

THE

BOATWORLD

In This Issue:

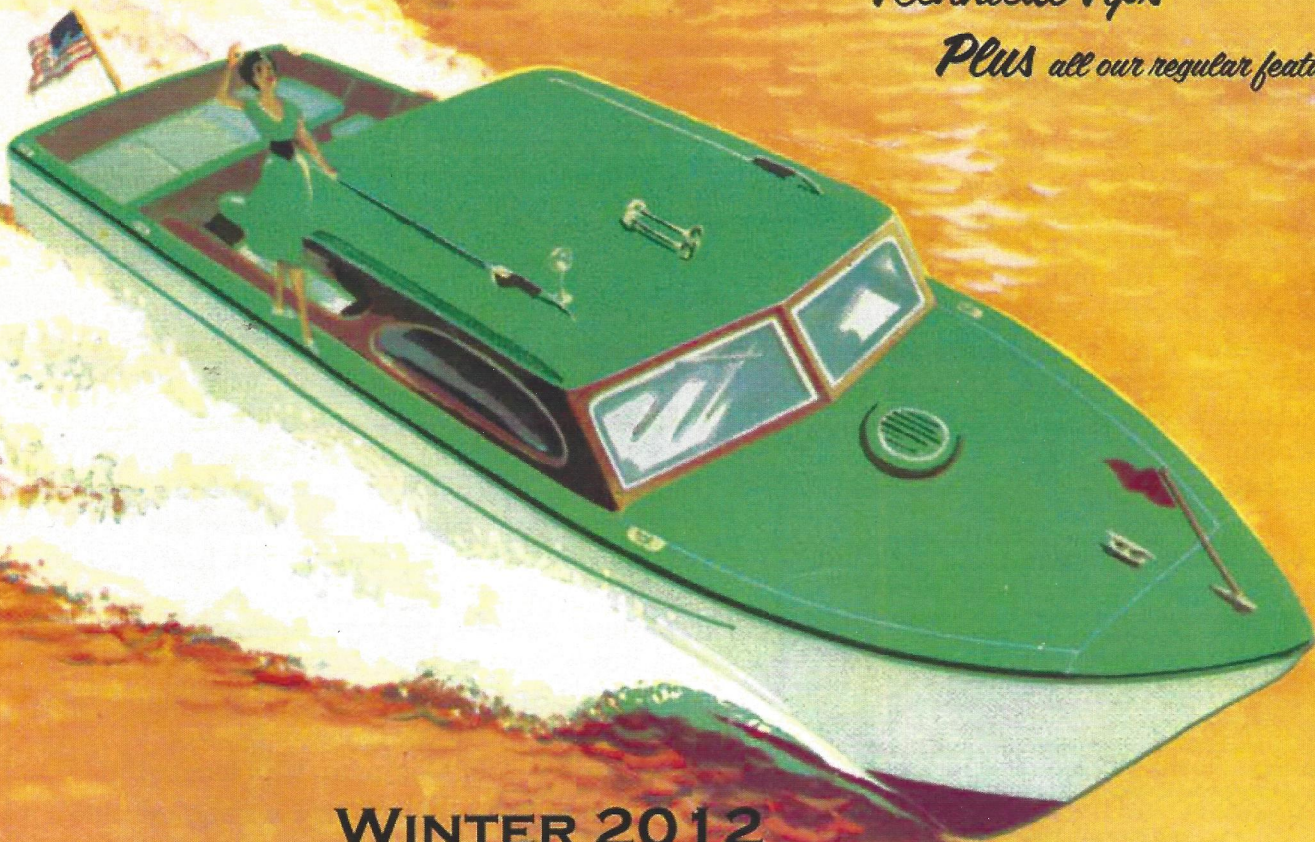
Stahr Boat Mfg. Co.

Persistence Finally Pays Off

Gadgets & Kinks

Technical Tips

Plus all our regular features!



WINTER 2012

THE QUARTERLY PUBLICATION OF THE

BOB SPELTZ LAND-O-LAKES CHAPTER

THE ANTIQUE & CLASSIC BOAT SOCIETY, INC.



1. The 1934 Chris-Craft lineup offered how many different models?

- A. 28
- B. 14
- C. 23
- D. 21
- E. 8

2. At that time, who was the General Sales Manager at Chris-Craft?

- A. Christopher Columbus Smith
- B. Don MacKerer
- C. W.S. Pickell
- D. Harsen Smith
- E. E.S. Sabin

3. The Yandt Boat Works, of Cour d'Alene, Idaho was founded in 1910 by who?

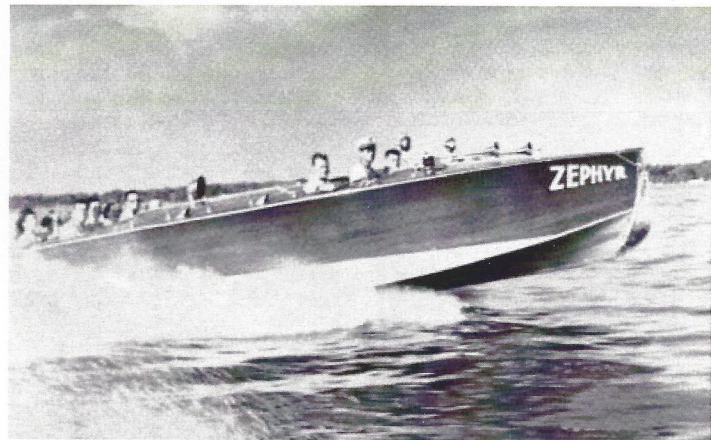
- A. Robert Yandt Sr.
- B. Charles Yanquist and Wm. Darmstadt
- C. Robert Yandt Jr.
- D. Victor E. Watkins
- E. Willard H. Yandtson

4. The 35' *Zephyr*, highlight of the "Curly Lewis Boat Lines", was built by which boat builder?

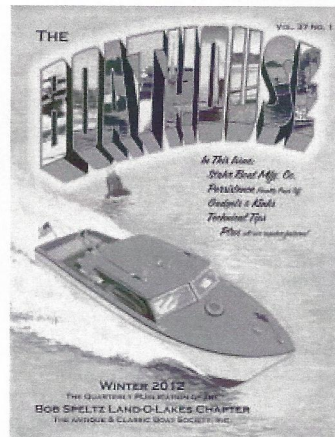
- A. HackerCraft
- B. Ramaley Boat Works
- C. Moore Boat Works
- D. Gar Wood
- E. Chris-Craft

5. The Central Marine Service Corporation was located where?

- A. Minneapolis
- B. Chicago
- C. Toledo
- D. Detroit
- E. St. Paul



Curly Lewis' mighty 35' *Zephyr*



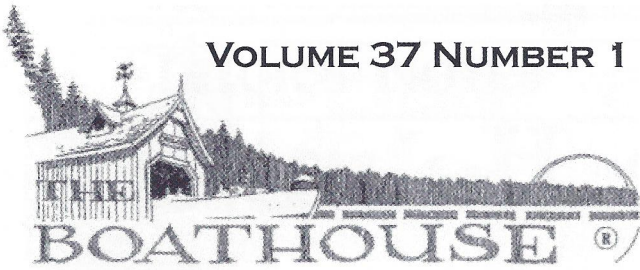
The prize for being first with the most correct answers will receive a 11x17 laminated full color illustration from the cover of this issue. All the answers are located in the Bob Speltz Real Runabout Series. Good Luck!

The answers to last issue's College of Old Boat Knowledge are:

1. B. Maxson Fish & Company. Strange, but true. They built one of the ironclad gunboats for the Union Army in Civil War times. Vol. III
2. Either A or E. Stan Young was in his senior year in 1933 when he finished his first runabout. Vol. V
3. Mullins Manufacturing had produced just over 100,000 boats by 1930. Vol. III
4. The founder of Belle Isle Boat & Engine company was C, Edgar M. Gregory Sr. Vol. VI
5. E. Hunter Boat Company was located in McHenry, Illinois. Vol. VI

Congratulations go once again to Howard Lehman. Howard was the first to contact The Boat-house and had all the answers correct! The poster will be in the mail this week!





VOLUME 37 NUMBER 1

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If you know anyone who has not renewed, please let them know that now is the time. If you know of anyone that is interested in membership, their name could go here!



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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.





From the Helm



This fall and early winter has been one of the warmest in recent history. The bodies of water that we normally boat on are still open in many areas and the urge to take a boat out runs high - but, most of us, myself included, have resigned ourselves to leave the boats in storage or under cover somewhere in the yard.

Looking ahead a few months the club has a full plate, starting with our Holiday Party at the Pool and Yacht Club in St. Paul. This year's party was a success thanks to the efforts of Ken Patz and Dave Wiborg. We raised a little over \$300.00 which was then donated to Urban Boat Builders. Also in January we are back at the Minneapolis Boat Show and at our old spot in the lobby. This year we will have two sailboats in our display, both of which were manufactured locally and provided by owners in the White Bear Lake area. One of them is a 'C' scow owned by Steve Johnson, and the other is a 'X' boat owned by Fletcher Driscoll. A special thanks to both of them for their commitment to bring these beautiful boats out of storage in January to be part of our show. The other craft new to the show this year is a 17' canoe build by UBB (Urban Boat Builders). Thanks to Fred Zonino for his efforts in bringing this beautiful canoe to the show. UBB was at our boat show in September. UBB is a non-profit group located in St. Paul that works with 'at risk' youth.

Adding to our ever growing list of boat shows this year - we are back on the St. Croix at Bay Port. Thanks to Michelle and Joel Lemanski, their efforts have paid off and the show is scheduled to be a three day event set to take place August 3rd-5th. There will be social activities on Friday, a boat show on Saturday and additional social activities on Sunday. It's great to be back on the St. Croix River again.

Starting in February we will have our Win-

ter Workshops again - (February, March and April), check our web site and watch your mailbox for more details.

With the changes that ACBS national made in membership renewal it is now easier to renew. Go to the ACBS web site and follow the instructions provided. Every year is a 'start over' for us here at BSLOL and membership strength is what we are all about. Our club needs to sustain its membership and grow with new members in order to provide activities for all to enjoy. If you have not submitted your membership for 2012, please do it now.

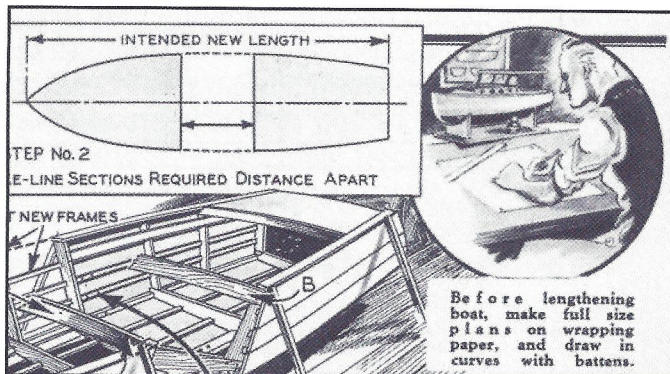
Elections for your 2012 officers were held toward the end of the year and the slate as presented was voted in. We added two new board members for 2012, Jerry Low and Eric Sandin. Please welcome them to the board when you see them at our next activity.

