

The Bi-Monthly Publication of the
Bob Speltz Land-O-Lakes Chapter

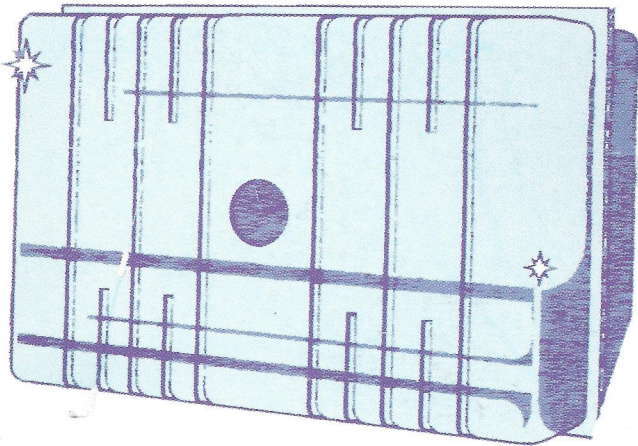


BSLOL
BOB SPELTZ LAND-O-LAKES CHAPTER

Volume 22 No. 1
February, 1999



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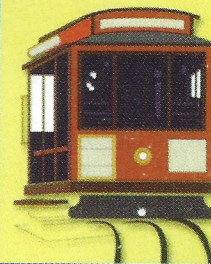
MINNEHAHA



Discover The Legend!

Over 90 years ago, a fleet of six steam-powered boats were launched into Lake Minnetonka. Designed to resemble street cars, the boats were an extension of the Twin Cities Rapid Transit Company. For 20 years the boats served the resorts, summer cottages and the Big Island Park. Five of the boats were scuttled off of Big Island, three in 1926 and two more in 1928. In 1949 the last boat was sent to join the others at the bottom of the lake.

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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 3rd week of the odd number month prior to the desired issue. Address all Boathouse issues to the editor:

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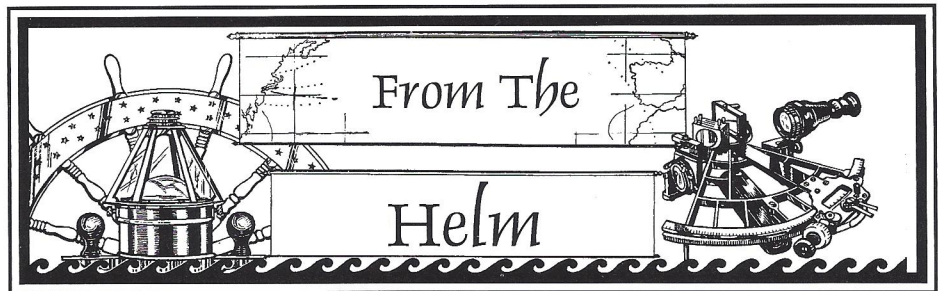
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The Minneapolis Boat Show is over for 1999, but the year is just beginning for the boat enthusiasts of the upper midwest! Very soon the ice will be off the lakes and it will be time to launch that boat - or for many, those boats! I have two; one fairly new fiberglass boat and a woody in restoration. Unfortunately, the woody will not see the water until the new millennium.

It is now proper to use the word fiberglass to a community of wood boat owners. We used to call them plastic in fun, and maybe still do. They have, by their very nature and age, started their own category - "Classic Glass." Each year they become a bigger part of our organization. If you didn't make it to this year's show last month, we had one fiberglass and one aluminum outboard boat. They drew smiles and a crowd every day. With the production of fiberglass boats starting in the early 50's, these boats are approaching 50 years old! The 30-something generation and older have fond memories of these rare and unique boats. When approaching our display, their eyes would light up when they spotted them. As an organization, we are committed to the preservation of all antique and classic boats. You can be sure that next year's show will have even more unique fiberglass boats.

We have also secured the writing talents of our very own chapter member, Lee Wangstad, to contribute articles he has written on long-lost fiberglass boat companies. Lee has done some extensive research over the years and now gives seminars around the country on the history of these early boats. He will soon publish his first book! Don't miss his first article in this issue under the "Classic Glass" icon.

Lee was just one of many volunteers that helped out and brought a boat to the show. I would like to thank all the volunteers that put in long hours, not just one day, but some...every day! We had more volunteers than every before. It was great for the public and fun for the chapter; it gave us all a chance to talk boats and dream of the upcoming summer. We distributed over 4000 issues of *The BoatHouse* from last year's Rendezvous and December's program issues. This has helped us advertise our chapter and increase membership. Thank you all for the great response and for your time and talent.

Membership now stands at 561 - the largest chapter in ACBS! There are many reasons to join and stay in this organization. As a country, we have a wonderful heritage in preserving the progress of man's accomplishments over the years. Boats just happen to be dear to us because of our own past. So many of us feel it's worthwhile to contribute our money and time to this endeavor. For those who do that, this is great; for those who want more out of their chapter and ACBS, both are working continuously to improve so you can expect more each year. BSLOL is always working on *The BoatHouse* to increase advertising, member services, and improve circulation. This will result in increased revenue. A new membership package will offer discounts that many times outweigh the annual cost of chapter dues. As a member, you receive 10 publications annually (6 *BoatHouse* issues and 4 *Rudder* issues), merchandise discounts from the local area, one of the best shows in the country in your own back yard, ACBS merchandise at a discount, and much more. There are and continue to be, great strides toward making this organization the best it can be for its membership, so enjoy this exciting new year, invite a friend to join, and be a part of preserving the past.

