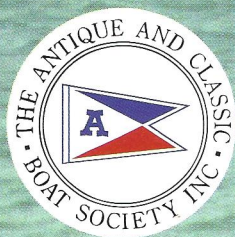


*1929 Dingle
30 foot triple cockpit*



*1989 Hacker
35 foot triple cockpit*

*1995 Hackercraft
28 foot triple*

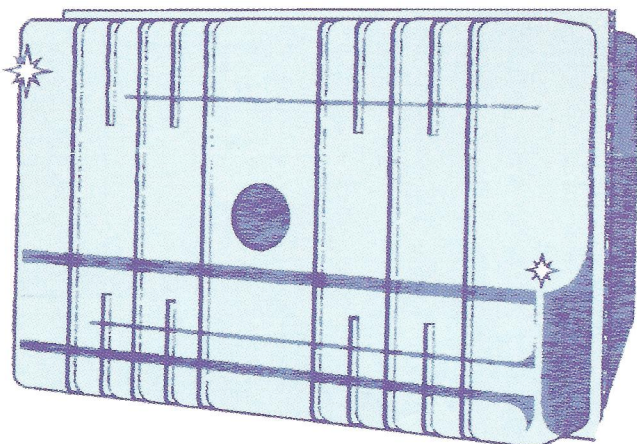


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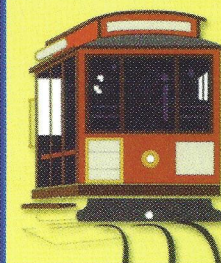
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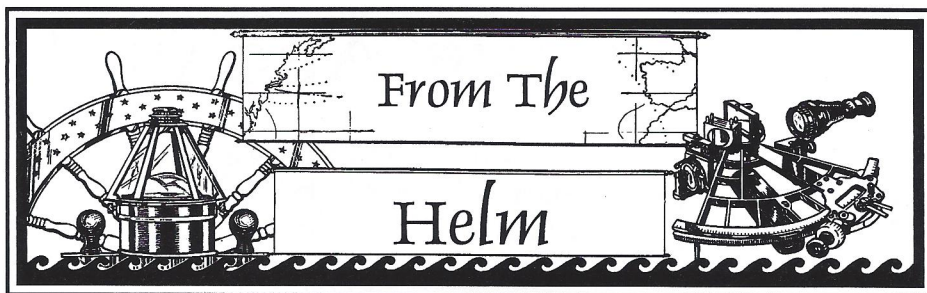
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This edition of *From The Helm* will be my last. Being President has kept me pretty busy over the last three years. In some respects I have a feeling of relief, in others, I am going to miss all this monkey business. I would like to take this opportunity to thank everyone who, over the years, has helped in and contributed to the growth and prosperity of this chapter. We are now the largest chapter in the ACBS organization. It was just a few years ago, that we were among the smallest. We offer a lot to our members and there is more to come. So hang on to your collective hats as we venture into the new millennium. By the way, John Kinnard informs me that BSLLOL doesn't need to worry about Year 2000 computer problems.

I missed those of you who couldn't make it to our 23rd annual Rendezvous at Treasure Island Resort & Casino; we had a great time. The entire event was a huge success. We will return next year, so set your calendar for the first weekend in August. Thanks so much to the entire committee for your tireless contributions. Steve & Jane Ann Davis, Jerry Valley, Bob Clark, Steve & Peggy Merjanian, Carl Weisser, John Kinnard, Jim & Marcia Aamodt, Mike Cwiekowski, Todd Warner, Chris Benson, Greg Benson, Eric Gustavson, Eric Carl Gustavson, Jo & Randy Havel, Dan Nelson, Ray Ellis, Suza Gosh, and Steve Beck. So many worked so hard to bring this together. If I've missed anyone, I apologize.

Please, mark your calendar for the fall colors cruise scheduled for October 11, 11:00 AM at Maynard's restaurant in Excelsior. Bring your boat if you have one. If you don't, come along and ride with a fellow member. You are all welcome to participate!

Also mark your calendars for our annual **Holiday/Awards Dinner** at the Lafayette Club on **Saturday, November 21st**. Cocktail hour begins at 5:00 PM. Your invitation will be coming soon. Plan on a lot of fun at a real neat spot. We will be exchanging white elephant gifts again. This has been the highlight of our annual gathering for several years. You don't want to be left out of this fun part of the evening. A "white elephant" is something you already have around the house but no longer need or use. The idea is to not go to any expense. Wrap it up and then standby for the fun when someone selects it. All you have to do is bring one and you get to pick one.

A few of us met for a small, but impressive display at Wayzata's James J. Hill Days celebration. Thanks to Steve Hicks for pulling it all together. We had 20 boats at the docks in front of the historic train depot. On Sunday we participated in the parade towing our boats through downtown. Included were Dan Nelson's 1941 barrelback, Bil Hawks' 1930 Dingle, Eric Gustavson's 1955 Henry, and my 195? Tonka Craft.

There are only a few short days left for me to go boating. I think fall is one of the best seasons of the year. Unfortunately for us in the Northland, fall leads to winter. So, it's time to pull everything out of the water, light a fire, put my feet up while anticipating what adventures next spring will bring. Participating in ACBS functions both local and national has given me many wonderful memories. Participate and enjoy. With that, I will say good bye as your President and thank you all for the many pleasurable adventures.

Your Pal

Jeff

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THE BOATHOUSE MASTHEAD
designed by Patrick Huss

On Our Cover

A race of three powerful boats at the 23rd Rendezvous on the Mississippi in August.

Bil Hawks and Todd Warner's
1929 Dingle 30' triple cockpit,
Mike and Nancy Domaille's
1989 Hacker, 35' triple cockpit
Jim and Marcia Aamodt's
1995 Hackercraft 28' triple cockpit

Can you guess
which was the winner?

BSLOL Logo
designed by Lynne Weber

YEA TEAM!!

The excitement was almost tangible. It seemed to permeate all aspects of our 23rd Annual Rendezvous. Excitement was high from guests and chapter members as well. The anxiety of being in a new and completely different location and atmosphere with unique situations to contend with had been on the committee members' mind for months. While things were the same, they were different. We were accustomed to the lake environment; this year's show was on the Mississippi which created a host of unknowns. We were no longer in our home town; we didn't have the familiarity and convenience we were used to; and we knew we had a lot of work to do. The bottom line is...WE DID IT! And it worked beautifully! The committee deserves the highest accolades for its efforts. No one gave up and it showed! Our captains were:

GENERAL CHAIRPERSONS

John Kinnard & Jeff Stebbins

SHOW BOSSES

Bob Clark & Eric Gustavson

LIAISON

Suzza Gosh

PUBLICITY/PROMOTION

Jane Ann Davis

AWARDS

Dan Nelson

POSTERS & PROGRAM

Peggy & Steve Merjanian

EVENT RECORDING

Jim Aamodt & Steve Merjanian

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Jerry Valley & Steve Davis

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Jim & Marcia Aamodt

SATURDAY EVENING

Randy & Jo Havel

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John Kinnard

SPECIAL DISPLAYS

Steve Hicks & Jim Aamodt

WORKSHOPS

Sherwood Heggen, Steve Hicks,

Jerry Valley

FINANCE/ACCOUNTING

Jerry Valley

ADVERTISEMENTS

Greg Benson

Working with each captain were dozens more who also deserve high praise.

WELL DONE!!

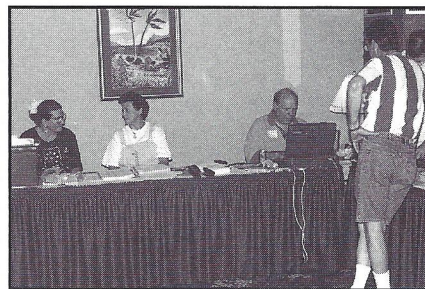
THE RENDEZVOUS: A PERSONAL JOURNAL

by Peggy Merjanian

FRIDAY, AUGUST 14

Bags packed and car loaded, Steve and I set out for points south. It took a lot longer to get to Red Wing because of all the construction and traffic delays. We finally arrived mid-afternoon and checked into our room. My immediate reaction was, "I'm gonna like it here."

My shift called for me to be on duty in the hospitality suite for two hours, so we quickly unpacked and headed out. Strategically placed signs led us to a wonderfully spacious suite - great for greeting and checking in our captains. A large-screen TV ran videos of our last rendezvous and snacks, sweets, and soft

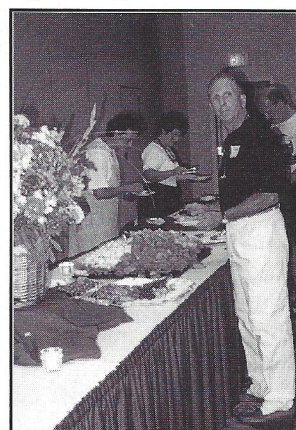


John Kinnard is at his computer (how odd) checking in a registrant. Mary Keating & Bonnie Steffins await the next arrival.

drinks were plentiful. What a great impression for our guests!

The official welcoming event that evening, took place in the Tahiti Room. When we arrived, it was already buzzing. Jim and Marcia Aamodt were the engineers of this evening's event. And what a great job they did. The buffet was absolutely awesome! I guess I didn't pay that close attention at the committee meetings, 'cause I don't recall hearing about the extent and variety of food. I expected "appetizer" type finger foods - but what we got was a huge table just full of all kinds of food! The dessert table was an artist's delight. In addition to mini-cream puffs decorated with anchors, an elaborate cake was decorated to resemble this year's poster. It looked too great to cut. Did they? I remember seeing it in the main tent the next day.

The socializing that entire evening was such fun! I'm guessing more than 125 showed up. It was our most well-attended welcoming ever. I managed



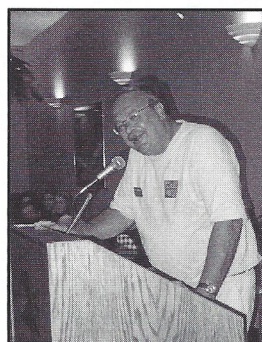
Ray Ellis tries to decide what to choose.



Mike Cwiekowski checks in and Jim Aamodt greets a guest.

to capture a lot of it with my camera. I had a ball!

All too soon, it broke up - as is usual at the Friday event. The captains want to get rested for the busy weekend that lay ahead. But not everyone retired right away. Steve and I took a stroll on the docks to catch a preview of the boats that had arrived. We found several cruiser captains playing host to just about anyone who wandered by. We accepted a kind invitation and enjoyed an hour or so with several other drop-ins, aboard Dan and Marilyn Jones' beautiful Owens Aruba cruiser that warm night. Our thanks to Dan and



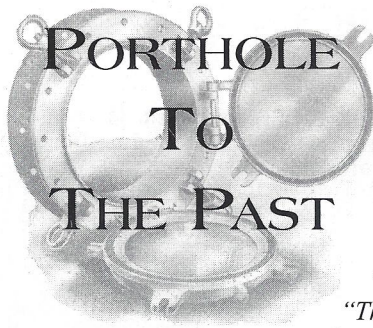
Show Boss Eric Gustavson displays his charming wit.



A phenomenal duplication of our poster -- in frosting!

to capture a lot of it with my camera. I had a ball!

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The Mississippi River has a rich and colorful history filled with stories of settlements, businesses, traders, trappers, loggers, and gambling. Regardless of the story, all have one commonality - boats - both commercial and personal. The focus of this month's "Porthole To The Past" is "The Nellie Bly," a houseboat with a wonderful history on the river.

Original and still owner, Marjorie Gray Vogel of Red Wing, Minnesota graciously responded to my request for as much information about this unique boat as possible. The Nellie Bly was entered in our 23rd Rendezvous on the Mississippi in August. Within a week of the show, an oversized envelope was delivered Priority Mail with all kinds of information, pictures and the story, hand-written by Marjorie, that follows. This was far more than I could have hoped for and I am grateful to Marjorie and son John for sharing their story of this family treasure with us. -- Editor

The houseboat was commissioned by Stanley G. Gray of Edina to be built by local craftsmen in Red Wing. Mr. Gray owned a houseboat during the 1930's at Mendota on the Minnesota River named "Chief Shakopee" Those experiences convinced him to commission a larger craft.

In the spring of 1936, after eight or nine weeks of construction, a 42 foot houseboat was launched and christened. The craft was equipped with a Red Wing Thorobred Hiawatha 100 hp inboard motor by Tom Collishan, Red Wing Motor Co.

In June of that year, Mr. Gray turned over ownership to his daughter Marjorie and son-in-law, Arnold Vogel as a wedding present. The newly-weds used the "Nellie Bly" for their first home and they honeymooned for two seasons in and around the environs of the Mississippi River at Red Wing until the fall of 1937. After purchasing a home in Red Wing, the Vogels continued to dock the Nellie Bly in the lower bay harbor where it can be found today. Since 1938, it has been used as a home away from home by all members of the growing family: Stanley, Mary, George, and John. The original owner, Marjorie, at 86 years of age, continues to use the boat.

