

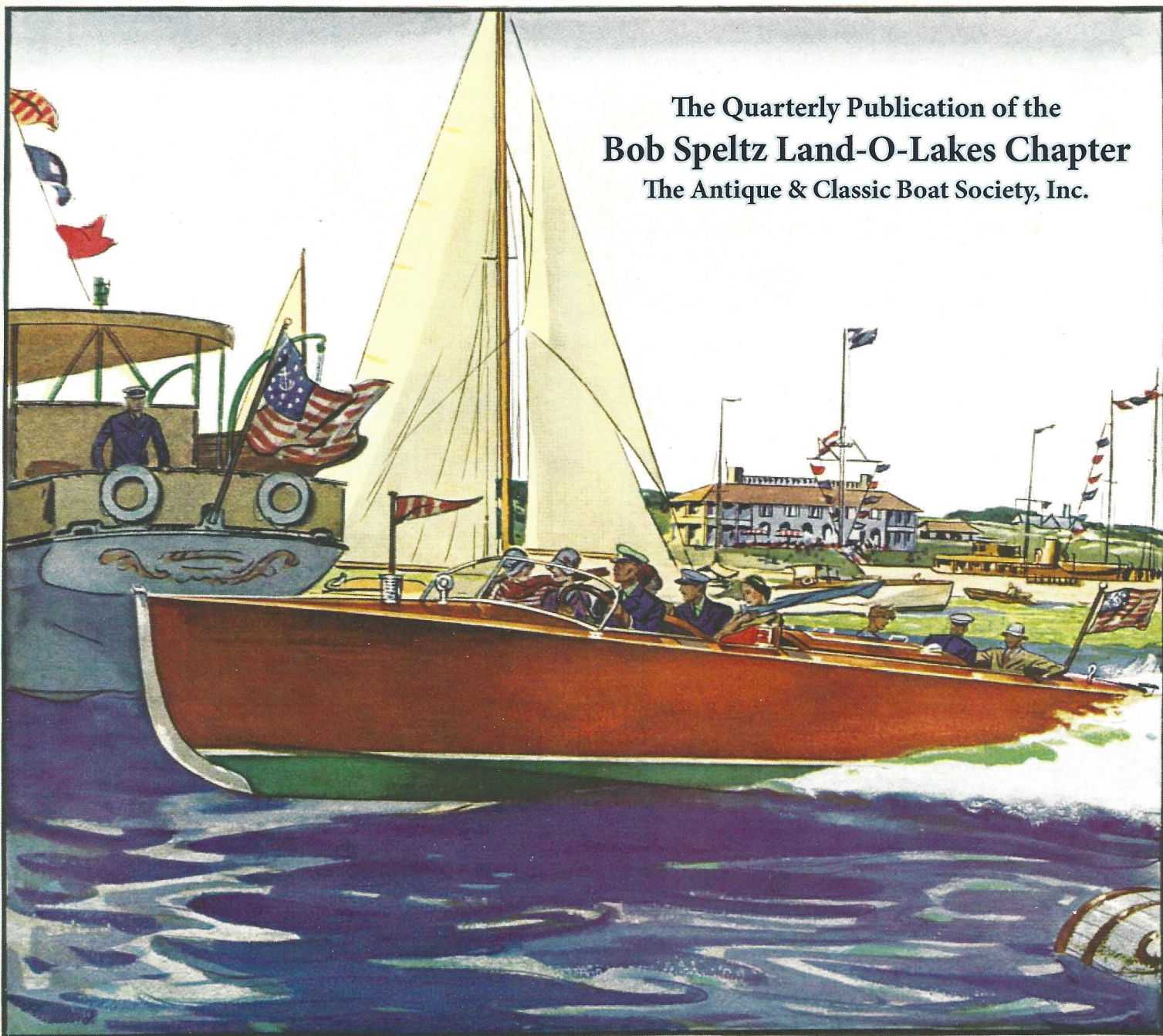
THE

Vol.37 No.2

BOATHOUSE

SPRING 2012

The Quarterly Publication of the
Bob Speltz Land-O-Lakes Chapter
The Antique & Classic Boat Society, Inc.




THE COLLEGE OF Old Boat KNOWLEDGE


1. Besides building boats and selling Chris-Craft and Ventnor boats, Ole Lee carried what brand of outboard motor?

- A. Evinrude
- B. Johnson
- C. Waterman
- D. Flambeau
- E. Mercury

2. Penn Yan boats were first built by whom?

- A. Charles Penn and William Yan
- B. Charles A. Herman
- C. Henry C. Grebe
- D. The Pennsylvania Yankee Corporation
- E. Harold Larson and Ed Andress

3. The Pacesetter 18' Dolphin Utility powered by the 125hp Chrysler cost how much in 1955?

- A. \$3,580
- B. \$3,730
- C. \$3,380
- D. \$3,440
- E. \$5,380

4. It was estimated that how many spectators attended the August 6, 1939 Minnetonka Boat Races held on Wayzata Bay?

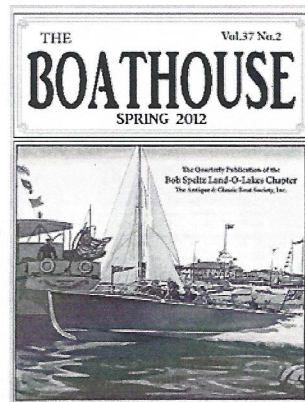
- A. 12,500
- B. 50,500
- C. 65,000
- D. 30,000
- E. 42,250

5. Before being built in Toledo, Ohio, Dart inboard boats were built where?

- A. Holland, Michigan
- B. Wayzata, Minnesota
- C. Clayton, New York
- D. Miami, Florida
- E. Lima, Ohio



1929 Dart



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

- 1. D, 21 Models.
- 2. E. Mr. E.S. Sabin was the Sales Manager at Chris-Craft in 1934.
- 3. A. Mr. Robert Yandt Sr. founded Yandt Boat Works in 1910.
- 4. B. Jean Ramaley built Zephyr.
- 5. It was in D, Detroit Michigan.

Congratulations go out to Eric Lomen, who managed to score 100% on this difficult quiz. He wasn't the only one to get them all correct, but his response was lightning quick. I'll have his poster in the mail this week!





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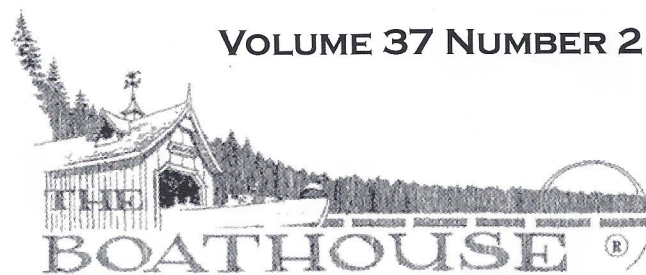
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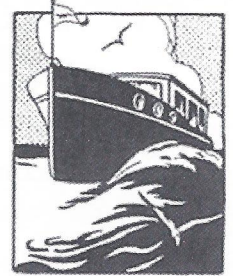
Bob Speltz Land-O-Lakes Chapter
 Antique & Classic Boat Society, Inc.
 Our Mission:
 To promote the preservation and enjoyment of antique, classic and special interest watercraft of all types, both powered and non-powered by:

- 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



The Minneapolis Boat Show was a great success, in many ways. Our location in the lobby was where we wanted to be, our good ol spot and the display was well received by all that came through. The boats on display represented a mixture for all to enjoy - from HackerCraft to a canoe. Also present was a display and assistance from those representing the Minnehaha.

Two of the requests that the boat show management had was to have a 'special display' and have at least one 'award winning' boat, if possible. I think our display was special and we had 'two' award winning boats. Jennifer Thompson, representing the boat show, thought our display was outstanding. She also passed on to me that overall attendance was up 11% over last year.

With sails up the two sailboats on display were a real attention getter and let's not forget the great selection of old outboard motors.

All in all the display came together very well. Turned out that move in day, Monday, was clear with mild temps and dry streets. All the boats were in by Monday night. A special thanks to all that volunteered their time to find the many volunteers, set up the booth, bring in their boats, man the booth and help in the tear down. A very special thanks goes out to Bret Niccum from Niccum Docks for supplying us with the docks that allowed all our visitors to view the boats that were on display.

With our first two events of the year behind us, we can look forward to our winter workshops which are always a big hit when it's cold and we are snow bound, although this year winter seems to have been unusually easy on us. This definitely has been the winter that wasn't.

In past articles I talked about membership and the need to not only sustain our membership but also to grow our membership. The boat show and our workshops

are ideal opportunities to meet new folks and talk up the benefits of joining this really outstanding local chapter of the ACBS. Our events are second to none and our web site along with the Boathouse magazine are reason enough to become a member of this family of fellow boating enthusiasts.

Whenever a survey is done, one of the top reasons for anyone to join a club or organization is the camaraderie - to that end be sure and talk to any guest or someone you don't know, at any of our upcoming events, find out their interests and introduce them to someone with similar interests (boat, motor, or ?). If you know of anyone that has not renewed their membership, please encourage them to do so.

Another area that needs to be talked about, and I really need to keep it in the forefront, is that of volunteering to help out at upcoming events. Your time, however much of it you can give us, is always greatly appreciated. There is no better way to meet your fellow members then to help out at one of our many events. Your time + BSLOL represents a 'win-win' scenario.

Hot news from up north - the Gull Lake Boat Show at Bar Harbor is going to really be spectacular this year. New ownership and a remodeled restaurant are part of what's in store for us this year. The Gull Lake show has become one of my favorite shows. Also, look forward to an upcoming issue of 'Classic Boating', where you will see several of last year's featured boats from the show. The photo shoot was done in the early morning hours with the fog and early sun light making for some spectacular photography.

The boating season is just ahead and boat shows are an important part of who we are. All of the shows listed on our web site require help on the part of BSLOL in some way. Do what you can to assist us (BSLOL) and remember to have fun with your boat this summer. Spend some time on the water, not just at the dock. ⊕

Dick



EDITOR'S NOTE

BY LEE WANGSTAD

MANAGING EDITOR

Okay, so where do sick boats go? The dock! Yeah, I know, pretty sad. Boat humor usually leaves a lot to be desired. This example came from Beth, 6, and appeared on the back of a Laffy Taffy wrapper. Go beat her up, not me.

Most boat humor comes in the form of strange or funny occurrences that happen while we are on the water or in some way preparing to go on the water. While these anecdotes usually refer to some disaster or other impending doom, in hindsight they are seemingly humorous. Or if they happen to someone else, they are always much more humorous.

So where am I going with this? Heck, I don't know! But I am preparing for another summer of getting together with friends, family, and people that I don't even know, and I'm sure that these humorous things are bound to occur. That's where summer usually takes me.

Unlike the last two summers, this summer shows much more promise. Yeah, I know, you're all out there nodding your heads, thinking, sure Lee, go ahead and say it, let's see you follow through. But in my own defense, I've spent my shop time this semester on the non-running engines in my shed and am proud to say that as of this spring, I have four motors that weren't running last fall that can take me out on the water this summer. There are four more left to do, maybe I'll have to sign on for small engine lab again next winter.

But the idea is to get on the water this summer. I've put the lift in once again, but unlike the last two summers, this year a boat will be on it. The intentions are always valiant, it's the execution that usually goes awry.

