

***the***

*volume 39 number 2*

# **BOATWORLD**

***summer 2014***

***the quarterly publication of the  
bob speltz land-o-lakes chapter  
antique and classic boat society, inc.***





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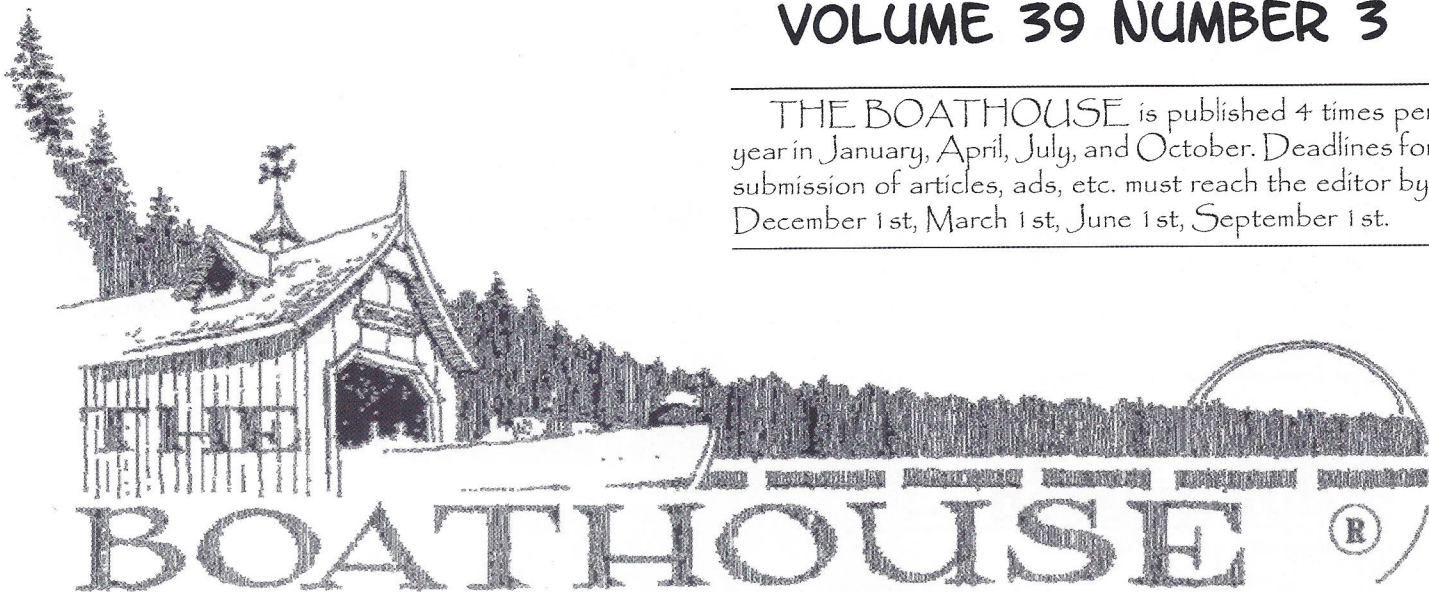
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# VOLUME 39 NUMBER 3

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

**Our Mission:**

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

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

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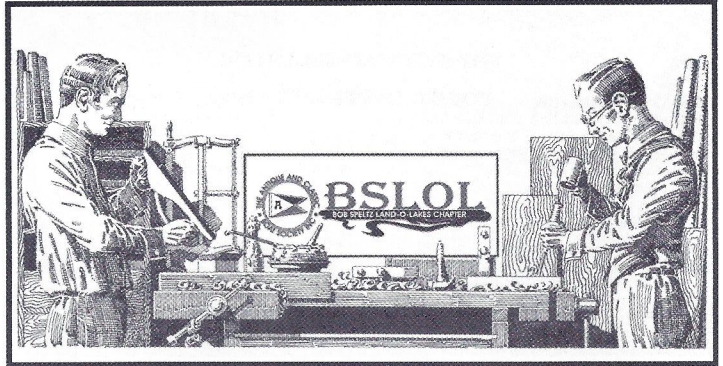
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**February 21**

**"Give Me A Brake"**

What's the most often overlooked maintenance item? Here's a hint: look down at what's under your boat! Bearings, wiring, and brakes all need regular maintenance on your trailer. But are you up to date? Get the lowdown from Rodney at Highway 55 Trailer Sales, 975 Chamberlain Ave. SE, Buffalo (corner of Hwy 55 and County Road 14, west of Rockford, east of Buffalo).

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**March 21**

**"Tricks of the Trade"**

Our own Jim Goulding, proprietor of Restoration Workshop, will show us how to "touch up" even the most embarrassing "operator error." In addition to high end furniture restoration and the repair of executive office furniture and woodwork, Jim specializes in the repair of high end yacht interiors. 18202 Minnetonka Blvd, Wayzata (Deephaven).

**April 18**

**"Judge Not, Lest Ye Be Judged"**

With BSLOL hosting the 2015 ACBS International Meeting and Show, you may be considering entering your boat in the show. Dan Nelson, of Nelson Boatworks, will walk us through the ins and outs of having your boat judged. Also, we'll tell you more about the 2015 event, and explain how you can volunteer. 8241 County Road 15, Minnetrista.



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

**Send Payment to:**

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P.O. Box 11  
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For questions regarding ad rates, contact

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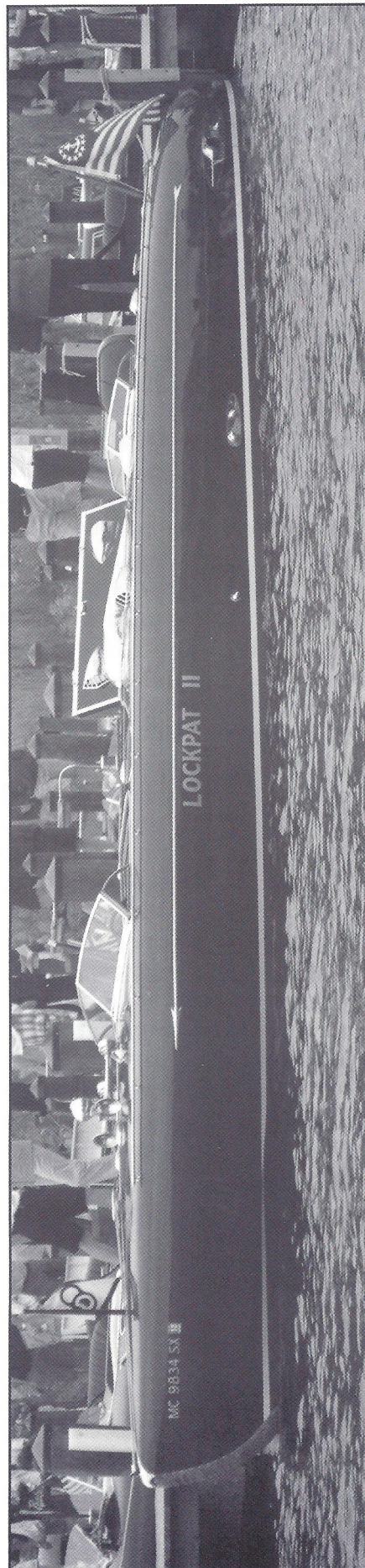
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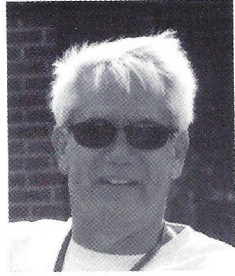
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# From the Helm



Where has the time gone? One day it's somewhere in the sub-zero range on the thermometer and the sky blue water is buried beneath 3 feet of snow and another 3 feet of ice (frozen water for those of you smart enough to escape from the Minnesota winters).

Next thing you know it's raining for what seems like weeks or months which produces floods and historic high waters, so you can only use your boat at closed throttle, if you have any time to use it anyway because of all the extra work the high water has caused. Like raising the docks, pumping water from basements, crawl spaces and garages. Oh did I mention cleaning out those flooded spaces before pumping all the water, and then finally summer appears for a brief moment!

Thank goodness we have plenty of boat shows and other activities to attend, these make it feel worthwhile.

Soon we will all be going the other direction again, preparing for the other season, pulling docks, raking leaves and winterizing boats and for us, it's also preparing for winter, which means snowmobiling (we have to do something entertaining in those long winter months). We know for others it means winterizing your house and hitting the road for places south.

So as you can see, the seasons go by awfully fast here in the Land of Lakes, which leads me to my next point: "How fast time goes by."

Nancy and I just returned from upstate New York, where we attended the ACBS International Meeting and Boat Show in Skaneateles, New York and the pre-events in the Adirondack Mountains (Big Moose and Old Forge). We had a great time with old friends and meeting new ones. We also learned a great deal about hosting such an event which we hope to put to good use for the International Meeting and Boat Show that will take place in the Brainerd Lakes area next September.

First of all we learned it should be a very

fun experience for everyone involved, not only the participants and spectators but also for all the volunteers (and it takes many helping hands!). We found that the host club volunteers were probably having more fun than anybody helping people launch boats at the various ramps, docking and tying boats, giving directions, advice and maybe teasing a few of those participants. We learned what it takes to put on a successful event. What I'm talking about is nice, friendly, cheerful and helpful people, you know, 'Minnesotans.'

As I said earlier, time goes by fast. We have less than a year until the ACBS International Meeting and Boat Show that BSLOL will be hosting here on September 20<sup>th</sup> through 27<sup>th</sup>, 2015. We have also asked those that are heading here to consider kicking off their vacation by stopping by the Lake Minnetonka Rendezvous on Friday and Saturday September 18<sup>th</sup> and 19<sup>th</sup>.

We are looking forward to next year and cherish the thoughts of the planning parties and meetings because that means we will be able to get together with our friends, making new ones along the way and that's what it's all about.

