

THE

VOL. 36 No. 1

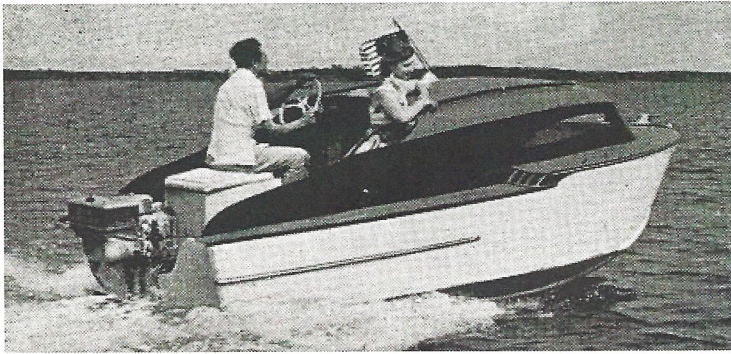
BOATWORLD



WINTER 2011

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





2. Howard Lyon, founder and builder of Sea-Lyon boats originally sold what make of boat in his New York City showroom?

- A. Chris-Craft
- B. Dodge
- C. Dingle
- D. Gar Wood
- E. Century

3. The Dart Boat Company of Toledo, Ohio was originally known as what boat manufacturer?

- A. Dart Division of Chris-Craft
- B. Meteor Boat Company
- C. Indian Lake Boat Company
- D. Dart Boat Company
- E. Ensign Boat Company

4. The Globe Mastercraft was designed by which noted industrial designer?

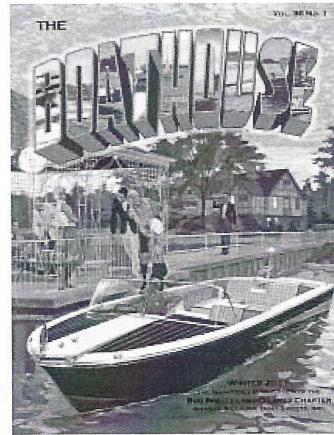
- A. Raymond Loewy
- B. Harley Earl
- C. Norman Bel Geddes
- D. Brooks Stevens
- E. Millard E. Mogg

5. Harper's Arrowhead Boats were built where?

- A. Grand Rapids, Minnesota
- B. Hibbing, Minnesota
- C. Little Falls, Minnesota
- D. Sheboygan, Wisconsin
- E. Holland, Michigan

1. This great outboard cruiser measured only 15' in length. It was built by what Minnesota boat builder in 1950?

- A. Minnesota Plycraft
- B. Orono Boat Works
- C. Dingle Boat Works
- D. Minnetonka Boat Works
- E. Einar Anderson



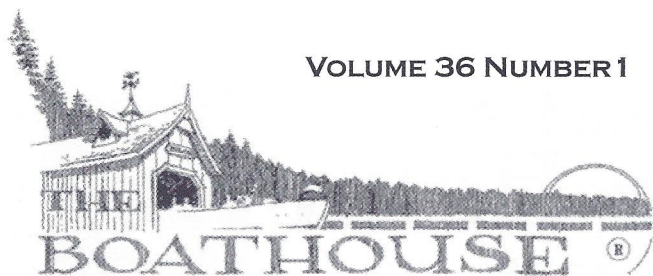
The prize for the first with the most correct answers will receive a 11x17 laminated full color illustration from the cover of this issue. All the answers are located in the Bob Speltz Real Runabout series. Good luck!

Answers to last issue's "College of Old Boat Knowledge:

1. This one proved to be a tough question for everyone. I would have accepted either TonkaCraft, Minnetonka Boat Works, or even Carribean, the model name, or "B". This is from 1957. Any of these still out there?
2. "C" 1956. Glastron was founded as Standard Glass Products in late October, 1956 with the name "Glastron" coined by Bob Hammond's wife, Bettye.
3. "C" Don Aronow and Gar Wood. A planned meeting with two racing greats.
4. This would be "D". Newton Ancarrow built this boat because no other builders could guarantee a top speed of 60mph in 1957.
5. A. 1951.

Here we go again, Eric Lomen was first with the most correct. Congratulations Eric, the NOS matchbook commemorating the 1,000,000th outboard motor from Johnson is in the mail!





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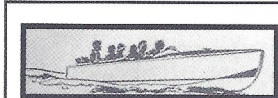
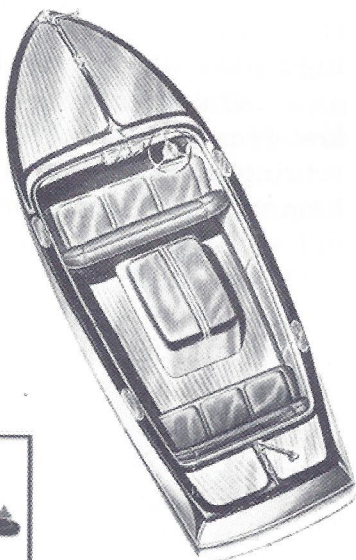
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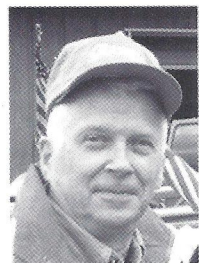
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 - Don & Rose Mary Nelson - Annandale, MN
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 Our Mission:

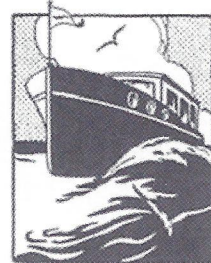
To promote the preservation and enjoyment of antique, classic and special interest watercraft of all types, both powered and non-powered by:

- 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.





From the Helm



In last month's Boathouse there was a story about a skipper who took the helm in his small boat and went out for a "moon light cruise" into stormy skies and seas. His goal was to reach the comfort and safety of the sheltered shore on the other side of the lake. His vessel was small and going it alone, he finally made it through the wind, rain, and white caps to the sheltered shore. A larger vessel and additional crew would have made that evenings event more comfortable and enjoyable.

Assuming the helm of the BSLOL vessel with a passenger list that approached close to 350 paying customers plus their "mates" last year is a huge responsibility and not one to be taken lightly. In the past our vessel has cruised in the sunlight on calm waters and the passengers have enjoyed the relaxing atmosphere that scenario had to offer. Everyone on board seemed to have a good time and enjoyed the menu we had to offer.

We have also, over the years, cruised in choppy waters with overcast skies in a vessel not filled to capacity and too small a crew at the oars to provide the propulsion necessary to cruise comfortably on extended voyages or in some cases, even short trips. Our vessel has survived anything and everything thrown at it due primarily to its sturdy construction, long lasting heritage, and oars pulled by a committed crew.

Passengers are absolutely necessary to keep and maintain our vessel and to provide the necessities that are expected. Attracting additional passengers requires a menu with hors d'oeuvres, diverse entree's, desserts and destinations. It's said "variety is the spice of life" and our passengers have grown to expect that and more.

As we cruise into a new year there are always positions available at oars of different lengths and sizes to help provide additional

power to propel our vessel through the waters ahead. The more power we have the greater our chances are of pushing through whatever weather awaits us. It's amazing, I have found, that as the size of the crew grows the interest in becoming a passenger increases also.

Thanks Eric for your leadership for the last year and a half and also thanks to those retiring from the board this year. Without your help we could not have accomplished what we did - please stick around and lend a hand in some upcoming events this year, your experience is always welcome. Thanks to others on the board that are changing positions. Welcome aboard to our new board members Bruce Zemke and Clark Oltman.

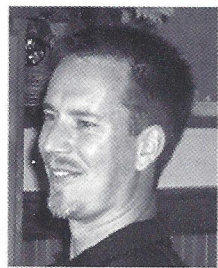
Our Holiday Party this year was a smashing success judging from those that attended. The setting at the Dellwood Hills Country Club in White Bear Lake was exquisite and the service by the staff outstanding. A total of 67 folks showed up (no no-shows), and we all enjoyed an evening of laughter, good fellowship, wonderful food and even a visit by a jolly ole soul in a red suit. A special "thanks" goes out to those from the White Bear Lake area that joined us.

The silent auction raised just over \$600.00 which means a donation of \$300.00 will go to the local White Bear Food Shelf. A goal of \$250.00 had been set for the food shelf and it was with great joy that the goal was not only met but exceeded. Thanks to all for your auction items and your generous bids.

When the ballots came in several members indicated an interest in being more active in BSLOL, however, some of the names were not legible and therefore please contact me at my email address and we will help you find an oar that fits your size and power. It would be nice to think that at some time and point we may be able to water ski behind our vessel.

Dick Mickelson





A MESSAGE FROM ERIC SANDIN PAST PRESIDENT



As my year and a half as president comes to a close, I'm leaving the leadership of BSLOL in good hands with very capable people. Dick Mickelson will lead the Board with much enthusiasm and zeal. Having served as membership chair and organizer of many, many successful events, he has become well acquainted with most of the members, both old and new. He will be challenged to keep up last year's pace!

To continue building on this wonderful organization, our board will be there to help in any way they can. But, it also takes you, the

members to make it all work. As always, every year has a new set of challenges and projects to work on, please be a steward to your club and lend a hand. Share ideas of improvement with your board and promote our efforts to the hobby by encouraging others to join, but not just join, but be active.

Thank you for all your support. It has been my pleasure to serve this chapter and I hope to see you on the water soon!

Eric Sandin 

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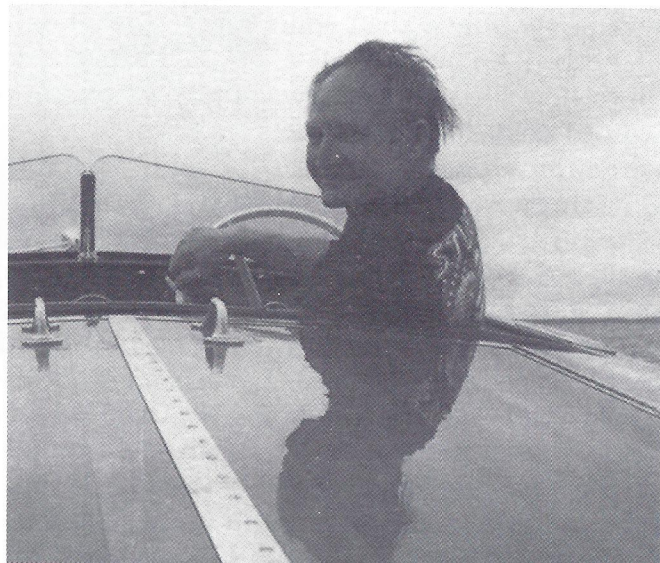
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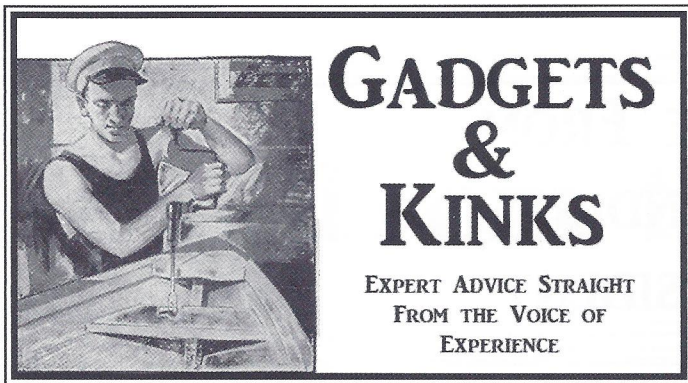


-IN MEMORIAM-

Harold Joseph Thompson

September 30, 1935 - December 23, 2010
Anyone that was involved in classic wood boats in the Nisswa area knew what an impact Harold had on the wood boat fleet that called Gull Lake home. His quick smile and honest to goodness attitude carried him through any difficulty. He was an excellent boat carpenter/restorer of the first degree and will be remembered always by those who knew him.





