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BOATWORLD

THE QUARTERLY PUBLICATION OF THE
BOB SPELTZ LAND-O-LAKES CHAPTER
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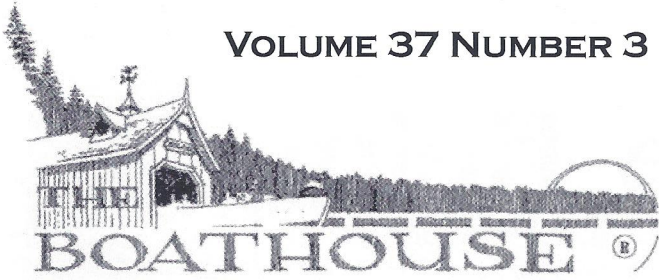
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SUMMER 2012

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

Our Mission:

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

- Promoting public display and use of our boats.
- Acting as an information and skill resource for our members.
- Providing social activities of interest to all members and their families.
- Acting as historical repository for boating-related information.
- Providing value for our members in the form of education, merchandise and service discounts, technical workshops and subject-matter experts.
- Promoting a positive image for our chapter and boating in general.
- Promoting boat safety in all of our activities.



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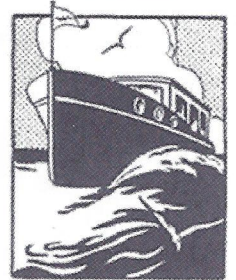


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From the Helm



It sure has been a hot summer so far. With the first boat show of the year at White Bear Lake now in the history books and the next semi-local show in Alexandria in early July, the summer is shaping up to be a busy one.

The 7th annual White Bear show was a great success again this year with Pat Oven and his band of volunteers running a wonderful show. The skippers dinner on Friday night was an opportunity to meet with old friends and make new ones at Admiral D's. Saturday was filled with surprises - will it rain? That wasn't so much the question, it was more a matter of when. All the boats received more than one bath and the owners were kept busy drying them off. Did all that rain help the raise the lake level? Not really. White Bear Lake continues to suffer from an unusually low water level and even the experts are baffled as to the exact cause. Elsewhere, water levels seem to be in excess.

The BSLOL board, which meets on the second Tuesday night of the month, is busy planning events for the year. Our meetings are open to the general membership and all you have to do is call someone on the board to let them know you would like to attend. We gather at 6 PM for pizza with the meeting starting at 6:30 and usually lasting until 8:30. Your attendance and input would be welcome and appreciated. You may even be interested enough to join the board as an official member. Board member terms are for 2 years and you have the opportunity to assist in shaping the year's event calendar. Check us out and see what goes on behind the scenes to make this club tick. As I have

mentioned in past issues, the club really needs you, a BSLOL member or some of your friends, to help with our events. Volunteering to help out is a great way to meet other members and talk about boats. Call anyone on the board and ask how you can be of assistance. A couple of hours of you time can really make a difference.

My Mercury 50hp outboard is now back on my glasspar and I am ready for the Alexandria boat show. At last years Rendezvous in September the motor seized when the impeller (water pump) spun on the drive shaft and the motor overheated. We had just left the launching ramp and were up to full power, about 300 yards or so from shore, when the engine quit. I say we because my passenger was Eric Sandin. Eric had agreed to go for a ride over to Maynard's in the AM to add my boat to the others at the dock. Also in pursuit was Greg Benson in his boat. Greg towed us back to the ramp. What a sight - your current president with a past president being towed by another past president back to the ramp. After showing my boat on land for the show I took the motor up to Bruce Reischl (Bruce's Outboard Shop) in Sauk Rapids a couple of weeks later and he found two badly scored pistons and a crank shaft that had no journal that was starting to pit. His comment was that had the motor not seized I would have thrown a rod through the block in the near future. That would have been a real mess.

I obtained a short block from Gene Church, a member of the outboard club, and delivered that along with the motor to Bruce. Bruce was able to use the crank and two of the pistons to put in my motor after resurfacing the cylinder walls and



adding new rings and bearings. I saved the two badly scored pistons and crankshaft as a reminder of what can happen to really spoil your day.

Several months and hundreds of dollars later I now have a 'brand new' motor on the boat. I am not the only one in the club, for sure, that has experienced or is experiencing motor problems, or something else that has kept them busy and their boat out of the water. Part of boat ownership I guess.

BSLOL membership is about the same as last year, close to 250, and we continue to look for new members. One of the ways we find new prospects is to promote BSLOL and ACBS at the boat shows we go to. To do this we usually set up a tent, hand out materials and Boat-house magazines and talk to interested folks about the benefits of belonging to our club, both local and national. If you are going to a show we would welcome your help at our tent or table, even for an hour or so. Just stop by and see us or call me at 763-242-1697 to set up a time.

Enjoy the summer and make every effort to get out and enjoy your boat, either at a boat show or on a body of water of your choice. Be safe and I hope to see you at one or several of the upcoming boat shows. I'll be the guy smiling because his boat is back in the water.

Dick ⊕



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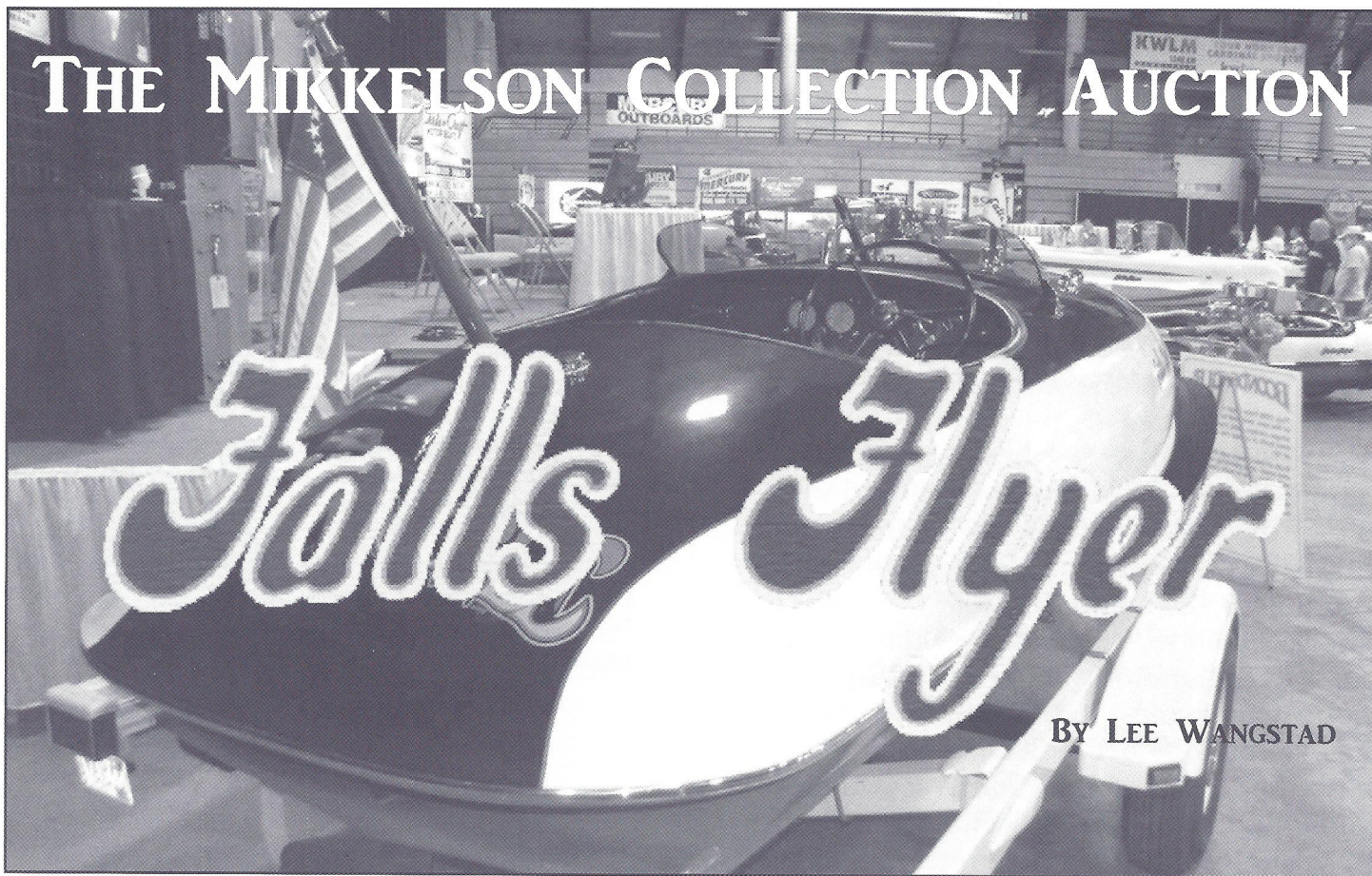
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THE MIKKELSON COLLECTION AUCTION



BY LEE WANGSTAD

I felt like I was driving in a slow motion race. Not wanting to get ticketed, I was following the speed limit exactly. I even set the cruise-control to keep myself in line. The last thing that I wanted on this morning is to be stopped for speeding and further delaying my arrival. I was headed to Willmar for the first day of The Mikkelson Collection auction.

I was awkwardly anticipating just what was going to be for sale on the opening day, Friday, out of Paul's storage building. I had received the catalog for the rest of the auction a few weeks ago, but these pieces in the storage building weren't listed. It was viewing at 8:00AM with the auction starting at 10:00AM on this bright Friday morning.

It was to be a no-reserve auction, selling all of the non-completed projects that were either waiting for time or for more pieces. But this opening day auction is reserved for those "rough" pieces, with all the grit and grime still attached. This is where

patina reigns supreme. This is what I like, no, not grit and grime, but original patina. A finish that goes back in time, right back to how it was left, wearing its gruff appearance like a badge of honor. There was a lot of patina there for the taking.

Many would be calling it junk, noting that it would be impossible to restore, or not worth putting the money into, or that it had no redeeming social value. This is what really put me off. There was a place for everything in this storage building. At least that is the story told by the active bidding on each and every item. I was very surprised at some of the high bidding and equally surprised by some of the "give-aways."