Please consider volunteering for a shift or two during the events. You *will* have fun, I promise. See you on the water,

*Steve*





~ Editorial ~

Lee Wangstad

~ Comment ~

Managing Editor

Things are changing in our hobby. The Antique & Classic Boat Society is changing right along with it. Since I made the transition from being just a boating enthusiast and passing through that portal into the crazy world of antique and classic boats quite a few years ago, the changes that I have seen have been phenomenal.

From a club that was mostly a group of do-it-yourself-type boat fixer-uppers all the way to today's gleaming 100 point award sweepers, we have been steadily evolving. The boats that were winning awards in the late 70's would be making a very small statement at one of today's shows. Are we prepared for these changes?

We don't have to like those changes. We can be like the average person and resist change. We can fight change. We can drop out, quit. Or we can enable, be a part of, and direct that change.

I'm not talking about changes like the politicians are talking about, but something more locally revealing, like within our own chapter, within the ACBS. Things are changing, become part of the change and become active and help things evolve in the direction that you would like to see them go. Want to see more boating activities? Get involved. Want to see the shows run differently? Become vocally and physically engaged. More workshop type demonstrations? Pitch in. Want to sit back and let everything happen around you? Then appreciate the hard work that others are doing for your benefit and don't complain.

Give feedback. How in the world does anyone know just what you are thinking if you don't let them know. The board isn't big on mind reading. Sure, they are very intelligent, have insight, and can at times get the gist of what is going on around them, but let them know the specifics of just what you would like to see. You can't hit the nail on the head if it doesn't present itself in front of you.

What kind of activities would you like to see? Monthly meetings? Weekly sanding sessions in

someone's workshop? Steering wheel clinics? I mean, there are hundreds of possibilities. Just what are you thinking? Let someone know.

Here's where we get to my pitch. Write. We all have interesting stories. About our boat or boats. Where they came from, how they came to be in our possession, how we got them back on the water, how we use them. How they make us angry, how they make us happy, how does a material item become so emotional. The relationship between us, our families, the water, the cabin. There's so much to write about. Chuck Dalquist knows. Ross Pfund knows. Andreas Jordahl Rhude knows. These guys and more are my heroes. Anyone who has written for The Boathouse is a hero in my book. They've taken their stories and put them down on paper. Shared them with the 300 or so other members. It's a very small minority that are active, yet we all have these stories.

Recently Ian Sandercock wrote his story and submitted it. It is a great story. You can't believe just how much I appreciated his interest. And he was willing to share. He made the effort to write it down and send it in. I mean, it's not like lifting a car off of some hapless victim, but it was a heroic effort nonetheless.

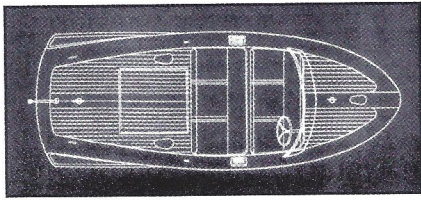
How long did Sherwood write his Gadget & Kinks column? Longer than I've been doing this, by a long shot. How many members benefitted from his advice? Innumerable. Here's a guy with great information, willing to share his experience.

The next time someone asks where the latest issue of the Boathouse is, it is more than likely in the mind of a member, just not willing to change, not willing to make the effort to write it down, not willing to share just what makes this hobby so interesting to them.

Write. It's really not that hard to do, and I can give you the help that you want or need to craft a great story. ⊕







# Scratch Built

## Building a Boat From Plans

By Lee Wangstad

Picture this: while perusing a Modern Mechanix magazine in the twenties, you come across an advertisement that states that you can save two thirds the cost of a new boat just by building it yourself!

While many read this type of ad, most readers just went on to the next page, not interested in boating whatsoever, to catch up on the latest new-fangled gadgets that these magazines were all about.

**BUILD A BOAT 1947**

**SAVE 2/3'S and More**

PRICE 10¢

ACTUAL PHOTO DESIGN No. 106

**CLEVELAND BOAT BLUEPRINT CO.**  
CLEVELAND 13...OHIO

Perhaps the best dime you've ever spent!

But there were those few that would pause, contemplate the prospect, store the image away for future reference. While reviewing the magazine later on, they might pause just a little bit longer, picturing themselves at the helm and



DESIGN NO. 24  
**16-FOOT INBOARD RUNABOUT**  
Vee Bottom

**CONSTRUCTION**

Stem sided 1 1/2 in. white oak, frames 3/4 x 3 in. white oak, spaced on approximately 18 in. centers. Planking 5/8 in. Philippine mahogany, edge-grain fir or cypress. Seam buttens 5/8 x 1 1/4 in. white oak. Weight of hull without engine or equipment approximately 500 lbs. With about 75 h.p., high speed engine, this boat will show speeds of better than 35 m.p.h. or a fully converted Ford A motor, 30 m.p.h. Estimated cost of building \$300, without motor. Plywood not recommended for this design.

**DIMENSIONS**

Length overall	16 ft.	Bow	25 ins.
Beam, extreme	5 ft., 5 ins.	Amid	19 ins.
Draft of hull	8 ins.	Transom	17 ins.
Heights inside motor compartment	24 ins.	Length 36 ins.	

Motor weight up to 750 lbs.

**PRICES**

This design consists of one pattern for each frame, spaced on approximately 18 in. centers, one for the transom, stem and transom knees, 13 in all, blue print with specifications, sheet of lines and offsets, and book "How to Build Boats," all for the price of \$9.00, postpaid.

Two sheets of blue prints with specifications and sheet of lines and offsets \$5.75, postpaid. Patterns as listed above, with book "How to Build Boats" \$5.75, postpaid.

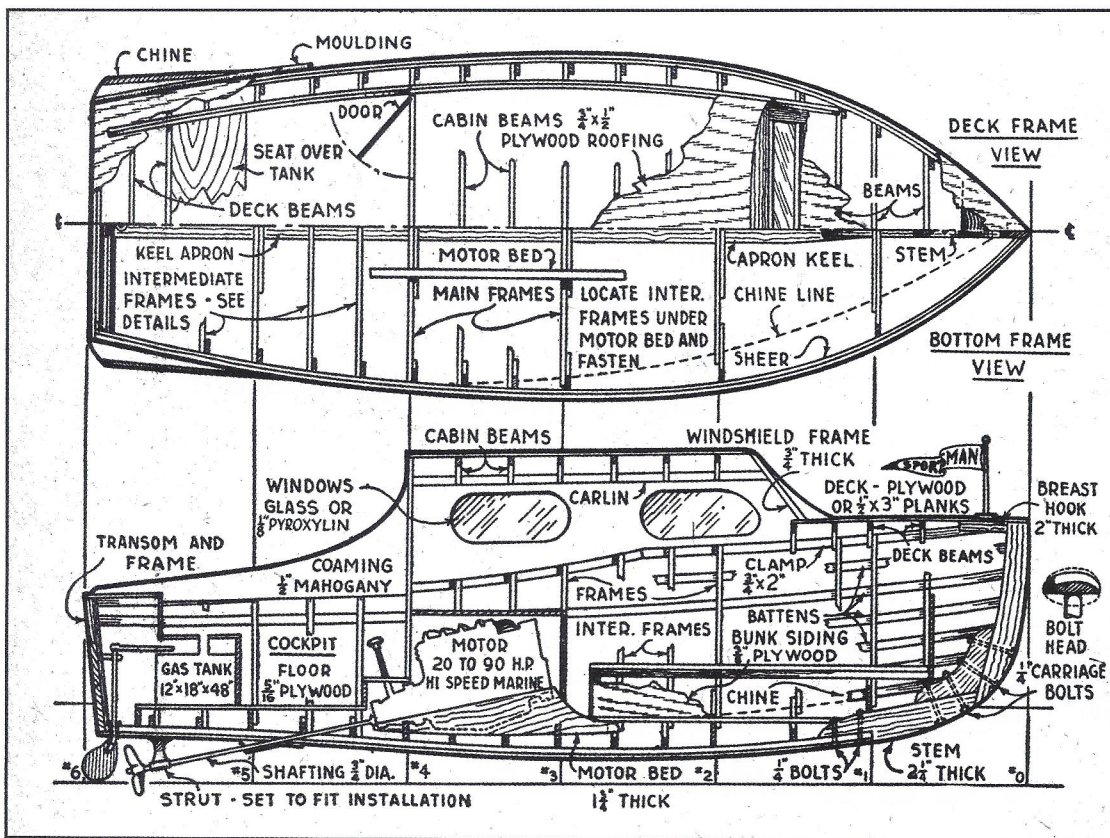
### Smartly styled runabout from the Cleveland Boat Blueprint Company.

just how smart they'll look, the new friends they'll have, the people that will admire them. Not just for the striking image that they present, but also for the fact that they've built this vessel themselves, with its beautiful lines, fine craftsmanship, and custom touches.

Ah yes, this is where the trouble usually starts. In the twenties and thirties most of these do-it-yourself projects consisted of plans, boat plans usually drawn by marine architects. These people who are trained to know the nomenclature, the structural stresses involved, and the assembly processes that seem to have a certain order to get the finished product to look and feel like a *real* finished product.

And then along comes the first time boat builder, new to all of this. Professional boat





Sectional drawings of *Sportsman* from the 1947 Boat Builders Annual.

builders have the experience, learning all along the way, that the amateur just can't possibly have. Not only do these newcomers not know how to read the prints, their level of skill may also be dubious, at best.

On the other hand, there are hobbyists that have become quite successful at building boats, attaining a level of satisfaction that no other boat owner can really fully understand, not having done it themselves. These are the craftsmen and women that the advertisements were truly aimed at. Those who had received the blessing of being able to visualize a two dimensional plan and transform it into a three dimensional object. They would live out their dreams, knowing that they have outperformed many of the professional boat builders in the marketplace with a boat that is customized to their personal needs and wants.

They are able to take pride in their workmanship, even those whose project didn't quite measure up to the profes-

sional standards. They did it their way, with their own hands, utilizing their own skills.