The Two Tone Stain Job Made Easy

By Sherwood Heggen

Applying stain and varnish to a wooden boat is pretty basic. Getting it done correctly is another step above that. This is especially true with two tone stain jobs of dark walnut color covering boards/king plank or blond decks along with the typical mahogany color. It seems it shouldn't be that difficult to do, but apparently it is, as I have seen some pretty sad attempts at both. I know it is all a matter of preference as to how dark, how brown, or how opaque the walnut color is, or the hue of the blond, etc, but when done poorly it detracts dramatically from the otherwise nice finish of the boat.

This Gadgets and Kinks article is going to offer a workable process of creating that "correct" look by giving some valuable suggestions.

Many years ago my first attempt at doing dark walnut covering boards was on a 1948 Chris Craft Deluxe Runabout. I bought Garwood dark walnut stain which was water based. Applying the stain to the wood caused the grain to raise, plus it came out nearly black. That color combination on the Deluxe just did not bring out the smart elegance of that boat. Some might have liked it that way, but it was not my personal preference. That winter, I stripped the decks and somehow lightened the color using the same stain and the boat looked much better with a more gentle brown against the mahogany color.

The next effort at walnut was to use Sandusky's dark walnut stain with varnish directly over it. The more varnish I applied, the greener it became. Apparently the color of the varnish and the color of the stain fought each other and created a green hue. Maybe I just didn't know the technique of using that particular kind of stain. Though I have never tried it, I heard the idea to

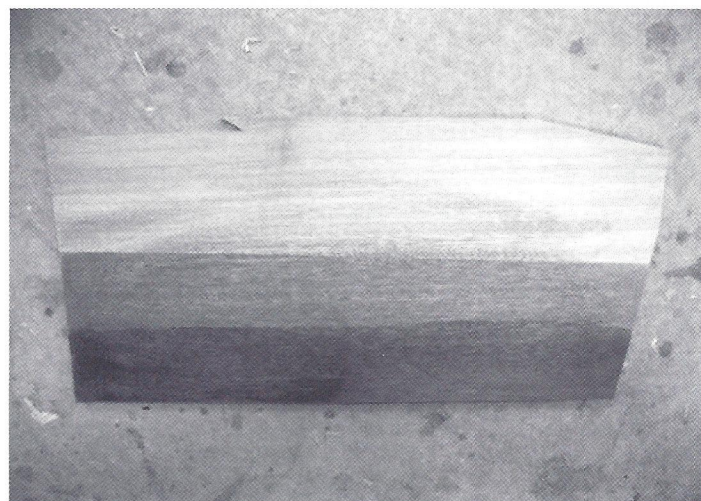
thin black paint to create the dark color. Another method tried was dark walnut gel stain over the mahogany stain which worked okay but then I found out how Chris-Craft actually did it. What I learned came from a Classic Boating magazine article which many of you have probably already read. The information they passed on was from a dealer instruction book from 1932. The kinds of materials they used 70+ years ago are still available to us today. They are dark walnut dye, mahogany stain, and varnish.

Trying the method described provided a color that was warm and elegant looking and helped to produce an award winning boat. Since then, guys wanting this look for their boats have asked how it was done. So, here it is:

First, as with anything new, do a trial run of the process on a piece of scrap mahogany of the same color, density and sanding prep as the covering boards/king plank to be finished. I have no recipe for the correct color as you might want it lighter or darker to suit your eye. The products I use are Dark Walnut dye from Rockler Woodworking Store, Interlux 573 Chris Craft Mahogany stain and Epifanes varnish. The dye comes as a liquid concentrate in a two ounce bottle and must be diluted with water or denatured alcohol.

Alcohol should be used instead of water to avoid raising the grain of the wood. The two ounce bottle of dye makes a quart of stain, but by mixing half of the dye in a pint of alcohol, there will be some latitude for darkening or lightening the color by diluting or concentrating the dye/alcohol solution. Tape off a section of the scrap piece to make color separation line as would be on the boat deck.

Apply the dye with a foam brush and wipe off the excess immediately with a clean cloth. Af-



Trial board to experiment with



ter the alcohol has evaporated, remove the tape and apply mahogany stain over the dyed section and adjacent unstained wood to get an idea of the contrast of the two colors. After it is dry, apply a coat of sealer to bring out the final color. The stain test scrap will end up looking like that in the picture above. Now, if the walnut color is too dark add alcohol to the stain, or if too light, add dye until you are comfortable with a lighter color. Keep a record of what proportion dye to alcohol you mixed in case you would want to do another stain job with equal results.

Before you apply the dye mix to the areas you want colored dark walnut, mask off the areas that are to remain only mahogany with painters' tape and paper such as seen in the picture below and to the right.

It is amazing how easily the thin alcohol/dye mix will splatter to unwanted areas or wiping smears happen. Those little oops's won't remove easily. After protection is in place and with your hands protected from the dye with rubber gloves, apply the dye with a foam brush, wiping off the excess immediately with a clean cloth. If the dye appears streaked in spots, dampen a rag with alcohol and wipe through that area. After the dye is dried, remove the painters' tape and masking paper.

What you might notice is that the tape will remove some fibers of the wood and create a difference in the surface from the adjacent wood surface. If the taped area is not sanded with the same grade paper as was used to initially prep the surface, it is likely the tape line will appear after the mahogany stain is applied. Vacuum up and tack rag the dust, and apply the mahogany stain to the walnut stained area and to the area to be mahogany stained at the same time. Let the stain dry for a day or more and then apply a coat of sealer. After that, start the varnish and sand routine until the finish is as smooth as glass.

The other two tone finish is that of blonde and mahogany. The trick here is to make the blonde have that creamy golden hue, if that is describing it correctly. That is to say it shouldn't be yellow, washed out white, or have a brown

tone to it.

Here is the method I have used successfully. The wood must be bleached to kill the color of the wood. As with staining with dark walnut, mask off the area to be stained to protect the area of the other color from being blemished. Apply at least two coats of Klean Strip two part wood bleach to the area to be stained blonde. This is available through Rockler Woodworking Store. Wear protective gloves and safety glasses as the spatter of this bleach can cause painful burns. Have some water and some paper towels around to wash away any spatter on your skin. After the bleach is thoroughly dry, sand the fuzzy wood surface lightly with 220 grit sandpaper backed with a pad. Then apply thinned Sandusky Cordova stain.

I prefer to thin the stain to the consistency of milk with naphtha and then add another 5% of Interlux 333. The Interlux 333 will keep the stain from drying too quickly, allowing even color throughout the blonde area. To protect the blonde from being smeared with mahogany stain when the rest of the hull is stained, carefully apply a coat of Pettit

sealer to the blonde area. Then, painters' tape and paper can be applied to mask off the blond area with no risk of damaging the wood when the tape is removed. Then do the varnish routine. You will be pleased with the good looking blonde stain you did all by yourself.

That is all there is to it. Experiment with scrap wood until you feel comfortable with the color and make yourself proud with the end result.

If you are working on a boat, I would love to hear what is happening on that end. I am sure there is a lot going on that can be shared to better the effort and knowledge of amateur to professional restorers. I would love to put your experience in print. Or, if you are just looking for an answer to your restoration question, contact me at 715-294-2415 or Heggensj@Centurytel.net. I will be glad to help.

In the meantime, I think I hear your boat calling. Better go do something with it.



Chris-Craft ready for Walnut dye



MINNESOTA MADE



THE WINONA MACHINE & BOAT WORKS

BY JOHN GOPLEN-ARCHIVIST J.R. WATKINS CO.

The *Winona Machine & Boat Works* was a local Winona company that custom built boats for clients who lived along the Mississippi River during the early 1900's. The boats were hand built right in Winona as were the engines that powered them. The history of this company is traced back to John Trautner, Charles Gardiner, William Van Alstine and later John Matejka.

The company was originally called the *Winona Launch and Engine Manufacturing Company* and was founded in 1898 in a barn on East Third Street behind the home of Charles Gardiner's mother. Trautner and Gardiner both worked as machinists at the Northwestern Railroad shops and then worked on boats in the evening. The boats were built by Trautner and Van Alstine while Gardiner built the engines.

The first boat they completed was called the *Idlewild* and was powered by a steam engine. According to the *Winona Daily Republican Newspaper*, it was the fastest steam launch in the Winona vicinity. When their early boats proved to be a success the men decided to go into business full time. The company was moved from Mrs. Gardiner's barn in 1899 to a large 40-foot by 16-foot by 20-foot shed that they erected behind William Van Alstine's home on East Third Street. As they continued to receive more orders for boats they quickly outgrew the shed behind

Van Astine's house and were forced to find a larger facility. In the summer of 1900 the company moved to 161 and 163 East Second Street (today the building is occupied by W & C Printing Company) that offered 3 full floors of space to accommodate their boat building needs.

The new manufacturing plant was laid out in the following manner: the first floor consisted of the machine shop where all the engines were built. The castings were made at the *Winona Foundry*, located across the street, and would be finished and equipped in the machine shop. The second floor was where the rough construction of the boats was done. The frames were built in this second floor shop and when the frame and planking was complete, were hoisted to the third



J.R. Watkins and an unidentified man sitting in the boat *Mary Eleanor* near La Moille, Minnesota in early 1911 (Trempleau Mountain is visible in the background).

floor. They were then finished, painted and fitted out, ready to be placed in the water.

The company had grown to 15 employees at this point, building and readying the launches. By December of 1901 the company had orders for 8 new boats with some of the customers located as far away as Galena, Illinois.

Shortly after this John Trautner left the company and moved to Red Wing, Minnesota where he became involved in racing boats. In 1905 Trautner raced his boat called the *Knocker* against the river launch called the *Dragon* which he easily won by sixteen seconds, with a handicap of thirty seconds.



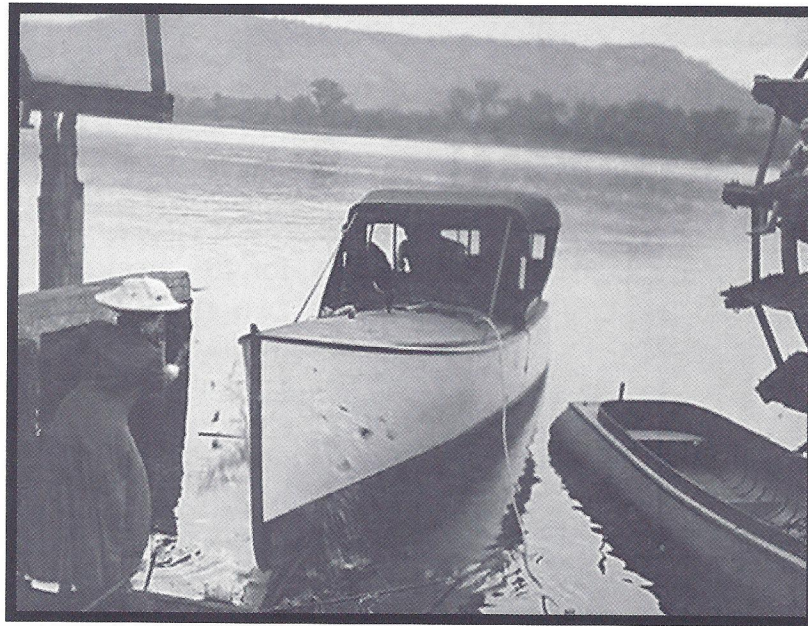
Trautner would stay close to his old friends in Winona but would remain living in Red Wing until his death in 1960.