So, I hope that you have a very eventful summer, and if you do have something humorous happen, let us know, we all need something to smile about. ☺

Lee

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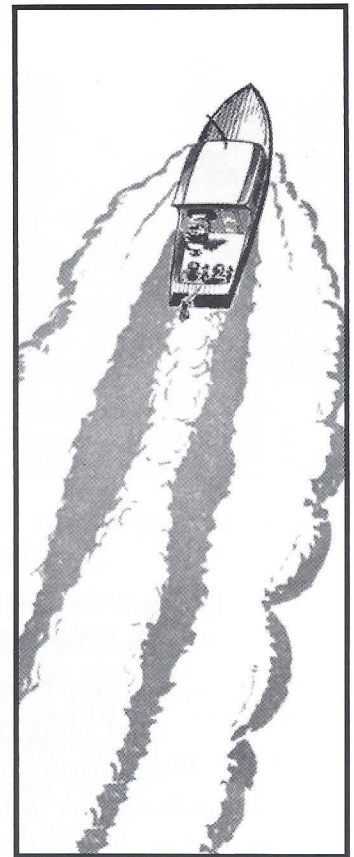
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GADGETS & KINKS

EXPERT ADVICE STRAIGHT
FROM THE VOICE OF
EXPERIENCE

Bleaching Wood for Consistent Color Or Bleach is for Brunettes Too By Sherwood Heggen

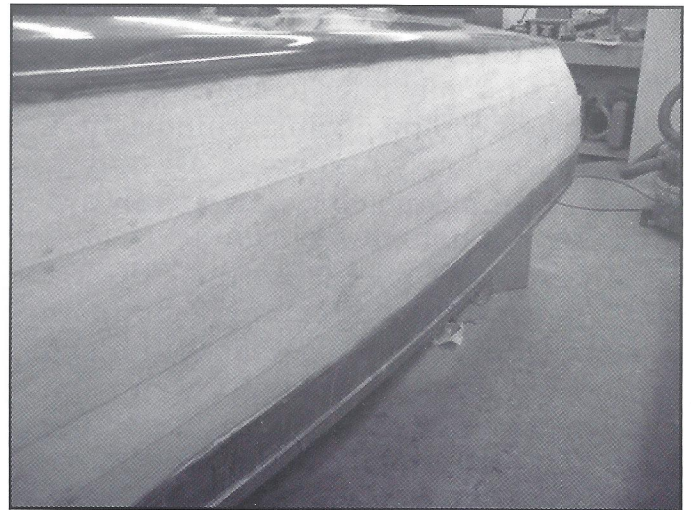
There are many frustrating obstacles in restoring a boat that hinder it from looking "perfect". One thing that I have learned in boat restoration is the more perfect the boat gets, the more the imperfections will show up. Have you ever looked at a poorly done boat and not found all of the imperfections? They simply all blend in to the surrounding imperfections. That is not encouragement to not try to make our woodies look the best they can be, but to bring your attention to striving to do what is correct in boat restoration.

One imperfection that is likely to stand out is deck or side planks that aren't of a consistent color, one with the other. Often damaged planking is replaced with new lumber that doesn't match the original color of the factory wood. Applying stain to the new and old wood results in two colors with the same color stain. I have heard of using dyes, penetrating stain, over staining, etc, to overcome the problem, but a simple method I have found to unify the color of the stain on different colored wood is to use bleach.

Below is a picture of the side of a runabout with new wood next to the old factory wood which has been bleached. Prior to bleaching, the two colors of

wood were drastically different and very distracting. Once out in the sunshine, the difference will show even greater – along with all of the sanding scratches that show up best in the sunshine, but that is another topic.

The bleach I use is by Klean Strip called (what else) Wood Bleach. It is a powerful two-part bleach which needs to be used with caution. Contact with bare skin will cause painful burns and most certainly

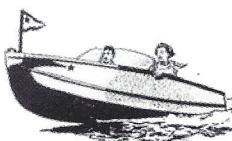


Bleached side planking.

contact with eyes could be a big problem. Long sleeve shirts, rubber gloves and eye protection are common sense items to wear when bleaching is done. Just in case of contact with the skin, have some water available to flush skin contacted immediately. Don't let this scare you off. Just be careful as with any product that can be dangerous.

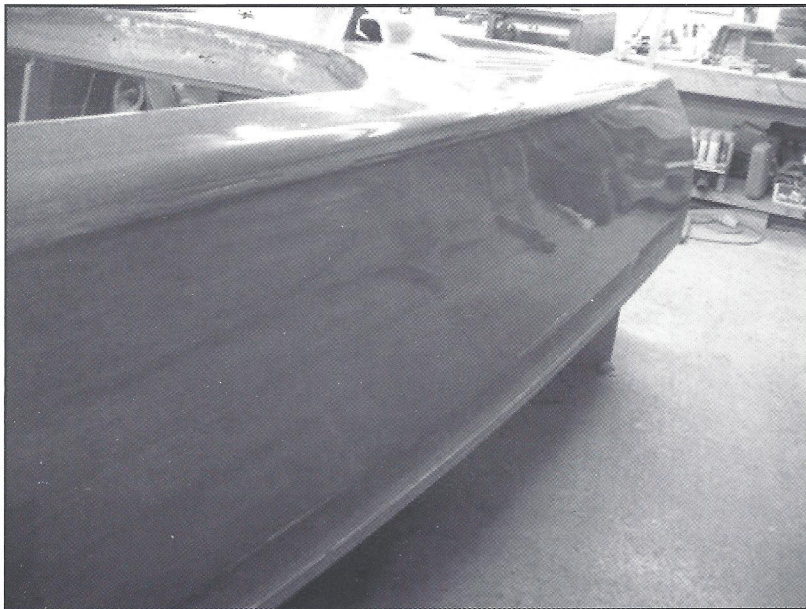
Prior to beginning the bleaching process, it is necessary to have the boat finish sanded as if ready for stain. Also, it is a good idea to have available finish sanded old and new wood as is on the subject boat for test samples. Bleach the test sample wood as you do the boat and check for consistent color by staining a section of them to check color.

Applying the bleach is relatively simple. Using a Jen foam brush of the size correct for the job, apply bleach to the dark wood



while staying away from the lighter wood. The bleach is very thin and runs easily so be careful when applying bleach to a dark board which is above or adjacent to a lighter colored board. It is a good idea to mask off the lighter boards to protect them from bleach running down over them, creating streaks. Allow the bleach to dry for a day and then check to see if the colors are getting closer to a match. It might take two or three applications to bring the wood to a consistent color. In some cases, the colors will never come to be the same, but the difference may be subtle and therefore acceptable. After the bleach is thoroughly dry after a day or more, apply a coat of neutralizer made of water and white vinegar per the directions with the product. Again allow this to dry thoroughly. Follow up by lightly sanding all the areas to receive stain with 220 grit sandpaper backed with a fairly soft pad. This will knock off the raised grain caused by the bleach and water and will provide a smooth consistent base for stain. Sand carefully, as aggressive sanding will break through beyond the depth of the bleaching process.

After the sanding is finished, vacuum the dust off the wood and proceed with staining and varnishing. The finished project should appear as in the picture below.



Stained and varnished! Nice match.

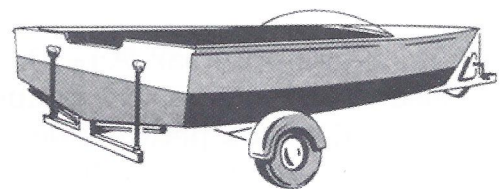
If, after staining, the color still remains lighter on the light colored boards, allow the stain to dry and do a second application of stain on the lighter areas. Be sure to not apply it too heavily as it could begin to appear muddy and not let the grain of the wood show though as on adjacent boards.

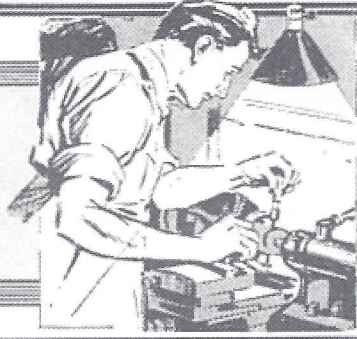
The process takes time but is important to do to make the boat color look correct and consistent. A little extra effort and time will up the pride factor when your project is complete.

How about a quick tip: using Famowood to fill holes and imperfections on decks and side planks is a common practice. It is a great product but sanding it flush to the surface area filled can be time consuming and tiring. If any filler is not removed from the grain surrounded the filled area, the stain applied over it will cause it to show as a distracting blotch on the surface. Instead of sanding it flush, use a folded section of paper towel soaked with acetone to wash away the excess. The Famowood will quickly wash away leaving what was intended for the imperfections or hole. Now final sanding can be done to make sure the filler is flush to the surface and any Famowood haze is gone. Give it a try. It is a time and muscle saver.

If your restoration project hits a snag and you are wondering what to do, give me a call at 715-294-2415 or email me at Heggensj@Centurytel.net. I will do my best to get you an answer that will work for you and your project.

What is that I hear? Is that your restoration project begging for attention? ☺





Technical Tips

Because life just doesn't have to be difficult!

Submitted by: Chuck Dalquist

Tool Definitions

Although some of these definitions tend to be oriented more towards the automotive use of tools, a boat enthusiast will still be able to identify with the definition.

PHILLIPS SCREWDRIVER: Often used to stab the vacuum seals under lids or for opening old type oil cans, splashing oil onto your clean shirt. Can also be used, as the name implies, to strip out Phillip head screws. After years of stripping out thousands of screws on many vintage Chris Crafts, you will find out they are not really Phillip head screws, but a close look-alike called Reed & Prince, which requires a special hard to find screwdriver. Seriously.

STRAIGHT SCREWDRIVER: A very versatile tool, it can open paint cans, stir the paint, be used as a pry bar, a punch, a hammer, a chisel, with a twisting motion it will pry apart a battery terminal so you can remove the battery cable, and usually the screwdriver will reach to the other terminal to create a brief short. Held at an angle it can be used to strip out a Phillips head screw when you don't have a Phillips screwdriver. As the name implies, a straight screwdriver is sometimes used to convert common slotted screws into non-removable screws.

PRY BAR: There is a gray area between the definition of a large straight screwdriver and a small pry bar. A pry bar is a tool used to remove stubborn clips or hardware, and as you pry, it makes an indentation into the surrounding wood or

sheet metal.

WIRE WHEEL: Cleans paint, dirt, corrosion and grease off bolts and then throws them somewhere under the workbench with the speed of light. Also removes fingerprints and hard-earned calluses from finger tips in about the time it takes to say "Oh shit".

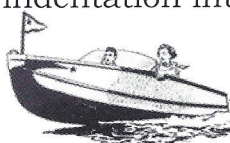
TWO TON ENGINE HOIST: Not only for lifting engines, transmissions and so forth, but it can also test the maximum tensile strength of that last wire, hose, or whatever which you forgot to disconnect, or which snagged on something.

HYDRALIC FLOOR JACK: Used for lowering a car to the ground after you have installed new brakes, trapping the jack handle firmly under the bumper. May also be used for oil changes, it lowers the car so the engine's oil pan crushes the drain pan, spilling the oil all over the floor.

PLIERS: Used to round off bolt heads. Sometimes used in the creation of blood blisters.

WISE-GRIPS: Generally used after pliers, to complete the job of rounding off bolt heads. They can also be used to transfer intense welding heat to the palm of your hand.

CRESCENT WRENCH: It's appearance is much different than pliers or channel locks, but it accomplishes the same task; it rounds off bolt heads. In the hands of a mild - to - hot - tempered crescent wrench operator, they may become dangerous flying missiles. For novice mechanics who have progressed up to the rank of an amateur mechanic, their crescent wrenches are usually found in their fishing tackle



box, used as an anchor for a buoy marking their favorite fishing spot. May also be used for anchoring duck decoys during hunting season.

TAPE MEASURE: As the name implies, it is a tool used to measure distances. You measure once and cut twice, and the plank is still too short to fit.

HOSE CUTTER: A tool used to make hoses too short.

HAMMER: Originally used as a weapon of war, smaller ones were used to drag your spouse back to the cave. Now, hammers are used as a kind of divining rod to locate the most expensive parts adjacent to the object we are trying to hit. Also the cause of many black and blue thumbs.

UTILITY KNIFE: A very versatile tool. Use it to open and slice through the contents of cardboard boxes, such as seat covers, vinyl records (whats that???) liquids in plastic bottles, collector magazines, refund checks and rubber or plastic parts. Useful for slicing work clothes, as well as your wrists/hands. As a side benefit, they are very useful for quickly summoning TSA or police at an airline airport, as the utility knife is the weapon of choice for Al Quida hijackers.

HACKSAW: One of a family of cutting tools built on the Ouija board principle. It transforms human energy into a crooked, unpredictable cutting line, and the more you attempt to influence its course, the more crooked it will be. See also Saws-all, saber saw, circular saw.