Whatever the outcome, these plans were printed in *Motor Boating* magazine, available from Cleveland Boat Plan Company, and, as mentioned, the do-it-yourself type of magazines, like *Modern Mechanix*, *Popular Mechanics*, and *Popular Science*. There must have been an audience for this kind of publication for such proliferation in the marketplace. Unless they were getting a healthy

response to their advertising, they wouldn't continue.

The series of "Build 20 Boats," available from Fawcett Publishing, outlined a whole variety of marine adventures. Featuring boats designed by William D. Jackson and Weston Farmer, these boats were meant to be used. Most of the powered boats were intended for outboards, but there were also some nice inboard boats included.

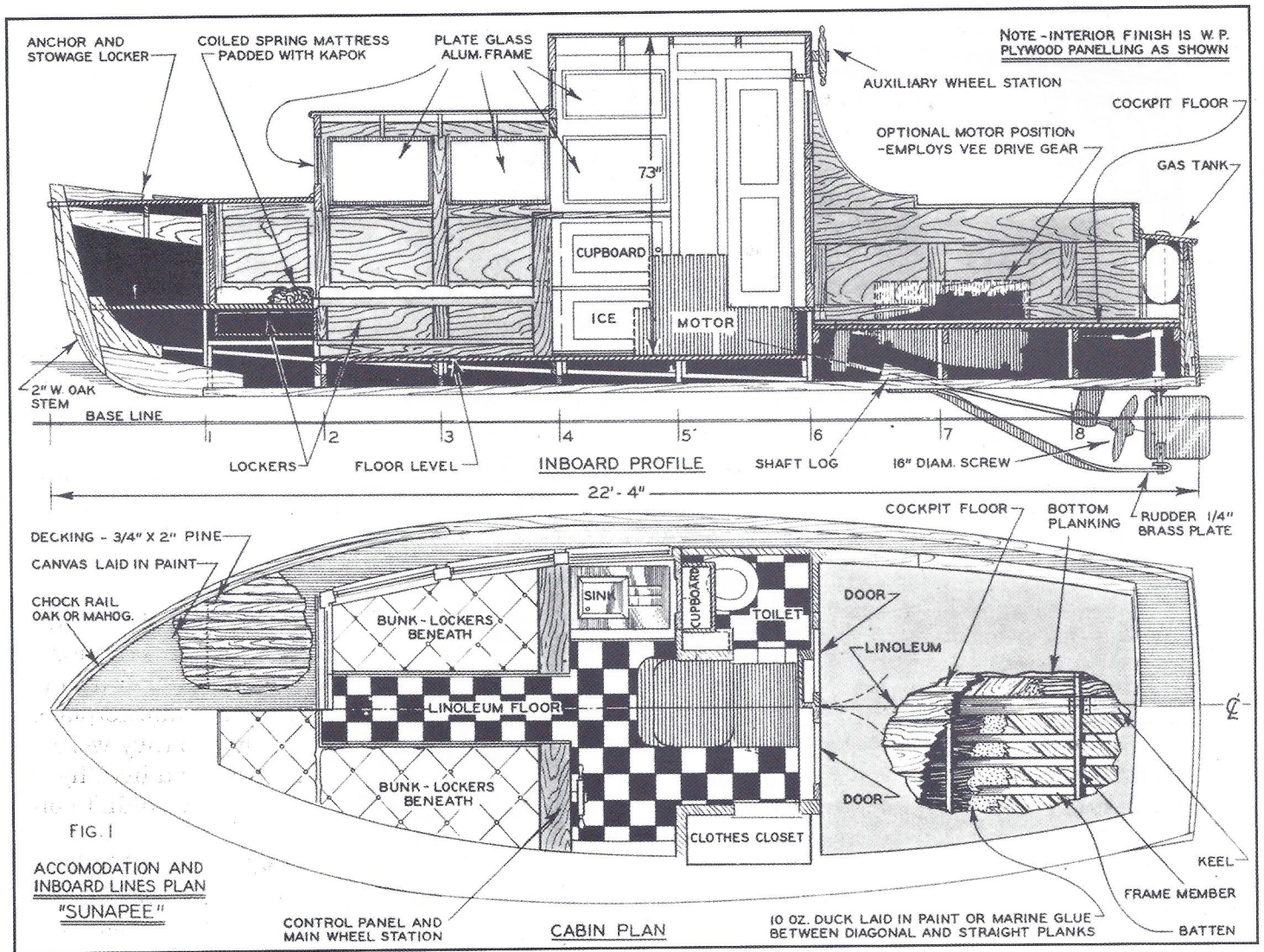
So, where are these boats today? With the number of plans sold, where are they? I know



Highly personalized version of *Sportsman* built by proud owner F.O. Gottschalk of Columbus, Nebraska







**Sunapee, a 22 foot cruiser**

that they weren't cherished by collectors. Nobody goes after a boat knowing that it's builder was a total amateur, without a known name or whose occupation was something other than a bonafide boat builder. I would imagine that many became family heirlooms, being passed from generation to generation, finally becoming a burden to some poor, unfortunate relative with neither the time, finances, vision, or funds to support such a large piece of history.

Many of these do-it-yourselfers would go on to build boats professionally. Paul Larson got his start in the industry after he built himself a duck boat. Neighbors and friends were so impressed that they wanted one just like it. Soon he was too busy to work at the lumber mill and a great industry was born in Little

Falls.

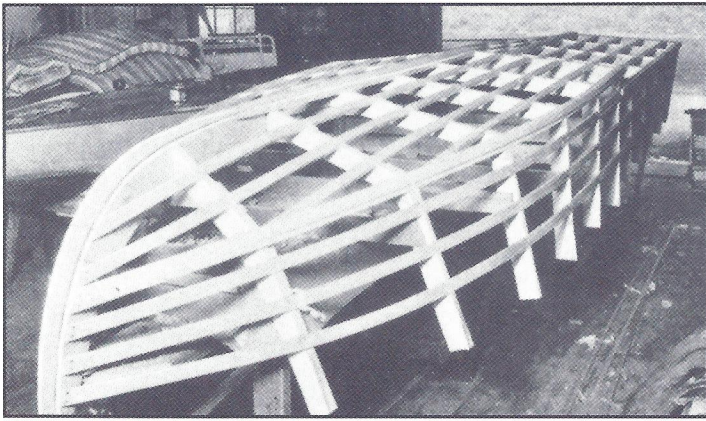
Howard Lund had built himself a duck boat out of aluminum. He had taken sheet metal training at Dunwoody Institute in Minneapolis and was very skilled at his craft. This was not



Photo shows the completed "Sunapee" cruising at an easy speed. The many windows pleasantly light the interior of the roomy cabin.







**Framework for Weston Farmer's Wanderboat.**

just another home built "make do" type of boat. There was nothing crude about it. It had a high level of fit and finish, everything worked out to his plan. He had placed the boat on top of his car in time for the hunting season to begin. A passerby spotted the boat on his car in New York Mills and stopped to chat with the owner. It turned out that the passerby worked for Inland Marine in Minneapolis who placed an order for 50 boats identical to this one. Another great boat building company was born to Northern Minnesota that is still in business today.

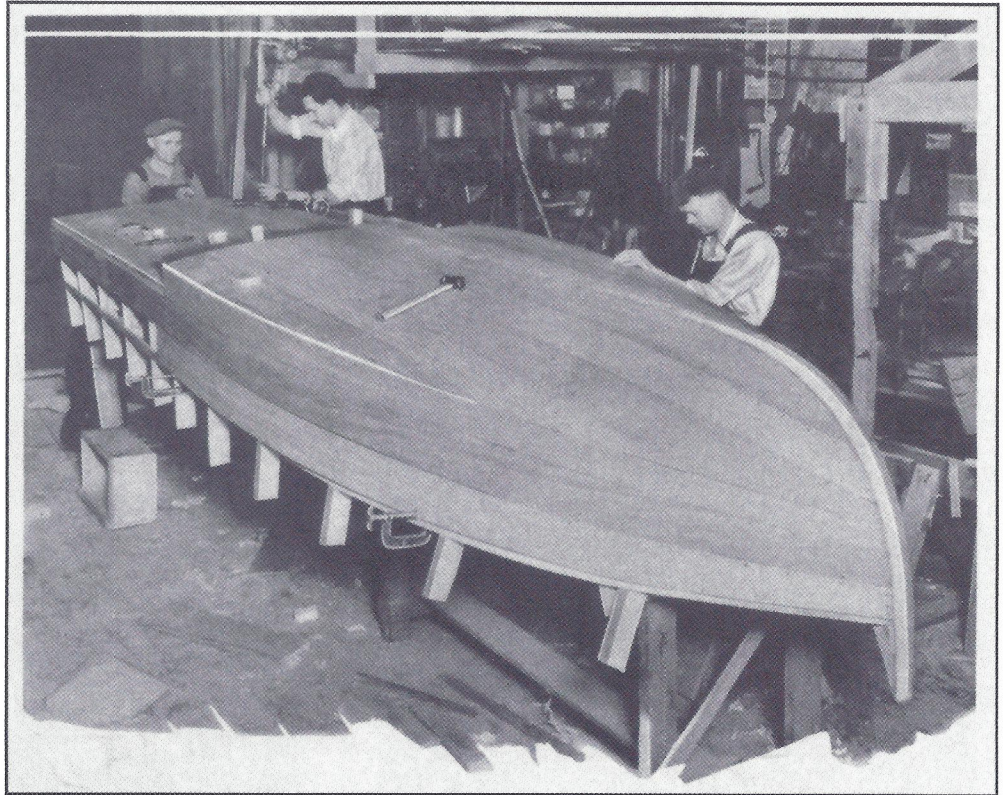
Of course, not every amateur boat builder had the skills, access to materials, or the long-term attention span that it takes to finish a complex project. If any of the above three virtues are missing, it almost guarantees failure. And that's where many dreams would end up. After a few years of taking up indoor garage space or becoming an unsightly mess in the backyard, many of these projects were doomed to the burn pile or unceremoniously towed to the dump. Some would change hands, with each new owner becoming a part of the history of a project, before its sad fate would finally be sealed.