In 1911 the *Winona Machine & Boat Works* received a \$5,000.00 contract from the La Crosse Motorboat Club to build a 20 foot powerboat to enter in the Dubuque Mississippi Valley Power Association races on July 4th, 5th and 6th. The boat was raced by Charles Gardiner and according to an article written by the *Winona Republican-Herald*, "is expected to make the *Dixie II*, the Eastern Champion, look like a clam scow with a "one lung" engine." Plans for the launch called for the hull to be made of solid mahogany, highly polished and every detail of the craft will be refined down to the last detail.

A partial list of boats and their locations was listed in the July 26, 1911 edition of the *Winona Republican-Herald* and are as follows: The *Alma May* of Savanna, Georgia, *Beryl M.* of New Albin, Iowa, *Ruth Marie* of La Crosse, Wisconsin, and the *Mary Eleanor* of Winona, Minnesota. Mr. E. L. King owns the *Mary Eleanor*, which was named after his daughter Mary Eleanor King. On May 25th of 1911 another boat was delivered to Mr. King at the boat yard of the *Winona Machine & Boat Works* and it was called the *Kingfisher*. The *Kingfisher* was built in Milwaukee, Wisconsin, and when delivered to Winona was considered the finest motorboat on the upper Mississippi.

The following description of the boat was written in the *Winona Republican-Herald*: "**The new machine, which was made**

at a cost of about \$6,500, is guaranteed to make thirty miles an hour with fourteen passengers aboard. The horsepower of the craft is rated at 140. There are eight cylinders. The length of the boat is forty feet, with a five foot nine inch beam. A gasoline tank with a capacity of 160 gallons is a feature of the propelling power. This will be sufficient to keep the craft running for eight hours. Every convenience possible has been placed on the boat, making it one of the finest in the country."



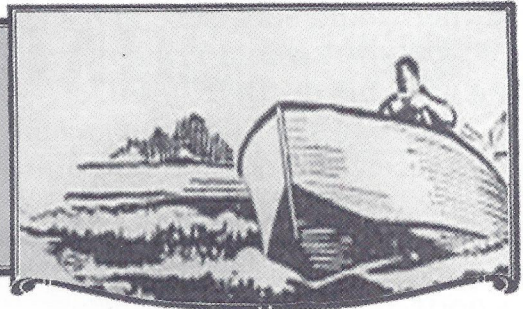
Grace Watkins breaking a champagne bottle across the bow of the *Mary Eleanor* at the *Winona Machine & Boat Works* dock located at the foot of Liberty Street in early 1911.

Mr. King was in possession of his new boat for only two days when the *Kingfisher* was damaged after a minor collision with another boat. The accident happened down at the Winona Levee when another smaller craft passed in front of the bow of the *Kingfisher*. Damage consisted of several broken planks and a broken rib. According to spectators on shore they believe the operator of the small boat was drunk, but he still managed to get away without being identified.

The *Winona Machine & Boat Works* would continue to build boats into the 1920's before its partners, Charles A. Gardiner and John Matejka, would shut down the business and start a new company, called the *Winona Ice Machine Company*, at the same location on Front and Liberty Streets. John Matejka would sell his interest in the company to Gardiner in September of 1937. On April 2, 1941 John Matejka passed away at the age of 70. Charles would continue with his refrigeration business until sometime after 1948. Charles died January 28, 1960 at the home of his daughter in Moline, Illinois at the age of 85.



THE BOATHOUSE GUEST CONTRIBUTORS



MAHOGANY & MERLOT (AND MUCH MORE)

By Ron Stevenson
Past President
Pacific Northwest Chapter, ACBS



A great view of the Pacific Northwest!

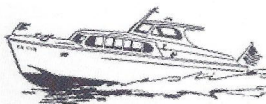
Welcome to the Pacific Northwest report! Well, at least a report on one of the many events our chapter had this summer. Your illustrious editor Lee has begged me for a story about boating out here in the Pacific Northwest. They are so far and few between because it takes sooooo long to tow our boats and trailers behind covered wagons! But, what kind of a story do I tell you? This one deals with our chapter's runabout adventures. However, a number of us also have old classic Chris-Craft cruisers that we use for some serious cruising.

Before the runabout story, I will tease you with our summer cruising story. It begins by loading up our gear on our 1953 35' Chris Craft Commander, "ITCHIN" and leaving on Friday the 13th in August for the LaConner Classic Yacht and Car Show

for the weekend. Hey, a free dinner, two night's free moorage, a bunch of classic boats on the water and on trailers, why not? Well, after clearing the locks that take us from Lake Washington to Puget Sound, Friday the 13th proved to be a little windy. Because my wife Diane and I didn't want to continually take waves over the front deck onto the windshield for 4 hours, after 45 minutes we pulled into Edmonds for the night. The next morning dawned bright, sunny, and calm.

We arrived in LaConner late morning, just in time for the first show of our vacation. After that event, we headed out Deception Pass over to Fisherman's Bay on Lopez Island in the San Juan Island group. From there over to the west side of San Juan Island to Snug Harbor resort, meeting some fellow ACBS members, Rob and Susan DaPron and their two kids. We did a day cruise to Stuart Island, the furthest-most Northwest point in the USA; and tied up in Reid Harbor. Then we hiked to the Turn Point Lighthouse, about 2 miles away. The next couple days were spent in Roche Harbor, again on San Juan Island, while I flew back to Seattle by seaplane for a funeral.

Then, it is International cruising time! Well, okay, that means into Canada, with a stop at Pender Harbor to clear Canadian Customs. It took a short 45 minute run up to Secret Island to visit Curt & Marsha Erickson, who some of you may know, at



their very charming A-frame cabin. Secret Island is totally off the grid, and is very small compared to its neighbor Prevost Island. Most of Prevost Island is a 1100 hundred acre sheep/cattle farm owned by three sisters, with the land now in its third generation. Our time at Secret Island was enhanced by a great dinner to celebrate the Erickson's anniversary at neighboring Galiano Island, at The Galiano Inn Restaurant. Did I mention we had to use the Erickson's 1948 24' Hacker to get there and back? After that, there were trips to the city of, no, make that village of Ganges (population 700) on Salt Spring Island, tending crab pots, and meeting the Classic Yacht Association (CYA) summer cruising group at Ganges. Eventually back at Curt & Marsha's, we helped Curt & Marsha host about 45 people from the CYA to a crab and rib feed. We cooked up 30 D u n g e n e s s crab, what a feast! So many people and such good food and conversation!

We said good-bye to the Erickson's, and from there we headed south to the Victoria Classic Boat Festival on Labor Day Weekend. This show features about 100 classic boats of all types. There was only one runabout, seems like few of us like to run raw-water cooling in salt water! This event is held in the Inner Harbor at Victoria, British Columbia, right in front of the prestigious Empress Hotel. The premier yachts at the show were "Olympus", a 1929 97' fantail, "Westward", a 1924 86' Ted Geary design; and "Deerleap", a 1929 85' fantail (<http://classicyacht.org/fantails>). This is a very large show, with a constant stream of "lookie-lou's". At 11 AM Saturday

morning, "Deerleap" had already counted 1200 guests who had boarded for viewing! The show ended on Sunday, and we stayed over until Monday because the wind and weather were not in our favor. Tuesday morning we got underway, stopping at Friday Harbor to clear US Customs; then another night at LaConner, and the next day through the locks and into the fresh water of Lake Washington and Seattle. We had been gone 28 days!

Well, back to the runabouts. Our 1948 Chris Craft Custom is still in the restoration process, so the story is from the perspective of riding along in someone else's boat! I am not sure if Lee has done any articles about



Lake Chelan Mahogany & Merlot boat show

the most popular brand of boat made, the "OPB". Yes, "Other People's Boats" are very inexpensive to operate!

The First Annual Mahogany & Merlot at Lake Chelan event was a HUGE success! We had about 15 boats, including some local boats from Eastern Washington. The boat show and hydroplane pit area were at the Chelan City Dock/Park. This is located right next to Campbell's Resort where everyone stayed, and is the largest employer in Chelan. The population varies from 4,000 to about 25,000 during the busy summer months. Lake Chelan is about 55 miles long, and the fourth deepest lake in the US. At the other end of the 55 mile long lake



is the town and National Park of Stehekin; population 75. It is only accessible by boat or float plane.

An aside here, we were invited to “piggyback” our boat show with the Hydroplane Raceboat Museum which for the past 16 years has held their events there twice a year. This is a show that the Hydroplane Museum sponsors and gives volunteers free rides in the Allison or Rolls Royce Merlin powered unlimited race boats. Others may be able to buy a ride for \$1,000 time permitting! Fuel costs alone are \$100 a lap You can move right along the course up to 200 MPH with up to 4,000 HP! Oh, and the sound of all that horsepower coming out the straight stacks? Music!

Some of us arrived early on Thursday,



“Itchin’, second boat back in the center at the Victoria Clasic Boat Show

anticipating a run up to Stehekin on Friday. Thursday evening we enjoyed a BBQ at Jim & Susan Carver’s home on the lake. Of course we went by boat, returning in the darkness admiring the Milky Way above!

Friday morning found us with another warm, beautiful 85 degree summer day and a calm lake. Chapter President, Dick Dow & his wife Kathy, Curt & Marsha Erickson, Alan & Yvonne Thomle, Ike Kielgass & Greg Price, Tom & Janet Cathcart and their guests headed out. Diane & I enjoyed the hospitality of Dick & Kathy in “Sinbad”. Upon arrival about two and a half hours later, we hopped

on the National Park Bus for a ride to The Bakery for a great lunch. Some of us enjoyed the two mile walk back, others rode the bus. After fueling up, we headed back the 55 miles to Chelan. Again we enjoyed the calm water conditions as we watched the fjord-like scenery glide by on the way back.

Friday night we were on our own; and even so, we managed to get 24 people seated in the restaurant at Campbell’s for a nice meal.

Saturday morning we were in “Boat Show” mode; we enjoyed more 80 degree plus weather, and the running of the hydroplanes gave us the perfect background music for the event.

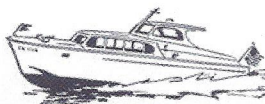
Saturday evening was the awards dinner, with Alan & Yvonne Thomle winning “Skipper’s Choice” with “Greyhound”; Tom & Kris Basset with their 1939 Chris Craft 16’ special race boat “Grand Rouge” winning “Kids Choice”, and a Stancraft, “Driftwood” owned by Mike Holmes with a V-10 Viper engine winning “People’s Choice”.

Sunday we packed up and headed home, (about 3 hours from Seattle) another nice,

relaxing, great boating weekend behind us!

For pictures of the event, see the Woody Boater.com web site. Look down the left side of the web page until you find “Over 1,500 Woody Boater Stories By Date”; then look for the Lake Chelan stories for October 2nd and 3rd. Also, look at the video done by Rob DaPron’s son Will, on “You Tube”: http://www.youtube.com/watch?v=13pf_Ezw0Cg.

Maybe this will get that editor of the outstanding newsletter you have off my back, because he will want to be here cruising with us!



"ITCHIN"

THE \$100 CHRIS-CRAFT

By Ron Stevenson

For the record, there is never any such thing as a "free boat" and getting one for \$100 is not much different than "free". Here is the story:

The hull card shows that the Chris, a 1953 35' Commander, hull number C35-340 was ready to be shipped on the 17th of March, 1953. It was loaded on a rail car in its shipping cradle and shipped to Seattle arriving at its final destination, Bryant Marine. At the time, it is said that Bryant Marine was the largest Chris-Craft dealer west of the Mississippi.