Wishing you an early spring.

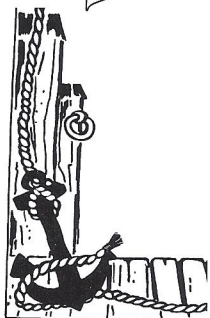
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Andreas Rhude

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INSIDE THIS ISSUE

From The Helm	3
Board of Directors	3
BoatHouse Schedule	3
Welcome Aboard!	4
Inside This Issue	4
On Our Cover	4
Classic Glass	5
Porthole to the Past	6
Gadgets and Kinks	8
Service Department	9
Minneapolis Boat Show	12
Educational Programs	14
TC Outboard - Motors Galore	15
BSLOL Way Points	18
Member Spotlight	20
BSLOL Mailbag	21
Wide Wide World of Wood	22
Outboard Corner	23
ACBS Annual National Meeting	24
Trading Dock	25
Wooden Wonders on the Web	26
BoatHouse Ad Rates	26

We are grateful to the following writers for their time, knowledge and willingness to contribute to this publication.

Greg Benson
Randy Havel
Sherwood Heggen
Steve Merjanian
"Dr. Motorhead"
Chuck Petersen
Andreas Jordahl Rhude
Jerry Valley
Lee Wangstad

(Special thanks to Jerry Valley for his proof-reading skills.)

On Our Cover

Wally Fisk displayed his historic Baby Gar IV at the 1999 Minneapolis Boat Show. Notice the Garfield A. Wood well-known teddy bear good-luck charm. Visitors marveled at the immaculate cockpit and the 1710 cubic inch Allison engine.

THE BOATHOUSE MASTHEAD
designed by Patrick Huss

BSLOL LOGO
designed by Lynne Weber

Two sets of Bob Speltz's 7 Volume set of *Real Runabouts* were awarded by BSLOL at the Minneapolis Boat Show. One set for a new-member sign-up and one set in the raffle drawing.

AND THE WINNERS WERE

KEITH HOLM of White Bear Lake - New Member Drawing.

VICKI MICHAELIS of Grey Eagle, MN - Raffle Drawing

Congratulations to you both! You are the lucky owners of a terrific library of wooden boat knowledge!!

Classic Glass



We take great pleasure in welcoming Lee Wangstad to our circle of writers. Lee is an expert on fiberglass boats and is soon to release a book on the subject. He has graciously agreed to share that knowledge as a regular feature of The Boathouse. We're confident you'll enjoy this new topic and Lee's writing style.

RESEARCHING MY DREAM

By Lee Wangstad

Where in the world do you start something like this? Write about me? Eric Gustavson has been after me for this since he cornered me at the Treasure Island show last August. Maybe corner is too harsh a word. Corner is just not his style. Let's use the word persuaded. He's a tough guy to say no to. This, coupled with the fact that I'm basically a pushover type, sets up the scenario. It came as no surprise that he sent a follow up letter a month or so later to kind of rekindle the fire under me, or maybe just build a little harmless guilt. Not that this would have a very immediate effect either, being of true Minnesota Norwegian/German heritage, suppressing guilt is almost second nature for me.

As I'm pulling my 1957 Larson Thunderhawk into the Convention Center for the Minneapolis Boat Show, who should I run into but Eric himself. I suddenly realize that it's now January, and I'm still no closer to having this story

I live in rural Nisswa, Minnesota. I'm sure that some of you have been to Nisswa and consider the town a rural area in itself, but I live about 12 miles southwest of town on Agate Lake with Nancy, my spouse, and our daughter Emily. Life is kind of slow in these parts, and that is the pace that we have become accustomed to. We moved up here from the Twin Cities 18 years ago this spring. The plan was to get a couple of years of construction experience in the small-town atmosphere and then moving back to the more exciting life of the city dweller, only with more experience.

I guess it just wasn't meant to happen that way. We found a great building site on Agate Lake and within three years of moving to the area had ourselves a house on the lake. What we didn't have was a boat. We had a canoe, but what I really needed was something that had some get up and go; something with some speed and style.

One day back in October of 1984, while cruising



Lost in snowmobile land.

through Delano, I spotted a red and white Larson Thunderhawk behind Butch Donahue's Harley shop on Highway 12. At first I didn't realize what was happening. My truck was actually pulling itself right off the road and into Butch's parking lot, amazingly enough, right next to the old Larson. One look and I was absolutely convinced that this was actually the same boat my father had bought new in 1958. Upon closer inspection, I realized that it wasn't our old boat. Our boat had been in the family from 1958 until 1967 and would have borne the scars of those nine years of hard duty without any shame. As I ran my hands over that boat, I couldn't feel any of the repairs that would have been necessary to heal our old boat. Every nick and gouge in our old Thunderhawk was indelibly stamped into my memory from the moment of occurrence. Nonetheless, this boat was in rough condition as ours was sure to be, but in its favor, most of the hard to get stuff was there.

