

Vol.39 No.1

The

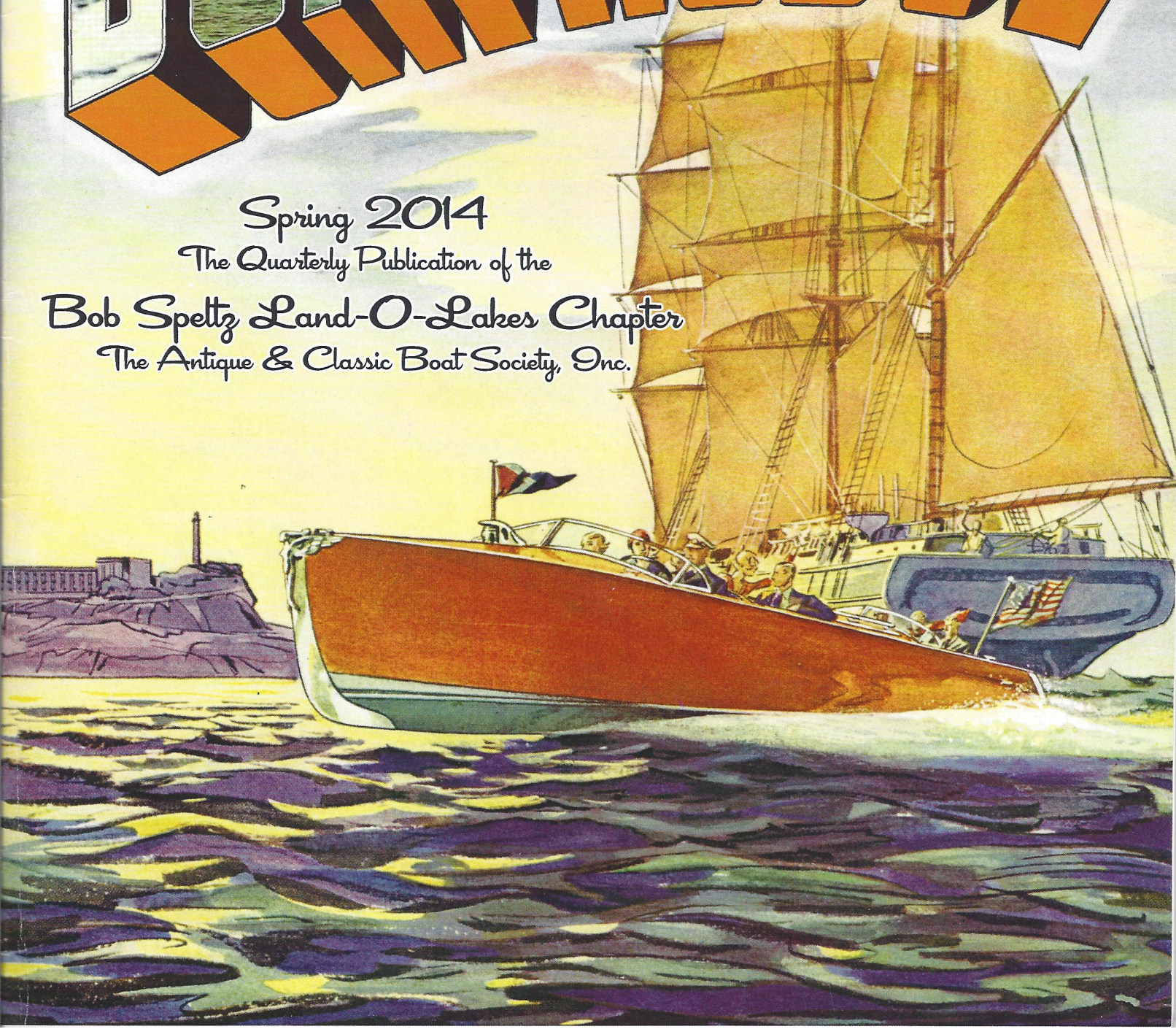
# BOATHOUSE

Spring 2014

The Quarterly Publication of the

Bob Speltz Land-O-Lakes Chapter

The Antique & Classic Boat Society, Inc.







## Discover Freedom.

We offer the highest caliber classic and antique boats, restorations, maintenance and dock-side service.

Customers often tell us they value our responsiveness, workmanship and integrity.

Owning a great boat should be all about enjoyment. Let us handle everything else.



For people who love great boats



[www.FreedomBoatService.com](http://www.FreedomBoatService.com)

Lake Minnetonka

**ND**  
Inc.  
**NICCUM**  
**DOCKS**  
*Built To Last*

**763-682-4600**

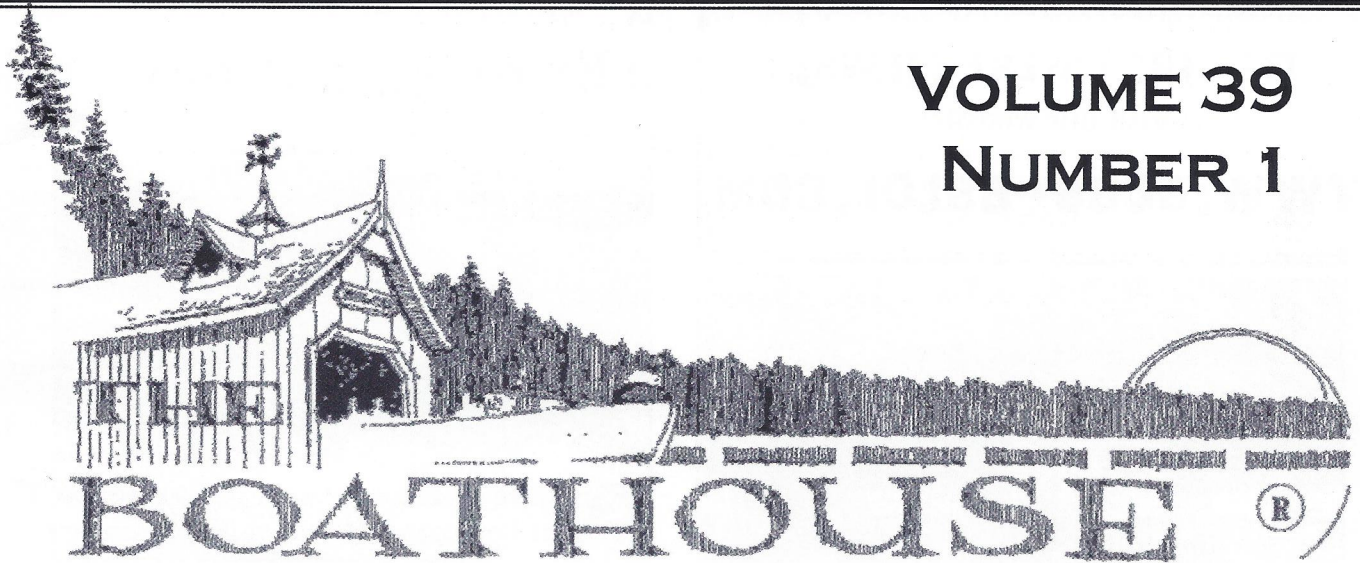
**763-682-7017 Fax**

**[www.niccumdocks.com](http://www.niccumdocks.com)**





# VOLUME 39 NUMBER 1



Managing Editor: Lee A. Wangstad  
editor@acbs-bslol.com

## IN THIS ISSUE

<b>From the Helm</b>	
Nancy Rigelhof.....	5
<b>Member Spotlight</b>	
Ian Sandercock.....	6
<b>Fall Color Cruise</b>	
Susan Tenney.....	8
<b>What's In It For Me?</b>	
Dick Mickelson.....	9
<b>Witke's Boat Livery</b>	
Steve Shultz.....	10
<b>The Passing of a Family Member</b>	
Roger Moberg.....	12
<b>Boat Launch Etiquette</b>	
D. Scott Croft.....	15
<b>February Winter Workshop</b>	
Dick Mickelson.....	16
<b>March Winter Workshop</b>	
Lee Wangstad.....	18
<b>April Winter Workshop</b>	
Lee Wangstad.....	22
<b>BSLOL Event Calendar.....</b>	25
<b>Boat Show Calendar.....</b>	26
<b>Old News/Modern Times</b>	
Lee Wangstad.....	28
<b>Classifieds.....</b>	31



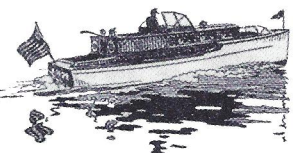
**BSLOL**  
BOB SPELTZ LAND-O-LAKES CHAPTER

### 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.

THE BOATHOUSE is published 4 times per year in January, April, July, and October. Deadlines for submission of articles, ads, etc. must reach the editor by: December 1st, March 1st, June 1st, September 1st.





## GET THE LATEST NEWS!

Visit our website:

**WWW.ACBS-BSLOL.COM**



### Commercial Ad Rates (One Year / 4 Issues)

1/8 page b/w	\$300
1/4 page b/w	\$500
1/2 page b/w	\$750
1/2 page color	\$900
Full page b/w	\$900
Full page color	\$1,000
Back cover color	\$1,200

Ads must be **camera-ready** and paid when submitted.

#### Send Payment to:

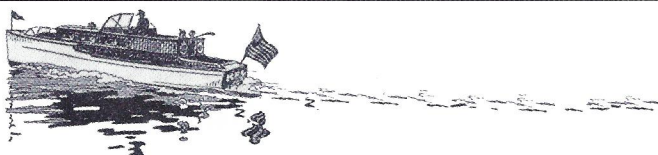
The Boathouse  
Attn: Treasurer  
P.O. Box 11  
Hopkins, MN 55343-0011

For questions regarding ad rates, contact the editor at [editor@acbs-bslol.com](mailto:editor@acbs-bslol.com)

**BSLOL reserves the right to refuse any advertisement.**

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

THE BOB SPELTZ LAND-O-LAKES CHAPTER OF THE  
ANTIQUE & CLASSIC BOAT SOCIETY, INC.  
IS AN INCORPORATED NON-PROFIT ENTITY REGISTERED  
WITH THE IRS AS A 501(c)3 EDUCATIONAL INSTITUTION.  
CONTRIBUTIONS MAY BE TAX DEDUCTIBLE.



## A Love Affair On The Water

*Antique Boat Center sells, restores and maintains classic wood boats.*

*For over 20 years, we have been at the center of the wood boat industry.*

*View over 700 boat listings and restoration projects in progress at: [www.antiqueboat.com](http://www.antiqueboat.com)*

Proud Sponsors of the ACBS



**ANTIQUE BOAT CENTER**  
[www.antiqueboat.com](http://www.antiqueboat.com)

5521 Vine Street, Cincinnati, OH 45217, 513-242-0808



888-789-8621

**EXPRESS  
Composites, Inc.**

[www.expresscomposites.com](http://www.expresscomposites.com)

fiberglass, carbon, kevlar ★ polyester, vinylester, epoxy ★ balsa, foam, honeycomb ★ tools, fillers, pour foam ★ custom match gelcoats gelcoat tint kits

# Magnards

*The place on Lake Minnetonka for Casual Dining  
Great Happy Hour - Twice a Day  
Spectacular Sunday Brunch*

Lake Minnetonka  
in Excelsior

Two Locations

Highway 101  
in Rogers





## From the Helm



### "From the Passenger's Seat"

I'm Nancy, Steve's wife. Some of you may remember me from the mid/late 80's when I served a few years as the treasurer and media/publicist assistant for the "Land of Lakes" chapter of the ACBS. This was when Bob Speltz was still active in the chapter and before the chapter name was renamed to include Bob's legacy.

I grew up on West Arm bay of Lake Minnetonka. If you are familiar with the area you may remember the house I grew up in, it was on County Road 19 between the old Saga Hill Store and the Forest Lake bridge, the house was gray and the garage had a flying red horse (Mobil Pegasus) displayed. I was very lucky to grow up in this neighborhood; there were many kids close to my age, we had woods and water to play games, and most of the neighbors had a boat or two, whether they were row boats, fishing boats, pontoons or ski boats. Initially, my family had a blue pontoon boat. I don't remember too much about this boat except going to see fireworks on the 4<sup>th</sup> at the Lafayette Club and getting swamped on the way home. When I was 4 or 5 my dad brought home a speedboat, I didn't know much about speedboats then but the older kids thought it was the best speed/ski boat in the neighborhood.

It was capable of pulling two skiers each on slalom skis without stalling or stopping the boat and it had a ski ring in front of the 160 HP 8 cylinder Gray Marine engine. It was small, only 16 feet long and threw a very large wake. Can you guess what this ski boat may be? It was a 1961 Century Corsair, the only year that Century made this model.

Well time went on, my siblings and I moved out, the boat was dry docked for a couple of years. Finally, my Dad decided it was time to drop her back into the water. I lived the closest and was chosen to help Dad launch the boat. Dad filled the boat with water for a couple of days then called me about 5AM on a Saturday in late May, he always moved the boat very early in the day as it was such a spectacle to drive and launch from the old four wheeled hay trailer.

Thankfully, when we arrived at the North Arm Bay boat launch no other boaters were around. Dad backed up the boat to the water's edge, I jumped in, plugged the bilge, and Dad started to back us into the water. I started the engine when

the transom was in the water, and when it had warmed a bit, we backed in further and we floated off the trailer.

In the water, I covered the engine, gave Dad the thumbs up and headed out of North Arm Bay. In Crystal Bay I gave her a little gas and headed to the Coffee Bridge. I noticed in the channel that the boat was becoming a little difficult to steer like it was taking on significant water. I looked out the side and yes the pump was working but it was getting more and more difficult to drive - I pulled up the seat and noticed that the water was almost to the floor boards. This is a fairly long channel and once out, I still had about another mile to make it to the dock and the way it was taking on water, I didn't know if I would make it and I must remind you all, I was alone and this was long before cell phones.

When I was close enough to see the house (or close enough for my Dad to see me), he started down our big hill to greet me at the dock, half way down he must have realized that I was sinking, he stopped dead in his tracks, turned around and ran back up the hill, next I see him running down the hill with buckets, too many to count. When I docked the water was well over the floor. We spent many hours bucketing out the boat throughout the day. This was the last year my Dad worked on and launched this boat.

In the mid 80's I moved onto a small ski lake in Mound and my parents decided it was time to get the boat out of the yard and I inherited the old Corsair. It needed a little work, couple of planks needed replacement, carburetor rebuild and some miscellaneous parts. The following summer it was back in the water and pulling skiers. We used the boat for a number of years before replacing it with a more modern ski boat. I don't remember who I sold the boat to, but do remember that they were from the Brainerd lakes area - I hope this old boat is still a float and pulling skiers in northern Minnesota.