The sheer volume of what was in the building was a surprise to me. You had to really look close to catch everything. The stacks of literature showed a great variety in each bidding package. You had to know what you were looking for to really score what you wanted. The speculators were out in force at this early stage of the auc-

tion. So were those able to see the diamond in the rough. It was all about potential here on this day.

There was no catalog for this part of the



Paul Mikkelson, Collector Extraordinaire

was in Paul's storage building, it was cool, and, it had potential.

The Rich Penn Auctions professionals finished by dinner when everything in the storage building had found a new home. To move this much material in one day meant keeping the beat going, and they did.

The main auction began on Saturday morning and continued through Sunday, late afternoon with the rest of the collection finding new places to roost. This part of the auction included the items that were displayed in The Mikkelson Collection Museum, and it took the Willmar Civic Center to display them in a way where it would all be accessible, viewable, and even touchable. It was the best opportunity ever to see it all together one last time, up close and personal.

Paul Mikkelson was there all three days, answering any question about the items up for sale. As each person asked, he'd smile and relate just how the item was acquired, or any special story that seemed to go with each item that he had for sale. You could tell that each piece was special to him, each story had that certain desire embedded in it. With the huge inventory of items up for sale and the remarkable recall that he had of each one you could see

auction. Viewing began at 8:00 AM. The action began at 10:00AM, sharp. They moved machine-like from one item to the next. Enough time was given for each item without dragging it out. They would occasionally ask if the tempo was agreeable to the bidders. No complaints were heard. This is just so much better than the made for TV auctions that are proliferating on the airwaves these days. And there was sooo much cool stuff. If it

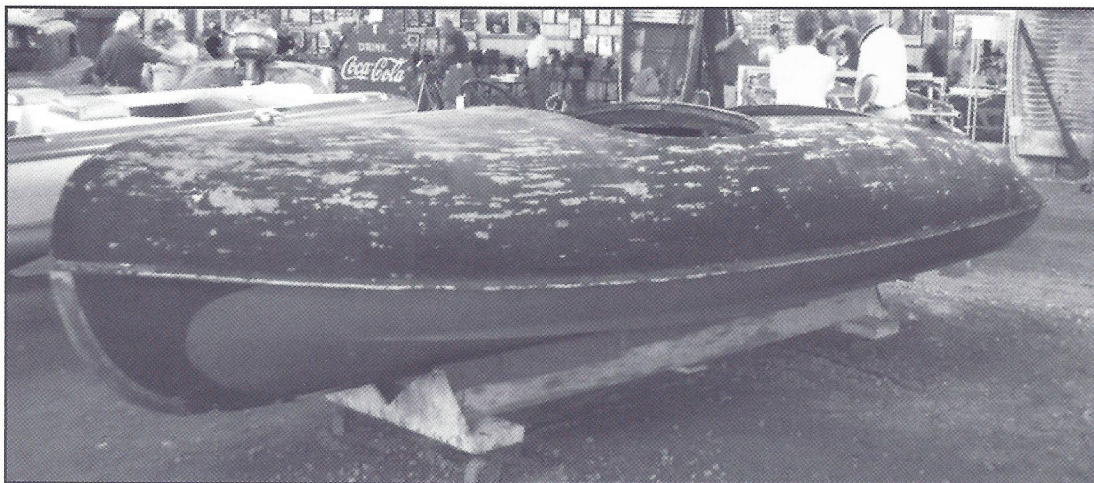


SOLD! SOLD! SOLD! The 17' inboard Flyer has a new home!

that his life has been so full of satisfaction from acquiring and displaying this collection.

Saturday's pricing seemed high on some

difference between the two consecutively numbered 1941 outboard Flyers. Maybe someone regretting not going higher on Saturday?



The "other" 17' inboard sold for \$575.

items, low on others. The signage went surprisingly high. This is an indication of the price structure of those items that are of a very high caliber. There was signage at the Friday storage building auction, but these items were of marginal quality, and the prices spoke the difference.

I don't seriously think that you could restore an in-board Falls Flyer for the prices paid, between \$47,000 and \$52,000, let alone find one, buy it and then restore it. The outboard Falls Flyers were no surprise, at least not to me. Some of the early wood Flyers seemed to go cheaper than I thought, not a lot of difference from the restored glass ones. One thing that had me guessing was the \$5,000

A very nice original 1957 Thunderhawk Junior went for an amazing \$4,300 on Sunday while the restored black & white Senior with the twin 1957 Johnson Javelins took in \$22,000. The Flyers with the optional engine hoods did better than their

non-hooded counterparts, but not by a lot.

The toys came as somewhat of a surprise. The bidders were there. The prices reflected the rarity and condition of the items. There were some truly remarkable pieces. An ITO "W.T." 21" speedboat went for a colossal \$6,900. My condolences to all those who used to have one as a kid,



1954 Outboard Cabin Special commands a premium of \$35,000 for ownership.

wore them out and their mom sent them to the dump. Like, how sad is that. There was other stratospheric pricing on toys,



but again, rarity, condition, rarity, condition, you know what I mean if you've ever seen this collection.



Todd McGonagle brought home his father's Larson cruiser for \$550.

Outboard motors? These were unbelievable. You did have to see these to really grasp their condition. With a few topping out at over \$5,000, the c.1930 Indian 10hp sold for \$6,000. These were some seriously good looking outboards. There were also a number of human powered propulsion units sold at the auction. These were all quirky in nature while utilitarian in use. They did spur some interest

The one really big (and I mean BIG) bargain of the weekend had to be the c.1959 25' Larson Cruisemaster. With a reputed \$20,000 already invested in a new stringer/floor system, it went away as forlorn as it looked for a mere \$1,400. I certainly hope that the new owner has both the time and life expectancy to complete this grand project.

As the auction wound down on Sunday evening it was sad to see the Civic Center floor slowly emptying of its treasures. The difference between a building full of all the things that I love on Friday, to the few stray bidders, sticking it out until the end, made one of the biggest contrasts that you can imagine. An auction becomes a living, breathing entity as it progresses. As you get swept up in it you can feel the part that you are playing, the input you are providing towards an end. Just as it has emerged, it also must end.

I'd like to thank Paul Mikkelson for all the entertainment that he has provided to

the rest of us over the years as he's built his collection. His collection has been shared through the creation of his museum. And for the finale, done in a grand fashion, he has shared his collection with those who wanted some part of it. I am hoping that we will get to see it again, one piece at a time,



Just a few of the hundreds of phenomenal toy boats from the museum.

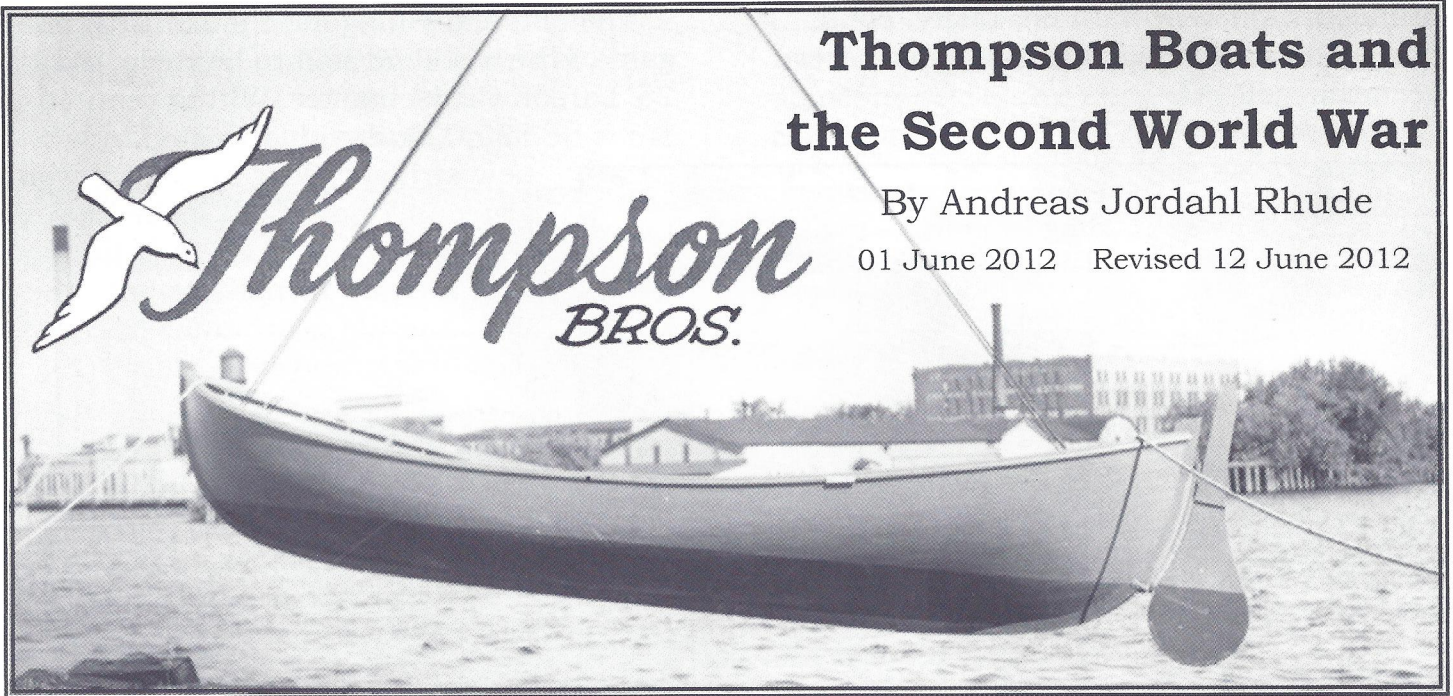
and sold from between \$500 to \$1,500.