We heard that new owners were "ITCHIN" to get their boat, and hence the name on the transom. The shipping cradle was converted to a lift at the owner's home in a covered boathouse in Medina on Lake Washington, next to Seattle. The Chris lived a good life, pulling into the boat house, being lifted out of the water, and after the door was closed, she was out of the sun and rain. Mr. Acheson (the owner) repowered her with Flagship 283's, so she scooted right along! We have heard that after Mr. Acheson died in 1963, his wife Lois didn't use the boat much, so the boat literally hung in its cradle unused for at least 25 years or so. Finally, in the summer of 1997, the cables for the lift failed, dropping the boat onto the cradle, compromising the bottom, and sinking in the boathouse.

Now sinking can be a relative term, in fact, she only took on about a foot of water. But now the boat is a liability, it has to be fixed or disposed of. Mrs. Acheson called a friend of ours in the Antique & Classic Boat Society, Craig Magnusson, and asked him if he was still interested in the boat, and would he like to buy it. Craig had left his name and number with Mrs. Acheson a few years earlier, and in fact he owns a Commander himself. Craig was very pleased to hear from her, because he knew a few friends that would like the boat.



The deal was struck, and on August 27th of 1997, Craig paid Lois \$100, with her knowing that "ITCHIN" would go to new owners (myself and boat buddy Dick Dow) who would restore the boat to its original glory. A good deal right? Well, finally, after Dick and I spent three years, practically every night and every weekend restoring "ITCHIN", she passed her survey with flying colors. Once again she is cruising these Pacific Northwest waters. Since that time Dick and his wife have moved on to a bigger boat.

During these past summers, "ITCHIN" has picked up a few trophies here and there, but the fun is in using the boat. This summer, my wife and I will proudly take "ITCHIN" to the Classic Yacht Association Bell Street Boat Show on Father's Day weekend in Seattle; to the Center for Wooden Boats Fourth of July Boat Show again in Seattle, to the Chris Craft Rendezvous in Port Orchard, to the La Conner Classic Yacht and Car Show; and end up in Victoria, British Columbia, for their Classic Boat Show on Labor Day weekend.

After the complete restoration of "ITCHIN" was done in 2000, we would cruise by the Acheson home once in a while, hoping that Lois may be looking out her window, and see her old boat go by, totally restored from inside out, "ITCHIN" to head out on another adventure, like the Chris does now.





“Frieda” – A very special lady indeed.

Rare naphtha powered launch is on display at the Minnesota Lakes Maritime Museum in Alexandria.

By Mark Proudfoot

In the late 1870’s steam engines were powering railroads, transatlantic ships and launches. Though the steam engine changed the lives of most people, operating these coal-fired beasts was dirty and dangerous. To dissuade amateurs from running their own steam launches, in 1878 the U. S. Treasury Department ordered that a “special engineer” license was required to engineer and pilot every steam launch in the country.

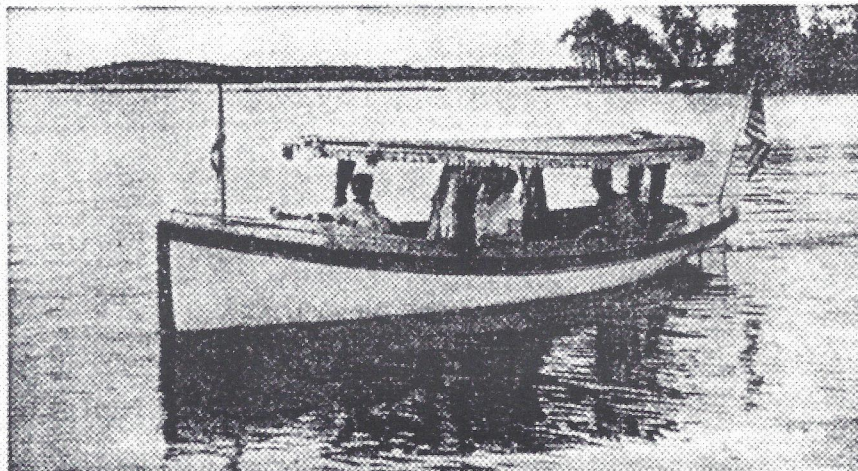
At this time the Petroleum Age was just coming into play and its main commodity, coal oil, was widely used in lamps and stoves. The lighter ends of petroleum such as gasoline and naphtha were considered a waste product and consequently cheap.

To circumvent the mandate, in 1883 Frank Ofeldt, a Swedish inventor, patented an ingenious power plant that did not use steam — he specified “naphtha or gasoline vapor.” Today the thought of lighting a fire under a vessel filled with gasoline vapor is mind-boggling, but the response was different then. The inventor joined forces with a wealthy oilman and their company, the Gas Engine & Power Company in New York City, built 2,000 launches between 1885 and 1905. Piloting a naphtha launch appealed to

the wealthy do-it-yourself types, and the advertising played up self-reliance with slogans like “Every Man His Own Engineer!” Nearly all are a single hull type with a classic fantail. Launches sported a standing canopy and the larger boats generally were sporting a glass cabin. Few have survived intact, and an Internet search reveals news stories of many fires and fatalities.

What we know about *Frieda* begins with an article in the December 1960 issue of *Motor Boating Magazine* where the author described his 10-year search for his holy grail of watercraft, an operational naphtha launch. To his joy, he found one owned by E. F. Coleman family, of Fargo, on Pelican Lake near Evansville, Minnesota. They had purchased *Frieda*, a 22’ fantail launch, for \$600 from an estate in Minnesota, where it was stored in perfect condition. The Coleman’s used the boat on a regular basis, fueling it with rubber solvent, since naphtha was no longer available.

In 1962 Lloyd Ferguson, received a tip that a unique boat was for sale on Pelican Lake.



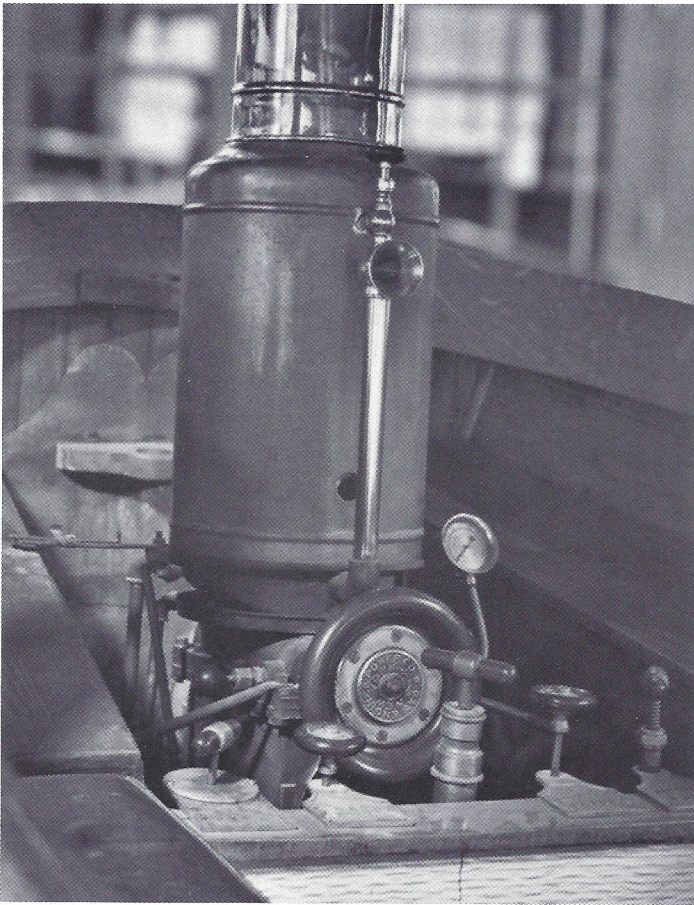
Jim Lawrence describes his father-in-law, Lloyd, as “an experienced buyer and seller of antiques, automobiles, tractors, and a man with a discerning eye for the unusual.”

What Ferguson found was *Frieda* and, on a

hunch it was extremely rare, he purchased the boat. In 1969 the family moved everything (18 semi’s full of antiques and collectibles, plus cars and *Frieda*) from Wadena to Gallatin Gateway, Montana where Ferguson set up a car museum and antique store at the Gallatin Gateway Inn. Ferguson sold the business in 1975 and returned to Minnesota where *Frieda* was stored by Dee and Jim Lawrence in Clearwater, Minnesota.

On a trip to Alexandria in 2004, Jim saw the Minnesota Lakes Maritime Museum under construction. Swinging in for a visit, Jim met Tom Juul, of Juul Boatworks, and Carl Mammel, from the museum, who were invited to see the launch. Like Lloyd Ferguson before them,





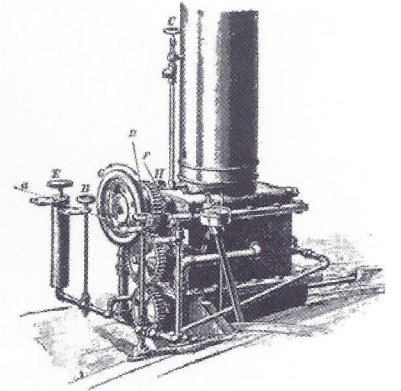
they both agreed it had to be rare. After some research it was identified as a 22' naphtha powered launch built by Horace J. Conley, a launch & yacht builder in Green Bay, Wisconsin. The museum later learned it is one of two naphtha launches that have survived "as built"...rare indeed!

The family agreed to place *Frieda* on loan to the museum. Tom Juul was amazed at the launch's condition. A new top was installed, the boat was carefully cleaned, brass was polished and the hull received a coat of paint. That was it! Now, thanks to Lloyd Ferguson, and Dee and Jim Lawrence, *Frieda* is on display so the public can learn about this fascinating watercraft.

www.mnlakesmaritime.org



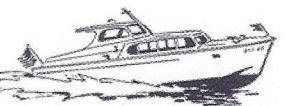
Engineer's drawing of the naphtha engine.

