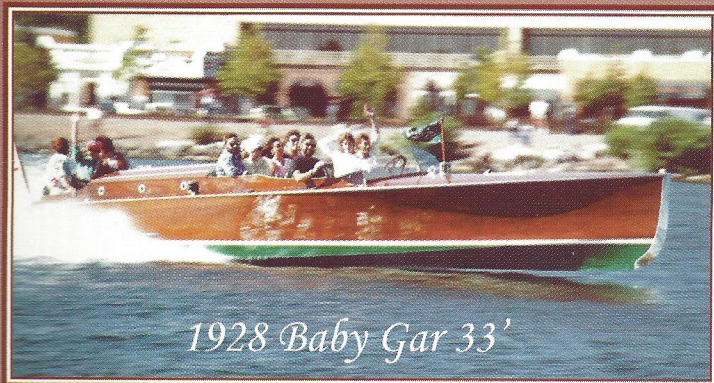


# BOATHOUSE

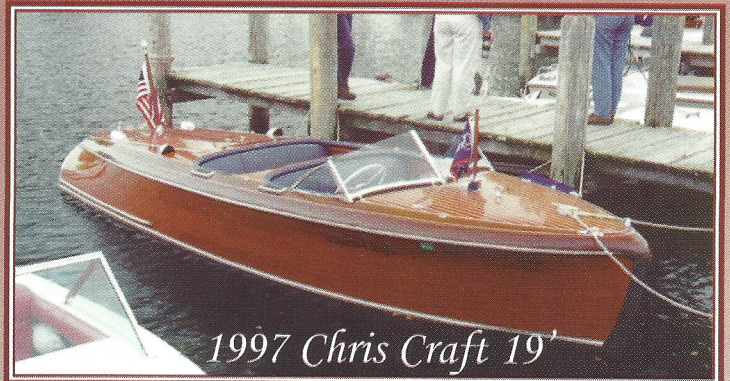


*1935 Chris Craft 28'*

## *1999 Minneapolis Boat Show Edition*



*1928 Baby Gar 33'*



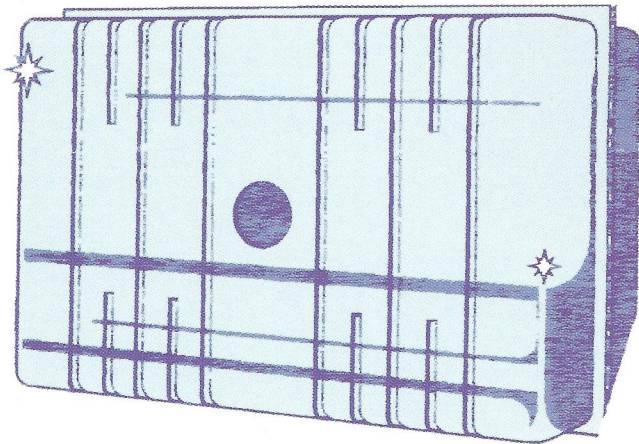
*1997 Chris Craft 19'*



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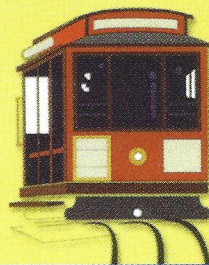
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THE BOATHOUSE is published bi-monthly on the even months (Feb, Apr, Jun, Aug, Oct, Dec.) All articles, ads, etc. must reach the editor by the third week of the odd number month prior to the desired issue. Address questions, special requests, to the editor:

Peggy Merjanian  
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Deephaven, MN 55391-3226  
Ph: 612-473-4936 ~ Fax: 612-475-1384

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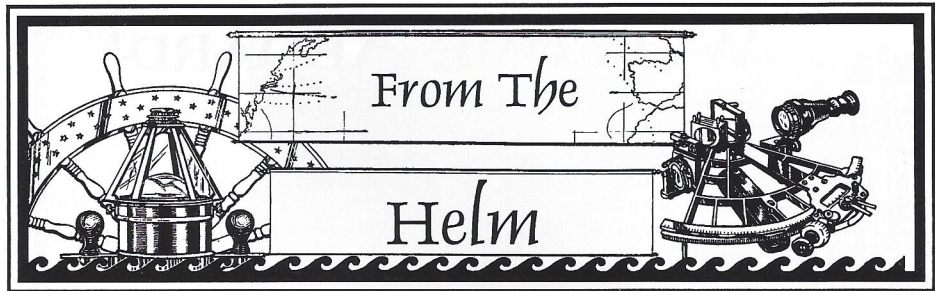
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As I take the helm, I can't help but look back at the history of this organization. This chapter has come a long way since that first gathering of approximately 40 wood boats in 1976 to 108 at our 23rd Rendezvous in 1998! We are no longer a club, but a small business requiring many hours of dedicated work from our members. When I think of our chapter, names like Warner, Kinnard, Merjanian, Johnson, Heggen, Robb, O'Conner, Stebbins, Mikkelson, Valley, and Ellis come to mind. These and others are the ones I continually see year after year volunteering their time and enjoying the benefits of the club. Any organization is fueled by great passion to achieve their goal. It's great when you become involved and be a part of that goal. When I was asked to be a board member three years ago, I did so because I wanted to help keep that passion alive! We all joined for the same basic reasons, but contribute at different levels. For those of you haven't volunteered your services, we hope you do and look forward to getting to know you. 1999 will be our 24th Antique and Classic Boat Rendezvous and it will require many hours of planning and organizing to produce the best show ever!

The second largest endeavor undertaken by our club each year is the Minneapolis Boat Show. Our displays have become such a popular attraction at this event that we are invited to return with our fabulous array of wood boats once again. Come on out to the show at the Convention Center in Minneapolis that runs January 20-24, 1999. This is a great opportunity to get involved by helping out at our booth for a few hours. You'll not only meet the great people that have made your chapter a leader in the ACBS, but greet a wide variety of visitors who are always looking to "talk boat." And by working a shift, you get a free pass to the show! What more can you ask for?

I would like to thank the out-going board members Fred Boss, Bob Clark, Sherwood Heggen, Paul Tinucci and Carl Weisser for their hard work and dedication to the club and its activities. I loved working with you and will miss you all! A special thanks to Todd Warner and Jeff Stebbins. Todd has a wealth of knowledge that is legendary in the ACBS. He has been and will always be my source for information and experience in this organization. Jeff has been my mentor in management and chapter philosophy. These two men have done more for ACBS than most people will ever know! It will be hard to follow in their footsteps.

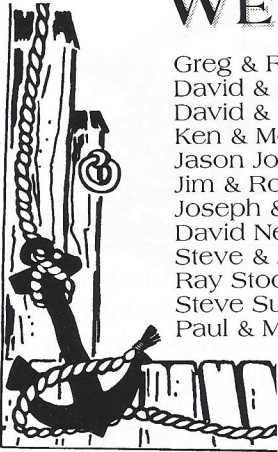
For those new officers and board members, I wish to say "Welcome Aboard." The are: Jim Aamodt, Vice President; Suza Gosh, Secretary; Steve Davis, Treasurer; And Board Members Steve Beck, Randy Havel, Peggy Merjanian, Dan Nelson and Andreas Rhude. It's going to be an exciting and busy year. We have great talent and much depth in this board and I look forward to working with all you.

This edition goes out to our membership by mail and distributed to the public at the Minneapolis Boat Show. I invite you to our winter boat display to see what's old and beautiful! This year we will have all new antiques and classics, the Minnehaha display and our Ship's Store. The January show is a time to dream of summer and getting that old woody running! Whether old or new, wood or glass, we all share the same interest; we just love to be on the water! Enjoy the show and stop by the Bob Speltz Land-O-Lakes Chapter of ACBS display and become a member in preserving the past!

Happy Holidays,

*Greg*

# WELCOME ABOARD!

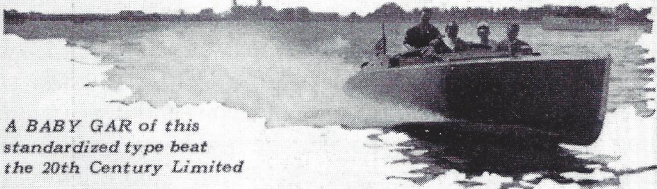


Greg & Roberta Clausen	Apple Valley
David & Susan Ericson	Bloomington
David & Georgi Fiory	Stillwater
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Jason Johnson	Excelsior
Jim & Robin Kilbane	Deephaven
Joseph & Shelley Messick	Rochester
David Nelson	Wayzata
Steve & Jodi Oman	New Auburn, WI
Ray Stockwell	Weatherby Lake, MO
Steve Sutkowski	White Bear Lake
Paul & Maryann Wiborg	Long Lake

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## BABY GAR COMBINES COMFORT WITH SPEED



A BABY GAR of this standardized type beat the 20th Century Limited

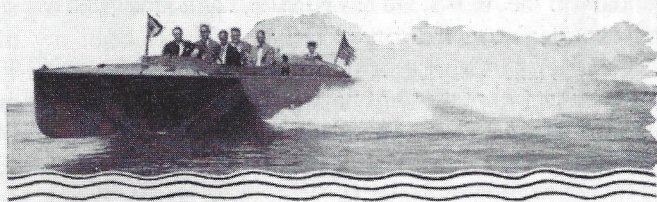
BABY GAR racing achievements demonstrate their consistency, reliability and seaworthiness. At the Miami Regatta the three-year-old boat, pictured below, took first place in the Free-for-All race. It carried seven famous Indianapolis Speedway drivers as passengers —

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 "That ride alone was worth the four-day train trip from Los Angeles to Miami." — Tommy Milton.  
 "This is my idea of great stuff. All kinds of speed with all kinds of comfort." — Ira Vall.  
 "I got more kick out of that ride than running 135 miles an hour around the track." — Harry Hartz.  
 "I am crazy over the way she banks on the turns." — Ray Harroun.  
 "Fifty-five miles an hour in the Baby Gar feels like two miles a minute on the track." — Wade Morton.  
 "I thought a speed boat had to be a mess of oil and engine. This one is as clean and quiet as a limousine, with no sign of the motor." — Peter DePaolo.

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Reprint of 1925 ad in Yachting Magazine

On Our Cover

A 1935 Chris Craft, 28' Cruiser  
 A 1928 Baby Gar, 33'  
 A 1997 Chris Craft 19' reproduction  
 of the 1941 Custom Barrelback.

The 1935 cruiser and the originals of the two sister-ships listed above..... a 1925 Baby Gar 33' and a 1941 Chris Craft 19' Barrelback. will all be on display at the Minneapolis Boat Show, January 20-24.

THE BOATHOUSE MASTHEAD  
 designed by Patrick Huss

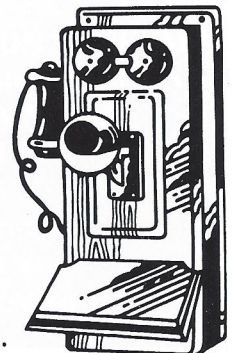
BSLOL Logo  
 designed by Lynne Weber

## BSLOL ANNOUNCES NEW PHONE NUMBERS!!

For the convenience of all our members across the country, BSLOL now has new phone numbers.

**Local: 612-934-9522      Toll Free: 877-636-3111**  
 (out of metro area)

These numbers replace the former "InfoLine." The numbers are new, but the process is the same. Leave your message and you will get a return call.



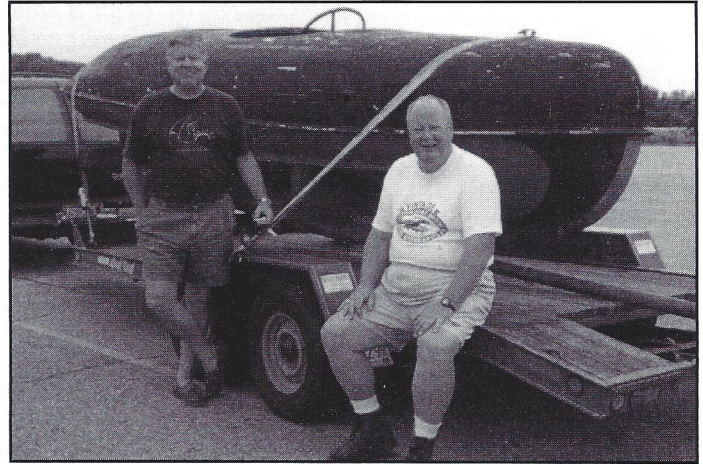
## ANOTHER INBOARD FALLS FLYER FOUND

by Bob Johnson

A few years ago I sold Paul Mikkelson (the king of Falls Flyers) my restored multi-show-winning 17' 1939 split cockpit inboard Falls Flyer. I represented it as the only boat of this model every produced and until a couple of months ago, this was true.

This is no longer the case as Paul found an identical twin in south central Wisconsin this summer. The photo below shows a couple of "boat-haulers" bringing back the rough treasure.

When will these Falls Flyers ever stop coming out of the woods???