Thompson Boats and the Second World War

By Andreas Jordahl Rhude

01 June 2012 Revised 12 June 2012



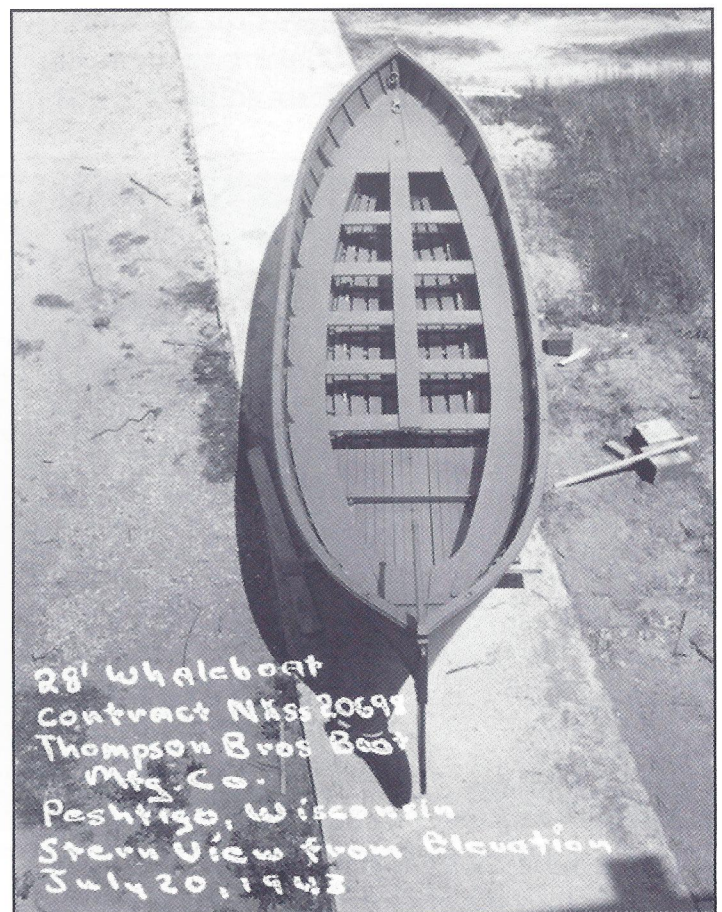
During both World Wars, Thompson Bros. Boat Mfg. Co. contributed to the American efforts. They never got the glory of Higgins and Chris-Craft landing craft or the great battleships, for example, but their small boats did play a role in the successful outcome of the conflict.

In World War II they completed several contracts for military vessels. They also received praise from the head of the Bureau of Ships for their war work.

Two separate contracts were fulfilled making 15,000 paddles for the Army in the 1940s. They were used for assault boats. There were 96 on the payroll in Peshtigo in June 1942 and 65 at the Cortland plant (*Peshtigo Times*, 11 June 1942, page 1). Bill Luedtke of Peshtigo still has a blank cutout for one of these paddles as well as one completed piece. They were made by his father, Walter, during the war (Bill Luedtke Interview, August 2001).

The *Peshtigo Times* newspaper announced on 07 January 1943 that Thompson Boat was the low bidder for a large order of US Navy boats. They were twenty-eight foot long rowing whaleboats for use at Navy training bases. They had a fixed price contract in the amount of \$129,604.50 for ninety of these vessels (Supervisor of Shipbuilding U.S. Navy-Manitowoc to Chief of the Bureau of Ships, 22 May 1943).

At that time they had just completed an order for sixteen-foot wherries (*Peshtigo Times*, 07 January 1943, page 1). In the summer of '42 they completed an order for fifty sailboats of eighteen-foot length under a government



28 foot whaleboat built to government specifications by Thompson.



subcontract. Also built during the war were twenty-six-foot diesel powered whaleboats under a subcontract with the Henry Kaiser firm of San Francisco. Kaiser was building cargo ships commonly referred to as "liberty ships." Thompson also made hundreds of lifeboats for use on Landing Craft for Tanks (LCT(6)). They were of a Thompson design and

three-fourths days.

LCT's were used to bring tanks ashore. The D-Day invasion of France in June 1944 was one theatre of operation where these vessels played a key role in the outcome of the war. The life boats that Thompson built were vital to survival of men when ships went down in the tides of war.

For much of the war, ninety percent of Thompson's capacity was for military contracts. Sixty percent of their workers were on an AA-1 priority rating in February-March 1945.

it took over one year to complete the contract.

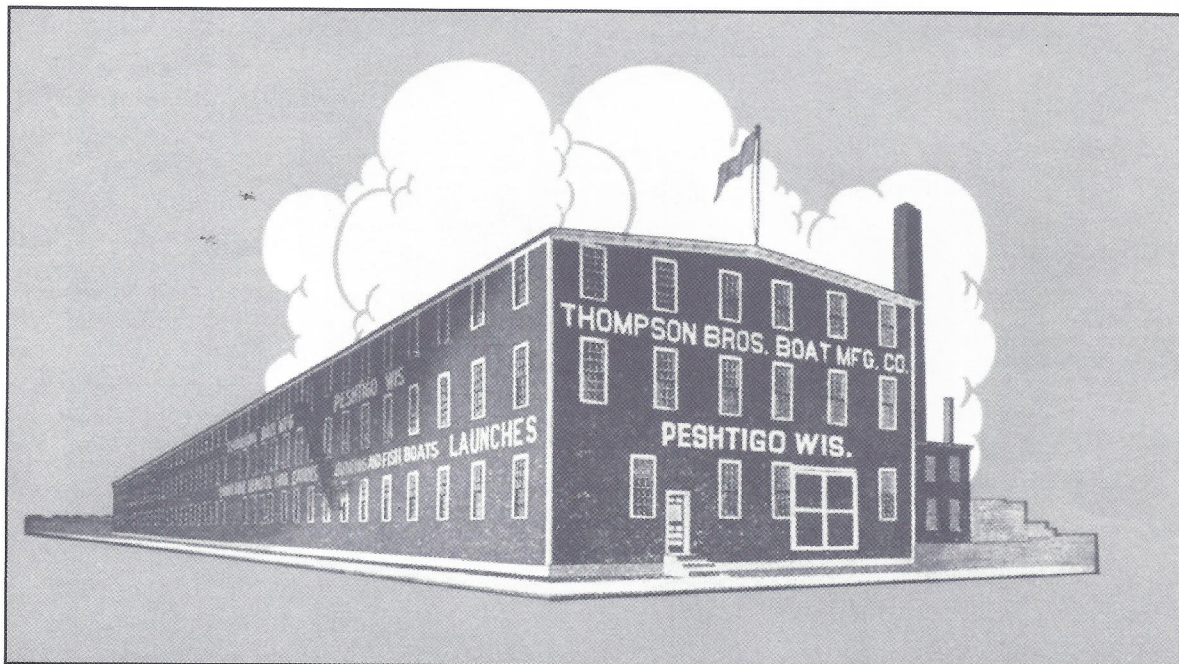
The LCT(6) ships were 119 feet in overall length, 32 feet in beam, with a displacement of 309 tons. A crew of twelve served on them. In August 1946, after the hostilities ceased, there were 650 of these ships still in service. There were 51 of the slightly smaller LCT(1) ships still in service after the war (*Jane's Fighting Ships of World War II*. New York, Crescent Press, 1994. page 304). These ships drew only one-foot at the bow and three-feet at the stern. They were flat bottomed and the only armaments were two 20-millimeter

One hundred and twenty freight canoes were custom designed by Thompson and built for the Army. The rigid specifications required a boat to handle 2,900 pounds, yet the boat itself could only weigh 200 pounds. The canvas covered twenty-foot Hudson Bay freight canoes were designed by Thompson. They also made twelve-foot lifeboat wherries for use on Landing Ship Medium (LSM) vessels. These were constructed in 1945.

LSM ships were 203 feet in length overall with a displacement of 743 tons. At the war's end there were 342 of these ships in service

(*Jane's Fighting Ships of World War II*. New York, Crescent Press, 1994. page 304). Thompson's involvement was making lifeboats for the ships.

Thompson's contributions to the war effort were lauded by military authorities, as outlined in a telegram from



1946 view of Thompson Brothers Boat Manufacturing Co. plant at Peshtigo, Wisconsin.

guns. Some LCT's were assembled at Pidgeon-Thomas Iron Works in Memphis, Tennessee. At one point they built one LCT every one and

Admiral Cochrane:



To the Men and Women of Thompson Bros. Boat Co.

Your excellent performance of duty in producing material

and components for the landing craft program has made it

possible for the building yards to exceed the quotas of

landing craft set by the combined chiefs of staff for completion

on 01 June 1944. These landing craft will play a vital part in

the success of offensive operations of the United Nations

during the critical summer. On behalf of the Secretary of the

Navy, the Bureau of Ships desires to pass all hands concerned

the message 'well and smartly done'.

E.L. Cochrane

Rear Admiral USN

While the Peshtigo plant devoted production to the war effort in the 1940s, pleasure boats continued to be built at Cortland. However, severe shortages of materials and manpower reduced employment to just sixteen men by war's end.