Enough history, as many of you know summer is at our doorstep (yes I know it's taken so long to get here!) and there is so much to do this year. Personally (can't speak for Steve!), I can skip a boat show or two or three during the season but I know that the first local shows begin in June (Yikes!), plus there are a number of social activities planned. Please, check out the calendar/web site and please participate!

Have Fun this summer - See you all very soon, Nancy







## MEMBER SPOTLIGHT:

### IAN SANDERCOCK OUR 1952 14' LAKEFIELD

When we purchased our home on the Rideau River (approximately 15 miles south of Ottawa, ON), the one thing we were missing was a boat. Given that we were living in a log house (there was not even 1 piece of drywall in the entire



home), it seemed appropriate to purchase a wooden boat. We have some very fond memories of those years. On summer weekends, our son Nate (at that time 2 years old) and I would take the boat into the nearest village – Manotick – about 5 miles upstream, tie up at the public landing and walk over to the hardware store. And during the week we would frequently travel about 2 miles down the river to a gas/convenience store, tie up and grab an ice cream cone. The trusty little Lakefield was used a lot of hours every summer.

After the 2<sup>nd</sup> summer she began taking on a bit too much water, so the decision was made to take her to a wooden canoe builder north of Montreal for restoration. Besides replacing a few cedar ribs, the builder opted to follow the same procedure he used on the wooden freighter canoes he built by installing a 'canvas wrap' on the lower hull. I believed then as I do now that wood and fiberglass belong together about as well as oil and water. The result was an absolute water repellent, natural skin. The Lakefield sat in the water ALL season without as much as a drop of water entering through the hull.

Besides the frequent trips up and down the river, we even spent a weekend with her out on the river when we travelled 4-5 hours downstream through several locks to a bed & breakfast residence, and then returned home the following day.







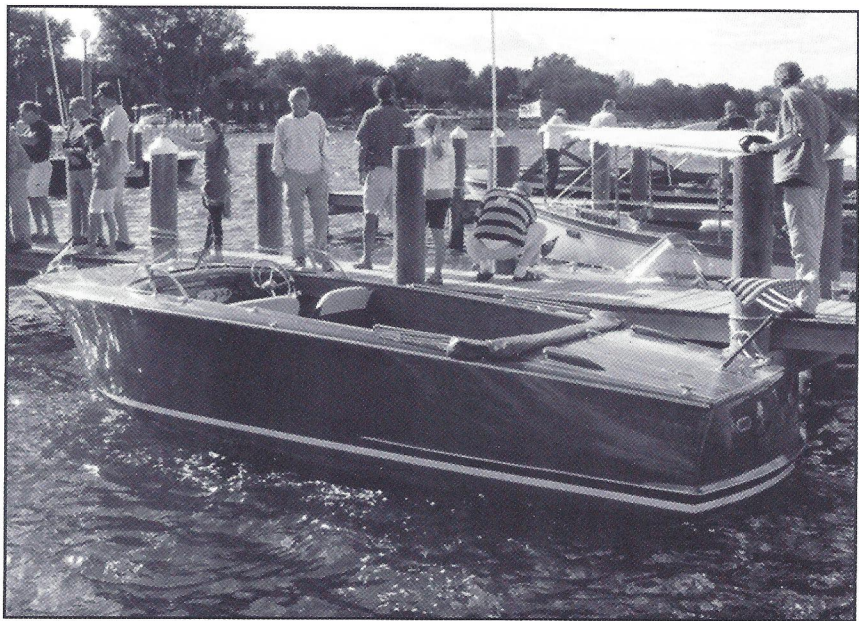
When I was transferred to the Minneapolis/ St. Paul area, it was only natural to bring the wooden outboard with us. For the 1<sup>st</sup> year and a half we lived on Orchard Lake in Lakeville, where the Lakefield was once again in the water all season long. Shortly thereafter I encountered an “eventful” afternoon that I prefer not having to experience again.

Our son Nate (likely 8 or 9 yrs old by then) and I were out one afternoon when he suddenly shouted, “Dad, look at all the water coming in!” When I turned around it didn’t look good at all. There was a massive amount of water entering right through the middle of the hull. I immediately headed towards the nearest shore, but then realized that IF I did manage to get to the shore it would be difficult/expensive using a rescue lift of some kind to raise the Lakefield up off the bottom of the lake and transport her back to the boat landing. So I then turned and headed in the direction of the boat landing. As we progressed, the transom kept sinking lower & lower as the boat filled with more and more water. Nate had his life jacket on, and I finally instructed him, “when I say so, simply step overboard into the water and you and I will swim to shore – no big deal”.

As good luck would have it, we actually

made it to the landing even though the water was actually over the top of the transom by the time we got there. Because it was an outboard, the engine was obviously above the transom board and thankfully still operating.

After receiving some expert input/opinions about the hull’s structural integrity from the knowledgeable staff at Great Northern Boatworks, the painful decision was made not to have it restored. ⊕

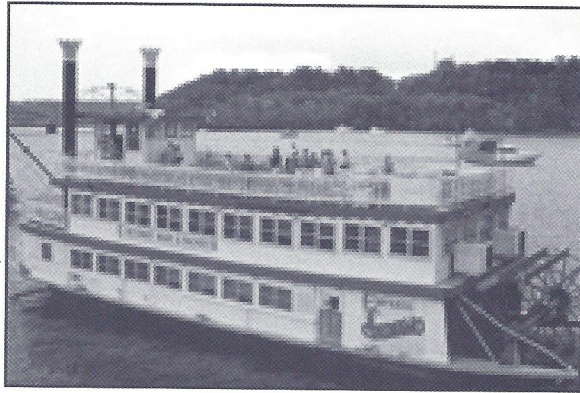
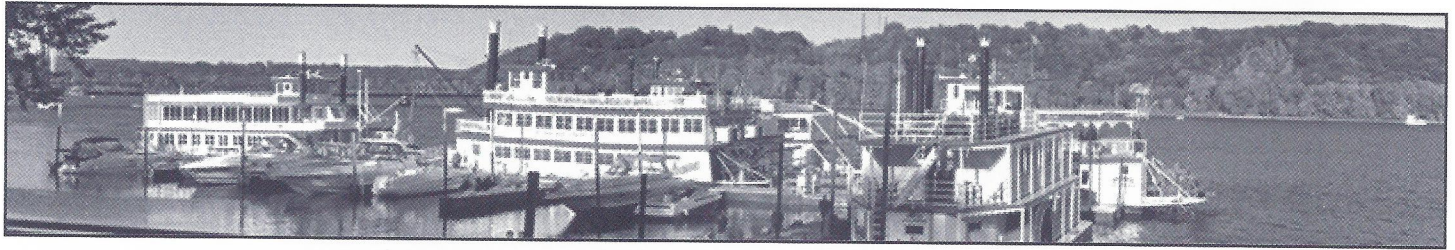


The next chapter - a 1955 22' Shepherd

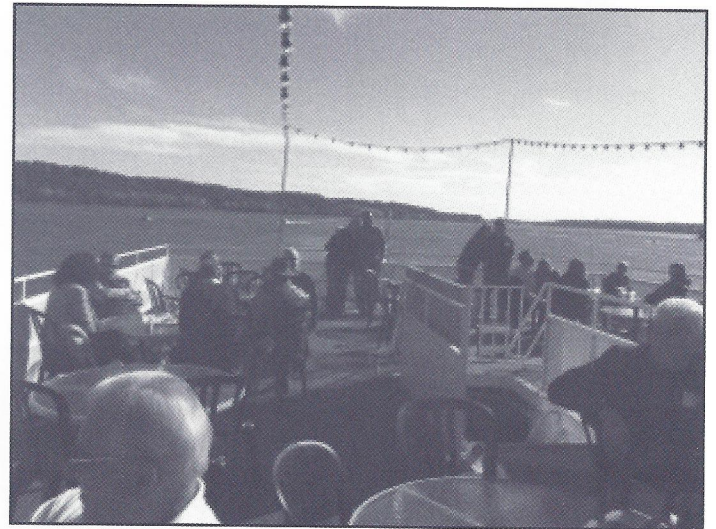




# Bob Speltz Land-O-Lakes Fall Color Cruise



By Susan Tenney



It was a great sunny Sunday on the St. Croix River. Over forty members met in Stillwater at the St. Croix Packet and Boat Company on October 13th. we boarded the lovely, Empress, a replica of an 1890's paddlewheel riverboat. The boat featured an large outside deck which served as a picturesque platform for the beautiful and ever changing autumn views. The interior of the boat was a delightful mix of Vic-

torian decor with stained glass and tin ceilings. We enjoyed a wonderful buffet lunch, stunning scenery and the camaraderie of fellow members and their guests. It was a perfect event on a perfect day and look forward to a repeat performance in 2014. ⊕



## MIDWEST BOAT APPEAL & Marine Plywood

Fiberglass Boat:

- Cleaning
- Buff-n-Wax
- Painting



Classic Wood Boat:

- Repair
- Restoration
- Sales

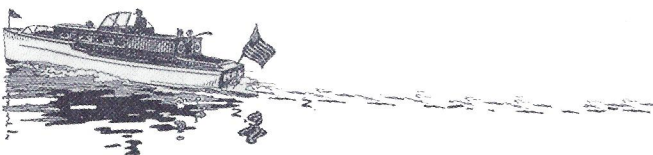
**952-446-9611**

4340 Main Street • St. Bonifacius, MN

[www.midwestboatappeal.com](http://www.midwestboatappeal.com)

*Fletcher's Special*

Mention  
This Ad Receive  
**\$100 Off Boat  
Storage**



Visit our website at:  
**WWW.ACBS-BSLOL.COM**



# WHAT'S IN IT FOR ME?

By Dick Mickelson  
Membership Chair, BSLOL

If you have been a member of ACBS BSLOL for any length of time you know the benefits of membership, or do you ?

From a national perspective, the *ACBS Rudder* magazine is the flagship publication. Appearing in our mailbox four times a year, it represents an organization supported by over 5,000 members from all over the world. Between the front and back pages you will find information supporting your passion in boating, articles that answer the questions on 'how do I do that ?', stories about projects that have been completed, an event calendar that is updated throughout the year, personal profiles about folks who enjoy our passion and advertisers that care about us too. You may even find your next boat in the 'for sale' section. I could go on and on and I know you have your own reasons for adding copies of this magazine to your library. I have kept these magazines for years and have referred back to them often.

The ACBS Directory, published new every year, is an invaluable source of information (whenever I travel it's with me) and as Membership Chair I have used it as a cross reference tool when people ask me questions about boats and people that own them. It is a great recruitment tool when talking to people about why they should join ACBS.

On a local level, BSLOL has its own list of benefits, not the least of which is our own award winning magazine *The Boathouse*, also published four times a year. Within the pages of our magazine you will find articles about our members and their stories regarding projects, personal interest, national stories and product information. Our advertisers support us and our efforts. As a 501c origination a percentage of funds we collect go to local charities and programs that we support.

We have an event going on almost every month and in the summer almost every week.

BSLOL has numerous social events and our workshops are exceptional and well attended. What more could you ask? Well, here's the kicker - were always on the lookout for more members. That's what this article is all about. The benefits on belonging to a local and national origination keeps your interest alive and growing. All of you current members know of at least one person or couple out there that also share our passion and could benefit from becoming a member.

What's in it for you? All the above and on a local and national level a truly '**huge**' benefit is the camaraderie gained from the brotherhood of boating. So the bottom line, recruit, bring in a member or two and be active. ⚓



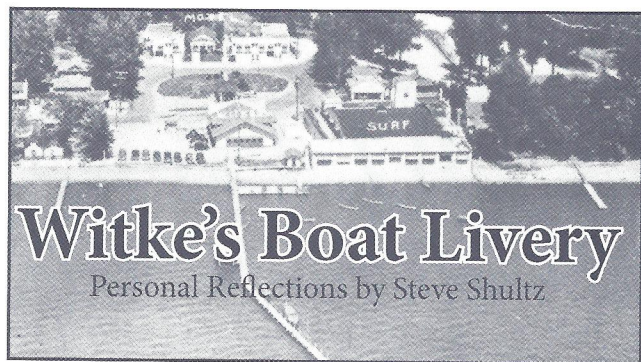
Kevin Fitzke - Minneapolis

Paul & Suzanne Larkin - Greenwood

Jim Strampe - Merrifield







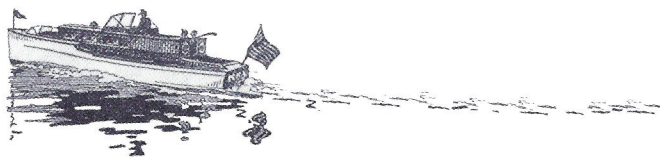
I just came across an article from "Bob's Boat House" from the October 1999 issue of The Boathouse, titled "Speed Boat Rides on Clear Lake". In this article, Bob Speltz talks about Witke's Boat Company in Clear Lake, Iowa, and the tourist rides given in their fleet of Chris-Craft boats.

My grandfather, Carel Shultz, ran Witke's Boat House in the late 1950s. My father, Robert Shultz, was a certified pilot, and I remember



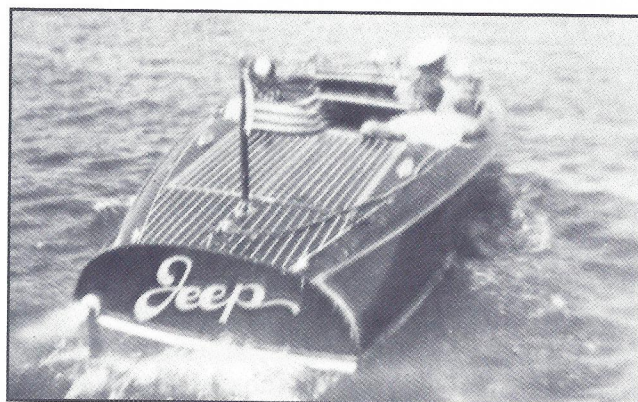
**Carel Shultz putting another one back out on the water.**

our family going over to Clear Lake on holidays (we lived in nearby Mason City) and dad would spend the day giving rides in the Sportsman, the Jeep, the Comet, and the cabin cruiser, Miss Clear Lake. I was in elementary school at the time, and I was the unofficial "dock hand", helping to tie up boats to the dock as they returned from their tours of the Lake.