A special thank you goes to the three outgoing board members, Scott Hawkinson, Dan Nelson and Mark Setterholm. Your help on numerous projects over the last two years is greatly appreciated by all of us.

There are several cold months ahead of us and I hope they are filled with the many projects that you need to get done before your boat sees the water in the spring.

Looking forward to seeing you at our workshop in February. ⊕

Dick



EDITOR'S NOTES

This last year has been especially fun for me. Going to the events, taking in all the boat related things that you have to do just to keep up with what's going on. Attending the workshops, going to the shows, volunteering to help. The more you put into it, the more you get out of it. Simple, huh?

It's not easy. There are at least a hundred other things that I could be doing, projects around the house, you know, the things that still need doing. Surprisingly enough, I've been able to keep up with most of those things too. Not that I especially enjoy those things, but it is nice to get them accomplished and out of the way. In spite of doing all the boating things that I did, I still didn't get any of my boats in the water. That means two things: I didn't spend enough time on the water, but I had my boats winterized waaaay before anyone else did.

That will change next summer. As I look forward to spring, this year will be different. Sound familiar? Anyone else out there shaking their head in agreement? Yeah, right! I'm getting the powerhead from my Flying Scott into the shop at school and will finish it there, instead of looking at it in pieces, sad and forlorn sitting on my workbench. Did I say school? Yes, that's right, I'm taking 18 credits at Central Lakes College this semester. Overload? Of course, but I'm loving it. It's kind of a change in course for me, but at 60 I feel the need for more information, and I'm sure getting it.

I'm not sure who I'm learning more from, the teachers or my new student friends. Of course, I'm learning all the good things from my teachers, but the attitudes and perspectives that I'm gaining in the halls will keep fresh ideas coming into my head, as I try to mature in my new life.

I will always have time for the magazine, I'm still loving it, but just as I get continual refreshment from my new friends at school, I'm also looking for new material for The Boat-house. It's this ever-fresh attitude that keeps it interesting, different, easy to read. As I head down this road in my third year, I have to keep wondering, just where is the new material going to come from? Any ideas? ⊕

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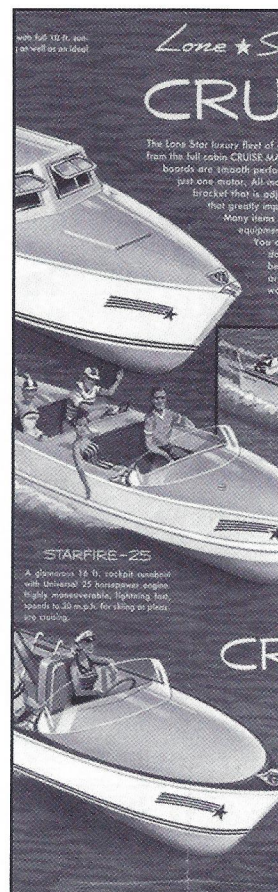
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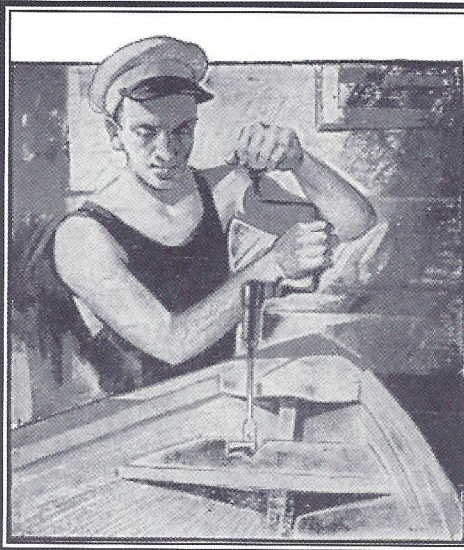
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GADGETS & KINKS

EXPERT ADVICE STRAIGHT
FROM THE VOICE OF
EXPERIENCE

The transom was rounded and the planks had to be wrapped from side to side. A big problem here was the planks were 9/16" thick where 7/16" thick planks would have been correct on this 17 foot runabout. Typically, unless the planks are steamed to conform to this shape, they are going to want to straighten out and remove themselves from where they were placed. The pressure to straighten out is tremendous, and the top plank was do-

THE LOOSE PLANK

Or

TAKE THE LONG ROUTE AND DO IT RIGHT

By Sherwood Hegen

There is one item in restoring a boat that should not be ignored – loose planks. If they are loose now, they are never going to get any tighter as time and use goes on. Loose planks create big problems with leakage if they are on the bottom, or, problems with the cosmetic appearance of the boat if they are above the waterline. There is no short cut to fixing any of the problems sighted below.

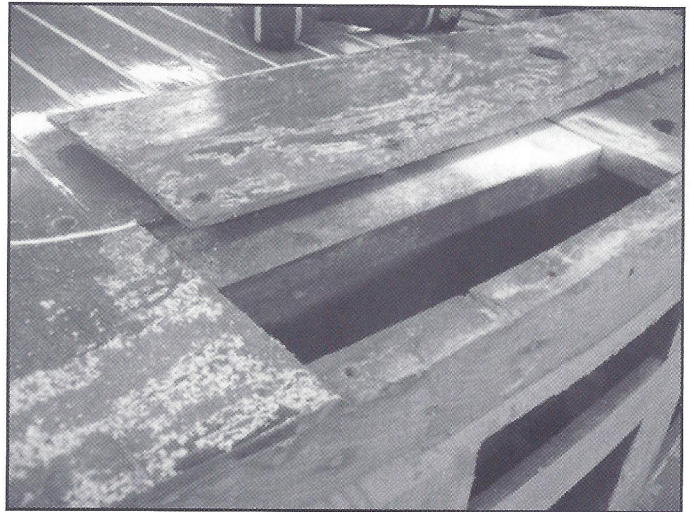
Recently a boat came to my shop looking pretty good structurally at first glance. Closer inspection proved otherwise. Problems were all over the hull above the waterline. Taking them one at a time in explanation will give you an idea of what to look out for in your boat or a future purchase for needed repair.

On the aft deck, this boat had planks that were warped and cracked. Closer examination revealed the previous restorer took the short cut and paid little attention to necessary framework underneath the planks and fasteners. Missing framework provided no support for the planks and disallowed the proper amount of screws for fastening the planks. But, that wasn't all. The planks had been sanded so severely, they had become too thin to even hold a screw. The end result was a warped, cracked, and useless piece of wood. It required replacing after proper framework was installed.

The second item which caught my attention was that the transom planks were pulling away from the transom frame at the sides.

ing just that even though it was glued down and screwed on with bigger than normal #10 screws.

Contributing to the problem was a transom that did not have a fair radius. In other words, the curve of the transom was not consistent



Warped and cracked aft deck.

from one end to the other causing the plank to not want to lay flush to the frame. The end result is the plank will tend to pull away if the radius were to tighten, especially at the transom sides. One other problem was the screws were screwed into both end-grain and rotten wood. No bigger screw is ever going to be the fix under those conditions.

The fix was to remove the thick transom planks, fair the transom frame to a consistent radius, and re-plank it with the correct thickness planks using correct #8 screws in a double staggered row ala the Chris Craft method. That problem was solved.

The third item that is less easy to notice is



how well the topside planks are secured. Over time the screws in the topsides will lose their purchase and planks will become loose. What is the problem there? First, all planking should be secured well. That almost goes without saying. But, the problem becomes more evident when it comes time to refinish the hull. A loose plank will stand proud of its adjacent plank.

When sanding the old varnish in preparation for new coats of varnish, even light sanding can remove the varnish down to the wood from the edge of the proud plank. Then the process of trying to stain and varnish the blemish away begins. It is almost a hopeless task to get it done correctly. That edge will always be something that will have to be sanded around during the finishing process to avoid removing the varnish again.

If the complete strip, stain, and varnish process is to take place, invariably, the hull must be sanded to be sure it is fair. A loose plank



Transom planks pulling away from the sides.

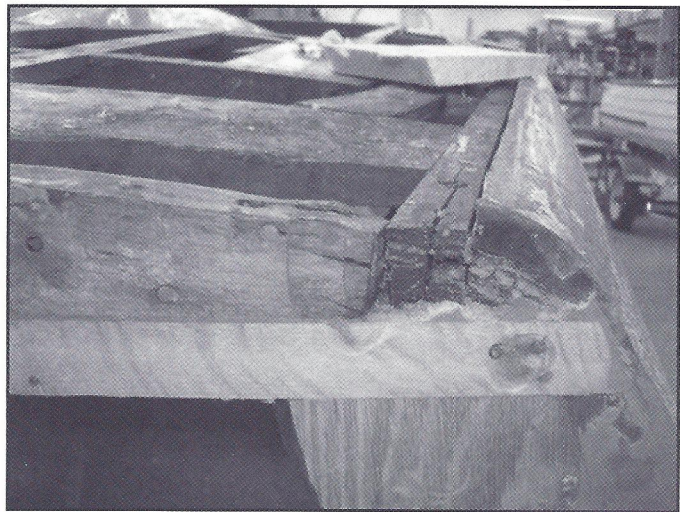
can become apparent when sanding the topsides when the edge of a plank will always have a "step", or, one plank standing proud of the other. No amount of sanding cures the problem.

What is the cause? The screws holding the plank are loose and though the two adjacent planks are well sanded, the loose plank pops back up when the sanding pressure is removed. The easy way to determine if the planks are loose is to do this test. Hold your thumb of one hand over the seam to be tested. Then push on one or the other of the planks being tested with your other thumb. If you can feel movement, the planks are loose.

The first part of the fix is to remove the bungs or putty covering the screws. Then determine if the screw is just loose or if the screw hole is stripped. If the screw spins in the hole,

the frame or batten behind the plank might be rotted and cracked, or the screw might be broken.

If that is the case, the planks are typically removed and the defective parts must be repaired or replaced. If the screw hole is stripped, it must be plugged with new wood and glue. This can be done with the plank in place. To make plugs, run some scrap mahogany through a




Loose deck planking often hides split frames.

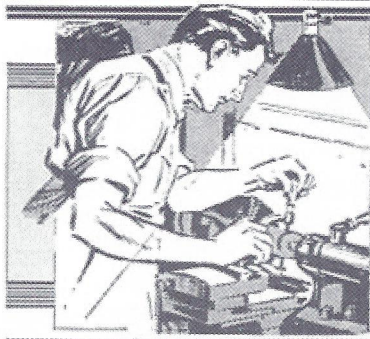
table saw to make sticks of sufficient dimension to fill the hole.

Usually, a stick 1/8" square cut to a 1 1/2" length does the trick. Apply Titebond III glue to the end of the stick and drive the stick in with a hammer. Break the stick off after the glue has set and re-drill the hole. It is important to use a correct size tapered bit and countersink to provide the screw proper purchase and to clean up the edges of the hole in preparation for a new bung or putty.