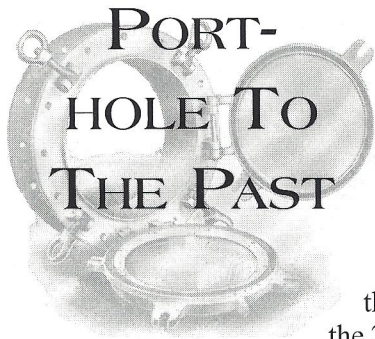
When I entered Butch's store, the first thing that hit me was the impressive collection of old Harleys and Indians on display. The immediate sinking feeling in my stomach came as it became apparent he was into restorations - really nice restorations - and probably wouldn't want to part with this old Larson. When I asked him about the Larson, Butch said that he was playing around with the idea of fixing it up to use for himself. One of the guys who worked for him had



How sad!! Behind Donahue's in Delano

ready than I was in August. I convince myself that I will do it; I'll let nothing stand in my way! Guilt triumphs once again in my life. So, here goes, Eric...better late than never.

Classic Glass - continued on page 10



"OLD IRONSIDES" NOW THAT'S AN ANTIQUE BOAT!

by Andreas Jordahl Rhude

The 44 gun frigate USS Constitution, warmly referred to as "Old Ironsides," sailed for the first time in over 116 years on the 21st of July 1997. This "antique"

ship has been an American freedom symbol

for decades and her story is one of glory and undefeated triumph. The sailing was part of celebrations commemorating her 200th birthday. She is the flagship of the U.S. Navy and the world's oldest commissioned war ship.

When she sailed off the Marblehead, Massachusetts coast in 1997, Old Ironsides had just completed a major overhaul which took four years to complete and had

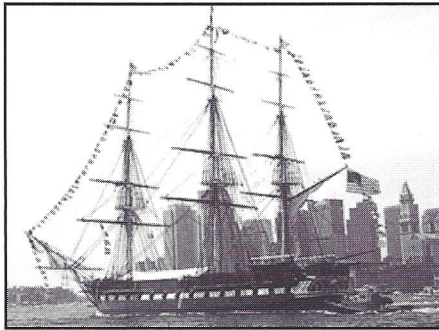
a price tag of \$12 million. This was not the first and certainly will not be the last renovation the old ship has undergone.

The USS Constitution traces her beginnings to 1794 when President George Washington authorized expenditure for the construction of six frigates. Designed by Joshua Humphreys of Philadelphia, Old Ironsides was launched on 21 October 1797 at the ship yard of Edmond Hartt in Boston. The cost to build her was \$302,719.00 and her annual operating costs were about \$125,000.00. She was outfitted with 44 guns. She has a length of 204 feet with a 43.5 foot beam and a displacement of 2,200 tons. Her 36 sails have a sail area of over 42,000 square feet. Her crew was 450 men.

On the 22nd of July 1798, under Captain Samuel Nicholson, the Constitution cleared Boston harbor for the first time. After a shake down cruise she patrolled the East coast for four months before joining the West Indies squadron attempting to rid the seas of French privateers. She patrolled the Mediterranean Sea from 1803 to 1807.

Just prior to the War of 1812 the Constitution underwent considerable repairs at the Washington Navy Yard. It was during this war that she made some of her most memorable victories. The battle against the British frigate Guerriere on 19 August 1812 is where she was nicknamed Old Ironsides. As the battle raged, a sailor was amazed to witness the cannon balls bouncing off the Constitution's hull. He yelled: "Huzzah, her sides are made of iron!" prompting the new name!

Well designed and built, but tired and worn out by the 1830s, the Constitution was destined for the scrap heap. Outraged that a symbol of American freedom was about to be scuttled, poet Oliver Wendell Holmes penned lines which were published in the



Boston Daily Advertiser on 16 September 1830 (see sidebar). This instigated a public outcry against destruction of the ship, and she was saved from the scrap pile.

Various missions took place over the years. In the early-1850s she patrolled the west coast of Africa, assisting in the attempt to end the slave trade. She went out of commission in 1855 with another major overhaul being completed at Portsmouth, New Hampshire in 1858.

During the Civil War she was a training ship at the temporary Naval Academy in Newport, Rhode Island. By 1905, despite major repairs in 1871, Old Ironsides was nearly sinking. It was proposed to tow her out to sea and use her as a bomb target.

An Armenian immigrant named Moses Gulesian, who felt so strongly about history and the struggle for independence that he took direct action to save this priceless piece of American history.

Gulesian was passionately committed to the America he found when he arrived here after fleeing Armenian oppression from the Turks. With little money and no training to speak English, he managed to develop a successful copper-moulding business in Boston.

One day, he read an announcement from the U.S. Navy Department saying that the USS Constitution had outlived its usefulness and officials were considering having the decaying frigate towed out to sea and used for target practice. Gulesian was horrified! To him, the USS Constitution was a precious historical floating monument that symbolized America's struggle for independence. He especially identified with this struggle because of his native country's fight for religious and political freedom.