Paul Mikkelson and Bob Johnson bring back another Falls Flyer

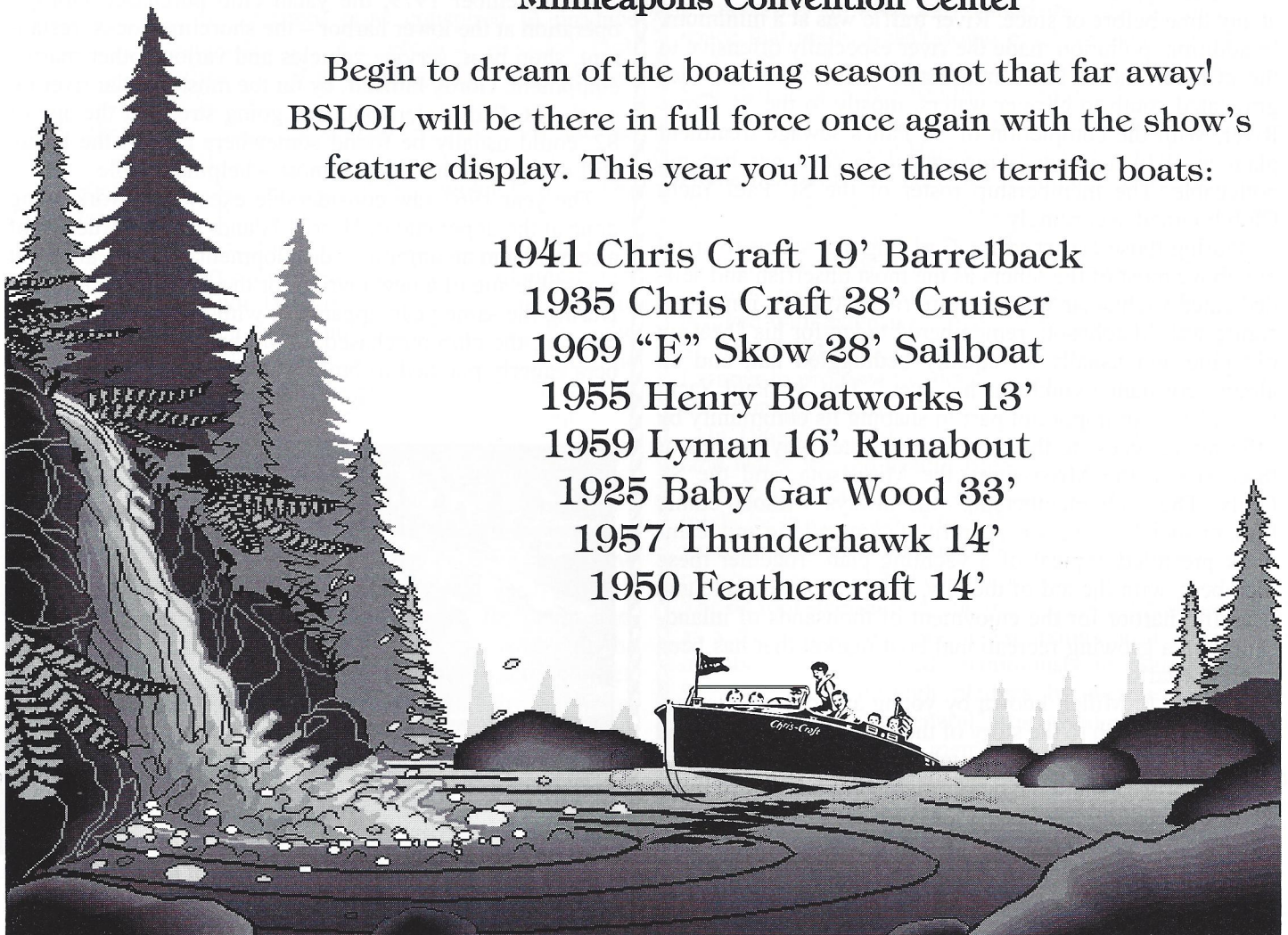
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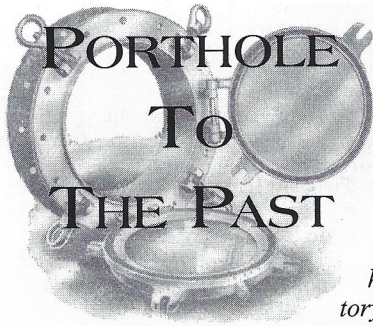
# GET AWAY!!

at the  
**1999 MINNEAPOLIS BOAT SHOW**  
**January 20 - 24**  
**Minneapolis Convention Center**

Begin to dream of the boating season not that far away!  
BSLOL will be there in full force once again with the show's  
feature display. This year you'll see these terrific boats:

- 1941 Chris Craft 19' Barrelback
- 1935 Chris Craft 28' Cruiser
- 1969 "E" Skow 28' Sailboat
- 1955 Henry Boatworks 13'
- 1959 Lyman 16' Runabout
- 1925 Baby Gar Wood 33'
- 1957 Thunderhawk 14'
- 1950 Feathercraft 14'





*Inspired by the location of this year's Rendezvous, the August Program issue of The BoatHouse focused on the Mississippi River. Thus began the "Porthole To The Past" as a regular feature. In the October issue, the story of the award-winning Nellie Bly, a houseboat with a 60 year history on the river held the spotlight in "The Porthole." We continue*

*on the river this month with The Story of the St. Paul Yacht Club. This prestigious organization has a rich history of boating on the Mississippi; some of the highlights are reprinted here with their permission.*

### THE ST. PAUL YACHT CLUB

Born 86 years ago out of the needs of a few motorboating enthusiasts, and incorporated in 1919, the yacht club and its members have served their city well. The story of the organization's first 50 years was told in a special 1962 edition of the club's newsletter, *The Anchor and Line*. That complete issue was reprinted and made a part of the 75th anniversary publication.

As the second decade of the 20th century approached, the Mississippi River was of less importance to St. Paul than at any time before or since. River traffic was at a minimum. In addition, pollution made the river especially offensive to the eyes and nose. For a number of years, club activities gravitated south to cleaner waters, mostly to the St. Croix River. With the completion of St. Paul's sewage treatment plant in 1939 however, a resurgence in river use became noticeable. The membership roster of the St. Paul Yacht Club boomed accordingly.

During those earlier years, Carl Engman seems to stand out above most of the others as the most unselfish and self-dedicated yachtsman on the entire river. Another important figure was Al Johnson, remembered today for his "beat-up old pipe and usually an equally bedraggled hat, and an almost constant twinkle in his eyes." The St. Paul Yacht Club played an important part in shaping its community by offering an access to the recreational water playgrounds of three rivers, the Mississippi, the Minnesota, and the St. Croix. The club membership was always without ethnic bias, or social distinction. A spirit of camaraderie and teamwork prevailed, typical of a yachting clan. Together these members, with the aid of the city, help establish a safe and beautiful harbor for the enjoyment of thousands of inland-sailors in a growing recreational boat market that has been phenomenal".

Gordon O. Miller, known by young and old as "Gordy," contributed much to the story of the St. Paul Yacht Club and serves very well as the major link between the old-timers of the first 50 years and the newer members of the third quarter of this century. He started his river life in 1937 (coming from a farm near Faribault) as a pilot for the old Central Barge Line. About 1946 he took over the Dingle Boat Works, then located on the site of today's printing plant for the St. Paul Pioneer Press and Dispatch in Northport

Industrial Park adjoining downtown St. Paul's Holman Airport. There he quartered his towing company, Twin City Barge and Towing. In 1953, driven out by too many floods, he sold the firm and opened a marina and boatyard under the Wabasha Street bridge where he also turned out houseboats and hulls and battled against the big flood of 1965.

A member of the St. Paul Yacht Club since 1942, later honored with a life membership, "Gordy" Miller belonged to the organization longer than any other member. Like Al Johnson, Gordy soon became dock master for the club. Over the years he carried on the tradition of Carl Engman as a dedicated and selfless "Dean of rivermen on the St. Paul waterfront". On January 20, 1970, the Millers' houseboat, which also served as office for the St. Paul Yacht Club, was extensively damaged by fire. Miller and his wife, Muriel, immediately restored the structure and opened it as a restaurant. Today it's the popular and modernized "No Wake Cafe" which beckons the denizens of the workaday world who come down from their skyscraper offices across the river to relax, enjoy refreshments, light lunches, dinners and interesting folklore. This floating restaurant is an important and welcome service provided by the club to the public – a service found in few marinas on the river system in this area. As the late Muriel Miller once said: "You look out the window and you see the river floating by so smoothly. It's good medicine."

In September 1979, the yacht club purchased Gordy's operation at the lower harbor – the shoreline docks, restaurant, shop boat, service vehicles and various other marine equipment. Gordy himself, by far the most popular river rat on the St. Paul waterfront, still going strong at the age of 82, could usually be found somewhere around the basin, still doing what he enjoyed most – helping people.

The year 1962 saw considerable excavation work being done at the upper end of Harriet Island: the construction of a seawall and an ambitious development program aimed at a possible site of a new marina for the St. Paul Yacht Club. During the same year, apparently without sufficient investigation, the club purchased an old barge on which members eagerly planned to build a floating clubhouse. When

*St. Paul Yacht Club - continued on page 7*



1962 -- Excavation if process at upper end of Harriet Island, part of the seawall and redevelopment program and possible future site for the new St. Paul Yacht Club marina.

*St. Paul Yacht Club - continued from page 6*

finally inspected, it was certified unseaworthy due to heavy rusting. The obviously crestfallen club members were forthwith forced to cancel all construction plans made with Swager Brothers of Stillwater. As later recorded, it was three long anxious years before the yacht club had a home.

During those years, too, the Minnesota Centennial Showboat ("The nicest thing that's happened to the Twin Cities in years," according to St. Paul columnist Don O'Grady,) tied up at the yacht club docks for two weeks each summer. The showboat's Captain Whiting, a Minnesota University Professor of Theatre Arts, presented theatrical melodramas to sellout crowds – a colorful sight reminiscent of the 1850s, when showboats were perhaps the major attraction along the waterfronts and levees of Midwestern river cities.

The biggest event of 1962, the 50th anniversary celebration, took place on July 29. Included among the many festivities was a fifty-boat parade, one for each year, which followed the decorated flagship from the High Bridge to just below St. Paul's downtown airport.

When 1965 rolled around however, the Mississippi River had no intention of flowing "so smoothly," as Muriel Miller had put it. Nor was the "medicine" that Old Man River dished out that April at all beneficial. Disaster loomed when record winter snowfalls and a spring cold snap followed by torrential rains conspired to produce unbelievable inundations – the greatest recorded high water in Midwest history along the Mississippi, Minnesota, and St. Croix rivers and their tributaries. In St. Paul, the curious lined the bridges over the river and the heights along Kellogg Boulevard above it. Crowds stared in disbelief at a familiar river gone completely mad. The Mississippi at St. Paul crested at a record 26.01 foot level beating out the 1952 flood record crest of 22-02 feet. St. Paul's mayor George Vavolis declared a state of emergency and President Lyndon B. Johnson traveled to the region to view the devastation. Lowland flooding was a grim sight. All of Harriet Island was under water except for the approaching road off Wabasha Street. That was lined with boats hastily pulled to safety from the raging torrent.

The St. Paul Yacht Club also faced disaster. The local newspaper quoted Don O'Grady as stating that if its historic headquarters, once a day-nursery for Dr. Ohage's bathing establishment, got loose, the old frame building would be washed downstream into the club's docks and slips and on into the Navy Island bridge and Gordy Miller's marina. Even the railway bridge might be threatened. According to Clophus Bulleigh, then commander of the U.S. Coast Guard, those reports were not exactly correct. Bulleigh recollected that the dynamiting of the clubhouse was ordered on April 13, 1965 not to protect the bridges but to safeguard a sandbag dike surrounding the Swift meat packing plant in South St. Paul.

With the first dynamite blast, only the roof of the endangered structure was blown off. With the next two explosions, the clubhouse caught fire – not part of the original plan. The result, although devastating for members to

watch, was cataclysmic, an awe-inspiring finale for the venerable building providing spectators and photographers with an exciting show. As the clubhouse burned toward the water, it began to float. Shortly, accompanied by clouds of steam, it sank. The excitement was over and a tug was called in to tie additional cables to the docks to save them.

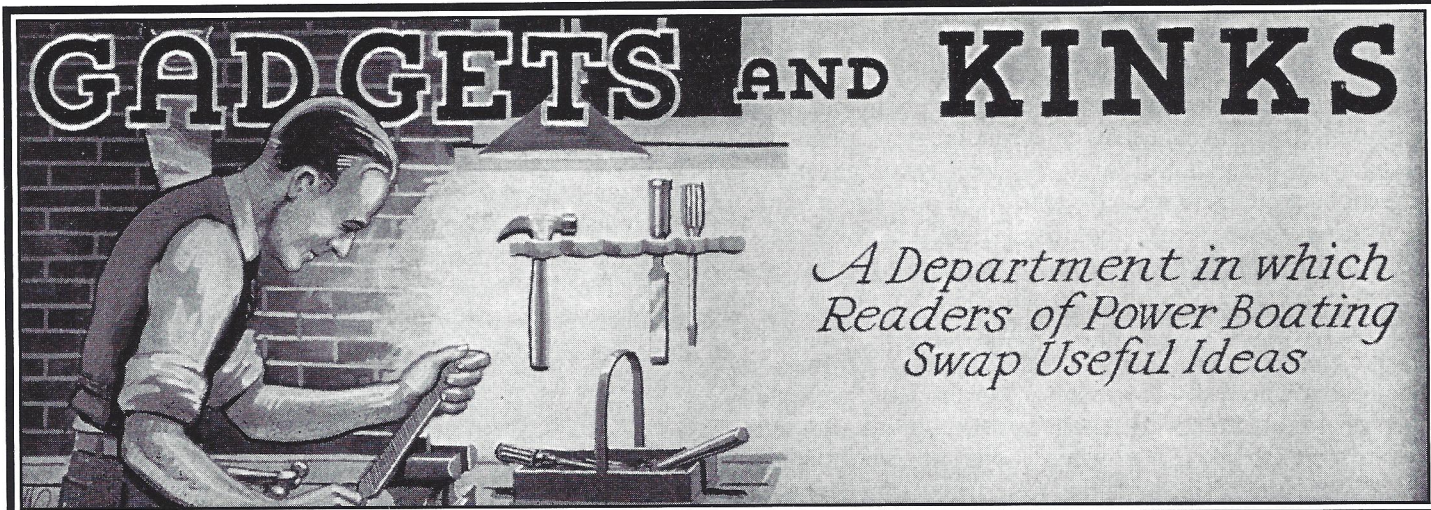
Along with the first response team which included men from the Minneapolis and St. Paul fire departments, were most all of the Yacht Club members. The entire yacht club membership probably should be named here for the heroic three day effort rescuing boats from a watery grave. It is a miracle that only two boats were lost. "There is no longer a light at the St. Paul Yacht Club", reported Don O'Grady.

