been my nemesis all summer by taking my county road "through the woods and fields" route. It would ensure a more relaxed, slower paced journey with plenty to look at along the way. I could also stop at our cabin "down south" in Waverly and touch base with the family.

When I arrived at Maynard's, I encountered the usual parking dilemma, solved by parking where I shouldn't. It worked once again. I was looking at the on-land displays, and thought just how far the club has come in making this a bigger part of the show. The smaller, mostly outboard boats, show better in this environment

where you can get up close and personal with each boat. They tend to get lost out at the docks. It is also easier for the owners to pull up a chair and share old boat stories with the spectators.

The outboard displays were in this area also. The Antique Outboard Motor Club, Inc. once again put on a very nice display of perfectly restored motors. One thing that I am very grateful for is having their expertise on hand for the various outboard motor questions that we are asked to field throughout the day. It's not just that they have the knowledge, they are excited to share that knowledge, and without making everyone else feel like an idiot (easy in my case).

The boats at the dock presented the great variety that our chapter has become known for. Featuring everything from a 10' GW Invader up to Todd Warner's 54' Huskins/Hacker, there was something for everyone. Todd's exceptional commuter "Posh" picked up the "Special Recognition Award" for just being itself, no explanation necessary.

The "Best Cruiser Award" went to Dennis Newell's 1930 Blanchard, Mer-Na. Dennis best exemplifies the term "happy



boater". Digging for any downcast or negativity around Dennis is simply time wasted. Mer-Na continues to amaze those who are knowledgeable about classic boats and those that just appreciate anything that delivers on the promise of this much class.

The runabouts and utilities were well represented also. Is it just me, or has the quality level bar been raised? There were some very nicely restored boats tied to the docks this year. Steve Shoop, dockmaster, had the boats arranged so that they weren't all put together by class, but were placed to give a good variety and keep the view interesting. Nice job, Steve!

Jeff Thom brought Thayer IV fresh from restoration and ready to bring home the awards. This 1950 Chris-Craft U-22'



**Mer-Na...Always impressive**

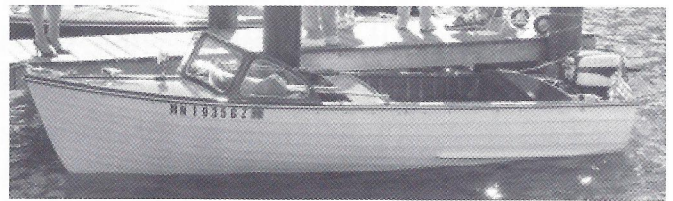
Sportsman from the movie "On Golden Pond" did as much or more to bring the popularity of wood boats into where it is today as anything else before or since. It took "Best Classic Inboard" and "People's Choice" awards in two hotly contested categories. The "Best Antique Inboard" award was won by Jamison and Leslie Kohout's 1936 21' Chris-Craft Special Utility.

Once again, the outboard boats turned out en masse. The "Best Outboard 15' and Over" award went to Jeff Larson's 1960 Crestliner while the "Best Outboard Under 15'" was awarded to Gene Church's 1951 Speedliner. Both boats were over the top and there wasn't an outboard boat at the

show that wasn't award-worthy.

The "Bob Speltz Award" is presented to a restoration that is done primarily by an owner/amateur restorer. This year's winner is the Klopp family, for the phenomenal restoration of their 1950 Century Sea Maid. This Century was the poster boat for this year's rendezvous and looks even better up close.

The "Most Original" award was nailed by Jerry Piazza with his 1957 Tonka Craft. Jerry is also the longest term owner in the show as he bought this boat in 1958. Just the fact that it is still in his ownership and still being used is quite an accomplishment. Actually, more amazing is the condition that Jerry has maintained since his ownership began.



**Jerry Piazza's 1957 TonkaCraft-Nice and original**

"Judge's Choice" went to Jack Beatly with his freshly restored 1940 19' Chris-Craft barrel-back. This boat, fresh from Dan Nelson's shop, was proving the points that Dan was driving home to us at last year's Winter Workshop about overall appearance and detail that gets better as you get closer to the subject.

Overall the caliber of boats at this show was fantastic. Though the total number of boats was down, the attendance certainly seems to have grown. After slipping out of my parking spot and a couple of quick turns I'm back into corn country and headed for the pine forests of home. The show's that I've attended this year have been great. There's always something new. The new friends that I've made and the old friends that I've caught up with are what really keeps me going.





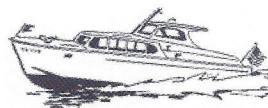
## Lake Minnetonka Moonlight Cruise

By Dick Mickelson

A cruise on Lake Minnetonka during the phase of the full moon sure sounded like a great idea and I was really looking forward to hosting the event.