Gulesian fired off a telegram to Navy Secretary Charles J. Bonaparte: "WILL GIVE TEN THOUSAND DOLLARS FOR THE CONSTITUTION, OLD IRONSIDES. WILL YOU SELL?" he asked. Bonaparte replied that he did not have the

right to sell the Constitution. "Her disposition is entirely a matter for Congressional decision," he wrote to Gulesian. If it was a matter of money, Gulesian responded, he would up his bid to \$15,000. Bonaparte still declined the offer.

Navy officials, however, were savvy enough to make the communication with Gulesian public, arousing a national wave of indignation over the ship's probable fate. Petitions were circulated and sent to Congress, which eventually appropriated \$100,000 to restore the warship. She remained at Boston as a museum piece for the next twenty years.



Old Ironsides - continued on page 7

Old Ironsides - continued from page 6

Maybe the most famous case of rescue came in the late 1920s when, again, she was faced with destruction. American school children emptied their piggy banks of pennies and raised over \$100,000.00 for the repairs necessary to keep her afloat.

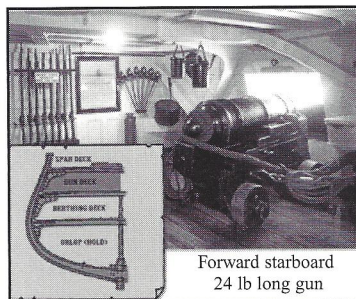
In 1931 Old Ironsides departed Boston harbor for a 90 city tour of American ports. Four and a half million people visited her on the tour.

The U.S. Post Office issued a commemorative stamp on the Constitution's 150th anniversary, 21 October 1947.

Her original construction was with white oak from New England, live oak from Georgia with Maine white pine for her masts, and Southern pine from South Carolina and Georgia. These great and compass timbers formed her backbone. Paul Revere's workshop provided the bolts and copper plating materials.

As the years passed, large structural timbers of one solid piece were becoming more and more scarce. An alternative material had to be located and structural glued laminated timber proved to be the answer. Gluing together small, kiln-dried pieces of dimension lumber has now been used with great success for 100 years. This technology was introduced to North America in 1934, but it was not until the 1950's that any glued laminated timbers found their way into the USS Constitution.

Glued laminated timbers manufactured at Peshtigo,



Forward starboard
24 lb long gun

Wisconsin have helped to insure longevity for the historic ship. Glued laminated timber catheads and beams as large as 18"x 36"x 32 feet long were installed in the 1963-64 repairs. On 17 April, 1973, she went

into dry-dock for the first major repairs since 1927. Pressure preservative treated red oak was used to make 47 glued laminated timber knees that year.

I was fortunate to have had a personal involvement with the restoration of Old Ironsides, although it pales in comparison to my father's involvement over the years. I escorted a semi tractor-trailer rig to Boston in the Fall of 1989 with 16 inch square timbers, 96 feet in length. These were used to make a new fore mast. 106 foot long timbers, each 18 inches square were shipped from Wisconsin to Boston in 1992, again piloted by me. They were the lower portion of the main mast. Special care and handling were needed to get the big sticks to the shipyard. The lumber used for both masts was ACZA pressure preservative treated Douglas fir/larch and the bonding agent was a phenol resorcinol adhesive.

Sentinel Structures, Inc. of Peshtigo has manufactured glued laminated timbers of pressure preservative treated Southern pine, red oak, and Douglas fir/larch as well as all heartwood white oak for Old Ironsides over the past forty years. During the most recent restoration, leading up to her sailing in 1997, glued laminated timbers were used extensively in the repair work.

One of the principal reasons she was able to once again sail was due to the re-installation of sixteen diagonal riders. The complexly curved members were made by Sentinel Structures from white oak lumber. Approximately 24 inches by 12 inches and 40 feet long, they were curved in both grain directions, conforming to the inside shape of the hull, running from the keels on up to the berthing deck. They were installed once again to help prevent hogging of the keel, the tendency of wooden ships to droop at the bow and stern.

The diagonal riders had been a part of the original design and construction of the ship, however they had been removed, probably in the early years of the nineteenth century. Historic research along with today's modern computer simulation technology, showed how these timbers played an important role in the structural integrity of the vessel. With luck and continued maintenance, Old Ironsides will be around for another 200 years.

The ship is berthed at the Charlestown Navy Yard in downtown Boston. Along with the land museum, she is an attraction to tourists, naval historians, early American historians, as well as wooden boat and ship lovers. When in Boston, why not take a few hours to step

Old Ironsides

This year, the world's oldest commissioned warship afloat, the USS Constitution, will celebrate her 200th birthday. To commemorate this historic landmark, the Constitution will sail under her own power for the first time in 116 years.