After the disastrous flood of 1965, the U.S. Army Corps of Engineers undertook long-term flood control measures to protect St. Paul from future inundations. This project was completed in July of 1967. In 1962, the Corps had dredged a small boat harbor north of the lower marina, ostensibly for the use of the St. Paul Yacht Club. For some unknown reason, it appeared to have remained unused until the club was given permission after the flood of 1965 to take possession of the harbor "temporarily". The Yacht Club affectionately refers to this extended marina as The Upper Harbor and currently has slips built and owned by the yacht club which accommodates 93 boats. It was during the 1960s, too, when the city planners started looking acquisitively at what they called the islands "nice open space that really wasn't doing much of anything for anybody." There followed 20 years of rumors, elaborate ideas touted in newspaper headlines, projected ten-year plans, multimillion dollar motel-boatel architectural drawings, even suggestions that Harriet be made an island again! – all concerned with the need for a suitable waterfront plan. Dramatic changes were proposed. Some of the ideas seemed to run headlong against the restrictive use clauses written into the will of Dr. Justus Ohage, later resolved through mutual negotiations. A new plan successfully evolved with extensive citizen participation, including the St. Paul Yacht Club, under the leadership of Mayor George Latimer to promote the development of the riverfront as a community resource.

In 1968 the yacht club wanted to build a clubhouse on land where the old headquarters had been. This idea however, was vetoed by the city which feared that such a plan might be in violation of the Ohage will. Finally, that same year, a happy solution was found in the form of a one-time excursion boat, "The General, located in Dubuque, Iowa. The 64 foot steel-hulled, 200 passenger boat had been used as a day cruiser by Galena Excursions until 1965. Club members quickly voted unanimously to purchase it for \$27,500 raised through pledges by members. In mid-October 1968, "The General" was towed up to St. Paul and delighted yacht club members greeted it ecstatically. "She's dirty, she's rugged, she's ours," they rejoiced. "With some hard work, the club will have the most unique craft on the Upper Mississippi." Today, "The General" still serves well as the St. Paul Yacht Club's unique clubhouse.

*St. Paul Yacht Club - continued on page 10*

# GADGETS AND KINKS



*A Department in which  
Readers of Power Boating  
Swap Useful Ideas*

by Sherwood Heggen

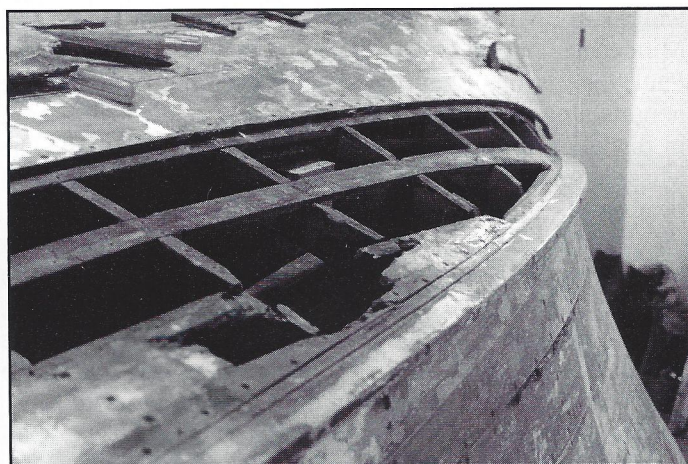
It is refreshing to see the beginning of a restoration of another old wooden runabout. Last summer, BSLOL'er Jerry Klopp got the bug to restore an old wooden boat. He wanted something "different", something good looking, and a project he could successfully complete. Jerry has a wood-working background and isn't afraid of a new challenge. He is O.K. with buying a wooden boat that needs a lot of work. Then, there is no excuse for not tearing it all apart and replacing all of the doubtful parts while it's convenient.

Jerry heard that an 18' Century Sea Maid was available. He went for it and he hasn't looked back since. The boat is in poor condition. Viewing it from the outside, the rotted decks are immediately noticed. The topsides also display rot at the seams. The bottom appears intact except for a big hole punched in it on the forward port side. Looking inside is a little scary. The bottom ties and bottom frames below the front cockpit area are badly broken and the keel deformed. Though it is not really known what happened, the damage to the bottom appears to be a result of the boat being dropped or run onto the rocks at high speed. Whatever the case, there must have been a loud noise when it happened. But, it doesn't matter, because the bottom will be completely rebuilt. Who cares whether parts are rotted or broken?



Jerry's 1950 Century SeaMaid is prepared for rolling over with the cradle screwed to the hull

Jerry started his restoration project by turning the boat over onto a framework which he attached to the stringers and side frames of the hull. The bottom planks were then removed to reveal even more problems. The transom base had delaminated, which is a typical Century malady. With that condition, the bottom planks can come loose at the transom because the screws lose their hold and the boat will continually leak. The only way to fix it is to replace the transom base with a single piece of steam-bent oak; not with another laminated transom base. The bottom frames were oil soaked and soft on the ends. Since there was doubt about the condition of these parts, they were replaced with new



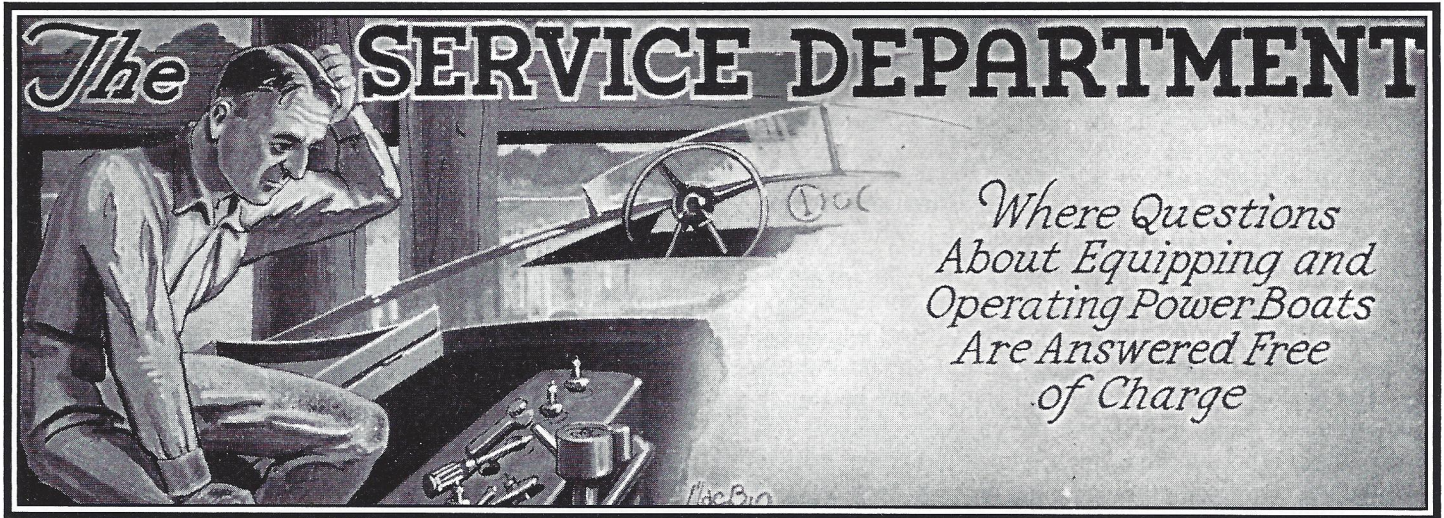
Bottom planks were removed to reveal broken and rotted frames.

wood. The chines and keel were also questionable and will also be replaced.

So far, Jerry has replaced nearly all of the bottom ribs with new oak. New seam battens will be installed and sub-planking of plywood will be bonded to the frame with 3M 5200. New bottom planking will be bedded in 3M 5200 and screwed to the frames. As you may know, Centurys had a reputation for leaking because of their single plank bottoms. With this improved method of construction, Jerry will be assured of a tough bottom that should let the inside of the boat stay quite dry.

*Gadgets & Kinks - continued on page 18*





Dear Motorhead,

I am having the problem of water in the oil of my model 750 - 4 cylinder Gray Marine engine. I have recently replaced the cast aluminum oil pan which was cracked, with a cast iron replacement. I am not using the oil cooler (which was also cracked) and have connected the outlet on the side of the engine block (from the oil pump) directly to the oil distribution line. There can be no water from this source. I have removed the cylinder head and there are no cracks or leakage and it will hold air pressure (I did not use a high pressure.) The cylinder walls, as far as I can see, all look OK.

Most of the valves and seats look OK. Other than some rust pitting on the ones on the front of the engine as it is mounted in the boat, compression from the front to back: 45, 60, 72, 75. Oil pressure is good (30 lbs.) I have run this boat about 30 minutes mostly wide open throttle and did notice some white smoke out of the exhaust. The oil is all white and probably 1/2 to 1 quart above normal fill mark on dip stick. This engine was not run for the past 10 years or so until after my recent work on it in August, '98. I cannot figure how the water is getting into the oil. Any ideas? I have not yet removed the engine from the boat. I have several other boats and have never had this problem. I have not magnafluxed anything on this engine yet.

The Gray Marine maintenance manual says, "the commonest cause of persistent trouble with sticking valves in marine services is water in the valve chamber either from condensation caused by running too cold or kick-back of overflow water caused by an oscillation in the exhaust pipe." In my installation overboard water dump is very low at the rear of the engine at the bottom of the exhaust elbow. Also, the engine is at a steep angle which would require water entering engine from the exhaust pipe to run uphill considerably. Ever hear of this?

I enjoy your column very much.

Sincerely,  
Bob McBride

*Dr. Motorhead Responds...*

Bobby, Bobby, Bobby. I sure hope your 19 foot barrel back is running better than this Gray Marine. By the way, I haven't seen you in a while, how is Balsam Lake? I'm sorry to be the bearer of bad tidings, but you have major problems

everywhere. I'll pick at them one at a time for you, but while you are wintering in California, save up some dough; it's time for a major overhaul.

First off, disconnecting your oil cooler is OK for a test but they put them on there for a reason. Keep in mind, that not all the oil goes through this cooler. This is usually only the oil that feeds the top end of your engine, therefore, you did a good thing by bypassing the cooler and not capping off the line. You could have had additional problems.

Secondly, the reason your compression is weak in the front two cylinders is because of the rust and pitting on the valves and seats. Your compression should be consistent and around 85 pounds on that engine when fresh. So my friend, you need a valve job. Those front two cylinders sat for 10 years with fully or partially-opened valves, allowing moisture to enter and rust things up a bit. As for white smoke, most commonly, this is oil burning in the combustion chamber. Your rings aren't working well and they are letting some oil sneak by - I would guess in those front two cylinders again.

I'm not sure why you referenced the amount of water coming out of your exhaust. The reason for this low volume is, all the water is dumping into your oil pan (just kidding.) Remember, this is a small engine with a small water pump. I would think without looking at it, this is totally normal. Don't worry about water kicking back into your exhaust manifold - very, very unlikely. Are you sure the manual used the word "commonest" in that sentence? They must have fired the proof reader.

Sorry to hear that your oil now resembles Ovaltine. This is the worst news for you today. The key word you used twice in your letter was, "cracked." There are only two ways these pieces could have cracked. Either someone dropped your engine onto the garage floor or it was stored over the winter without draining all the water out. The engine block and head have water channels running all through them to keep things cool during operation. If you had a cracked head, cylinder wall or a bad head gasket, this could allow water into the oil. But when this happens so close to the combustion chamber, the engine usually runs pretty rough. As you know, water doesn't burn as well as gasoline. If you don't see any cracks in your cylinder walls, that is good.

*Service Department - Continued on page 13*

## BOB SPELTZ' CHETEK RESTORATION PROJECT UPDATE

by Sherwood Heggen

On Sept 19, 1998, a number of BSLOL'ers showed up at John McCurry's garage to start restoration of Bob Speltz' Chetek. We did an inventory of the hardware and a general survey of the things needing attention. The boat appeared to be in useable condition but had some obvious concerns which would need correction. Starting at the decks, there is deterioration in the form of cracks and old age. The decks between the fore and aft cockpits had some novel strips of wood nailed over the seams in a board and batten style. Who put those on or why is unknown, but we decided they would not remain when the new deck was put on. The boat hull and decks are built of Western Cedar and the topsides and bottom are covered with fiberglass. The cedar appeared to hold up under the fiberglass but some of the oak steam-bent ribs appeared questionable.

General assignments for restoration were handed out. Jerry Valley took on the assignment of restoring the Johnson 25hp outboard. Bob Buttery and Fred Boss took on initial tear-down. The boat was turned over to prepare for a removal of the fiberglass.

At a later date, the fiberglass was removed and a more thorough assessment was made of the boats restoration needs. We determined that the stem, keel, and all of the ribs and a forward section of both garboard planks would need replacing due to rot. The stem is steam bent as well as the ribs and would require a steamer. Since steaming is a new process to everyone on the team, research and development to meet needs was necessary. A steamer was available to us, but it used an open flame to heat the water. Because of the element of danger due to fire and working at someone else's property, we were inspired to build our own steamer using a heater element from a hot water heater from ideas we have seen published.

That is where the project is as of mid-November. Our next effort will be to shape, steam-bend, and install the stem. After that, we will replace the keel, turn the boat over and begin replacing ribs.

The project team is open for additional members. If you would like to get involved in this chapter project and enjoy working on boats, you are welcome to contact me at 432-4345.