After securing the planks with new screws, you will likely see a step at the edge of the two adjacent planks from a previous sanding effort. Now that the planks are tight to the frame, they can be sanded flush one to the other. Re-plug the countersunk screw holes with a new bung of matched wood or putty and proceed with sanding and refinishing as necessary.

Though the above steps are not very difficult, but they are very time consuming and require patience. They are necessary and worth the effort to allow for an attractive and properly maintained boat.

I hope this information is of value to you in making your boat the best it can be. If you have any questions on restoration, don't be afraid to contact me at Heggensj@Centurytel.net or 715-294-2415. I look forward to contributing toward making your boat look great. Remember, don't destroy it; restore it. 



Technical Tips

Because life just doesn't have to be difficult!

Modern Ignitions for Older Engines

By Charles Dalquist

The traditional ignition system consisting of a distributor (with points inside) and coil has been around since the 1920's or 1930's, long before I was around. That type of system has worked fine, being used in umpteen million boats and cars over the decades. It was still the principle ignition system used in 1965, the year my boat was built. But as technology has progressed, so have ignition systems, and my 1965 ignition system was perpetually giving trouble due to age and wear. My boat has two engines, so I had twice the trouble. On the other hand, I usually had one engine operating so I could get back to the dock. I became very good at one engine docking.

I use my boat on Lake Superior, where reliability is extremely important, plus I was getting tired of the perpetual repairs and the rising price of the components. About 2000, I finally bit the bullet and bought an up to date electronic system. There are several types available, many utilize the original distributor but replace the points with an electronic module. Because my distributors were often the problem, I wanted new distributors, not just a new module inside. I chose a system with the brand name MSD. This included a new distributor, coil, an "electronic black box" (it's actually blue), and plug wires. MSD stands for multiple spark discharge. At lower engine speeds it will produce several strong sparks per combustion cycle rather than one weak spark. As shown in the photo, the distributor looks like a generic distributor, but no one will confuse it with the original Prestolite. I do try to keep my boat pretty much "original"

but there are exceptions, such as this, and the GPS and so forth.

Installation was quite easy, despite my limited mechanical skills and trying to remember what I did a decade later..

1. Remove old distributor cap, and note precisely what direction the rotor is pointing. This is very important, you will find out why, should you forget this step. Leave the plug wires attached at this time.
2. Remove one or two small wires from the distributor.
3. Remove the bolt and clamp at the base of the distributor, and lift the distributor up and out. Notice at the bottom there is an angled gear.
4. Several different springs are provided, so you can choose your rate of timing advance. I would suggest the weakest, which gives the quickest advance. Install in the new distributor.
5. Insert the new distributor. It may take a few tries to get the rotor to point the same direction as the original, due to the angled gear. Keep trying.
6. Re-attach small wire(s).
7. Loosely reinstall bolt and clamp at base of distributor.
8. Install new coil.
9. Replace spark plug wires. Do one at a time so as to avoid crossing wires. Trim and route neatly.
10. Install the blue box where appropriate, out of spray and bilge water.
11. Plug together a couple of wiring harnesses, each plug is unique so there is no chance of a wrong connection.
12. Attach a pair of wires for a power source (include a fuse) and a ground, the original ignition did not have these wires.



13. The engine should be ready to run. Time it in the usual method, and tighten the bolt. No dwell (points gap) to adjust.

and racing. As an example, my friend has a 42' Fountain with twin custom made 1,500 HP supercharged engines, (each!) it has the identical ignition, other than his has a rev limiter

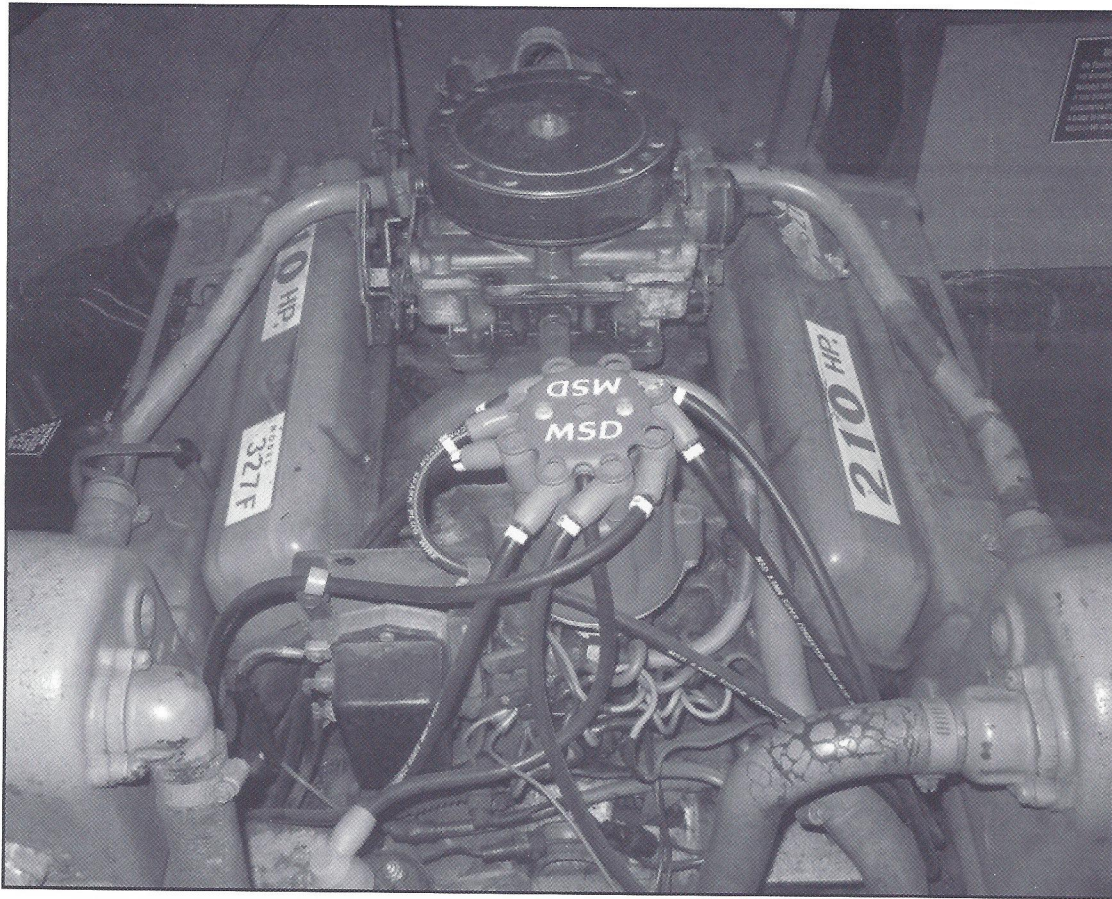
for when the props come out of the water. That is not a concern on my heavy steel Roamer.

Just as you should not use an automotive starter or alternator in your boat, for safety reasons, the same is true for the ignition system. MSD makes a marine version, be sure to purchase the marine version. Your local car parts dealer will likely have to order the marine version, but it will take only a couple days.

MSD makes marine ignition systems for most popular Ford, Chevrolet, and Mopar V8

big and small block engines, with a 12 volt electrical system, that covers much of the marine spectrum. They also make some 4 and 6 cylinder versions, but I do not know if they are marine, or whether they can be adapted to a Hercules engine, nor do I know if they make 6 volt systems. Check at www.msdisignition.com or at your hi-performance car parts store.

As you can see, I am very pleased with the new ignition system. I like it so much I plan to install it in my classic car, but the boat always gets priority. ⊕



One of the twins showing off the new MSD ignition system

Since installing the system about ten years ago, it has worked flawlessly. I have not even needed to replace spark plugs during that time. The engines start quicker, idle better, and maybe a teeny bit of improvement at top RPM. The main benefit of course has been the reliability. Also, there is less exhaust smell, due to better combustion from the multiple sparks. The total price for the job was around \$800, well worth it.

My original distributors had a drive for the mechanical tachometers. At that time MSD did not make a marine version with the tach drive, so I had to replace the tachs with electronic ones. I found some nice tachs, with a 270 degree sweep and a top RPM of only 4,500 rpm at JC Whitney, of all places, and for a reasonable price.

The MSD brand is well known in all types of automobile and marine high performance



Persistence

finally pays off

*Photos and Story
by
Tom Klein*

It took 27 years for Bob Buttery to realize his dream of restoring a classic wooden boat, so he named the watercraft "Persistence." The Champlin, Minnesota man said he fell in love with wooden boats after seeing one parked outside a Dairy Queen in Plymouth. "I was working in Plymouth and I would have lunch at the Dairy Queen. I used to fantasize about this boat and then one day, it was gone."

He eventually hooked up with the owner of another wooden boat that needed major restoration work. "He didn't let it go cheaply, but he let it go," recalled Buttery. "Much to the dismay of my wife, I dragged it home one day." He worked sporadically on the boat with a 13 year break when his job consumed most of his free time.

He finally finished the boat in August.

"I did all of the woodwork myself," Buttery said, noting that 90 percent of the woodwork is new. The frame is white oak but the gleaming exterior is fashioned from African ribbon

mahogany. Buttery figures that he's sunk thousands of dollars into restoring the boat, but couldn't provide an accurate estimate. "I have a big pile of receipts at home," he said. But to put it into perspective, just the chrome work alone cost \$1,400.

However, restored classic boats hold high value on the market. One 1939 model of a Century, believed to be the last in existence, lists for \$195,000. Buttery's Resorter was one of 47 classic boats moored at The Landing's marine on Sunday, September 4th for the annual Lake Vermilion Antique and Classic Boat Show.

"Every boat has a story behind it," said Jeff Stebbins, a local classic boat enthusiast who helps organize the annual show. "That's one of the fun parts." Stebbins, who served previously as the international president for the Antique and Classic Boat Society, said that the show typically focuses on the period from



Bob Buttery pauses for a moment to pose with "Persistence"

1900 to 1967 when manufacturers such as Chris-Craft and Century were the top boat builders.