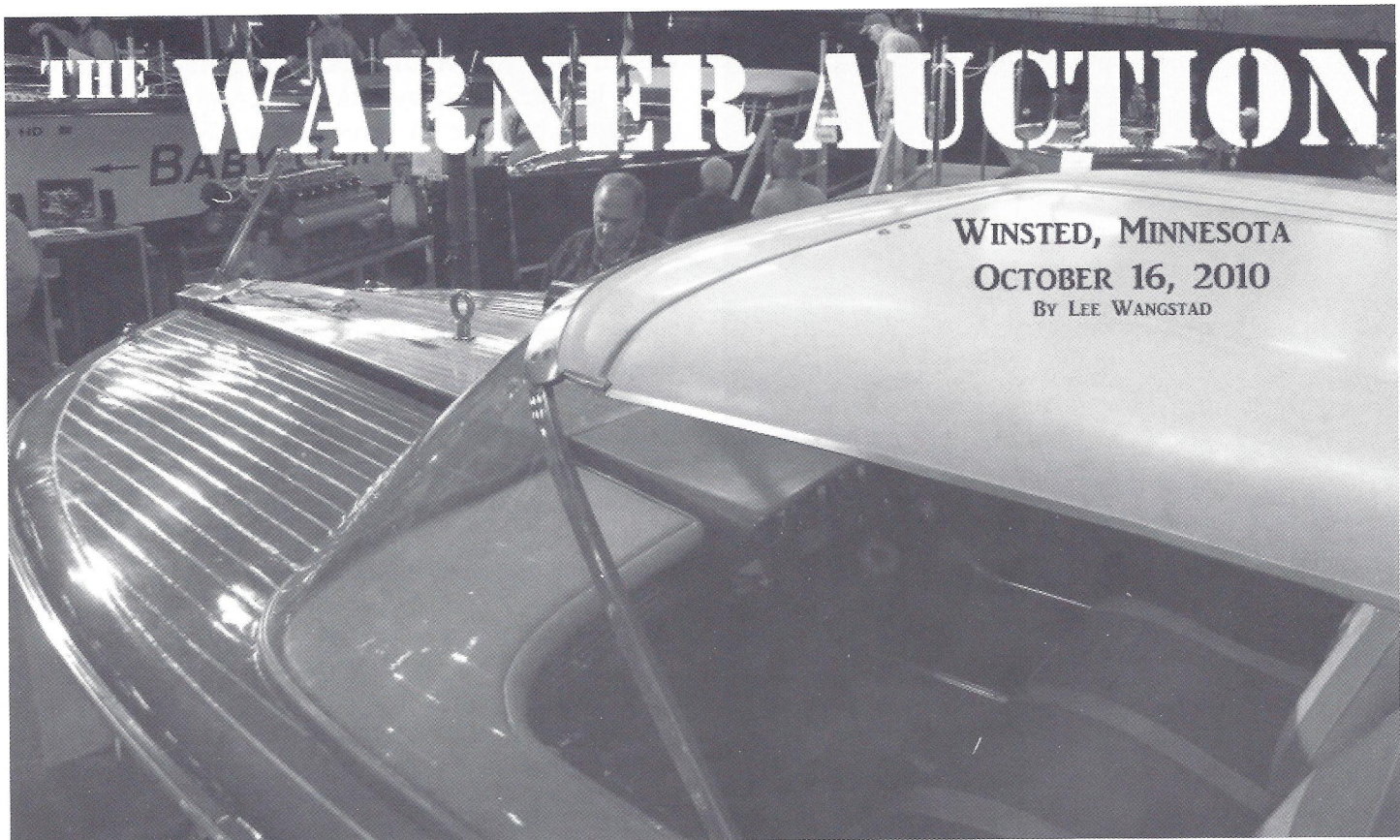


What makes *Frieda* so rare...her original naphtha engine



Frieda as viewed today at the Minnesota Lakes Maritime Museum





It was being hyped as an event that would change the hobby forever. Would it? One thing that has definitely changed is the way that our boats are perceived by the viewing public. The publicity that surrounded this event was phenomenal, not just for the auction, but the whole hobby itself. Hopefully it won't have too much effect on what we have to pay for the parts, pieces, and miscellaneous boating items that hold our interest.

At first thought, after seeing what the parts and pieces sold for, maybe there isn't too much to worry about. One thing that was paramount is the age-old question, "what's it worth?"

How many times do we hear that from someone on the docks, looking at a beautiful piece of classic mahogany sculpture, coming from someone who is only thinking of the price tag? Try to equate value into countless hours replacing wood, sanding, varnishing, getting chrome done, all the things that go into a proper restoration to them and they will probably walk away, with a strange look in their eye, while you go on, not caring if they are listening or not. Unless they have

done the same drill and want to share in your glory. Maybe they're planning on hopping on the restoration wagon themselves in the near future.

The Winsted auction was a place where it came down to "I know the value of that boat, but it is just the value for today". Price speculation became a game for many of us before the auction, with all kinds of wild guesses flying around boating circles.

Many of us have seen Todd's collection, but have been in wonderment of just what it was worth. It was time to find out.

Of course, my perspective has a different view than the others, like it usually does. We've all read the accounts of the auction reports from *Classic Boating*, *Wooden Boat*, *Woody Boater*, and even contemporary magazines like *Boating* and *Boating World*.

The focus seems to be on the top ten sellers, from the \$285,000 1929 Dingle *Gerry Lo* down to the \$100,000 1955 Chris-Craft 29' Sportsman *Uncle Sam*. Don't get me wrong, these are some beautiful boats that went for what some say were bargain prices and great value, but when I applied for my bidders credentials, I knew that I wouldn't be placing a



bid on any of these great boats at anytime on this day. To those who purchased those boats, congratulations and thank you, you are keeping Minnesota boating history alive for the rest of us. We can always dream.

What I was looking at were a few boats that quietly slipped under the radar of most serious collectors. Item #S10 was a Larson Deluxe Speed Runabout. It was listed as a 16' model, and that had me really excited. I've seen plenty of 14' Speed Runabouts around, even passed on a some a few years back (like an idiot), and here was the larger version. After seeing the boat I realized that it wasn't a 16, but a 14, but what blew me away was the condition and original patina that this boat held. Was there a more original example around? I doubt it.

The auction was well planned, as it had to be with somewhere close to 300 lots to be sold over the course of one day, so bidding had to be quick. There was no time for hesitation or time to think and consider your options while the bidding was going on. All

the experience that I gained from bidding at farm and estate auctions did me no good here whatsoever. After a morning of watching engines go for mostly bargain basement pricing, I was expecting the same thing to happen in the boat auction. My anticipation was working overtime by noon when the boats came on the dock ready to be sold.

The 14' Speed runabout was near the beginning of the boat portion of the auction, so it kind of caught me off guard. The low prices achieved for the duckboats and a couple of the rowboats gave me a false sense of well being. The Larson immediately shot past the \$2,500 mark, where I would have called my limit. Man, it went fast. I can't remember when the time has travelled so quickly.

It sold for \$4,000 in the end. It was worth it, I mean, original patina is so hard to create these days, if you can buy it, you have to when you see it. A few weeks after the auction I realized that this boat is a true survivor, I hope that the new owner appreciates fine patina. This boat was loaded to the gills with it.

The 12' Speed runabout (Item #S66) parked next to it was a close second in the "Great Patina" class. I used to have one of these, but it wasn't *this* nice. Not nearly. I used it for a few years as my everyday boat with a 1951 10hp Johnson, a great combination seemingly perfect for the lake that I live on. I was tempted on this one too, but it went beyond what I was willing to pay for



14' Larson Deluxe Speed Runabout

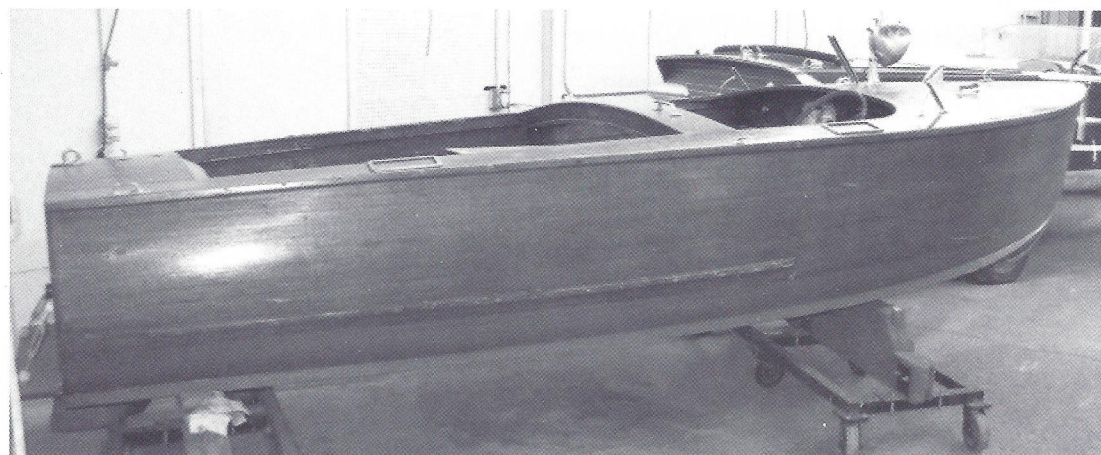
it. I think that I was spoiled by the \$25 price I paid for the first one. I sold it for \$25 also which places this boat close to my heart, actually pulling out even. But at \$2,200 someone got a good deal for an original boat that will appreciate over the years if taken care of.

Friday, preview day for the auction, was really essential to attend if you were serious about either purchasing a boat or just really getting your head into the boats and what was going to happen here. As it turns out, it was the opportunity to talk to everyone that came from all around the country to witness this once-in-a-lifetime event. It would be too busy and frantic during the auction to have casual conversation and follow everything



that was going on. That is what Friday was all about.

Friday offered up the opportunity to find



18' Larson Inboard Utility

This neighborhood was Tomahawk, Wisconsin, and there aren't too many examples of Fabian Woodzicka's work left.

Todd and I had talked about this boat a few years back. I had a 1930 Sunflower catalog, but this boat was different from those shown in the catalog. It was listed as a 1929, but I was having my doubts. It doesn't really matter, this boat had a lot go-

those "lost boats" that Todd Warner had squirreled away in the machine sheds and barns all over the countryside. Coming out of the hall that housed lot #S94, a 1940 Larson 18' inboard runabout that was also on my want list, I saw what was listed as a 1929 Sunflower, lot #S11. At first look this was nothing more than a large launch/utility that had a nice, open feel to it. It looked to have been reasonably maintained over the years, with perhaps a few too many layers of white paint on the hull.

ing for it. So what happened? Did I take it home?

No, I didn't. It came up immediately after the 14' Larson Deluxe Speed Runabout. My head was still spinning from the fast action to put a real plan into place. Remember, I said to have your head into it for the rapidly paced auction? Well, I didn't. I think that all that I would have done is cost the winning bidder a thousand or more if I had gotten in on it. He can thank me later. It went for \$4,500. Someone got a really great deal. I've heard that it is still in Minnesota, maybe I can get a ride in it someday.

As I was walking away from this boat towards the 1925 Wise runabout I turned to look back and right at that moment, it caught me. This boat had such classic lines in the side profile that I just stood there and stared. I mean, this was just so classic. It had what seemed to be almost a work boat lineage to it. Of course, it was one of those boats by a regional builder that followed their own course through time, building boats that sold well in the neighborhood.



Sunflower 24' Utility

Before I discovered the Sunflower, I was looking at the 18' Larson inboard. I've seen a few 16' Larson inboards, but never an 18. Lewie McGonagle has shown his beautiful 17' Larson inboard at the Whitefish Show, so we all know just how fine these can look.



As I was looking over this boat, I couldn't get over how nice the wood was. It hadn't been worked over and become tired. It was straight and completely restorable. It had obviously lived indoors most of its life. It would definitely be a great opportunity to get into the inboard side of the hobby with a make that I was more than familiar with and hopefully at a price that I was willing to pay. I knew going in that this would probably go for more than where I could take the bidding so I wasn't really paying close attention and it went way too low at \$4,000. The same price as the 14' Deluxe Speed Runabout. Another great deal on a boat that doesn't achieve enough attention. Obviously.

These weren't the only boats that held my interest, but were the ones that I actually thought that I might have a chance at. All the boats that had a Minnesota connection, of course, caught my attention. The two Wise boats, the Larson's, the Moore launch, even Wee Don that was built in Michigan, had a great Minnesota history. I don't know what the new owner plans, but if it were mine I would keep it the same, perhaps re-name it *PATINA*. But I wouldn't want to change the name on the transom. Some difficult soul-searching must be going on here.

Another great boat with phenomenal patina was Moose Island, a 1935 Chris-Craft 30' Cabin Cruiser. Sold for an incredibly low \$3,000. But here's the question: just what do you do with it? To restore a boat of this size takes an incredible amount of disposable cash, or a very healthy credit line. To store

it takes an incredible amount of space. To tell your wife you just bought it an incredible amount of courage! These things continue to amaze me; when new they were the pinnacle of success, today they go for peanuts. Perhaps there is more lurking underneath the bottom planks of this one that I know nothing about. But what a neat boat!