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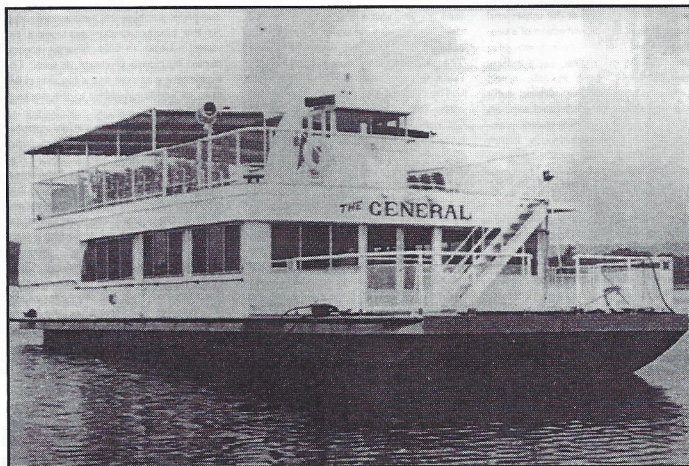
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*St. Paul Yacht Club - continued from page 7*

Now 86 years old, The St. Paul Yacht Club, through its many and varied activities, has always attracted favorable



In 1968, members bought "The General" for use as a clubhouse.

attention from the press. An article in St. Paul's Downtowner newspaper in 1987 stated that, "Today the club continues with a new dedication in its service to the city." The reporter called the club a "unique organization" since it provides safe and efficient boating services and facilities to the public on the same priority basis as to its members. Under contract with the city, the club offers boat slips, winter boat storage, fuel and marine supplies, sanitary facilities, emergency assistance to boaters, and a pleasant floating restaurant open to the public.

In a letter to the Division of Parks and Recreation for the city of St. Paul dated October 18, 1984, then commodore, Howard Dahlgren stated that prior to the acquisition of the Miller Marina in 1979, the St. Paul Yacht Club kept a relatively low profile; community involvement was not stressed. However, all that changed and although the organization is still a "family club" as it was once designated by Commodore Philip F. Cormican, it now dedicates a principal portion of its time and energies to civic involvement. According to Dahlgren, the club does what it can to support and maintain a close working relationship with the City of St. Paul, principally through its Parks and Recreation staff. A fair share of these efforts have been related to St. Paul's Riverfront Days, later known as "Riverfest." Other efforts include a "non-boat" going by the name of "The City Of St. Paul." It is a handsome land-bound boat built in 1984 by club members on the base of an historic 1959 Ramsey County Bookmobile donated to the City of St. Paul by the St. Paul Suburban Bus Company. It is, according to the designer, Howard Dahlgren, "complete with paddle wheel, stacks, pilot house and the traditional paraphernalia unique to the sternwheel boats that once came to St. Paul by the hundreds". It is used in area parades which include the St. Paul Winter Carnival, the Minneapolis Aquatennial, Grand Avenue's Grand Old Days, Fort Road Parade as well as other parades.

*St. Paul Yacht Club - continued on page 14*

## TEASER AND BABY GAR IV RUN BETWEEN ALBANY AND NEW YORK AT BETTER THAN RAILROAD SPEED

Article from the July 1925 issue of "Yachting" Power Boats Beat Time of the Twentieth Century

Two of the most spectacular runs ever attempted by boats of any kind were made in the latter part of May when the *Teaser* and the *Baby Gar IV*, both well-known high speed boats that had shown their wares in several important power boat races last year, set out to beat the time of the fastest train in the United States - the Twentieth Century Limited. These two runs have been alluded to as races, but in reality they were not races. They were runs against time as the train was not allowed to race or to exceed her scheduled time which, however, was quite fast enough to make the attempts of these two boats take a strong hold on the popular imagination.

Never has the public been as interested in a power boat event as they were in this. All along the 138 mile course, thousands of spectators watched the little craft pass, throwing up showers of spray from their slim stems and leaving a long, white wake astern. In New York City, Riverside Drive and every point of vantage were packed with those anxious to see whether a water-borne craft could exceed speed made on land. Several large aero planes followed the *Baby Gar IV*, whose run was more widely heralded than that of the *Teaser*; throughout the long course, and broadcasted the news of the race to other thousands throughout the country. These two events have done perhaps, more than anything else, to show the public just what developments have been made in the speed and reliability of motor driven craft. The run of the *Teaser* was the first one made. An account of it follows.

### TEASER SETS UP A RECORD

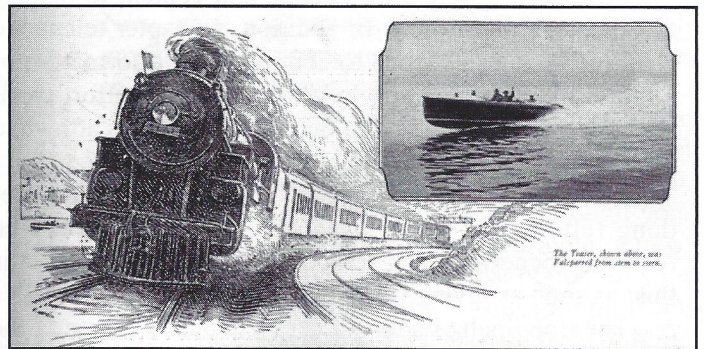
In setting out one day in May to better the time of the Twentieth Century Limited, the fastest train in the United States, from Albany to New York, Mr. R. F. Hoyt's *Teaser* proved how good a motorboat can be if properly designed, built and powered. Her Wright Typhoon 600 hp engine drove her with ease to Albany and back in a day at a distance of approximately 300 miles - and faster in each direction - than one could travel on the Twentieth Century Limited.

The trip up the Hudson to the Albany Yacht Club was made in the phenomenal time of 2 hours and 40 minutes, the time of the Twentieth Century being 3 hours and 13 minutes. On the return trip, rough waters forced a slower speed, the *Teaser* making the trip in 3 hours and 5 minutes. This race took place on the morning of May 20th. George J. Mead, Chief Engineer of the Wright plant, tested out the *Teaser* on the waters of Long Island Sound on the day previous.

The start was made from the Columbia Yacht Club at 5 minutes of 8 o'clock on a Wednesday morning. Mr. Mead was at the wheel and those in the boat were C. F. Chapman, official observer for the American Power Boat Association, and Carl Christiansen and Theodore Carlisle, mechanics. Although the sun was out and the day apparently clear, a fog came up over the river and made navigation difficult at such high speed. However with care, it was possible to steer a good course even under these adverse conditions. To add to the difficulties, large fields of drift-

wood were encountered, which required considerable dodging to avoid. The crew had one thrill in the Tappan Zee, when a single pole followed immediately by a line of poles attached to nets perhaps one-half mile long, confronted the boat, making it necessary to run at full speed to starboard and parallel the nets to the end, where the course was again regained. Approaching Albany, *Teaser* met a Hudson River Day line boat, which forced her to slow down for awhile to negotiate her wake. This was the only time during the entire trip when the throttle was touched, and then for less than a minute. The upper reaches of the river were surprisingly smooth, but contained some bad pieces of driftwood, which could be more readily picked up however, in the smooth water and avoided. Passing under the Castleman cut-off bridge and around a gentle bend in the river, the *Teaser* reached Albany at 10:35 am. Here the crew found a royal welcome and all the boats on the riverfront as well as many factories, greeted the speedy craft with their whistles.

On their arrival at the Albany Yacht Club, Mr. Chapman announced the official time to have been 2 hours and 40 minutes for the upgoing trip. Comparison of the log of *Teaser* with the train table of the New York Central shows how the speed boat beat the train schedule. It took the boat 45 minutes to get from New York to Bear Mountain, while the Twentieth Century takes about 67 minutes for the same stretch, which includes changing engines at Harmon. From Newburgh to Albany however, the race was more even, the boat taking 100 minutes to make the distance, while the train time shows the Century takes about 96 minutes. From Castleton to Albany, the boat took 10 minutes for the 9 miles, while the Century takes 12 minutes, allowing for a slow trip through the Rensselaer yards and over the Maiden Lane bridge.



The *Teaser* finishing her trip from Albany, and beating by a wide margin the time of the Twentieth Century Limited.

The records show that the motor turned 2100 rpm all the way up. The boat left Albany on the return trip at 1:32 pm and arrived at the Columbia Yacht Club at 4:40 pm - practically ideal conditions as far as Poughkeepsie were encountered, the *Teaser* bettering her own time by two or three minutes. As the river widened out, however, the wind freshened from the south and the craft encountered

*Gar Wood - continued on page 17*

## LOOKING BACK / LOOKING AHEAD

AT THE BOB SPELTZ LAND-O-LAKES CHAPTER OF THE ANTIQUE AND CLASSIC BOAT SOCIETY

by Sherwood Heggen

In 1976, a gathering of wooden boat owners decided to hold a rendezvous on Lake Minnetonka. In 1977, a number of wooden boat enthusiasts formed the "Land-O-Lakes Chapter" of the Antique & Classic Boat Society, Inc. (ACBS.) Ours was the third chapter to join the national organization. The chapter grew in members and regular meetings were held. The rendezvous became not only an annual event, but an expectation by the public. As years past, members, leaders, and enthusiasm came and went, but the heart beat continued in the body of the chapter.

In recent years, a necessary change in the philosophy of the chapter began to emerge. The chapter was becoming more than a good-time group with a boat show every year. If it expected to grow and prosper, there needed to be a stronger sense of purpose. To nurture this consideration, a series of strategic planning meetings were held by the board. As a result, the chapter began to develop the image of a business where purpose was spelled out.

A wish list was developed by the chapter board members, and from that, reasonable goals were set. Officers and board members were held accountable for meeting those goals. Progress toward being a recognized chapter in the ACBS had begun. In 1994, the name was changed to the Bob Speltz Land-O-Lakes Chapter in honor the late Bob Speltz. Bob was of one the chapter's charter members who went on to be internationally known for his books *The Real Runabouts*. To communicate better with the growing population and diversity of the chapter, the newsletter image and content was given attention. Its name was changed from *Dry Wrought* to *The BoatHouse*. The selection of this name also reflects Bob Speltz who had a newsletter he called *The Boathouse*. Its appearance was designed to have a professional business-like image and content to display the chapter's philosophy. In addition, a chapter telephone "Hotline" was established to communicate information of a more immediate nature. Rewards from this effort came when people soon wanted to become part of this attractive group and paid dues to enjoy its benefits.

What needs to be understood in all of this is that something (effort) had to be given before anything could be received (benefits). The lesson learned from the past is this: as soon as giving is stopped, so is receiving.

The Bob Speltz Land-O-Lakes Chapter is currently the largest chapter in the Antique and Classic Boat Society by membership and has attracted national attention from its peers for its accomplishments. It has been said that there is strength in numbers. We can consider that with our numbers working, the Bob Speltz Land-O-Lakes Chapter could become the biggest and best chapter in the ACBS. The BSLOL Board is managing growth and working on maximizing the benefits for its members.

To accomplish this, one of the many goals is to obtain a 501 C-3 status with the IRS. As a non-profit organization,

a new phase of growth would open up to the chapter. The possibility of a permanent BSLOL Chapter Center, restoration facilities, equipment, and storage could become only part of the benefits to be enjoyed by its membership. This is beyond the financial means of the chapter now and possibly always until a 501 C-3 status is obtained. With this status we would attract those who could benefit from making a charitable donation in the form of land, property, and equipment which could be used to the good of the chapter's members.

An application for 501 C-3 status was made but was denied. Why? Because our strength in educating society about the old boats was not sufficient in their eyes. That is not to say we will never be entitled to have the 501 C-3 status. It only means we need to be actively educating people about wooden boats to a level equal to or beyond the expectations of the IRS to qualify.

Among our 750+ members, it is easy to perceive that there are those who love the field of education and aspire to being involved in many phases of it. This is a call to you who aspire to educate. We have many opportunities to educate through many forms of the media, community education, public and private schools, and various civic and specialty groups. Your involvement can be the turning point for this chapter to make many great things happen. Please let your membership be a valued one for yourself and all the others by contacting BSLOL Chapter President Greg Benson to discuss the idea further.



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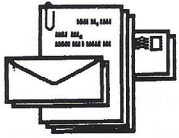
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## IN THE EDITOR'S MAILBAG

To the Editor ---

- Re:1. Ad hoc race at the 1998 Treasure Island Show  
2. A challenge to Todd Warner and Bil Hawks

I wanted to set the record straight as to your account of what happened and issue a challenge. First of all, we never "race," we only do "high speed fly-bys." This is because we don't carry racing coverage on our insurance policies.

Second, my 1948 Chris Craft 22' Sportsman is not a "pace boat." A pace boat (or car) is generally a very fancy looking stock vehicle meant to get the field of contestants up to a moderate speed and in formation before it moves off to the side and the race really starts. The late John Clark specifically designed my boat and hand built the engine to his own specifications and believe me he didn't have "pace boat" as his goal. My boat shows such blazing speed that it continues to amaze me at each outing.

If any boat should be considered a "pace boat" it would be the 1929 30' Dingle. The contrast between the klunky looking hull design and the use of too much garish hardware is perplexing. I don't know if it would be better as a funeral boat or have George Barris put a Hollywood custom flame paint job on it to match the hardware. But who cares about how a boat looks here - we are talking top end speed and that's what the Dingle lacks.

My third point is to explain the "Todd Warner racing technique." The first rule of Todd's is to have a very short course so the boats barely hit top speed before the race is over. This rule dovetails nicely with Todd's second rule

which is "jump the gun" so you're 5-6 boat lengths ahead before the rest of the field even knows the race has started. Rule #3 is one he uses after the race for the people who seemed to be gaining on the Dingle and that is to say "I only had it at half throttle." Rule #4 can be used before or after the race and it covers you in case of a loss. This is a series of excuses why the boat was at less than full performance. I like to have him assign numbers to these for the sake of brevity. They include among others

- 1) "I dinged my prop."
- 2) "My spark plugs are fouled."
- 3) "I got a bad load of gas."
- 4) "I couldn't find my high octane gas."
- 5) "I had weeds on the prop."
- 6) "My throttle wasn't opening fully."
- 7) "My choke was stuck in the closed position."
- 8) "My fuel pumps failing."

This makes it really impossible for anybody to get a clean win because you never know what the boat would have done without any excuses. Todd and Bil executed these techniques beautifully and completely at Treasure Island, but that's ancient history now and there's a new challenge on the table today.

Today I challenge Bil and Todd in the Dingle to a "high speed fly by" against me and my U-22 at the first club dinner and cruise on the lake in June 1999. This will be on a long course with no jumping the gun at full throttle only and absolutely no excuses before or after the race.