My most prominent memory of those days was from one evening - it was already dark, and all of the boats had been put up on the hoists in the boat house for the night, except for the Jeep. A young couple came down the dock and said they were newlyweds, and asked if they could still get a ride. My dad agreed to take them, and asked if I would like to go along. So, off we went.

Since it was the last ride of the evening, and they were newlyweds, dad decided to take them on a longer route than was typical. We were

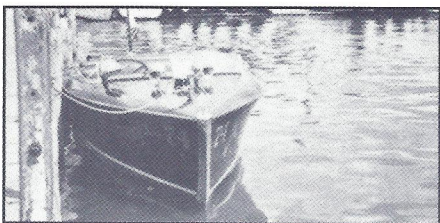


**Jeep, one of the featured speedboats at Witke's.**

racing along, toward the far side of the lake, when all of a sudden, the bow plunged down, water washed over the windshield, and all over dad and me in the front seats. Once we settled, dad found that he couldn't engage the motor to go forward or in reverse, but the motor was still running. He shut it down and decided he would use the spotlight to flash an SOS toward our dock (we had no radios on the boats). The spotlight wouldn't swivel horizontally, so all four of us paddled with our hands to turn the boat around toward our dock. Dad began flashing SOS, knowing that my mother was waiting for us on the dock.

A little later, a small outboard cruiser happened by and asked if we needed help. Dad ex-



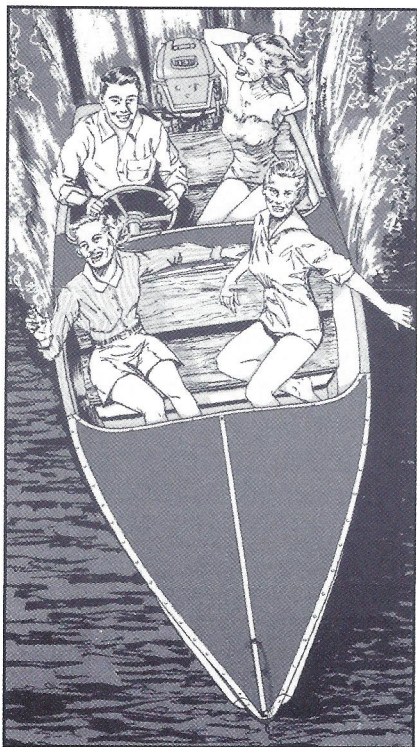


plained our situation and they agreed to tow us. Their small boat made very slow headway, but pretty soon we saw a spotlight coming toward us from the direction of our dock. My mother had seen our flashes and had notified grandpa.

Grandpa and his mechanic had to get one of the other boats down into the water and headed our way. They soon arrived and took over the tow. We soon arrived back at our dock. After putting the other boat back into the boat house, and they decided to leave the Jeep tied to the dock overnight.

The next morning, we went out to find only the top of the Jeep's windshield protruding above the surface of the water. It turned out that the propeller shaft had broken and had punctured the hull of the Jeep, and by morning, it was sitting on the bottom.

We found out days later that the woman passenger had previously been a lifeguard, and during this adventure, had been trying to plan how she would save "the young boy" if the boat were to sink. Luckily it all ended well and gave us all a good story to tell. ⊕



***Thank you to  
our writers!***

***Contributors:***

D. Scott Croft  
Dick Mickelson  
Roger Moberg  
Nancy Rigelhof  
Ian Sandercock  
Steve Shultz  
Susan Tenney



**BSLOL**  
BOB SPELTZ LAND-O-LAKES CHAPTER

**Officers**

**Steve Shoop-President**

612-865-5882

president@acbs-bslol.com

**Ron Zemke-Vice President**

651-399-4757

vp1@acbs-bslol.com

**Mark Nelson-Secretary**

763-458-4036

secretary@acbs-bslol.com

**Dan Schlegel-Treasurer**

651-351-7650

treasurer@acbs-bslol.com

**Directors**

**Dave Bortner**

952-491-1237

dave@freedomboatservice.com

**Tom Kaul**

952-688-2280

tkaul@lingate.com

**Jerry Low**

612-759-2526

jerry.low@allegrabrooklynpark.com

**Ian Sandercock**

612-221-7254

ian@allsafealarms.net

**Susan Tenney**

612-250-8608

sstenney@gmail.com

**Directors at Large**

**Bob Johnson**

952-380-1505

kesslerjohnson@earthlink.net

**Clark Oltman**

612-210-5380

clarkoltman@msn.com

**Ken Patz**

612-308-5879

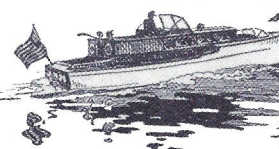
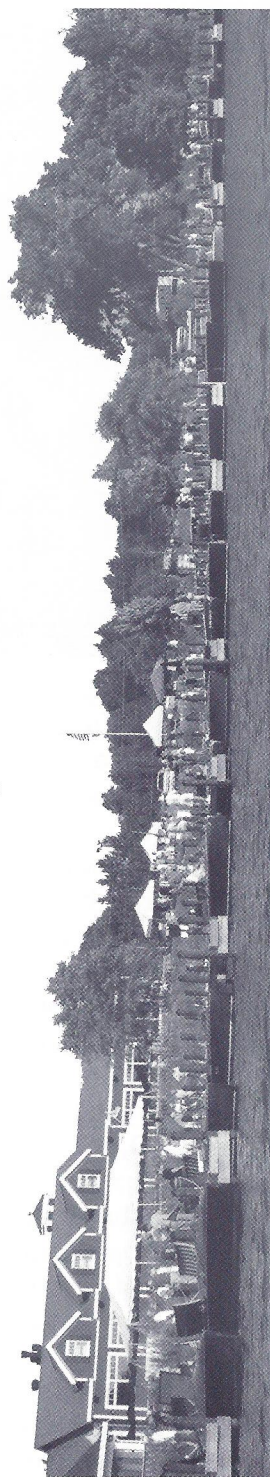
patz.ken@gmail.com

**Membership Chair**

**Dick Mickelson**

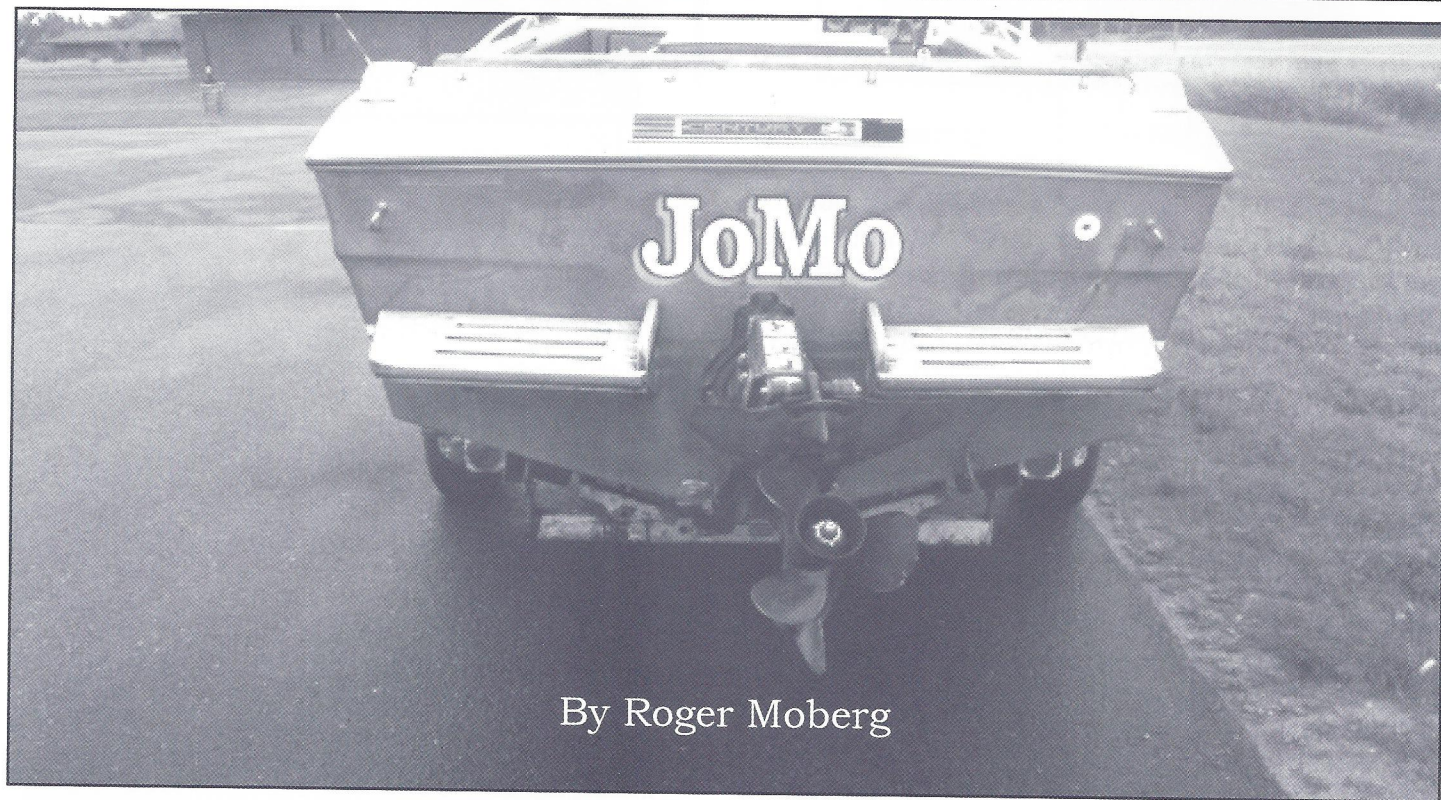
763-242-1181

dickmick@juno.com





# The Passing of a Family Member



By Roger Moberg

In the book of Ecclesiastes, King Solomon wrote these famous words:

"There is a time for everything, and a season for every activity under heaven, a time to be born and a time to die....." (Eccl 3).

And so was our experience this past fall. A trusted, much loved family member adopted as a new born in 1977 and raised primarily on the shores of Lake Alexander in Morrison County, Minnesota, passed on.

Our family, somewhat bigoted as we came from Woody roots, nevertheless set our bias aside and took on a 19' tupperware, Century Raven 190 powered by a 302 Mercruiser I/O. The new arrival was much loved and joined a host of siblings (A rowboat, canoe, and sailboat) which interestingly, were all of different ethnicity. Suggesting that maybe our integrated waterfront we were not the Woody purists that we professed.

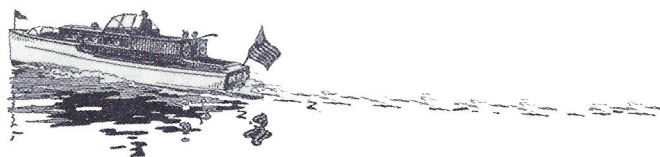
Christened the "JoMo", her physical characteristics were a beautiful, medium blue hull, cream interior with complementing blue seats

and carpets taking her beyond beautiful to striking. Her performance equaled the best on the lake. Pulling skiers her forte. Many neophytes had their first experience of walking on water behind her. Othertimes, taking the family and friends on tours of the lake; showing off her lines and just gracing the waterfront delighted the entire family. She taught most of the family members, with varying degrees of success, the rudiments of boat handling.

There were many scars, to be sure, as some never learned the proper way of getting her into her Shoremaster berth and used their own method: (1) Park-by-ear; or(2) Back-off-power after you feel the crunch. The Jo Mo was truly family.

A few times she ended up in the Marine (not to be confused with VA and/or Semper Fi) Hospital. The first experience was due to malpractice by a professional who failed to put in the lower unit gearbox drain prior spring launching resulting in a major transplant after a 3 mile run.

After that, and for many years, the JoMo allowed me to handle her first-aid needs like winterizing, oil changes, and the ilk. We'll spare







**You can't ask much more from a boat than JoMo was able to deliver to the Moberg family.**

the "organ recital" here but tell you she did have health problems and at one point received a new long-block heart with costs now exceeding the price of original adoption. Face lifts like upholstery, gelcoat, etc., kept the tab climbing. And she was with us a lot of years!!!

Then, a fateful turn of events. At the end of this past summer, on one of those 90 degree days, she was providing the grandkids an afternoon of tubing. White smoke and some noise was heard, thence, an immediate shut-down by the cautious driver. A passing boater pulled them to the home port and she was set aside for about three weeks sort of hoping for a natural cure.

It should be pointed out we'd had some glitches.....like bilge pumps. Replaced it. However, we kept noting water in the bilge. Didn't give it a lot of thought as that's where boats operate, don't they? Water? Like most of us with a few years under our belts, boats also get some hair-line cracks and blemishes.

The summer was about over. First Mate and I decided we'd tow JoMo to the landing....about three miles away....and do the winterization then try and find that leak. Was pretty sure one of my heavy hauler sons or grandsons had torqued the drain plug a bit too hard, weakening the plate holding the plug. An easy repair

with some of the modern caulks and epoxies and being she was tupperware, the job should be no sweat.

Winched her up on the trailer and returned to our summer home. Lots of water in that bilge. More than we'd started out with. HmMMM. No leakage around the drain. HmMMM again. But, look, there's water coming out around the lower unit where it goes through the transom.

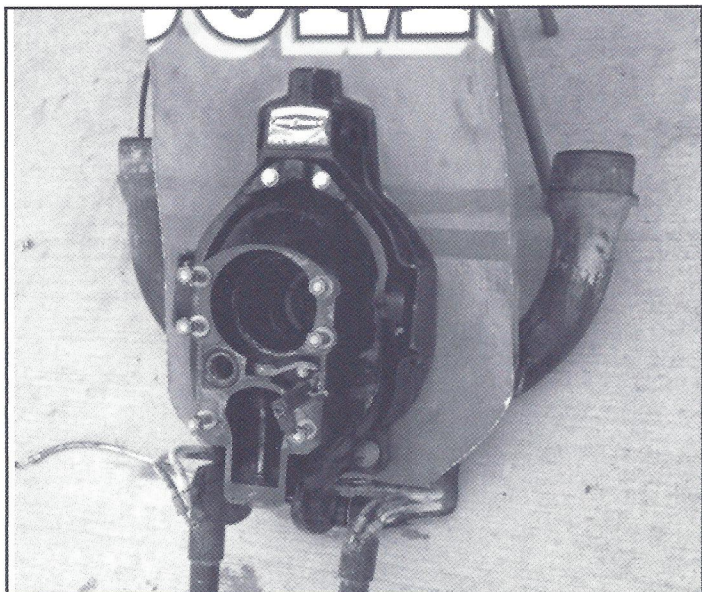
We called "Urgent Care" (dba. Nisswa Marine)! "Bring her in. We're just winterizing now so no repairs until 1 October. But we'll give her a quick look." Urgent Care had not done anything with the outdrive when it was in last but maybe you have a "soft transom".