TABLE SAW: A large stationary power tool commonly used to launch wood projectiles for testing wall penetration strength. Often found in the basement of a house where there are concrete walls. A table saw may also be used for trimming fingernails, or more.

BAND SAW: A large stationary power saw primarily used to cut good aluminum sheet or lumber into smaller pieces that more easily fit into the trash can after you cut on the inside of the line instead of the outside edge. Like the table saw, a band

saw may also be used for trimming fingernails.

SKILL SAW: A hand held portable cutting tool used to make studs or planks too short. The term Skill saw is quite a misnomer, no one in history has ever had the skill to cut a straight line in the long direction of a 4x8 foot sheet of plywood.

SAWS-ALL: As the name implies, this saws everything. Often used in the demolition part of house remodeling, it can save labor time by simultaneously cutting that double 2x12 along with the gas line and live 240 volt electrical wire on the back side of the 2x12.

OXYACETYLENE TORCH: Used almost exclusively for lighting various flammable objects in your shop on fire. Also handy for igniting the grease inside the wheel hub out of which you are trying to remove a bearing race.

DRILL PRESS: A tall upright machine useful for suddenly snatching clamped down flat metal bar stock and flings it in one of several directions, depending what is in your shop. It may hit the hood, door, roof or windshield of your mint classic car, through the shop window, into your chest or face (or other vital delicate anatomy), or at the minimum, knocking over that open full can of expensive varnish.

ELECTRIC BUFFER: This hand held portable tool is designed to aid in buffing wax on a car, reducing time and carpal tunnel inducing hand motion. Designed in China, it also removes paint on the ridge of a fender or hood, creates a swirl - effect in the paint, and when the edges of the buffer pad catch on the radio antenna, it will snap off the antenna. In addition, it transfers excess wax into recesses around emblems and body seams, requiring the use of many Q-tips to clean out the wax.

BELT SANDER: An electric sanding tool commonly used to convert minor touch-up jobs into major refinishing jobs. Used on a wood boat, it often creates the need to replace a plank, for the second time.



Ask Any Kiddie, This Kraft Is Kute!

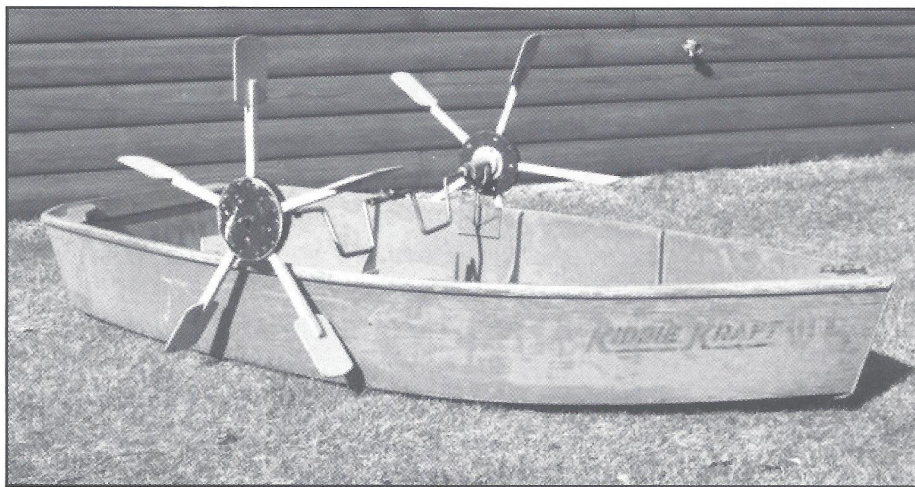
By Ross Pfund

Years, and I mean years, ago, when my cousin from way down south Worthington way would come to visit, we'd stay with our mom's folks at their lake cabin for a stretch. A little swimming, a little badminton, and once (or twice) a day we'd borrow the neighbor's little boat and row over to the resort for a treat. . .our mode of trans-

to have, great times at the lake. To top it off, I now have a granddaughter who loves the water, and you know what?, grandpa has a boat for her. While at two she's a bit young for a solo voyage on the high seas, when the time is right, her own Kiddie-Kraft awaits her. . .and grandpa can't wait.

Browsing through old Larson literature, it appears the little beach boat was first offered about 1939. A Larson brochure from the fifties explains: "It's tops in bathing beach equipment, nothing gives the kiddies more fun than a Kiddie-Kraft. They are safe, easy to handle and truly portable. No beach is complete without one, and they pay dividends for rental purposes. Sturdily constructed of waterproof plywood with hardwood frames. They are finished in a choice of colors: yellow, orange or red and striped to match."

The little 8 foot beauties were propelled by kid-powered paddle wheels, or a set of oars, and sold for a whopping \$72. Construction continued in wood until 1957, when a 7 1/2 foot version was offered in



Future generations of the Pfund family will enjoy this Kiddie-Kraft!

portation? A Larson Kiddie-Kraft.

It's still one of those special memories of growing up on and around the water. Warm days, warm water, fun in the sun with family and friends. Most of us wish for our children and grandchildren to experience care-free days "at the lake"; to be able to generate memories of their own to replay for years to come.

My kids, now in their 30s, have had, and hopefully will continue



KIDDIE-KRAFT ♦ ♦

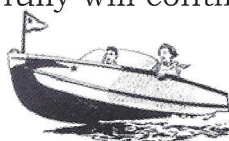
A Practical Play-Boat

Planking is clear cedar 3/8 in. thick. Sawed frames of white oak securely bolted. The bottom is built with a slight V. All fastenings are galvanized. The boat is finished in bright green and silver.

Length 7 ft. Width 42 in. Depth 11 in.
Weight, less paddles, 45 lbs.

Paddle wheels, complete, 17 lbs.

Kiddie-Kraft as it was built in 1939.





Kiddie-Kraft

It's tops in bathing beach equipment, nothing gives the kiddies more fun than a Kiddie-Kraft. They are safe, easy to handle and truly portable. No beach is complete without one, and they pay dividends for rental purposes.

Sturdily constructed of waterproof plywood with hardwood frames. They are finished in a choice of colors, yellow, orange or red and striped to match.

SPECIFICATIONS

Length 8 ft., width 42", depth 11", hull weight 35 lbs., paddle wheels 10 lbs.

Kiddie-Kraft, 1952 version.

the latest rage of molded fiberglass, price \$107. By 1960, the Kiddie-Kraft had disappeared from the catalog.

Overpainted in blue, the flaking paint reveals that ours was originally factory orange, and a couple added numbers and a "permanent" license indicate it also spent time as a resort rental boat.

When we found it, the paddles and boat had long since parted ways. I figured there was no way I'd ever locate a set, in fact I've never even seen another Kiddie-Kraft. However, in a stroke of luck, there's this fellow over by Nisswa who knows a thing or two about old boats, and gosh darn if he didn't find a set for us while poking around an antique shop. Thanks, Lee!

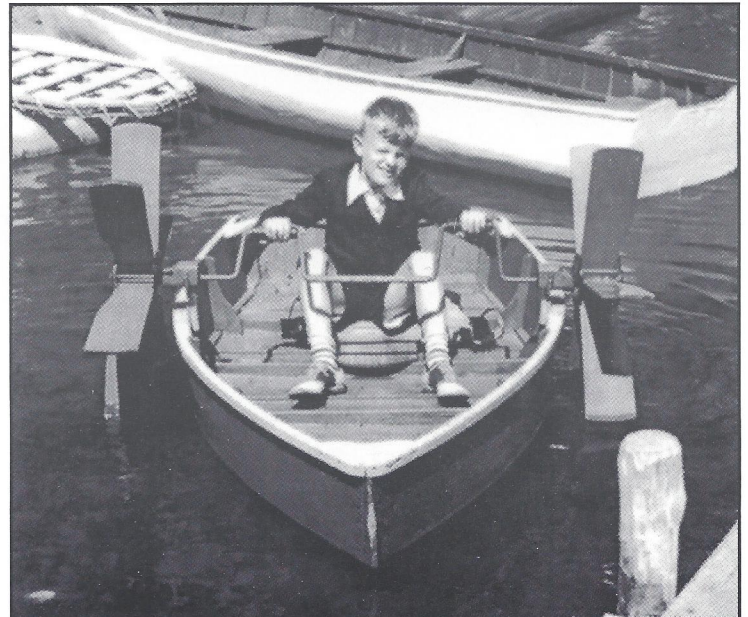
If little Anna does indeed become a skipper of note, it would only be fitting, as when her mother was in high school, we restored a boat together. A 1955 Aristo Craft had followed me home, and Ellee took a liking to it. I told her if she helped, the Typhoon was hers, and it remains so today. A father-daughter team, we spent many enjoyable hours together to complete the little speedboat, including building a 1955 Johnson 25 hp to power it.

OK, in case she reads this, I suppose I should qualify the fact that the experience was, for the most part, enjoyable. Ellee does remind me from time to time about how SHE was the one delegated to apply the paint stripper way up under the deck.

True, however, I look back at it as a character builder, and an example of mo-

ments great boating memories are made of.

As far as the future of the Kiddie-Kraft, it's in awesome shape, and I think with a willing volunteer to apply the paint stripper, we'll be ready for the beach in no time!



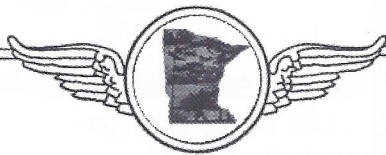
Larson Kiddie-Kraft, part of the Madden's Resort rental fleet in the 50's and 60's.

So as the water warms and the sun shines, here's hoping that you and yours enjoy another great season creating memories on the water. . .because that's what this ol' kiddie plans to do. ☸



MINNESOTA MADE

Harper's Arrowhead Boats



By Andreas Jordahl Rhude

Harper's

Arrowhead Boats

Grand Rapids, MN

Minnesota, the land of 10,000 lakes, was and is a hot bed of boat manufacturing. Lee Wangstad and I have identified 131 boat builders in the state over the years. These are corporations or individuals that made pleasure boats. No commercial ship builders are included.

Most of the boat builders were very small and served a local market. Some sold outside of their neighborhood and some even had regional coverage. A few such as Larson eventually had national coverage.

Harper's Arrowhead Boat Works was one of these numerous small, local builders. Located at Grand Rapids, Minnesota, they can be considered a spin-off from industry giant Thompson Brothers Boat Manufacturing Company of Peshtigo, Wisconsin.

Lawrence B. Harper was a Peshtigo native, born in 1911. He, like many other local residents, worked at the big Thompson Boat factory. He started in the late 1920s and he even worked at the Cortland, New York branch factory for a period of time. His father, Ben Harper was one of the earliest Thompson team members working at the original factory location on the Thompson family farm prior to 1913.

His grandfather Benjamin arrived in Peshtigo soon after the Peshtigo Fire of October 8, 1871, the world's most disastrous forest fire. He had a furniture store and

funeral parlor. Both businesses exist today and are run by his descendants.

In April 1940 Lawrence Harper and his wife Doris brought a Thompson rowboat and canoe to the University of Minnesota Field House in Minneapolis for display at a water show for the Tenth Boy Scout Regional District event. On the 28th of February, 1941 Harper was hospitalized at Sheboygan,

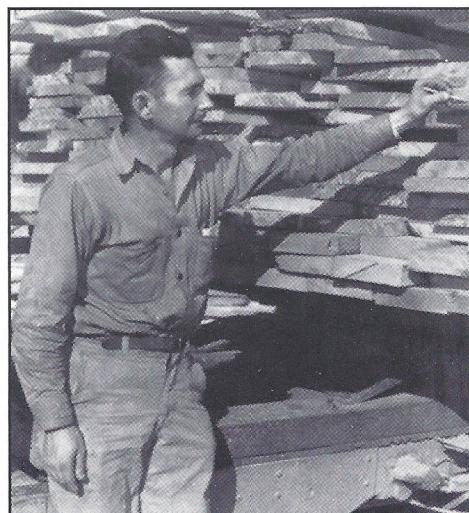
Wisconsin after an automobile accident. He and two other Thompson workers, Floyd Zueske and Joe Cohorst, were on their way to deliver a boat to the Chicago Boat Show. The Thompson-owned truck left the roadway and struck a power pole.