It is hard to really assess the market to determine just how many boat plans were sold, how many were started, how many were built. The plans that appeared in most magazines were also available as full size prints, so there would

be no excuse for errors in patterning it up to scale. They made it as easy as possible, trying to ensure some measure of success for the would be skipper.

The do-it-yourself magazines would occasionally run photos, usually quite blurry, of a boat, either on a trailer, or at times on the water, congratulating the owner on a job well done and encouraging others to take the plunge. Poor choice of words? Not necessarily.

For whatever reason, the survival rate among these boats seems to be rather dismal. It might be true that the builder/owner just plain wore them out. Was it possible that perhaps the materials chosen by these amateur builders left something to be desired? Building a boat out of lumber meant for other types of construction wouldn't be the logical choice today. It wouldn't have been the logical choice back then, but back then logic wasn't as paramount as it is in today's



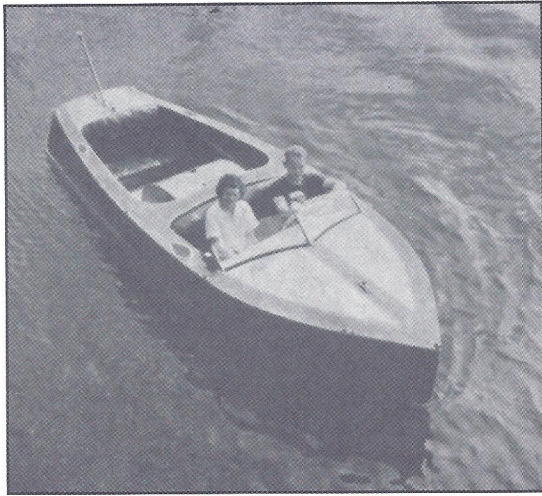
**They claimed that Weston Farmer's Wanderboat could be built by three men in three days of intensive work. The emphasis was more than likely on "intensive," and would the three ever speak to each other again?**

world. There was no "Captain Obvious" present to tell them when or where to stop.

Every now and then we hear about some boat that has been discovered, unknown to all and from unknown lineage, but a classic wood boat that has survived. It has somehow endured a life







Left: Sleek utility built by Alf Slack in the late 40's when he was 19 years old. He was featured in an issue of the Boat Builders Annual.

Right: Slack giving a lesson in Ford flathead V-8/60 economics to an admiring group of local youngsters. The V-8/60 was a common motor for marinization that found its way into many home-built boats. Parts availability as well as easy servicing were a factor.



### MASTER BOAT BUILDER



WILLIAM JACKSON

**W**ILLIAM JACKSON, who designed most of the boats described and illustrated in this issue of the Boat Builder's Annual, may justly claim the title master boat builder. For twenty years he has designed and built more than 400 boats which are in use in every part of the world—on the Danube River, Nile River, Black Sea, Indian Ocean, Australia, Greenland, Borneo, and in

Africa. Back from the wars, he is hard at work now on more boats at his home and boat plant at Bass Lake, Indiana. His great grandfather was a boat builder in Russia, his grandfather a boat builder in England, and his father a famous boat builder on the Atlantic Coast and Mexico and the Pacific Coast. Mr. Jackson has sailed in many waters, been marooned, shipwrecked, and won speedboat races.

**William D. Jackson, Naval Architect, hero of every do-it-yourselfer in America!**

on the water, life in storage, and now, revealed to a whole new generation of boating enthusiasts. Is this any less of a classic boat than the pedigreed manufactured boat? I think not.

There were whole fleets of home built boats, each a reflection of the builder/owners unique tastes and skills. They provided recreational time spent on the water, their families flush with pride as they cruised the rivers and lakes.

Their purpose profound, these boats brought on meaningful experiences with every excursion. There was no such thing as a "routine" outing. Every trip was an adventure and the memories would live on forever. Boats may come and boats may go, it is the recollections that put us right back into our past that will endure forever. ⊕



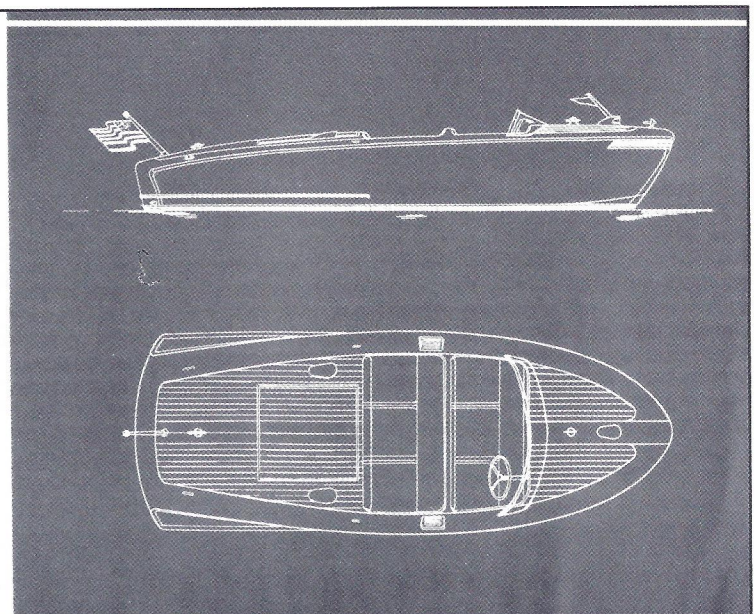
#### DESIGN-BV-1554: 16 FOOT INBOARD SPORT RUNABOUT

L.O.A. ....	16'	Draft (hull) .....	12"
Beam .....	6'	Freeboard Fwd. ....	1' 9"
Depth .....	3' 6"	Freeboard Amid. ....	1' 6"
	Freeboard Aft .....		14"

This vee bottom runabout has exceptionally fine lines. Well suited for 100 HP engines, the plans show installation of the "Fireball" 4-90 or the "Phantom" 4-75 in this twin cockpit forward model. Cockpits measure 2' 4" x 4' 8" (Fwd.) and 3' 7" x 4' 4" (Aft). Speeds: 75 HP—28 to 32 MPH; 90 HP—33 to 35 MPH; 100 HP—up to 40 MPH. Frames are of 3/4" White oak spaced on 24" centers for maximum strength with high power still keeping weight to a minimum. A broad, rounded sheer line forward adds to the attractiveness of this design. The plans call for seam batten construction with 1/2" planking. Materials cost approx. \$600.00. Building time about 120 hours.

FULL SIZE PAPER PATTERNS: To include stem, transom and half sections at the stations, PLUS full set of large scale building plans. \$21.50

LARGE SCALE BUILDING PLANS ONLY: \$13.50





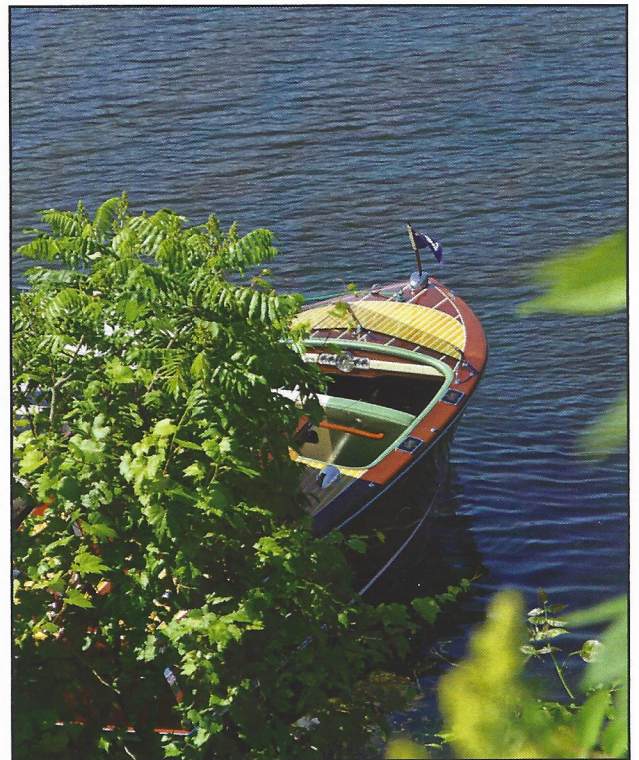
# WHITEFISH ANTIQUE AND CLASSIC WOOD BOAT RENDEZVOUS



Ted Roger's impeccable *After You*. This boat needs no introduction to people attending Northern Minnesota shows.



Above: Lee Anderson's *Poetica*.  
Below: Charlie Underbrink's *Goodhue*.



Bob House's *Century*,  
Maid in '47.





# Local Man Makes Good

## Excelsior Resident Wins National Award

Doctor Bob, Big Bob, Dr. Robert Johnson, no matter how you know him, to members of the Bob Speltz Land-O-Lakes Chapter, he's The Judge. With his extensive knowledge of boats and boating, he is someone that we can all turn to with our questions. If it's been done, he's done it.

fondness for things unusual. This was borne out when he bought an inboard Falls Flyer from Jon Menth, way back when the rest of us didn't have a clue. It continues today with a stable that includes a Gordon B. Hooten racer, a Hickman Sea Sled, a Duke, a Sunflower, and a whole flock of finned fiberglass boats that he single-handed-

ly rescued from assuredly instantaneous death at a Wisconsin auction.

And now another accolade: The 2014 Antique & Classic Boat Society's Rover Award. Generously donated by the Toronto Chapter and selected by the Awards Committee, this trophy



**Dr. Robert Johnson announcing the judges decisions at yet another boat show.**

He's had boats that run the range from his Meteor triple, Goldie, to his current Penn Yan cartop dinghy. Dr. Bob has had gray boats, finished boats, in-the-shop boats, in between boats, on the water boats, on the hard boats, at the dock boats, and on the cruise boats. Big Bob is also becoming known as a source for obscure marine hardware, literature, and everything marine related.