Now, the health-care professional returns with a scalpel! His diagnosis was correct with several observers watching. (Exploratory surgery?) This was calling for major, major health care and deep seated surgery not covered by Obamacare.

No longer could we justify keeping Jo Mo on life-support. The decision, after many consultations, was to pull-the-plug on this family member. We looked at options. 1. Try to sell her "as is" to someone who needed her for salvage. No







**One of the usable pieces of salvage from JoMo.**

luck on that attempt. 2. Pay someone to take her off our hands and perform the life-ending rituals. Too costly. 3. Perform those merciful duties myself to minimize the financial loss. We opted for this. Further, with tears, I could have some last hours (days) with her myself.

Now let me explain: This is like pulling the plug on a 36 year old family member, followed by a self-directed post-mortem exam; salvage the essential organs; and then cremate or bury remains. If ever I needed professional help it was now. I knew I could find clergy for the last rites. But handling the physical remains was something else. Former funeral director Stan Petersen was in Florida and would know how to handle it. But would an ACBS'er know how to handle the essential services for a tupperware? Not much sleep for a few days. But I had to do it. You just don't put a 19' foot boat in the garbage can, ya know. The only surgical tool I had was called a Sawzall. The first cut was the hardest as it was lubricated with tears. JoMo knew and I

knew the first touch of the saw was the end.

An autopsy revealed the sandwich construction transom, solid as it was 36 years before, had totally deteriorated with water seepage into the plywood core. Upon further examination when the 700 pound motor was lifted, the motor mount stringers were found to be far gone as well. Before she could be sent to the crematorium (read: County Re-cycle Site) the outdrive, gas tank, steering, etc., all had to be removed.

Unloading was my job and the cost was \$56.00 a thousand pounds for disposition of the remains. It wasn't easy. But we did it.

I'm thinking of opening up a consulting service. Sort of a Family Boat Funeral Home Consulting Company to help others through their grief of leaving a family member behind. Fifty years ago I worked with Stan a few times when he was in the funeral business. With that background and now this experience, maybe, just maybe this could be pulled off. Doubt that I'd get rich from it but I feel there's a real need to help people through their times of grief. ⊕

# CENTURY



**It's hard to consider a boat for salvage with a nice interior like the one in Jo-Mo.**





# MISS MANNERS SHOULD MAKE a VISIT to the Boat Launch Ramp

By D. Scott Croft - BoatUS



## The Top 5 Ramp Etiquette Rules for Happy Launching

Impolite, self-centered behavior could well describe a kindergarten sandbox at recess, but it also fits the description of the mayhem that some boat launch ramps experience on a busy summer weekend. If America's famed etiquette expert, Miss Manners, were to visit a launch ramp, what lack of courtesy would she find? Boat Owners Association of The United States (BoatUS) has the answer with these top five launch ramp etiquette rules that can make the task go a lot easier and faster for all.

**1. Be talkative:** The most surefire way to cause ramp snafus is to be silent with your guests. Speak up. Let them know they should avoid parking in spaces reserved for trailers/tow vehicles. Tell them how you will load and unload (more on that in a second). Before your return to the launch ramp dock, let your crew know what they can do to help. One more friendly tip: don't yell.

**2. Know where to load and unload:** Unloading your gear at the bottom of the boat launch ramp, which could have been done while waiting in line at the top of the boat ramp, shows a lack of courtesy Miss Manners would detest. It also is an all-too-common mistake boaters make when launching and one of the biggest causes of delays. Plan ahead. Put a checklist on your sun visor.

**3. Don't be the launch ramp hog:** Tying up your boat at the launch dock right next to the ramp, and then going to park the tow vehicle means the next person in line can't launch until you get back. Save everyone time by immediately moving your boat to the far end of the dock so there's room for the next person to launch or retrieve.

**4. Delay-of-launch penalty:** Not launching the boat immediately when it's off the trailer and, instead, waiting for the crew to return from the bathrooms again adds delays and simmers tempers. This is true at the gas dock, too. Tie up at the dock, refuel the boat, and leave as quickly and safely as possible. Don't keep others waiting to refuel because your crew has walked to a nearby restaurant - that earns you a serious "delay-of-launch" penalty.

**5. Lend a hand:** We all need help from time to time. Be kind to your boating neighbor. ☸

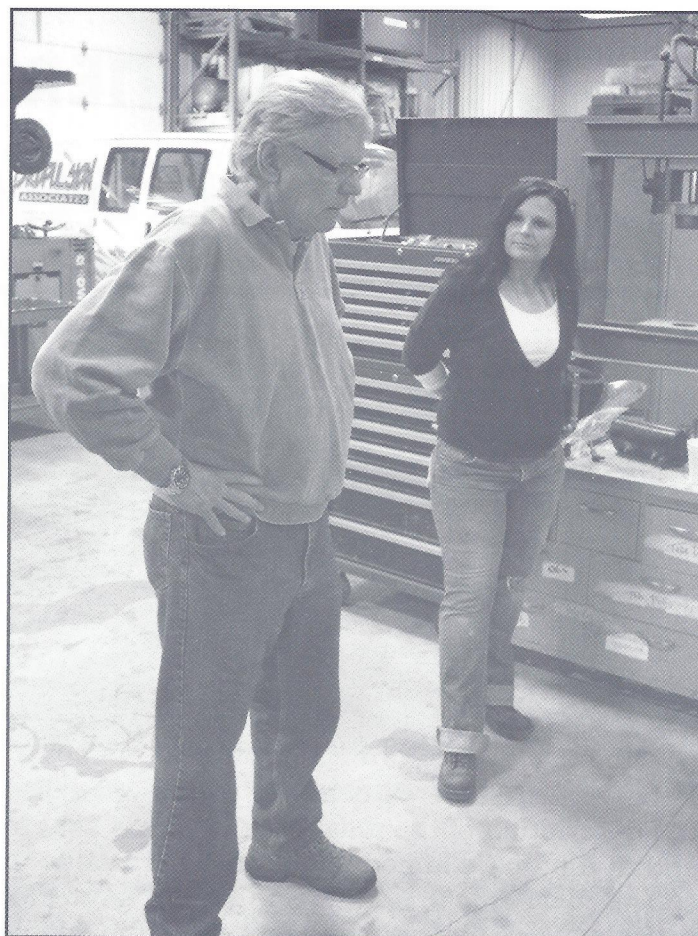
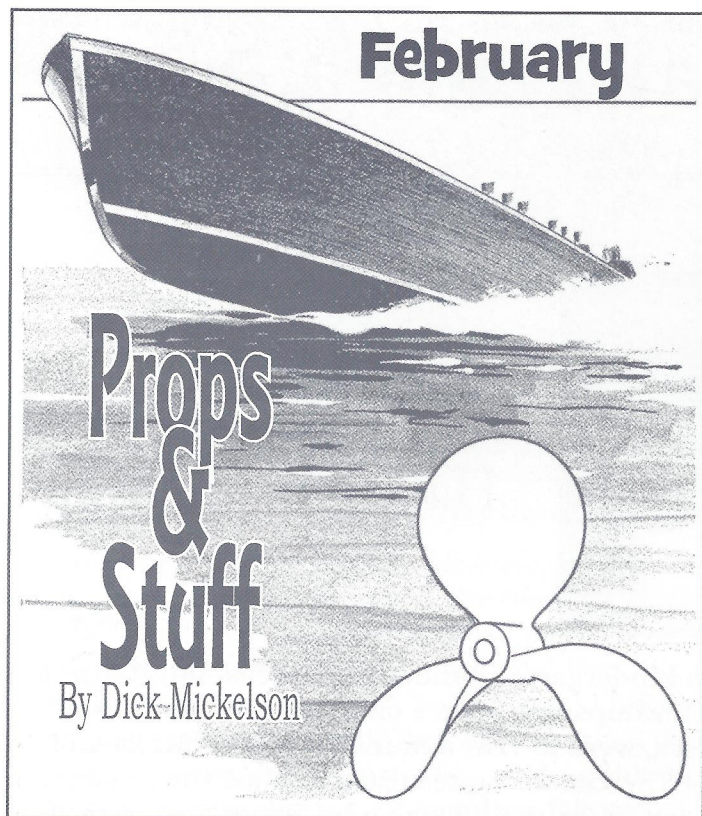
KINDERGARTEN SANDBOX OR  
BOAT LAUNCH.....at times the  
BEHAVIOR IS THE SAME





# Winter Workshop I

## February



David and Tammy - Showing us the ropes about props.

Saturday February 22nd was really a miserable day to get out on the road but about a dozen brave and hardy souls did exactly that and ventured to Hudson Wisconsin for our workshop. The number of vehicles in the ditch between Minneapolis and Hudson was staggering.

Jerry Battis and his son get a special 'thank you' for making the trip all the way from Monti-

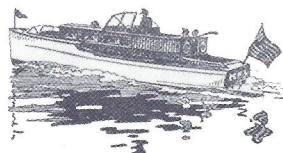
cello - a white knuckle trip for sure.

Propulsion, Inc. was our host for the day and Tammy, the General Manager, made all the arrangements to make us feel welcome and right at home. It had been about five years since our last visit and their new location was very impressive.

The owner, David Monahan, had driven in from Virginia, the state, to be the presenter for the day. He had arrived at 10PM the night before to put on the seminar. Between David and Tammy the presentation on the 'care and feeding' of props and related parts was well covered. The importance of a well repaired and balanced prop was stressed and every item of the repair was covered. The way that the prop is repaired, balanced, and polished is crucial to the overall op-



Propellers ready to go out and get dinged again!







**Mr. Monahan in action.**

eration and performance of your prized position - you know, that boat you spent endless time and money on and are now ready to put back in the water.

The staff checks every blade of the prop to make sure it tracks properly and is in alignment with the other blades. Balancing is crucial to the overall performance and the right prop is mandatory to get the revs that you need from the engine. They will help you match the right prop to your boat by asking you about the boat engine, type of boat, weight of boat (loaded and unloaded) and what your expectations might be for max speed. Every engine has a upper RPM limit and the right prop will get you there.

The importance of the shaft alignment, shaft balance - it has to be straight - and the associated bearings were all part of the discussion.

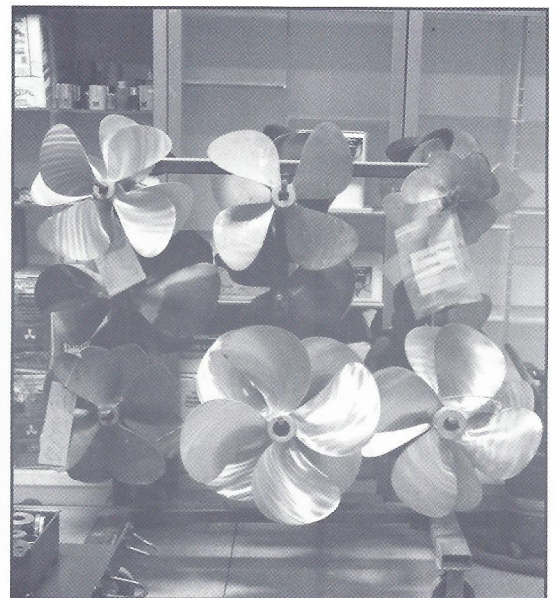
Several of our members took advantage of the discount Propulsion Inc. gave us and brought in props to be repaired.

It was a really great workshop and anyone not in attendance missed out on some very fine points on the 'care and feeding' of what pushes your boat, your prized possession, through the water.

Thanks again to Propulsion Inc. for a wonderful workshop. ⊕



**BSLOL shoppers in the retail area of Propulsion, Inc.**

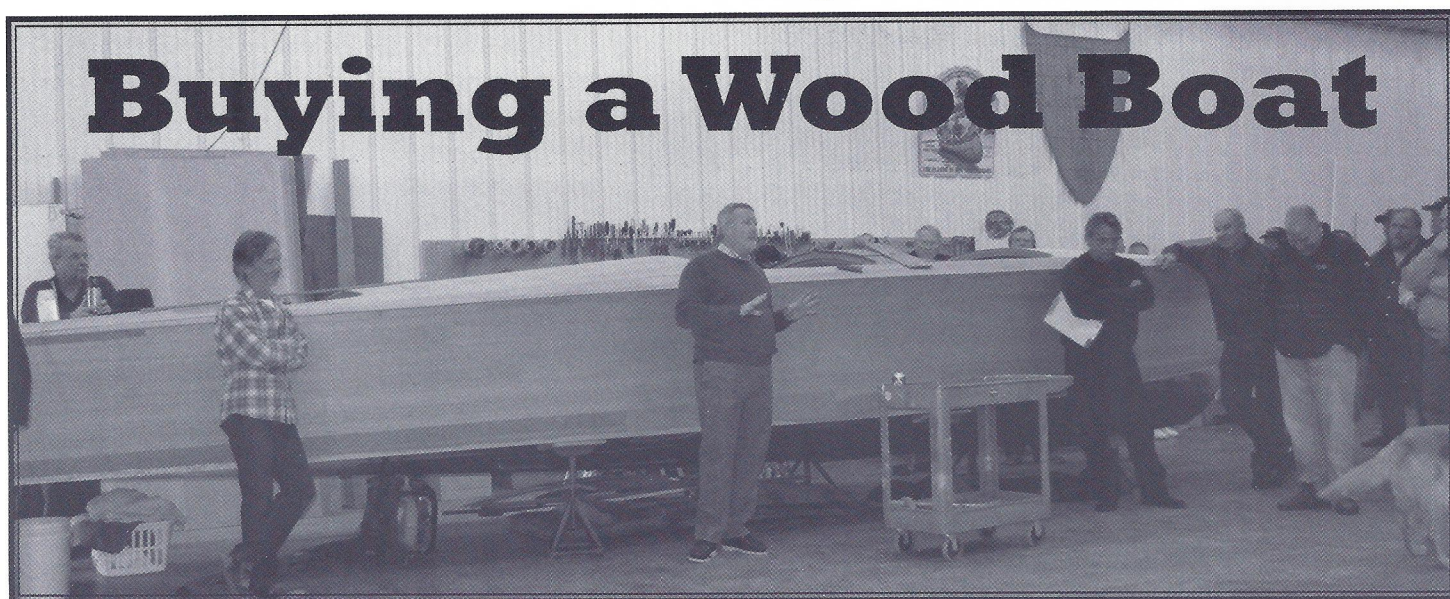


**Big props for big boats.**





# Winter Workshop II - March



Make, model, condition. Make, model, condition. Make, model, condition. It became the mantra when our panel of experienced boat dealers and restorers began talking about buying an antique or classic boat.