Spending time on the lake during the full moon cycle, usually about four nights, started way back when I was an avid sailor. My last sailboat was a 20 foot catamaran, a Tornado. The Tornado, which I named «OH OH», became an Olympic class sailboat in the mid 60's. The name «OH OH» was a jab at humor in that if she ever turned completely over the name would read HO HO. She was fast, with a 30 foot mast sporting 235 square feet of sail and an all up weight of only 285 pounds. Speeds in excess of 20 knots were not uncommon. I sailed and raced her for 10 years - lots of stories to tell about those exploits. Sailing her on Minnetonka was a blast and those evenings during the full moon phase were most enjoyable.

I was ready for the Friday night event. My Glasspar was all set to go by Friday afternoon, which was a rarity for me, seems I'm always late. Time to relax for just a moment or two.



I just waited.

The sky to the south was starting to get dark. Not having a radio I had no idea what the forecast was, but hey, no big deal, it'll blow over. A couple of guys on the dock were looking at the Glasspar and asked what was going on. When I told them about our moonlight cruise they looked at each other and said to me, "good luck".

It was now about 7:30 and the dark sky was not only getting darker but the weather front was moving closer to the lake, from the south. The wind was also picking up and I could see small white caps starting to form far out in the lake.

As much as I love that Glasspar I had to tell myself she's only a 14 foot boat built in 1957 and basically a flat bottom craft not meant for high seas.

OK, with that in mind I made the decision to head back to the landing. The wind was coming almost directly out of the south which meant I would be heading right into the waves, no matter how big they got.

About five minutes into the "moon light cruise" it started to rain. I hadn't planned on that so I was without raingear, not even a plastic bag. No big deal I thought, it'll blow over.

Well, guess what? The rain started to come down harder and along with that the winds increased. In a couple of minutes I was completely soaked. White caps, maybe a foot at most, were everywhere and the sky was getting even darker. That smell that's in the air when a storm front approaches was ever present.

I eased back from about half throttle to a speed just above idle, about 1200 rpm. Just keep her moving I thought, into the wind and waves. I had tried to quarter the waves in an attempt to head more southeast toward the bridge and the landing but that only resulted in waves splashing over the bow. I'll head straight south to the calmer water on the far shore.

The sky was now dark enough to turn on the navigation lights and I started to go over in my mind what safety equipment I had on board: first aid kit, fire extinguisher, flashlight, two life vests under the seat, an anchor and fifty feet of line under the bow.....oh yeah, and one canoe paddle.

I looked behind me and found I had only gone about one third of the way across the lake and not heading at all toward the bridge. There was not another boat in sight and the lights in Wayzata were getting fainter as the sky became darker.

Wave action was now serious..... white caps estimated at about two to three feet and swells at about five feet. The rain was now coming down in sheets and starting to blow in horizontally.

The transom on this boat is only 17 inches high and there is no enclosed motor well, so that means all this rain enters the boat through the front and rear cockpit plus the motor well.

Through all this the Mercury was still running OK..... but what if?

I switched on the bilge pump, some explanation needed here. When the boat was restored in 1980 I didn't want or see the need for a regular bilge pump. Pleasure boating and a fiberglass hull that didn't leak required only a sponge and maybe a bucket. I decided the small amount of water that occasionally splashed in could be gotten rid of by using a 12 volt pump from a windshield washer tank removed from a car at a local salvage yard.

What a brilliant idea on a night like this! I didn't even have the sponge or bucket. The only other option was to leave the helm, go to the transom, pull the transom plug, and go fast enough that the water would be sucked out. That would put my weight too close to that 14 inch transom and the possibility of additional water coming over the transom was too great a risk. I knew there was an ever increasing amount of water in the boat but my first priority was to get across the lake to the shelter of the far shore.

It was now so dark that I could no longer see the bridge or the far shoreline. When I lost sight of the north shore and Cedar Point, I was still only about half way there. I also knew there were two or more sets of buoys off Cedar Point, and a shallow area near these buoys. The buoys furthest south were about two hundred yards off the north shore. If I could only find those buoys before things got worse.

My feet were getting really wet. I couldn't see the floor so I felt under the seat with my left hand and said holy s\*\*\*, there's standing water in the boat.

If there is water up by the front seat then there has to be at least 6-8 inches of water back by the transom. From the top of the transom to the double bottom on the inside there is 14 inches of depth. That meant there



was only about 6 to 8 inches of freeboard at most and additional rain or lake water coming over the transom would really add to my growing problem.

The rain was now so intense I could no longer see the waves, I could only feel them as they hit the bow, some breaking over the bow and adding more water to the inside of the boat. I had no idea where I was going, just heading into the wind. There was absolutely nothing to bail with and even if there was I didn't dare let go of the helm. Was there enough flotation in the boat to keep her afloat if one big wave came over the bow or a following wave came over the transom? With the double bottom, bow flotation and foam under the rear seat I felt comfortable that she would not go to the bottom. My only hope was to get to the far shore and beach the boat before it filled with water.

Adding more throttle to get me to that shore quicker only caused the stern to settle deeper, ease off and hope for the best.