Marjorie acted as hostess for visitors to the "Nellie Bly" at the 23rd Annual Bob Speltz Land-O-Lakes Antique and Classic Boat Rendezvous held at Treasure Island Marina in Red Wing in August of this year. A total of 825 people toured the interior of the antique wooden river houseboat during the three-day event. The pilot, John W. Vogel of Minnetonka welcomed all aboard.

Minor maintenance and interior design changes have occurred over the past 50 years on the 62 year old boat, yet the original boat has remained basically intact. With the engine located forward in the wheelhouse, a 32 foot shaft carries to the stern an arrangement providing better aft storage. A major decision was reached in 1995 to replace the original Georgian Cypress wooden hull with a hull of steel. This allowed welders to also extend the aft deck by three feet.

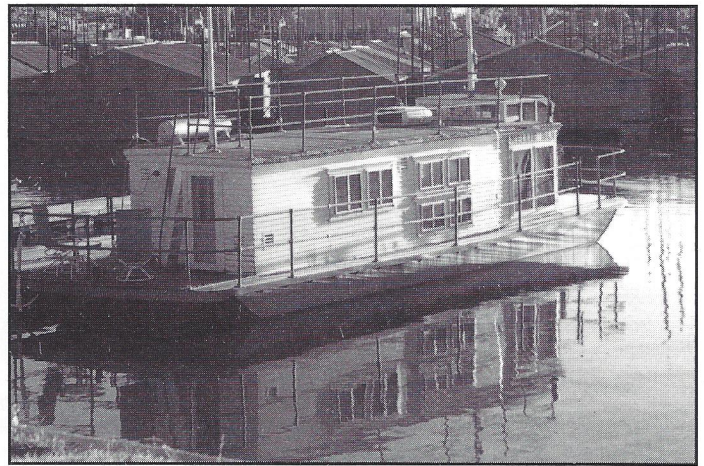
Under John Vogel's supervision, the restoration included

complete paint and varnish treatment inside and out. At that time, it was expedient to replace the original Thorobred Hiawatha 100 hp engine with a 160 hp Mercruiser. The original 60 year old motor is now part of the celebrated display of antique and classic inboard engines shown throughout the Midwest on a yearly basis at various boat shows by their owner, Harry Munson of Red Wing.

The handsome wheel was fabricated by Frank Strom of Red Wing from four fruit trees grown in his back yard: apple, plum, cherry and pear. Probably the family-oriented interior arrangement interested the most visitors with emphasis on adequate storage, cross ventilation, sleeping accommodations for six, custom-made louvered folding doors, galley cabinet convenience, and food preparation area. The interior includes two bunks, two davobeds, one double bed, wrought iron and crystal lighting fixtures, walnut paneling, storage stack for sleeping bags, linen, toys and clothing, a round oak table and four chairs. The dressing area includes built-in cabinets, full length closet, sink, head, and a small emergency generator.

On display during the Rendezvous were artifacts and photographs relating to the early days of boating on the "Nellie Bly:"

- ◆ The pilot license issued to A.F. Vogel, August 29, 1936 by U.S. Dept. Of Commerce, Bureau of Navigation and Steamboat Inspection.



The "Nellie Bly" ~ Judges Choice Award
BSLOL 23rd Antique & Classic Boat Rendezvous

- ◆ The original guest book and log entries from 1936.
- ◆ Construction plans by architect Fred Carlsen of Minneapolis.
- ◆ The 1936 concept sketch by Marjorie Gray.
- ◆ The Manhattan unit galley stove, oven and broiler, coffee pot and original china setting in galley.
- ◆ Progress photographs of maintenance and replacements during 50 years 1948-1998.
- ◆ Ring buoy, flags, horns, the commemorative "Nellie Bly" pressed glass platter, and bell.

Proudly shown now is the 1998 framed award and the Judge's Award Trophy."

Incorporated in this article are answers to the many specific questions posed by the visitors during the Rendezvous..

Nellie Bly - continued on page 7

Nellie Bly - continued from page 6

➤ HOW FAR HAS THE NELLIE BLY TRAVELED?

Destinations included head of navigation in Minneapolis, the upper St. Croix River, and a Jaycee Convention in Winona. Around Red Wing we would drop anchor in the back channel, head of Lake Pepin; in cuts one, two, three and four; Little River; Sturgeon Lake; off Barney Seiz Point, and in the lock/dam flowage channel.

➤ AND NOW?

After 1974, we acquired 600 feet of beach up river from Red Wing which we now use as our base of activity. A generator is housed there and provides the electricity for the Nellie Bly. No longer is there a pair of stern davits and a dinghy. Instead we use a 17 foot Whaler as a taxi between the harbor and the Nellie Bly. Communication is by cell phones, not marine radio.

➤ STORAGE IN WINTER?

Since 1996, the houseboat is pulled in October and stored by Marine Specialties of Red Wing until launch time in May when the boat is docked in Vogel Harbor for another season cruising the Mississippi at 1200 rpm.

➤ UNIQUE EXPERIENCES?

- ♦ A college friend dropped by in his aquaplane and tied onto the Nellie Bly two days in Lake Pepin.
- ♦ Locking through during World War II and being interrogated and searched because of foreign speaking guests.
- ♦ A week-long 25th Anniversary 1961 celebration tied up to the stern of the University of Minnesota Centennial Showboat. Guests attended the performance then climbed over the big red paddle wheel to the Nellie Bly for a mid-night buffet supper each evening.

The Nellie Bly has participated in many public events:

- ♦ The 1941 Aquatennial Boat Parade in Minneapolis
- ♦ The 1939 Mississippi River Pageant
- ♦ Flotilla #7, Division No. 1, 9th Naval District
- ♦ July 1942 United States Coast Guard Auxiliary Patrol from Barney Point to Friedrich's Point in Lake Pepin. Nine on board the "Nellie Bly"
- ♦ Annual River City Days in August at Red Wing
- ♦ Celebration of Yacht Club, Founders' Day 1953, the 50th Reunion
- ♦ Bridge Benefits
- ♦ Annual Yacht Club picnic and rendezvous

➤ FAMOUS GUESTS?

Signed in were Merle Potter, Ambassador Eugenie Anderson, "Butzie" Maetzold, Ray Black, Mrs. August Andresen, Nat Mazumdar, Dr. Alexander P. Anderson, Art Pharmer, Dick Gray, Chester Simmons, Hjalmar Hjermstad, and the Minnesota Bankers' Regional members.

"NELLIE BLY" - THE NAME

Out of the blue, we decided on "Nellie Bly." Somehow or other it sounded like a horse, a pet, or perhaps a toy, like

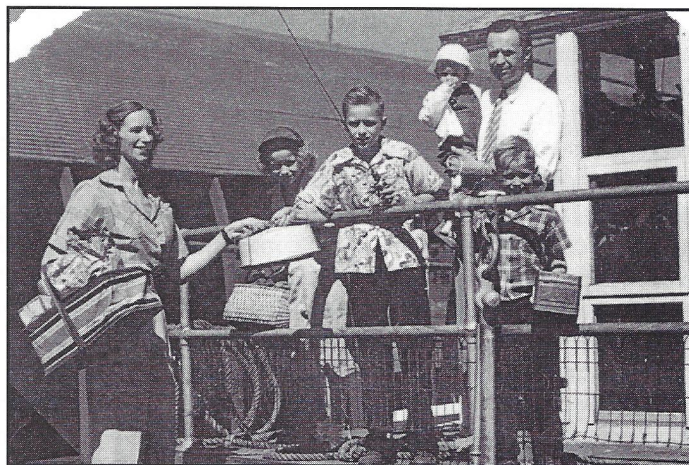
a boat. So the boat was named on impulse.

So who was "Nellie Bly" and how did that name come into our minds? It was not until later that we received clues from friends or strangers who sent clippings to us. Actually, "Nellie Bly" was an assumed name for an American who became the most famous woman newspaper reporter of her time.

The daughter of a Pennsylvania judge, born Elizabeth Cochrane, she, at the age of 18, challenged an editor's editorial in the Pittsburgh dispatch titled "What Girls Are Good For." In 1885, her unsigned letter intrigued editor Madden and he placed an ad asking "the gentleman who wrote a letter criticizing our editorial" to get in touch with him.

His amazement and later consternation confronted a dainty, slender lady as she stood before him. She was five feet inches in high buttoned shoes. Madden offered her a job. She was to start as a reporter, but Madden claimed she must write under an assumed man's name. She refused.

During the impasse about the name, an office boy strolled by the open door whistling a popular tune by Pittsburgh hometown composer, Stephen Foster. The song "Nelly Bly" and the catchy tune settled the matter. Using a woman's prerogative, Elizabeth Cochrane changed the



The Vogel Family Aboard the Nellie Bly in 1949
Marjorie, Mary, Stanley, John, Arnold & George

spelling and became Nellie Bly, the newspaper woman reporter. She became a legend in the reporting field.

Lozano's

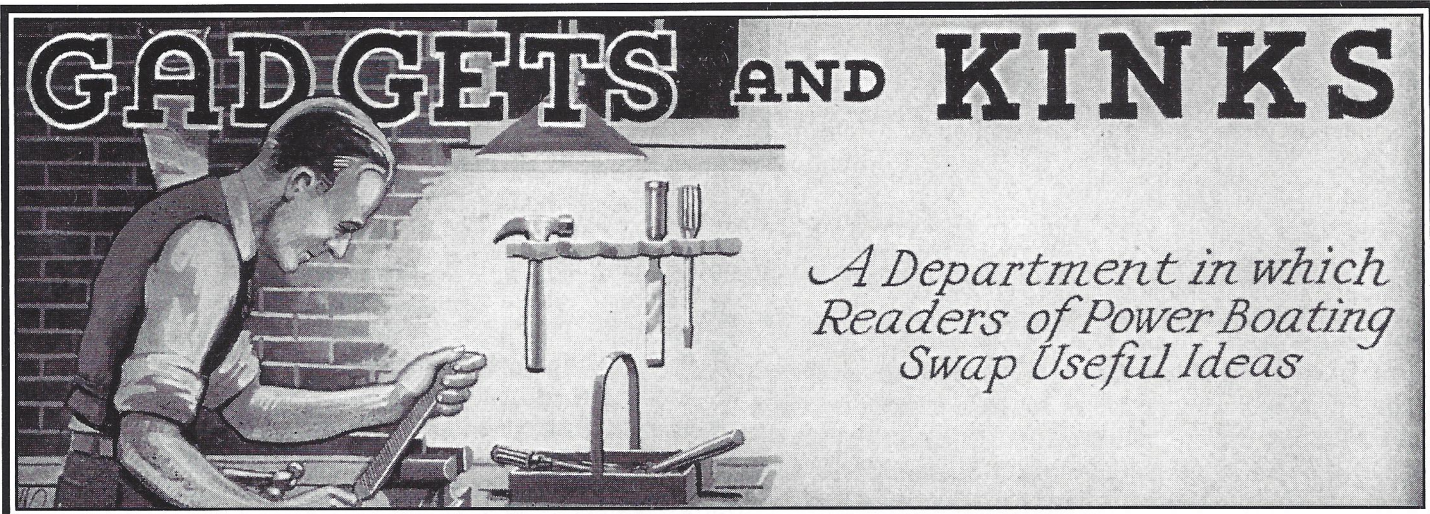
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by Sherwood Heggen

Gadgets and Kinks is dedicated to giving restoration helps on all types of wood boats. We are privileged this time to have Part 2 of Jerry Valley's efforts on his 1957 15 1/2' Lyman for those who are of the lapstrake persuasion and for those who should give lapstrake a try. Jerry is coming up with a very fine looking outboard. Let's see what he has to say.