Although a majority of the watercraft on display are wooden, Stebbins said steel and fiberglass boats were also popular during that

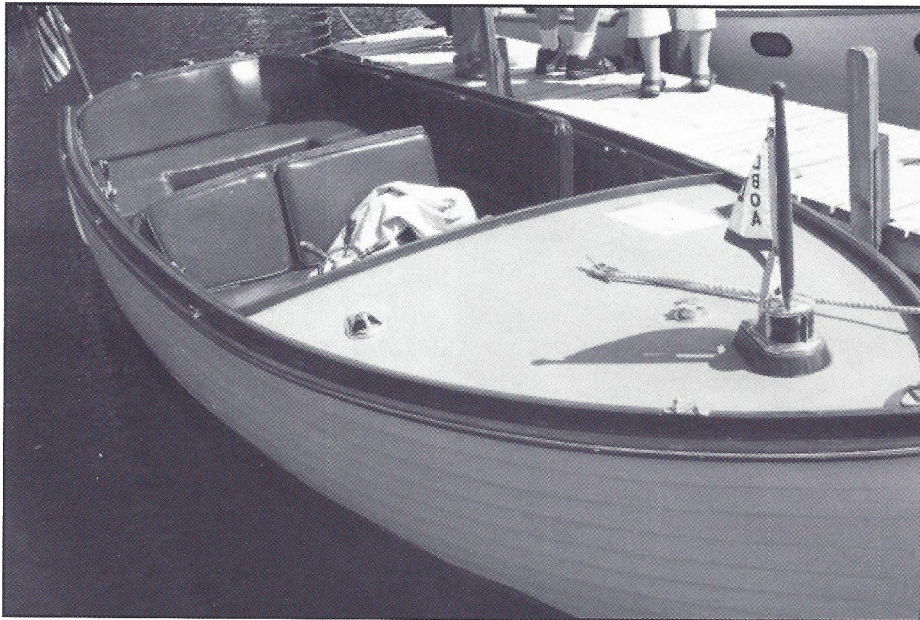


era. The W.H. Mullins Company, based in Salem, Ohio, put such faith in its steel boats that it issued life insurance policies for the watercraft that were guaranteed not to leak,

boat then. A few years later, he was trolling the internet when he came across the same boat online and decided to buy it.

"We called it 'Kizmet' because 'Serendipity' was too long a name," joked Kirsten. Mark said the boat is wider than many of today's cruisers and handles the waves really well. He said he got into wooden boating when his daughter "ran away to college and I needed something to do."

One of the more unique entries in the show was Bob Agle's Shell Lake Rocket. The 16-foot fiberglass craft, painted a bright red and white and equipped with fins, resembled a floating car. Agle, whose home port is Grand Rapids, Minnesota, said it was common to model boats after classic cars in the late 1950's and 60's.



1940 Lyman belonging to Jeff Stebbins

crack, dry or wear out, said Stebbins.

The Skipper's Award, chosen by other boat show entrants, went to Sherwood Heggen for "Sploosh," a 17-foot, 1939 Chris-Craft Deluxe Utility boat. Meanwhile, the People's Choice Award, voted on by spectators, was presented to Terry Hurley for his 22-foot, 1938 Chris-Craft Custom Runabout dubbed "Swan Song."

Stebbins own entry at this year's show was a 1940 Lyman 17-foot wooden boat, powered by a 45-horsepower Gray Marine Phantom engine. "It's a slower craft," he said. "We just use it to putter between islands."

Buttery's Resorter features a much more powerful 225-horsepower engine and can achieve a top speed of 45 mph. "In the 1950's and 60's Century made the fastest production boats," said Buttery. "Most of the Chris-Craft's have six cylinders in them; this has eight."

The boat also features a unique carrier deck, a large flat front extended over the prow that reduces the splash over the windshield. It handles like a dream," said Buttery, who added that the boat is designed to provide an air-cushioned ride.

Mark and Kirsten Tompkins also praised the smooth ride provided by their 1950 Chris-Craft Express Kit. Mark first laid eyes on the 16-footer at an earlier Lake Vermilion boat show but was not in the market for another

"It even drives like a Corvette," says Agle, who said at full throttle, the boat can spin doughnuts in the water. "The boat will dig in its nose and go up on its side and put the rub rail right on the waterline."

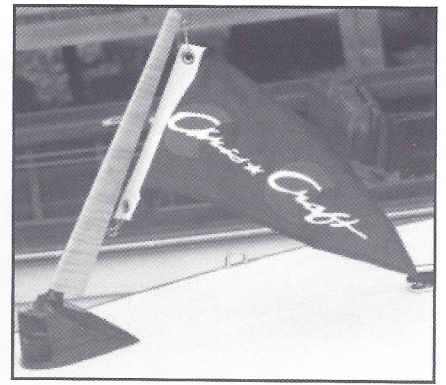
Agle rescued the boat from a boat bone yard at a marine repairs shop in Grantsburg, Wisconsin. The interior of the craft was filled with dead leaves and it required a lot of tender loving care to restore to its prime. Agle did all the work himself, including creating the snow white cushions in the interior, except for the embroidery.

The boat is strictly for pleasure cruises. "I don't want any bloody fish guts in my boat," he said, adding that he also makes people take off their shoes before entering the watercraft.

Not all the boats at the show are of the vintage variety. Ed Sheldon of Goodners Lake brought his home-built 15-foot Rascal, dubbed "Lil' Red," to Sunday's show. The boat was built from plans by Maine boat architect Ken Bassett and features a mix of Honduras and Philippine mahogany.

It took Sheldon about 8 months to build the small craft, noting that it was a trial-and-error process. "The designer never told me I had to steam the wood," said Sheldon, who noted that several planks shattered as a result of the





Detail of Mark Tompkins carved mahogany bow light and flag staff. It's the details like this that personalize his boats and make them so easy to recognize.

Mark and Kirsten Tompkins brought their 1950 Chris-Craft Express Cruiser

terrific torque as they were bent to the shape of the frame. When that happened, he said, he was forced to take a hammer and chisel to remove the ruined plank from the frame and start over.

Even so, he has no regrets about the time spent building and now enjoying his wooden boat. "I did it because it was fun to do and I learned a lot," he concluded. The boat show also served as a fundraiser for the Lake Vermilion Fire Brigade, generating more than \$3,000

for the brigade. Much of that was raised by a raffle for a fly-in fishing trip to Smooth Rock Camp in Ontario, with 23 tickets sold at \$100 a ticket.

Stebbins also said a silent auction was held and the proceeds after the boat show expenses are paid will be donated to the Fire Brigade. ⊕



16' Shell Lake Rocket, owned by Bob Agle

This story was reprinted with the permission of Timberjay Newspapers. We wish to thank them for giving coverage to this event that is so close to so many BSLOL members. Timberjay Newspapers have offices in Tower, Ely, and Cook, Minnesota.



SEACREST

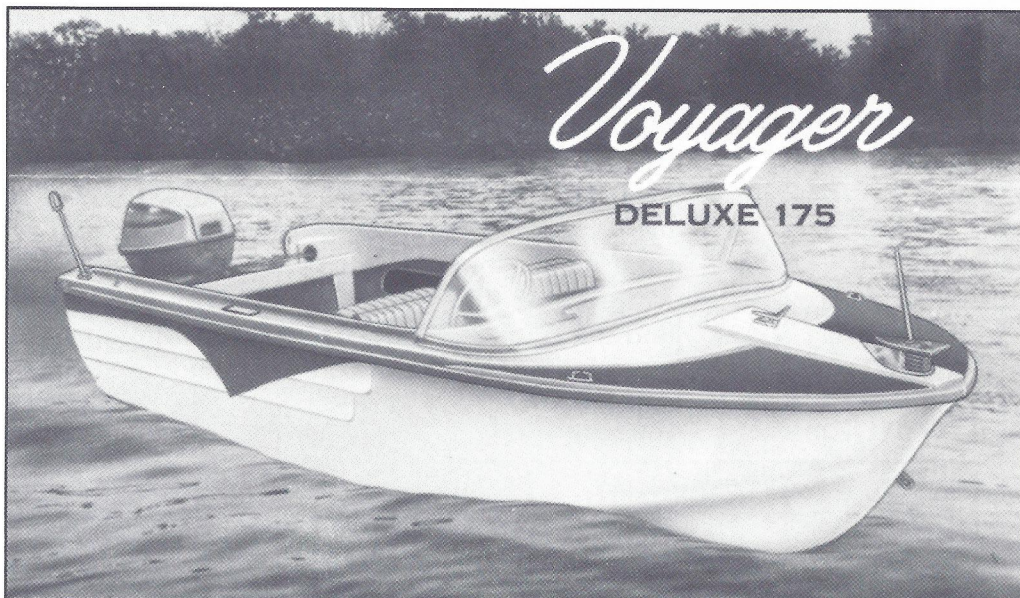
& THE BOATS OF GEORGE H. STAHR

MANUFACTURERS OF FIBERGLASS BOATS SINCE 1948

By Andreas Jordahl Rhude

South Dakota is certainly not considered a hub of boating or of boat building. There are a few water bodies such as Big Stone Lake on the Minnesota border and the Missouri River. Boat builders were few and far between but one man managed to operate several fiberglass boat making operations in the state.

fiberglass pleasure boats under the "Seacrest" and Aquastar" brand names. The tooling came from Costa Mesa. John Gorrell, also from Costa Mesa, was the foreman at the boat shop. A portion of the Canistota Implement building, owned by Tony Halgerson, was home of the boat company.



Top of the Seacrest line - the Voyager Deluxe 175

George H. Stahr was affiliated with Seacrest Boat Manufacturing Co. at Costa Mesa, California in the late 1940s or early 1950s. They were an early builder of reinforced fiber plastic boats. His son Gerald may have been involved as well. The Los Angeles suburb of Costa Mesa was a hub of reinforced plastics manufacturing during that time period. Numerous boat building firms sprouted up in the area and began using the new material.

Prior to becoming affiliated with the boat building business, Stahr was in the wholesale food business and the poultry operation Chickery Chick, Inc. at Costa Mesa.

On August 1960 Stahr established Canistota Boat Manufacturing Co. at Canistota, South Dakota. They were making

By December they had fifteen dealers in three states signed up to sell the Seacrest boat line. Edward Gorrell of Atkinson, Kansas joined the firm at that time.

White hulls were typical but they also offered a brown coloured hull in the Lancer line. Decks were turquoise or tangerine colour. A car topper with white hull had decks available in shades of yellow, blue, turquoise, or tangerine.

In June 1961 Canistota Boat was advertising in the Mitchell, South Dakota newspaper looking for dealers. The ad indicated they made boats from ten to 20 feet in length and that they had a decade of fiberglass boat building experience.

The boat maker moved to nearby Mitchell, SD in October 1961 and became Mitchell Boat Co. with George Stahr as owner. Their shop was located in the former Midwest Furniture building on west highway 16. Plans at the time indicated between 200 and 250 boats were to be built in the 1962 model year. They made 79 boats at Canistota the previous season. Seven models of boats were in the product offering. Roy Troutner came aboard at the new location. In addition to manufacturing



boats, the firm was selling outboard motors and marine accessories along with servicing boats and motors.

next door to the boat company at the time of the tornado. He said the boat shop was tiny.

Sometime later Mr. Stahr appeared in the Yankton, South Dakota area as Stahr Boat Manufacturing Co. He continued building the "Seacrest" brand of fiberglass boats. The "Stahr-Line" name was also associated with the endeavor. Stahr Boat received Small Business Administration loans on 29 October 1964 and 01 November 1967. The South Dakota Manufacturers Directory for 1964 indicated that Stahr Boat had seven employees. The 1967 Directory listed them as having four workers.