He seems to have a special



**Bob and his Gordon B. Hooten at the Chain of Lakes Show in Alexandria.**







**Dr. Bob and another group of happy passengers!**

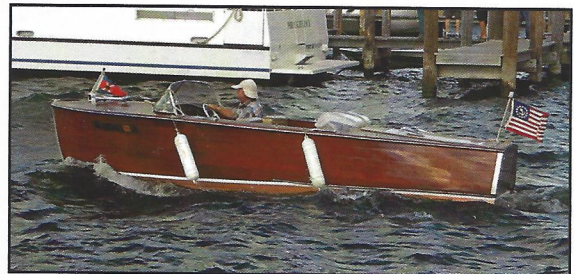
is awarded for the purpose of recognizing outstanding effort by an individual or group in the organization and implementation of a cruise or function, encouraging the use of antique, classic and historic boats for the enjoyment of the chapter and society's members. Going down the list of past recipients in the directory lets you in on the heady company that Robert has been placed.

Dr. Bob has been the leader and coordinator of many pre/post boat show cruises on Lake Minnetonka, the St Croix and Mississippi rivers. He coordinated a long distance run, titled the Speed Boys Endurance run, from Bayport Minnesota on the St. Croix to St. Paul on the Mississippi. For a number of years he put out a challenge to race anyone (and everyone) prior to the annual BSLOL boat shows. F.Todd Warner answered the call one year and brought out his Dingle triple cockpit, *Gerry Lo*, powered by a whopping 12 cylinder Rolls Royce engine. Unfortunately for Todd, Dr. Bob's highly modified U-22 took the prize at 49 MPH.

Dr. Bob is a year round volunteer at the Museum of Lake Minnetonka which runs and maintains the steamboat Minnehaha. Bob captains and

narrates aboard the steamboat on Lake Minnetonka during the summer months, and is also instrumental in the maintenance of the vessel over the long Minnesota winter. Bob also captains the steamboat during the pre-events of our annual boat show where he entertains participants with Tonka's colorful and historic rhetoric.

Don't expect this to change his demeanor. It might put a little spring in his step for a while, but I don't foresee a big change occurring. He'll probably tote the award down to Mexico with him this winter to show it off to the locals, but back home he'll still be the same Dr. Bob. Congratulations! ☸



**Big Bob piloting the Duke on Lake Minnetonka.**



**Dr. Bob aboard *The Muskoka Kid* at the Lake Vermilion Show.**





Left: Del VanEmmerik's Car Aqua, a boat that has seen a lot of road miles and has been viewed by thousands at hundreds of shows. This boat is especially attractive on the water, where it gets a lot of use. Always a crowd favorite, it won the People's Choice Award.

Right: Dean Wilson's *Bonnie Dean*. Built from plans from Glen-L, he personalized it to his own tastes. Winner of the Favorite Inboard Award, this boat was also well received at the Whitefish show last year.



Below: Rob Engstrom built this boat out of redwood siding salvaged from a neighbors house. This phenomenal recycling project won the Favorite Paddleboat/rowboat Award.



# WHITE BEAR LAKE ANTIQUE & CLASSIC BOAT SHOW - MANITOU DAYS





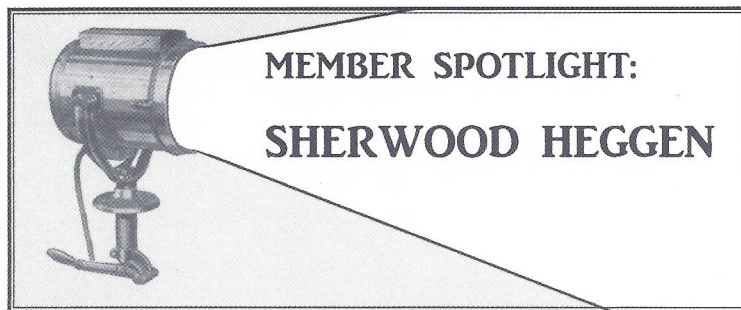


Sherwood joined the local chapter (then the Land-O-Lakes Chapter) of the Antique and Classic Boat Society in 1988 and is the epitome of active membership.

Sherwood and his close friend, Chris O'Connor, were seriously involved in radio controlled model airplanes. On one occasion, Chris told Sherwood he would not be attending the model airplane club meeting because he wanted to attend a wooden boat seminar. A few weeks later, Sherwood was invited to Chris's home for dinner. At the end of the evening, they went to the garage to see Chris's new project, a wooden boat in need of restoration. Aircraft framework construction and wooden boat construction are similar and Sherwood said, "If you ever see another one of these for sale, let me know." That night was the beginning of Sherwood's career in boat restoration.

One month later Sherwood was the proud owner of a 1948 Chris Craft deluxe runabout. Sherwood had no idea what to do to begin the restoration of his "new" baby. The bottom and frames were sound but decks and sides needed new planking. Sherwood's background in model airplane construction prepared him well for his new journey and love of old boats.

Sherwood read articles, observed other restorers techniques and gathered all the information he could while working on his projects, by the early '90s Sherwood had become a recognized quality wooden boat restorer. Sherwood and Chris then began to write short 'How-to' articles in the BSLOL Boathouse magazine. Before long Sherwood took ownership of writing articles under the "Gadgets and Kinks" heading. Sherwood initially wrote simpler articles about a variety of subjects ranging from what kind of masking tape to use, how to varnish a deck, how to true



out a transom, how to fair the sides of vintage wooden boat. He later moved on to more complex subjects like laying a keel, drilling the propeller shaft hole in the hull to accommodate the correct propeller drive angle and replacing side and deck planks. The Boathouse magazine won national recognition in 2002 for those articles.

Sherwood freely provides advice to club members about restoration work, selling a boat or purchasing a new project and became known as Mr. House Call of restoration projects. A problem would be explained to Sherwood over the phone but Sherwood would indicate he'd better come see the boat to make certain he was providing the best advice. He would oft times assist in a small portion of the restoration to get the boat club member started on the right track at no charge. At one time Sherwood was helping with so many projects they became affectionately known as pile one, pile two, pile three etc. Sherwood has also hosted a number of the BSLOL "Winter Workshops".

Sherwood became chapter Vice President in 1990 and President in 1991 and remained on the board thru 1998. For the last 24 years, Sherwood has been the master of ceremonies at the Labor Day weekend boat show at Lake Vermillion, way up in Northern Minnesota. He has served on numerous chapter committees, participates and judges at a number of area boat shows. Sherwood continues to provide sound advice to club members and when the job appears too difficult for the amateur restorer, Sherwood provides his skills at a reasonable price. Members of the Bob Speltz Land-O-Lakes Chapter and all those who have benefited from Sherwood's advice have sincerely appreciated his services. We are proud to have Sherwood as an active member of our local chapter and sincerely enjoy his personality and willingness to assist others in their quest to achieve a quality restoration. ⊕

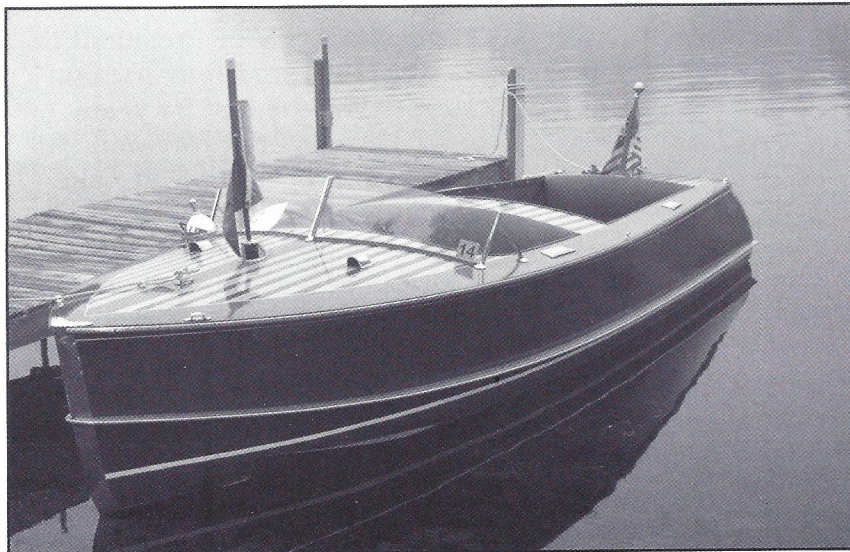




# WHITEFISH ANTIQUE AND CLASSIC WOOD BOAT RENDEZVOUS



Talk about change! Rick Terry and the crew at Moonlight Bay really shook the schedule when they moved the date of the Whitefish Antique & Classic Wood Boat Rendezvous from the end of July forward to June 22nd. While not conflicting with any other "local" shows, it did prompt some attitude adjustment amongst antique and classic boat owners.