USS Constitution
(Depicting 1997 limited sail configuration)

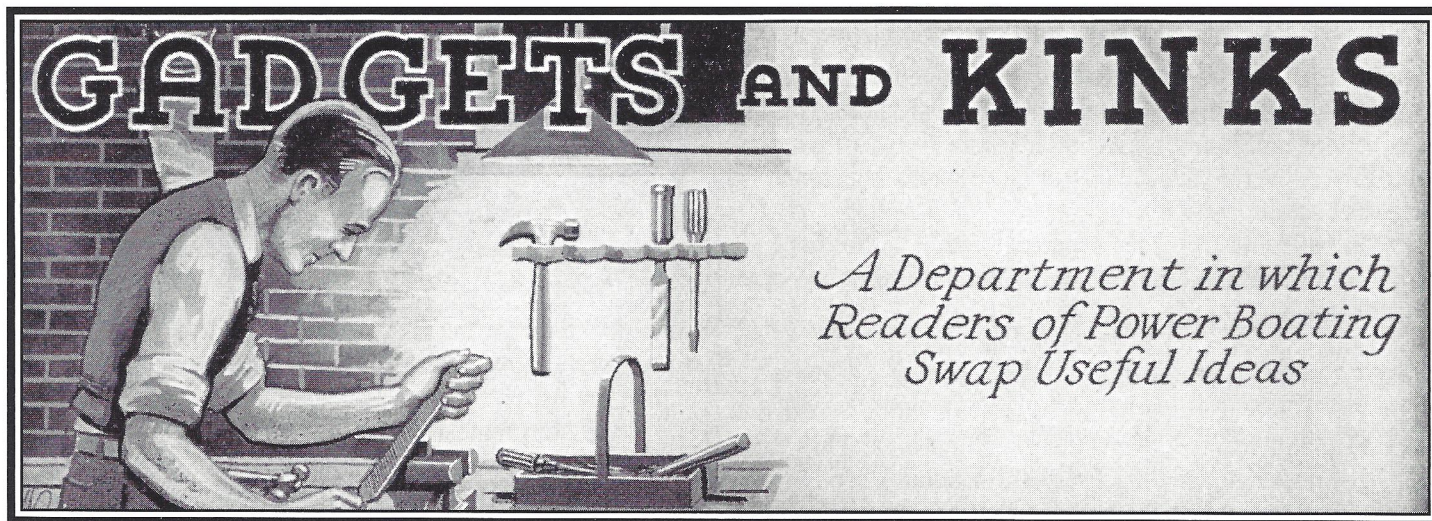
The USS Constitution

The ship gained international reputation because of her daring battles against the British during the War of 1812. The Constitution never lost a battle in her career; no record exists of an enemy shot ever penetrating her wooden hull, which is as thick as 25 inches—a fact that earned her the nickname Old Ironsides.

(Dotted lines indicate alternate sail configuration)

Length	204 ft. from bow to stern (main deck measurement) 306 ft. (overall length from tip of flying jib boom to tip of spanker) 175 ft. at the waterline	Crew	In 1797: 450 (22 officers, 378 crew, 50 marines) In 1997: 60 (2 officers and 58 crew)
Width	43 ft. 6 in. at beam	First commander	Capt. Samuel Nicholson
Height	220 ft. mainmast (assembled length) 198 ft. foremast (assembled length) 172 ft. 6 in. mizzenmast	Current commander	Cmdr. Michael C. Beck, 64th commanding officer
Speed	13 knots under full sail, or about 15 miles per hour	Location	Charlestown Navy Yard, Boston National Historical Park, Charlestown, Mass.
		Property of and maintained by:	U.S. Navy

Source: USS Constitution Museum



SOLVING THE STEAMY MYSTERY (or Why Are You So Bent Out of Shape?)

by Sherwood Heggen

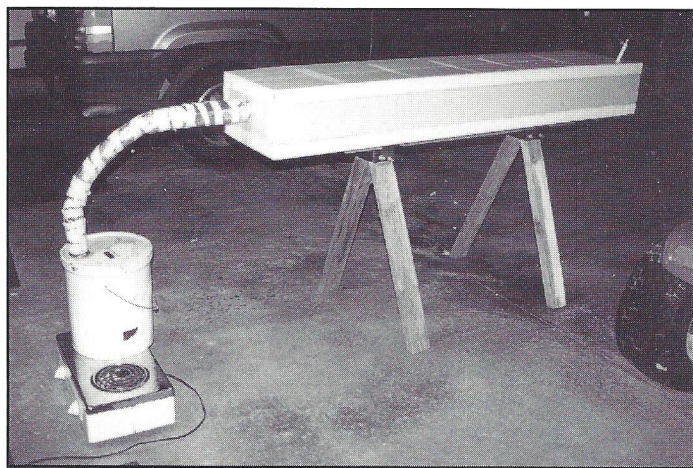
Steaming-bending wood has always been somewhat of a mystery for many. Hopefully, some light can be shed on the process by this article to allow more amateur restorers to use it. All of the questions and answers won't be addressed, but it will be a starting point for the curious about the Steamy Mystery of bending wood.

Why would it be necessary to steam bend wood when restoring a boat? Take a look at some of the parts as to how they twist and bend. Anytime a wooden part must be bent or forced into a new shape without cracking or breaking it, the process of steaming-bending becomes necessary. A chine, for example, is a curved piece that is not sawed to that shape. Rather, it is bent into that shape by the process of steam-bending. This provides for greater strength because there is no short grain at the end of the piece. Parts that fall under this category include ribs for canoes and lapstrake boats, transom bases, fore and aft shear planks, etc.