With connections in the marine industry, Dale Svacina of Rice Lake, Wisconsin was recruited by Stahr to join his

firm. He had previously worked with Wilson Boat in Wisconsin. Dale came to Nebraska and ran the day to day operations for Stahr. Hand laid fiberglass was used, however, a chopper gun was purchased when Svacina joined the company and it was utilized for producing

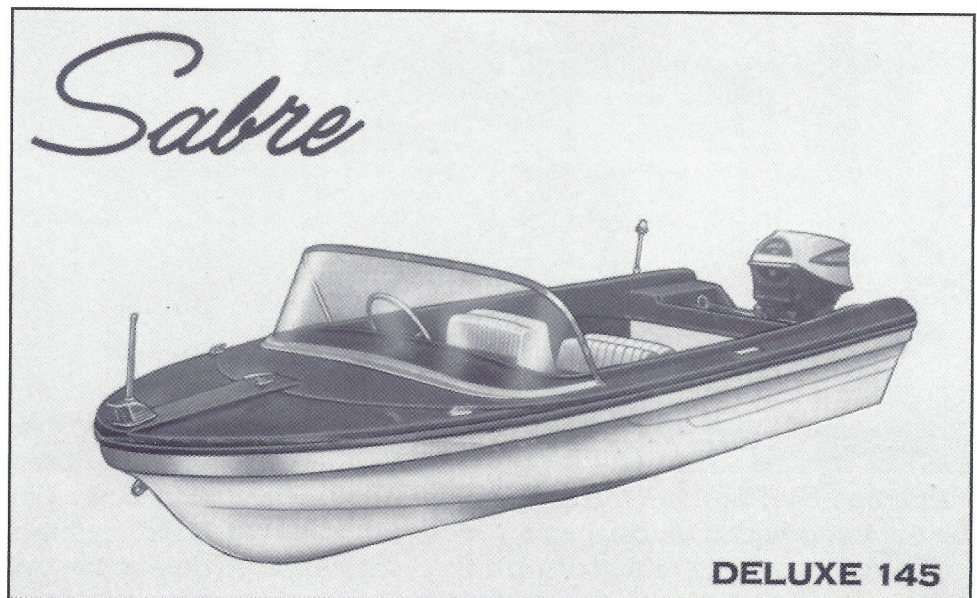


The Lancer Deluxe 155 was next in line at 14'-7" in length

The hand laid fiberglass boats used a wooden keel and stringers. Plywood was used for the floor. All wood components were encased in 'glass and laminated to the hull. Initial company plans included potential manufacturing of fiberglass house siding, bathroom fixtures and awnings along with septic tanks.

Kahl's Poultry and Sporting Center at Rock Rapids, Iowa was a dealer for the Mitchell made Seacrest boats in the spring of 1962.

On 21 May 1962 a tornado ripped thru Mitchell and one victim was the boat firm. Their factory and tooling was completely destroyed. I interviewed Lyle Swenson at the Mitchell Area Historical Society. At the time of the storm he was a deputy sheriff. He recalls the tornado and the area where the boat shop was located. He had a very vague recollection of the boat firm. They were very small. I also spoke with a gentleman who worked at the North Central Seed company



The Sabre was Seacrest's entry level runabout

fiberglass boats and other components. Small fishing boats in lengths of twelve, fourteen and sixteen feet were the best sellers. They also made a fourteen foot runabout which with

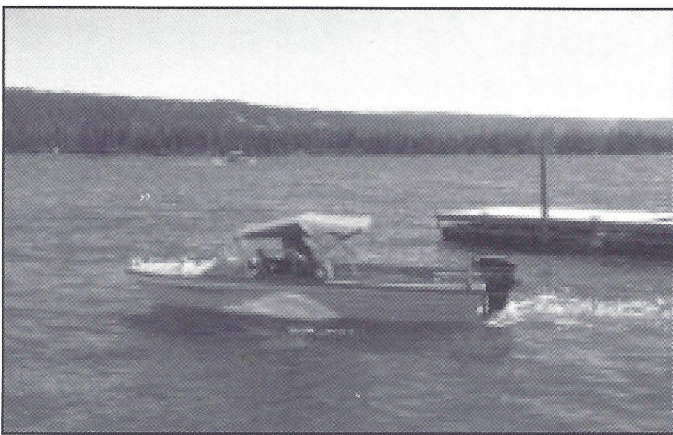


was redesigned by Svacina. A seventeen foot outboard runabout with option for OMC stern drive was offered. Svacina said there were never more than half a dozen workers and recalls about 100 boats being built annually. They had a few dealerships in Nebraska and surrounding states plus one or two in Colorado.



Just waiting to hit the water!

Stahr retired in 1968 and sold the company to Dale Svacina. He made about three boats and then dropped boats from his production. He concentrated on fiberglass manufacture and repairs for the next 25 years, but boats were not part of the mix.



David Haessig's 1969 Stahr-Line

Mr. Stahr died at age 86 on 04 August 1986 at Yankton. Svacina still lives near Yankton and on occasion gets a request for small fiberglass repair work.

David Haessig of Big Bear, California has a 1969 Stahr-Line. This is one of the only known Stahr built boats in existence today. She had a "Kenny's Marine of Denver" decal on the transom when Mr. Haessig obtained her. The small watercraft is in beautiful condition. She has a white hull and blue deck and interior. Near the stern on the hullsides there is a lapstrake feature, similar to wooden boat construction. This is very similar to the

design element used by Span America Boat Co. starting in 1961 and later by Span Boats, Inc.



Serial plate from Haessig's Stahr-Line

Brochures, price lists, and photographs from any of Stahr's boat making endeavors are rare. It was a small operation that had a short life. Could the next "barn find" be one of these elusive vessels?

"STAHR FACTS: The Stahr Boat Manufacturing Company has been building fiberglass boats since 1948. We limit our production of boats each year for one reason and one reason only..... Quality Control. Each and every SEACREST boat is HAND LAMINATED with the finest materials available to assure uniform strength and quality throughout."

Excerpt from mid-sixties
Seacrest catalog. ⊕



Fred Pospeschil's

Dunphy



FILES

backyard. Shipping played a big part in this competition, along with a dealership network that could represent and deliver the pledges of the "big guys" at the local market level.

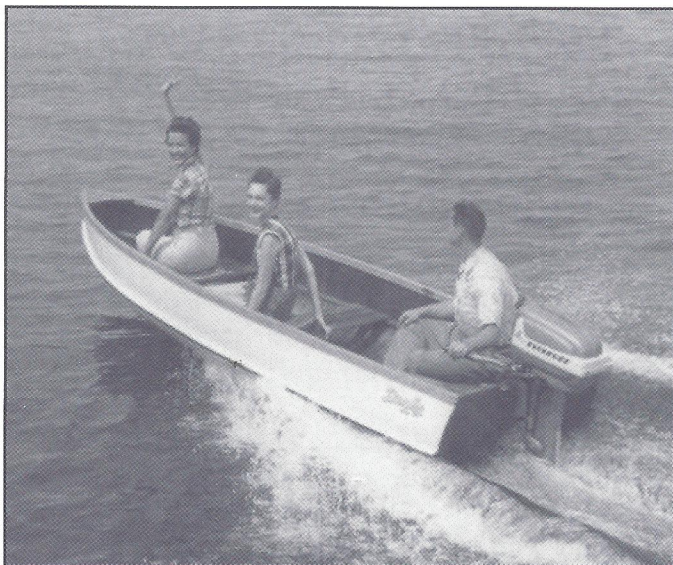
The big builders sold to the national market by advertising in the big sportsmen's magazines, like *Sports Afield* and *Field & Stream*. There were also *Motor Boating*, *Yachting*, and *Rudder* magazines that

There were literally hundreds, more likely thousands of boat builders all attempting to make a name for themselves in the marine marketplace. Their success was more dependent on marketing strategy than ability to produce product. This was especially important in the twenties and thirties, when there were so many different products competing for the attention of the American consumer, whose disposable income was small at best.



It's party time!

catered to the established boating community on that national level. Readers at that time were prone to think that if it was big, it followed that it was naturally better. Based on this perception, and if there was a local dealer that handled their brand, why not buy the "better" brand?



Family entertainment in a Dunphy Perch.



Girls night out, Dunphy style.

For all the small, either local or regional builders there were very few that brought their product to the national market. For each Thompson, Penn Yan, Dunphy, and other "major" brands, there were hundreds that just built for their immediate locality. The big national builders were competing with these local builders head to head in the local's own

As an example, Gleason Boat Works, located in Jenkins, Minnesota, built boats that sold to a local market, mostly on the Whitefish





A gathering of boats at a Gator Boat Trailer Event in the early 50's.

and Gull Lake chains, but never strayed far from home. Larson Boat Works, of Little Falls, built more to a regional market that included the whole state, Western Wisconsin, and the Dakota's along with some dealers set up as far away as Oklahoma. Both were very aggressive in their approach to the resort market, lucrative at the time. Neither could be considered a national brand in the 20's and 30's.

So where am I going with this? The Dunphy Boat Company made the decision at an early date to compete head-to-head with these local boat companies on their own turf. They were doing this from the early 1900's on. As they grew larger, they became more efficient, and with this efficiency came the competitiveness with the small builders in their local markets.

Their ability to be competitive wasn't all that they were doing to stay current in the national market. Carlton Foster, president of the company from 1947 until their sale in 1963, kept the Dunphy name alive in the national spotlight through activity in the national trade organizations. He held many leadership positions in the Outboard Boat Manufacturers Association, precursor to the NMMA. These positions allowed him to network (was there



Impressing the girls with your new Dunphy.

networking back then? Of course.) with other industry leaders to stay ahead of the game. All in all, it was a plan that worked.

The Dunphy Boat Corporation grew to the top of the market during the early fifties when the recreational boating boom first made its mark on American culture. They had a few misfires with the molded plywood boat line and later with the inability to grasp the fiberglass boat market, but when the market was booming just after World War II, Dunphy was at the top of their game. ⊕



DROWNING DOESN'T LOOK LIKE DROWNING

BY MARIO VITTONI

MAY 3, 2010

The Instinctive Drowning Response – so named by Francesco A. Pia, Ph.D., is what people do to avoid actual or perceived suffocation in the water. And it does not look like most people expect.

A former lifeguard, he kept his eyes on his victim as he headed straight for the couple swimming between their anchored sportfisher and the beach. "I think he thinks you're drowning," the husband said to his wife. They had been splashing each other and she had screamed but now they were just standing, neck-deep on the sand bar. "We're fine, what is he doing?" she asked, a little annoyed. "We're fine!" the husband yelled, waving him off, but his captain kept swimming hard. "Move!" he barked as he sprinted between the stunned owners. Directly behind them, not ten feet away, their nine-year-old daughter was drowning. Safely above the surface in the arms of the captain, she burst into tears, "Daddy!" The new captain jumped from the deck, fully dressed, and sprinted through the water.

How did this captain know – from fifty feet away – what the father couldn't recognize from just ten? Drowning is not the violent, splashing, call for help that most people expect. The captain was trained to recognize drowning by experts and years of experience. The father, on the other hand, had learned what drowning looks like by watching television. If you spend time on or near the water (hint: that's all of us) then you should make sure that you and your crew knows what to look for whenever peo-

ple enter the water. Until she cried a tearful, "Daddy," she hadn't made a sound. As a former Coast Guard rescue swimmer, I wasn't surprised at all by this story. Drowning is almost always a deceptively quiet event. The waving, splashing, and yelling that dramatic conditioning (television) prepares us to look for, is rarely seen in real life.