**Todd McGonagle's 17' Larson inboard.**

The morning started out with a fog slowly lifting off of the lake making the boats arrival very photogenic. Those that brought cameras in hopes of that perfect shot had to get there early to capture the boats breaking through the eerie

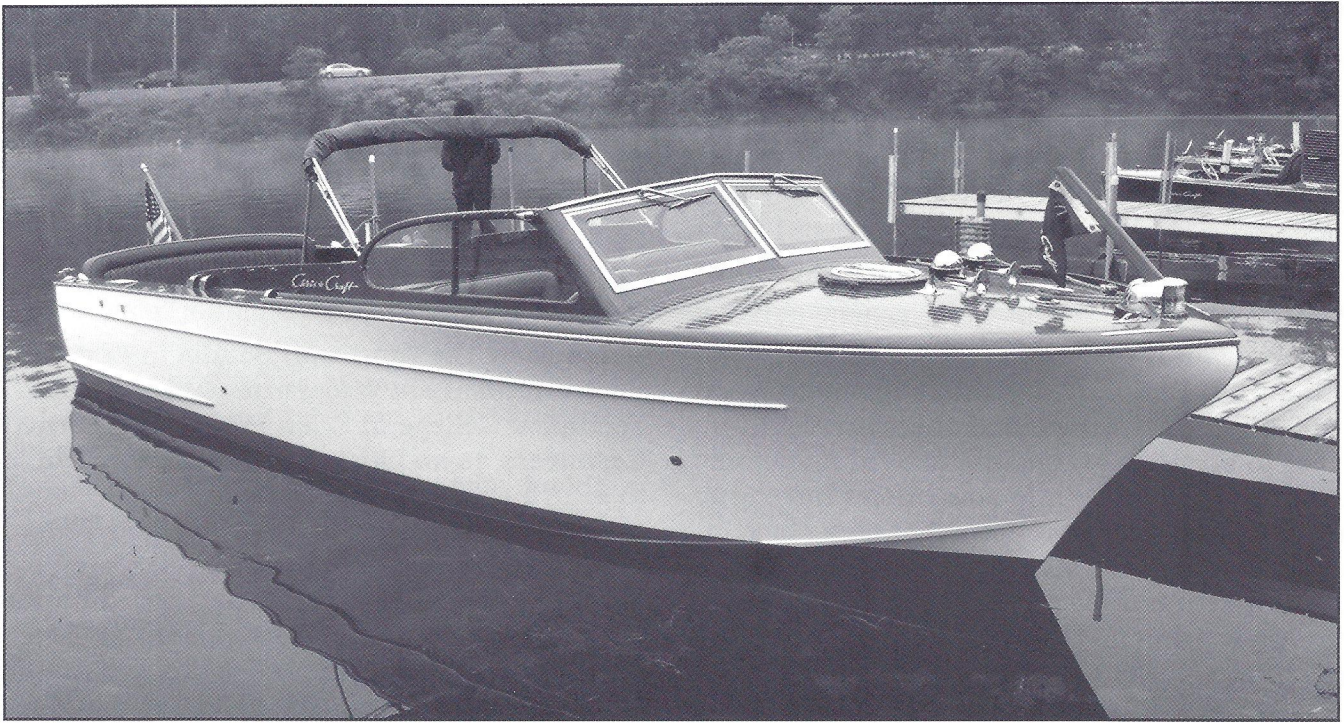
fog. Once the fog lifted, it left a beautiful day to watch the whole scene unfold. Watching and observing a show as it progresses from the first boats arrival until it rolls up and goes home is a wonderful experience.

Participation was somewhat down, but the quality that has become such an integral part of the Whitefish Show will carry on. While not really a secret, the date change might have taken a large portion of the spectators out of the equation. People that were used to coming to the lake on the fourth Saturday in July and mozeying down to the docks to see the boats were probably very surprised when, first of all, there were no lines, and secondly, there were no classic boats. By next year they'll be back in line. I'm not saying that it was a small crowd, because like every year it's huge, especially in comparison to other shows, but possibly not quite up to prior year's attendance.

The great lineup of boats included a little bit of everything, large and small, to hold everyone's interest. Ron and Nancy Stein made it back with their 1959 Larson Thunderhawk, still looking nice after all these years. Roger Moberg was back with his 1954 Larson Deluxe Speed Runabout, and Todd McGonagle brought *Reprieve*, his 17' Larson inboard utility. Peter and Alex Johnson brought







**A truly monumental boat: Charlie Underbrink's 1955 Chris-Craft 29' Sportsman.**

their Larson Falls Flyer outboard duo and the Minnesota Lakes Maritime Museum sent Carl Mammel's 17' Falls Flyer inboard to dazzle the crowd.

The Larson inboards weren't the only rare boats to appear. Lee Anderson had his Fitzgerald and Lee sedan, *Poetica*, at the docks. A crowd favorite, it epitomizes the high quality and luxury touches entailed in the building of this great boat.

Charlie Underbrink wowed the dock wanderers with three boats from his collection: a 1958 Ancarrow Patrician, a 1955 Chris-Craft 29' Sportsman, and his recently restored Goodhue Laker, the latter two bought at the Warner Auction in 2010. Has it been four years already? Yikes!

Of course, there were more boats, each with their own story, each very attractive in their own right. This show will always endure, improve, carry on. ⚓

**Right: Goodhue belonging to Mr. Underbrink.**



**Dane Anderson's Su-Preme Spitfire.**







# Elections and Annual Meeting

Once again it is time to vote for members of our Board of Directors. This is not something to be taken lightly, as these members are volunteering to spend valuable free time to make our organization better. While many don't have first hand knowledge of what actually takes place at board meetings, it is all geared to generate enthusiasm with more activities, participation, and events that bring us together. With that in mind, here are the candidates:

## **For President:**

Steve Shoop

Hello my name is Steve Shoop; I have had the privilege of serving as the President of BSLOL for the past two years and would appreciate your vote for President again this year.

One of the biggest and most important accomplishments of BSLOL during my tenure has been the successful presentation and acceptance by the ACBS Board of Directors for BSLOL to host the 2015 International Meeting and Boat Show that will take place from September 20th through September 26th, 2015.

I believe that the club has been growing and moving in a positive direction for many years, I would be honored to continue serving you, the members of BSLOL for another year.

Thank you for all of your support,  
Steve Shoop

## **For Vice President:**

Susan Tenney

I grew up in Orono Minnesota overlooking lovely Lake Minnetonka. I spent most of my youth around outboard motors and racing hydroplanes as my father, Bill Tenney, was a world Champion outboard boat racer.

My educational background includes an MBA from the Carlson School of Management and a BA in Economics and Business from Macalester College. I went to high school at Miss Porters School in Farmington, Connecticut and grad-

uated from The American School in Lugano, Switzerland. Last year I attended Hennepin Technical College in Eden Prairie and earned a Certificate as an Outboard Technician and love to refurbish antique outboards.

I currently serve as a Director and Temporary Vice President of the BSLOL. I have been focusing my time with setting up and coordinating events for the club. I also serve on the Board of Directors at The Lafayette Club and am Fleet Captain of the Classic Boat Fleet at the Minnetonka Yacht Club.

My current inventory of boats include a 1964 Higgins Mandalay with a 428 CobraJet and 2 Sea King Runabouts from the early 1960's. In addition, I have a growing fleet of outboard motors from the 1930's - 1970's.

Dave Bortner

Dave and his father got involved in wood boats when Dave was a teenager. After restoring two boats together, Dave's dad suggested that boat restoration might be a dandy way to finance college, so Dave had the unique experience of running a business while going to business school. Dave won his first BSLOL award in 1981 (Best Modern Classic with a 1962 19' Century Resorter). After a career in magazine publishing, Dave came back to the world of wood boats and founded Freedom Boat Service in 2009. In addition to serving as a BSLOL board member and co-chair of the BSLOL 2015 ACBS International Meeting and Show Committee, Dave is also a past-President of the Twin Cities Section of the Mercedes-Benz Club of America.

## **For Treasurer:**

Dan Schlegel

Dan Schlegel joined BSLOL in 2003. A recovering accountant, he has served as Treasurer since 2005 and is now seeking his 10th term in this office. While he very much would like to one day complete the restoration of his 1942 Chris





Craft Deluxe, this long suffering project has had to take a backseat to the many demands of family, career, and various volunteer commitments. He lives in Stillwater with his wife Susan and 3 children... Nathan, Ben, and Katie.

**For Secretary:**

Mark Nelson

Mark Nelson joined BSLOL in 2003 and has served as Secretary since 2005 and also has served as the clubs webmaster since 2006. He has a passion for Century boats and owns a 1951 Century Resorter.

Mark lives in Elk River with his wife Jackie and 3 kids, Ben, Keilani and Isabelle.

**For Director:**

Michael Holland

Hi, my name is Michael Holland; I appreciate being nominated to serve on the BSLOL Board of Directors and for the opportunity if elected.

All my life I have enjoyed boating and being on the water. The appeal started in the late 70s when I was seven years old vacationing on Leech Lake. For about eight years my family would make the annual trip from central Illinois to Minnesota for two weeks of fun on the lake, which included boating in some nice wooden boats. However, at that time they were not considered classics! Since then I have always had a fondness for the wooden boats.

In 2009, I was fortunate to find a 1949 20' Chris-Craft Custom named Blue Moon that I was able to purchase. I completed restoration in 2010 and since then have really enjoyed the world of owning a classic boat and all that it has to offer. I have participated in the BSLOL, Gull Lake Classic and Whitefish Chain Antique & Classic Wood Boat Shows where I met some great fellow classic boat owners and also those who wished they owned one. I enjoy a direct connection to the joys of classic boating and with it the desire to share this experience.

I am on the 2015 ACBS International Boat Show committee and look forward to help support this great event and to show off what Minnesota has to offer.

I want to assist with the growth potential of the BSLOL and would bring that desire with me as a board member.

George Norling

My name is George Norling and I have been a member of the BSLOL Chapter for the past two years. I am a 15-year resident of Minnetrista and prior to that an Orono resident. I have owned operated Norling's Lake Minnetonka Landscapes since 1974.

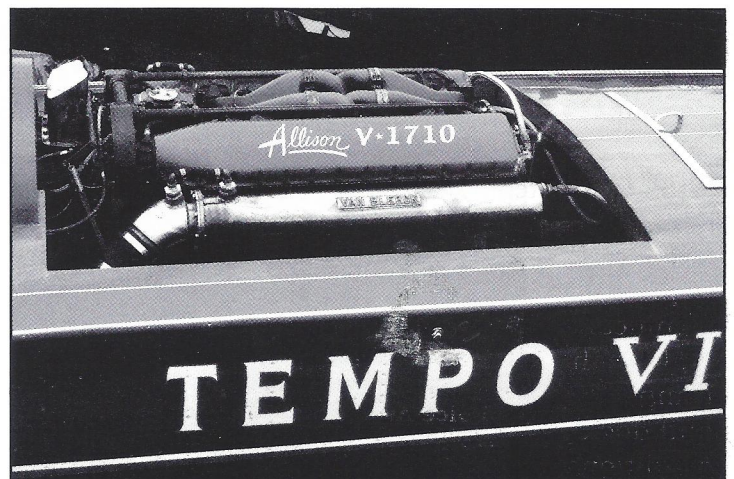
Recently I have been asked to participate as a board member with BSLOL. I appreciate the BSLOL activities and especially the people I have had the pleasure of meeting.