How does the exposure of steam to wood allow the process of steam-bending to work? A source of information on steam-bending that came off the Internet described it as follows: "What you are doing when you are steaming wood for bending is softening the hemicelluloses. The celluloses are polymers that behave the same as plastic resins." So, there you have it. The mystery is over. Actually, the mystery has just begun. There is so much to learn about steam-bending that no simple statement will tell you enough.

The equipment required to steam bend wood can be very basic. Jerry Klopp, whose Century Sea Maid project was featured in the latest Gadgets and Kinks, has provided a picture of his steamer with which he bent some oak. In the picture you will see an electric hot plate, a metal pail with a lid on it, some hose wrapped with insulation connected between the lid and the box, and a steam box on a stand to raise it above the steam source.

This set up is barely adequate for anything bigger than small parts such as canoe or lapstrake ribs according to



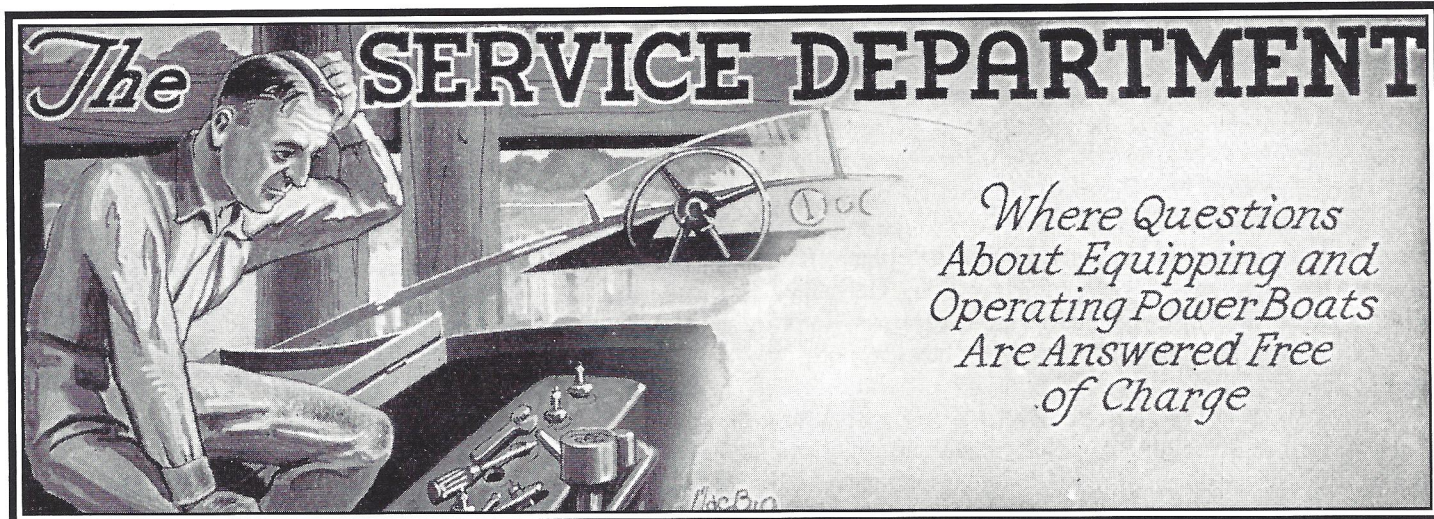
Jerry Klopp's steam box used to bend oak.

Jerry. To steam bend chines and transom bases, a bigger heat source is necessary. Jerry substituted an LP gas burner for the hot plate. It brought the pail of water to a boil in a hurry and gave all the steam necessary to do his transom base and chines. The steam box can be of any size or shape to accommodate the part. Proper size would be a little larger than the part itself to allow steam to circulate about the part suspended somehow inside. The box can be made of a variety of materials to include, but not limited to, pine, rigid foam insulation, metal foil insulation, PVC pipe, and double wall metal chimney pipe. The object of the "box" is to retain heat generated by the steam. It is advisable to allow the steam system to breathe by letting the steam escape from the box to some degree. This assures there is always fresh hot steam coming from the boiler allowing the box to get up to maximum temperature inside. Temperature of the box should be monitored with a candy thermometer to assure a temperature of about 212 degrees. Be sure to allow an outlet at the bottom of the box for condensation to drip out.

Steaming the part is only half of steam-bending. The steamed part needs to be bent and caused to hold its new shape. Here is how.

Preparation of a form is necessary to hold the part's new shape until cool. Take a look at Jerry's set up for clamping

Gadgets & Kinks - continued on page 17



*Where Questions
About Equipping and
Operating Power Boats
Are Answered Free
of Charge*

Dear Dr. Motorhead,

I'm a bit of a do-it-yourselfer. I enjoy working on my old boats, both the woodworking and mechanical aspects. I enjoy your tips and advice. Most of the time I know what your answers are going to be, however, I have a problem. I am in need of rebuilding a carburetor. Although I have done this before, I have always been able to purchase a kit with all the gaskets. I have checked everywhere and no one has a set. I even called the folks at Zenith Carburetor - nothing to be found. Who do I turn to? You are the only one who seems to have all the answers to the many mysteries of our antique boating hobby. I turn to you and your wisdom for this great mystery. Where do I go and what do I do?