The Instinctive Drowning Response – so named by Francesco A. Pia, Ph.D., is what people do to avoid actual or perceived suffocation in the water. And it does not look like most people expect. There is very little splashing, no waving, and no yelling or calls for help of any kind. To get

an idea of just how quiet and undramatic from the surface drowning can be, consider this: It is the number two cause of accidental death in children, age 15 and under (just behind vehicle accidents) – of the approximately 750 children who will drown next year, about 375 of them will do so within 25 yards of a parent or other adult. In ten percent of those drownings, the adult will actually watch them do it, having no idea it is happening (source: CDC). Drowning does not look like drowning – Dr. Pia, in an article in the Coast Guard's On Scene Magazine, described the instinctive drowning response like this:

1. Except in rare circumstances, drowning people are physiologically unable to call out for help.



The respiratory system was designed for breathing. Speech is the secondary or overlaid function. Breathing must be fulfilled, before speech occurs.

2. Drowning people's mouths alternately sink below and reappear above the surface of the water. The mouths of drowning people are not above the surface of the water long enough for them to exhale, inhale, and call out for help. When the drowning people's mouths are above the surface, they exhale and inhale quickly as their mouths start to sink below the surface of the water.
3. Drowning people cannot wave for help. Nature instinctively forces them to extend their arms laterally and press down on the water's surface. Pressing down on the surface of the water, permits drowning people to leverage their bodies so they can lift their mouths out of the water to breathe.
4. Throughout the Instinctive Drowning Response, drowning people cannot voluntarily control their arm movements. Physiologically, drowning people who are struggling on the surface of the water cannot stop drowning and perform voluntary movements such as waving for help, moving toward a rescuer, or reaching out for a piece of rescue equipment.
5. From beginning to end of the Instinctive Drowning Response people's bodies remain upright in the water, with no evidence of a supporting kick. Unless rescued by a trained lifeguard, these drowning people can only struggle on the surface of the water from 20 to 60 seconds before submersion occurs.

This doesn't mean that a person that is yelling for help and thrashing isn't in real trouble – they are experiencing aquatic distress. Not always present before the instinctive drowning response, aquatic distress doesn't last long –

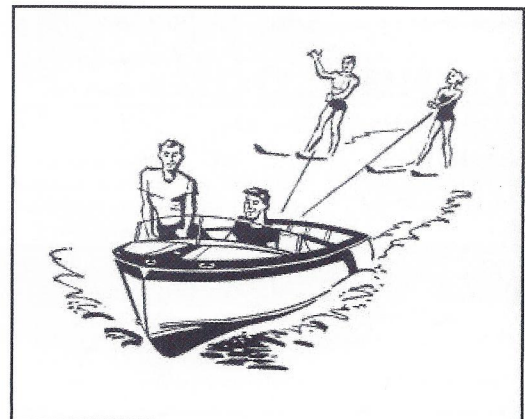
but unlike true drowning, these victims can still assist in their own rescue. They can grab lifelines, throw rings, etc.

Look for these other signs of drowning when persons are in the water:

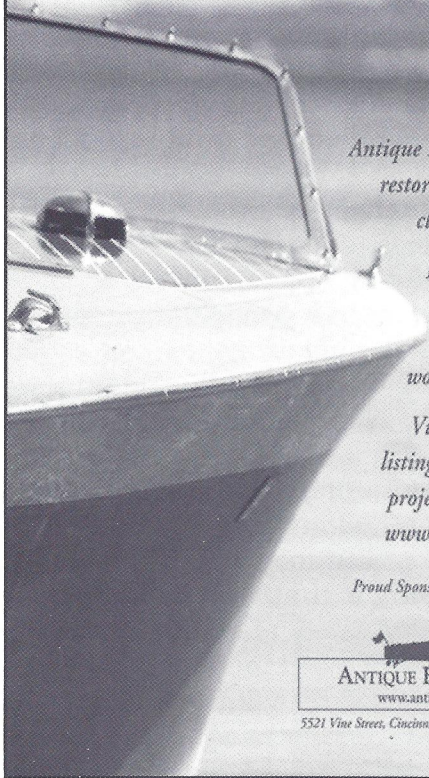
- Head low in the water, mouth at water level
- Head tilted back with mouth open
- Eyes glassy and empty, unable to focus
- Eyes closed
- Hair over forehead or eyes
- Not using legs – Vertical
- Hyperventilating or gasping
- Trying to swim in a particular direction but not making headway
- Trying to roll over on the back
- Appear to be climbing an invisible ladder.

So if a crew member falls overboard and everything looks OK – don't be too sure. Sometimes the most common indication that someone is drowning is that they don't look like they're drowning. They may just look like they are treading water and looking up at the deck. One way to be sure? Ask them, "Are you alright?" If they can answer at all – they probably are. If they return a blank stare, you may have less than 30 seconds to get to them. And parents – children playing in the water make noise. *When they get quiet, you get to them and find out why.* ⊕

The editor would like to thank Mr. Vittone not only for giving permission to reprint this important information, but also for investigating and reporting on it. Also thanks for the heads-up from Bruce Zemke, who alerted me to the article.



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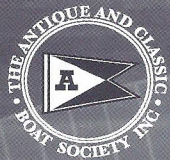
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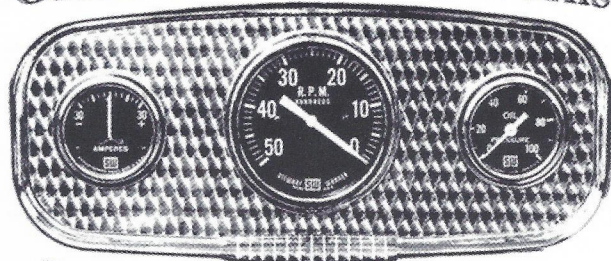
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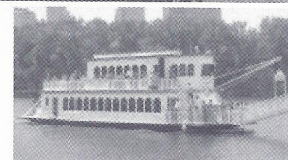
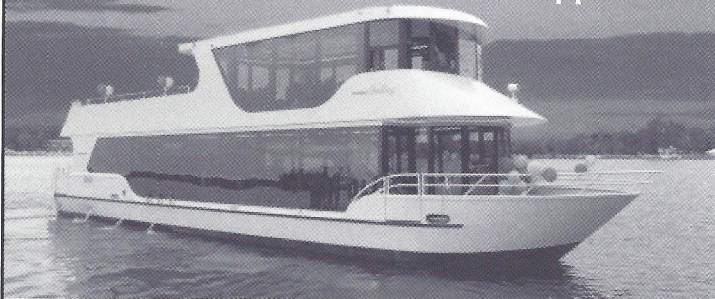
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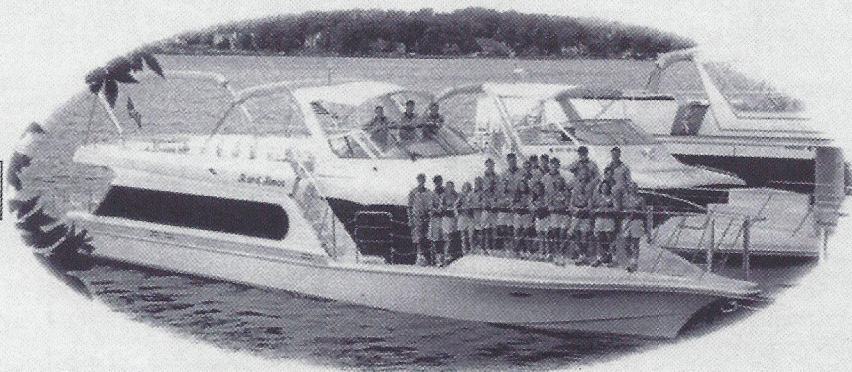
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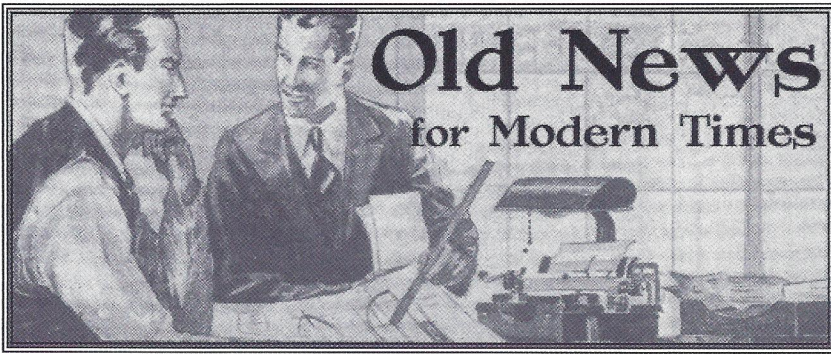
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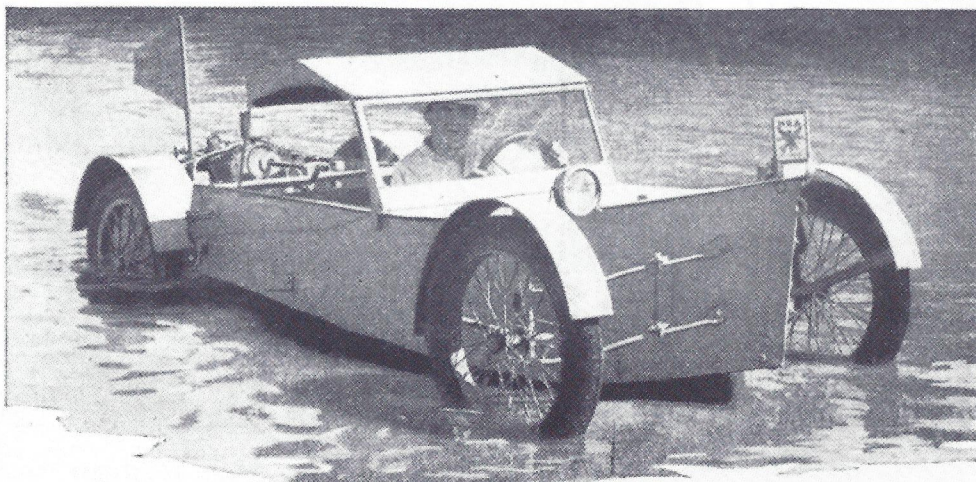
In this issue we'd like to explore combination vehicles. Many of the inventors of yesterday were exploring the possibilities of combining different modes of transportation. There were many types of flying automobiles as well as large flying boats, used mostly for transport. The marriage between an automobile and boat was another challenge that was addressed by these brave souls. The Amphicar from Germany was manufactured between 1961 and 1968, but these offerings appeared a long time before that.

Auto-ship Runs on Land or Water

A PRACTICAL amphibian run-about has been designed and built from odds and ends by a California man, who has made several successful trial runs with it on highways and waterways near Sacramento.