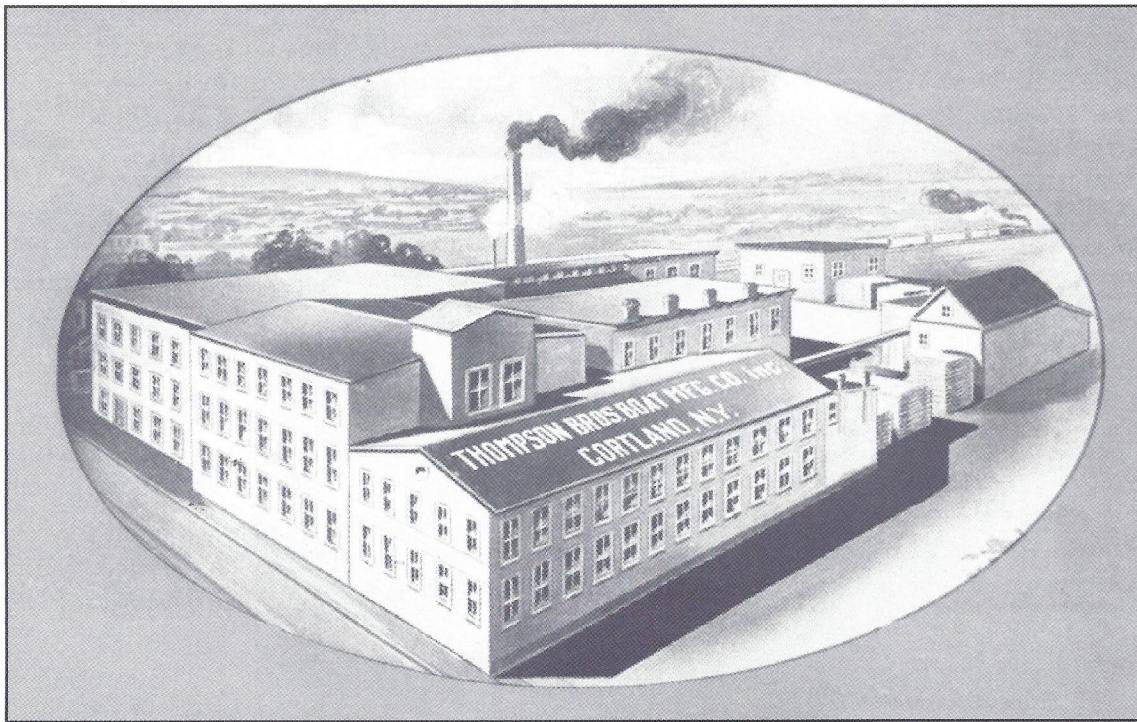
A testimonial dinner was presented in honor of Thompson Boat and the Thompson family on 26 February 1945. The festive dinner was sponsored by the Peshtigo Lions Club with 100 or so attending the celebration. At the event, Thompson employees with twenty-five or more years of service were recognized: William Brabender; Harry Butler; Clarence Clark; Axel Hansen; William Krueger; Walter Luedtke; Frank Seefelt; and Charles Seidenglanz. Those with twenty years of tenure were: William Dolan; Olif Hansen; Oscar Nelson; Robert Neumann; Secor Peterson; and William Trippler (*Peshtigo Times*, 01 March 1945, page 1). Secor Peterson was married to Nina Thompson,

sister of Peter and Christ.

As part of the war effort, scrap drives were commonplace all around the country. Local Peshtigo industry became drop off points for scrap during World War II. Steel, iron, and other "scrap" was collected. Metal items were melted down for use in making steel for ships, tanks, aeroplanes, and other essential war materials.

Peshtigo

Industries Unit Structures, Badger Paper Mills, and Thompson Boat were drop off sites and they coordinated the drives. It was just another way for them to help with the Allied efforts (*Peshtigo Times*, 30 July 1942, page 1). A War Chest fund drive held in the summer of '42 raised over \$600.00. Employees of Thompson Boat contributed \$44.50. Unit Structures workers gave \$73.25 (*Peshtigo*

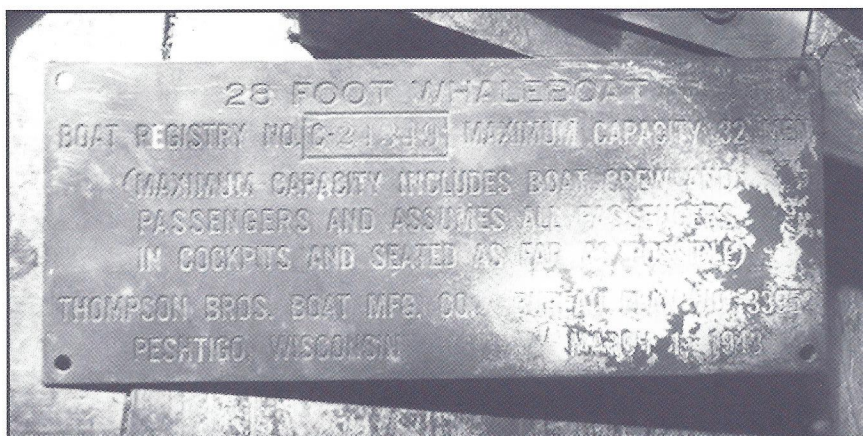


Thompson Brothers Cortland, New York facility.

The company received word from the War Production Board that they could once again build pleasure boats late in 1944 (*Peshtigo Times*, 09 November 1944, page 1). For much of the war, ninety percent of Thompson's capacity was for military contracts. Sixty percent of their workers were on an AA-1 priority rating in February-March 1945.

Times, 18 June 1942, page 1).

The following spring Peshtigo businesses and citizens raised \$1,200.00 for the Red



Brass plaque from Thompson whaleboat in the author's collection.

Cross War Drive. Thompson Boat and her employees accounted for \$108.00 of that total. \$156.00 was contributed by Unit Structures and its workers (*Peshtigo Times*, 18 & 25 March 1943, page 1).

In addition, Thompson men served in the armed forces. Twins Ted and Tom were in the army in France during the First World War. Ted was a member of the 20th Engineers, 31st Company. He was mustered out at Camp

Grant, arriving home in June 1919. He served for fifteen months at the French front (*Peshtigo Times*, 19 June 1919, 1). Richard worked in

Green Bay at Northwest Engineering, a ship builder making war vessels.

With World War II, Roy was in the Navy and Bob served the government in a research capacity. He was with General Electric after his graduation from the University of Wisconsin in 1943 and also at Oak Ridge, Tennessee.

In 1952 during the Korean War, Thompson built six skiffs of sixteen feet length for the US Navy ("Private Boat Builders Performing New Construction." *The Boating Industry*. 01 July 1952). Right across

the alley at Peshtigo, Unit Structures, Inc. was manufacturing glued laminated ribs, keels, stems, deck beams, etc. for US Navy minesweepers. The 165 feet long AMS ships were completely wood framed and sheathed. Unit Structures, half of which was owned by the Thompson family, was deeply entrenched in making components for large wooden ships in the 1950s. ⊕



Thompson whaleboat in action! Anyone you know doing the heavy work?

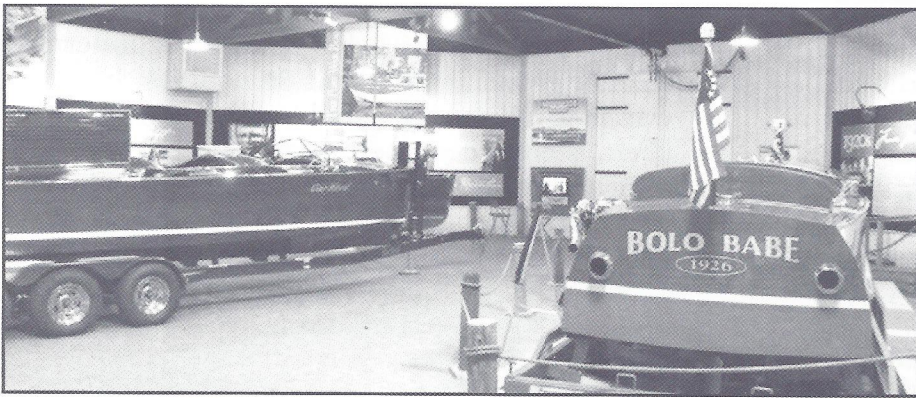




NEW MINNESOTA LAKES MARITIME MUSEUM EXHIBIT: GAR WOOD...FROM OSAKIS TO INTERNATIONAL CHAMPION!

By Mark Proudfoot

Gar Wood's ties to the Alexandria lakes area began as a youth when his family operated a resort and ferry service on nearby Lake Osakis. So it seemed only natural that his exploits be showcased in the Minnesota Lakes Maritime Museum (MLMM) in Alexandria.



A rare sight..1932 28' Gar Wood and 1926 33' Baby Gar in the same room!

Beyond his racing success and beautiful Gar Wood boats, he and his family built Gar Wood Industries. Starting with hydraulic lifts for dump trucks, they later supplied truck bodies and winches to OEM manufacturers, developed the garbage truck and made a significant contribution to the WWII war effort.

Gar Wood was a remarkable person and the museum's Gar Wood exhibit will evolve over time to tell more of his story. The more you know about Gar Wood, the more you wonder why there isn't a movie about his life. It would have it all, rags to riches, family moments, speed, thrills, spills and a happy ending. I wonder who could play the amazing Gar Wood, the first man to hit 100

mph on water?

It has taken several years to pull together what may very well be one of the nicest Gar Wood exhibits in the Midwest. The display is located in the Museum's spacious North Gallery where the soaring ceiling, clerestory windows and wood beams appropriately frame the exhibit and its rare watercraft.

The epic-sized graphic display depicts Gar Wood's life from his youth on Lake Osakis, to the Harmsworth Trophy victories and beyond. The colors are wonderfully retro and the vintage photographs and brochures add to the visitor's experience.

This MLMM exhibit goes one step further in telling Wood's story. Visitors can view, "The Silver Fox", a vintage newsreel highlighting his accomplishments as an industrialist, speedboat racer, boat builder and inventor. The presentation has racing footage, family moments and includes a fascinating look at his futuristic catamaran powerboat, the "Venturi".

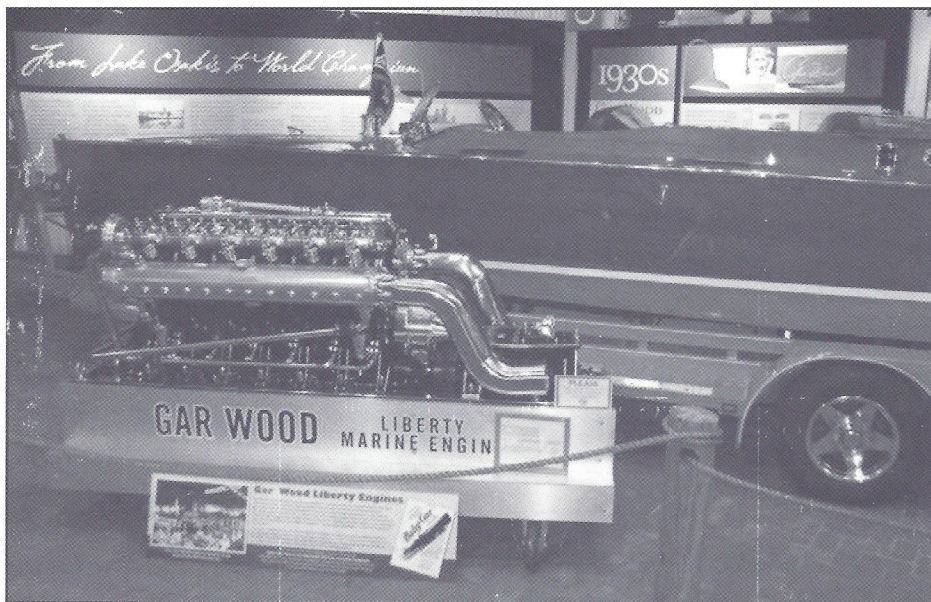
The Gar Wood story is an American story.