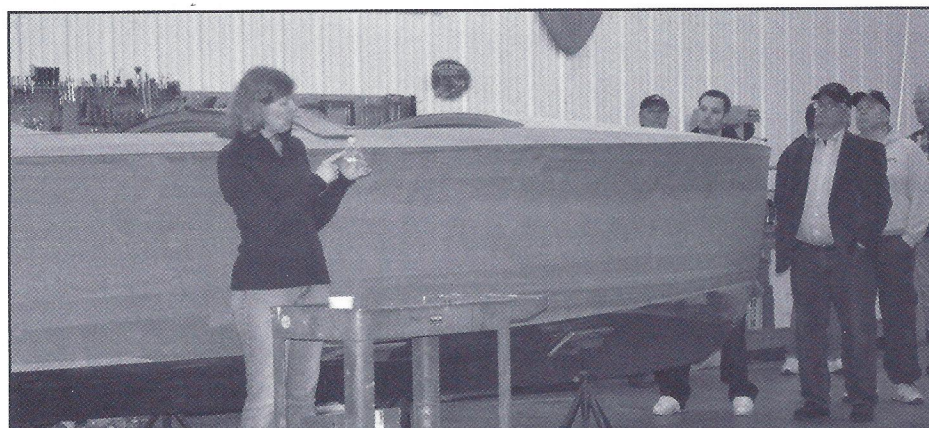
I actually arrived early for the second of the three scheduled "Winter Workshops" that the Bob Speltz Land-O-Lakes Chapter has become so well known for. I have to admit, I cheated. I had come down to stay at my father-in-law's on Friday, so I was within easy striking distance on Saturday morning.

It was nice to get into Dan Nelson's shop early to note the ongoing restoration work that was taking place. The first boat to greet you once

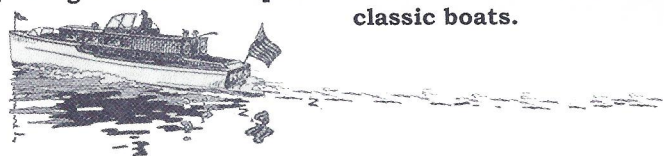
inside his shop was a mammoth Gar Wood 28' triple in bare wood condition. Joined by three Chris barrel backs, a 22' Sportsman and a Century FiberSport, the Gar was in good company.

One of the barrel backs was a late 30's 16' racing runabout. This one came from the Chris-Craft factory without an engine and had been powered by a Ford flathead V-8 sporting Edelbrock heads and a dual Stromberg "97" carburetor set-up. This took me back to the sixties when the flathead was the only engine to correctly power the early Ford V-8's. These things were dirt cheap at that time as was the speed equipment that it took to get them to move quickly. The difference today is the price of admission to this now exclusive club.

The FiberSport is Dan's personal boat. Yes, he admitted that this fiberglass piece of Century boating history will some day be piloted by him, but by the time it is completed, you won't be able to see much beyond all the wood included in the deckwork and ceiling boards. The windshield frame alone probably has as much time into it as most scuff-and-coat varnish jobs. From what we could see, this is Dan's own personal "time and money" pit. I personally want to see this when it's done!

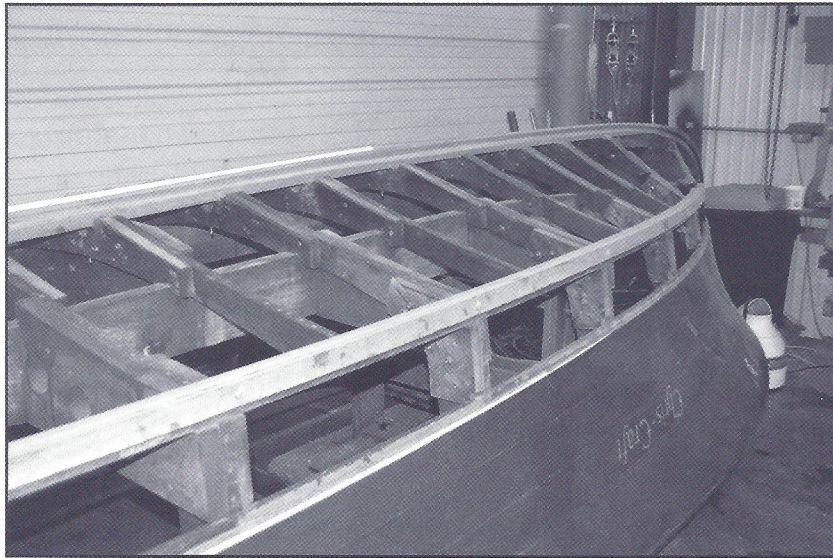


**Christine Hokkala-Kuhns represented the Minnesota DNR and spoke regarding the invasive species issue and how it relates to our antique and classic boats.**





But hey, that's not why we were here. Dan Nelson of Nelson Boatworks, Dave Bortner of Freedom Boat Service, and Mitch LaPointe of Mitch LaPointe's Classic Boat & Motor were here to inform us of the pleasures (for the optimists out there) and the pitfalls (to the pessimists in the group) of buying, or even selling an antique or classic boat.



**It's new bottom time for this Chris-Craft. Looking at a boat from this perspective is very informative for the novice.**

Before they launched their discussion, Christine Hokkala-Kuhns of Minnesota's great Department of Natural Resources was on hand to discuss invasive species as they pertain to our classic boats. She handled an inquiring crowd very deftly with a series of factual and logical presentations. Actual samples of these menacing antagonists from nature were passed around to make them easier for us to identify. Christine was able to very comfortably handle queries from the audience as they came up and left our group fully satisfied that they were now all fully versed in this growing, but messy, business of invasive species and their impact on our hobby.

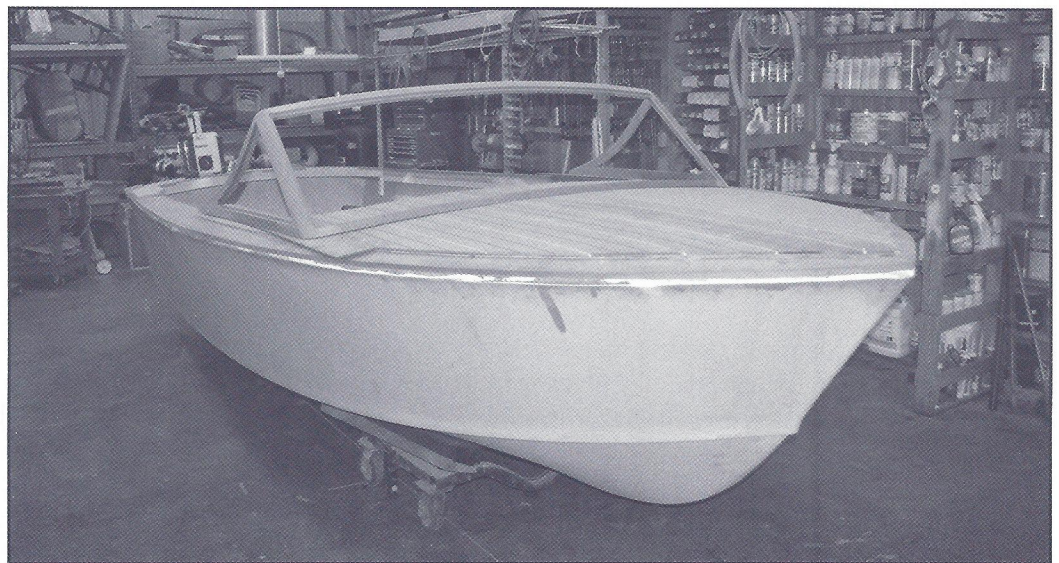
But hey, where was I? That's right, the discussion on buying and selling classic boats. The

first thing that I noticed was the distance that these well-known-in-the-hobby champions kept from each other. It was indeed fortunate that they were backgrounded by such a large boat so as to keep that distance without actually going behind it. What's up with that? I needed my widest angle lens just to get them all in. I know that they're rivals, but we're all friends here,

right? Just kidding! Just an observation. There were many other boat restorers/dealers on hand to add to the expertise. Our organization is so fortunate to have so many professionals that participate in our activities and enhance our old boat knowledge.

Our panel was unequalled in the number of high quality boats that have passed through their hands. A recurring theme in the "make, model, condition" mantra was to make sure that you don't put more into a restoration that the boat will actually be worth when it is finished. Unless this particular boat has some sentimental attachment, be careful what you spend your restoration money on. If it was grandfather's boat, go ahead, spend the money.

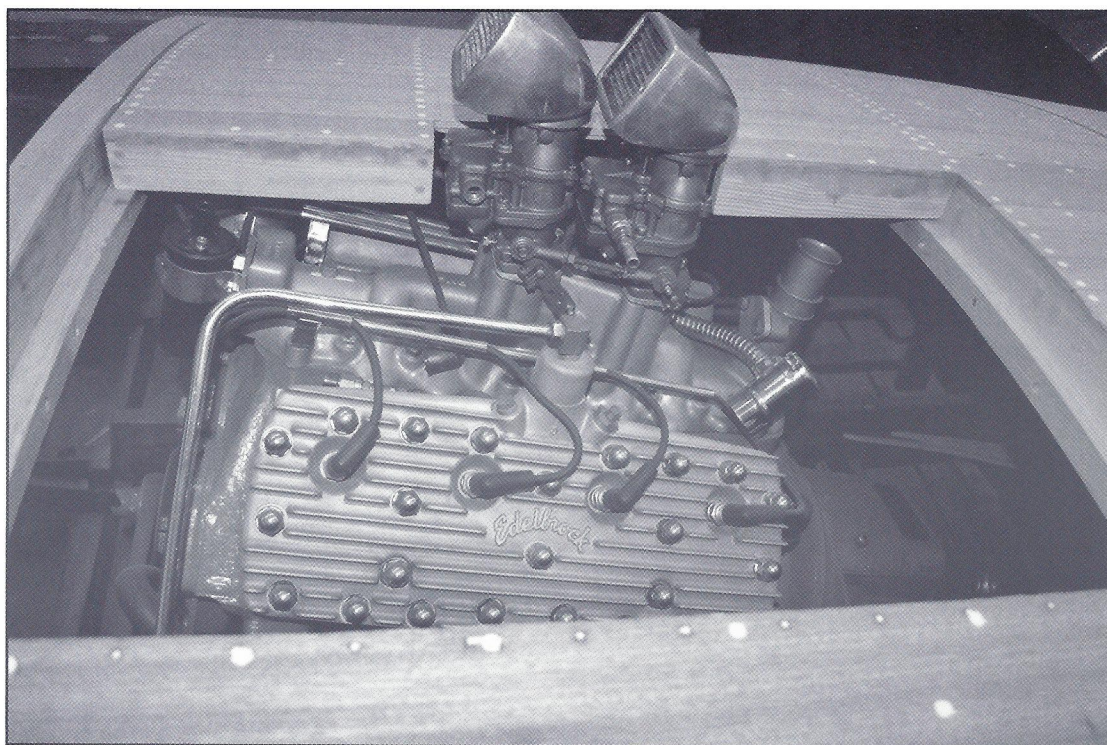
All of our panelists agreed that a boat that is already restored might be the best value. From the standpoint that someone else has already placed too much money into the boat than it is



**Dan's Century FiberSport. At least it won't need a new bottom every five years.**







**This is the way they used to build them. Nice flathead Ford in 16' Chris-Craft Special Racing Runabout.**

worth, this makes perfect sense. This is where another point that was brought out makes just as much sense: get to know the previous owner. Was the boat done correctly? How was the boat used? Who did the maintenance on the boat? Where was the boat used? There were many questions that we learned to ask. Some may seem basic, but when you get that glazed look over your eyes and all you want to believe is that this boat needs to go home with you, you had better have some back-up questions to bring you back to reality.

Write these questions down. In your rush to get into another boat project, don't let your logic get clouded with emotion. Pull out your list and just ask. While it may be uncomfortable to ask these questions, it is way more comfortable than replacing a bottom that might have looked okay.

Never, never, never believe photographs. They are taken to show the good points of the boat. Mitch reminded us that the only thing that a photograph will show is that the boat exists. When was the photograph taken? Is it dated? If you have photographs, you know the boat exists, go look at it yourself. Don't forego this inspection. Surveyors might be alright, but what do you know about them? Do they know

power boats? Have they inspected the type of boat you are looking at? Have they actually had one apart?

Be careful with boats that have been sitting for a spell. Barn finds may be attractive, but what's going on inside that engine? Inside that gas tank? Under the floor boards? How many different species will have to find a new home once you get that thing out of there? Oh, it's exciting; the hunt, the find, the buy. Just don't let

yourself get carried away with too much emotion.

Our knowledgeable presenters also agreed that you should consider maintenance. It will cost you around \$2,000 to \$2,500 per year (averaged out over ten years) to properly maintain a wood boat with regular usage. Without regular usage, it is around the same amount. Without regular maintenance, your boat and your investment will deteriorate rapidly.

Award winners? When was the award presented? Standards have changed over the years. An award winner a few years ago wouldn't stand a chance in today's show judging. Where was the award received? Some shows have very relaxed judging criteria. Others go strictly by ACBS points judging. While a boat can look like a million bucks, it doesn't mean that it was restored correctly. To some this might not mean much, but to others it is a highly contested competition that brings out the best.

They all said to do your homework, put the research time into not only the particular boat you are looking at, but also the market that it will be in should you decide to part with it.