RESTORATION OF A 1957 15 ft ' LYMAN OUTBOARD

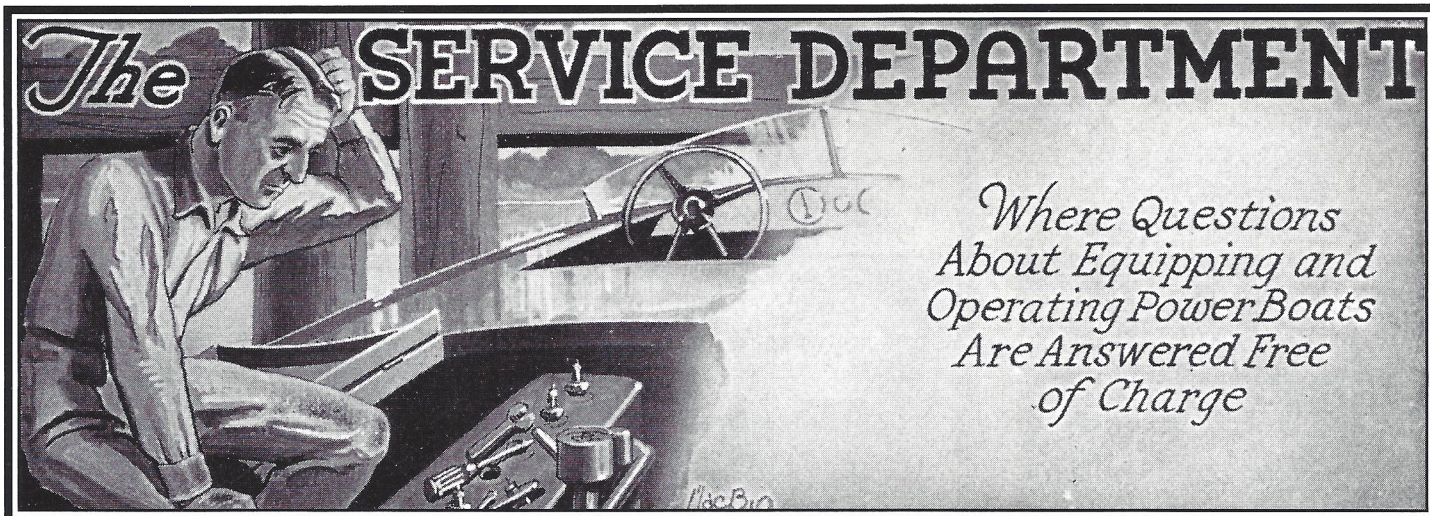
Part 2

by Jerry Valley

Well, so much for getting this project finished in 2 years! In Part 1 of this article I covered the purchase of the boat, the photo documentation during the teardown process and the replication/refinishing of the interior furnishings and windshield frames. Next came the stripping and fairing of the hull in the spring of 1997. This was a very tedious process and took much longer than originally anticipated. There must have been ten layers of paint on that hull! I didn't keep track but I'm sure I applied at least 15 coats of the strongest stripper I could find to get the hull down to bare plywood. I then sanded the hull, first with 80 and then with 120 grit sandpaper. Experience with my larger Lyman had taught me that the hull paint had a tendency to begin to crack along the grain of the plywood after little more than a year. To stabilize the plywood on this project I decided to use Smith's penetrating epoxy. This product is the consistency of water and is applied in continuous wet coats until no longer absorbed by the wood. After allowing this to thoroughly dry for about a week I proceeded to fair the hull using a fairing epoxy also made by Smith's. This product is about the consistency of peanut butter and was applied using a putty knife slightly wider than the hull planks. While this is a sandable product, it is important to apply only what is needed because it really clogs up the sandpaper quickly. I might add that "sandable" is a relevant term when used in regard to this product. I applied about three coats of this product and sanded with 80 and then 120 grit paper between each coat. When the hull was adequately faired, I applied 2 coats of an epoxy primer also made by Smith's, sanding between coats with 150 grit. By the time this process was finished, it was time to put the boat in stor-

age for another winter. The spring and summer of '98 has brought a lot of progress. First step was to take the boat off the trailer and invert it so the bottom of the hull could be addressed. While it was in good condition, it had many layers of bottom paint that needed to be removed. For this I carefully used a belt sander. Be sure to wear a mask when sanding off anti-fouling paint. There are some nasty ingredients in there that I can tell you from experience are very irritating to the nose and throat. After some minor filling of dings and screw holes, I applied two fresh coats of copper bronze anti-fouling paint. Next step was to re-establish the waterline which had been lost during the stripping process. Unlike some boats, mine did not have a waterline scribed in the hull planks. Using the pictures I had taken during the teardown process, I was able to determine a start and finish point for the waterline. I then adjusted the boat so that these two points were at the same elevation fore and aft and side to side. I then used a technique learned from Sherwood Heggen to figure out where the waterline should be between the two known points. This technique entails using a clear plastic tube, longer than the waterline, and filled with a colored liquid. With the help of an assistant, a mark is made every 6-12" along the hull whenever the top of the liquid is at the waterline mark. The top of the water at the other end of the tube is then also at exactly this same point and the mark is made. Use a tube at least 3/8" inside diameter to minimize errors caused by the meniscus of the fluid. Once this process has been completed on both sides, merely connect the dots with masking tape to a fair curve and you have the location of the waterline. Simple and accurate. I next applied 3 coats of white hull paint and applied the waterline stripe. These are tasks made much easier when the boat is upside down. While the hull was off the trailer, I took the opportunity to have the trailer sandblasted, primed and painted. I also installed new carpeting on the bunks as well as a new winch, hitch, safety chains and lights. The hubcaps were sent out for much needed replating. Incidentally, if you are looking for a place to have your trailer done, I can highly recommend Brighton Sandblasting in Blaine. They were reasonably priced, gave me one week turnaround and are equipped to do painting as well as sand-

Gadgets & Kinks - continued on page 15



Dear Mr. Motorhead,

The other day, my faithful companion Spot, and I decided to take advantage of our beautiful weather. Contemplating for a short moment, it didn't take us long to decide boating was the program for the day. After reading your previous articles on coils, I now have plenty of good reasons to bring along my favorite ACBS soft-sided cooler chock full of ice and beer. With a handful of dog biscuits for my pal, we set out to explore the shores of our favorite waters, Lake Kashapiwi. When you get up this way, don't forget to pay me a visit, I know you will like it here.

Anyway, back to my problem. Everything was going just fine, cruising the shoreline at about 1000 rpm, when up from behind appeared my old friend Rocky Waters. That crazy guy, he drives so fast all the time, you just wouldn't believe it. He motions for me to kick her up a notch and drive along side. Well Mr. Motorhead, that's when the troubles began. I hit the throttle and it was like I threw the transmission into neutral. I brought it back down and everything was just fine. But, as soon as I tried to speed things up again, she would rev like the dickens. Using what little common sense I have, I decided to drive along at 1000 rpm, enjoy the scenery and let my old friend go on his way. Contemplation can generate great wisdom, but contemplation didn't solve my problem, nor did it generate any thoughts on what might be wrong. Can you help, or do I need to sell my boat?

Signed,

All revved up, with no place to go.

Dear Rev,

Sounds like your transmission is slipping. Don't sell your boat; all you need is an adjustment. By the way, what color ACBS cooler did you buy? I have a green one, and it's the best. Transmissions are easy to adjust and if you read on, you too will be able to master the technique. Do as I do, fix it yourself and save your money for a trip to Iowa or some other exotic destination.

Now back to your boat. Get to your engine and remove the cover or inspection plate on the top of the tranny (motorhead talk for transmission.) Making sure you have the shift lever in neutral, rotate the pressure plate until you

see the bolt that comes out of the back face of that plate. There is only one bolt, so when you see it, that's the one. The pressure plate is a metal disc that is at the biggest part of the inner portion of the transmission. You will probably need a flash light to help you see everything in there. A rag is nice as it's awfully oily. Back the bolt out most of the way; you don't need to remove it. The bolt keeps the plate from rotating while the engine is running. Now with the bolt backed out, you can rotate the plate to adjust your transmission. With your flashlight, look behind the plate and you will see there is a hole that the bolt screws into. Rotate the plate clockwise to the next available hole. Re-tighten the bolt. If the plate and the reverse drum rotate together, put the transmission in reverse to clamp the drum. Then you should be able to rotate the plate even if the threads are clogged with carbon.

Go up front and push your shift lever forward. There should be some resistance. The lever should lock into place with a positive sort of clunk. If it does not, go back and turn it some more to the next hole. It doesn't take much, usually no more than two holes. Make sure the bolt is tightened securely and close the cover. Never operate your engine with the cover off, this sprays oil all over everything. A terrible mess. Take it out for a test drive. Everything should work just fine.

If by some chance you back the bolt out all the way, chances are very good that you will drop it into the transmission housing. If you do, don't despair. You will need to buy one of those telescoping pointers with a magnet on the end. You should have one anyway - about five bucks at the hardware store. Poke it down to the bottom of the transmission and pull up your bolt. Nothing to it.

Oh, by the way, I just completed my Doctorate studies at the University of Minnesota. I wrote my thesis on *Existential Engine Repairs* and the practice of *Mind over Motor*.

Happy Boating!
Dr. Motorhead

Question regarding engines or transmissions?
Contact Mr. Motorhead c/o The BoatHouse Editor.

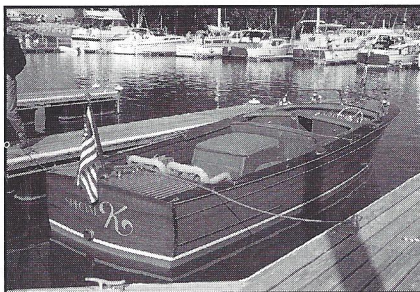


1998 RENDEZVOUS WINNERS

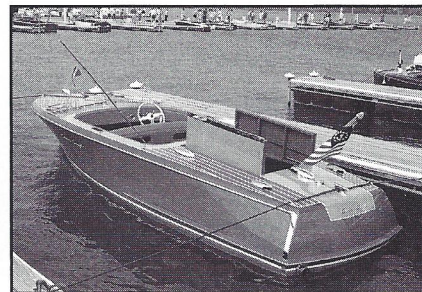
ANGIE SPELTZ AWARD
Peter Archambault
195? Century, 21' Coronado



ANTIQUE UTILITY >20'
Bill & Kay Joslyn
1941 Chris Craft 25' Sportsman



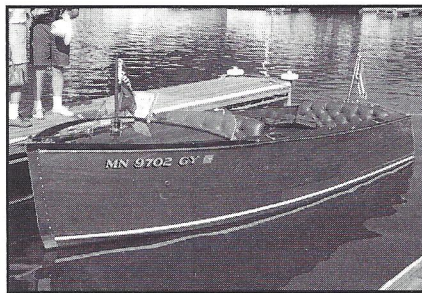
BEST CHRIS CRAFT
Larry Lange
1946 Chris Craft 20' Runabout



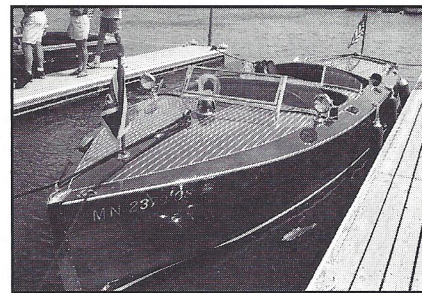
ANTIQUE CRUISER
Terrence Williams & Patricia Hampl
1940 Chris Craft 33' Cruiser



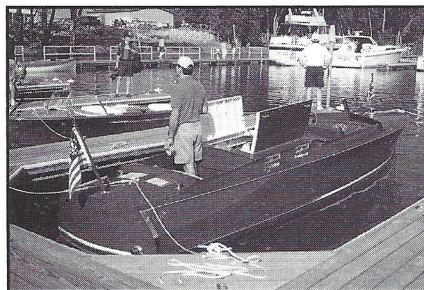
ANTIQUE UTILITY <20'
Ron Niccum
1937 Gar Wood 20' Custom Utility



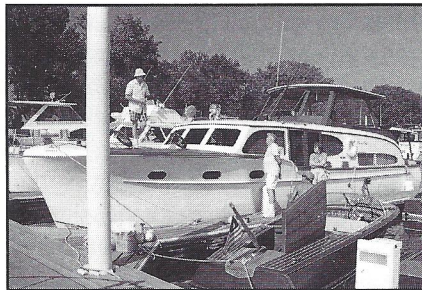
BEST DISPLAY
Marcia & Jim Aamodt
1995 Hackercraft 28' Triple Cockpit



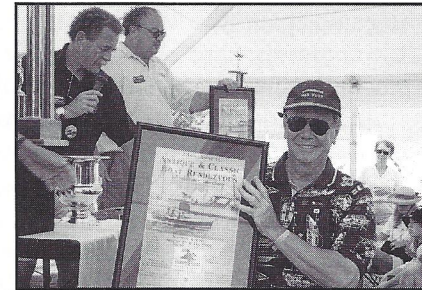
ANTIQUE RUNABOUT >20'
Bill Brown
1925 Hacker 26' Dolphin



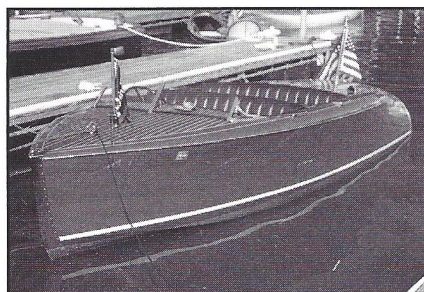
AMATEUR WOODWORKING
Jerry & Marlyce Koskovich
1951 Chris Craft 50' Super
Sundeck Catalina



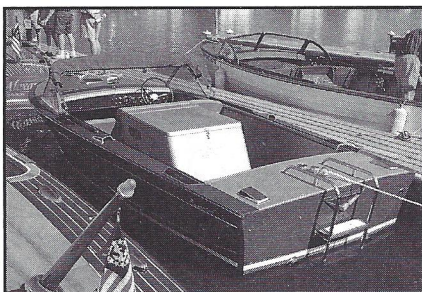
BEST GAR WOOD
Ron Niccum
1937 Gar Wood 20' Custom Utility