Thank you for the opportunity to be a part of the Antique & Classic Boat Society. With your vote I am pleased to contribute to the activities and events sponsored by the Bob Speltz Land-O-Lakes Chapter.

Ian Sandercock

Ian Sandercock – wooden boat owner for 20+ years. Current Board member who served as Director for our recent 2014 Rendezvous on Lake Minnetonka. My objective is to further the interests of antique/classic boat owners by helping facilitate all types of boat repair, boat rebuilding & boat display workshops & shows.

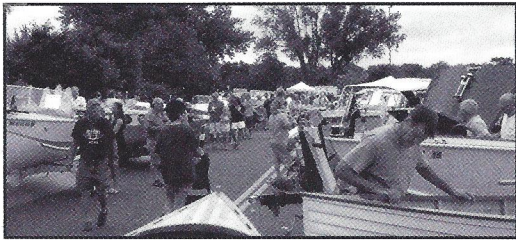
So there you have it, the future of our chapter in a brief synopsis of just who is running. By the way, when you see one of our board members, remember to thank them for the direction that they are providing. If you have a way to improve our chapter, let them know, they'll run it by the board. If you want change, bring it about. Participate. ⊕



The huge V-12 of Lee Anderson's Tempo VI.







# WHITE BEAR LAKE ANTIQUE & CLASSIC BOAT SHOW - MANITOU DAYS

By Pat Oven

One question that always leads off a discussion about White Bear Lake is whether or not the lake is going up or down. Well, 2014 has it headed in the right direction. At the time of the White Bear Boat Show in June the lake was up three feet, half way to its normal level but much improved over the past several years. It had the distinction of being the only lake in the Metro area that wasn't under wave restrictions at the time.



**Skipper's Dinner at Tally's Dockside. Left to right: Roger and Julie Moberg, Dick Mickelson, and Mark and Linda Petty.**

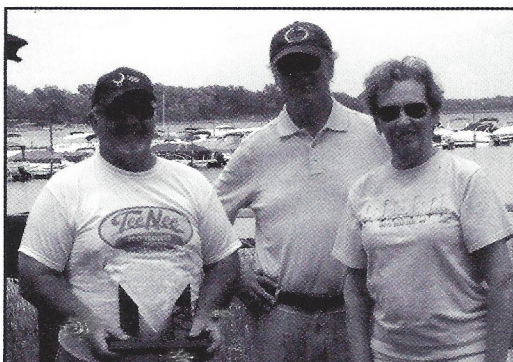
kicked off the night before the show with the annual Skipper's Dinner at Tally's Dockside. Their finger-licking BBQ feast was a real hit.

All spaces for the boat show on Saturday were filled. There were 58 registered boats and displays

on hand for the show and swap meet. Even though lake conditions had improved significantly, launch ramp and dock conditions

dictated that the White Bear Show remain an on-land boat show for another year. This is actually a preferred situation for the visitors to

Good weather on the weekend of the 2014 Boat Show guaranteed a great launch of the summer season. Activities

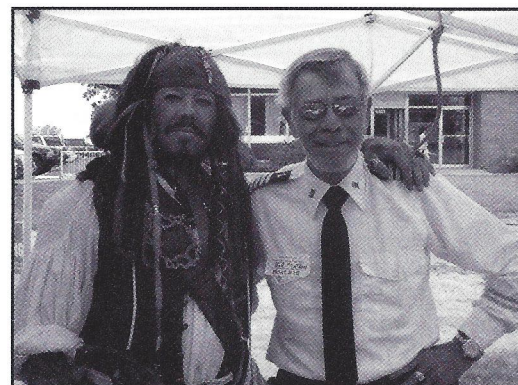


**Del VanEmmerik accepts the People's Choice Award from Joe Soucheray and White Bear Lake Mayor Jo Emerson.**

the show. They enjoy being able to see the boats up close along Lake Avenue and having the opportunity to talk to the owners about the history and stories about the boats, many accompanied by story boards, photos and period appropriate memorabilia.

The Featured Boats for 2014 were the speed-boats of the Classic Glastron Owner's Association of Minnesota. Seven of their classics were on display side-by-side.

Captain Jack Sparrow from the Caribbean Islands was in town for the weekend and stopped by for an afternoon to visit the boat show. In a conversation with one young man, who appeared to be six or seven years old, the lad commented to Captain Jack that "I've seen all of your movies, but I didn't like the last one."



**Captain Jack Sparrow with our own Bob Matson of "What's in Your Boathouse" fame.**

ies, but I didn't like the last one."

The experienced mayor team of Joe Soucheray from Garage Logic and Jo Emerson from White Bear Lake

were again on hand to present the award winners for 2014. Del Van Emmerik of Osseo took home the coveted People's Choice Award with his 1959 Marine Plastics carAqua Runabout with twin 45 hp McCullough outboards. The boat also won the Favorite Outboard Award. This was the second time a Van Emmerik classic glass masterpiece had won the People's Choice Award at White Bear Lake. His pink 1957 Hertzer's Flying Fish won the award at the first White Bear Boat Show back in 2005.

The Favorite Inboard Award went to Dean Wilson of Oakdale for his 2012 home-built Glen-L Century replica with an inboard Chevy 283. The







**Favorite Inboard Boat - Glen-L *Bonnie Dean* built and owned by Dean Wilson.**

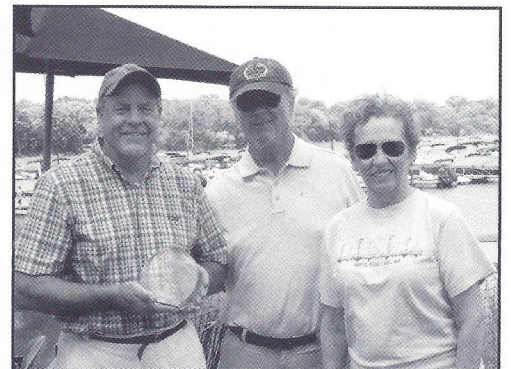
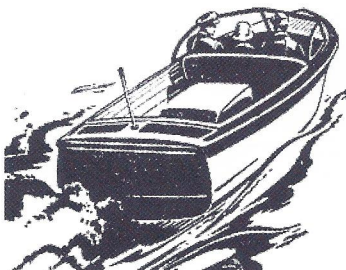


**Winner of the Favorite Paddle/Rowboat Award , Rob Engstrom with Joe Soucheray and Jo Emerson.**



**Dean Wilson with presenters Joe Soucheray and Jo Emerson.**

Favorite Sailboat Award went to Fletcher Driscoll of Dellwood for his 1963 D Scow from the Johnson Boat Works of White Bear Lake. The Favorite Paddle/Row Boat was awarded to Robert Engstrom of Shell Lake for his 15 foot, 2014 home-designed and built redwood rowboat. The redwood for the boat came from the redwood siding from a neighbor's house. ⚓



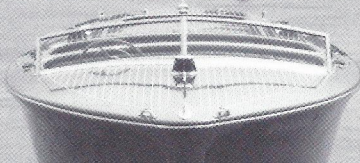
**Favorite Sailboat Award being accepted by Steve Wiberg on behalf of Fletcher Driscoll, presented by Joe Soucheray and Jo Emerson.**