The Harper's established a marine sales outlet at Grand Rapids around 1940. They set up "Harper's Arrowhead Boat Mart" to sell Thompson boats and canoes and other

nautical items. During the winter months they returned to Peshtigo, focusing their selling efforts during the peak summer season.

On June 3, 1942 Harper left Peshtigo with a load of boats to bring to his retail outlet in Minnesota. Traveling with him were his niece and nephew Patsy and Douglas Reams who would spend the summer at Grand Rapids.

Thompson Boat was soon focused upon war work and all pleasure boat production



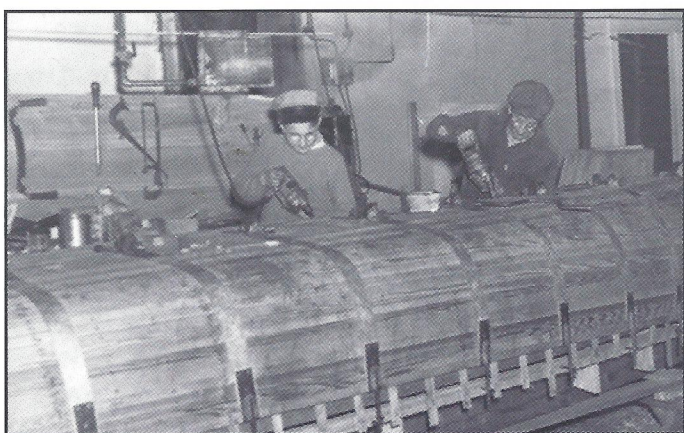
Lawrence Harper selecting lumber.



came to a screeching halt. Boat dealers such as Harper's Arrowhead Boat Mart had their boat source dry up. Mr. Harper worked for the government during the war in Hudson Bay and the Aleutian Islands. Doris was left to tend to the boat mart and her three children along with a niece and nephew and her widowed mother. She sometimes drove to Peshtigo to pick up boats if they were available. Once she drove to Cortland, New York to pick up a couple of boats for their store.

As the war in Europe was winding down in 1945, Harper decided to start building his own boats. The family permanently moved to Grand Rapids. He was still having difficulty obtaining boats from Thompson who continued to be involved in war production. Harper obtained machinery to mill the lumber and he was setting up a dry kiln to properly season lumber.

Sixteen-foot long strip boats were the first to be built at Grand Rapids by the new "Harper's Arrowhead Boat Works." Approximately 1,600 cadmium plated screws were utilized to fasten the western red cedar planking to the steam bent white oak ribs. The boat had four bench seats and was finished with three coats of paint on the exterior with three coats of marine spar varnish on the interior. Five men were busy making boats.



Building them one at a time at Harper's.

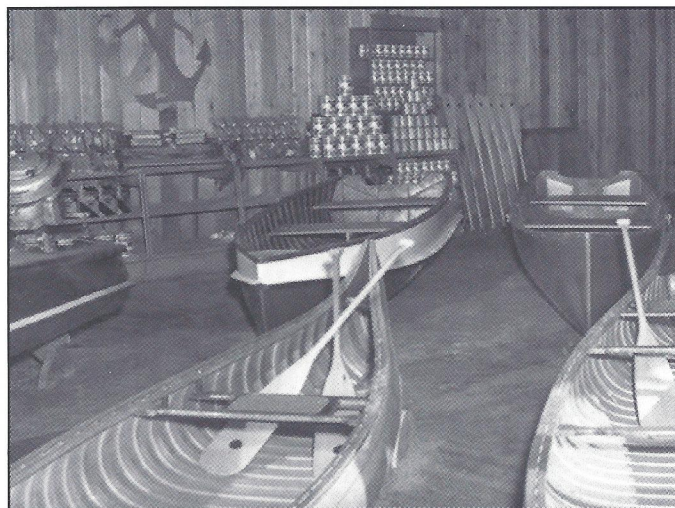
Additional models were slowly introduced.

For a period of time after Thompson got back into civilian production, Harper sold Thompson boats alongside of his own Arrowhead boats.

In 1946 the boat works was recommended by General Omar. S. Bradley as a training center for returning war veterans. Six men

were employed under the program and it was hoped that more could be added as sales and production increased. A custom built runabout was shipped in April 1946 to Mr. Moore at Lakeport, New Hampshire, indicating that sales were spreading beyond the local northern Minnesota market. A few years later Mr. Moore said: "Myself and my family enjoy our Harper built runabout every day the whole summer long. It is three years old and in perfect condition."

With increased sales, expansion was necessary. Forty six men were employed and they were bursting at the seams in their facility in the Gole building on Fourth Street. In June 1946 construction of a brand new factory on the east side of Grand Rapids at the junction of highways 169 and 2 was commenced. A 68 foot wide by 116 foot long building was constructed. It used glued laminated timber arches made at Peshtigo for the roof framing. The dry kiln was moved from nearby Bena to the new location. The new shop had an attractive show room at the front, facing the roadway.



Harper's new showroom.

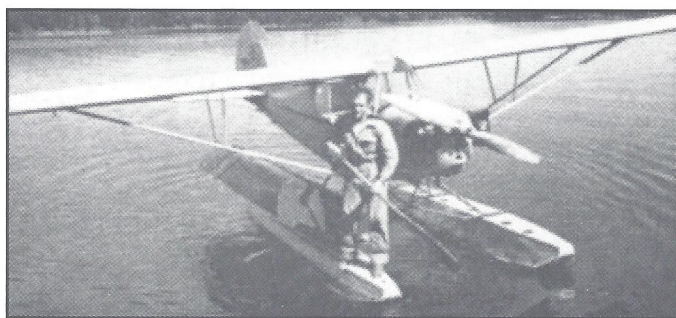
The new factory opened in October with 25 workers on the payroll. Four men were employed under the veteran's on-the-job training program including Arthur Frick, Jr., Willard Grosell, Neal Ellis, and Robert Bruce.

Rowboats in lengths of fourteen and sixteen feet length were built along with runabouts in lengths of twelve, fourteen, and sixteen feet. Two canvas covered car toppers were offered as well, one called the "Buddy." The latter



was similar to the Thompson Take-Along. The Buddy was made with British Columbia yellow cedar ribs and 3/16 inch Western red cedar or white pine planking. Keel and stem were Tennessee white oak. The Lilliputian boat had cast aluminum bow plate and transom knees with hand holds for ease in transporting. The Buddy was rated for up to five horse power outboard motor.

At only 80 pounds, the Buddy could be taken anywhere. She was even strapped to the floats of aeroplanes to be used in portaging to non-accessible waters. Riley's Resort at Cook, Minnesota had a fleet of Buddy boats that were used by the guests and were flown from lake to lake on a regular basis.



Harper's Buddy heading for a fly-in adventure!

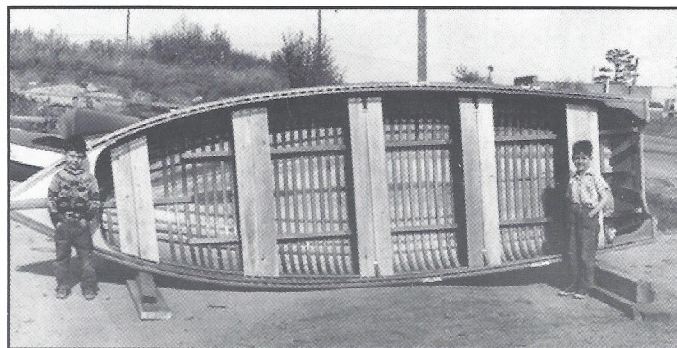
The Champ outboard could be ordered with either western red cedar or white pine strip planking. The strips were convex-concave in profile for a water tight fit. She was fourteen-feet in length and 51 inches wide. Planking on all Harper strip boats was screw fastened to the ribs, not nailed. This was a more expensive means of manufacture but made a better product.

Six Harper boats were displayed at the Northwest Sportsmen's Show in Minneapolis in April 1947. They were attempting to spread their wings beyond northern Minnesota. To supplement slow boat sales in the winter, Harper made wooden toboggans using native ash, birch and oak. It took fifteen-minutes to assemble one once they got the system down to a science. 2,000 toboggans were made in the winter of 1947-48 and sold through large retail chain stores.

The January 1949 issue of "The Boating Industry" magazine announced that Arrowhead was adding two models of molded plywood boats. The Bera Molding Company of

Minneapolis was making the hulls which were then finished by Arrowhead. These models were short lived in the Arrowhead line.

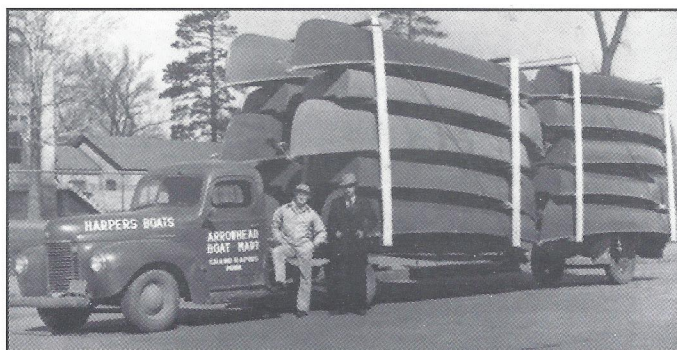
The Boat Works suffered a minor fire on January 30, 1950. \$3,000.00 damage was caused by the fire which started in the paint room. The speed in which fire crews responded was credited with saving the facility.



Larry and Doug Harper with a 16 footer.

Harper's eventually became a Century boat dealer in addition to selling their own boat line. They also handled Grumman aluminum canoes, Mercury outboard motors and Valspar marine finishes.

The Mayo brothers of Mayo Clinic had a Harper boat. Each autumn it would be picked up by Lawrence, spruced up if needed, and stored for the winter. In spring he would deliver it back to the Mayos.



A fresh load of Thompson boats from Peshtigo.

Harper's daughter Blanch Harper Tate fondly remembers the boat works. She and her brothers Lawrence "Buck" and Douglas would often times help the builders. She recalls inserting the screws into the predrilled holes to help out the guys.

The Harper's decided to get out of the boat business in 1956. Changes in the mining industry affected the economy and this may be the reason for their decision. The tooling and equipment was sold to their nephew Robert T.



Box. He moved everything to New Town, North Dakota and started Dakota Boat Works. The Harper's leased the building in Grand Rapids to Goldfine's Furniture and Appliance. They moved to Twin Falls, Idaho where they ran the El Rich Motel.

Mr. Box got the new boat factory set up in a remodeled hotel at Sanish which was owned by the Lakeside Improvement Corporation. The Garrison Dam had recently been completed and it created a huge, new lake in the middle of the prairie. Boating was new and Box hoped to capitalize on the newly introduced sport which was predicted to be a large share of the estimated 500 million dollar tourist business in North Dakota over the next decade.

**HARPER'S
ARROWHEAD BOATS**
Guaranteed



Rowboats 14 & 16 ft.—(5 models)
Outboards 16-18 ft.
Runabouts 12-14-16 ft. (9 models)

SPORTSMEN'S MODELS

12 ft. "Buddy"—Canvas Covered
12 ft. "Companion"—Plywood
12-14-16 ft. Moulded Plywood

14 ft. Pride Runabout, pictured, strip built of Western Red Cedar Planking and White Oak ribs, keel, etc. All screw fastened.

Open Territory

HARPER'S ARROWHEAD BOAT WORKS
Box 208A Grand Rapids, Minn.

1949 magazine advertisement.

In May 1956 production began in the renovated hotel. The hull of the cedar strip boats were covered in fiberglass, a relatively new process. A grand opening took place on July 14th with Governor Norman Burnsdale as keynote speaker. The boat model names were influenced by local Native American words such as "Sakakawea" and "Dakota Pride." In the Fall of 1956 Dakota boats were displayed in Grand Rapids and in Minneapolis. Prospects were good.

Barely six months after the first boats were built, tragedy struck. The factory was leveled in a blaze on January 29, 1957. It only took one hour to destroy what had been a promising business.