Your response to the challenge is requested in the next edition of The BoatHouse "To The Editor" section. Also, any comments or rebuttal to my letter are welcomed.

Bob Johnson,  
"Big Bob's Boats"

Service Department - Continued from page 9

Now when you rebuild, you won't have to install any sleeves in your block. There is a good chance, in fact I am almost certain, that your block has cracked somewhere lower. Probably just above your cam. Before you send everything off to get magnafluxed, pull your engine and drop the pan. With a garden hose pumping water through your engine, take a look for any water dripping out of the block up by your cam or by the bottom of your cylinders walls. I think you will find your problem. If by chance you don't, then you will need to bring it in to have it magnafluxed. For those of your who don't know what this is, your engine is magnetized and iron filings or dust is sprinkled on it. The iron filings tend to congregate and bridge over cracks, even the tiniest, allowing you to see those cracks when normally, you can't. Cracks can be welded, so don't despair

So, my friend, like I said, it's time for that major.

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



## TIQUES & TREASURES

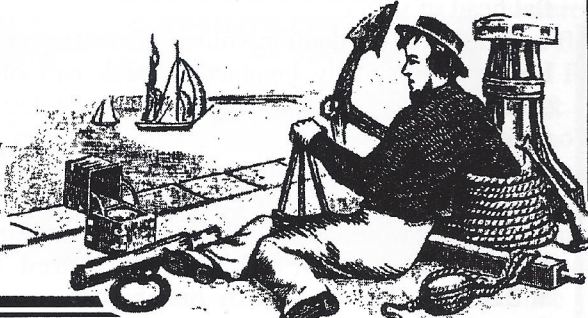
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St. Paul Yacht Club - continued from page 10

"The City of St. Paul" float on July 25, 1987 marked one of the highlights of the year with the official opening celebration and dedication of the handsome new High Bridge, a spirited beginning for the new structure which promised to match and surpass the exciting demise of the old landmark bridge that three years before was declared unsafe and exploded into the river.

The U.S. Coast Guard and auxiliary, and the Ramsey County Boat Patrol also operate out of the yacht club basin. Space for visiting boats is reserved at a 200-yard long main dock built by the Corps of Engineers in 1950 and owned by the City of St. Paul. Nearby is located the dock for St. Paul's popular sight-seeing paddlewheelers, the "Jonathan Padleford" and the "Josiah Snelling" which offer scheduled steamboat excursions along the Mississippi. Each day, from Memorial Day to Labor Day, passengers on these riverboats are treated to an urbanscape in a river environment, an environment including a handsome skyline, beautiful sunsets, duck families, diving terns, nesting swallows, and even an occasional American Bald Eagle hesitating in it's flight to land on his favorite cottonwood tree to watch the fish jumping. This environment makes the St. Paul Yacht Club unique and provides everyday rewards to members of the 86 year old yacht club.

The St. Paul Yacht Club looks forward to an era of continued support to the city and a joint effort to provide safe, affordable and enjoyable boating to the area citizens and its members.



## LESTER FROM LESTER PRAIRIE

by Bob Clark

If you happen to need a major overhaul, help is just around the corner. We all have budgets to meet, but if you are restoring a boat, the job isn't complete without a fresh engine. Or if the boat is rebuilt and the engine is tired, think about a rebuild before it needs something really major, like a new cam or crank. Sooner or later, your vintage boat engine is probably going to require some work. Fortunately, just west of Minneapolis, is **Lester Prairie Engine**, owned and operated by Lester Mahlstedt. Lester maintains a complete engine rebuilding facility that specializes in vintage marine and automotive engines. There are really three businesses, related through marriage. *Berry Cams*, *Engelke Machine* and *Lester Prairie Engine*, all located on 175th St. in Lester Prairie, MN within a stones throw of one another.

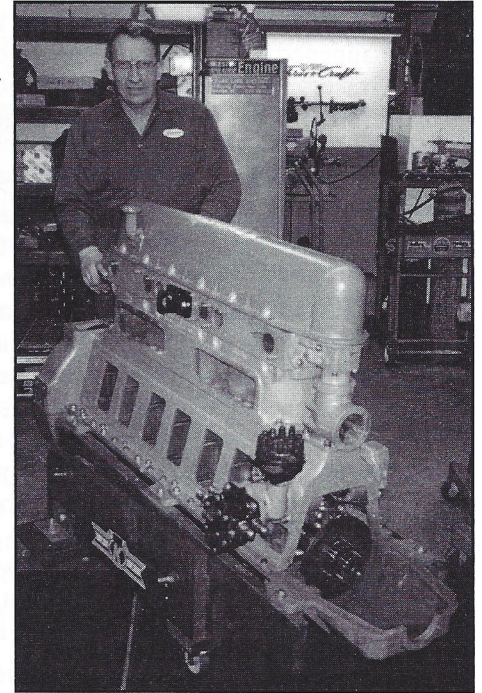
Lester began his engine machining career with *Berry Cams* in 1968. Need a cam shaft for your 1940 Oliver tractor? How about a 1920 Red Wing motor, or put a little extra lift in that Chrysler cam? *Berry Cam*, established in 1958, can make it up for you. Have a bent or badly worn crank? *Engelke Machine* can make it like new again. They can also balance your engine components and flywheel.

After 13 years in the cam business, Lester began his engine rebuilding business in 1981. Lester's hobbies also include race engine preparation. His engines have powered 6 national champions. Personally, Lester's boating hobby remains primitively evolved with his 14 foot aluminum Wards row boat. There is a wood boat in the family, however. Daughter Chris, and her husband Brad Ernst, are BSLOL members and have a 1967 Chris Craft Ski Boat.

With changes in engine technology over the past 25 years, it is important to know there is a rebuilder experienced in vintage engines. Lester has rebuilt countless Chryslers, K's, M's and 283's, with an occasional Kermath or Scripps. His skills are not just limited to these cast iron beasts. He knows how to get 600 hp out of that small block Chevy for you race car enthusiasts. Have the need for speed? Available services includes boring, balancing, milling the heads, performance grinding the cam, as well as other options that will get you that extra pep you've been looking for from that flat head of yours.

Unlike a production/volume oriented engine rebuilder, Lester is personally involved in each part of the rebuilding process. In fact, his only employee is his eldest daughter Stacy (a rose among thorns.)

A number of BSLOL members, myself included, have had engines rebuilt by Lester Prairie Engine. My experience and those with whom I am familiar, regard their transaction as positive, high quality, and reasonably priced. Give Les a call at 320-395-2881 or stop by his shop to see what he can do for you.



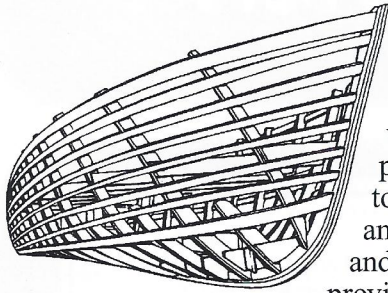
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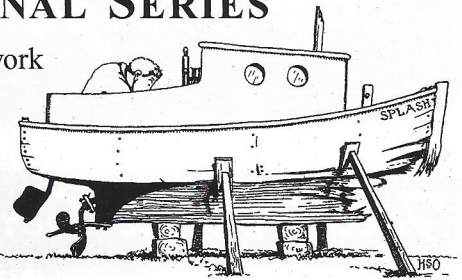
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Les Mahlstedt

# 1999 BSLOL WINTER EDUCATIONAL SERIES



Mark your calendars for the 1999 wood boat work shops hosted by your BSLOL chapter. The instructors will be subject-matter experts using lecture, demonstration and hands-on presentation methods to provide material useful to everyone from beginner through skilled amateur. Topics include a variety of wood, finish, and mechanical subjects. Food and refreshments provided. BYOC ( Bring your own chair.)



WHEN	WHERE	INSTRUCTOR	TOPIC
<b>Saturday, February 13 12:30 - 5:00 pm</b>	Bob & Renee Clark's 17820 Cty Rd. 6 *Plymouth, MN 612-404-0856	Brad Felly Professional Upholsterer 7415 16th Ave South Richfield, MN 612-861-3411	Boat Upholstery. and Covers
<b>Sunday March 14 12:30 - 5:00 pm</b>	Nelson Boatworks 5850 Lynwood Blvd. Mound, MN 612-472-3687	Dan Nelson Professional Restorer Nelson Boatworks	TBD
<b>Sunday April 11 12:30 - 5:00 pm</b>	St. Paul Shipwrights 643 Ohio St Paul, MN 651-227-7069	Mark Sauer Professional Restorer St Paul Shipwrights	Carpentry Techniques Q&A

Watch for additional details the February BoatHouse. Reservations are not required but an attendee count by the Friday prior to the meeting would be helpful for planning. Please call the Clarks at 404-0856 with the count in your party. \* The Clarks are located on County Road 6, 2 1/2 blocks west of Rt 101 across from the church at the blue "Adopt a Highway" sign )

## DO YOU KNOW ANYTHING ABOUT THIS BOAT?



BSLOL member Steve Oman recently purchased the 18 1/2 foot boat pictured here. He was told it's a 1938 Deering made by Deering Boat Works in Menomonie, WI, powered by a flat head Ford V8 & Econo Kit. If anyone can provide any more



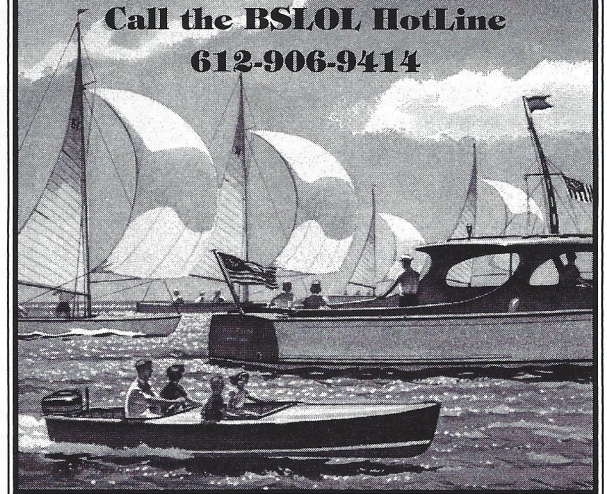
information about this boat, please contact Steve at N230 State Road 40, New Auburn, WI 54757. Phone: 715-967-2781.

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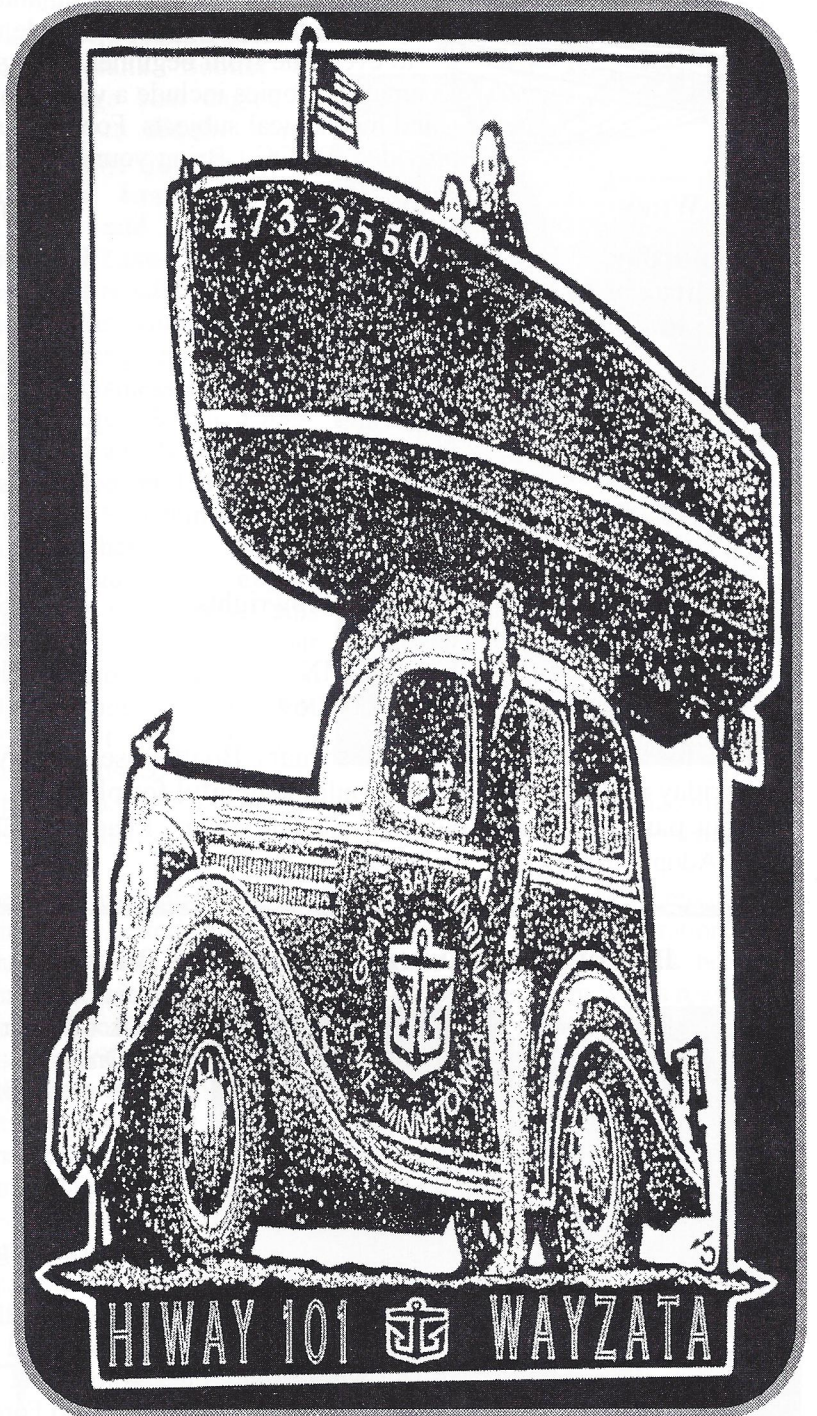
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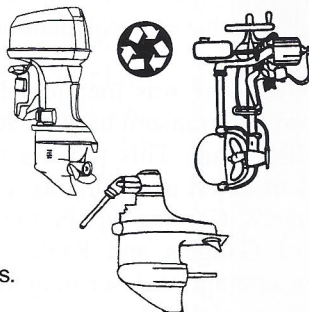
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Gar Wood - continued from page 11

progressively heavier seas as New York was approached and this forced slower time, particularly crossing Tappan Zee, and prevented as fast a trip on the return journey. *Teaser* was designed by George Crouch and built by H.B. Nevins Corp.