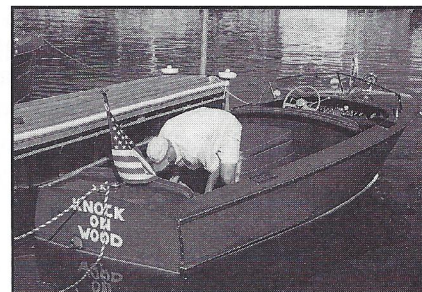
ANTIQUE RUNABOUT <20'
Ray Ellis & Carol Watanabe
1940 Chris Craft 17' Runabout



BEST CENTURY
John Karlson
1968 Century 18' Resorter



BEST HIGGINS
Mike Cwiekowski
1948 Higgins 17' Utility Runabout



1998 RENDEZVOUS WINNERS

BEST INBOARD ENGINE
Larry Lange
1946 Chris Craft 20' Runabout



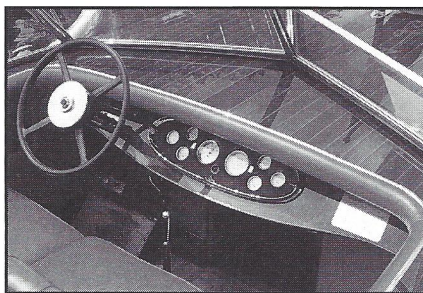
CLASSIC CRUISER >31'
Dave Flory
1957 Chris Craft 35' Constellation



CLASSIC UTILITY <20'
Sherwood Heggen
1959 Century 16' Resorter



BEST INSTRUMENTS
Bil & Karen Hawks/Bristol Classics
1929 Dingle 30' Custom Runabout



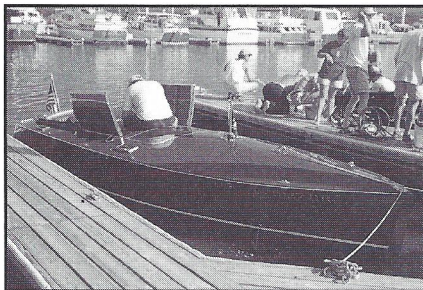
CLASSIC CRUISER <31'
Carl Weisser
1955 Chris Craft 28' Express Cruiser



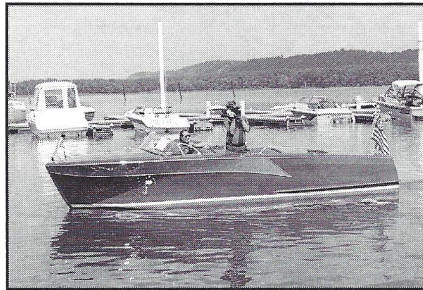
CONTEMPORARY CLASSIC
Dan Nelson
1998 Chris Craft 19' Barrelback
Replica (Self-Built)



BOB SPELTZ AWARD
Robert & Kay Kent
1927 Chris Craft 22'
Gentlemen's Racer



CLASSIC RUNABOUT >20'
F.Todd Warner's Bristol Classics
1966 Shepherd 22' Custom Runabout



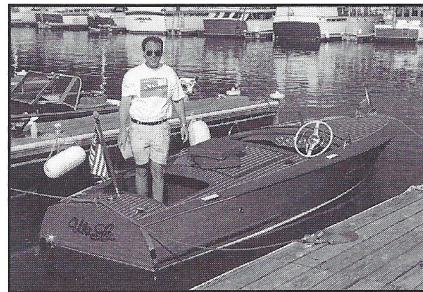
CLASSIC UTILITY >20'
Chris & Lynn O'Connor
1957 Chris Craft 20' Holiday



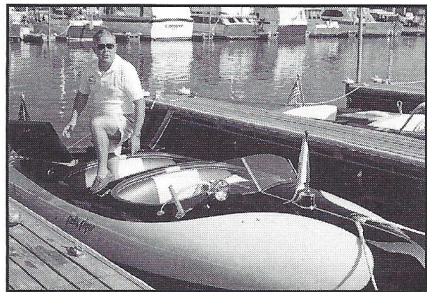
CANOE - ALL YEARS
Tiques & Treasures
1928 Old Town 17' Canoe



CLASSIC RUNABOUT <20'
Gary Geppert
1952 Chris Craft 19' Racing Runabout



DRY WROUGHT AWARD
Paul Mikkelsen
1942 Larson 21' Falls Flyer
(Forgot to put the plug in - almost sunk)



1998 RENDEZVOUS WINNERS

EARLY REGISTRATION DRAWING
Jim Kluck
1938 Old Town 50 lb. Lightweight Sailing



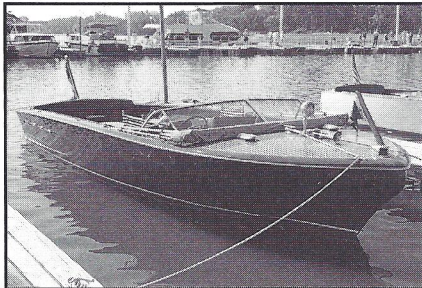
LAPSTRAKE HULL >23'
John Kinnard
1964 Chris Craft 28' Sea Skiff



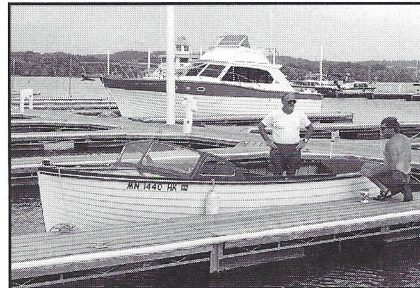
PEOPLE'S CHOICE
Brooksbank Family
1930 C.G. Tender 25' Tug Boat



FARTHEST DISTANCE TRAVELED
Gordon Millar
1956 Chris Craft 26' Continental



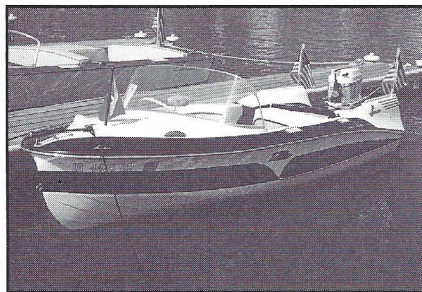
LAPSTRAKE HULL >23'
Dave Doner
1954 Lyman 18' Islander



PEOPLE'S CHOICE/FAVORITE CAR
Jim Griffin
1909 Foot Brush



FIBERGLASS BUILT PRIOR TO '68
Blaine & Lisa Waknitz
1957 Larson 15' Thunderhawk



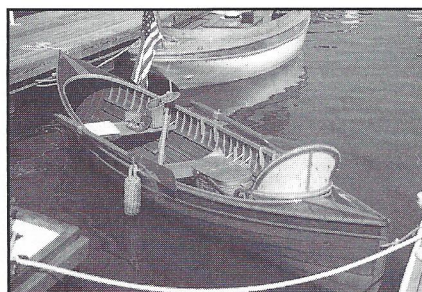
LAUNCH
Mrs. David M. Hagen
1924 Defo 22' Captain's Gig



RACEBOAT
Bob Sage
1956 Speedliner 16' Race Boat



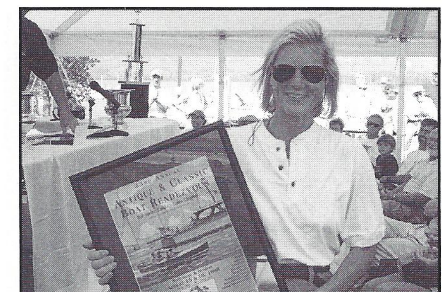
HISTORIC BOAT
Jeff & Nancy Stebbins
1895 Wilbur & Wheelock 17'
St. Lawrence Rowing Skiff



OUTBOARD BOAT, ALL YEARS
Paul Mikkelsen
1939 Larson 14' Falls Flyer



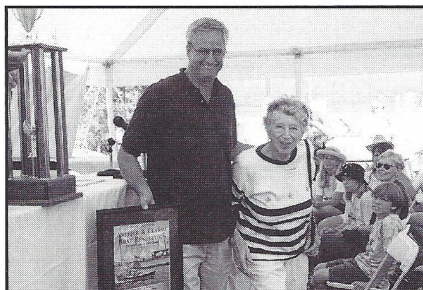
ROW BOAT, ALL YEARS
Jeff & Nancy Stebbins
1895 Wilbur & Wheelock 17'
St. Lawrence Rowing Skiff



1998 RENDEZVOUS WINNERS

JUDGES' AWARD

Marjorie and John Vogel
1936 Houseboat, the "Nellie Bly"



WIERDEST BOAT

Michael Neknez
1958 Aroline 15' Aroliner



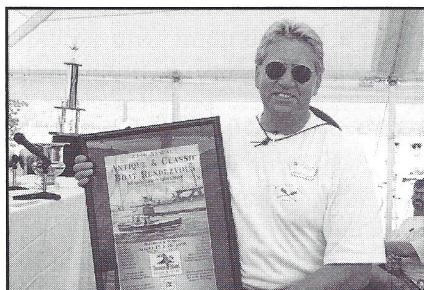
SAILBOAT, ALL YEARS

James Jurgens
14' Slingshot

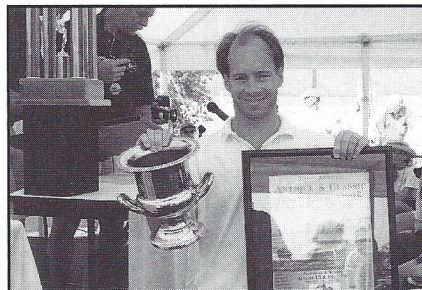
Photo not available.

Congratulations to Jim Jurgens for winning the award for this terrific sailboat. Our sincere apologies to Jim. -- Editor

SKIPPER'S CHOICE
Larry Lange
1946 Chris Craft 20'
Custom Runabout



SPECIAL INTEREST BOAT
Brooksbank Family
1930 C.G. Tender 25' Tug Boat



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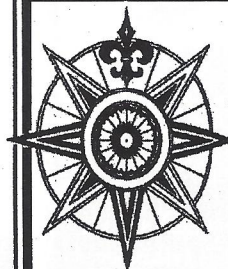
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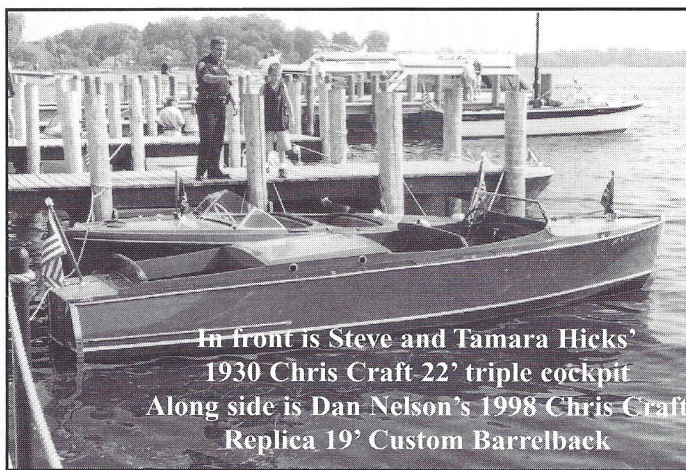
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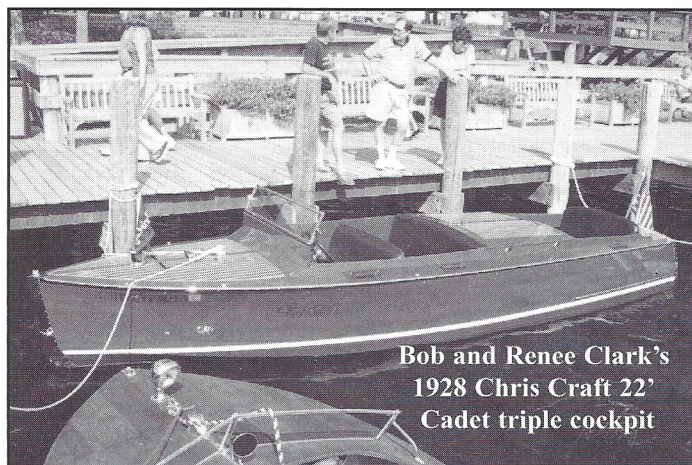




Chris and Lynn O'Connor's
1957 Chris Craft 20' Holiday



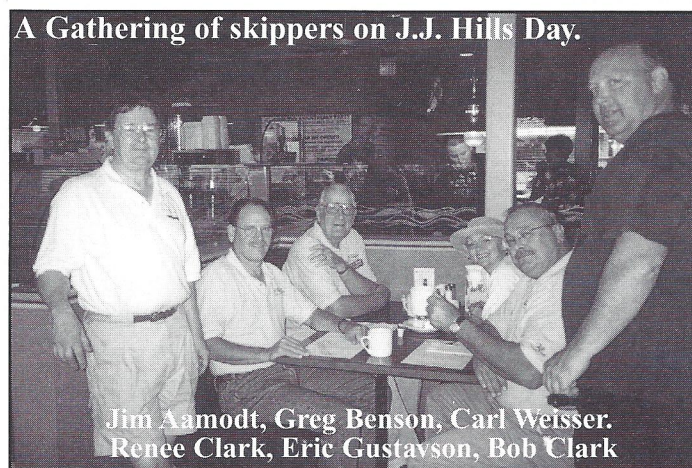
In front is Steve and Tamara Hicks'
1930 Chris Craft 22' triple cockpit
Along side is Dan Nelson's 1998 Chris Craft
Replica 19' Custom Barrelback



Bob and Renee Clark's
1928 Chris Craft 22'
Cadet triple cockpit



Jerry and Maureen Valley's
1960 Lyman 23' Islander



A Gathering of skippers on J.J. Hills Day.