Signed,

One (for the moment) without gas.

Dear Gasless one,

In one respect, I'm sure your mother would be proud of you, but I'm not going to go there now. You don't have a problem at all. In fact, after this lesson, you may never buy a carb kit again. Although you may not need help in taking things apart, I will include all the information for the rest of the readers.

The carburetor takes the gasoline, forces it through some little orifices (jets) which atomizes the fluid mixes. This atomized gas, with some air, gives you a mixture ready for ignition and the internal explosion. Today's carbs can be quite complicated, however, the old ones are about as simple and basic as you are going to see. Here is what you do. First, go and buy yourself the following stuff:

- > one roll of fiber gasket material,
- > two cans of carburetor cleaner,
- > one can of black spray paint,
- > one gallon carburetor cleaner soaking solution.

What you are going to do is take this thing apart, give it a good cleaning and put it back together. With new gaskets, you will soon learn how to make, and fiber washers you can buy at any hardware store with a good plumbing department you will be able to rebuild your carburetor.

1. Lay a clean towel on your work bench.
2. Split the carburetor in half and carefully pull the two pieces apart, being careful not to bang the float around.

3. Take out the hinge pin on the float and remove this and the brass needle.
4. With a screwdriver, remove the brass seat the needle sets into. There is a small brass tube screwed into the top section.
5. Remove this with a 1/4 inch wrench. When you remove these brass parts, they will have a fiber washer on them. Sometimes this washer stays in the hole.
6. Carefully remove them and set all the washers to the side, for now.
7. Now take the lower piece and remove all the plugs and idle screws. Basically remove all the brass fittings (needles and seats), again making sure you get the fiber washers.
8. The high speed mixture adjustment (the big one on the back towards the bottom) has a small rubber "O" ring. Take this off and set it to the side as well. Now you should have a bunch of big and small pieces. If the brass pieces don't come out easily, use your torch to get them loose. Be careful - they nick up easily and have very small holes in them you don't want to damage.
9. Put all the metal pieces into your can of soaking solution EXCEPT THE MAIN NEEDLE YOU FIRST TOOK OUT WHEN YOU REMOVED THE FLOAT. This may have a rubber end on it and it won't survive the soaking.
10. Let all this set overnight. If you have access to a hot tank, this is best, but the gallon can type works as well.

While you are letting this soak, go to your favorite hardware store and purchase new fiber washers from the plumbing department. Don't forget the little "O" ring. If for some reason you can't match up a fiber washer, don't despair, you will make one later.

After everything has soaked overnight, pull it out and set it on your clean towel. Take each piece and squirt it with the carburetor cleaner. Give it a good bath. Wear glasses - this stuff flies everywhere. Squirt all the orifices and all the holes, making sure you blow out all the crud that may be in, on, or around all the pieces. If you own an air compressor, blow everything out with this as well.

Dr. Motorhead- Continued on page 11

Classic Glass - continued from page 5

brought it out onto Lake Minnetonka a couple of weeks back and said that it ran pretty good, so it did run. Even though I didn't have any money with me, I asked him if he would consider selling it. He thought it over for a while and said sure, why not? Next came the part that would either send me home justified for stopping, or else feeling foolish for even considering being there in the first place. It was time for the inevitable "how much" question. He kicked it around for awhile and conceded to me that he was looking to get \$200. I think that he could tell just how excited I was about the boat, and was really giving me a huge break. While this might not seem like much for a boat with a motor that ran, for me, struggling to pay for a new house, it might as well have been a million. I wanted it sooooooo bad!

Nancy and I had some long discussions concerning the boat. I had gone to the trouble to take pictures while I was there and kept bringing them out to look at and show her. We tend to make all of our major decisions together, and for us at this point in our lives, this was pretty major. We figured out how we could budget enough to buy the boat, but with Nancy's birthday coming up, would she be willing to sacrifice the new loafers that she had been eyeing in the L.L. Bean catalog? She very willingly made the call and I went down to Delano and brought the boat home. Eventually, Nancy did get her new loafers, although we kidded about the boat being her birthday present for many years after.

Over the next couple of years I would occasionally get it in the water and use it on our lake, closing my eyes and dreaming of the day when it would look like brand new again. I would work on the boat as time allowed, never letting it take control of my life.