## THE BABY GAR IV'S RUN

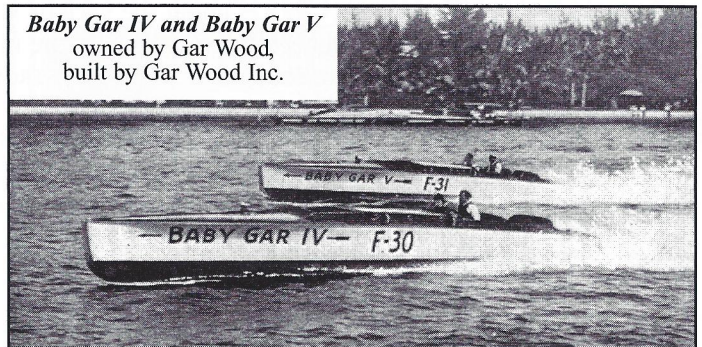
Six days later "Gar" Wood, of Detroit, had two of his famous runabouts at Albany, ready to lower the colors of the railroads' crack flier. These two boats were smaller than the *Teaser*, being 33 feet long by 7 feet 6 inches beam. Each was powered with a Wood Liberty Motor.

Gar Wood was driving his *Baby Gar IV*, while George Wood was at the wheel of the *Baby Gar V*. The train left slightly ahead of time and this almost caught the two boats napping, as they were lying in the river with engines stopped as the Century thundered over the Albany bridge. Starting with cold engines the two boats jumped away and tore after the train, which could not be seen for some 15 minutes as the tracks were not in sight of the river at that point. But the boats were equal to what was asked of them and when the train finally came into sight, the two boats gradually overhauled her and pulled into the lead. Number V was ahead at Hudson, as it was evidently running better than *Baby Gar IV*, so "Gar" signalled to his brother to slow up and he ran alongside and changed crews, so as to be on the leading boat.

Again they tore along ahead of the train's time, but nearing Poughkeepsie the *Baby Gar V* broke a valve tappet spring and began to miss on one cylinder, so that the crews changed again, and Number V withdrew, leaving *Baby Gar IV* to complete the run alone.

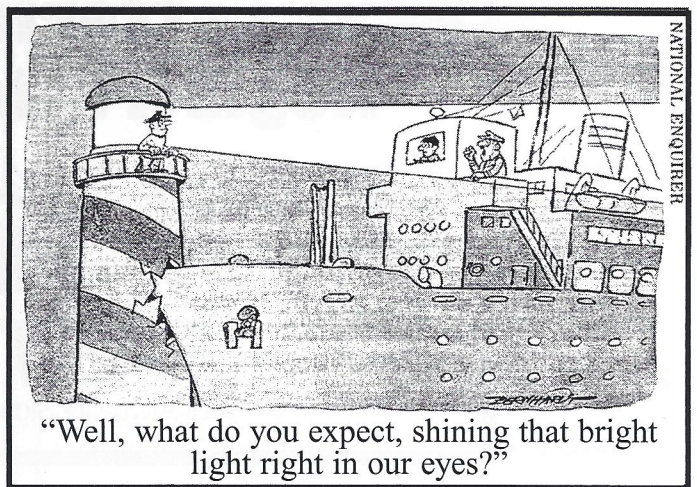
These two changes consumed some time yet in spite of this, the remaining boat was well ahead of the train at Spuyten Duyvil, where the tracks leave the river. On she tore, in a cloud of spray that at times completely hid the boat from the spectators ashore, and flashed by the Columbia Yacht Club at 86th Street just fifteen minutes ahead of the Century.

*Baby Gar IV and Baby Gar V*  
 owned by Gar Wood,  
 built by Gar Wood Inc.



She made the run from Albany, 138 miles, in 2 hours 58 minutes. The time of the train was 3 hours 13 minutes. The times follow:

Left Albany 6:52 am; passed Catskill, 32 miles, 7:30 am; New Hamburg, 76 miles, 8:35; Beacon, 7 miles, 8:43; Croton, 9:12; Yonkers, 9:36, Spuyten Duyvil, 9:40 arrived Columbia Yacht Club 9:50 am



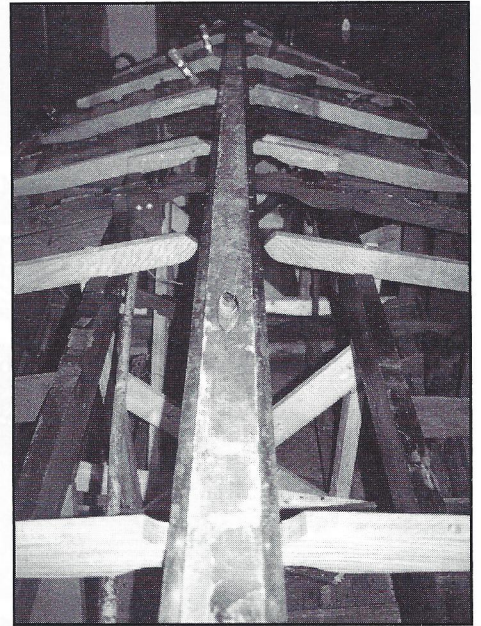
"Well, what do you expect, shining that bright light right in our eyes?"



Serious damage to the bottom frames is evident from an unknown incident.

Jerry's boat is a great find because virtually all of the hardware is with the boat. The benefit of not having to chase down rare hardware is a big plus. Also, the 1950 18' Century Sea Maid is fairly rare. Take your time, Jerry, and do the work well. You have a real diamond in the rough.

Steam-bending was mentioned as a way to form the transom base on Jerry's Century Sea Maid. This topic is rarely discussed in detail and remains a mystery to many. Coming up in the next offering of Gadgets and Kinks, there will be an attempt at describing steam-bending to hopefully clear away some of the mystery. If anyone has had success with this process, why don't you give me a call. It would be interesting to hear about the various steamers and steam



New bottom frames made using the old frames as patterns

boxes used successfully. Let's pass the information on to those who want and need it. Until then, remember: DON'T DESTROY IT; RESTORE IT.



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## WAY POINTS!

### JANUARY, 1999

☞ **20 - 24 WEDNESDAY - SUNDAY**

#### 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. (Note our new numbers below.) Thanks!!

### FEBRUARY, 1999

☞ **13 SUNDAY, 12:30 - 500 pm**

#### BOAT UPHOLSTERY WORKSHOP

Brad Felly, Professional Upholsterer.  
See details on page 15.

☞ **27 SATURDAY, 10:00 am - 5:00 pm**

#### 2ND ANNUAL RESTORATION SHOP TOUR

Todd Warner's Bristol Classics .  
See details on page 26

### MARCH, 1999

☞ **14 SUNDAY, 12:30 - 500 pm**

#### RESTORATION TIPS WORKSHOP

Dan Nelson, Professional Restorer at Nelson  
See details on page 15.

### APRIL, 1999

☞ **11 SUNDAY, 12:30 - 500 pm**

#### WORKSHOP (More information to follow)

### MAY, 1999

☞ **8 SUNDAY**

#### FALLS FLYER/MUSEUM TOUR & GEN'L MEETING

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More information to follow.

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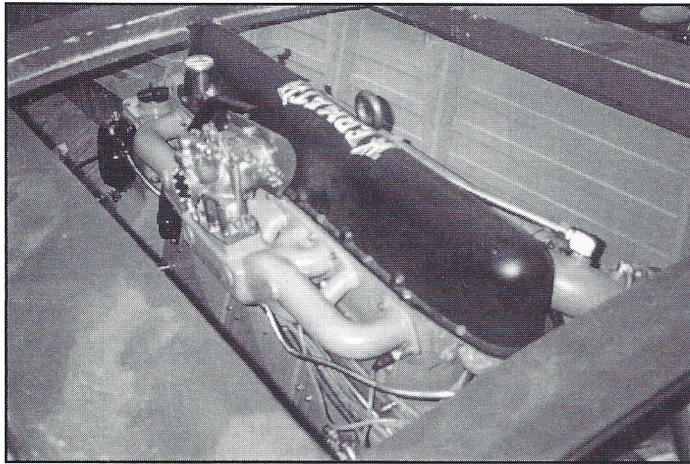
## KERMATH ~ A TRUE CLASSIC

PART III

By Jim Aamodt

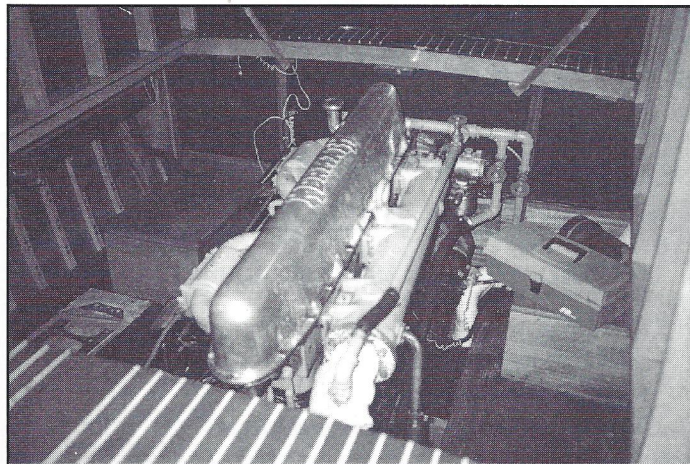
As indicated in the last two articles, the Kermath Engine Company achieved its pinnacle of progressive design with the Sea-Wolf and Sea-Raider overhead valve engines (OHV). Although a much wider line of L-Head engines were always present, the government contracts for Kermath's OHV engines during World War II kept the corporation healthy.

Alas, 1945 to 1955 were years of change. Large production of automotive engines now availed themselves to the marine industry and were easy to marinize for pleasure boats. The building of exclusively marine engines in low quantities was not profitable.



200 HP Kermath in 27' Chris Craft formerly owned by Chris Smith has Holley DDV-5 downdraft carburetor.

In my research of Kermath Engines, I found considerable data on horsepower curves and weight, but none on fuel consumption, torque, or defined operating range. However, we know the new OHV automotive engines met or exceeded the Sea-Wolf family horsepower, and the fuel economy. Marinized automotive OHV V8 engines were a package that weighed up to 50% less and was 40% smaller in size. The Sea Wolves offered tremendous torque at low (300 to 1000) RPM, but were "gear bound" at about 2000 RPM. The new V8's had

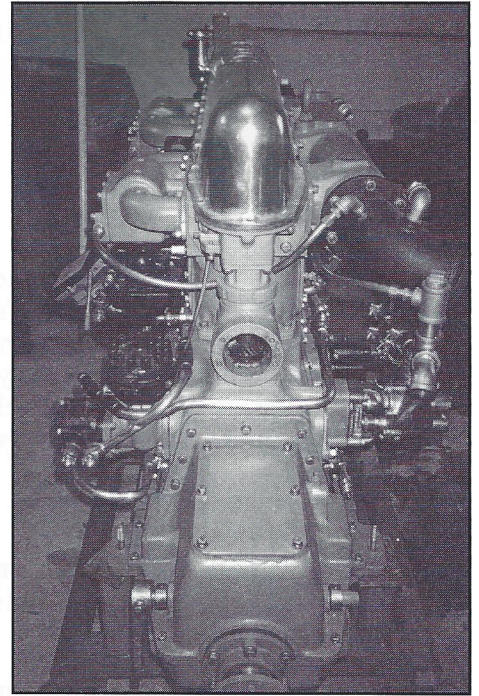


225 HP Kermath in the 1929 Matheson, 32' "Miss Muskoka," owned by Todd Warner

adequate torque, but more importantly, a high end horsepower over 4000 RPM. Suddenly, a light-weight wide RPM range package was available at low cost.

Kermath utilized converted Mercury (Ford) 85 H.P. V8's, and Lincoln Zypher 120 H.P. V12's prior to the war. Postwar OHV V8's, beginning with Cadillac in 1949, Lincoln and Chrysler in 1952, Ford in 1954, and Chevrolet in 1955, totally outperformed the old L-Head inline and vee engines. Kermath never offered any of these.

The 1950 Kermath ad reveals 50% of a great idea — a steerable lower marine drive unit, containing the power drive and which rotated as a rudder. This concept would eventually



225 HP Kermath for the 1929 Hackercraft 26' "At Last," rescued in 1978 and restored by Bill Morgan - currently being re-restored by myself.

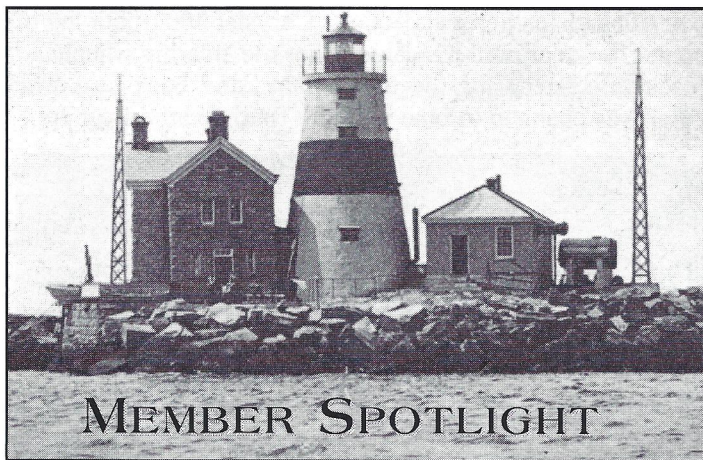


1929 Hackercraft, 26' originally "Miss Minnetonka," an Excelsior Park ride boat

revolutionize the pleasure boat industry. The rear placement of weight and elimination of a central intrusion in the boat were also great ideas.