The day came to a quick conclusion, my ears still ringing with the staccato rhythm of

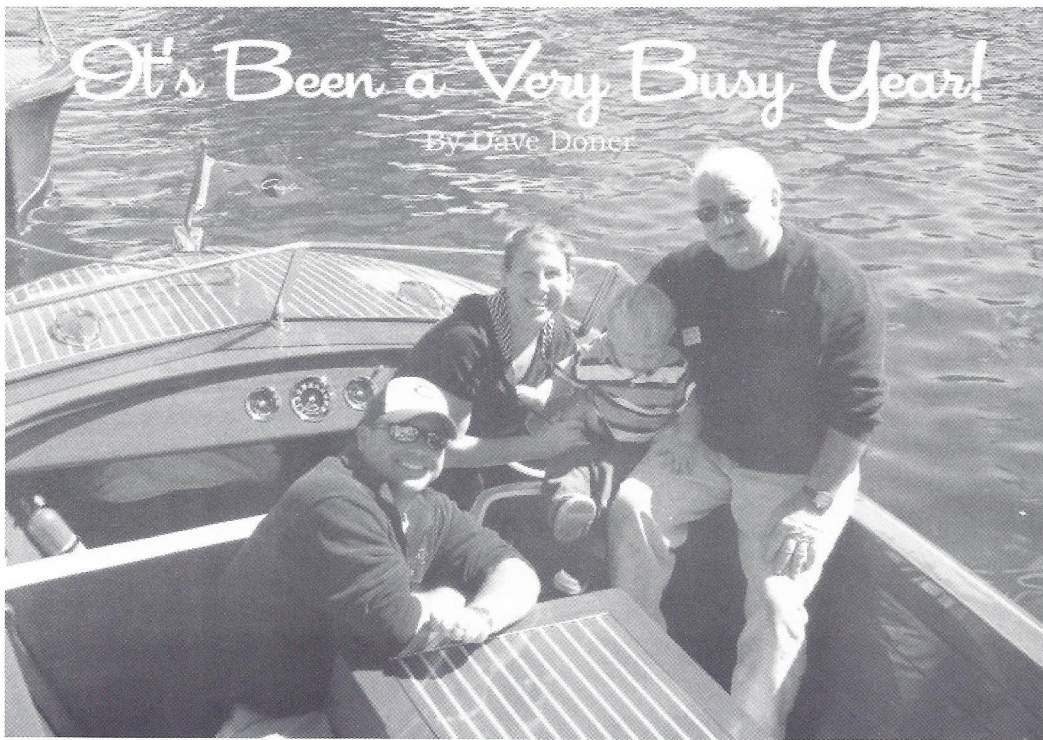


Moose Island-a lot of boat for a little money

the auctioneers sharp voice against the din of the crowd, murmuring and oooohing at each final hammer. Just as each item came to quick resolve, after it was over, the whole affair had gone by too quickly and each goodbye seemed longer than the last as we departed to return to whatever part of the world we came from.

Was it an event that would change the hobby forever? For me it has already changed. When you put that many vintage boats, vintage boat collectors, restorers, just plain boat crazies together in one place all on the same day, you know that it is going to create excitement! What a blast!





Dave with family enjoying the Lake Minnetonka Show

Recently Editor Wangstad and I were discussing the rapid rate at which the year flew by. It seemed there was always another boating event we were registered to enter, with a boat, without a boat, as a volunteer, or as a spectator. There didn't seem to be enough weekends available to cram it all in! This by no means indicates that supporting the shows that people go to such great lengths to plan and execute is somehow not good. On the contrary. I feel, as many others do, that our personal involvement is very important, regardless the hobby or event. My particular focus here is, of course, the wood and classic boat scene we become involved with each year.

I look forward to an early issue of *Classic Boating*, *Brass Bell*, or *Rudder* so that I can highlight on my calendar some of the events I may want to consider participating in to one degree or another. I like to take care of things when they are foremost in my mind and not take a chance that I might later regret that I didn't act soon enough (sorry Dave, all the dock spaces are filled)! If I plan to volunteer, then I feel obligated to let the sponsors know they can count on me. Write that check, fill out the registration and

waiver, put them in the mail and get the dates entered on the calendar! There, finished!

I never get too upset with myself for taking on what might be too much of a good thing. Those of us who enjoy our hobby either by active participation or as enthusiastic supporters in some other way, realize that we are very fortunate being able to become engaged to the degree we want to. Our hobby is fun and it is important that there are those who recognize that years from

now, our small contribution will be still alive. It might be in the form of a restored boat or motor, a pile of hardware, a stack of old magazines, some old photos, maybe a gray hull or two we never got to, some advice or assistance we gave, some advertising sold, a new member lined up, or a particular chapter event we gave some time and support to.

Then Lee said "Why don't you write an article that highlights some of the boating things you did this year?" I replied, "Well, I suppose I could, Leel!"

Here goes.....

**April 17, BSLOL Workshop
Minnesota Lakes Maritime Museum
Alexandria, Minnesota**

This is the event that kicked off the season "up north" for me in BSLOL country. I miss some earlier workshops but once I return from Florida I look forward to getting to the first one I can. The Minnesota Lakes Maritime Museum is situated up in the heart of the Minnesota lakes region, about 150 miles NW of Minneapolis. While Alexandria is home to the much-heralded and oft-debated Kensington Runestone, it is also home to a collection of important links to our boating and fishing past. As the museum points out,



its primary umbrella is "Celebrating Minnesota's love affair with our lakes"!

Our workshop today was handled by local restorer Tom Juhl, who provided a narrative of the boats. Bill Basler of the Chris Craft Antique Boat Club was instrumental in helping organize the newly created Chris Craft displays.

Primary museum focus groups which are open to visitors and which are always undergoing additions and changes to keep them fresh include:

- Minnesota Boat Builders.....an overall review of the impact the builders had throughout the state.
- Resort and Grand Hotel History.
- Antique Launches (Including an 1884 ELCO yacht tender once owned by Andrew Carnegie).
- Minnesota Angling and Fishing Guide Exhibits.....with 14,000 lakes and major rivers, fishing is an important industry.
- Classic Fiberglass boats.....fast becoming a recognized and well deserved part of boating history,
- History of Larson Boat Works, Chris Craft, and Gar Wood (Gar spent his early years in near-by Osakis working on his Dad's ferry.)

The Minnesota Lakes Maritime Museum is housed in two buildings totaling 20,000 sq. ft. and has become an important Minnesota resource for tourists and others who appreciate the important links Minnesota lakes and rivers have provided for over 150 years.

June 18-19 Manitou Days

White Bear Lake, Minnesota

This is becoming a highly anticipated, fun-filled couple of days for our boat folks. In the Spring issue of The Boathouse, I provided a recap of this year's activities but will

provide a brief review here. For those who want to learn more, please go to our website at www.acbs-bslol.com. Manitou Days is a city-wide celebration. It has taken place at historic White Bear Lake, Minnesota, about 20 miles NE of St. Paul, for the last 43 years. Local resident and BSLOL member Pat Oven has been the leading inspiration behind the effort to have some of our boats on display as a unique, yet fitting, addition to the celebration. Five years ago was our first year. We had about 12 boats lined up along the picturesque road located along the southwest corner of this 2200 acre lake.

A few boats are displayed in the water but the primary emphasis is on land displays. This allows spectators to view the boats from a perspective that is more interactive with the boat owner; providing a closer in-depth inspection of the boats than that offered by peering down from a dock. Over the



Dave's boat prepares for the White Bear Lake Parade

last five years the number of boats on display on Saturday has grown to about 75.

On Friday Pat arranged to have two classic Chris Craft boats lead the parade as they carried the Mayor and the Grand Marshall along the televised parade route which kicked off the weekend citywide celebration! Pat and his wife Susan are able to coordinate this fine display with assistance from a small but dedicated group. There is no reason to believe that this early-season boat show will not get even larger and continue to become an important contributor to the overall Man-



itou Days Celebration!

July 10, Alexandria Chain 'O Lakes Classic Boat Show

Alexandria, MN

It makes sense to have an organized boat show in Alexandria after reading above the short review of the Minnesota Lakes Maritime Museum. This is a one-day show although there is always a Captain's dinner held the Friday evening before the show. This year the dinner was held at the spectacular home of the museum president, Fred Bursch and his wife Terri, on nearby Lake Carlos. What I find interesting about boat shows a fair distance away from Minneapolis and St. Paul is that there is going to be a nice diversity of boats from this area in addition to the more-familiar entries from the Twin Cities.

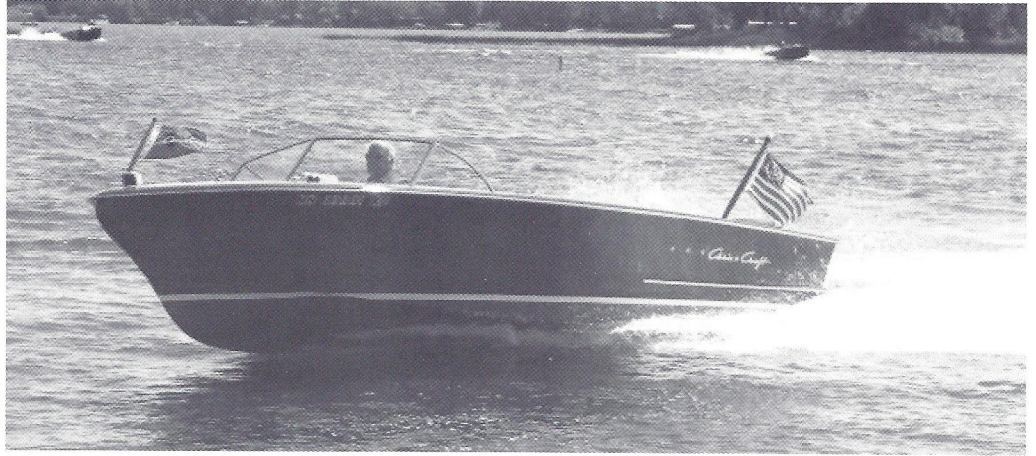
The show on Saturday is held at the Radison Arrowwood Resort on Lake Darling which provides a great venue for both land displays as well as those moored dockside. The show is well promoted throughout the area and attendance is strong from the immediate area, from the Twin Cities and from families who have chosen this area to spend their summer vacation time. Tom Juhl is a well known local restorer who has completed many historic and rare projects. This includes launches as well as beautifully restored examples from Chris Craft, Gar Wood, Lyman, ELCO, Thompson, Larson, Old Town, as well as the Canadian builders. It is always a special treat to see some of these boats show up in Alexandria as well as other shows throughout the state. The show wraps up mid-afternoon with the presentation of several awards. Since Lake Darling is one of several lakes along this "chain of lakes" it is only fitting that many of the entrants and their guests take part in a leisurely cruise

before heading for home.

July 24, Whitefish Chain Antique and Classic Boat Show

Crosslake, MN

This is another one of those shows which I look forward to each year. Except for the first 5 years, Dennis and Judy Madigan have hosted this show, now in its 24th year, at Moonlight Bay Family Restaurant and Bar in Crosslake. This is the largest lake



Dave puts it up on plane at the Alexandria Show

on the chain of 16 or so lakes that total approximately 15,000 acres. In many ways this event is similar to the Alexandria show in that they are well run, upbeat, have spectacular boats, continue to draw large crowds each year, and are just plain fun!

The Friday evening before the show is the Captain's Dinner at the Moonlight Bay restaurant. From the elevated vantage point overlooking the docks, one can imagine that on Saturday some 65 boats will be arriving, greeted by one or two of the 20 or so white gloved volunteer "dock persons" who are on duty the entire day. There are some very exceptional boats in this area and several can be expected to be on display. This event is well publicized in the area, resulting in good, steady crowds throughout the day. Owing to a large restaurant parking lot, there are several vintage cars on display along with additional boats and vendors of one type or another. I want to add that Harry Munson and his display of operating vintage Red Wing engines are annual participants at this as



well as other shows throughout the summer months.