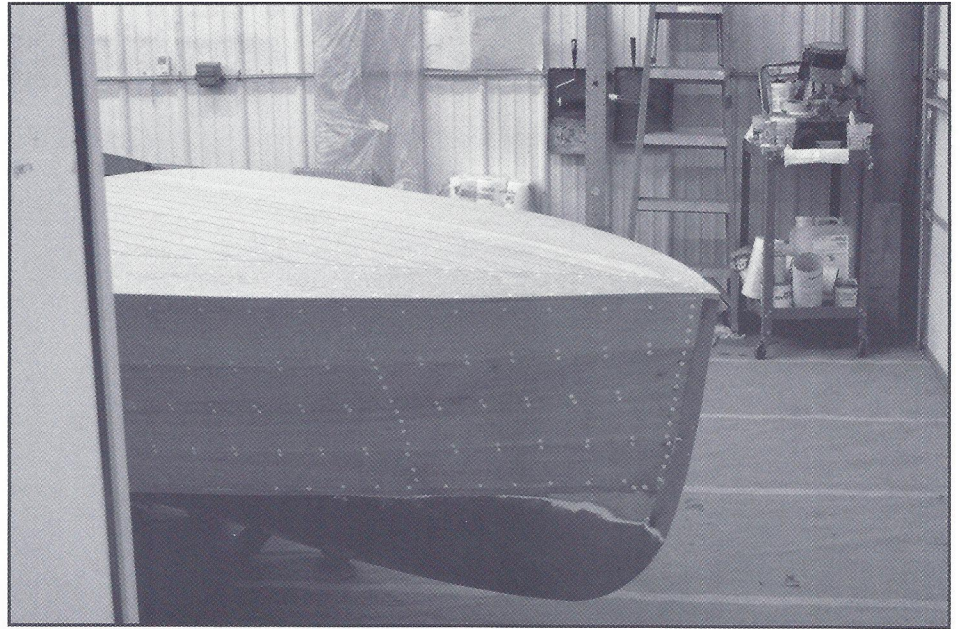
With all this new information now crammed into our heads, we were delirious with knowledge and required a food break. Two types of chili were served to a very hungry group, now





struggling just to speak coherently without mentioning dry rot, pitted chrome, or buying failures of the past. The great food brought the crowd back to the realization that this was a discussion. An open forum to help us guard against a bad experience in buying a classic boat, based on the experience of those who have been down that road many times before. And yes, sometimes they get fooled too.

After a very satisfying lunch the panel touched on a few details and tips. They had been uneasily inching closer together as they spoke. You could feel the camaraderie grow as they related one story after another, things that had made them grow as classic boat buyers as well as human beings. After they had answered any and all questions from the group, the panel discussion slowly came to an end and we all parted, each with our different direction,



**The Chris-Craft Special Racing Runabout peeks out of the paint room at Dan Nelson's shop.**

each with our own perspective on buying, each with a particular boat in mind to try all this new stuff out on! ⊕



**Many, many years of combined boat buying and selling experience right here in one place. A big thank you goes out to Dan Nelson, Dave Bortner, and Mitch LaPointe for sharing their knowledge and expertise.**



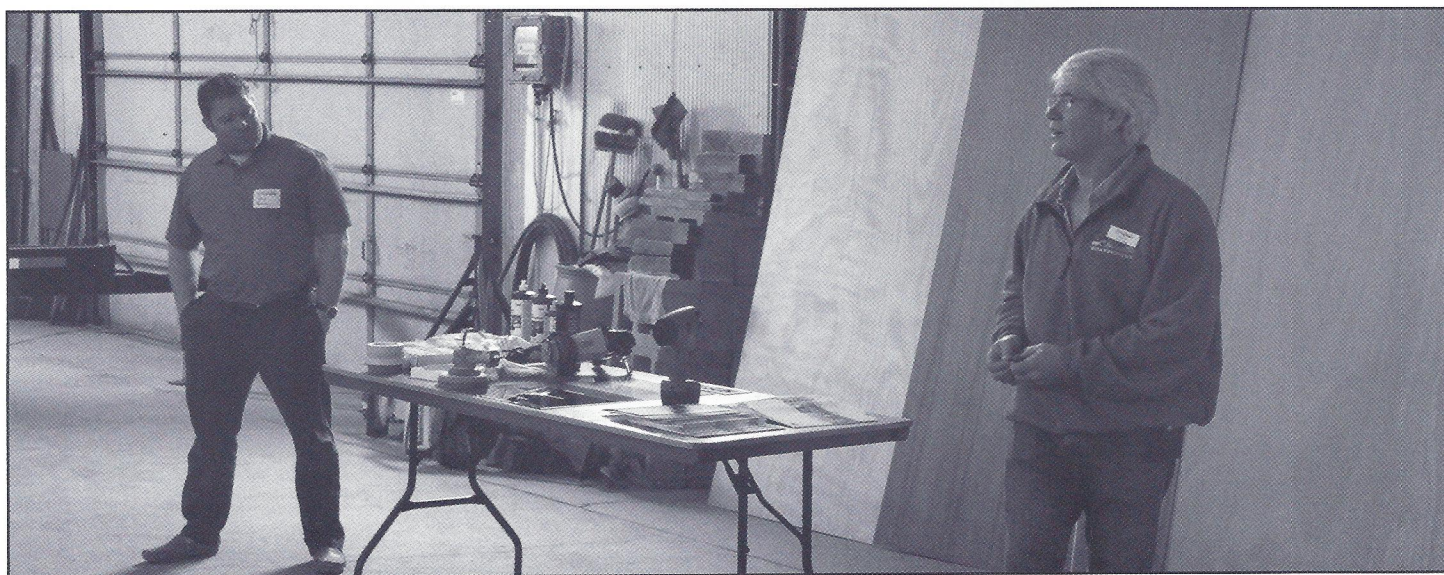


# Winter Workshop III - April

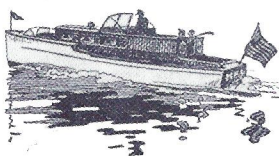


Okay, so the third installment of the annual BSLOL Winter Workshop was on the horizon. It would be held at Midwest Boat Appeal, located in beautiful downtown St. Bonifacious. Well, not exactly downtown, but on Main Street nonetheless. It was an easy drive from my father-in-laws house in Minnetonka, but still a long distance from Nisswa, where my workshop journey would begin.

The morning of the nineteenth was a bright, beautiful, but windy day, with me heading almost directly into a east-northeasterly wind that felt like it could take the paint right off of Nancy's Ranier. But I was committed to see what the representatives of Minnesota giant 3M had to say about their products. I have used a number of them over the years, and have a good stock of them on my workshop shelves.



BSLOL President Steve Shoop gets ready to turn the discussion over to Nick Oberle from 3M.







**Nick stuck around after his presentation and discussed his product line with chapter members.**

3M (Minnesota Mining & Manufacturing to you old-timers) was well represented by Nick Oberle, Senior Technical Service Engineer for the 3M Automotive Aftermarket Division. That's a mouthful! But a title like that comes with it a lot of responsibility, and the young Nick handled the discussion and demonstration as we would expect from someone with such a glorious title.

The first thing that I learned was just how little I knew about abrasives and just how far behind I was in the technology involved in their manufacture. I've done a lot of sanding in my

life, mostly consisting of sanding boat bottoms, sanding gelcoat, sanding varnish, sanding wood, sanding a lot of stuff. The purpose was to get the surface just as smooth as you could before you gave it a coat of something, sanding between coats, and possibly polishing the finish to bring out the gloss. Of course, this is the right idea, but I didn't know the details of a professional job and the results that are possible using the combined knowledge of the 3M experts and a minimum amount of time involved (after all, they are all about making the job as easy as possible so you keep doing it and using



**An attentive audience of BSLOL members listen as they find out that they've been doing it all wrong for all these years from Nick Oberle of 3M. Maybe not everybody, but I certainly learned just what can be accomplished with the correct equipment and supplies.**







**Where the grit meets the varnish! This is bringing the finish to 5000 grit and then polishing with their cutting compound line.**

their products).

I think that in my efforts to minimize the financial impact of the process, I was also skipping important steps along the way that actually multiplied the extra drudgery involved in this type of project. Nick covered the few tools required, basically a multi-directional air sander and an electric 7-1/2 inch buffer/grinder. Added to this is the complete line of 3M pads and bonnets that make the job complete.

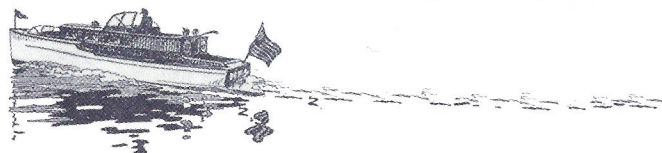
Interestingly enough, Nick's sanding began right where my sanding usually leaves off: 600 grit. From 600 to 800 to 1200 to 3000 and finally to 5000 grit. But what a finish! He gave a demonstration on a stained and varnished piece of boat provided by Andy Williamson of Midwest Boat Appeal. Andy had intentionally left some dust particles and other imperfections in the finish in an attempt to foil our demonstrator.

The 3M abrasive products did their magic on the misplaced piece of boat starting with the multi-directional air sander and 1200 grit. He then wiped off the residue with a fresh 3M microfiber towel right out of the bag and went to the 1800 grit, wiping off this residue with another fresh microfiber towel, explaining that it

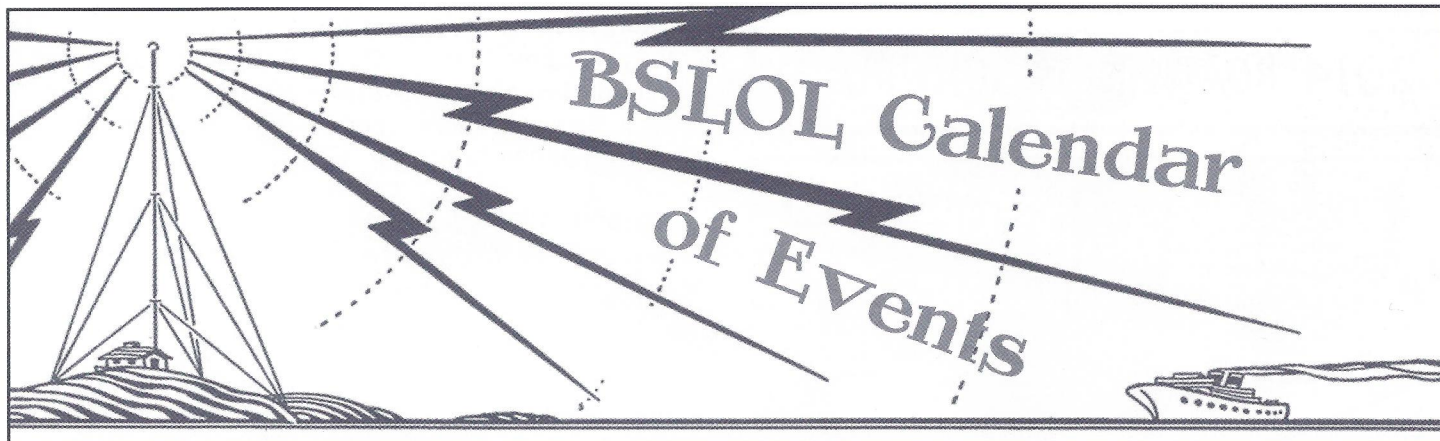
would do no good to wipe off a 1800 grit residue with 1200 grit residue to recreate the 1200 scratches. On to the 3000 grit and yet another new towel and finally the 5000 grit. This all happened within a 10 minute period and once sanded, Nick proceeded to use one of their abrasive compounds to bring out the final shine.

The surface was smooth, like glass, the shine was deep, like 30 coats of lacquer, and there was very little sweat to show for it. Nick explained that cutting out steps in the progression of grits actually causes more work. Cutting out 1200 grit scratches with 5000 grit sandpaper takes a lot longer than hitting it with an intermediate grit that will cut it much faster. You may think that you are saving time, but you are using more and are likely getting less quality in your finish.

Nick was able to answer a multitude of questions from the 35 or so BSLOL'ers present to participate in the discussion. Andy was on hand to answer any and all questions regarding his product line as well as his services. Judging from the number of Skiff Crafts in the shop, he must have been running a Spring Special on them. Anyway, it is always fun and informative to visit yet another boat shop and get instruction from such well versed experts. ☸







## June

June 2: Monday Meet and Eat: Al and Alma's - 6:00 PM

June 25: Sailboat Race Spectating and Dinner - Minnetonka Yacht Club - 6:00PM

## July

July 7: Monday Meet and Eat: Maynard's - 6:00PM

July 19: Stillwater Log Jam River Parade - 10:00AM-3:00PM - Stillwater

## August

August 4: Monday Meet and Eat: Sunsets - 6:00PM

August 16: Picnic at Big Island - Lake Minnetonka

## September

September 8: Monday Meet and Eat: Bayside Grille - 6:00PM

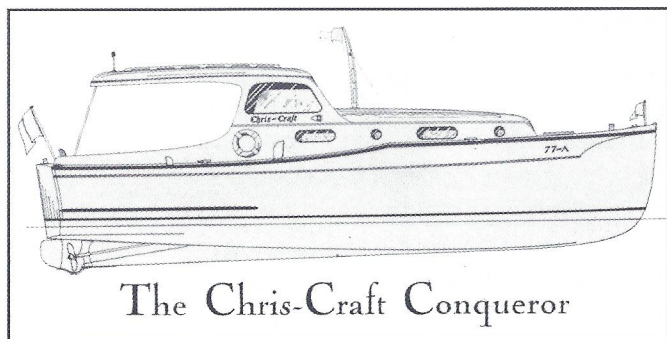
September 20: Lake Minnetonka Rendezvous

## October

October 19: Fall Color Cruise

Visit our website for details  
on the above events!