Jim Aamodt, Greg Benson, Carl Weissner,
Renee Clark, Eric Gustavson, Bob Clark

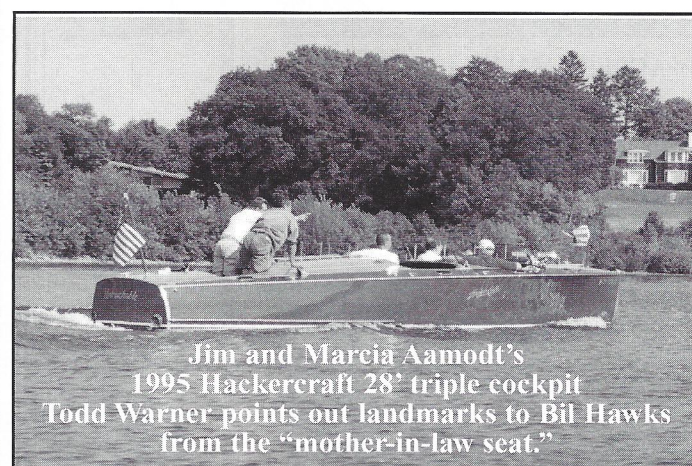
J. J. HILL DAYS IN WAYZATA, MN

by Stephen C. Merjanian, Jr.

Where else but in Wayzata can you see a parade of 130 Westies, bed racing, a Lamborghini with swamp stomper tires, a Volkswagen bus, a Nash Metropolitan, arts, crafts, strawberry smooches, pork chop on a stick, drop-dead gorgeous Ferrari's, coal trains, and of course, the best antique and classic wood boats afloat?

September 12th and 13th saw this eclectic collection of festive frivolity descend upon the personage of Wayzata. They honor J. J. Hill, a man who refused to remove his tracks from the waterfront and then moved the now-restored depot a mile down the tracks to force everybody to walk to the trains. What a country!

The photos show some of our exemplary watercraft during the Saturday display. We also had a land display and a merchandise booth. On Sunday, four of our boats participated in the Grand Parade. In summary, it was a wonderful yet whimsical way to while away the weekend. Thanks to everyone who contributed. Next year should be even better.

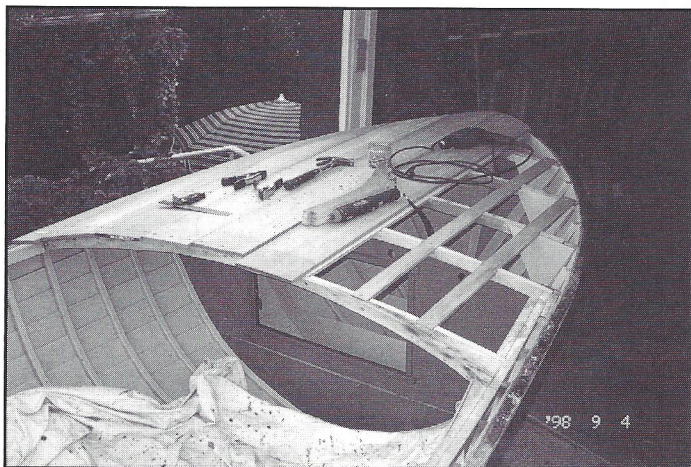


Jim and Marcia Aamodt's
1995 Hackercraft 28' triple cockpit
Todd Warner points out landmarks to Bil Hawks
from the "mother-in-law seat."

Gadgets & Kinks - continued from page 8

blasting. Once the trailer restoration was completed it was time to turn the hull right side up once again and get on with the rest of the project. With the exterior of the hull essentially completed except for the transom, the newly varnished spray rails and new Lyman badges were installed. Now it was finally beginning to look like the boat I had envisioned. I also sprayed the interior of the hull with sand colored, water repellent stain. Were I to do it over again, I would not use this product as it still isn't completely dry after four weeks. This boat originally had plywood decks. These are being replaced with solid mahogany planks. To accommodate installation of the planks, I had to install battens to bridge the deck beams. This was done using a router and a special jig to inset the battens flush with the top of the beams. As this article goes to press I am in the process of rough-fitting the decking. It will then be removed, properly bedded with Sika-flex, reinstalled and all the bungs put in place. Hopefully all this will be completed before the snow once again flies.

Another change that I am making to the boat in the interest of improving the overall appearance is to install ceiling boards to the inner hull sides. These are thin boards, approximately 1/2" x 3" wide that run the length of the interior from the gunwale on down. In this case, there will be five boards per side with 1/8" spacing between the boards. These have been fitted, removed, stained and varnished, and are now ready to re-install. Fitting the ceiling boards proved to be quite a challenge because of the large amount of fore and aft and vertical curvature in the hull. Fortunately the thin cross section of the boards makes them fairly easy to twist and bend into shape without resorting to steaming. The original budget I had established for this project was \$3000. While I don't know the exact number, I do know that I am still under my target and expect to finish the project under budget, but it will be close. Major expenditures since the last article have been \$250 for trailer restoration and \$200 for plating. The only remaining major expense will be new glass for the windshield and side windows which I estimate at about \$250. Let's hope the final article for this series is not another two years away!



Original plywood decks are being replaced with mahogany planking.



This Lyman shows some nice lines. Deck work is next on the agenda.



Hull exterior work nearly finished with application of anti-fouling paint.

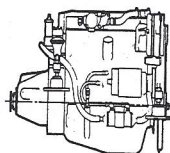
Thank you, Jerry. One more boat saved!

Where have all the Lapstrakes gone? We the BSLOL'ers should resurrect a few more of these good-looking boats. It is an economical way to get into classic wood boats and they are a great riding boat. And, as usual, what do we say? **DON'T DESTROY IT; RESTORE IT!**



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**WAY
POINTS!**

OCTOBER, 1998

➤ **SUNDAY 11th ~ 11:00 AM**

ANNUAL FALL COLORS CRUISE AND BRUNCH

Maynard's Restaurant, Excelsior

Gather for a great brunch followed by a cruise to view the fall foliage. Bring your boat if you can... or join a fellow member for the cruise.

NOVEMBER, 1998

➤ **SATURDAY 21st ~ 5:00 PM**

ANNUAL HOLIDAY PARTY/FINAL MEETING OF YEAR

Lafayette Club, Minnetonka Beach

Cost: \$30.00 per person.

⌘ Social Hour

⌘ Video of this year's Rendezvous

⌘ Elections of Officers

⌘ Annual Awards Ceremony

⌘ Door Prizes

RESERVATIONS MUST BE MADE BY FRIDAY, NOV. 13

by calling

☎ **BSLOL INFOLINE: 906-9414** ☎

DECEMBER, 1998

NO MEETING. HAPPY HOLIDAYS!!

JANUARY, 1999

➤ **WEDNESDAY - SUNDAY, 20th - 24th**

MINNEAPOLIS BOAT SHOW

Once again we have been invited to participate in this annual event. Our chapter's stunning display of classic boats has always been a major attraction. Volunteers are needed each day and receive a free pass to the show. If you can help, please call the InfoLine. Thanks!!

FEBRUARY, 1999

➤ **SATURDAY - 13th**

2ND ANNUAL WINTER WORKSHOP & ROAST

Watch for details in the December BoatHouse

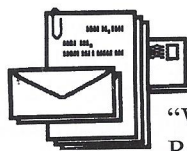
Mark Your Calendars NOW!!!

24th Annual

Antique & Classic Boat Rendezvous

August 7 & 8, 1999

Treasure Island Resort & Casino



IN OUR MAILBAG:

Excerpts from a letter from a founding member of our chapter:

"We came home Saturday from the Rendezvous, full of pleasure and pride with the show. Then we ready through the show issue of *The BoatHouse*, and we were even more impressed! We arrived at the show a couple of hours after opening. It was most impressive. Here was the chapter in full swing, hardly a glitch at all, with good, competent people everywhere doing their thing well. This was not withstanding the first-time site at Red Wing. For so long had we operated at Excelsior that our leadership must have had some real qualms at working with a whole new venue. Aren't you proud!"

With some perspective I began to think back over these many years. What can account for a purely amateur organization performing so well and so faithfully? Then it struck me that this could happen only because we have been blessed with talent at the top of the chapter, especially these last several year. Our officers and board have somehow learned that the most critical skill of a good leader is to be able to attract, hold and deploy top quality people to serve the members and to build loyalty.

How well I remember the early days of chapter operation when we were a little outfit, struggling along on the faith and the pride of furthering a worthwhile hobby. Those people saw that perpetuating an art form of old-fashioned skills would be a valued contribution to our culture in our time....."

Respectfully,

Only A Thornsjo



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KERMATH ~ A TRUE CLASSIC

PART II

by Jim Aamodt

As mentioned in my previous Kermath article, Kermath Engines introduced the "Sea Wolf" Series in 1926. It surprisingly incorporated many of our contemporary design items. Let's consider how the Kermath Company formulated those designs.

Kermath's product line, unlike others, was almost exclusively 4 cycle engines with engine block and main castings built in-house. (Later in the 1930's, they adapted a marine adaptation for a Ford V8 and possibly other automotive based engines). Prior to 1926, all engines were of the flat-head (L Head) configuration and of two, four, and six cylinder in-line design. Model names ranged from the older 2 cylinder, 4 cylinder heavy-duty, through the 4 cylinder "Sea-Bird," "Sea-Dog," "Sea-Man" and 6 cylinder "Sea-Eagle," "Sea-Master," "Sea Queen," "Sea-Mate," "Sea Captain" and the L Head 150 H.P. "Sea King" and "Sea Farer."

The overhead valve ("Sea Wolf" type) was introduced in 1926, sharing the oil pan, oil reservoir, distributor, pistons, and crankshaft of their flathead 150 H.P. predecessor. The new engine was initially rated at 150 H.P. at 1800 RPM, displacing 648 cubic inches. A later 1928 version, the "Sea Hawk," was rated at 175 H.P. Late in 1928, the 5" bore was retained, with the stroke increased to 5 3/4" to produce the 200 H.P. 678 cubic inch version. Within a few months, the slightly higher compression 225 H.P. version was marketed, which is the highest production model (through 1943) and known, as the "Sea Wolf."

Until about 1936, all models of the new engine, contrary to contemporary practice, still retained low compression ratios, and non-counterbalanced crankshafts. However, there were for us "motorheads" (pardon me, "Mr. Motorhead") some innovative features. Counter rotation models were very common for dual installations, and the "Sea Wolf" family engines could be assembled completely as a port to starboard mirror image. Intake and exhaust valves are the same size and interchangeably ported. Intake and exhaust manifolds can be exchanged to either side. Water pump drive (seawater) and distributor-oil pump drives could also be interchanged side to side. Thus, a twin engine installation could have port and starboard exhaust systems.

The earliest engines had two upper full length aluminum plates covering water jacket areas. Probably to reduce costs, each upper plate was replaced by two stamped metal plates for water jackets and three crankcase access covers on each side were also stamped steel. As these leaked like a sieve and rusted quickly, the plates were changed to cast iron in late 1928. To reduce the weight, the lower crankcase plates were also changed to aluminum in 1930.

The earliest 678 cubic inch engine, I have seen, had a single all brass Holley DDV-5 (WWI) downdraft carburetor. Other 1927-28 engines used dual 1 fi" Schlebler S Models, and later Holley dual downdraft units. The stabilization of design to twin updraft carburetors occurred in 1929. Initially they were 1 7/8" and later became 2" Strombergs. The addition of an oil cooler also appeared in 1929.

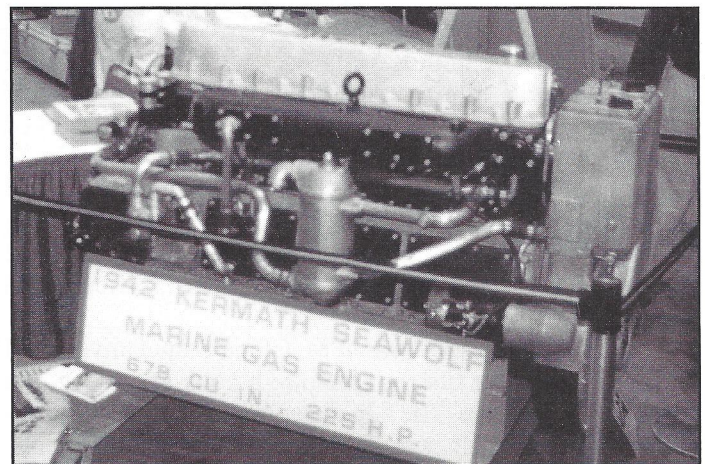
An engine of this size required a 12 volt starter, so all

boats using it were usually wired 12 volt, even in the 1920's. The twin ignition system used two resistors to drop voltage to 6 volt as 12 volt coils were apparently not easily available.