Baby Gar



Nice Lineup of Gar Wood products at the Minnesota Lakes Maritime Museum.





Kermit Sutton's Gar Wood Liberty V-12 engine in front of John Allen's Baby Gar.

Gar Wood bankrolled his own racing program. In today's funds, his cash outlay is comparable to one person sponsoring a respectable NASCAR Team ... six million dollars a year!



Katie Williams' immaculate Gar Wood Ensign.



1947 16'-8" Garform Utilabout, Gar Wood Jr.'s foray into the plastic boat market.

Do you have a Gar Wood boat, or other memorabilia you would like to display in this exhibit? Please contact the museum at 320-759-1114. The Minnesota Lakes Maritime Museum is open from mid-May to Mid October.

www.MNLakesMaritime.org

Gar Wood boats and motors currently on display:

- 1926 33' Baby Gar Runabout, 12 cylinder, "BOLO BABE" - John Allen
- 1932 28' Gar Wood triple cockpit - "Wren" - Kermit Sutton
- 1937 24' Gar Wood Cabin Utility, "Oracle" - Carl Mammel
- 1946 19' 6" Gar Wood Commodore, Deluxe Runabout, "Victory" - Carl Mammel
- 1946 16' Gar Wood Ensign - Katie Williams
- 1947 16' Garform fiberglass inboard - Dave Doner
- Gar Wood Liberty Engine - Kermit Sutton



Carl Mammel's Gar Wood Commodore on Display at MLMM.





WHITE BEAR LAKE CLASSIC & VINTAGE BOAT SHOW 2012

June 16, 2012
By Pat Oven

The show events kicked off this year with the Skippers' Dinner at Admiral D's Waterfront Tavern on Friday night, June 15th. Great weather and engaging conversations about the upcoming boating season made for an enjoyable evening.

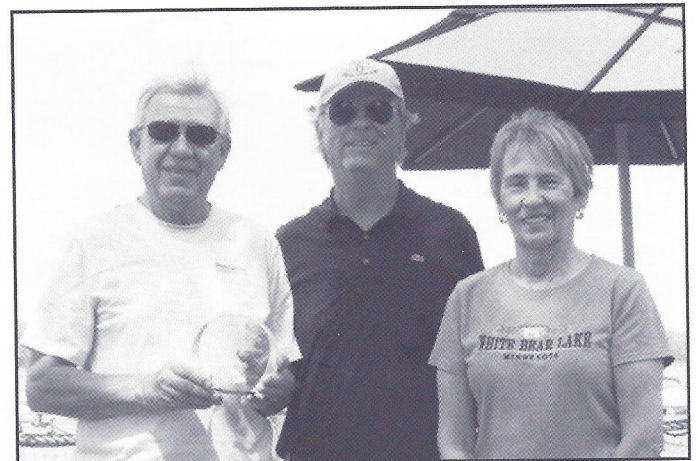
The morning of the boat show started out the same way as the 50+ boats and exhibits arrived for the show. The sun gave way to a couple of hours of off-and-on rain showers but by midday the sun and crowds of people returned.

A unique aspect of this year's show was the political spin of show participants. Five mayors were involved: Mayor Al Lindquist of Osseo, Mayor John Schaaf of North Oaks, former Mayor of North Oaks, Bill Ecklund, awards presenter and Mayor of White Bear Lake, Jo Emerson and awards presenter and self-appointed Mayor of Garage Logic, Joe Soucheray.

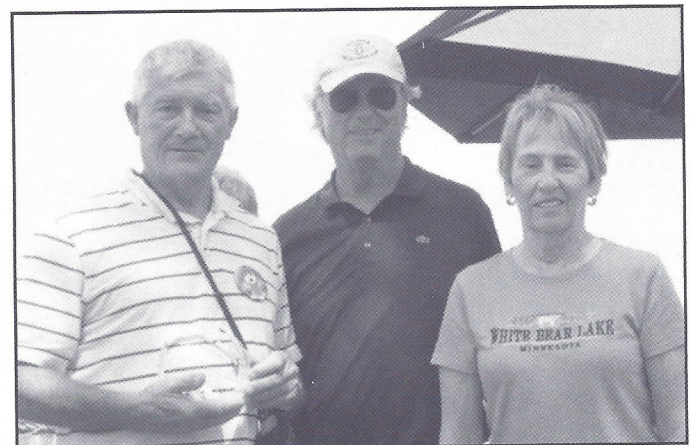
The White Bear Boat Show started off the Minnesota boat show calendar for 2012 with its usual eclectic mix of classic wood, classic glass and one-off examples of unique and rare boating vessels in the upper Midwest as noted in the award winners for 2012. ⊕

Visit our website:

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Favorite Inboard Award: Jack Thomas of Hackensack, Minnesota for his 21-foot 1915 Fay & Bowen launch. The boat has its original engine. It is the only one of its kind known to exist. Jack is being presented his award by Joe Soucheray and Jo Emerson, mayor of White Bear Lake.



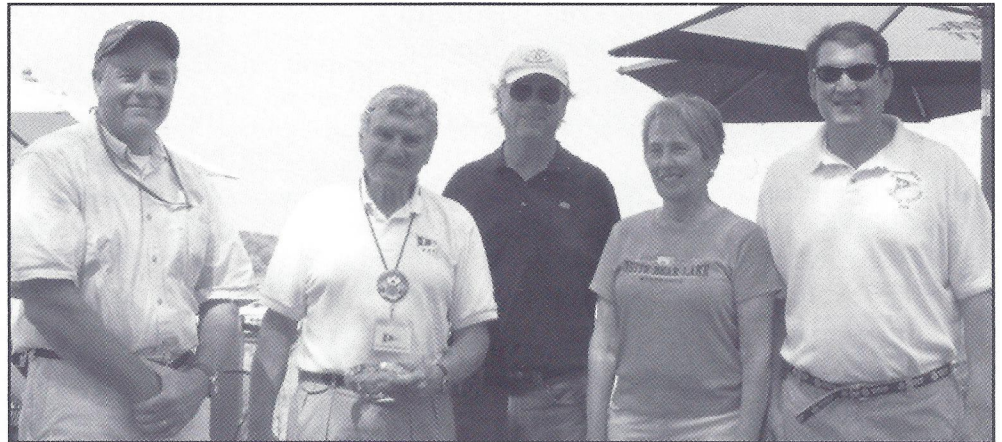
Favorite Row or Paddle Boat Award: Richard Engstrom of Maplewood for his 14-foot 1896 Lapstrake Row boat design which he built in 2012. Richard is receiving his award from the team of Joe Soucheray and Jo Emerson.





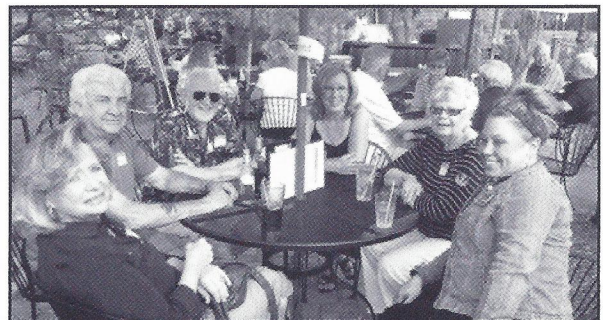
People/s Choice Award: Cory Graham and the Dragon Divas of St. Paul for their 44-foot dragon boat, Nessie. It requires a crew of 24 rowers. The Dragon Divas are all breast cancer survivors.

Favorite Sailboat Award: Fletcher Driscoll of Dellwood for his 38-foot 1966 Melges A Racing Sailboat. This boat was the last wooden A boat that was built by the Melges Boat Works of Zenda, Wisconsin. Fletcher Driscoll, second from left, accompanied by "A Team" member Steve Wiborg, Joe Soucheray, Jo Emerson, and "A Team" member Jay Rendall



Favorite Outboard Boat and Motor Award: Mark and Gloria Desch of Stillwater for their 18-foot 1955 Larson Cabin Special with twin 25h.p. Johnson outboard. It is believed to be the most original and pristine still in existence. Mark and Gloria are shown here with what has to be the classiest award presentation team around, Joe Soucheray and Her Honor Jo Emerson.

Carol Pechovar, Fred Rgnonti, Ray Garin, Sue Zemke, Margo Garin, and Sue's daughter at the dinner.



Fred Pospeschil's

Dunphy

FILES

With this installment of Fred Pospeschil's Dunphy Files, let's let the pictures do the talking. These take us from just before World War I to just after the "Great War." Let's take a look at what was going on back then to put these boats into the proper context of time.

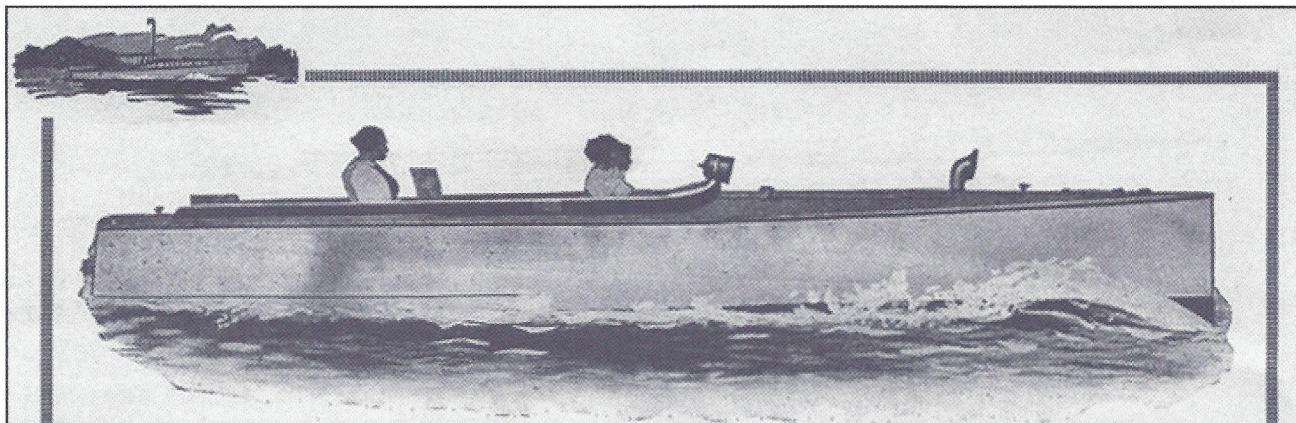
In May of 1915 the *Lusitania*, a British liner, was sunk off the coast of Ireland. Aboard were 124 Americans who perished, leading

America into the Great War. President Wilson had managed to keep America out of the war up to this point, but American sentiment forced the issue.