Lawrence Harper died on August 3, 1981 at Twin Falls and his widow Doris died at age 94 on March 18, 1998. Their short lived boat building operation at Grand Rapids brought them and their children a great deal of pride. Anyone who owns one of these beautiful boats today is blessed to have a part of Minnesota history. ☼

"Lawrence had a younger brother, Jerome Harper, whom everyone called "Cobb." He worked next door to Thompson Boat at Unit Structures, Inc., the maker of glued laminated timber. I knew Cobb and worked side by side with him in the plant on many occasions in the 1970s. I was a little kid and he was the seasoned veteran who dished out advice on wood working and helped to build a strong work ethic in me. I will never forget the time he scared me half to death. I was cutting something on a band saw. And you can image the size of the band saws in this factory where engineered timbers weighing up to 30,000 pounds were manufactured. I was about 12 years of age (don't tell OSHA) and concentrating on the cut. It's loud and dusty. No one wore hearing protection in those days (don't tell OSHA). All of a sudden a hand was thrust between my face and the whirring saw blade; a hand that was missing one entire finger and part of another. I jumped back and there stood Cobb and he yelled "Be careful, you don't want a hand like this." It startled me and I had to take a minute to recover before getting back to my work! Cobb had suffered an industrial accident at the same saw about thirty years earlier and fingers were severed. It was a warning I keep in mind anytime I use power tools."

Andreas Jordahl Rhude





Minnesota Lakes Maritime Museum Presents: Ducks Unlimited Duckboat Exhibit

By Nick Ronning

What do Lund, Larson, and Chris Craft boat companies have in common? They all came to be after their founding namesakes built a darn fine duck boat, each for his own use.

For instance, G. Howard Lund studied mechanical drafting and fabrication at Dunwoody Institute in Minneapolis and somewhere around 1946, when he returned to his hometown of New York Mills, he built himself a metal duck boat. A salesman from a Minneapolis boat dealer spotted Lund's double-ended duck boat on the roof of his car and promptly ordered 50 just like it. Lund Metalcraft was born and would become the Lund Boats we know today.

"What gets my motor running is how all these big companies started building duck boats – Dingle, Larson, Mullins, Lund," said Terry Niedenfuer, who coordinated the effort to assemble an exhibit of rare duck boats at the Minnesota Maritime Museum in Alexandria.

"Chris Craft is probably the most recognizable brand of boat out there, and they also started with duck boats. I'm sure many, many more boat makers did too," Niedenfuer added.

A year in the making, the duck boat exhibit opens to the public on May 15, 2011 when the museum opens for the season. It is slated to run for the 2011 and 2012 seasons. The Minnesota Maritime Museum contains exhibits illustrating the history of Chris Craft, Alexandria Boat Works, Gar Wood, and Larson Boats, as well as an extensive gallery of fishing lures, para-



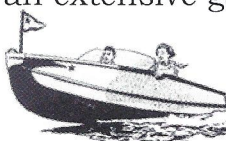
Duckboat from Jos. Dingle Boatworks.

phernalia, and advertising. This collection of boats and historical information is truly a must-see-it-to-believe-it assembly of craftsmanship and Americana.

"The museum makes itself available to other nonprofits," Niedenfuer said. Accordingly, the Alexandria Ducks Unlimited chapter selected the museum to host its sponsor banquet in 2010. At that time, Niedenfuer hatched the idea for an exhibit of rare, antique, and historically significant duck boats. Partnering with DU, the Minnesota Decoy Federation, and an extensive network of interested individuals, the exhibit was unveiled at the 2011 Sponsor Banquet last year.

"Ducks Unlimited is grateful to the museum for inviting us to participate in the exhibit. It gives us a chance to tell people how we focus our conservation efforts in Minnesota through the Living Lakes Initiative," said DU Regional Director Terry Kostinec.

More than 20 duck boats comprise the new exhibit. Many come from Minnesota makers, but others of great historical significance are also included. Niedenfuer said, "I know of five or six other noteworthy boats are waiting their exhibit turn."



As some of the boats return to their owners, Niedenfuer will usher in others. He also hopes that previously unknown or unavailable duck boats become available and join the exhibit.

The most interesting of all these boats, or perhaps symbolic, according to Niedenfuer, is the Dingle boat used by Lake Christina market hunter Sam Fertig. Dingle built big, beautiful wooden boats, such as triple cockpit cruisers. Last fall a 33-foot Dingle sold for \$285,000 at a wooden boat auction in the Twin Cities. Sam Fertig's Dingle duck boat is the only one known to exist.

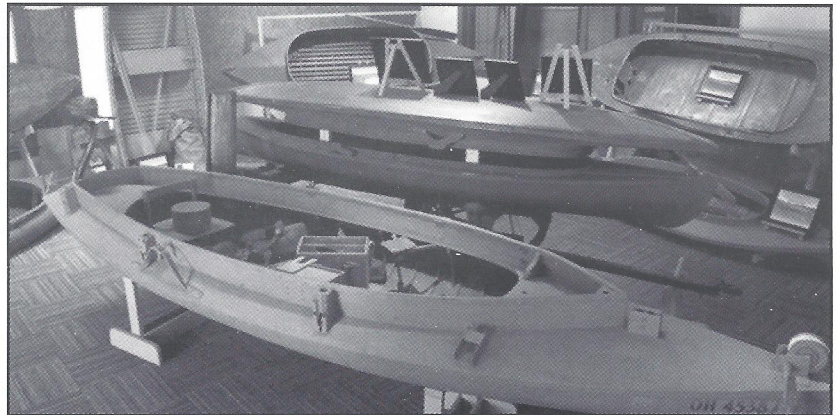
Niedenfuer said he knew of the boat and its history of ownership by Fertig, and he felt the boat should be on display at the museum. As is true for several of the boats in the exhibit, the Dingle boat was stored by its owner in a shed. When Niedenfuer started cleaning up the boat for display, he saw the metal tag stamped "Jos. Dingle/ Builder/St. Paul, Minn." A biography of Fertig's career as a market hunter accompanies the Dingle boat.

The Mullins "Get There" is another strong contender for "most interesting boat" in the exhibit. The story goes that William Mullins' 1890 duck hunting trip to North Dakota was ruined when his wooden boat sunk. Mullins set out to build an unsinkable duck boat and the surprisingly ornate "Get There" was his first effort. This example is aluminum, but most of Mullins' duck boats were made from galvanized sheet metal simply due to cost.

Later the Mullins Steel Boat company would grow to be the largest boat maker of its day, putting out 100,000 boats in a 40-year span.

Then there are the mysteriously unknown duck boats. As Niedenfuer plied his network of duck hunters and boat collectors, a Lake Craft boat from St. Paul and a Huebel boat from Le Sueur came to his attention. Both are outstanding watercraft, identified by metal tags bearing the name

and address of their makers. However, after months of research, Niedenfuer hasn't learned anything beyond the information on the tags. Perhaps more information will be become available over the course of the exhibit. It would be impossible to convey the story of each and every boat in the exhibit, but it should be noted that additional boats in the exhibit include the venerable Alumacraft Ducker, a Dan Kidney, Larson Hunter's Choice and Punkin Seed boats, two Lady of the Lakes duck boats from the Alexandria Boat Works, a scull boat, and more. The Minnesota Decoy Federation has provided a display of about 50 significant Minnesota decoys to accompany the duck boats. Included are such names as Alfred Moes, Ole Gunderson, the



A very nice selection of locally significant duckboats.

Gresser Family, and Tuveson. A unique collection of decoys consists of the personal mallard rig of Paul Larson, founder of Larson Boats. All 13 birds were carved by Paul himself. "It was rumored that Paul and his buddies carved decoys at night in the boat plant," explained Niedenfuer. Ole T. Gunderson, the recently – and only – identified carver from Lake Christina's heyday, is the subject of a stand-alone display including several decoys ranging from canvasbacks to coots. Gunderson's biography with pictures overlooks the case containing his decoys. ⊕

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Minneapolis

40TH ANNUAL BOAT SHOW

were forced to down-size right along with the rest of them. There were a number of manufacturers that were absent due to closure and also budget constraints, but from all appearances, the market is slowly coming back. Let's hope so.

Variety was the theme for this year's BSLOL display. From not one but two very nice sailboats, all the

We were back. And in a great way. The Bob Speltz Land-O-Lakes Chapter once again filled the space that has been so deservedly ours for so many years. As the crowds came into the Minneapolis Boat Show, their attention was immediately caught by the display of classic runabouts, utilities, launches, sailboats, and outboard motors.

Reports from the show managers de-

tailed increased floorspace and attendance over last year's show. Inside the big pavilion, current manufacturers were back in force after a few years of dismal sales. As the inside show decreased in size, we

way through a pristine Glasspar G-3, we covered the full range of our chapter.

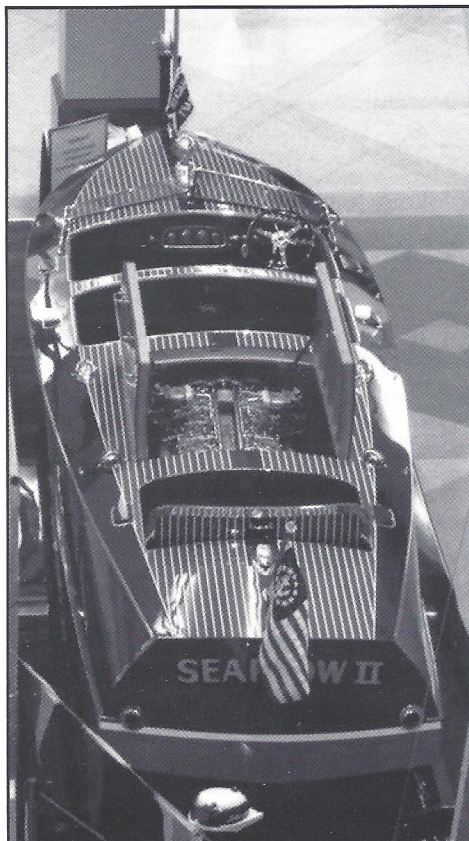
The Minnesota Lakes Maritime Museum brought down Stella, fresh from a win in class at the ACBS International Show at Lake Geneva last fall. This 1907 Fay & Bowen launch was donated to the museum by Carl and Joyce Mammel after a very thorough restoration in upstate New York. It displayed very well and was a crowd favorite.



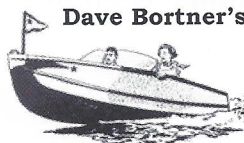
Sailboats? Yes, this years display headed into new territory.

Dave Bortner displayed Sea Flow II, an immaculate Hacker Craft triple with a nicely done V-12 Scripps. Standing on the docks (supplied by Niccum Docks), you could almost imagine the sound of the powerful engine as it would pull away from the platform. This was a super nice example of a great boat.

Not too far away was Steve Shoop's



Dave Bortner's Hacker Craft.



Hacker Craft Utility, Miss Minneapolis IV. Rescued from a neighbors garage where it had been patiently awaiting for someone to come along and restore it, Steve finally stepped up to the plate and brought this boat back to life. A



Dash of Steve Shoop's Hacker Craft.

former ride boat at Excelsior Amusement Park, this one brought back fond memories for many former visitors of the park.

Outboard motors were everywhere in



View from the balcony.

the booth. Not just outboard motors, but really, really nice outboard motors. A well thought out floorplan allowed them to be displayed in prominent places around the booth, like the jewels that they are.

An interesting note this year was the number of "new" boat salesmen and dealers who entered our booth showing a great interest in what we were showing.

Glastron was showing a pair of "retro-styled" outboard runabouts recalling the days that the GT160 was featured in the James Bond movies. We'll see if they make a serious impact on the market. It would be nice if they did, they really dressed up the Glastron display. The word is that the whole Glastron line will move towards this

type of styling next year. We'll see.

A quick walk through the show was still able to tire my legs, put a burn into the soles of my feet, and make me hungry for a Convention Center Special, you know, a hot dog with plenty of mustard. I don't know why I do it, but every year, no matter how much I say that I'll never do it again, I have one. What's that about? Like every other year, I wondered just what made me do that. Hey, there's always next year!