In the mid 1950's, with a horizontal engine and vertical outdrive, Eaton, Volvo, OMC and Mercruiser made the "IO" drive practical. The 1950 Kermath "Screwballs" had the lower unit, but no one had yet figured out how to mate this with a horizontal engine. Vertical engines (originally designed to be horizontal) presented monumental oil system, carburetion, weight balance, vibration and water flow problems. The old L-Head engine (including the Mercury V8) just did not adapt. Larger engines, such as the

Kermath - Continued on page 23

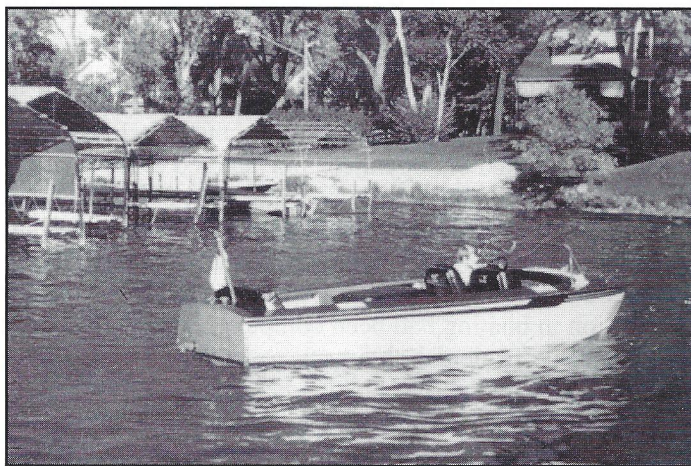


## MEMBER SPOTLIGHT

### F. TODD WARNER

Though I couldn't have realized it then, from the very beginning I was destined to be a boat man. Beginning with the earliest summers at Minnetonka beach, the grand summer house of my great grandmother built in 1902 beckoned with its abundance of waterfront opportunities. I was the fourth generation to enjoy life at the lake.

Aquatic activities were the rule there and time passed most enjoyably with swimming lessons at age five and sailing lessons at nine. Filling in the gaps were powerboats; power comes in many forms. Boating proved to be my main interest, but before proceeding to the big ones, grandpa Strong, my mother's father, made sure I could handle the basics. For starters, there was the cedar strip twelve foot Larson row boat. Painted white and blue and equipped with a set of oars most commonly known as caps and leathers, grandpa insisted that I learn how to stroke and feather the oars; no fixed yoke oar, that was to modern. Imagine how large Lafayette Bay must have appeared to a six year old when the only propulsion was his own and the summer so long.



Todd in his 1947 Higgins Speedster.

In my eighth year, the introduction of the sea foam green Johnson 2 1/2 horsepower engine opened new horizons. With a self contained tank, push button primer, spin around reverse and best of all a throttle, I was free, free, free at last! Venturing all the way across Lafayette Bay is an adventure that remains crystal clear to this day.

Since he too had been exposed to boating at an early age, convincing my father to purchase a larger five horsepower engine wasn't all that hard. Moving from Johnson to Evinrude was a step to modern power with an advancement in technology, design, and of course, speed. By this time, I was an old soul of nine and cruising in a rather grand fashion with my new five horsepower engine. My thrill however, was short lived as many of my counterparts began challenging my five horsepower with their not-as-reliable Scott Attwater seven and a half horsepower engines. This served as my introduction to competition and a piece of humble pie as well. Now my counterparts had a leg up with a few more horsepower on their side. Thus, in my tenth year I abandoned the Larson, opting for a tri-hull Crestliner with a ten horsepower Evinrude. This again brought new hori-



Wide view 1955 Chris Craft 21' Cobra in Lafayette Bay at the Warner family docks.

zons, able now to reach the farthest shores of Lake Minnetonka. While my interest was leaning towards powerboats, John Hartman continued our swimming lessons, The Lafayette Club had a swim team, and X boats were the training scow sailboat. Though sailing was fun, those windless days when I was forced to tow my X boat by my own swim power made me long for motorized propulsion. What I wanted more than ever was reliable, dependable power at will.

As I moved up in the ranks of outboard power boats, I watched my father from the front lines. Not knowing his vision or strategy, I observed him acquire boats of different varieties. The docks were growing at Minnetonka beach with boats for both my sisters and me. Naturally, I wanted something more powerful. My eye was on a 1954 16' Dunphy Muskie with a 25 hp Johnson hand pull which my sisters got to drive; this boat was the water ski trainer. In order to drive it, I had to be able to start it and that Johnson 25 was just about as big as I was - but I did find a way to start it! Returning to my father, his boat acquisitions were beginning to multiply; first 2 then 4, 6, 8 until there were 10 covered slips at Minnetonka Beach.

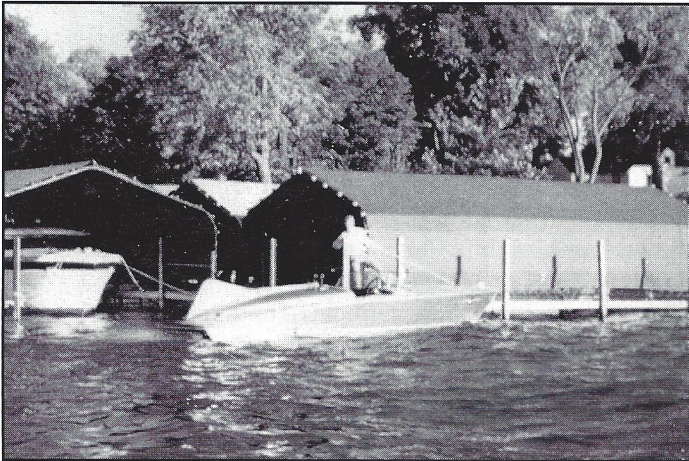
My father Frank Warner, my teacher and mentor, had a vision. While the industry leaders such as Chris Craft and Century turned to fiberglass and stopped building wooden boats, he saw an opportunity in this transition.

*Spotlight - Continued on page 22*

*Spotlight - Continued from page 21*

Frank surmised that there could be value in those old boats of his childhood dreams. Beginning with a 1949 20' Chris Craft custom, I remember being completely enveloped by wood boats. As the docks began to expand, they were filled with the following types of boats: a 19' Chris Craft Racing Runabout, 1930 30' Hacker Craft Limousine, 1955 21' Chris Craft Cobra, 26' Riva Tritone, 1937 27' triple cockpit Chris Craft Custom, Century, Garwoods, and Ventnors. Then there was the power: a 285 hp Cadillac Crusader with two four barrels, 250 hp Kermath Sea Wolfs, 275 hp Chris Craft A-120, 158 hp MBL's, twin engines, out boards, inboards, sailboats and row boats. Well quite FRANKLY (no pun intended) there was no place to hide amongst all the boats. Speaking of hiding, one of the great bonds between father and son was to know about boats that we were keeping a secret from mom. To her, the accumulation of so many boats seemed quite absurd, making it almost mandatory to keep certain acquisitions a secret. I guess it's a guy thing.

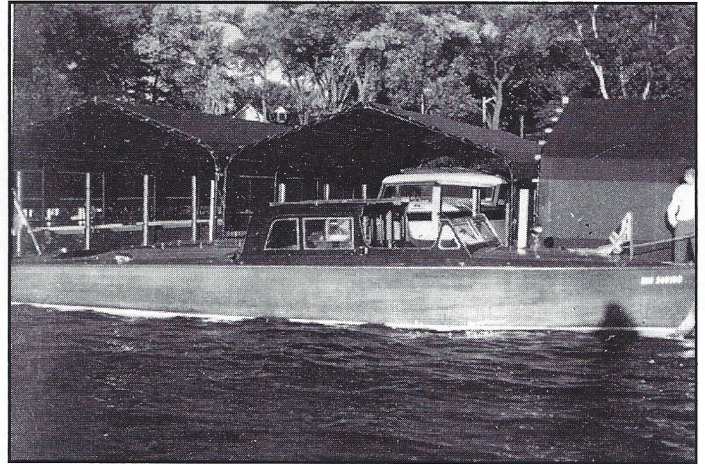
Returning to my formative years, one of the passages to manhood was marked by the move from outboard to inboard engines. During the summer of 1964, at the Minnetonka Boat Works Carson Bay facility, lay the Rebel. It was a 1947 Higgins sport speedster in red with a 94 hp Chrysler six cylinder. A friend of my father's from Atlanta (hence the name Rebel) knew he was a soft touch to buy an



1955 Chris Craft 21' Cobra at Family docks on Lake Minnetonka

old boat. So for \$500 the boat came to the marina - excuse me, the docks, at the beach, yet another addition to an ever-expanding collection. I had absolutely no problem making the transition from the 16' Dunphy with a 25 hp to the Rebel. At this point I must confess a sin. Though I loved the old boats, their old form didn't necessarily appeal to me in my earlier years. The Rebel perfectly illustrates my point. With a red hull, V-windscreen, original box spring bench seat and big steering wheel, it wasn't quite the ride I had in mind and was ready to modify it. I can hear the Sawsall and smell the mahogany burn as the front seat was removed with the help of Ken Luke at Tonka Bay Boat Works. What we needed were bucket seats!. Direct from the Corvette salvage yard of Vic Cosett, we found just what was needed: a

pair of black leather seats out of a Chrysler 300 (reclining of course, wrap around windshield, hot rod steering wheel and black upholstery for the engine box, and back seat. The color was changed to blue with the final detail a Lear Jet 8



1930 Hackercraft 30' Limousine "Miss Janet" with 225 hp Kermath engine

track stereo with Paul Butterfield singing the blues. I was fully prepared for the summer of 65' and 66'. It is amazing how fast one masters a 94 hp Chrysler at 3200 rpm. That summer I found a 19' Chris Craft mahogany racing runabout half-sunk in a channel off Carmens Bay. Priced at \$300, running and bailed out, this was a natural progression to more power. 339 C.I. MBL, 158 hp with a sound like no other and speeds to 44 mph and it already had a wrap around windshield. I wasn't losing any races around the lake and I was looking! I wish I could say that getting that job at Tonka Bay Boat Works pumping gas was to just to be around boats....girls, bathing suits, coming in for gas, summer...let's say that I identified an opportunity. I had one the best jobs on the lake and life was grand. The work under Ken Luke was relentless, having to wipe down on a regular basis all the used boats for sale in the second story of the Boat Works lake building. He was my original mentor on the basics of refinishing. Through the Ventnors, 3 cockpit Chris Crafts, Coronados, Higgins and Correct Crafts, little did I know the education I was receiving. By the time I was eighteen, I had worked on, operated, and handled every boat my dad had acquired and was living on a 1954 33' Chris Craft Capitain. My job as captain of the 55 foot Carri-Craft Northstar, brought me \$10/hour cash and I was lovin' life.

You now see how I really didn't have a chance. My immersion in boating had been complete. Some subsequent years had me in denial about my roots, but it wasn't long before antique and classic boating became my full time vocation In 1974 --- but that's another chapter.



*Todd is a founding member of BSLLOL and has served on the Board of Directors several times throughout the years. His experience, knowledge of wood boats, and continued dedication to the chapter are invaluable assets. -Editor*

*Kermath - Continued from page 20*

Sea Wolves, were too big to adapt in weight and dimension.

The tone of this same ad is very strange, and it sadly represents a last ditch effort of a company which is failing. As Darwin professed, if you don't adapt, you die. Kermath survived, primarily in the larger gas and diesel business, until early 1954. It did not adapt its inboard business, and lacked the resources to follow the forthcoming IO market.

Some local highlights of the successful Sea Wolf family are the well-remembered Excelsior Park ride boats of the late 1920's to the 1970's. Pictured is, one of the original Kermath powered Hacker Crafts (as they all were), "Miss Minneapolis," currently owned by Don Funk of Michigan. One of Chris Smith's "personal" 1927 triples is also pictured, which is restored and in Michigan. Todd Warner's recent acquisition, "Miss Muskoka", a 32' Matheson, also reveals its Sea Wolf. Frank Warner's exquisite 30' Hacker limousine is also Sea Wolf powered, and hopefully will be back on the water shortly. Our 1929 26' Hacker, "At Last", will hopefully be ready with its Sea Wolf by Rendezvous time (but year 2000).

The Kermath Company was a great company with a tremendous contribution to pre-war engine design. We will certainly remember its popular phrase, "a Kermath always runs."

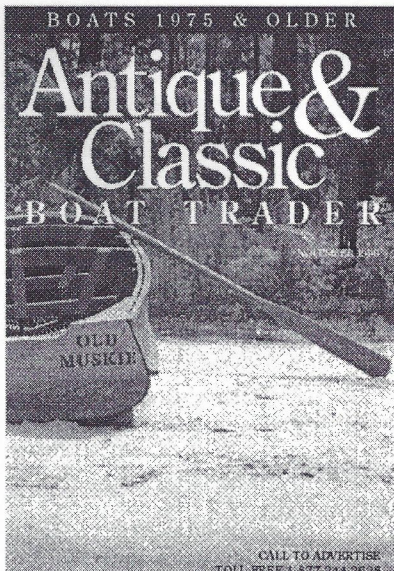


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## BSLOL NEEDS YOUR HELP!!

The chapter's two biggest events of the year are the **MINNEAPOLIS BOAT SHOW** and the **ANNUAL RENDEZVOUS**. Both require a significant effort to pull off.

☞ First is the Boat Show at the Convention Center January 20-24. We have committed to an eight-boat display. A minimum of 6 people are needed to staff our booth over the five days of the show. All workers are provided a free pass to the show. All we ask is about a 3-hour commitment...then you're free to enjoy the entire show.

☞ Plans for our 24th Annual Antique & Classic Boat Rendezvous have been underway since September. We have had a very heartening response to the mailing asking for help and we thank those who contacted us. As a result, we have captains for all areas. But captains can never do it alone; MANY hands are required to work with them. A very wide variety of things need to be done. All we ask is for you to help in just one area. To distribute the load, we need you to step up and lend a hand.