Vladimir Lenin's communist revolution overthrew the Russian government in November of 1917. In December of that same year, Congress passed the 18th Amendment, prohibiting the manufacture and sale of intoxicating liquor. It wouldn't go into effect until 1920, when

the Dunphy V-Bottom and Family Runabouts were built.

The twenties were known as the Jazz Age or the Roaring Twenties, for good reason. It was an era of affluence fueled by easy credit and a get-rich-quick attitude that had pervaded the nation. It would come to a screeching halt at the end of the decade, but when these boats were new, that's where life was in America. ⊕



A Beautiful, Up-to-date Runabout—Three Sizes

This model is our latest and most popular production, designed to meet the demand for a modern up-to-date Family Boat.

While this boat is exceptionally speedy, none of the sea-worthy qualities have been sacrificed. The graceful forward throws the spray down and keeps the cockpit dry when running at high speed.

The power plant in these boats is placed under the forward deck with starting device and all controls placed on the bulkhead.

The 823 is equipped with a Gray double-cylinder 10 to 12 H. P. Model "D" with built-in reverse gear, rear starter, low tension ignition outfit; the 826 and 830 are equipped with the Gray 4-cylinder 20 to 24 H. P. Model "D" with built-in reverse gear, rear starter and high tension ignition outfit.

Price of K. D. frames and patterns—823, \$39; 826, \$48; 830, \$62.

Price of patterns and instructions only—823, \$10; 826, \$15; 830, \$18.

Price of completed boat—823, \$575; 826, \$750; 830, \$850.

Specifications

	823	826	830
Length over all	23'	26'	30'
Extreme beam	5'	5' 6"	5' 6"
Draught of hull	12"	10"	11"
Depth at bow	44"	44"	47"
Depth at stern	22"	24"	26"
Freeboard at bow	32"	34"	36"
Freeboard at stern	21"	22"	25"
Length of cockpit	9' 4"	11' 6"	12' 6"
Length of forward deck	10' 8"	11' 8"	15'
Length of aft deck	2'	2' 10"	2' 6"
Seating capacity	10 persons	12 persons	12 persons
Planking	5/8" thick	3/4" thick	3/4" thick
Approximate speed in miles	10 miles	18 miles	17 miles
Capacity of fuel tank	15 gallons	25 gallons	30 gallons

Ask about our Model No. 730, complete at \$500.
General Catalog sent on request.

Dunphy Boat Mfg. Co., Eau Claire, Wis.

1916 Dunphy advertisement. It's interesting to note that this was available as a kit also.

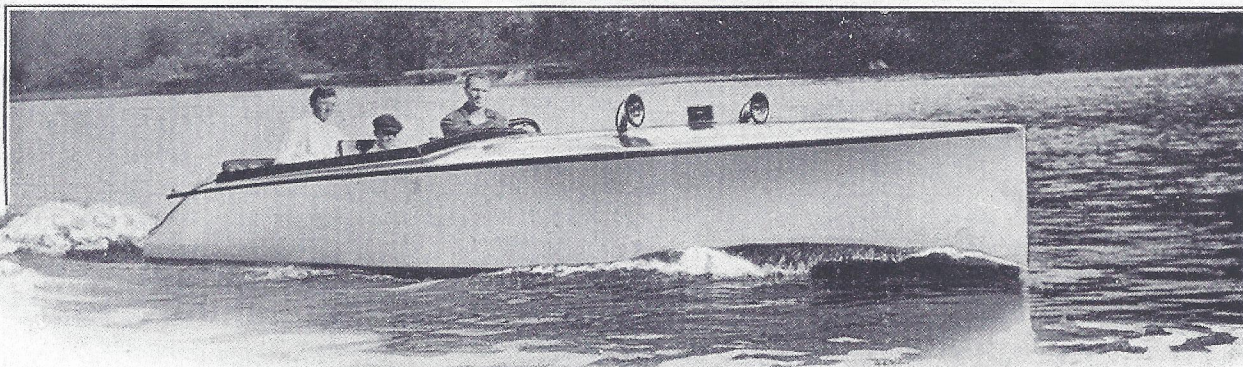
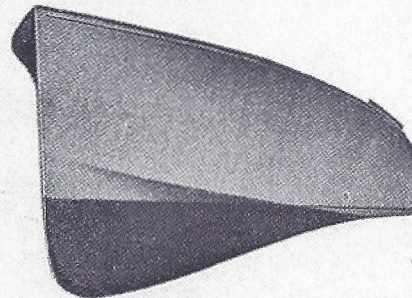




A FAST "V" BOTTOM RUNABOUT

Three Sizes—Twenty, Twenty-five and Thirty Feet

The "V" bottom construction is rapidly becoming popular, combining exceptional seaworthiness and speed, which makes these designs desirable as fast runabouts, deep water cruising or speedy racers. The design of the under water section presents great buoyancy, which enables the boat to ride big waves and throw the spray. This boat has proven very satisfactory on inland lakes, and unprotected waters. Detailed specifications on request.

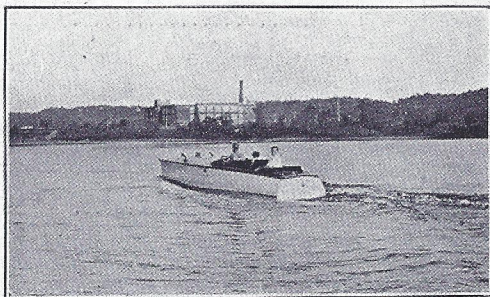


A DUNPHY FAMILY RUNABOUT

Nos. 823, 826, 830

LATEST UP-TO-DATE DESIGN, SPEEDY AND SEAWORTHY

Three Sizes—Twenty-three, Twenty-six and Thirty Foot



One of the best all around types of boat ever produced—designed to meet the demand for a modern up-to-date pleasure boat. It is exceptionally speedy, substantial and seaworthy. The design is of the round bilge type, built with a very distinct flare forward. The under body is nearly flat toward the stern with plenty of buoyancy forward so it will carry a good size motor. The power plant in this boat is placed under the forward deck with starting device and all controls placed on the bulkhead.

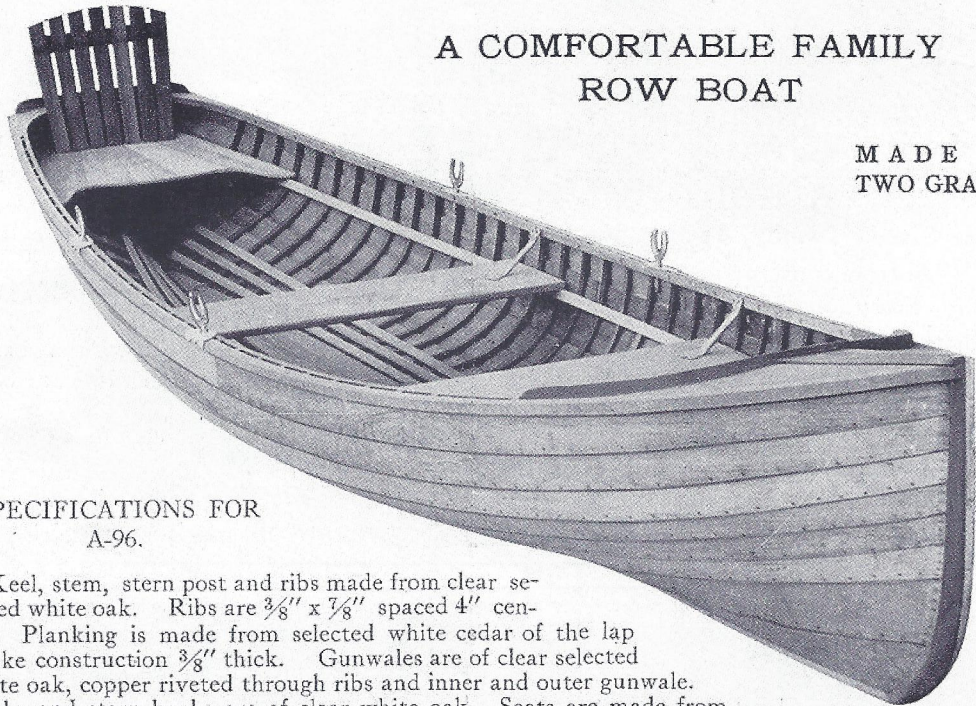
Two views of the 1920 Dunphy runabout line.



Dunphy Boat Manufacturing Company, of Eau Claire, Wis.

A COMFORTABLE FAMILY ROW BOAT

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TWO GRADES

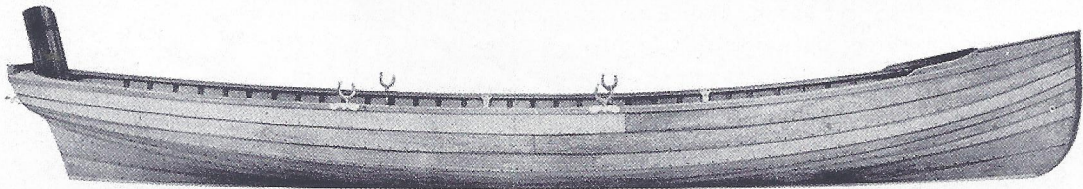


SPECIFICATIONS FOR A-96.