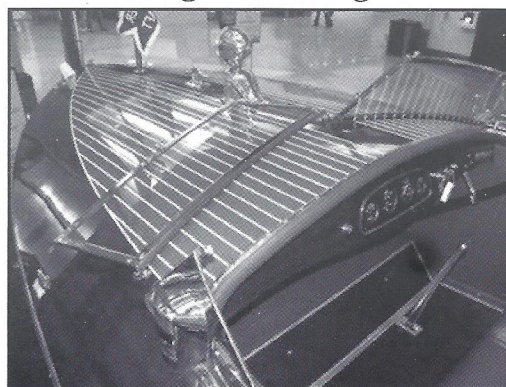
Andreas Rhude had rounded up a great



It seemed like looking down from a bridge.

group of volunteers to staff the booth, as there was no end to enjoyable conversations with the boating public. The set-up and tear-down groups worked efficiently at their tasks, and were greatly appreciated by those with boats at the show.

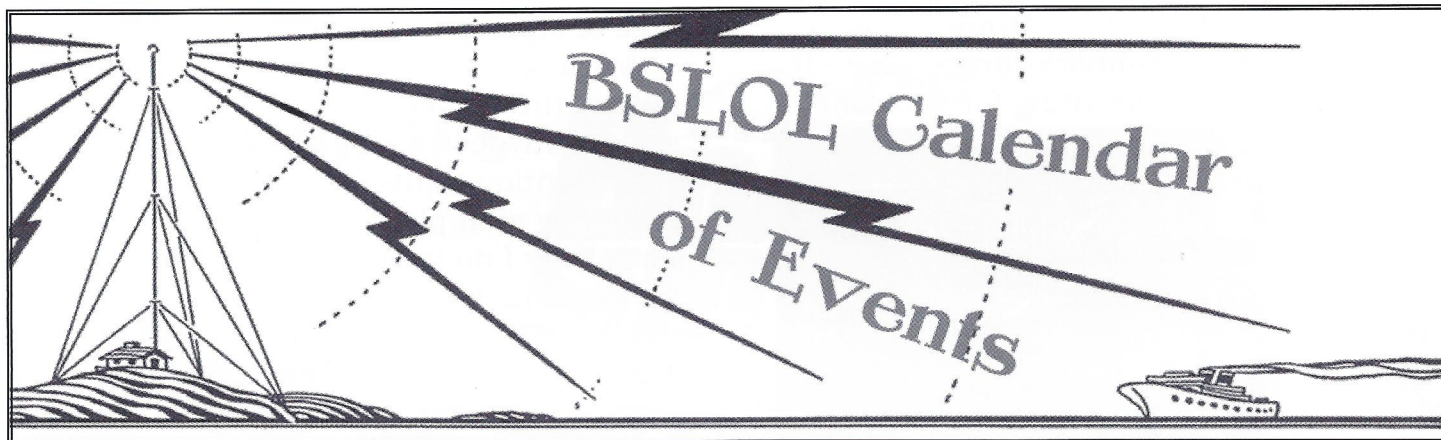
It was a great feeling of accomplish-



Dave Bortner's Hacker Craft dashboard, an interesting comparison to Steve Shoop's.

ment to not only be back at the show, but to have a truly well planned and staffed display. Rather than resting on that, we should begin planning for next year and somehow put together another incredible show with a great variety of boats. ⚓





IT'S SHOWTIME!!

7TH ANNUAL CLASSIC AND VINTAGE WHITE BEAR LAKE BOAT SHOW

June 16th, Saturday, 10am - 4pm - White Bear Lake, Minnesota

The Boat Show is a flagship event in White Bear Lake's annual Manitou Days, which kick off on Thursday evening the 14th with Marketfest in downtown White Bear Lake, followed by the Parade on Friday night.

Our Boat Show will begin this year with the optional Skipper's Dinner on Friday evening, June 15th on the deck at Admiral D's Waterfront Tavern. The Show Show will include both on-land and in-water displays, outboard motor displays and the popular Nautical Swap Meet with collections of boat parts and boating memorabilia that will be available for purchase. There will be food vendors, live music, a fishing contest for kids and the Arts and Crafts Fair with its 25 displays by local artisans. If the weather cooperates we expect a throng of people all day long.

The Boat Show can accommodate 75 boats in the on-land Lake Avenue display. Dock space for in-water displays will be limited again this year because of the low water level of White Bear Lake. There is no entry fee to display a boat or to participate in the Nautical Swap Meet. There is a \$20 fee per person for the optional Skipper's Dinner at Admiral D's. The show is not a formally judged event. However, trophies will be awarded in several categories, including the People's Choice Award, Favorite Inboard, Favorite Outboard, Favorite Sailboat and Favorite Row/Paddle Boat.

Please visit www.acbs-bslol.com for registration forms.

BAYPORT MARINA ANTIQUE AND CLASSIC BOAT FESTIVAL

August 3rd - 5th - Bayport Marina on the St. Croix River, Bayport, Minnesota

Bayport Marina and BSLOL cordially invite you to join us for a weekend of fun, friends and boats.

Your \$20.00 registration fee includes a slip from Friday to Sunday, Friday nights BBQ, Saturday's continental breakfast and use of Bayport Marina's amenities. The schedule of events is as follows:

Friday

10:00am - Slips available, boats may arrive by trailer or water.
6:30 pm - BBQ on the patio (BYOB)
Dusk - Bonfire on the point

Saturday

6:00am - 9:00am - Registration and boat arrival and continental breakfast
10:00 am - 4:00pm - Boat Show, Festival Area, Craft and Food Booths
4:30pm - Awards
6:30pm - Cocktails
7:30pm - Dinner and Dance

Sunday

10:00am - Brunch Cruise
6:00pm - Boats must be removed

Please visit www.acbs-bslol.com for registration forms.

Please contact Michelle Lemanski at 651-248-1039 michelle@pimurphys.com
or Joel Lemanski 651-248-7314 joel@classicboathardware.com



**BSLOL 37TH ANNUAL ANTIQUE AND
CLASSIC BOAT RENDEZVOUS**

Plan on attending the BSLOL 37th annual antique and classic boat rendezvous on September 8, 2012. We will again be part of the South Lake Chamber of Commerce's Apple Day event held in Excelsior, MN. The boat show will take place at Maynard's restaurant from 10am to 4pm.

This year we will have online registration as well as a form you can print out and mail. You will want to register early as we always have more boats wanting to participate than we have room for. What will you get for the registration fee?

1. Your entry fee includes 1 free ticket to a 1 to 1 ½ hr. Friday afternoon cruise on the Minnehaha. Additional tickets can be purchased.
2. As with last year each entry fee includes one free Captains Dinner on Friday night after the cruise at the Bayview Event Center. Additional tickets can be purchased. There will be a cash bar.
3. We have almost doubled the number of judging awards as compared to last year. The awards will again be a framed signed and numbered print of the painting on the poster, painted by local artist Brian Jensen.
4. New this year, Brad Ernst has agreed to lead a kids judging program on Saturday. The kids will learn how to judge a show boat and actually vote for one to receive an award.
5. Also new this year is an optional photo shoot and cruise following the show on Saturday afternoon.
6. If you are not showing a boat, but wish to participate in the cruise and/or dinner, use the show registration form to sign up.

There will be toy boats to paint and take home for the younger children. (This was a free activity and was offered last year).

The Gopher chapter of the Antique Outboard Motor Club will have a display of restored and original outboard motors.

Of course our shops store will be open during the show. We will have T-shirts, posters, and prints of the poster artwork available.

For online registration or registration forms visit www.acbs-bslol.com

See you there. Watch the Boathouse and website for more information.

Visit Our Website:

www.acbs-bslol.com

LAKE VERMILION ANTIQUE AND CLASSIC BOAT SHOW

September 1-2nd, 2012 at The Landing, Lake Vermilion

Saturday

Morning Lake Cruise with lunch at Wolf Bay Lodge
Evening pot luck at Ludlow's Island Resort

Sunday

Show at The Landing, noon to 4:00PM
Sunday evening skipper's dinner hosted by Jeff and Nancy Stebbins
Lots of boating on beautiful Lake Vermilion

Please visit www.acbs-bslol.com for registration forms.

For more information contact: Mark Ludlow, 218-666-5407 or mark@ludlowsresort.com

**Other Events
of Interest to
Our Members**

CHAIN OF LAKES CLASSIC BOAT SHOW

Saturday, July 14th, 9:00AM - 3:00PM/Arrowwood Resort & Conference Center, Lake Darling, Alexandria, MN

For more information, please visit www.acbs-bslol.com

MOUND 100TH ANNIVERSARY CAR AND BOAT SHOW

Sunday, July 22nd - Mound MN

For more information, please visit www.acbs-bslol.com

WHITEFISH CHAIN ANTIQUE AND CLASSIC BOAT RENDEZVOUS

Saturday, July 28th, 9:00AM - 4:00PM/Moonlight Bay Family Restaurant and Bar, Crosslake, MN

For more information, please visit www.acbs-bslol.com

GULL LAKE CLASSIC BOAT SHOW

Saturday, August 18th, Bar Harbor Supper Club, Gull Lake, Lakeshore, MN

For more information, please visit www.acbs-bslol.com



In Memorium

Lewis Carnes McGonagle



McGonagle, Lewis Carnes Age 87, of Minnetonka and Whitefish Lake at Pequot Lakes, MN, passed Feb. 11, 2012. We'll always remember Lewie just as photographed here, at the Whitefish Show with his 17' Larson inboard. His ready smile and positive attitude will be missed. ⊕

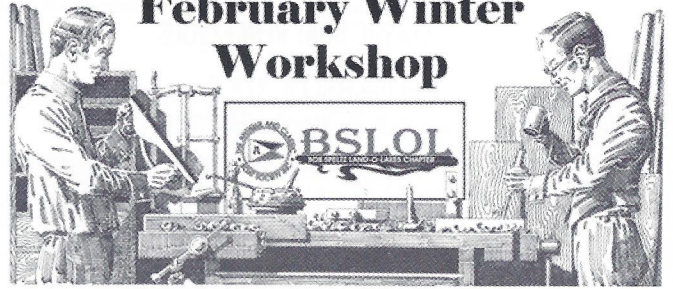
Burton Prentice Allen, Jr. (Pete)



Burton Prentice Allen, Jr. – better known as “Pete” – died at his home in Milaca, Minnesota, on Wednesday, April 4, 2012. He was 83. Pictured here with his 1929 Dee-Wite that he later donated to the Minnesota Lakes Maritime Museum. Pete had an endless amount of energy that he was always willing to share. His easy going demeanor will be greatly missed. ⊕

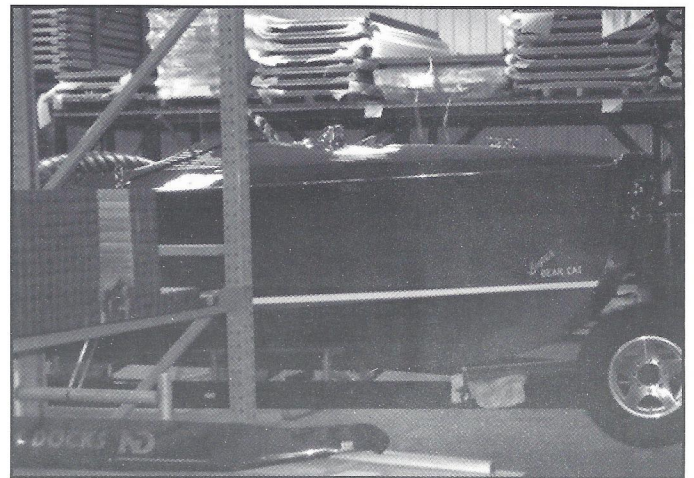


February Winter Workshop



By Lee Wangstad

The first of our Winter Workshops was held at the Niccum Docks facility just outside of Rockford, Minnesota. Hosted by Freedom Boat Services and Dave Bortner, the attentive crowd of BSLOL'ers were treated to a number of items of interest.