In the water it is driven by a motorboat

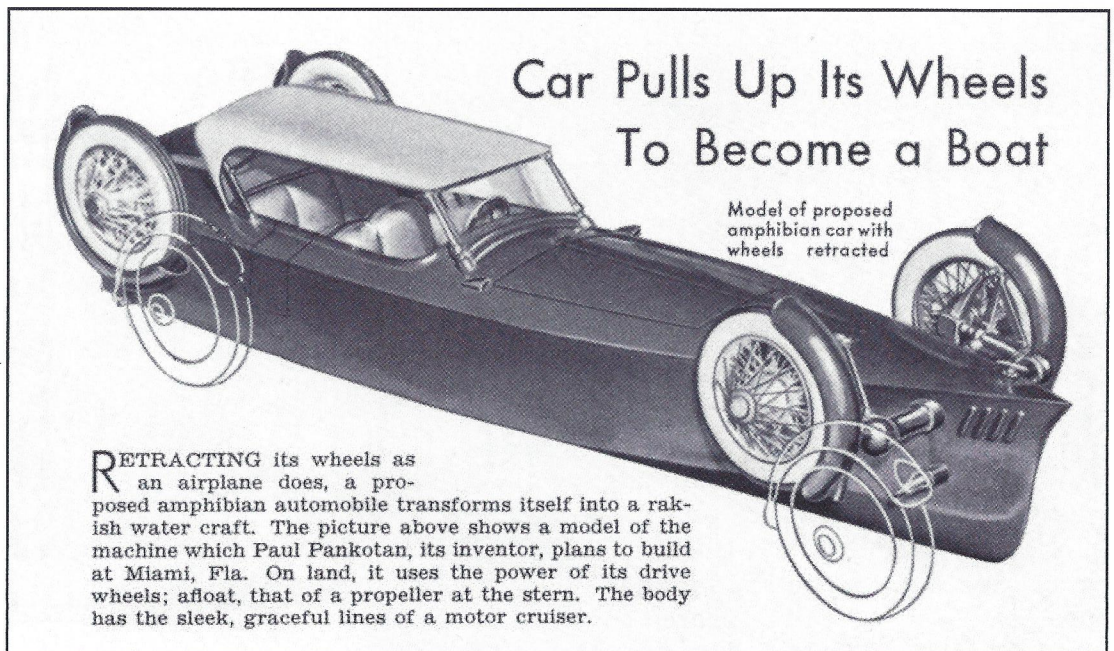
propeller, and on emerging the power is transferred to the rear wheels. Power is supplied by a two-cylinder, eleven horse power motorcycle engine, equipped with a fan for cooling at the high r.p.m. attained when the propeller is used. The vehicle is steered like a common automobile.



This unique amphibian, made by William Faulkner of Sacramento, Cal., from odds and ends of automobile and motorcycle parts, can travel twelve miles an hour on water, and reaches a speed of about fifty miles an hour on land.

Left: One example of the pioneering auto/boat concept was this attempt that appeared in the August 1934 issue of Modern Mechanix and Inventions. From this photo we know that at least one was built. Does it still exist in someone's garage or is it more likely to be found on the bottom of some desolate pond or lake? And is this the same William Faulkner the famous author? There are just so many questions that need answers. With William Faulkner's (the author) experience in both the Canadian and British Royal Air Corps in World War I, this hardy inventor could be one and the same.

Right: This one looks a little more like a boat, as well as a more sophisticated automobile, but was one ever built? While this does look nicer than the 1934 example, when this was featured in the July 1940 issue of Popular Science Monthly, is the styling somewhat dated? Without the wheels, it'd still make a great looking boat. With the little time my trailer bearings spend in the water and still deteriorate, this seems a better option to keep them dry.



RETRACTING its wheels as an airplane does, a proposed amphibian automobile transforms itself into a rakish water craft. The picture above shows a model of the machine which Paul Pankotan, its inventor, plans to build at Miami, Fla. On land, it uses the power of its drive wheels; afloat, that of a propeller at the stern. The body has the sleek, graceful lines of a motor cruiser.



BSLOL FALL COLOR CRUISE



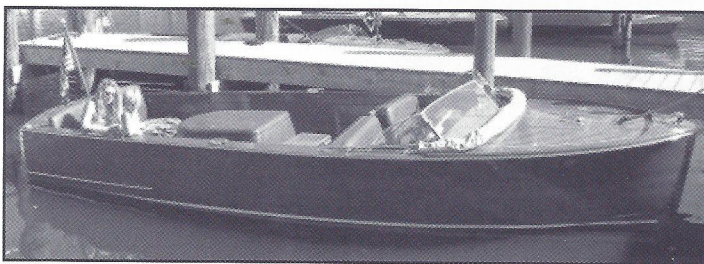
A hearty group of antique boat enthusiasts take advantage of a beautiful fall day on Lake Minnetonka.



Steve Shoop's Miss Minneapolis IV, complete with crew.



Bob Johnson's ever-dependable Sunflower Craft heads for shade under a bridge.



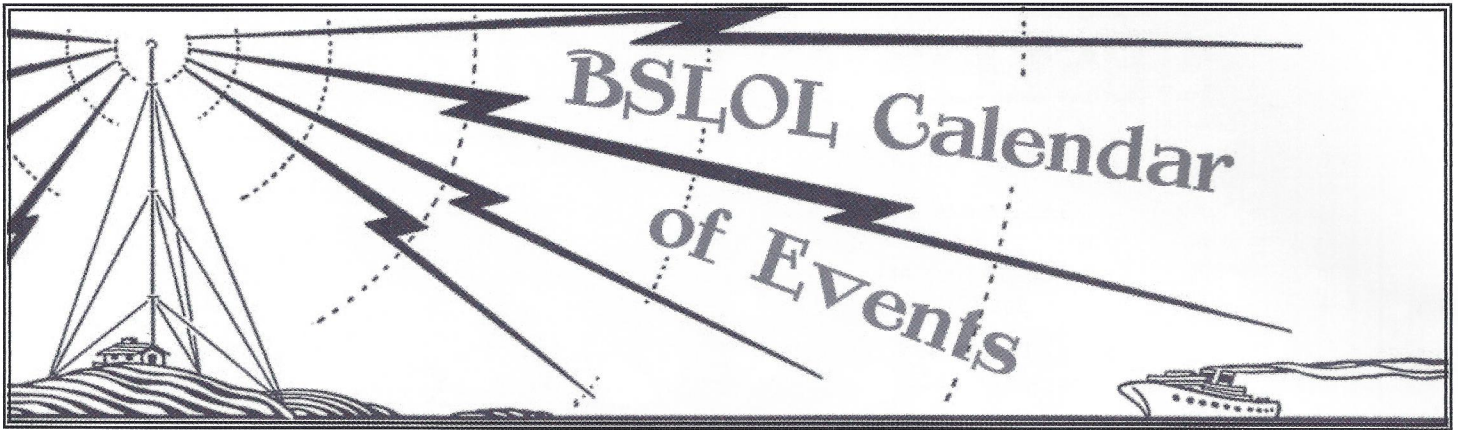
Brad Ernst brought his beautiful U-22 and his family.



Dave Doner's Chris-Craft made the trip down from up north. This boat must have more road miles than water miles.

To say that it was a beautiful day for a cruise would be a terrible understatement. The day was perfect, the group was enthusiastic, and the boats were running great! This was a great opportunity to get out on Lake Minnetonka one last time this season, I'm glad we made it. If you'll notice, I didn't run the same group photo that appeared the previous two years. ⊕





Coming Soon - Information for the taking! BSLOL presents our annual Winter Workshops!

February Workshop

Once the Minneapolis Boat Show is done and just a fond memory, we celebrate winter by learning just what goes into our boats to get them ready for a season of great boating! Plan on attending now. Our first Winter Workshop is scheduled for **February 25, 2012**. It will be held at Freedom Boat Works in Rockford. Please RSVP to Steve Shoop no later than February 17th. Contact Steve At 612-895-5882 or sshoop77@hotmail.com.

March Workshop

March 24th! This workshop is entitled "Panels and Planks - What You Need to Know About Wood Before It Goes Into Your Boat". This workshop will be held at Midwest Boat Appeal and presented by both Andy from Midwest joined by the Exotic Wood Specialists from Youngblood Lumber. Whether you are doing the work yourself or having it done, you'll need this information to make sound judgements on wood selection and preparation. 10:00AM until 2:00PM at 4310 Main Street, St. Bonifacius, Minnesota. Lunch is \$10.00. Please RSVP to Lee Wangstad at 218-963-7782 or editor@acbs-bslol.com.

April Workshop

Plans are underway to ensure you that this will be one memorable event that you'll tell your friends at work about. Imagine capturing everyone's attention as you stand around the water cooler discussing what has happened over the weekend. Impress them as you talk about mahogany and silicon fasteners. Amaze them with smart talk about chrome and varnishing techniques. Let them know what hanging out with real friends is like.

37th Annual BSLLOL Rendezvous at Maynard's on September 8, 2012. Mark your calendars now!

For the latest information, please visit our award-winning website:

www.acbs-bslol.com



OTHER EVENTS OF INTEREST TO OUR MEMBERS

We try to make this list as comprehensive as possible. We regret any errors or omissions.

Tavares, Florida/March 22-25

25th Annual Sunnyland Antique Boat Festival at Wooten Park on Lake Dora. Featured marquee: Sea Skiffs contact: Terry Fiest at terry.fiest@cubic.com

Willmar, Minnesota/May 18-20

Paul Mikkelson Collection Auction. This will be a gathering of the faithful in Minnesota classic boating circles. Contact Jim Volgarino, Rich Penn Auctioneers at 319-215-0887 or visit their website at www.richpennauctions.com

Eagle River, Wisconsin/May 26

8th Annual Antique & Classic Boat Show at Wild Eagle Lodge. Glacier Lakes ACBS Chapter. Contact: Jo Daniel at 715-479-5778 or jo@blackbearlodge.com

White Bear Lake, Minnesota/June 16

7th Annual Classic & Vintage boat Show. Lake Avenue and Marinas at the White Bear Shopping Center. Featuring power and sail that plied White Bear Lake over the last century. Outboard displays, swap meet. Contact: Pat Oven, tapnevo@gmail.com or 651-308-1792

Alexandria, Minnesota/July 14

Chain of Lakes Classic Boat Show at Arrowwood Resort & Conference Center on Lake Darling. Contact: Minnesota Lakes Maritime Museum at 320-759-1114 or boat@mnlakesmaritime.org

Neenah, Wisconsin/July 21

7th Annual Neenah Classic Boat Show at Shattuck Park. Contact: Mick Raub at 920-729-1882 or mickr13@gmail.com

Clear Lake, Iowa/July 21

17th Annual Antique & Classic Watercraft Show at the Clear Lake City Park. The show is at the Sea Wall. Clear Lake Chapter. More information at www.clearlakeacbs.org. Contact: Cary Diekema at 641-259-2344 or clearlakechapter@mchsi.com