Keel, stem, stern post and ribs made from clear selected white oak. Ribs are $\frac{3}{8}$ " x $\frac{7}{8}$ " spaced 4" center. Planking is made from selected white cedar of the lap strake construction $\frac{3}{8}$ " thick. Gunwales are of clear selected white oak, copper riveted through ribs and inner and outer gunwale. Decks and stern hooks are of clear white oak. Seats are made from clear selected northern fir. All fastenings are copper and brass. Entire boat is finished natural with three coats of best marine spar varnish. Two pair of polished brass oar locks and a natural finished folding lazy back is furnished with each boat. Oars are not included.

SPECIFICATIONS FOR B-96

Specifications for this boat are the same as those for No. A-96 with the following exceptions: All fastenings are galvanized iron instead of brass. Seats, gunwales and top strake together with decks finished natural with spar varnish. Inside of boat is painted two coats of battleship gray and outside painted three coats moss green. One set of galvanized oar locks and two sets of galvanized oar lock holders and a folding lazy back are furnished with each boat. Oars are not included.



SPECIFICATIONS and PRICES

Length of this boat is measured over outside of gunwale. Beam is measured from outside to outside of gunwale. Depth is measured from top of gunwale to bottom of keel.

Length over all.....	16 ft.	Shipping Weight.....	220 lbs.
Beam.....	45 in.		
Depth Forward.....	24 in.		
Depth Amidship.....	15½ in.		
Depth Aft.....	23 in.		

PRICES

A-96.....	\$120.00
B-96.....	105.00

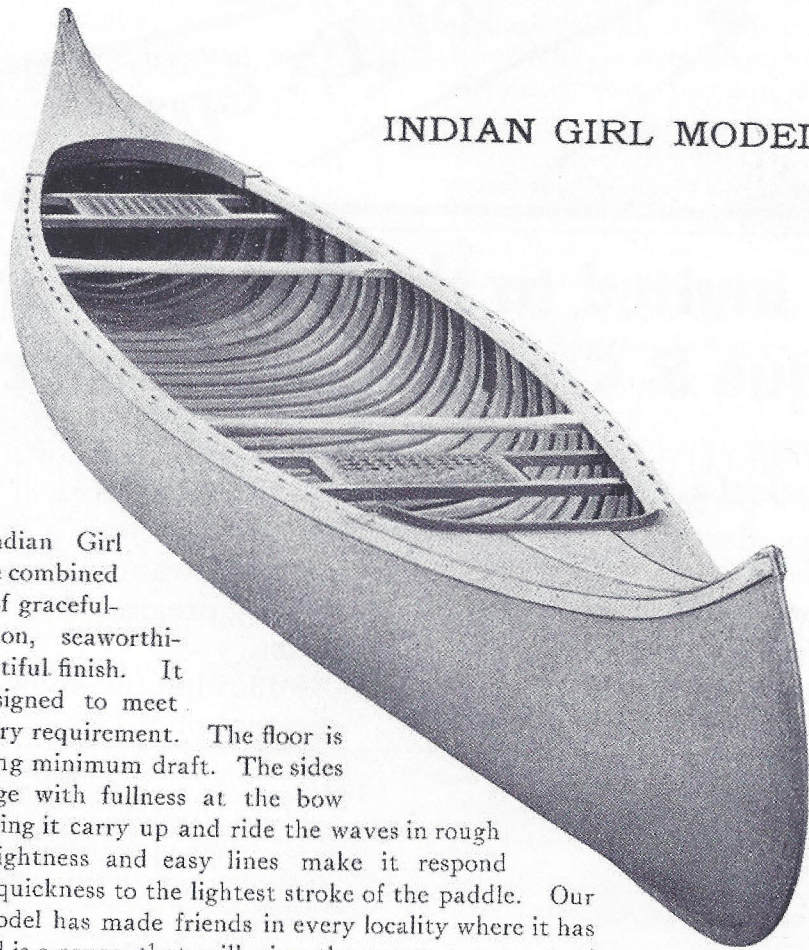
PAGE FOUR

The mainstay of the Dunphy fleet. Are there any left?

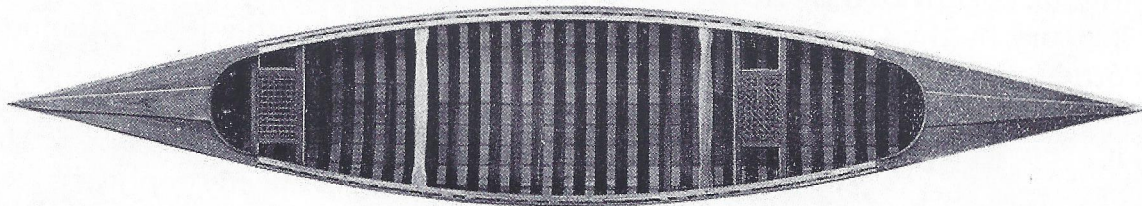


Dunphy Boat Manufacturing Company, of Eau Claire, Wis.

INDIAN GIRL MODEL



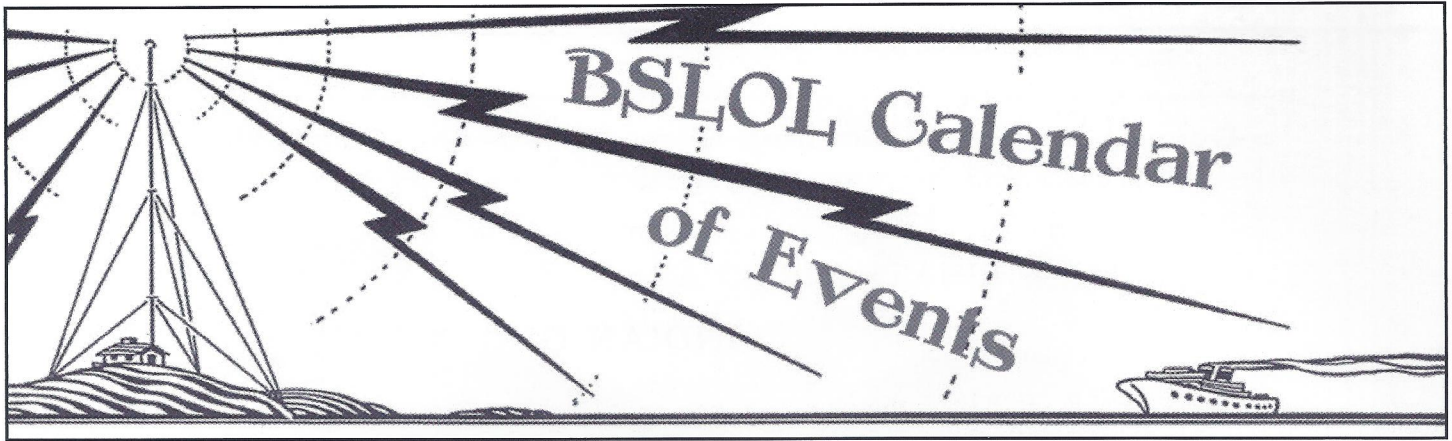
In our Indian Girl model we have combined the essentials of gracefulness, easy action, seaworthiness and beautiful finish. It is a canoe designed to meet practically every requirement. The floor is quite flat, giving minimum draft. The sides have good bilge with fullness at the bow and stern, making it carry up and ride the waves in rough water. The lightness and easy lines make it respond with ease and quickness to the lightest stroke of the paddle. Our Indian Girl model has made friends in every locality where it has been used, and is a canoe that will give the greatest amount of pleasure and enjoyment. Our stock colours are dark green and light yellow. During the rush season it is well to give second choice of colour if quick shipment is desired. We offer the Indian Girl model in three sizes, equipped with two cane seats, two thwarts and either 15-inch or 30-inch decks.



PAGE SIX

While canoes hit their zenith at the turn of the century, they were still wildly popular in 1920. This presentation supplies us with the virtues of the Dunphy Indian Girl Model.





You Are Invited to the BSLOL 37th Annual Antique & Classic Boat Rendezvous!

The officers and board of directors would like to extend a personal invitation to our 37th annual Rendezvous on September 7&8, 2012.

The Rendezvous will kick off on Friday with a 1 1/2hr cruise on the steamboat Minnehaha. The cruise will leave the docks at Bay view Grille next door to Maynard's promptly at 5pm. We will return about 6:30 for the captain's dinner at the Bay View Grille beginning at 7. Dinner will be burgers and chicken breast with all the fixins. A cash bar will be available. Each registration includes one free pass to the cruise and dinner. Additional cruise seats or dinners can be purchased. The show will be in conjunction with the South lake Chamber of Commerce Apple Day event on Saturday. Our host will be Maynard's Restaurant.

We have almost doubled the judging classes from last year to eleven. The award for most original is provided by ACBS and best Century by the Century boat club. The other awards will be a signed, numbered and framed print by local artist Brian Jensen. The same painting is on this year's poster.

We will also have a display of outboard motors by the Gopher Chapter of the Antique Outboard Motor Club.

For the kids we will offer 2 programs. The younger kids will be able to paint a toy boat and take it home for free. Older kids may want to participate in a kids judging program headed up by Brad Ernst.

Following the show there will be an optional photo shoot and cruise, details to follow.

Note the registration deadline. We need your reservation, signed insurance certificate and payment by Aug. 24 to allow time to assign a slip, order food and ensure space on the Minnehaha. Your cooperation in replying promptly is appreciated. For your convenience we will offer registration options. You can register and pay electronically through the BSLOL website or print out the registration and insurance form and mail that with your check. Of course there will be a registration and insurance form in the summer Boathouse.

You must register and pay in advance. We will not be able to accommodate last minute dinner additions.

If possible provide an email address for our reply. It is a cost saving to the club and allows a speedy reply.

Visit our website at:

www.acbs-bslol.com



Lake Vermilion Antique & Classic Boat Show September 1-2, 2012

Held at The Landing, Lake Vermilion
Saturday: Morning Cruise with lunch at Wolf Bay
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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

FOURTH ANNUAL GULL LAKE CLASSIC BOAT SHOW AUGUST 24-26, 2012

This years show will commence on August 24th and go through the 26th. As this year's show will be a multi-day event, it'll be even bigger and better than ever and will allow many more spectators the opportunity to view some of the rarest boats in existence.