Kermit Sutton's Ondine peeks around the corner

The first presenter was Maureen Ziskovsky, with the State of Minnesota Ecological Resources Department. Her subject: invasive species. With both Eurasian Milfoil and Zebra Mussels spreading the way that they have been, it has been an especially tough challenge to comply with the wash-down regulations required when exiting infested waters. Zebra Mussels are the latest in a list of species that are turning up in our lakes in numbers.

The prescribed method at this point is pressure washing, but the pressure required is so high that it would strip the finish right off the bottom of a wood boat. The DNR is looking at other possibilities to remove them.

A great lunch of brats and barbequed pork from Mackenthun's Meats kept ev-

Bret Niccum gave us the lowdown on some of the new dock regulations and current trends in the custom dock business. His knowledge is unsurpassed in this business, and has a thorough understanding of the new laws that affect the marine trades.

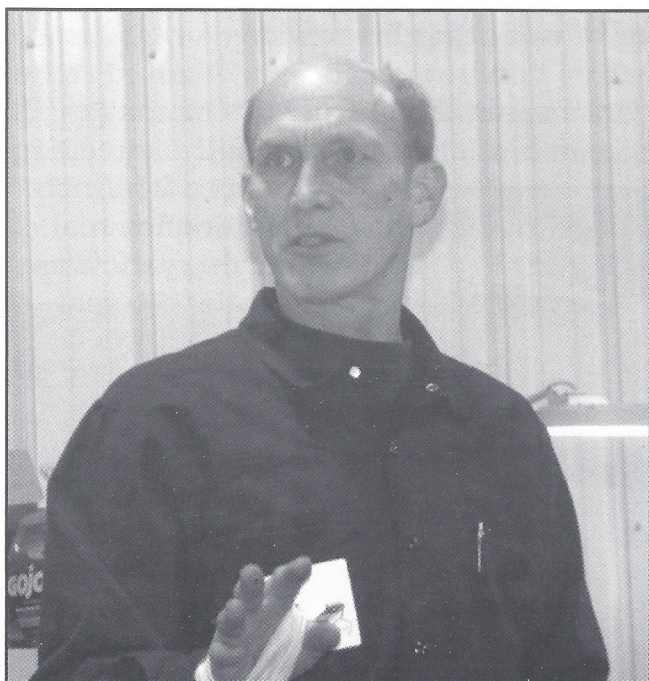
By the end of the session our heads were hurting from so much information, our stomach's were full from the great lunch, and we headed



Maureen Ziskovsky holds the attention of BSLOL'ers

everyone quiet for about a half hour until the session started back up with an introduction from Dave Bortner and an update on his business, Freedom Boat Service.

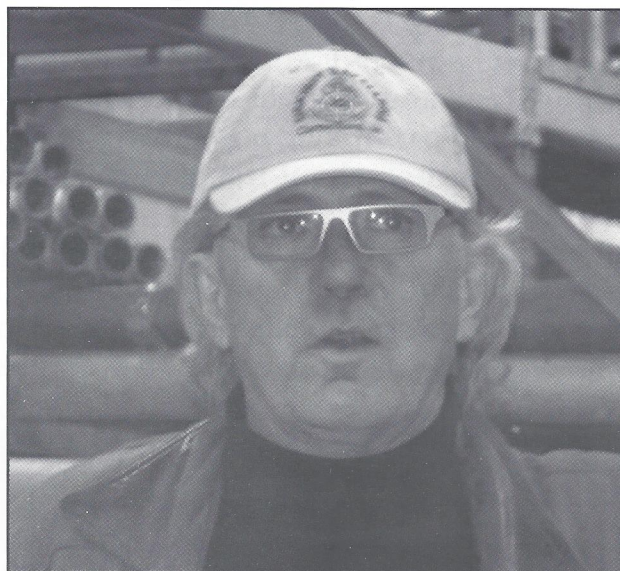
Mark Sauer was up next with a session on how to prepare your hull for immersion in the spring. There seemed to be no



Ed Sundeane shares his vast experience.

end of questions for Mark, but Ed Sundeane was up next with getting your engine ready for spring.

Ed has a no-nonsense approach to marine engine maintenance and repair. His tips and advice for keeping your engine out of his shop was both timely and needed, at least by the number of people that were riveted on his every word. It's not that he doesn't appreciate the business, but there are so many minor issues that he is faced with that could easily be taken care of with better maintenance.



Mark Sauer talked about getting ready for spring.



Bret Niccum brings us up to date.

home with the new knowledge that these Winter Workshops provide. ⊕





By Lee Wangstad

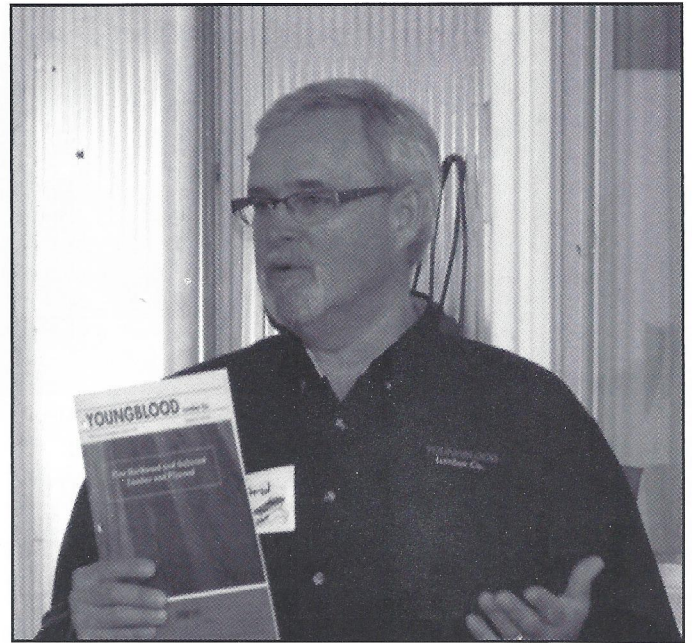
The March Winter Workshop kicked off with a discussion about marine grade panels, otherwise known as plywood. Andy Williamson of Midwest Boat Appeal straightened out a lot of misconceptions concerning this major boatbuilding material. We learned about its uses, misuses, and the different species that it is available in. Andy had a good sampling of what he has available, and also talked about the custom sizes and species that he can special order. He also talked about a couple



Big Timber at Midwest Boat Appeal.

of new finish ideas that he is testing.

He delved into the wood boat restoration and maintenance part of his business that keeps him busy throughout the

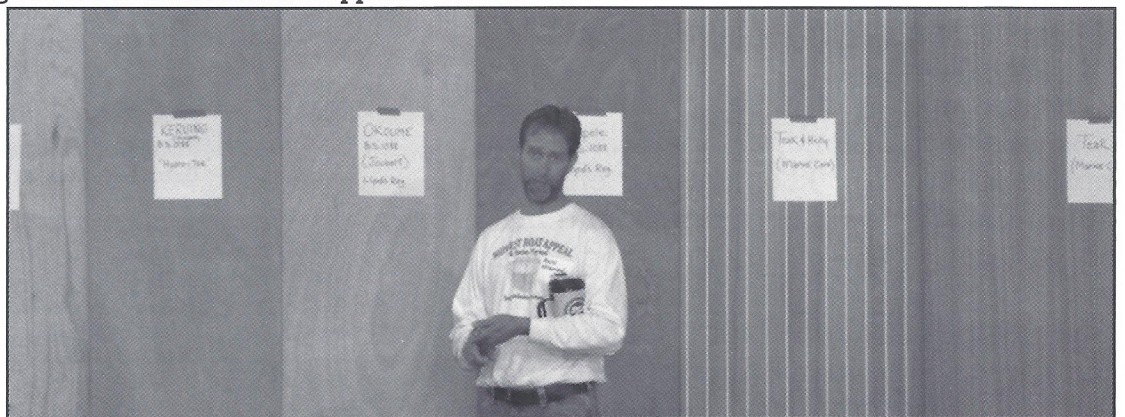


Wood explained by Wayne Bradford.

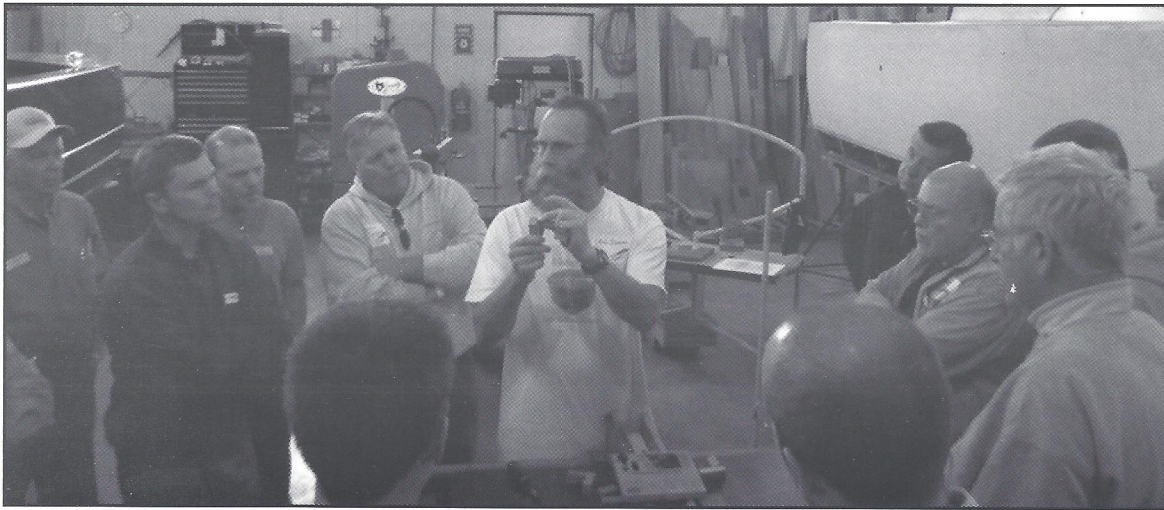
year. There were a few fine examples of the type of work that he provides for customers.

Once again, Mackenthun's Meats (located across the street), was the source for lunch. Once again, it grew real quiet while everyone was occupied with the great food.

After lunch, Wayne Bradford, from Youngblood Lumber, entertained us with facts about the exotic species of lumber that they carry. He talked about the different properties that each different species has, and



Andy Williamson notes the differences in panels.



Ron Schesso teaches us all how to what?

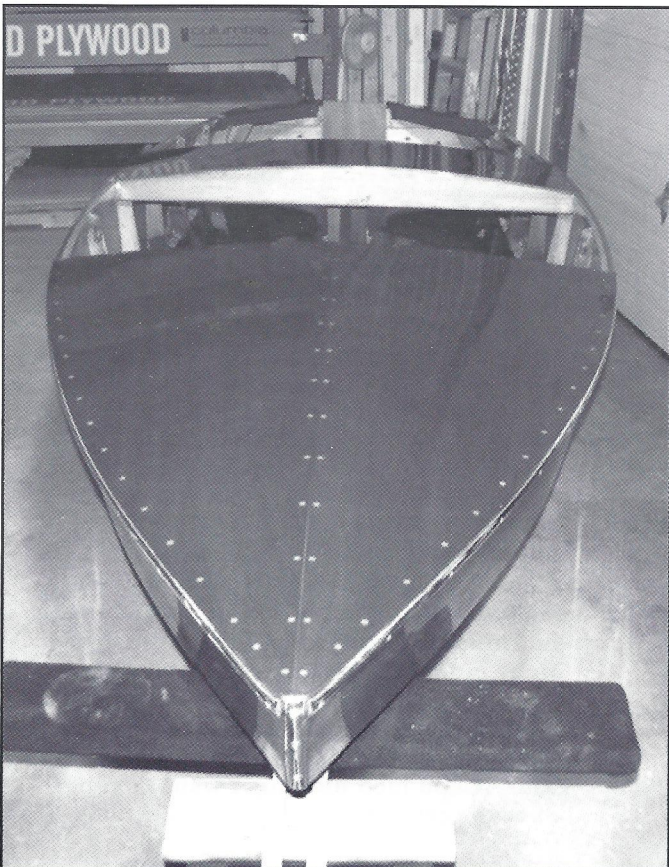
ter. I mean the mechanical attachment of one piece of wood to wait, that's not where I'm going at all. Anyway, Ron, master woodworker at Midwest Boat Appeal, gave a demonstration on what

how it is either beneficial or detrimental under certain conditions and loads. While many boat owners just don't want their boat to leak, no matter what, there are others that enjoy knowing just what it takes to make it so. They wouldn't go away disappointed. Wayne has a lifetime of experience in this highly specialized market.