At the conclusion of the show most of the captains and their guests will take part in a much anticipated fly-by. One of the highlights of this particular show and something I have not experienced at any other, is that the entire event is digitally recorded. This includes the Captain's Dinner, the arrival of the boats, the ongoing events throughout the day, the awards ceremony and the final fly-by. A few months later each participant can expect to receive in the mail a nice DVD of the entire show; making it possible to relive the show once again. *I wish other boat show promoters would see the merit of having their show available to attendees' and the public in DVD format.*

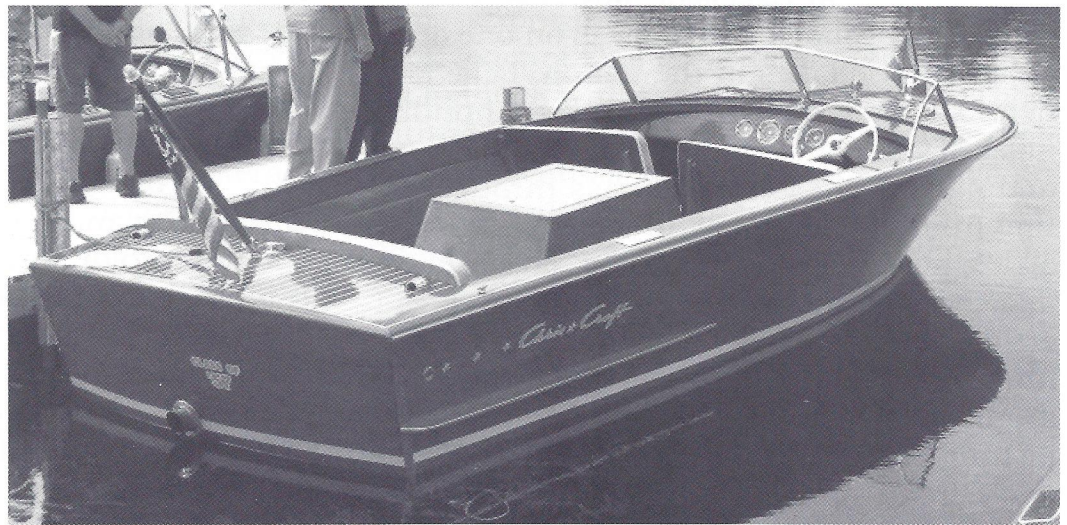
July 30-31, Annual Antique and Classic Boat Show on West Lake Okoboji, Arnolds Park, Iowa

Every couple of years I like to attend a venue which is not too far away and that I have not previously attended as purely a spectator. It seems as though the Lake Okoboji region has for many years been an attraction for all sorts of folks. There is the amusement park which has attracted throngs for many years and is still in operation today. There are the references to the mythical University of Lake Okoboji which have endured for generations. There is the extensive maritime museum which holds the Stan Peterson-restored Chetek of Bob Speltz. Finally, there are the fine lakes which can be found in this northwest corner of the state, primarily Spirit Lake and Lake Okoboji. To say that there are lots of large lakes in Iowa might be an overstatement. However these two lakes along with Clear Lake to the east have rich

boating traditions and are the focal points of classic boat shows each year. (Each year the Clear Lake Iowa Chapter of the ACBS hosts a show.) Clark Oltman, Sue Zemke, and I decided to get an early start from Minneapolis and drive down to Okoboji to spend the day at the show. There were many nice boats on display which were representative of this entire area. This has been for many, many years a popular tourist and family vacation area and I am sure those who took in the boat show were treated to a nice bit of history they might not have known about.

August 21, 6th Annual Pewaukee Lake Annual Antique & Classic Boat Show and Art Fair

I have often thought of getting over to this eastern Wisconsin boat show and decided to make the trip this year with my 1957 20' Chris Craft Holiday tagging along. The event is hosted by the Glacier Lakes ACBS Chapter with Wil Vidal, the ACBS Director of Advertising for Rudder, taking the helm. Besides participating in the show, I had personal reasons for wanting to get to this part



Lookin' good at the Whitefish Show!

of the state. My mother was from Portage and my father from Plymouth. I have a niece and nephew in the area and was able to greet them and their families when they met me at the show. My Mom's side of the family have a tradition of holding a Welsh family reunion at the Annual Milwaukee Irish Fest. Since



this celebration was to be held at the time of the show, this afforded me the opportunity to take in the Fest and spend some time with other cousins and their families who live in this part of the state.

Wil and his team put on a very nice show. Due to low water on the area lakes, they had to juggle some of the docks and moorings in order to accommodate all of the entries. There was a nice array of both wood and glass boats on display as well as a number of land displays of boats, vintage cars, and artwork from local artists. The waterfront location of this show on Lake Pewaukee is very picturesque and contains a nice commingling of both historic and newer architecture. This relatively new chapter has accomplished a great deal in their short lifespan and they can be proud of the enthusiastic and friendly atmosphere they create. I would recommend this show to others in the area who are interested in taking part in a nice event.

September 11, 35th Annual Antique and Classic Boat Rendezvous at Excelsior, MN.

The scene of this show is on one of the most historic lakes in the nation. Lake Minnetonka is a large lake with several hundred miles of shoreline. There are bays and islands and narrow links one can pass through getting from one large bay to another. There is a rich history of boat building, lavish hotels and the prominent homes of industrial leaders and their families who populated the lake. Among the various flourishing businesses around the lake were those which engaged in transporting people to one destination or another via steam or street car boats. These operated on a set schedule much as busses do today; at a time before the automobile accomplished this task.

This show generally signals the approaching end of the boating season here in BSLOL country, the ACBS chapter which promotes the show. The city of Excelsior Bay on the south side of Lake Minnetonka for many years was home to the Excelsior Amusement

Park. About 40 years ago the park was demolished and this provided the room necessary to create various eating and drinking venues as well as upscale housing. Shortly thereafter, several wood boat enthusiasts decided to promote a wooden boat show on the lake since there was such a great wood boat legacy in the surrounding environs. Among them were Bob Speltz, Steve Merjianian, Gordy Millar and Todd Warner who all, at one time or another, had something to do with the very early formation of this ACBS chapter. Upon the passing of Bob Speltz, our chapter name was changed to The Bob Speltz Land-O-Lakes Chapter of the Antique and Classic Boat Society in Bob's memory.

September 4-6, Lake Vermillion Classic Boat Show Cook, MN

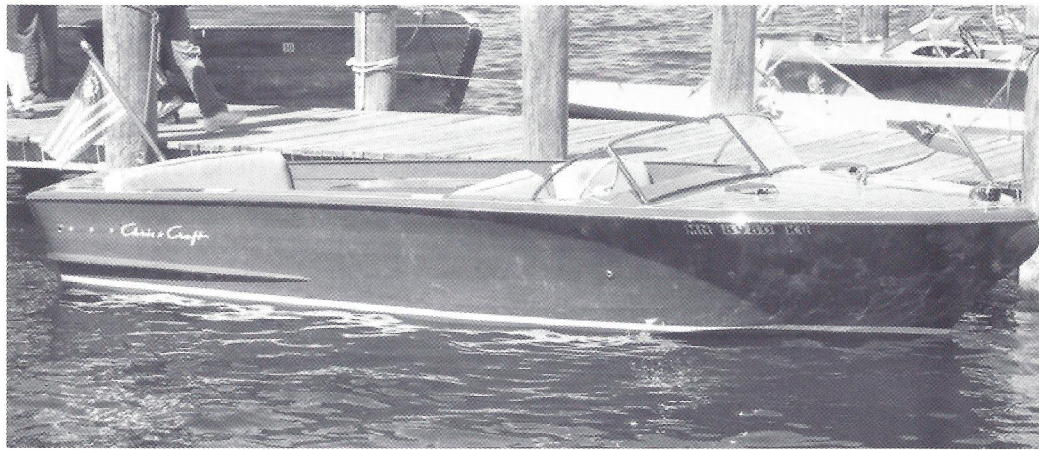
This is probably the show that takes the most planning if you are arriving from the Minneapolis-St. Paul area. Lake Vermillion is "up north". By "up north" I mean north..... west of Duluth, up in the heart of the iron ore mining area near Cook and Tower..... not far from Canada. Lake Vermillion is a spectacular lake and the site of a really nice show held each year. It is a very casual affair with most of the boats arriving from the lake itself or from another nearby lake.

Vermillion is large at 40,000 acres, contains 365 islands, about 1400 miles of shoreline (I am told), and is clear, cold and deep. It is strewn with rock outcroppings, can be difficult to navigate and that can spell danger. A good lake map is a necessity for the inexperienced. Since Lake Vermillion is located north of the Laurentian Divide, lakes and rivers here flow north to Hudson Bay. There is a pilgrimage by a number of BSLOL members who travel the several hundred miles north in order to take part in this Labor Day event. Some plan to stay for a week, others two or three days. Many prefer to book lodging each year at Ludlow's Island Resort. Yes, this is a privately owned island boasting modern cabins randomly tucked away throughout the rocky, hilly, fully-treed island. There are fireplaces, good docks,



a beach, attentive staff, and a spacious and comfortable main lodge. Ludlow's fits right into our comfort zone as they have ferry service to and from the island via a nicely restored 25' 1947 Stancraft Day Cruiser. In addition, an Amphicar is used to cruise the immediate area or transport staff to and from the mainland.

Another group of BSLOL'ers opt to stay several miles away and close to the show site. At the Head-O-Lake Resort most of the



Another beautiful show day on Lake Minnetonka

rustic and cozy cabins are placed near the lake, close to the sandy beach and docks. A very alert dock boy seems to anticipate every bit of assistance you may need with respect to docking your boat or providing some other kind of help. Bob and Beth each year reserve the "honeymoon" cabin which is literally right at the edge of the water in a somewhat remote, secluded setting.

This show is one of those which just seem to have a nice, easy flow. The credit for this belongs to some very good behind the scenes planning by lake residents Jeff and Nancy Stebbins with help from others, including Mark and Sally Ludlow. The Stebbins' relocated to Lake Vermillion from Lake Minnetonka a couple of years ago and have been instrumental in keeping the fires lit under this show. They arrange for some nice guided cruising so that all of the 16 or so boats and their passengers taking part are safe and can concentrate on the great views of the lake, wildlife, islands, beautiful shoreline, and all manner of small private weekend retreats or large, year round homes almost hidden from

sight between the rocks and trees extending along the entire shoreline.

Jeff and Nancy hosted a great Captain's dinner this year the evening before the Labor Day show. Located along several hundred feet of beautiful Lake Vermillion shoreline, they have ample room for just about any kind of activity that comes their way. The food was delicious and there was lots of it along with all of the fix'ins. I was with Jerry and Maureen Valley a couple weeks earlier in Minneapolis and mentioned the show to them. Since they are long-standing friends of the Stebbins' they decided to make the trip north in their motor home and "camp out" at the Stebbins compound. I know they, BSLOL'ers Bob and Renee Clark and others pitched in to help make this a memorable event.

The ACBS-BSLOL chapter is always looking for ways that we can grow and become stronger. If you have a desire to become part of this great team, make sure to get in touch with anyone on the board. Those with ideas, wanting to volunteer, or become a board member are all welcome. I have noticed over the past several years that many more families are becoming chapter members and taking part in our events. This is really good to see.

Intermixed with everything discussed above were numerous chapter cruises, workshops, the Fall Colors Cruise, sitting in on a few board meetings, a few articles, some time spent on a boat project or two, a very large and well publicized auction, as well as other reasons or excuses to get out on the water or do something else boat-related.

I will be off to Mount Dora, Florida on November 3rd and am looking forward to taking part in the Sunnyland events which are on my calendar. As a friend of mine often says, the only good ice is that floating in a cocktail glass!



BUILDING CHRIS-CRAFT INSIDE THE FACTORIES

BUILDING CHRIS-CRAFT

Inside the Factories
By Anthony S. Mollica
with Chris Smith

This is another great read by noted author Tony Mollica, joined by Chris Smith. Anyone who has heard either Tony or Chris present will automatically hear their voices as you read through this detailed account of the physical plants that Chris-Craft produced their boats in. They write just as they talk so reading this book is as easy as listening to them. It has a nice flow.