**www.acbs-bslol.com**



### J & D Custom Plating

2124 Gilbert Avenue  
St. Paul, MN 55104

Phone: 651-251-7400

Fax: 651-251-7402

Gold - Nickel  
Chrome - Copper

Gary W. DuBois

email: garywjd@comcast.net  
www.jdcustomplating.com

### YOUNGBLOOD LUMBER CO.

Wholesale Distribution Since 1876

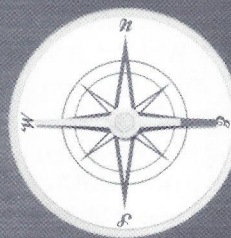
FAST SHIPMENT AND DELIVERY  
FINE QUALITY CABINET GRADE MATERIALS  
ONE ON ONE SERVICE REPRESENTATIVES

WIDE RANGE OF INVENTORY  
COURTEOUS KNOWLEDGEABLE SERVICE  
MATERIALS SORTED OR SELECTED  
SPECIFICALLY FOR YOU

**THE INDUSTRY LEADER...SERVING THE UPPER MIDWEST**  
--- Wholesale prices to BSLOL members ---

1335 CENTRAL AVENUE - MINNEAPOLIS, MN 55413  
612-789-3521 ♦ 1-800-933-1335 ♦ FAX: 612-789-9625

Visit us on the Web @ [www.youngbloodlumber.com](http://www.youngbloodlumber.com)



*Sunrise River*

Boatworks

952-297-5414 shop

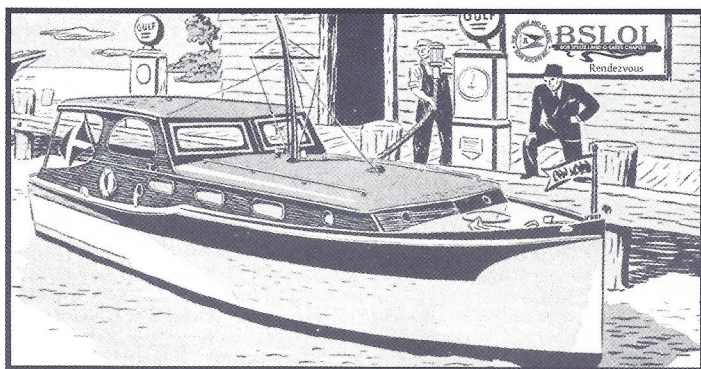
[www.sunriverboatworks.com](http://www.sunriverboatworks.com)

1520 9th avenue southwest  
forest lake, mn 55025





# 2014 BOAT SHOW SCHEDULE



**Crosslake, MN/June 21.** 27th Annual Whitefish Chain Antique and Classic Wood Boat Rendezvous held at Moonlight Bay, Crosslake, Minnesota. **Please note new date.** Contact: Bill Terry at 763-257-5757 or [terryworld@comcast.net](mailto:terryworld@comcast.net)

**White Bear Lake, MN/ June 28.** 9th Annual Classic & Vintage Boat Show. Lake Avenue at the White Bear Shopping Center. Featuring power and sail that plied White Bear Lake over the last century. Outboard displays, swap meet, art show. Contact: Pat Oven at [tapnevo@gmail.com](mailto:tapnevo@gmail.com) or 651-308-1792

**Alexandria, MN/July 12.** Chain of Lakes Classic Boat Show at Arrowwood Resort on Lake Darling. Featured boats: Anything Fiberglass! A classic meeting of the old and the very old! Contact: Minnesota Lakes Maritime Museum at [boat@mnlakesmaritime.org](mailto:boat@mnlakesmaritime.org) or 320-759-1114

**Arnolds Park, IA/July 25-27.** 34th Annual Antique & Classic Boat Show on West Lake Okoboji. Skippers reception Friday, show Saturday. Rain date Sunday. Iowa Great Lakes ACBS Chapter. Contact: Mike Hagan at [mike@hagangroup.com](mailto:mike@hagangroup.com) or 605-321-4271

**Madison, WI/August 1-2.** 9th Annual Madison Area Antique & Classic Boat Show. Friday boat cruise by the State Capitol to the UW campus for lunch; campus excursion with fish boil for dinner. Public show on Saturday. Glacier Lakes ACBS Chapter. Contact: Mark Walters at [waltsw Woody@charter.net](mailto:waltsw Woody@charter.net) or 608-770-4439; Andy McCormick at [andy@mccormicklumber.com](mailto:andy@mccormicklumber.com) or 608-222-0018; Rick Lepping at [richl@borderpatro.com](mailto:richl@borderpatro.com) or 608-235-1707/wi.com

**Green Lake, WI/August 2.** Green Lake Boat Show. Contact: Joe Norton at 920-295-9357



**Sturgeon Bay, WI/August 2-3.** 23rd Annual Door County Maritime Museum Classic & Wooden Boat Show. Dozens of classic boats on display, Sikaflex boat building contest, demonstrations. Contact: jon Gase at [jgast@dcmm.org](mailto:jgast@dcmm.org) or 920-743-5958

**Bayport, MN/August 9.** Antique & Classic Boat Show at Bayport Marina, 200 5th Avenue South, Bayport, MN 55003. Contact: Joel Lemanski at 651-248-7314

**Chetek, WI/August 10.** Boat Rally and Airport Fly-In. Boat rally sponsored by the Chetek Historical Society. Free at the Chetek Airport, featuring antique and classic boats and airplanes. Contact: John Baas at [jpbass@att.net](mailto:jpbass@att.net) or 414-218-4655

**Pewaukee, WI/August 16.** 10th Annual Pewaukee Lake Antique & Classic Boat Show and Waterfront PleinAir Art Fair at Lakefront Park. New Friday afternoon cruise. Glacier Lakes ACBS Chapter. Contact: Wil Vidal at [wvidaljr@wi.rr.com](mailto:wvidaljr@wi.rr.com) or 262-695-2994

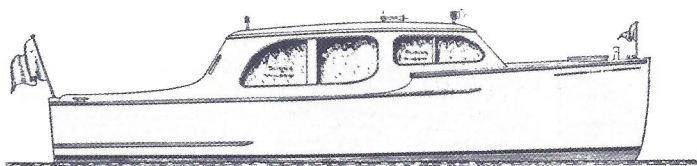
**Lake Shore, MN/August 22-24.** 6th Annual Gull Lake Classic Boat Show. Held at Bar Harbor Supper Club. Contact: Jason Raasch at [woodboatshop@live.com](mailto:woodboatshop@live.com) or 612-834-5020

**Lake Vermilion, MN/August 29-September 1.** Antique & Classic Cruise and Show. Saturday cruise, Sunday show at the Landing, 12:00 noon to 4:00pm. Contact: Mark Ludlow at [mark@ludlowsresort.com](mailto:mark@ludlowsresort.com) or 218-666-5407

**Finger Lakes, NY/September 17-21.** 39th ACBS Annual Meeting and International Boat Show. Hosted by the Finger Lakes Chapter of the ACBS. Main event activities will be centered around the Skaneateles Country Club on the shore of Skaneateles Lake. Contact: See the ACBS Rudder for more information or visit their website at [acbs.org](http://acbs.org)

**Excelsior, MN/September 19-20.** 39th Annual Rendezvous at Maynards Restaurant. BSLOL- ACBS Chapter. Contact: Ian Sandercock at [ian@allsafealarms.net](mailto:ian@allsafealarms.net) or 612-221-7254

**Fontana, WI/September 27-28.** Geneva Lakes Antique & Classic Boat Show at the Abbey Resort. Blackhawk ACBS Chapter. Contact Matt Byrne at [mattbyrne@mrbtech.com](mailto:mattbyrne@mrbtech.com) or 630-802-2698



**1935 Wheeler 26' Playmate**

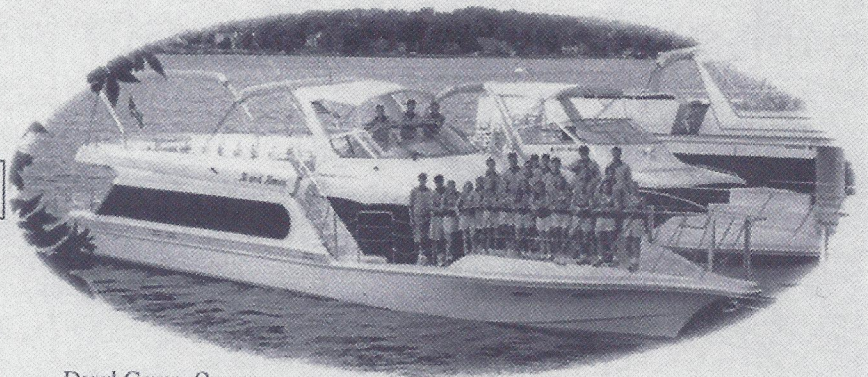




5201 PIPER ROAD ~ MOUND, MN 55364

952-472-3098

Web site: [www.al-almas.com](http://www.al-almas.com)



Daryl Geyen, Owner  
Jay Soule, Manager

## The Best Events are on...

Lake Minnetonka & the Mississippi River!



*Entertain In Style Aboard Our Award Winning Fleet!*

**Wedding Events • Company Functions • Birthdays  
Anniversaries • Neighborhood Parties and More!**

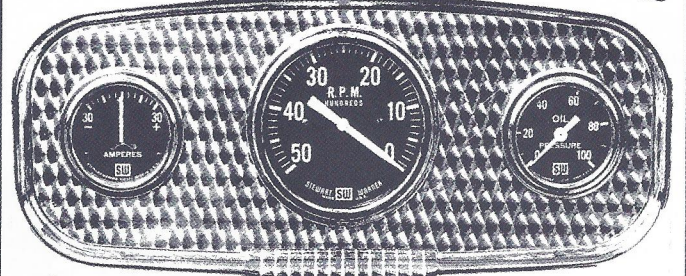
Paradise Charter Cruises  
LAKE MINNETONKA • MISSISSIPPI RIVER



**MINNEAPOLIS QUEEN**

952.474.8058 [TwinCitiesCruises.com](http://TwinCitiesCruises.com)

## Great Northern Boatworks



Restoring and Building Fine Wooden Boats

[greatnorthernboatworks.com](http://greatnorthernboatworks.com)

651-747-6314



## Boat'art

Classic Wood Boat Restoration

Since 1967

Complete restoration services - Reasonable rates

[www.boatartgallery.com](http://www.boatartgallery.com)

Tom Sweeney

612-558-3022

WHATEVER IT TAKES

We truly do  
**"Whatever it Takes"**  
to make our home a better place.

It is our desire to be your printer. Please contact us.  
We look forward to working with you.

218-829-7790~Fax: 218-829-0977~[www.lakesprinting.com](http://www.lakesprinting.com)  
1223 Oak Street, Brainerd, MN 56401





As I work my way through these historic volumes, I can still find ideas that are useful today, things that I can make

ELBOW JOINT—

TURNBUCKLE

HEAVY CHAIN

OLD FIRE HOSE

3" X 3" BOLTED THRU PIPE

BRACE FRONT END ONLY

FREE END OF CHAIN

3" BOLT

FLATTEN END OF 1" PIPE

REAR SLING

FLANGE UNION

2" X 6" PLANK SECURED TO BRACES FORMS CATWALK

TIE ROD

2" PIPE THREADED INTO BUNG HOLE OF 50 GAL. DRUM

FRONT SLING

2" X 4" CROSS BRACE

WIDTH TO SUIT BOAT

SEE DETAIL

Fasten light pipe diagonally to catwalk and pipe upright to give rigidity, flattening ends before bolting. Use wood spacer across cross pipes.

WATERLINE

LOOSEN TO LAST LINK OF CHAIN

DOCK FLOATING EMPTY—

BOAT BACKED IN

150 LBS.

150 LBS.

2" DIAM. PIPE

LAG SCREWS

2" X 4"

1" PIECE FITS UNDER CHINE OF DRUM

TIE ROD

FLANGE ON BRACE PIPE. SCREWED TO CATWALK

50 GALLON DRUM

A light set of tackle can be used to lift the boat higher. The tackle depresses the floats even deeper in the water as the ropes attached to the slings are pulled. Release of the men's weights will lift the sailboat just that much higher.

Use four 50 gallon oil drums for the floats. Screw two U-shaped cross members made up of two inch pipe into the bungs of the drums, making the arch high enough to clear the sail boom of your boat. Bolt 2"x6" planks along both sides of the dock for the catwalk. The sailboat is backed slowly un-

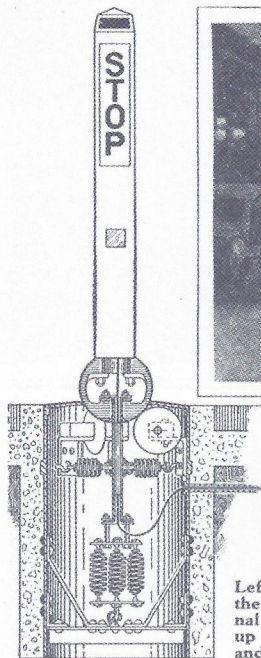


# An Accident Made Him a Millionaire

Ten years ago J. W. Griswold was the victim of an accident caused by an old fashioned mushroom "safety" signal. A good idea was literally knocked into his head.

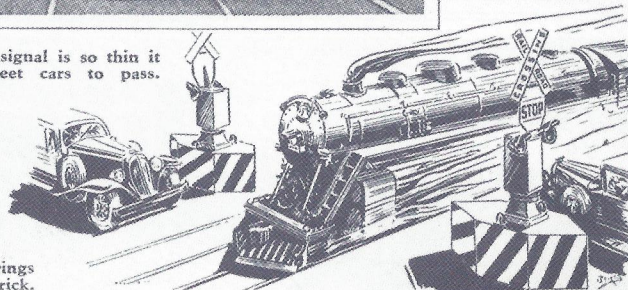


J. W. Griswold, the inventor of the Griswold Safety Signal, which is sometimes called "Metal Policeman."



The safety signal is so thin it permits street cars to pass.

Left shows how the Bobby signal bobs back up when hit. Springs and rollers do the trick.



TEN years ago last October a young man in an old Ford bumped into a snow-covered "mushroom" stop signal in the center of a Minneapolis intersection.

As he was taken away, injured, he murmured, "Someone ought to be able to invent a stop signal that would be visible and efficient in all kinds of weather."

The subsequent leisure time that the accident forced on J. W. Griswold, 27-year-old car salesman, gave him a chance to develop the idea that the bump thrust into his head.

Three years later, Minneapolis police installed the first "telautraffic" signs in their city. The signs were slender poles, five feet, six inches high, which flashed red and green. Mr. Griswold called them American Bobby signs, in reference to the English police who are called Bobbies. They were a success from the very first day.

Minneapolis went to the bottom of the list of motor vehicle deaths in American cities of more than 200,000 population in 1925, after standardizing on the American Bobby traffic signals.

The reportable accidents in that city decreased from 121 to 17 within one year after the installation of a chain of signals in its southeast section. A saving of \$10,071 in damages paid out on account of these accidents was made the same year. From De-

A further application of the same idea that was knocked into Griswold's head by his traffic accident has been extended to railroad signals which have proved great life savers, and have done away with the need for the old time flagman.

cember 4, 1927 to December 4, 1928, the year prior to installation, \$10,376 was paid out. In the year which followed the installation, only \$305 was paid in damages.