If that wasn't enough, Ron Schesso led an enlightening discussion on how to screw. No, get your mind out of the gut-

screws to use and where to use them. He also provided information on just how to drill to ensure that the wood seats properly and the threads are even.

The day came to a close and once again we left with many new ideas and the incentive to head out to the shop and practice on whatever we happen to be working on. ⊕



Early 50's Speedliner shows the proper use of plywood.

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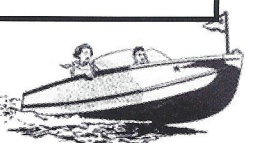


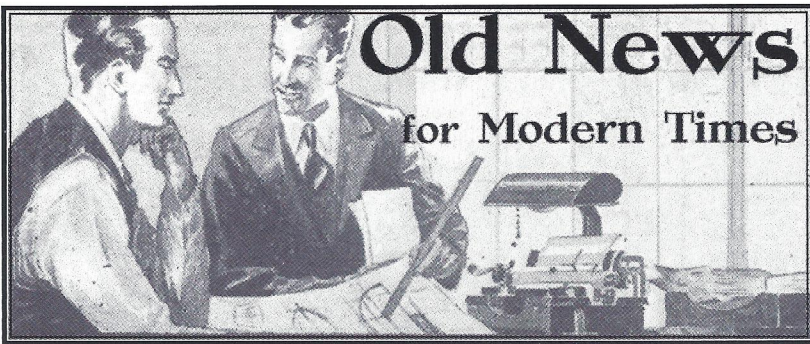
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Old News for Modern Times

One-Man-Power Outboard Motor

will soon be on the market for the boatman who likes to whip over the waves without having to worry about oars. It will keep his feet pretty busy, however, for the motor has foot pedals which turn the propeller and steer the boat in any direction including reverse. An adjustable seat clamps on the boat's cross seat. The device was invented by the late Clarence Allen of San Francisco and an improved model will be put in production soon by the Production Engineering Co., of Berkeley, Cal. It is expected to sell for less than \$50. How fast will it go? Five mph if you eat your spinach.



Propeloar, Foot Power For Rowboats, Offered By Production Engineering Co.

PROPELOAR, A DEVICE OPERATED by foot power and claimed capable of propelling boats at speeds up to 5 m.p.h., is now being manufactured by the Production Engineering Company of Dwight Way at Ninth St., Berkeley 10, Calif.

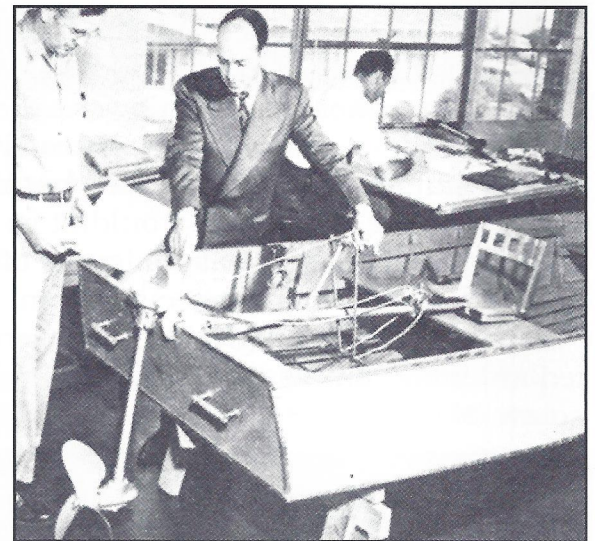
The Propeloar is a propeller unit turned by power supplied on foot pedals which the operator pushes in much the same manner as a child pedals a toy automobile. The complete device, power and propeller unit and a seat, is constructed of lightweight aluminum. It telescopes and disassembles for easy carrying. The firm reports that it can be attached to rowboats and other boats of similar size by simply turning two knobs.



Models permitting the operator to face either forward or aft are available. The model designed for the operator to face aft gives the fisherman complete control of speed and direction, yet leaves his hands free to hold the rod or to cast. The model permitting the operator to face forward is especially suitable for duck hunters. The Propeloar eliminates the difficult task of sculling, and the hunter has both hands free for holding his gun.

Other advantages claimed for the Propeloar include effortless operation that moves the boat along faster than rowing, speeds ideal for trolling, soundless operation that does not frighten fish or game, no operating expense, no skill required for operation and it can be used where motorboats are prohibited.

The Production Engineering Company discloses that the Propeloar is now being nationally advertised and marketed.



"One-Man-Power Outboard Motor! The photos and caption above and above left are from the August 1950 issue of *Mechanix Illustrated*, a magazine dedicated to new ideas and inventions. I like the Popeye reference in the last sentence.

The other two pieces are from the June 15, 1950 issue of *Boating Industry Magazine*. One is an advertisement (opposite page) and the other a promotional article (left). This is an interesting arrangement for fishing power. I wonder what the outcome would be if you combined the Propeloar with a pair of oars? Perhaps skiers? There will be a couple of people-powered apparatus' for sale at Paul Mikkelson's upcoming auction in May. There will be at least one lucky bidder that will get the opportunity to do an evaluation of just how efficient this power source is. Do you suppose that it would translate into pounds of spinach per hour? Good luck bidding, I want to talk to whoever gets one, that is, if I don't.





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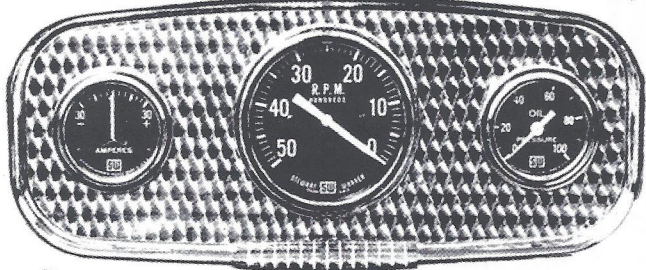
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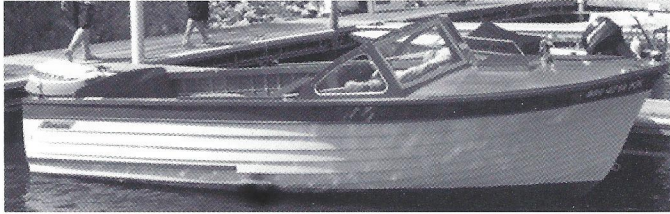
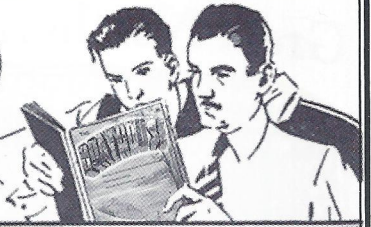
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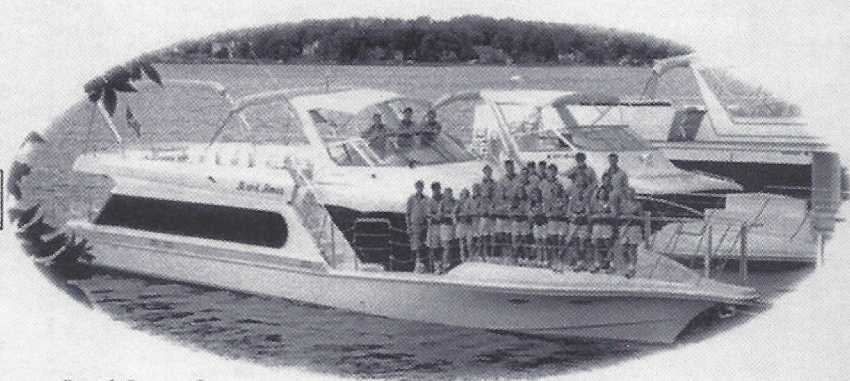


FOR SALE: 1960 13' Glasspar G3 speed boat with 65 hp Mercury outboard motor. Hull and transom are solid; top deck is in good shape, but has small gel coat cracks. Windshield is in good shape. Includes two front seats, and a back bench seat (passenger seat flips to reverse position for observing water skiers). License is current through 2012, and boat has been driven throughout the 2011 summer. She runs and handles beautifully and is a complete thrill to drive! With a little TLC, this legendary treasure will thrive to enjoy another generation. Asking \$1500/ OBO. Complete with trailer. 612.387.2215 (Steve)

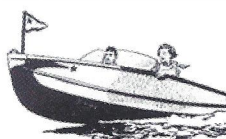


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LOST IMAGES

IMAGES FROM THE PAST, BROUGHT TO LIFE

Harper's Arrowhead
SPORTSMEN'S BUDDY
CANVAS COVERED

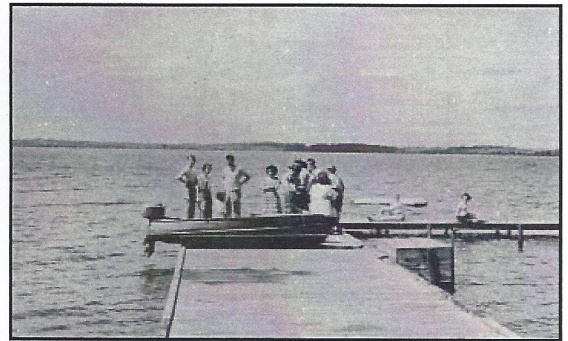
Sportmen, here is the boat you have been asking for. The trouble free, lightweight, all purpose boat will become your real "Buddy." You need never worry about not being able to rent a boat when fishing season is at its best, or make arrangements ahead of time to go duck hunting—your "Buddy" will always be ready.

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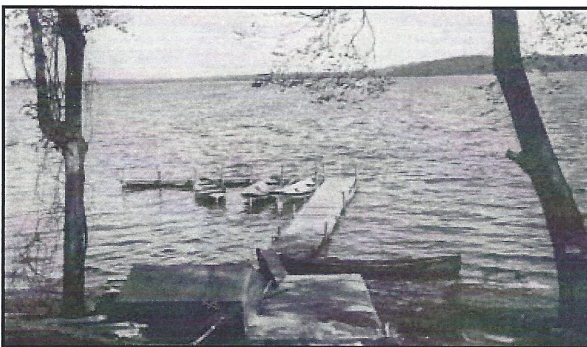
Riley Copest of Lead the Life of Riley at Riley's Resort of Cook, Minnesota. 1932. "One piece of 'Buddy' are ideal for place portaging to walking water."

Page Eight



Above: This photo was taken on Big Detroit Lake. The boat is more than likely an Ole Lind from the mid-fifties. Looks similar to the 12' Larson Speed Runabout, but the spray rail shape is rather unique.

Left: Here's the catalog shot of the Harper's Arrowhead Boats Sportsmen's Buddy as featured in the article by Andreas inside this issue.



Above: Taken at Hortens Cottages on Lake Koronis, Paynesville, Minnesota.

MINNESOTA

Below: Working the docks at Buckner's Edgewater Lodge, Crosslake, Minnesota. The inboard boat looks to have served its due as a resort workboat. It's of strip construction, making me think that it's either a Larson or maybe a Gleason from Jenkins. It's seen better days, that's for sure, but it's still afloat, and more than likely running. Buckner's was located where Sandpointe Villas are situated today.

Below: Isle-O-Pines Resort, on the Whitefish Chain on the island in Island Lake. There's a pretty nice cabin there today.





Above: Birds-eye view of BSLOL Display



Above: Dave Bortner's Scripps V-12 powered Hacker Craft. They should make some accomodation so we could hear it run at the show. What would be better in January than to hear a couple of blips out of this monster?

Right: Miss Minneapolis IV and Stella - both award winners at the ACBS International Show held at Lake Geneva last Fall. It was a good representation for our chapter there, just as it was at the Minneapolis Boat Show last winter.



Below: Nice Glasspar G-3 was a show winner at last year's White Bear Lake Show. You can also see a few of the many outstanding outboards in the display.