We are also planning to have our Classic Boat Tour of Gull Lake and Shoreline Parade on Saturday the 25th after the first day of the show, departing at around 4:30 p.m. As an FYI to all skippers, your boat slips will be saved during the entire event and dockhands will be there when we return to safely assist you back into your slips. There will also be chase boats available during the Tour in case mechanical issues arise.

For more information visit our website:

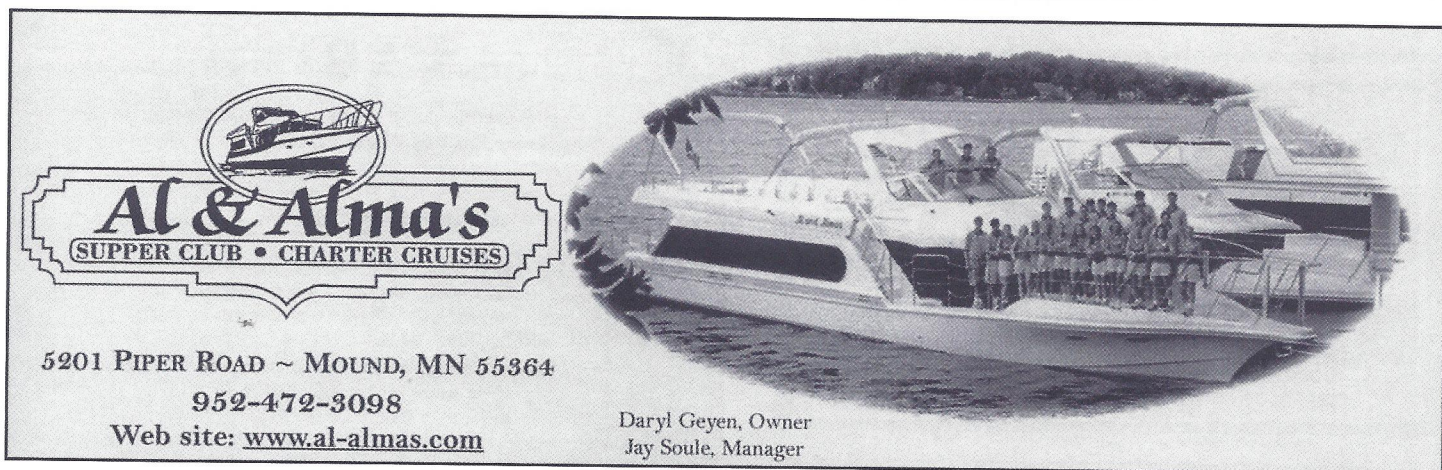
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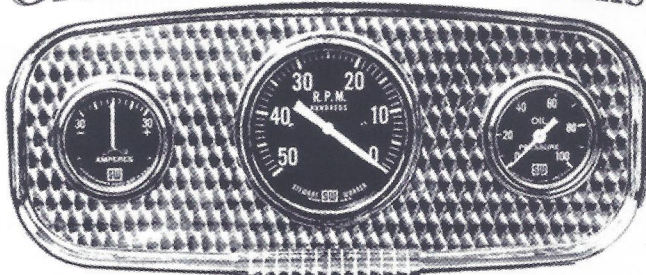
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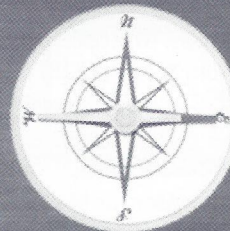
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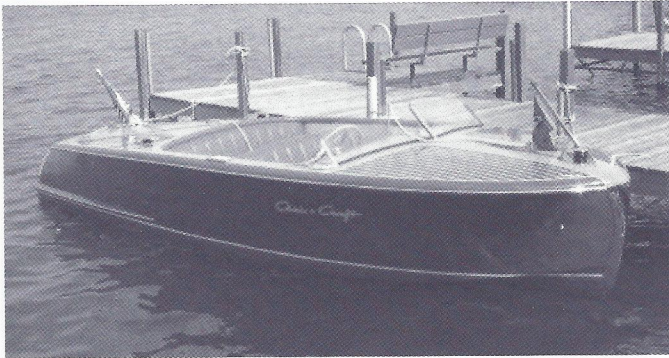
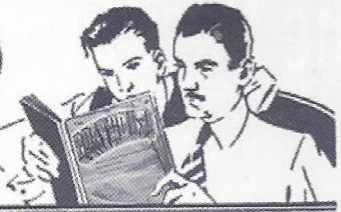
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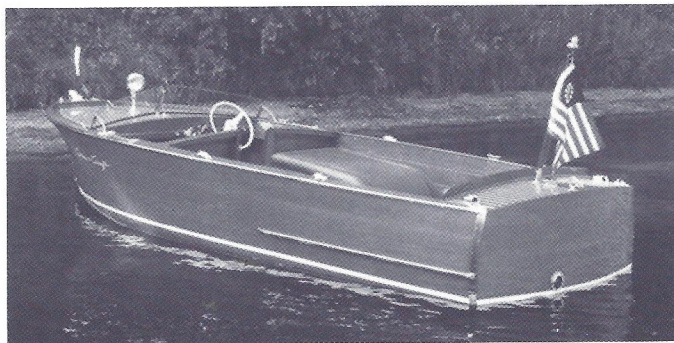
CLASSIFIED Advertisements



For Sale: 1951 Chris Craft Riviera, 18 ft Runabout w/105hp KL. Professional Restoration by Sunrise River Boatworks with new upholstery and interior, chrome and 15 coats of Epifanes varnish, 12 volt electrical upgrade with shut-off & ignition, Bilge pump and blower, Custom Shorelander trailer. Complete archival history. Contact: Kevin Milbery at kevinmilbery@gmail.com

(612) 581-2684 (Cell)

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FOR SALE: 1948 Chris Craft 18 ft. Deluxe Utility (Sportman). Complete restoration to original completed in 2004. Used 90% new wood, has 5200 bottom and up-dated to 12 volts. The K (95 hp) engine was completely rebuilt and runs great. Included with the boat is a Shorelander Trailer w/brakes and water line cover. This boat has won numerous best in class and best amateur restoration awards. Must see to appreciate. Asking \$23,000.00. Contact Tom Yeager, (218) 829-8366, or twyster2@q.com

Help Wanted: Still looking for event coordinator for BSLOL 2013 Winter Workshops. There are talented people ready to hold these workshops but we need someone to coordinate these events. Please call Dick at 763-545-1181.

For Sale:

1938 Larson 21' Inboard utility with trailer. \$700.

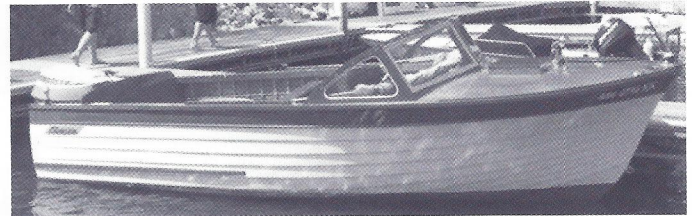
1956 Larson 16' All-American, Plywood decks. \$150.

19?? Larson Game Warden, canvas bottom. \$300.

All boats need some work. Call Dean Dainsberg at 320-846-1461 or deand@mnlakesmaritime.org



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



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 bmhermanson@gmail.com



FOR SALE: 1959 Larson Thunderhawk Sr. 16' all original boat with 1964 Johnson 90hp motor. Excellent original condition, red and white, new bottom cushions front and back, clear windshield, excellent hardware and glow poles. Red tail lights work. Engine runs strong and makes this boat really fly. I found a spare engine that goes with the boat. Trailer is original Montgomery Ward coil spring and shock (I think made by TeeNee) in excellent condition with spare. Total package priced at \$3,995.00. Call Dick Mickelson 763-545-1181. Boat located in Plymouth, MN. Motor parts and service manuals and other literature included.





Great looking 1954 Larson Cabin Outboard Special! A recent purchase from the Mikkelson Auction, it was nice to see it out in the fresh air once again. This boat was previously owned by Ross Pfund, frequent Boathouse contributor, who had found it in a boathouse near Hackensack. Everything is original back to the first owner. This is one boat that has led a very charmed life.

Right: The stern view of the 44' Dragon Boat "Nessie."



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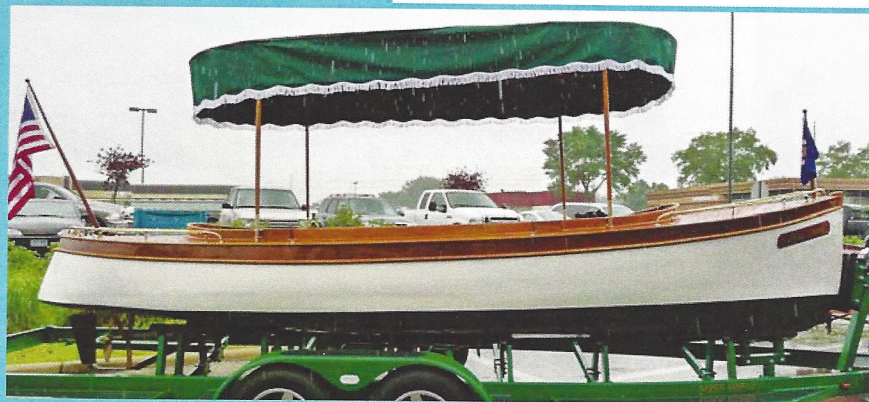


Left: Favorite Sailboat Award winner. 1966 Melges "A" owned by Fletcher Driscoll.

Right: Favorite Rowboat Award winner. A 2012 rendition of a 1896 design built by Richard Engstrom.



Right: Favorite Inboard Boat, 1915 Fay & Bowen Launch. Owned by Jack & Betty Thomas.





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BOAT RENDEZVOUS

Saturday, September 8th, 2012. Maynards Restaurant, Excelsior, Minnesota.