Oil filters of the "almost" full flow type were standard on the line returning the oil from the crankcase to the front reservoir. However, the filter could be counted upon only to remove "large rocks and birds." With an eight gallon crankcase capacity, considerable sediment simply settled to the bottom. In the late 1930's, a cartridge type low micron filter was used, but only on a partial flow system.

The early 1926-27 engines used a log intake manifold heated by crankcase oil on return to the reservoir. Later, updraft dual carb systems and the initial single DDV-5 intake manifold used exhaust heat internally ported, and then externally routed to the exhaust elbow.

Until the advent of the closed (freshwater) cooling systems, there were no belts or rubber hoses on the engine. All drives were geared, and all lines were copper. Kermath took pride and mentioned often in 1926-30 the "clean, uncluttered" aesthetic look of the Sea Wolf family. (This changed to a very complex look with added oil cooler closed cooling, etc. after 1930). The closed cooling engines



1942 Kermath Seawolf Marine Gas Engine

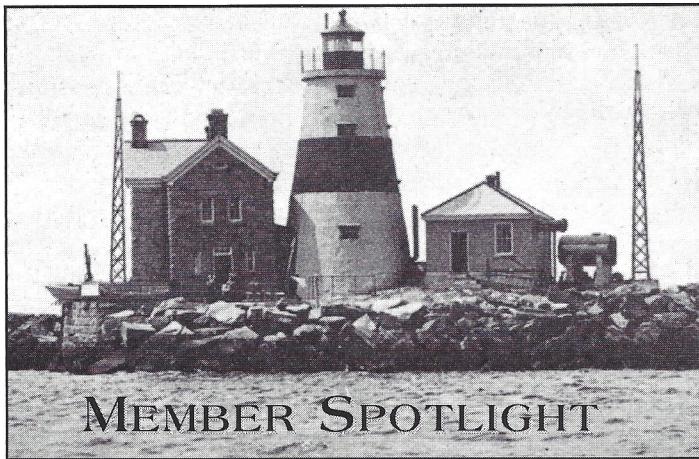
used the generator gear drive for the seawater pump, and forced the generator forward with a flywheel belt drive. Closed cooling raised the engine weight from 1500 to 1650 pounds!

The "Sea Raider" Series was added in 1929. It was simply two six cylinder Sea Wolves sharing a common crankcase, thus becoming a 1414 cubic inch V12! Originally rated at 300 H.P., most units sold in the 1930's were 450 H.P.

The early 1940's saw the stroke of the "Sea Wolf" six cylinder increased by 1/2" to produce the 275 H.P. "Sea Raider 6." The V12 was also stroked to 1560 cubic inches and became the "Sea Raider 12" of 580 H.P. Counterbalanced crankshafts, internal rod oil passages, and several minor changes also occurred in the late 1930's.

Chris Craft, Sea Lyon, Garwood, Mathews, and many other builders utilized Kermath Sea Wolf engines. One of the largest supporters of Kermaths was John Hacker.

Kermath - Continued on page 20



MEMBER SPOTLIGHT

TOM JUUL

Who is Tom Juul? Wow! That's a question I struggled with for years ... until I stumbled into wooden boats.

Growing up in a small rural community exposed me to many different vocations, none dealing with wooden boats, but all preparing me in certain ways to work on them. My spouse laughs at all the different jobs I have had. In high school, I worked on dairy farms and had a lawn care and house painting business. Out of high school, I restored antique furniture, made picture frames, worked at a lumber yard, construction firm, cabinet shop, and worked on old cars and snowmobiles - to name a few. It took me three tries to get through college. Not knowing what I wanted to do with my life was the primary reason. Working with wood and tinkering with engines was enjoyable, but I wanted to do something that was more significant and unique.

During my junior year at St. Cloud State University, I spend hours in the library. One day, a book at the end of a shelf caught my eye. The slip cover to the book had a beautiful Riva on it. It was Bob Speltz's Real Runabouts, Volume I. Wow! I didn't know anyone was collecting or restoring old speed boats.

My father always talked about his Dad's boats. He owned a Hafer launch, a Larson Falls Flyer, and a 33' Baby GarWood with a 12 cylinder Fiat aircraft engine. No one in Hutchinson could ever keep it running. His favorite was a 1947 Chris Craft 18' Sportsman named "Skippy." Dad often reminisced about the sound of the engine, the beautiful varnished wood, the smell of the upholstery and the wonderful ride. Several weeks later, I noticed a classmate reading a wooden boat magazine. He had several in his backpack and loaned me a few.

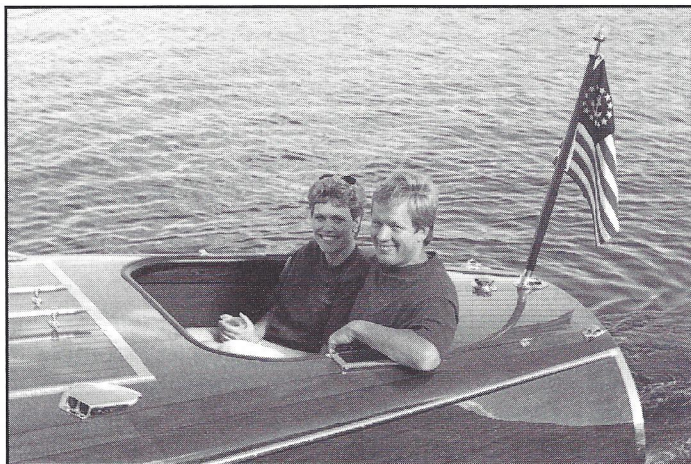
During my senior year, an ad in the Sunday paper for a 1949 Chris Craft caught my eye. It was real close to the year of grandpa's boat. Plans were made to go see it the next weekend. Dad would meet me Saturday at school on the way to Excelsior. The week dragged by - I wanted to see the boat. What if someone bought the treasure before we got there?

Saturday arrived. Dad and I met Jon Menth and bought the first boat we looked at - a 1949 Chris Craft Special Runabout. The father-son restoration was to take

one year. It would later win an award at the Bob Speltz Real Runabout Show and Skipper's Choice at the White Fish Show. (As a side note: I also met my future spouse Carol the very same weekend.)

During conversations with Jon Menth, it was discovered that his folks lived next to my grandparents in Hutchinson. Jon told stories of seeing my grandfather cruise by in their Chris Craft. He also remembered himself as a boy sneaking into the boat house to get a closer look at the boat.

Shortly after graduation, an article in Wooden Boat magazine told of Dick Clarke and Sierra Boat Works in Lake Tahoe. Wouldn't it be great to work there ... a resume was sent. The next week, Dick Clarke called and said to come out as soon as possible. I couldn't believe it. So much for my construction management degree.

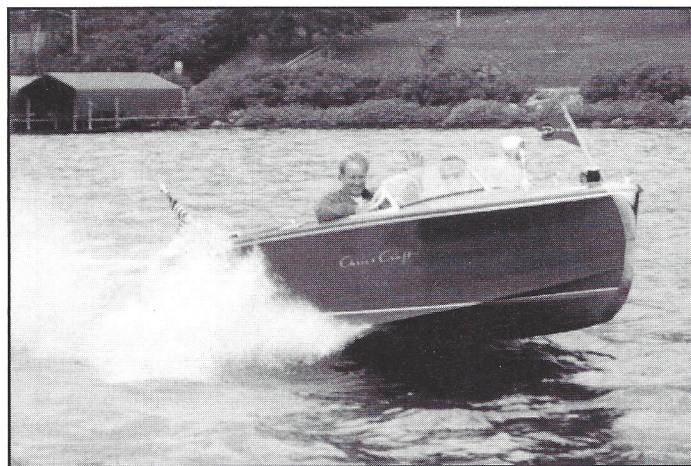


Tom and Carol in Carl Mammel's
1940 Chris Craft 23' Custom Runabout

During our time at Tahoe, Carol and I were married. It was a great honeymoon, however, within a year, we were back in Minnesota to begin our own restoration business closer to family and friends.

Classic boat enthusiasts Walter Anderson and Bob Page from Alexandria, gave us the tools to open our doors. They rented a lake home and a shop at a reasonable rate.

Spotlight - Continued on page 17



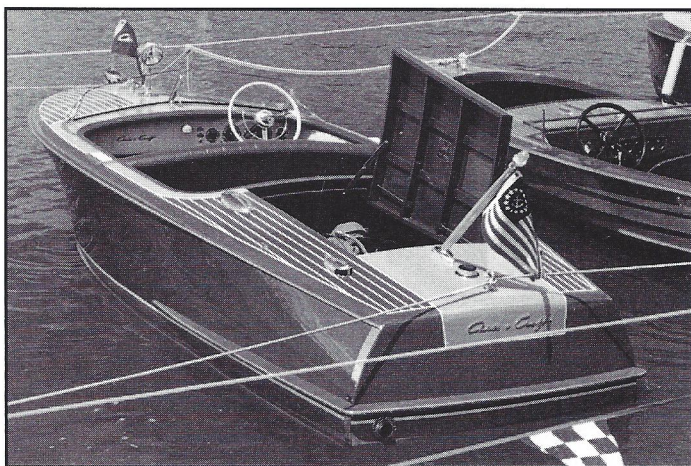
Tom in his 1950 Chris Craft 16' Riviera
at the 1989 Rendezvous

Spotlight - Continued from page 16

The couple of small jobs and encouragement from club members got us going. Before we knew it, the shop was overflowing with work.

It has been 13 years now, and 45 restorations later - ranging from a 14' cedar strip Falls Flyer to a 30' GarWood, currently under restoration. Days in the shop still fly by and I learn something new every day. At Juul Boat Works, I have one full-time employee that works year 'round on the boats. Someday, we hope to put our three boys to work in the shop too.

The most challenging aspect of my job is the lack of time we have to enjoy our own boats. Currently, all our boats need complete restoration. Someday it will be wonderful to enjoy them, but until then, I keep plugging away. Wooden boat restoration is both a hobby and a job. However, when your hobby becomes your job, it is hard to find time and energy to restore your own boats. Overall, there are many positive aspects to this business. Most important, I love my job and the opportunity the boats have given me to meet people with a common interest from all over the United States and Canada.



Tom Juul's award-winning 1950 Chris Craft 16' Riviera at Bob Speltz's Real Runabout Show in 1989.

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From Your Editor

I'd like to thank all those who contribute to the BoatHouse. Whether it be an article, pictures, ideas or comments, your input is valuable. Remember, this publication is for you, our members, so if you have any ideas, please let me know. We're always looking for "dated" material i.e. old magazines, ads, etc. that reflect vintage boats and associated items... motors, hardware, etc. All pictures, news clippings, disks and any other material will be returned.



If you have any questions, please don't hesitate to drop a line, send a fax, fire out an EMail ... you have so many choices! The EMail address here is

DataMerJ@AOL.com.

Or you can do it the old fashioned way ... call me at 612-476-4936.

Thanks so very much!

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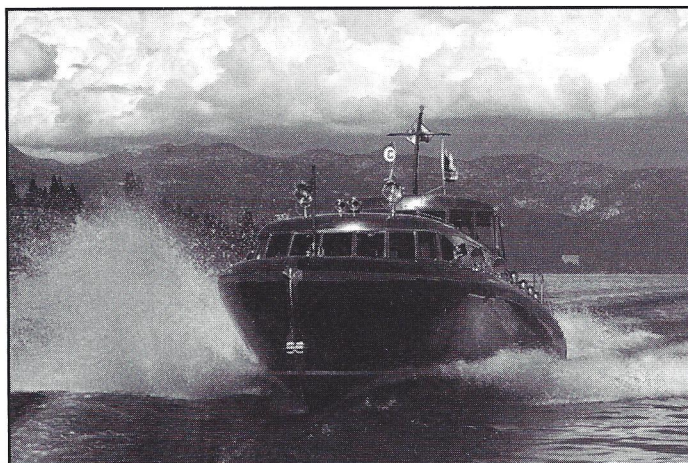
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Kermath - Continued from page 20

Hacker Craft Boats used the 225 Sea Wolf in their 26' through 30' runabouts, and promoted the 450 Sea-Raider in their 33' models. John Hacker always preferred engines designed for marine use, and avoided earlier aircraft conversions, and in smaller boats, automotive conversions. He also designed two 450 H.P. Sea Raiders into his famous Tahoe boat, "Thunderbird."