Arnolds Park, Iowa/July 27-29

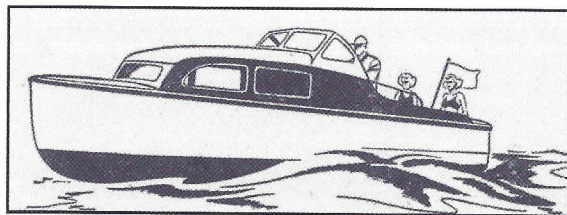
32nd Annual Antique & Classic Boat Show on West Lake Okoboji. Skippers reception Friday; Show Saturday; Rain date Sunday. Iowa Great Lakes Chapter. Contact: Mike Hagan at 605-321-4274, 605-321-4274 or mike@hagangroup.com or Brenda at 605-444-1044

Crosslake, Minnesota/July 28

25th Annual Whitefish Chain Antique & Classic Wood Boat Rendezvous held at Moonlight Bay Bar & Grill. Contact: Dennis or Judy Madigan at 218-534-6697 (May-Sept) or 623-466-8656 (Oct-Apr)

Superior, Wisconsin/July 28

14th Annual Lake Superior Wooden boat Festival at



Barker's Island Marina, 10:00-4:30. Features vintage and new boats of all kinds. Free to the public. Contact: Doug George at 612-889-9142 or amazingskiff@msn.com. For lodging call 800-942-5313 or 715-392-2773

Minocqua, Wisconsin/July 28-29

20th Annual Antique & Classic Wooden Boat Show at Matt Morgan's. Saturday 10-5:00; Sunday 9-3:00. Benefitting the Multiple Sclerosis Society. For more information see www.minocqua.org. Contact: Chamber of Commerce at 800-44-North or mavwacc@minocqua.org

Bayport, Minnesota/August 3-5

The Bayport Antique & Classic Boat Show is back! Please follow our website to keep abreast of news of this event. www.lacbs-bslol.com

Madison, Wisconsin/August 3-4

7th Annual Madison Area Antique & Classic Boat Show. Includes Friday boat cruise to State Capital and Governor's Mansion. Glacier Lakes ACBS Chapter. Contact: Mark Walters at waltswood@charter.net or 608-224-0815 or Andy McCormick at 608-222-0018 or andy@mccormicklumer.com

Chetek, Wisconsin/August 5

Boat Rally and Airport Fly-In. Boat rally sponsored by the Chetek Historical Society. Free at the Chetek Airport and featuring boats manufactured in Wisconsin. Contact: John Banks at 715-296-6879 or johncharlesbanks@gmail.com


Pewaukee, Wisconsin/August 18

7th Annual Pewaukee Lake Antique & Classic Boat Show and Waterfront Plein-Air Art Fair at Lakefront Park. Glacier Lakes ACBS Chapter. Contact: Wil Vidal at 262-695-2994 or wvidaljr@wi.rr.com

Excelsior, Minnesota/September 8

37th Annual Rendezvous at Maynards. Bob Speltz Land-O-Lakes Chapter. For more information, visit our website, www.acbs-bslol.com and watch for updates in The Boathouse

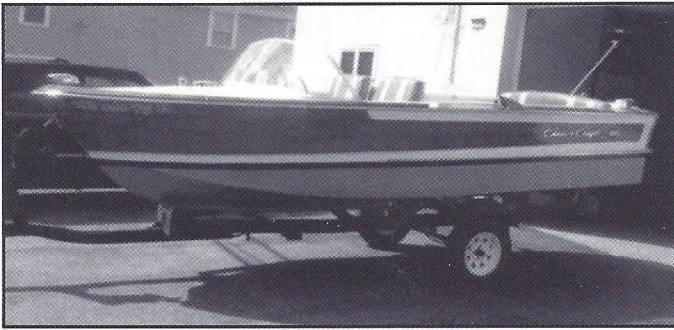
Table Rock Lake, Missouri/September 21-22

ACBS International Judged Boat Show in conjunction with the 37th Annual Meeting at the Big Cedar Lodge, near Branson. Contact: Les Demaline at 440-934-3812 or lesd@willowaynurseries.com 



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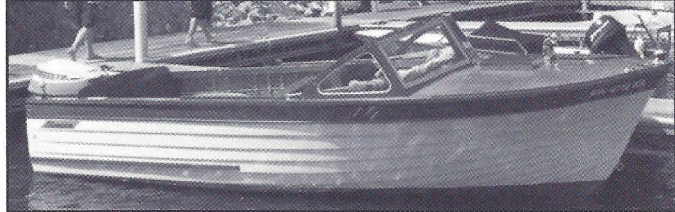
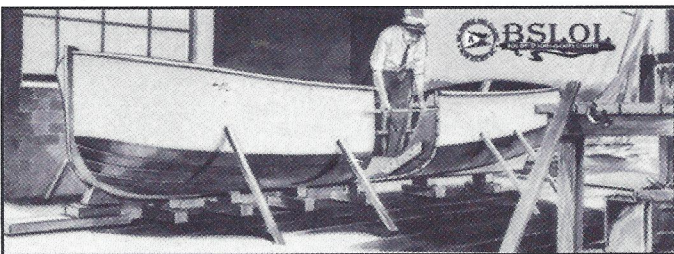
1965 Chris-Craft Super Sport. 327-210hp, 195 hours, newer deck vinyl and upholstery, varnish and paint. Water ready and custom trailer. \$9,000.00. Please call Tom at 612-868-8977.



Thompson Burgees: correct reading on both sides with the official authorized Thompson Logo. Also: custom embroidered Thompson wear; caps, shirts, hooded sweatshirts, and towels. Contact Mary 715-287-3374 or maryhermanson@hotmail.com



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



1959 19 Ft. Thompson Off Shore-Powered by 1967 100 HP Evinrude, includes trailer, canopy with side and back curtains. Restored 2008 by Sunrise River Boatworks. Engine has new ignition and regulator. \$10,950 John 651-464-5390 Foresteng@aol.com



FOR SALE: 1959 Century Coronado - 21 foot - with rare sliding hardtop. Boat is in project condition and is powered by Gray Marine 225 HP V8 engine. Trailer included. \$8,000. Email: ssTENNEY@gmail.com or call Steve at 870-514-9321/ Susan at 612-250-8608.



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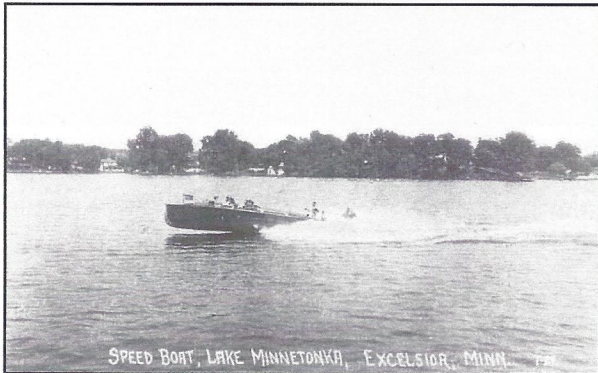
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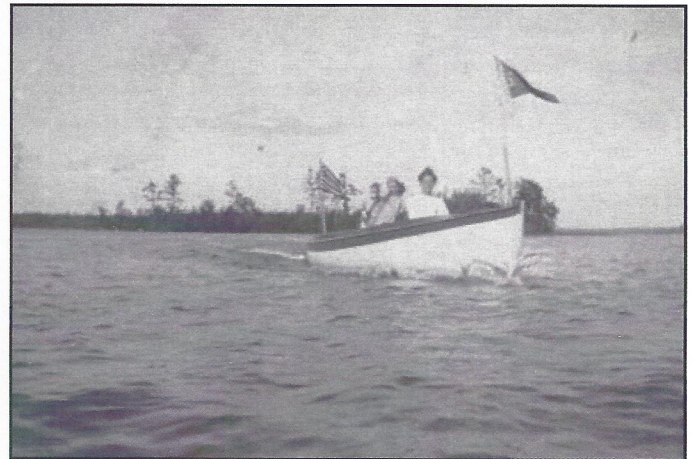


LOST IMAGES

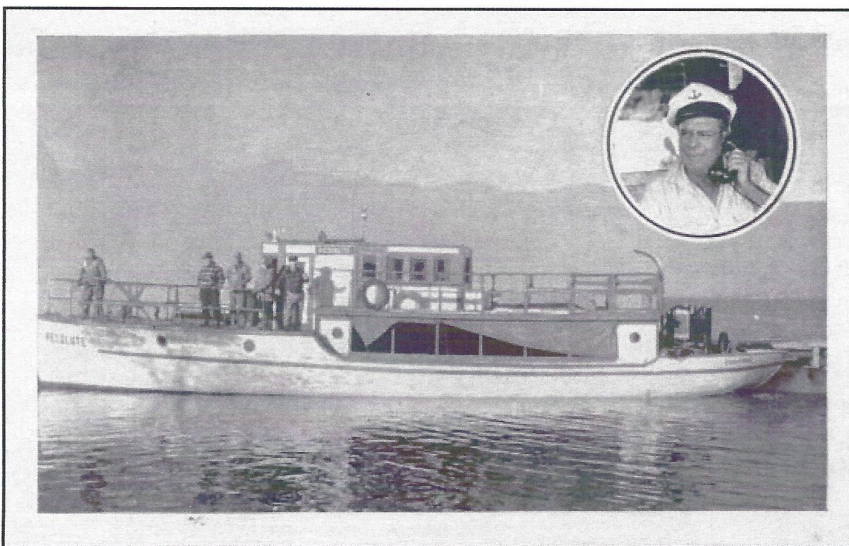
IMAGES FROM THE PAST, BROUGHT TO LIFE



Above: Minnetonka Speedboat ride in Excelsior. Does anyone know what the boat is and where this was taken?



Above: This photo was identified as Congdon's Launch, Lincoln, Minnesota. This would place it on either Fish Trap Lake, Lake Shamineau, or Lake Alexander. Do any of our sharp-eyed readers recognize the peninsula in the background? Or is that an island?



Left: A shot of the S.S. Resolute, part of the Fay H. Young Boat Line working out of Warroad, Minnesota on Lake of the Woods. The inset is Fay Young, Master. On the back of this postcard is inscribed "A boat trip on the Lake of the Woods with its 14,000 enticing emerald isles takes on through the heart of America's most beautiful Northern Paradise." Let's go!

MINNESOTA

Right: Another excursion coming up on Lake of the Woods! This is from Ogren's Resort. Any ideas as to location or year? With the hundreds of mom & pop resorts that used to dot the shoreline of this big and wild body of water, it could have been anywhere. And what better way to see the lake than in a boat that is large enough to take whatever the lake could and would dish out.





Lake Minnetonka Boat Show as seen from above! These photos bring back memories of a beautiful day when we still had boats in the water. At right is Andreas Rhude sailing along in Thommy, headed for the docks at Maynard's. Aerial photographs provided by Mike Revier. You can contact Mike via email at mikerevair@gmail.com.