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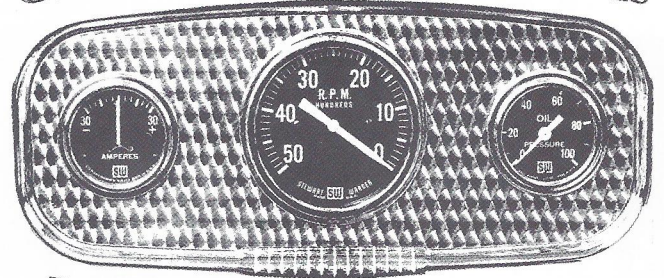
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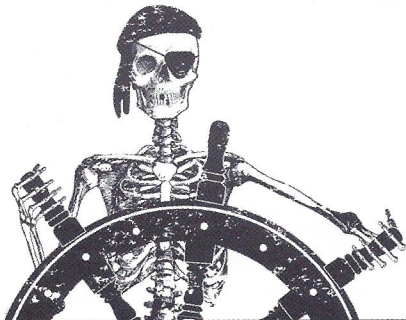
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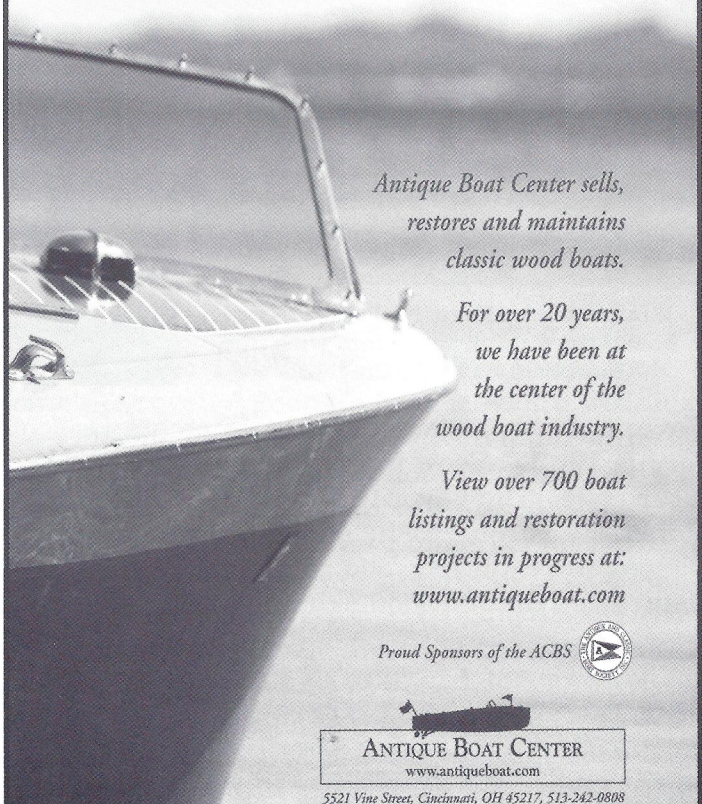
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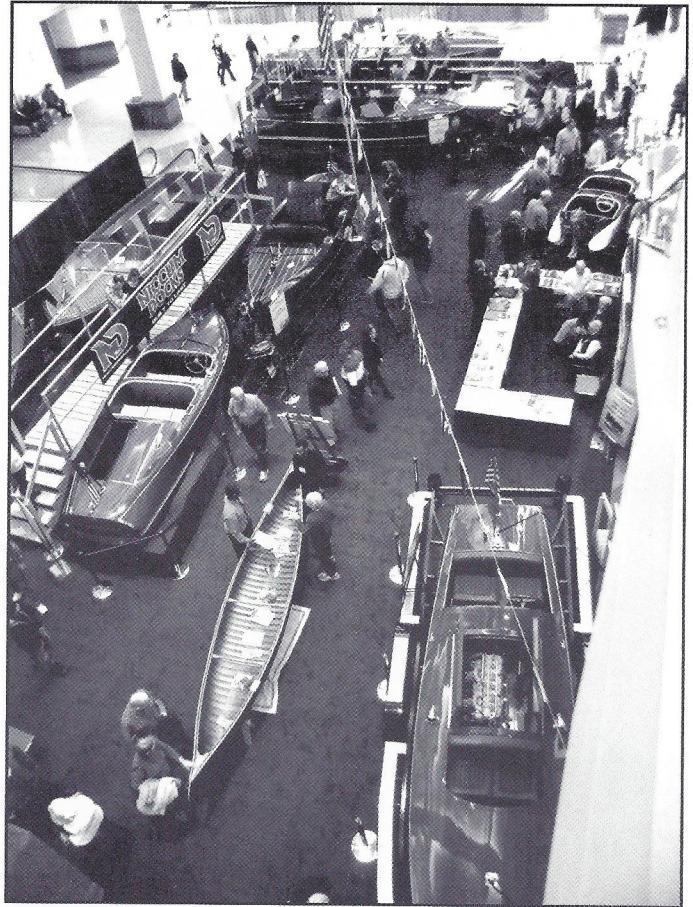
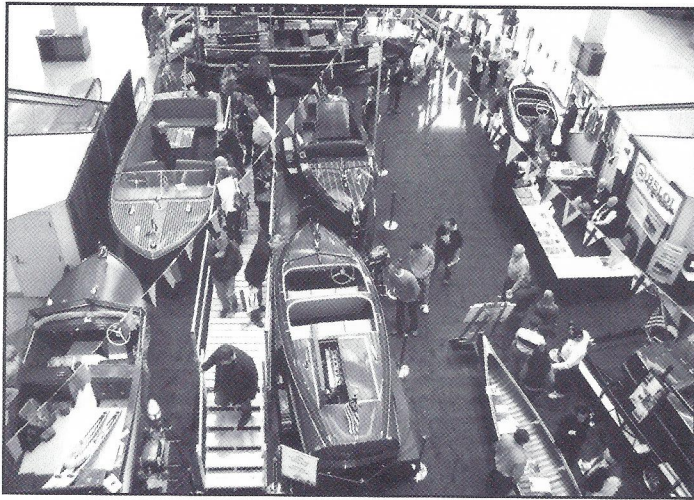
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# Volunteers Needed for Minneapolis Boat Show!

Planning is underway for the Bob Speltz Land-O-Lakes Chapter to return to the Minneapolis Convention Center to take an active role in presenting the historical aspect of boating on Minnesota waters. With this commitment comes the responsibility to staff this booth with volunteers that have antique, classic, and historical boating experience. The show dates are January 22nd through the 25th. Volunteers are needed for all shifts. Remember, you don't need to be an expert, you just need to have an interest!





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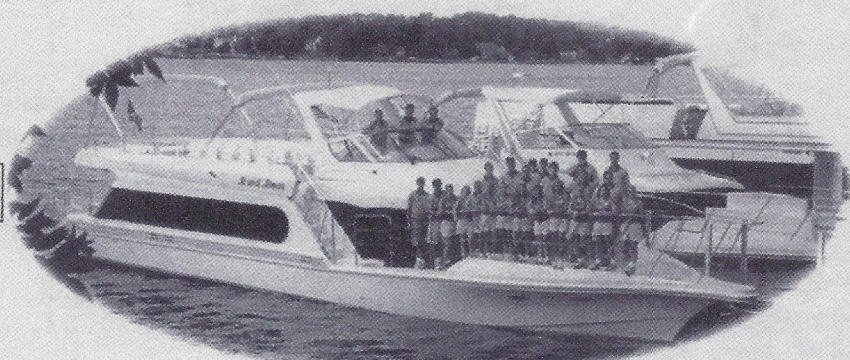
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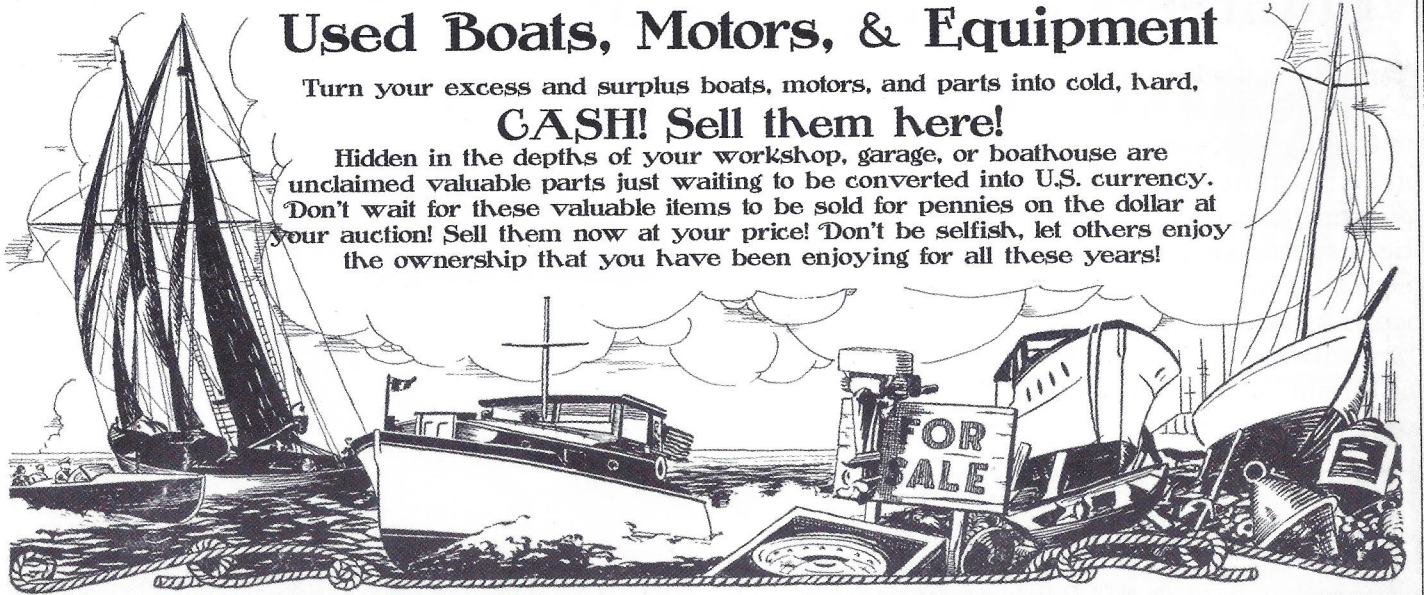


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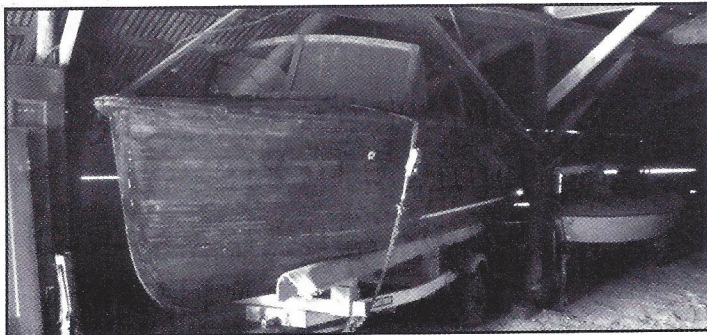


**For Sale: 1956 Chris-Craft Continental.** Hull Number CL18-209. 18 foot inboard with new bottom. Includes trailer. \$18,000.00. Call 218-639-0359, ask for Jim.



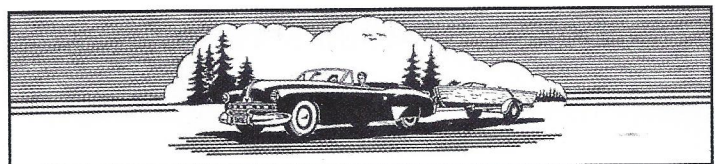
**For Sale: 1967 HalCraft 16' Day Cruiser.** Original 55hp Chrysler outboard. Exterior hull has been restored. New custom snap-on travel cover and snap-in carpeting. Original Holsclaw trailer has been restored. Mahogany interior. Chrome gauges, lights, horn and accessories. Full convertible top and side 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.

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**For Sale: 1938 21' Larson Inboard Deluxe Utility.** Barn find classic Larson. At 21' in length, this was the largest inboard in the Larson lineup. Rumored to be from Lake Vermilion originally. Includes trailer. Other wood boats including Chris-Craft. Call Dean at 320-846-1461.

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# WHITEFISH ANTIQUE AND CLASSIC WOOD BOAT RENDEZVOUS



**Left: *Poetica*, built by Fitzgerald & Lee and owned by Lee Anderson, was an early morning arrival at the Whitefish Show.**

**Right: *Gatsby*, a 1937 18' Gar Wood Utility, is owned by Rhett Fleming of Minneapolis.**