A current estimate of operating "Sea Wolf" engines is less than thirty. Of those, several are plumbed incorrectly as to exhaust manifold heat and high speed water pump overflow. However, the engines today still have a reputation as being sturdy and dependable. As the logo says, "a Kermath always runs."

In the next issue, we will be less nuts and bolts, and have some fun looking at installed applications. We will also take a look at the company's last gasp for marketing, the "Screwballs."



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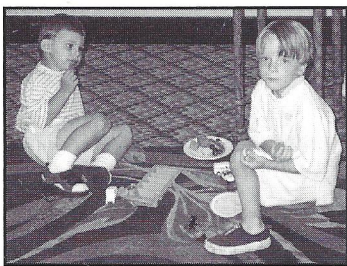
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A Journal- continued from page 5



Two future "BSLOLers."

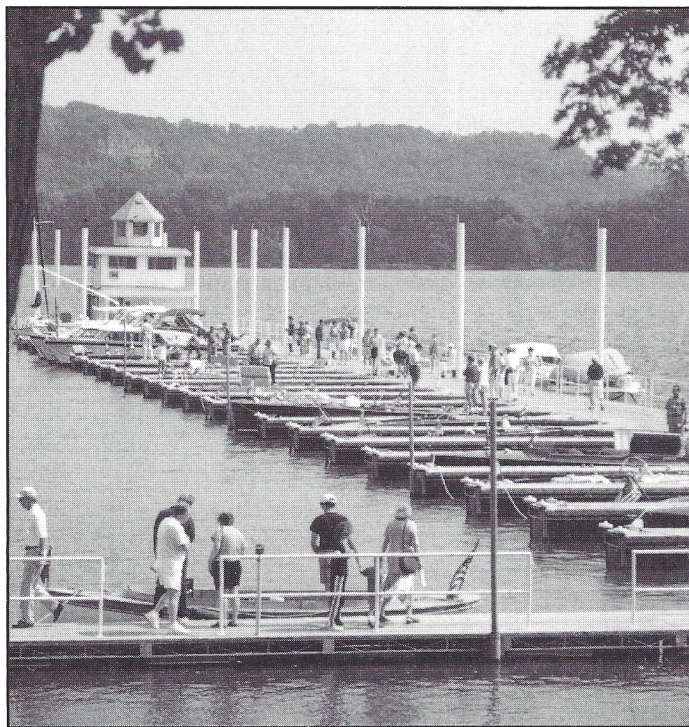
Marilyn for their hospitality. Once we got back to the hotel, we kind of got a second wind and decided to tour the casino area. We marveled at the vast expanse of the facility and the numbers of people thoroughly engrossed in their games. While roaming

from room to room, Steve spotted our poster. The Treasure Island publicity staff had set it in a glass case and backlit it for a dramatic effect. There were several of these scattered throughout the casino - it was a wierd feeling - but definitely a warm-fuzzy. I felt like an artist with his work on display. I think I'll sign all future posters. ☺

SATURDAY, AUGUST 15

We were anxious to get the day going. It was a bright sunny day and that meant Steve's top priority would be to get his pictures taken. I knew the start-up pace in the registration tent would be hectic so right after breakfast, we hopped a shuttle bus down to the waterfront. All weekend, busses ferried people back and forth from hotel to marina non-stop. Those mini-rides were always fun. Everyone, including the drivers, were in high spirits.

Sure 'nuf, everyone was busy getting settled into their respective areas: the dock crew assisting boats into their assigned slips, the launching crew standing by to help those not yet in the water, vendors setting up their tables, antique car and land-display boat owners positioning their treasures and the show bosses on the squawk boxes coordinating it all. Inside the registration tent was organized chaos getting "communication central" set up with com-

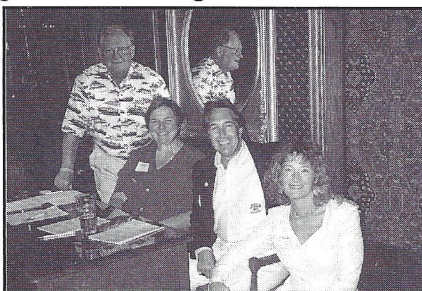


A view of just one dock.

puters, loud speaker system, office materials and the all-important registration records ready to go. It's trying to do it all right now that presents the challenge. As always, everything soon fell into place and we were rolling. It wasn't until this point that I felt I could wander a bit (*personal problem.*) So I headed out to the dock area. Among the 100 boats registered were the exquisite runabouts I always love seeing, but this year there were an unusual number of cruisers. Being on the river made it much easier to attract these great boats. I'd never seen so many (non-plastic) cruisers that size in one location. What a sight! But all the boats seemed to have contracted some kind of affliction. In fact, it was everywhere... the docks, rails, even on the tents. I'm told it's called the May fly! Thousands and thousands of May flies!! They covered everything! In places, they were so thick, whole sections of boats were not visible. I'd never seen anything like it. Now, I'm not a fan of any insect - but these things just lay there... didn't move, didn't fly, didn't bite - nothing! What on earth was God thinking of when he created them? Do they serve any purpose besides grossing people out? It was unbelievable. Boat owners spent a good part of the weekend just wiping them away.

May flies aside, the day couldn't have been better and that was reflected in the numbers of visitors who showed up. For me, being able to answer questions, brag about our chapter, and help captains get oriented to the event is what I enjoy most. By mid-afternoon, I was really beginning to slow down. Steve finished his picture-taking and, having been in the sun the whole time, he too was dragging. We decided to go back to our room and catch a quick snooze so we could enjoy the evening social event.

We got to Red Wing sooner than we needed to because I wanted to browse the shops. I didn't expect the town to be closed. It's been a long time since I've seen a main street

Randy & Jo Havel and
Todd Warner & Dana Bruzek

deserted that early in the evening. So we headed for the St. James Hotel. On the fifth floor, we were greeted by four beaming faces: Randy and Jo Havel, Captains of the dinner social, and our two perpetual ambassadors of wood, F. Todd Warner and Dana Bruzek. Who could ask for a greater welcome?

What a beautiful setting. The bygone days are evident throughout the St. James Hotel. It's like history revisited. The view from our fifth floor banquet room overlooking the Mississippi was magnificent. It was just coming on sunset and I watched the sun drop below the horizon. The view was dramatic, even romantic.

More than 200 attended this event; the most ever for the Saturday night social! We enjoyed a nice buffet dinner, but more than that, once again, it was the socializing that made the night so special. After welcoming everyone, Chapter president Jeff Stebbins, drew tickets for door prizes. Then he announced that the centerpiece on each table - a darling wooden canoe

A Journal- continued on page 23

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BSLOL ELECTION 1998/99 BOARD OF DIRECTORS

The annual election of officers will take place on Saturday evening, November 21st, at the Holiday Dinner Party. Listed below are the present Board of Directors. Names followed by /O indicate that position is open.

PRESIDENT: Jeff Stebbins /O
VICE PRESIDENT: Greg Benson /O
Treasurer: Jerry Valley /O
SECRETARY: Nancy Stebbins /O
MEMBERSHIP: John Kinnard

BOARD MEMBERS

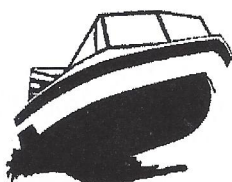
Jim Aamodt
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Bob Clark /O
Eric Gustavson
Sherwood Heggen /O
Steven Hicks
Paul Mikkelsen
Paul Tinucci /O
Carl Weisser /O

Listed below are the positions to be filled along with the candidate(s) that has accepted nomination for that post.

President	Greg Benson
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A Journal- continued from page 21



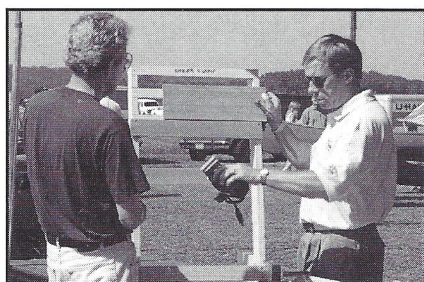
President Jeff Stebbins

about two feet long, complete with oars, on a stand, could be taken home by the person at the table whose birthday was closest to July 15. I had my eye on that the from the first moment I spotted it. I even heard they sold them (or one like it it) in a shop on the first floor. I really wanted one. Was I ever tickled that Steve's birthday is July 6th. So it was *mine* (oops, *his* ... hah!!!)

SUNDAY, AUGUST 16

When I woke up Sunday morning, it was clouded over and it looked like it had rained....bummer! Well, it wouldn't be the first time. In fact, it seems we've always had rain sometime in that weekend every year. We now consider it "good luck." Though it didn't actually rain, it was an exceptionally humid day. But nothing dampened anyone's spirits and the strong winds that developed made it more tolerable (but only slightly.)

When we got to the waterfront, everything was under control. Everyone had comfortably slipped into his/her functional groove. Steve's time to view boats is always on Sunday. It's not until he's satisfied he's got all his pictures taken, that he'll relax and enjoy the show. So we both started for the docks. He usually (always) gets engrossed in conversation whenever he's lucky enough to catch a boat's owners - technical stuff I can't get into. It's then that our paths usually separate. I was taken with the Nellie Bly - the



Sherwood Heggen doing "his thing" at the very popular Answer Booth.

houseboat that's featured in this issue's "Porthole to the Past." After you've read the article, you'll understand my fascination. Not only the boat's history, but its original owner, Marjorie Vogel and son, John add to the wonderful story of this family treasure. This is where I got hung up.

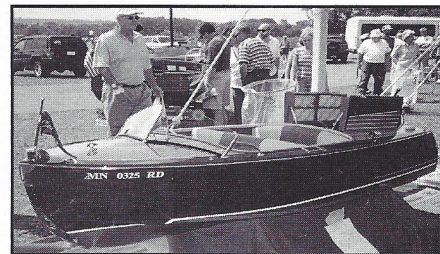
Eventually, I made it back to shore to continue my rounds. This not unusual; I've gotten accustomed to starting out together and quickly becoming a single entity. Oh well.

The antique cars made a great addition to the show. The pride of ownership is evident in these marvelous restorations, just as in our boats. The variety of vendors was great: neat nautical souvenirs, terrific nautical prints, and fun clothing. Harry Munson and Virgil Mischke brought an interesting array of engines. BSLOL's Answer Booth was busy the entire weekend. Sherwood Heggen, Jerry Valley and Steve Hicks are to be congratulated for this wonderful resource. I don't think that booth was ever without visitors. I'm sure many got some expert advice.

About this time, I heard some talk of an ad hoc race being formed between Bil Hawks and Todd Warner's 1929 Dingle 30 foot triple cockpit, the 1989 Hacker, 35 foot

triple cockpit owned by Mike and Nancy Domaille, and Jim and Marcia Aamodt's 1995 Hackercraft 28 foot triple. While Bob Johnson served as pace boat in his 1948 Chris Craft 22 foot sportsman, it was difficult to isolate him from the racers. After an exciting 60 seconds, the Dingle emerged victorious. If you blinked, you missed it - which is what I did. Gratefully, Steve managed to catch a lightning-speed shot as they whipped by. (See our cover.)

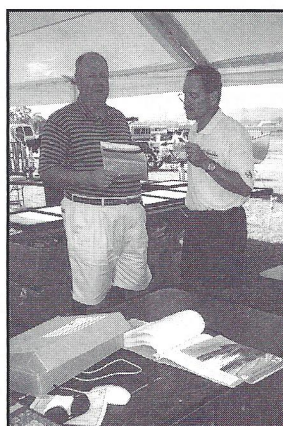
The Edina Model Boat Club had a wonderful display. I missed their in-water demonstration which I hear was great fun. These model boats are something to see. Exquisitely and



1/4 Scale model of 1950 Century Sea Maid

accurately reproduced, they definitely are "toys" only in the sense of their size. The 1/4 scale model of a 1950 Century Sea Maid is awesome. Builder and owner Dick Dahlquist has over 2000 hours of his time invested in this outstanding "toy." A magnificent piece of work!

The time for the awards ceremony was fast approaching.



Bob Johnson & Greg Benson discussing awards.

When we finally ended all voting, Ben Simmons and I tabulated all the ballots for Skipper's and People's Choice. The winners, and judges' results, were entered into John's computer while tables and chairs, were being prepared for the presentation. This year's awards were handsome mahogany-framed copies of our poster with a brass plate identifying the individual category. Despite the large number of awards, the ceremony moved along quite well. At one point, a little excitement was created when the model boat display tent got blown

over in the strong winds. Once the ceremony ended, the boats began to pull out. When all those engines begin revving up at once, it's like a symphony. All that remained was the massive clean up. It was a terrific weekend.

On the drive home, we did the 20/20 hindsight review and began discussing elements for next year's show. It can only get better.