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Outboard Corner

by Chuck Petersen

SECOND GENERATION MERCURY RACE ENGINES

While the famous Kiekhaefer classics of the 1950's soar in demand and price, outboard collectors and backyard racers may consider the "second generation" of race engines produced in the 1970's. With the last production of the four cylinder MK55H in 1959, Mercury stopped offering complete engines to the stock outboard racers while continuing to offer replacement parts for older models. This worked for a while but as new racers entered the sport during the 60's and 70's they found obtaining a competitive motor more difficult. Mercury responded by offering racing versions of their current production engines, the 25SS and 35SS and 60J motors.

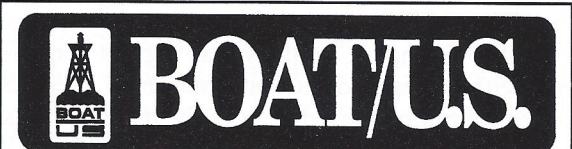
The two cylinder A and B classes were always very popular due to the compact size and affordability. The fishing Merc.MK20 motor went out of production in the 1950's and its descendants, the MK28 and Merc 200 were 22 CID (up from 20 CID) models of similar powerhead design. The 25SS debuted in 1974 as a new racing class rather than complete head to head with the old 20H Class B Utilities and Hydros. The basic powerhead was similar to the 20hp service motor mounted "naked" (without cowlings) on a hydro short tower and Quicksilver lower unit. Other modification included raised port configuration and a larger carb, model KC16A. Two gear cases were offered, 16:21 or 1:1. In 1978, the tower section was beefed up. These motors were extremely light-weight and reliable. My first true race motor (see photo) was purchased used in 1980 from Dee Burghauer, a former national champion who was moving up to larger four cylinder C and D classes. I raced in the 25SS runabout class in 1983 but primarily used the motor to terrorize my lake neighbors. It still runs and looks like new. The 25SS was replaced by the larger 25XS in 1985.



Chuck Petersen a "few years" ago. Guess how long he's been "into" outboards.

Another new APBA class was born in 1976 with the 35SS. Based on the 40hp model Merc 402 of 33.3 CID, it fit in between the existing 30 CID class MK 30H and 40 CID class D MK 55H. Unlike the 25SS, the 35SS had full wrap-around cowlings with a neat red stripe (fishing models had blue decals). These were two cylinder motors and thus vibrated a bit more than the four cylinder models. In

addition, the heavy flywheel made cornering a bit dicey. 35SS was eventually merged into the D stock class due to lack of interest and very few were sold compared to the 25SS. The 'J' or junior class was designed to give youngsters a safe but exciting (25mph) introduction to the world of boat racing. The 6hp model 60 was produced between 1961 and 1968. The model 60J was a racing version mounted on its own tiny Quicksilver unit with 16:21 gears. The 7.26 CID motor did not see big production figures. At most local races in the 1980's a field of 3 was common, usually sons or daughters of established racers. The 60J was low on power and barely able to plane off the tiny rigs. In 1984, the 7.5J of 10.9 CID was introduced and worked much better. While not true "Antiques", these 25 year old motors will soon become desirable. Most parts that were shared with the service engines are readily available. The specific racing linkages and tower/ gearcase assemblies are harder to come by. Happy Holidays to all at BSLOL. It was great to see you at Redwing, especially Big Bob blowing away the competition in his super-charged Sportsman!!

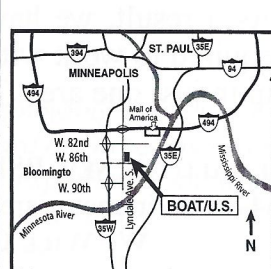


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## BSLOL ANNUAL FALL COLORS CRUISE

by Greg Benson

We anticipated a gorgeous fall day resplendent in the rich golden reflections of fall leaves along the shores of Lake Minnetonka. Does this sound familiar? That was last year's opening line for this article. This year we did have a much better day; no sun, but no rain, and we had a great turnout of people and boats that cruised the lake. As in the past, we met for brunch in the new Maynard's Restaurant in Excelsior.

There was quite a selection of boats that day. My son Chris and I decided to ride with that hardy Norwegian,



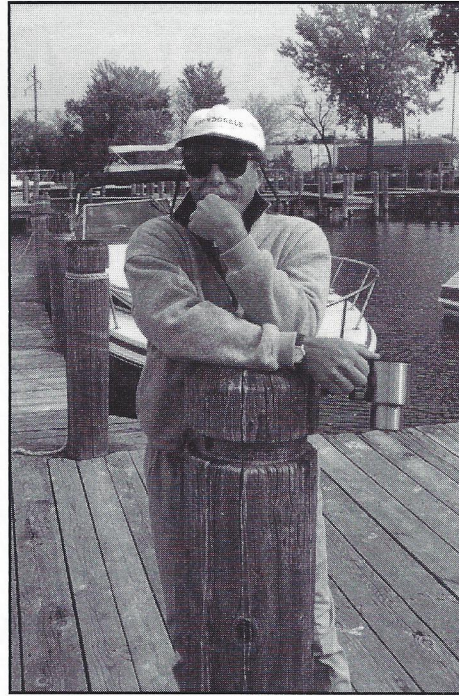
Carl Weisser and his "harem."

Carl Weisser in his 1955 Chris Craft Cruiser Sonja II. We didn't know if there was going to be enough room, however, because when we arrived, he had quite a harem surrounding him. (Take note of the picture we captured to prove our point. Fortunately, some left to ride with John Kinnard and we were able to hitch a ride.

The day turned out to be quite comfortable. There was a light breeze, slight overcast, and a temperature you could tolerate cruising at 10 knots or so across the wide open lake. Carl fired up to take the lead, but early



Who says woodies are noisy?  
Obviously, Eric Goughnour didn't think so!



Jeff Stebbins in "heavy thought" prior to leaving the docks at Maynard's.

on, we turned it over to Jeff Stebbins in his 1954 Chris Craft Sportsman, "Pokey." We circumnavigated the lake counter clockwise by heading around Big Island first, then under the Arcola Bridge. We bucked the wind a little through Crystal Bay and then stopped at Lord Fletcher's for a head break and beverage. We then continued west through Arm, Emerald Lake, Cook's Bay. By this time, we started losing our stragglers. Todd Warner headed for Priest's Bay and John Kinnard was sputtering on one engine and



A familiar (and beautiful) site at BSLOL events — the 1954 Chris Craft 28' Sportsman "Pokey."

taking shortcuts to get his vessel to port. I think Eric Gustavson, Ken Patz and Dan Nelson split for Mound! Pokey went home after Howard's Point. Carl took the lead until Brad Ernst went flying by and I don't know what happened to Ray Garin!

Carl shuttled Chris and I all the way back to Excelsior and then headed to his dock in Harrison's Bay. I think we all had a great time once again. The next Fall Colors Cruise is only 10 months away. So make plans now and come join the fun. Isn't that what it's all about? Maybe, just maybe, the sun will shine in 1999!



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## 1998 HOLIDAY GATHERING

by Peggy Merjanian

It seemed like a continuation of the Rendezvous with the record turnout at this year's annual holiday event. More than 90 BSLOLers gathered at the Lafayette Club to kick-off the holidays and cap another banner year for the chapter. After the social hour and a delicious dinner, the floor belonged to president Jeff Stebbins who conducted the traditional awards presentation. Honored with plaques of recognition and appreciation were the outgoing officers:

Jerry Valley	Eric Gustavson
Nancy Stebbins	Bob Clark
Sherwood Heggen	Carl Weisser
Paul Tinucci	Fred Boss



Jeff Stebbins with his well-deserved and definitely earned trophy.

A very special trophy was created and awarded to **JEFF STEBBINS** who, as Vice President then President, played a most critical role in the overall turnaround and ultimate success of BSLOL these last few years. It was under his direction that the chapter has blossomed to the largest in the ACBS and achieved national recognition. Our gratitude can not be overstated. Jeff continues on the board as "Past President" and serves as well on the ACBS board.

The "Presidents Trophy" is awarded to that person who, in the eyes of the president, displayed an outstanding effort for the good of the chapter. This year, Greg Benson was its recipient.

Greg's persistence and dedication was evident in all the advertisers that appear in The BoatHouse. These ads significantly defray the high cost of producing this publication.

Recognized for their contribution to the success of this year's endeavors - especially the terrific rendezvous were

Suza Gosh	Peggy Merjanian
Eric Carl Gustavson	Steve Merjanian

Our deep thanks also goes to Todd Warner who has served on the board officially as Past President, but his involvement has always been over and above that title. His influence and ever-expanding ideas for the chapter have been an inspiration for many years. Thanks, Todd.

We can never extend enough praise to John Kinnard who has been the "glue" that has kept everything running for 20+ years. His efforts are always low-key in visibility, but explosive in their effect. We can't ever show enough appreciation to John!

### BSLOL 1999 BOARD OF DIRECTORS

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Vice President:	Jim Aamodt
Treasurer:	Steve Davis
Secretary:	Suza Gosh
Membership:	John Kinnard
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Eric Gustavson	Peggy Merjanian
Steve Hicks	Dan Nelson
Randy Havel	Andreas J. Rhude



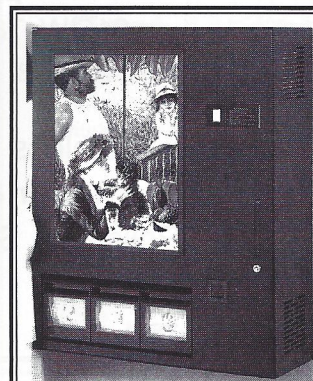
### BSLOL 1999 "IN" BOARD OF DIRECTORS

Left to Right: Greg Benson, John Kinnard, Andreas Rhude, Peggy Merjanian, Steve Davis, Suza Gosh, Steve Beck, Dan Nelson. Not shown are Jim Aamodt, Eric Gustavson, Randy Havel, Steve Hicks, Paul Mikkelson.



Shown here at a recent meeting are some of the crew, including the "Out" Board members\*.

Left to Right/Back to Front: \*Jerry Valley, \*Carl Weisser, Paul Mikkelson, John Kinnard, \*Sherwood Heggen, \*Fred Boss, \*Paul Tinucci, \*Bob Clark, Greg Benson, \*Nancy Stebbins, \*Jeff Stebbins.



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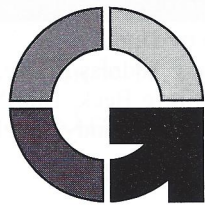
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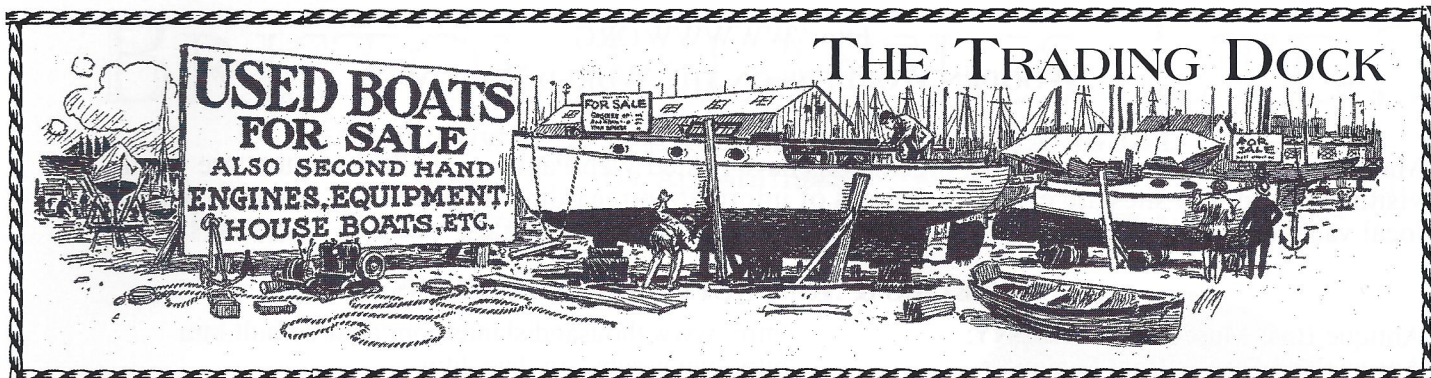
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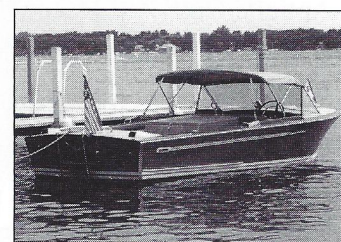
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**1956 CHRIS CRAFT 26' CONTINENTAL** - Hull number CL-26-001. 2 hours on 1997 rebuilt engine. Excellent condition. 200 hp Chris Craft Model WB Hercules. Asking \$22,900. Contact Kent Arett, 708-383-1252 (M0498)

**CHRYSLER ACE** - 6 cyl, 115 hp(?) Complete. Runs. With transmission. Late production. \$1,000. Bob Clark 612-404-0856 (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)

**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. (M1098)

**WANTED: 283 CHRIS CRAFT ENGINE** - fairly complete. Call Bob Clark, 404-0856 (M1298)

**1965 CENTURY 21' CORONADO** - Sliding hardtop, original big block Chrysler Marine V8, \$6,500. Little Rock Boat Works 320-393-3370 (NM1298)

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  - ⌘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
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## WOODEN WONDERS ON THE WORLD WIDE WEB

by Steve Merjianian

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.

### MUSEUMS & NONPROFIT ORGANIZATIONS

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

### MARQUE ORGANIZATIONS

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

Please give this writer a call at 612/475-1384 or EMAIL: [DataMerJ@AOL.COM](mailto:DataMerJ@AOL.COM) with your suggestions for favorite small craft related web sites.

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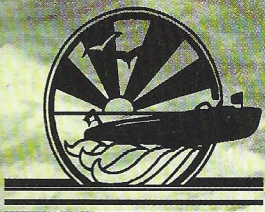
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