But Mr. Griswold was not content with this spectacular success of his American Bobby signs. Almost immediately after their perfection, he devoted his attention to creating a railroad crossing signal.

In a short time it was on the market. Traffic authorities and railroad officials welcomed it heartily.

"A signal that is looked upon with very much favor by the public, but also one that has resulted in a great reduction of accidents in direct comparison with flagmen or gates, which form of protection these signals replaced and superseded," wrote J. C. Mill, signal engineer of the Chicago, Milwaukee, St. Paul and Pacific Railroad company, January 13, 1930.

Today the American Bobby signals have been installed in 21 cities of the Northwest and the railroad crossing signals are used in 14 states. In Minnesota, the Griswold crossing signals are used exclusively.

Appearing in the March 1934 issue of Modern Mechanix magazine, this article featured J.W. Griswold, who was actually Frank W. Griswold of Minneapolis.

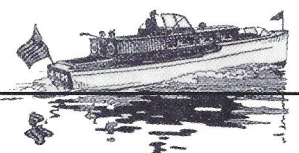
How does this relate to anything even vaguely connected with boating?

After founding Griswold Signal Company to build his traffic signals, he also moved onto Lake Minnetonka, where he commissioned the Dingle Boat Works of St. Paul to build Gerry Lo, a Curtiss powered runabout that is still with us today.

Currently powered by a Rolls-Royce Merlin engine, this boat still displays the elegance that the finer, custom built things of this era represent.

Mr. Griswold passed away in 1992 at the age of 96 after a very successful career involving both manufacturing and real estate. He sold most of his

businesses by the time he was 80 years old. He owned the Calhoun Beach Hotel and Minaki Lodge, a fly-in fishing resort in Ontario. In his obituary it noted speedboat racing on Lake Minnetonka as one of his hobbies. ⊕



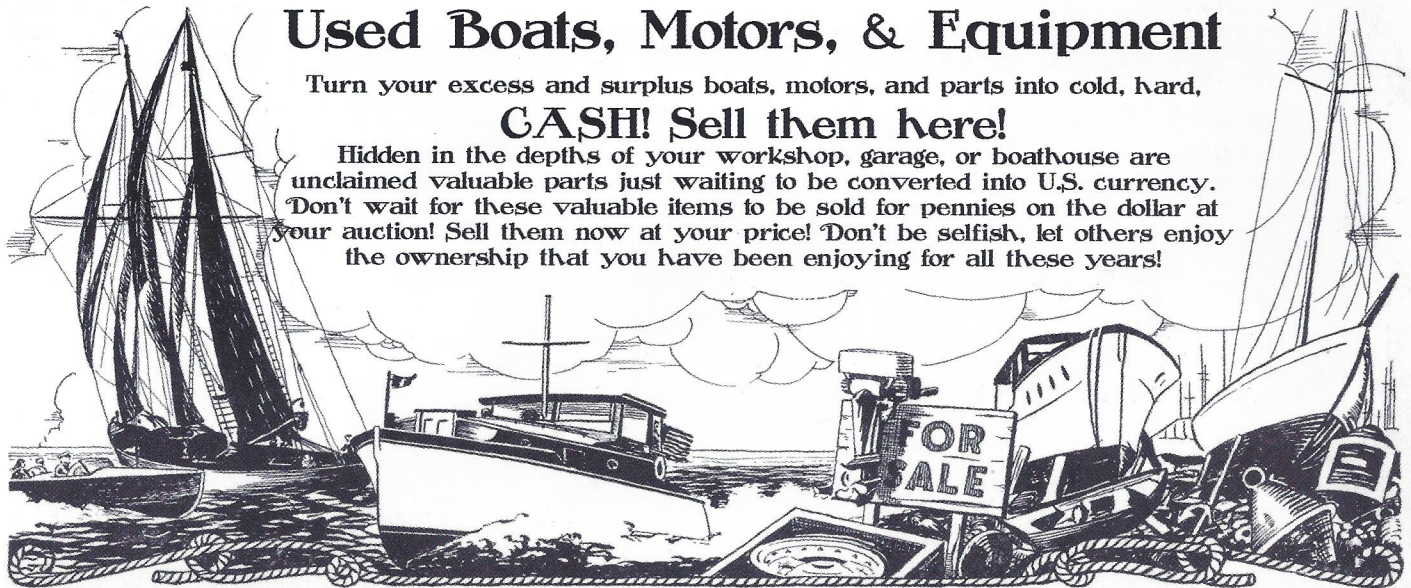


# Used Boats, Motors, & Equipment

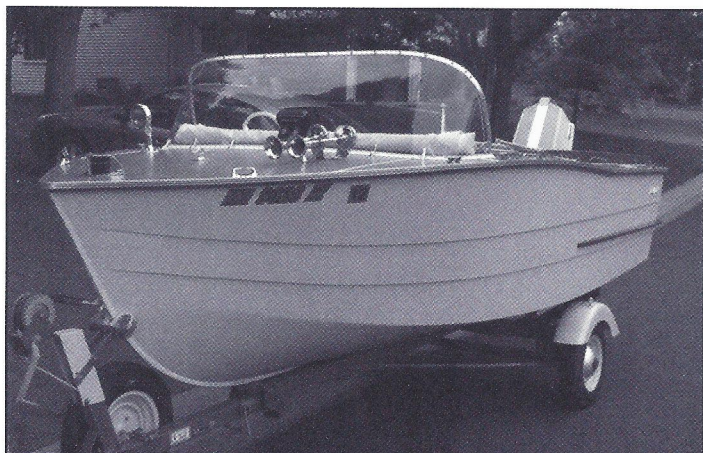
Turn your excess and surplus boats, motors, and parts into cold, hard,

## CASH! Sell them here!

Hidden in the depths of your workshop, garage, or boathouse are unclaimed valuable parts just waiting to be converted into U.S. currency. Don't wait for these valuable items to be sold for pennies on the dollar at your auction! Sell them now at your price! Don't be selfish, let others enjoy the ownership that you have been enjoying for all these years!



**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



**1967 HalCraft 16' Day Cruiser.** Original 55hp Chrysler outboard. Exterior hull has been restored. New custom snap-on travel cover and snap-in carpeting. Original Hols-claw trailer has been restored. Mahogany interior. Chrome gauges, lights, horn and accessories. Full convertible top and side windows. Excellent condition. Must see to appreciate. Quite possibly one of a kind. Original owner. Please contact John at [john@williamsonmanor.com](mailto:john@williamsonmanor.com) or 612-708-4285.



**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](mailto:bmhermanson@gmail.com)



THE GREATEST NAME



IN MOTOR BOATING

# GAR WOOD

## Twenty-Eight Foot Runabout AN ARISTOCRAT THROUGHOUT

Floating gracefully at mooring or skimming the waters at 40 miles in a true flat planing position this magnificent symphony of polished mahogany and chromium plate expresses comfort, luxury and speed. It denotes refinement and taste in beauty of lines and perfection of details... It is the distinguished, the socially accepted, and the fitting companion to fine yachts, smart cars, and thoroughbred horses. Every appointment is the finest from the genuine long grain leather upholstery to the chromium plated deck fittings of custom design. Long experience and exact knowledge of what is correct dictated the right placement of accessories... Throughout is evidenced that exclusiveness and that widely appreciated individuality that make a Gar Wood boat a possession to be proud of.

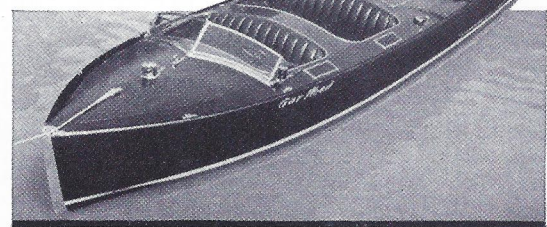
Model 28-40 — 200 h.p. Scripps engine, speeds up to 40 miles, \$4975  
Model 28-55 — 425 h.p. Gar Wood engine, speeds up to 55 miles, \$6500

Prices f. o. b. factory. Write for complete description

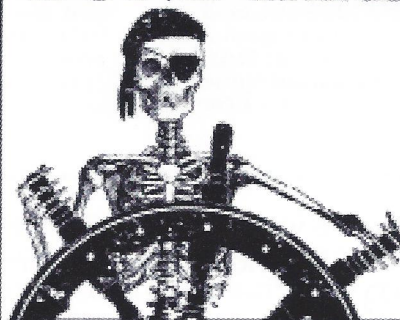
**GAR WOOD, INC.**

5048 RIVER ROAD MARYSVILLE, MICH.

Cable Address: GARWOOD



# BONE YARD BOATS



A website,  
an old school  
print newsletter,  
and a community  
passionate about  
saving old boats.

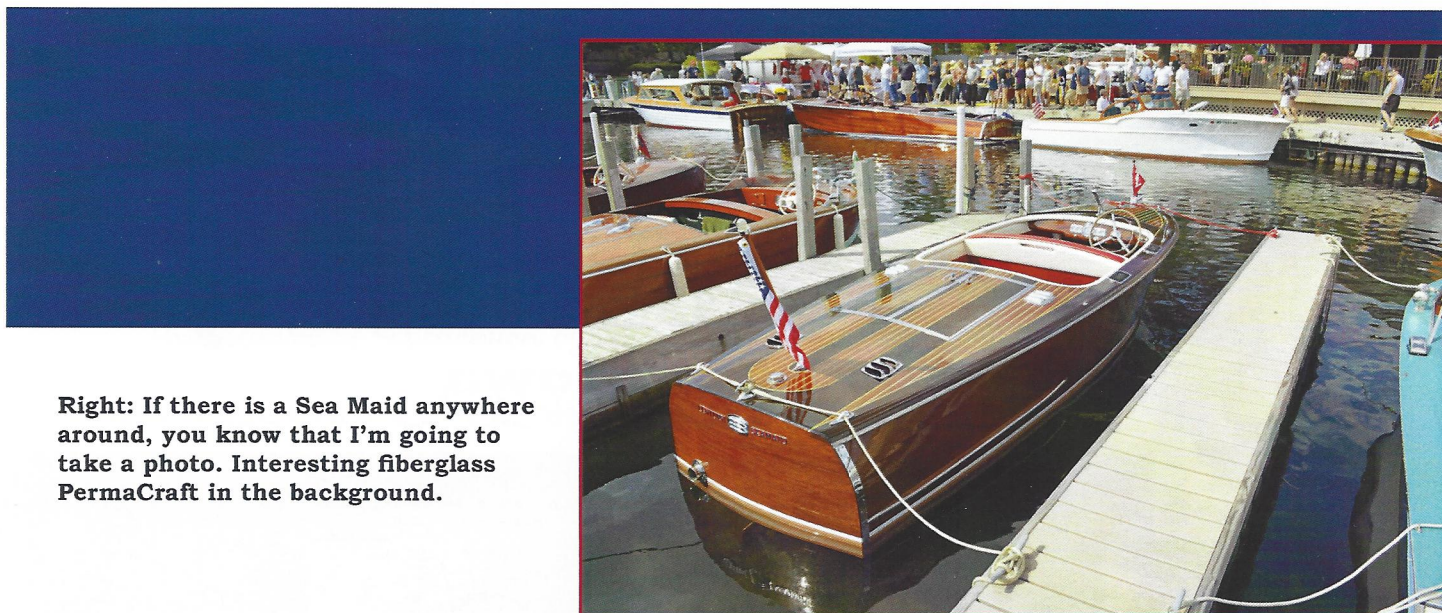
[www.boneyardboats.com](http://www.boneyardboats.com)





# Lake Geneva 2014

**Left: FeatherCraft, anyone? Nicely finished mid-fifties aluminum runabout with cleverly disguised modern power. Looks to be a lot of horsepower for a lightweight boat.**

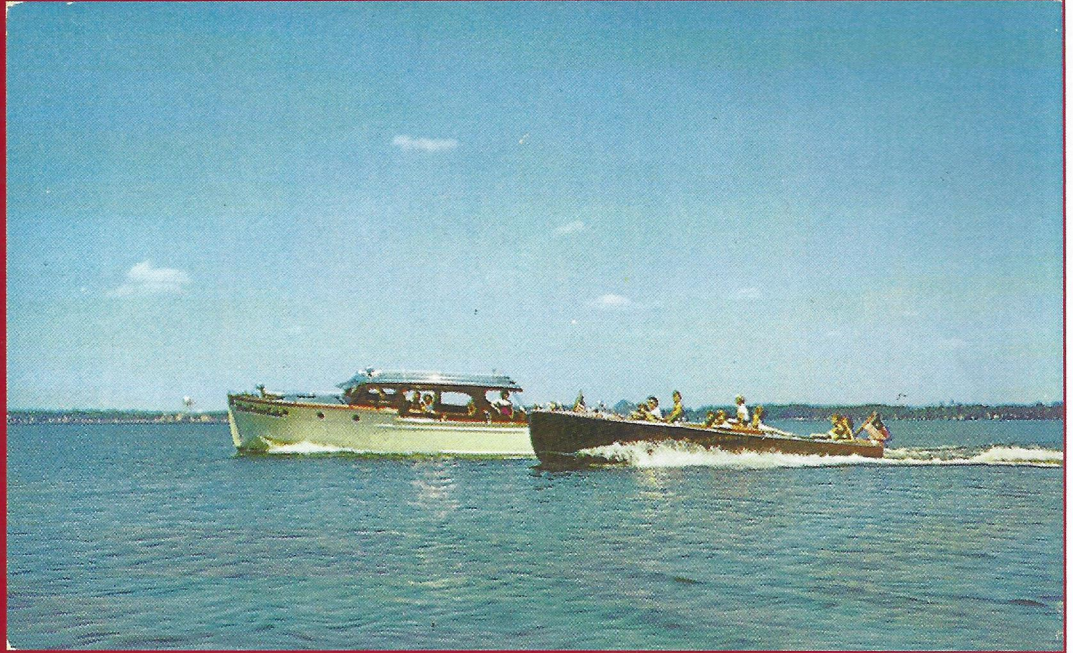


**Right: If there is a Sea Maid anywhere around, you know that I'm going to take a photo. Interesting fiberglass PermaCraft in the background.**



**Left: Interesting contrast between a 25' Sportsman and the Glasspar G-3 in the background. The little people on the dock also enhance the sheer size of this gargantuan utility. Or is it really a triple hiding in a user-friendly format?**





# **Witke's Boat Livery**

## **Clear Lake, Iowa**

See Page 10