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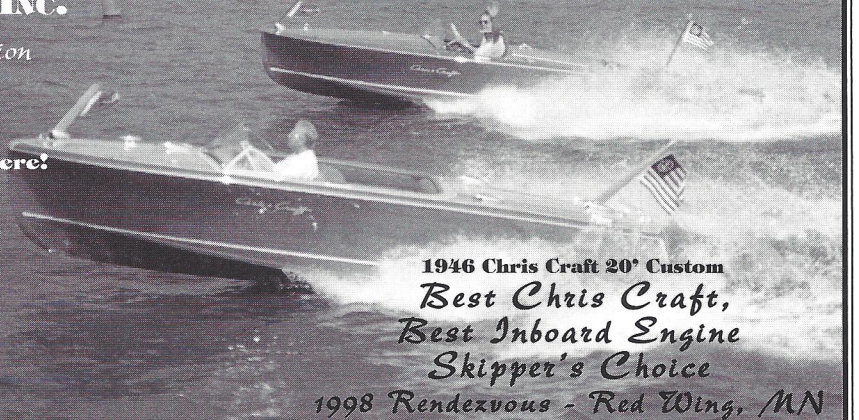
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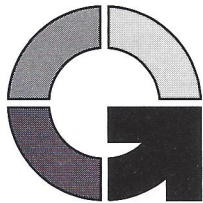
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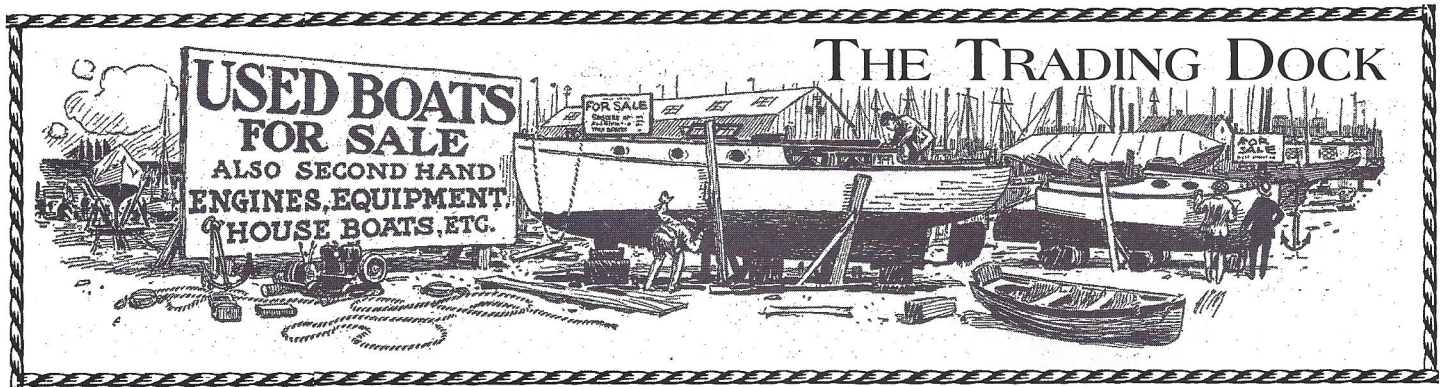
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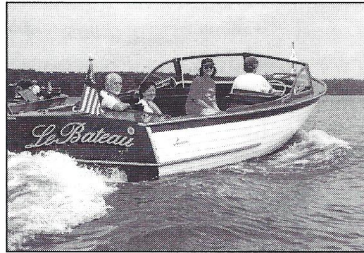
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1960 LYMAN ISLANDER - New canvas & side curtains, 312 Ford Interceptor V-8, 215 hp, full waterline cover, 1992 EZ loader tandem trailer. Asking \$15,000. Call Maureen & Jerry Valley at 612-378-3288 (M0898)



1956 CHRIS CRAFT 26' CONTINENTAL - Hull number CL-26-001. 2 hours on 1997 rebuilt engine. Excellent condition. 200 hp Chris Craft Model WB Hercules. Asking \$22,900. Contact Kent Arett, 708-383-1252 MN (M0498)

CHRYSLER ACE - 6 cyl, 115 hp(?) Complete. Runs. With transmission. Late production. \$1,000. Bob Clark 404-0856 (M0498)

1950 CHRIS CRAFT 18' SPORTSMAN - Original KL engine. Most hardware. Needs complete restoration. \$1,000. Bob Clark 404-0856 (M0498)

1946 CHRIS CRAFT 16' ~ good winter project - cheap. Also have a few mahogany inboards and wood canoes. Call Denis @ 218-246-8868. (M0698)

1965 CENTURY 21' CORONADO - #M6565. Original Buick 401/280 hp. Low hours on motor. Hull in excellent condition. Loaded with factory options. Has trailer and storage cover. Asking \$14,000. Call 612-642-4355 (M0898)

1959 CENTURY 16' RESORTER ~ Project boat. Complete. Gray V8-135. 250 ci. Trailer. \$1,750. Fred 612-927-9629 (M0898)

1958 LARSON FALLS FLYER - with Mohawk tilt trailer \$2,750. Needs restoration

1956 LARSON FALLS FLYER - with Tee-Nee trailer. \$3,500. Needs restoration

1960 CRESTLINER 16' - wood, lapstrake, trailer, 40hp Scott. \$950. Needs restoration

1959 CHRIS CRAFT 21' CONTINENTAL - 283 V8. Nice original, needs light cosmetics only \$8,500

WANTED: 1940 - 1942 CHRIS CRAFT 17' DELUXE project pattern boat. Must be complete. Phone: 715-394-4481 Fax: 715-394-3288 Steve Benjaminson (M0698)

1968 CENTURY RESORTER 17'6" All original finish, interior and decks with factory folding top/side curtains. 318 Chrysler with 385 hours. Most chrome re-done in '97. Best of Class last two BSOL Minnetonka Rendezvous. A tight, correct boat. 4,000 Call 612-926-5947. (M0698)



*2) 1924 "Exide Manuals/60 pages	\$50.00/ea
*Correct Craft pamphlet - 21' Boca Raton	\$35.00
*Correct Craft pamphlet - 18' Communter	\$35.00
*1958 Penn Yan Catalogue & Price List/40 pages	\$80.00
*1918 (circa) Red Wing Catalogue #17 & #18	\$95.00/ea
*1918 (circa) Red Wing Posters	\$75.00/ea
*Dart Spec Sheets	\$25.00/ea
*Syracuse Gas Engine Catalogue	\$45.00
*Post Card featuring the "Minnetonka"	
Card from Moore Boat Works	
Card from J.G. Schmidt	\$50.00/all 3
Call Irving Jensen 712-258-3526 (M1098)	

WANTED ~ Looking for a part of family history. **AQUA KING WOODEN ROW BOAT**, manufactured in Mpls by Leonard Siewert between 1940-45. The boats have an anchor plate that reads "Aqua-King Boats Model-F made in Mpls by Siewert & Son." ANY INFORMATION will be welcomed. Please call Rick Siewert at 612-721-4456 or fax 612-721-1181. Send info to 2640 Minnehaha Ave, Mpls, MN 55406 or EMail Siewert@Wavetech.net.

SHOW BOATS FOR SALE

1939	19'	Chris Craft Custom	\$52,000
1959	18'	Chris Craft Capri	\$37,000

PROJECT BOATS FOR SALE

1922	28'	Fitzgerald & Lee Launch w/trailer	\$2,500
1946	22'	Chris Craft Sedan U-22-100 w/trailer	\$1,500
1953	22'	Chris Craft Sedan	\$1,000
1957	22'	Chris Craft/Elgin Day Cruiser Kitboat with trailer	\$2,000

Contact: Tom Juul ~ JUUL BOATWORKS ~ 20936 Sunrise NW, Evansville, MN 56326, 320-834-4569

<http://WWW.WWW.ORG>**WOODEN WONDERS ON THE WORLD WIDE WEB**

by Steve Merjanian

Many small craft related, non-profit organizations have posted Web Pages on the Internet that are worth visiting. These web sites are excellent sources of information regarding their exhibits, research materials, local vacation facilities, etc. The following is a short list of these web sites with a brief review of each site.

MUSEUMS & NONPROFIT ORGANIZATIONS

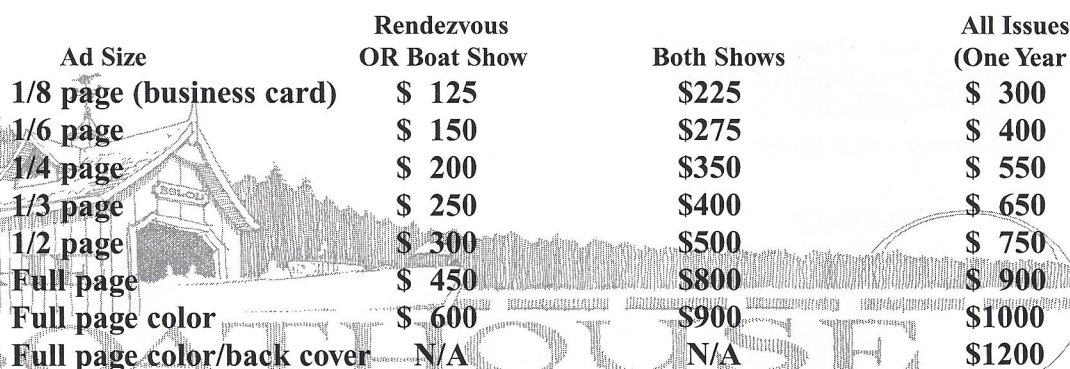
Antique Boat Museum, Clayton, NY:	http://www.thousandislands.com/abm/default.htm
Antique and Classic Boat Society:	http://www.acbs.org/danc.htm
Antique Outboard Motor Club:	http://www.aomci.org/aomc.htm
Boat Building Community:	http://boatbuilding.com/
Center For Wooden Boats:	http://www.eskimo.com/~cwboats/
Classic Yacht Association:	http://www.classicyacht.org/
Classic Yacht Partners:	http://www.classicyacht.org/
Classic Wooden Boats:	http://www.adirondack.net/products/mahogany/
Cutwaters Woodies on the WEB:	http://www.cutwater.com/
Great Lakes Museums:	http://www.oakland.edu/boatnerd/museums/
International Yacht Restoration School:	http://www.iyrs.com/
Mariners Museum, Newport News:	http://www.chris-crafts.org
Mark's Wooden Boat Page:	http://www.caf.wvu.edu/mikewww/mark/
Mother of all Maritime Links:	http://www.cyber-dyne.com/~jkohnen/boatlink.html
Mystic Seaport Museum:	http://www.mystic.org/
SG&K's Classic Wood Boats:	http://www.angelfire.com/ky/sgkwoodenboat/index.html
South Street Seaport Museum, New York, NY	http://www.southstseaport.org

MARQUE ORGANIZATIONS

Chris-Craft Antique Boat Club:	http://www.chris-craft.org/
Gar Wood Society:	http://www.garwood.com/
Lyman Boat Society of NA:	http://www.gisco.net/lyman/default.htm
Lyman Boat Owners Association:	http://www.lymanboatownersassoc.org/
The Richardson Boat Company:	http://members.xoom.com/rbcboats/
Thompson Dockside:	http://www.thompsondockside.com

Please give this writer a call at 612/475-1384

or EMAIL: DataMerJ@AOL.COM with your suggestions for favorite small craft related web sites.

1998 BOATHOUSE COMMERCIAL AD RATES


Ad Size	Rendezvous OR Boat Show	Both Shows	All Issues (One Year)
1/8 page (business card)	\$ 125	\$225	\$ 300
1/6 page	\$ 150	\$275	\$ 400
1/4 page	\$ 200	\$350	\$ 550
1/3 page	\$ 250	\$400	\$ 650
1/2 page	\$ 300	\$500	\$ 750
Full page	\$ 450	\$800	\$ 900
Full page color	\$ 600	\$900	\$1000
Full page color/back cover	N/A	N/A	\$1200

The BoatHouse is published 6 times a year on the even months. Distribution is as follows: August Rendezvous & January Boat Show editions: 3000 copies per show. The 4 bi-monthly issues: 500 copies per issue. Ads must be camera-ready and paid when submitted. Ads with black and white photos are an additional \$10 per issue. Mail ad to: The BoatHouse, 18275 Hummingbird Rd. Deephaven, MN 55391. Send payment to: Bob Speltz Land-O-Lakes, P.O. Box 11, Hopkins, MN 55343-0011. Direct questions regarding ad rates to Greg Benson: Phone: 612-941-7882 Fax 612-941-2650

F. Todd Warner's
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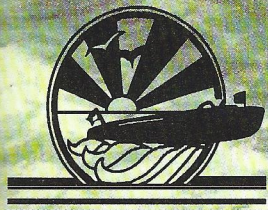
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priced, easy to get, and available for just about any classic or antique craft.

Just call Ski-Safe at 800.225.6560. We're the exclusive agency for the Chris-Craft Antique Boat Club insurance program. And we'll be glad to give you more information on policy coverages, a price quote, and even instant coverage.

Remember, the number is 800.225.6560. The underwriter is CIGNA Property & Casualty. And the protection is just like your boat. Incomparable.

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800.225.6560



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