I reached for a life jacket, finally, only to have it blown out of my hand. Quickly grabbing the other one I hung on and fastened it tightly around my now shivering body. Fear or cold, I was shivering.

I knew I would survive, maybe without a boat, but with the life jacket on at least I might float back to Wayzata. What crazy thoughts go through your head when you're scared as hell. I've been in storms before, Lake Superior, Lake of the Woods, Leach Lake, but always on a sailboat. The drive a sailboat has in a storm always seemed more comforting.

This was no longer fun.

All of a sudden the wave action slackened, the wind didn't let up but the water seemed to be a little calmer. I gently eased the

throttle forward when all of a sudden there was a wall of black in front of me, what the ---- at that same instant I felt the motor hit something, hard. Out of that wall of black appeared forms the like I had never seen before, the bridge, a barge, a boat? My heart was racing. As I got closer it turned out that what came out of that blackness was the tree line on the north shore and at that moment I didn't care what the motor hit. I'm less than 50 feet from shore and getting closer. I made it.

Shutting off the motor, I jumped out of the half submerged Glasspar and pulled her as close to the beach as I could. Don't know where I am, but I was safe, and shaking like a leaf. The half submerged Glasspar sat motionless in the darkness, beached, but in one piece...for now. As I looked back out into the lake, I could see nothing, just a solid wall of rain and darkness.

The sound of the rain was still deafening and then the thunder really got my attention. What's next? I bolted upright in my recliner and gazed out the picture window at the sheets of rain still coming down. I was in a cold sweat with a heartbeat of about 120 +, but safe. The dream was so real, but then why did I have my life jacket on?

The Glasspar, although wet, was still parked safely in the driveway. If we do this again next year, I'll listen to the weather man.



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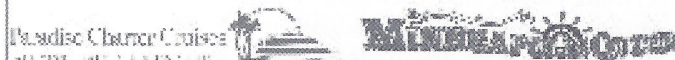
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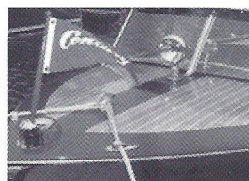
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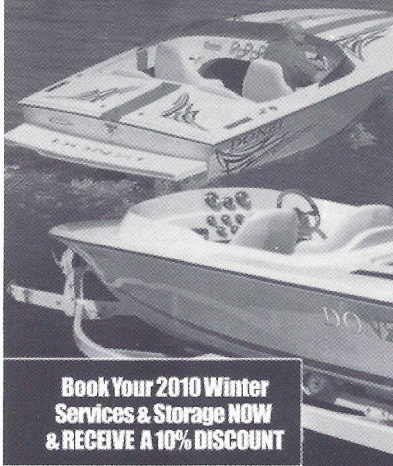
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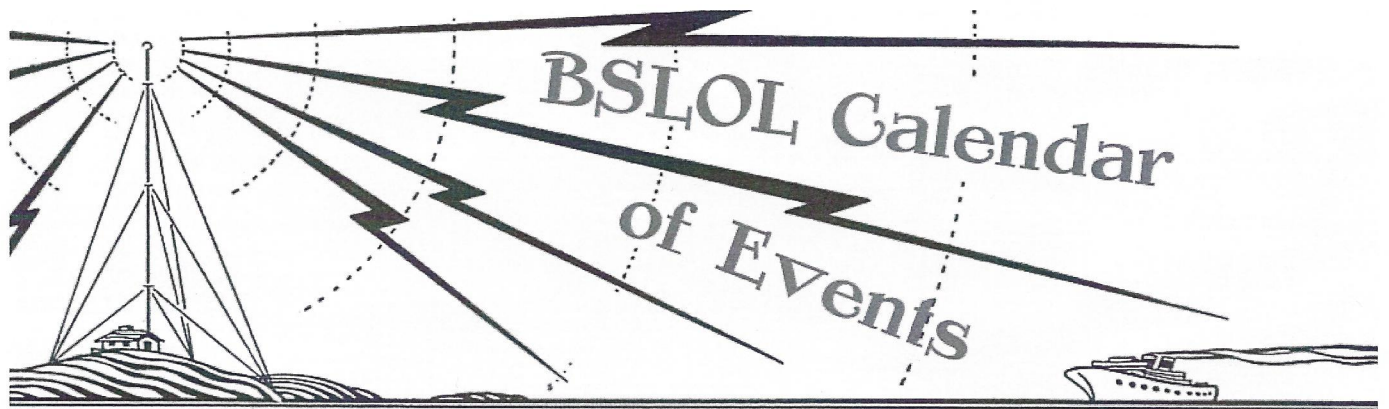
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# 35th Annual Antique & Classic Boat Rendezvous Photos



**"Posh, 54' of John Hacker elegance**



**Thayer IV, our favorite movie star**



**1936 Chris-Craft 21' Special Utility  
belonging to Jamison & Leslie Kohout  
blew the judges away**



**As nice as a barrelback gets-Jack  
Beatly's 1940 Chris-  
Craft Custom**