The anecdotal stories added by Chris Smith, grandson of Chris-Craft founder Christopher Columbus Smith, add richness and personalization to this factual account. He has a way about him that lets you know that he still has a sense of humor and lived the Chris-Craft story as it was taking shape.

Not just another day by day account, they

BOOK REVIEW

talk about the strategies involved with the locations, the layouts, and production set-ups to take you through the history of this great company.

Tony is careful to get his facts straight, using the Chris-Craft archives from the Mariner's Museum Chris-Craft Collection located in Newport News, Virginia as documentation for this interesting book.

Of course, if I'm going to read it, it has to have plenty of illustrations and this book is full of them, taken from the archives. Never before or since has a boat company been so fully photo-documented as Chris-Craft was, and the photos included in this book reflect just how thorough the documentation is. After seeing the archives back in 1997, I have to believe that there are more books that will come from this important collection.

I've met both Tony and Chris and can just imagine the two of them laughing and debating through the entire collaboration. If you get a chance, grab a copy and give it a read.

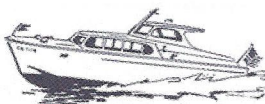


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How to Prevent an Unwanted “Visit” or Boat Theft

Precautions to Take While Your Boat is in Winter Storage

D. Scott Croft, BoatUS

Boats stored over the winter can be easy targets for thieves. Many boat owners don't find out they have been a victim of theft until long after, often when spring preparations are being made. To help boaters, anglers and sailors deal with this consistent problem, the folks at [BoatUS Marine Insurance](#) have these tips for storing your boat this winter. The top three most common items stolen from boats over the winter are:

1. **Electronics:** To avoid a theft, it is worth your time and energy to remove electronics and store them at home. If they are permanently installed, record ownership information including model and serial numbers. Photos may also assist with a potential recovery or insurance claim.

2. **Outboards:** Small outboards should always be removed and stored in a secure location, such as your locked garage or basement. Larger outboards should have a lock installed.

3. **Outdrives:** Again, the best way to avoid this type of theft is to remove the unit and store in a safe location and ensure the serial number is recorded. If it will not be removed, install an outdrive lock.

The name of the game in preventing theft is deterrence - anything to make your boat or equipment less attractive to thieves is the goal. Here are some general tips:

1. If you are storing your boat away from home, ensure the yard or marina is secure with fencing and cameras.

2. If you are storing your trailerable boat at home, if possible don't leave the trailer tongue facing the street. Block the trailer and remove the tires, storing them inside, or add wheel locks. Put a lock on the hitch receiver.

3. Adding personalized markings to equipment can help identify and recover stolen items. By making them obvious, it also makes the items less “marketable.”

4. Don't leave your dinghy on your club's or marina's rack unlocked or for long periods of time.

5. Make periodic visits to your boat over the winter. If you can't get to it, get a friend or yard worker to make a monthly visit.

6. Don't leave liquor out in the open where it can be seen.

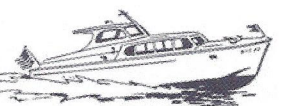
7. Leaving a “for sale” sign posted all winter attracts the wrong kind of attention and gives someone an excuse to get aboard and look around.

8. BoatUS members can benefit from the [BoatUS Theft Protection Program](#).

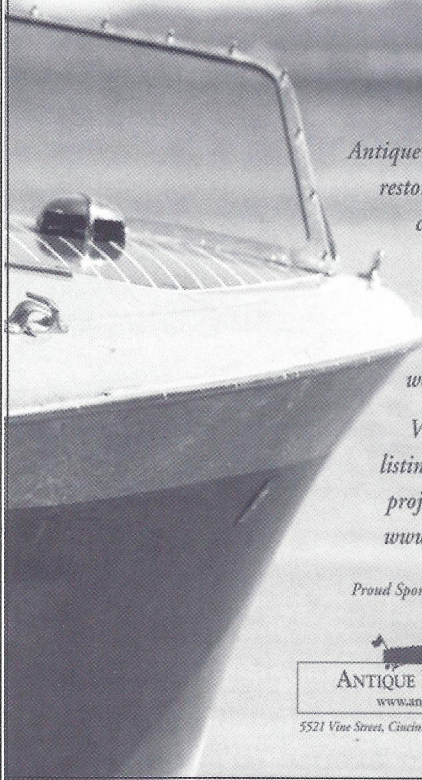
9. What's the most common type of boat stolen each year? Personal watercraft.

10. Don't forget that four-legged “bandits,” such as raccoons and other critters, will enjoy your boat as much as spring breakers hitting the beach, so ensure winter covers are tight and remain securely attached. Don't store your boat in a place that makes it easier for animals to get aboard, such as near trees or building overhangs. Cover large exhaust ports. Don't leave a ladder affixed to the boat.

11. It's all about common sense. While these rules apply to newer boats, most of them still make sense for the rest of us with older boats to apply them.




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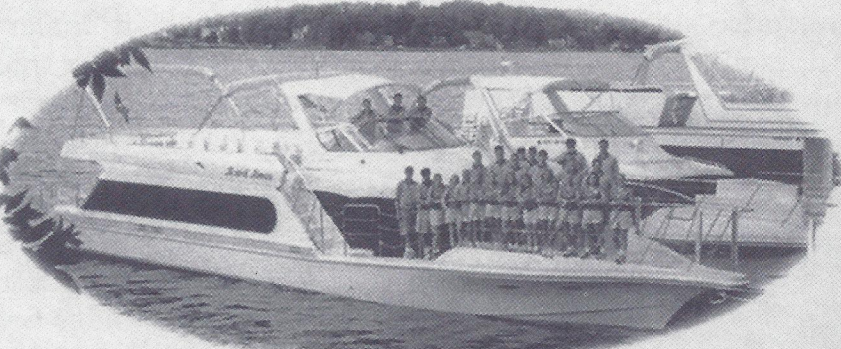
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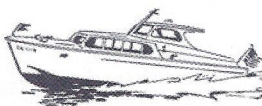



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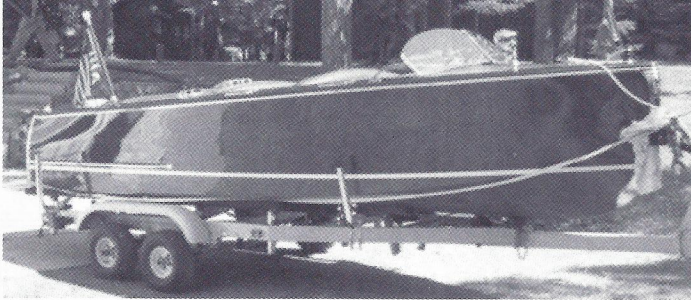


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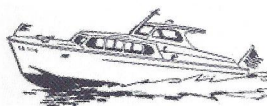
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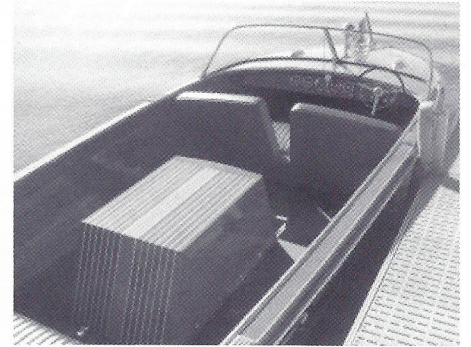
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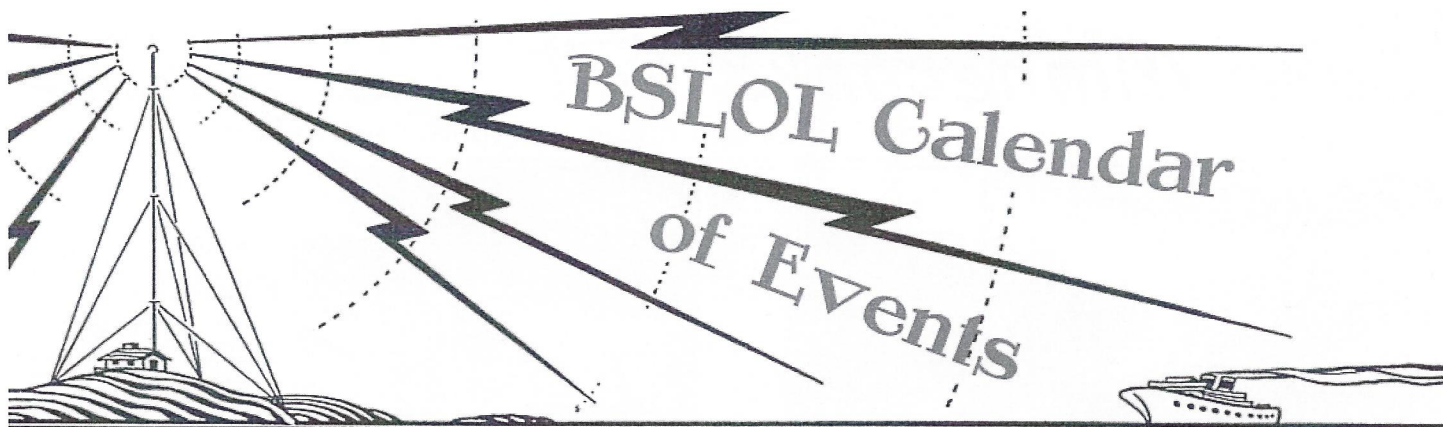
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1956 CENTURY CORONADO. 292 Ford Interceptor w/dual carbs. Spare engine included. Includes 2002 Karavan dual axle trailer. This is a running boat that could use a little attention to detail. Asking \$12,000.00 or best offer. Contact: Kevin Doty 218-963-3716/work,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



HELP WANTED: The Bob Speltz Land-O-Lakes Chapter of the Antique and Classic Boat Society, Inc. needs your help in getting former and past members to renew as we ramp up to another great boating season. Also wanted are new members who share our commitment to the hobby. We are looking for active members that can shoulder small amounts of responsibility that will help to carry the load. Haven't renewed yet? There's still time. Contact our current membership chair: Dick Mickelson at 763-242-1697 or: dickmick@juno.com



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WORKSHOP #1
DATE: FEBRUARY 26, 2011
LOCATION:
SUNRISE RIVER BOATWORKS
1520 9TH AVENUE SW
FOREST LAKE, MN 55025
651-462-0550 (SHOP PHONE)

Bill Basler, Marketing and Membership Director of the Antique Chris-Craft Club will be the keynote speaker for the workshop. I'm sure that there will be plenty of Chris-Craft spoken in the shop. Come with your questions and don't forget to bring your opinions. If you are uncomfortable standing, please bring your own chair (byoc).

Lunch will be \$5.00.

Doors Open: 9:00am
Presentation Starts: 10:00am
Lunch: 12:00noon

Some of the boats that will be in the shop include:

1969 - 30' Lyman Open Sportsman
1942 - 17Ft Chris-Craft Special Runabout
1941 - 17Ft Chris-Craft Barrel Back Runabout
1950 - U22 Chris-Craft Utility
1955 - 26Ft Chris-Craft Continental
1941 - 22Ft Chris-Craft Sedan
1948 - 17Ft Century Seamaid
1928 - 24Ft Chris-Craft Model 3 Triple
1949 - 17Ft Chris-Craft Runabout
1949 - U22 Craft-Craft Utility
1927 - 46Ft Matthews Pilot House

Please RSVP to Mark Setterholm at:

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DETAILS TO FOLLOW

Lake Minnetonka Fall Color Cruise

Photos By Clark Oltman and Andreas Jordahl Rhude