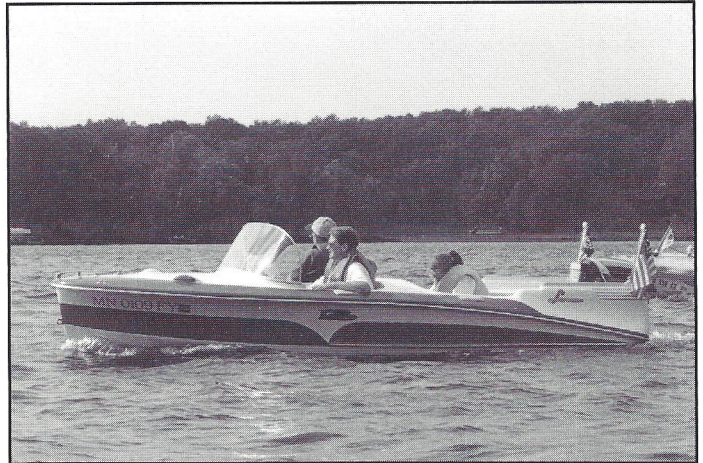
In all, it took six years to complete the restoration, doing all of the work myself. I did have the gelcoat shot at a professional shop as I lacked the equipment to do that. However, I did do all of the prep work and all of the finish sanding and polishing, saving myself close to \$3,000. I learned a lot of new skills in the process of this restoration. Perhaps the most rewarding was the research involved to make it correct.



Shortly after restoration on Sylvan Lake.

While working on my Thunderhawk, I came to know Bob Speltz, who would help me gather the information on Larson Boat Works that I needed for my restoration. I met

Bob while at his show in Albert Lea in 1989. He was always so willing to share the information that he had. It seemed that he was always there, and he always had the



Cruisin' on Upper Gull.

time to listen. The key word here is always. And it didn't matter if we were talking about a wood boat or fiberglass boat. We even had some great conversations about pontoon boats, but he had a certain way of getting the excitement running. The closer I came to know him, the higher the intensity level rose to gain more information. He had a way of compelling you to learn more. Bob had become a mentor to me, not only in his expertise surrounding the great wooden classics which he knew so much about, but also, more than anything, about sharing.

He was very generous in sharing with the world the knowledge he had accumulated on the great wood boats. But for me, he went overboard in the generous department. He gave me what has to be the most comprehensive collection of 50's, 60's, and 70's marine factory literature assembled in one place on earth. I thought I had assembled a pretty neat collection of old literature until Bob and I spent a long Saturday going through the stacks of material in his attic. The amount and quality were staggering to say the least.

Shortly after I returned home with this great collection, Bob passed away. I was crushed. Selfish at first, I was thinking of the questions that I hadn't asked and now would never be able to. Bob's funeral brought closure for me with the celebration that he had all planned out, down to the last detail. I use the word celebration in effect as everyone there seemed to be in awe just for the time they were able to spend with this great person. As for any questions I may have had, Bob had told me that research came easy if you were really in touch with your subject.

About a year after Bob had left us, I started to write the "Classic Boat" column for Boating World magazine, with my first article appearing in the Summer 1994 issue. I used the literature Bob had given to me for background material and art work to illustrate these articles. Most of these articles have been centered around the post World War II marine industry and the boating boom of the fifties.

Classic Glass - continued on page 11

Classic Glass - continued from page 10

While a lot of the players in this game are now gone forever, I have been extremely fortunate to locate and interview many of the leaders of the industry during those years of rapidly changing styles and tastes, when boating was reaching epidemic proportions. This first-hand information has become critical to me in putting the industry into perspective against the backdrop of the cultural revolution taking place in America at the time.

The people that were in leadership roles in the industry during the 50's are a rapidly-aging group, most now in their 70's and 80's, frail only in terms of their age. They are a tough group, having survived years of intense competition. They took a wild roller coaster ride in an industry that was totally dependent on an economy that could turn overnight, and was often one of the first businesses impacted by a downturn. But, to a person, they all enjoyed their work. They loved the boat-building business, the people they were involved with, and the market they brought their products to. These are my heroes.

In the following issues of *The BoatHouse*, I will share those stories I have researched in hopes that a broader spectrum of classic boaters will come to enjoy and understand those boats. While not our traditional mahogany planked wood boats, they are being restored and enjoyed by a new generation of classic boating enthusiasts. Isn't that what it's really all about?



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Mr. Motorhead- Continued from page 9

Now you are ready to put it all back together. If you were unable to find the correct size fiber washer, here is how you make one.

I use a leather punch and punch a hole the correct size in the gasket material. Insert the fitting into the new hole and cut around the outside of the fitting with a razor blade. It's as easy as that.

Submerge your float in water to make sure it doesn't have any holes in it. No bubbles? Then you're O.K. Before you put the two carburetor pieces together, you need to make a new gasket. Lay the bottom half on your bench - or better yet - set it in your vice. Lay the gasket material on top of the bottom half and with a small ballpeen hammer, tap around the edges. You will leave an indentation in the gasket. You can either cut this with a blade or continue tapping until you cut through the material. Using the round end of the hammer, you can tap any hole you need into the gasket. Once it is all back together, unscrew your high speed and low speed jets one and a quarter turns out.

I prefer to paint the whole carburetor with the black paint, then, with a rag dipped in mineral spirits, wipe off the brass pieces before the paint has a chance to set up.

So, in true fashion, you asked how to find a gasket and I told you how to rebuild a carburetor. You can use this technique to make any gasket on your engine.

Dr. Motorhead



Boat Lettering & Graphics

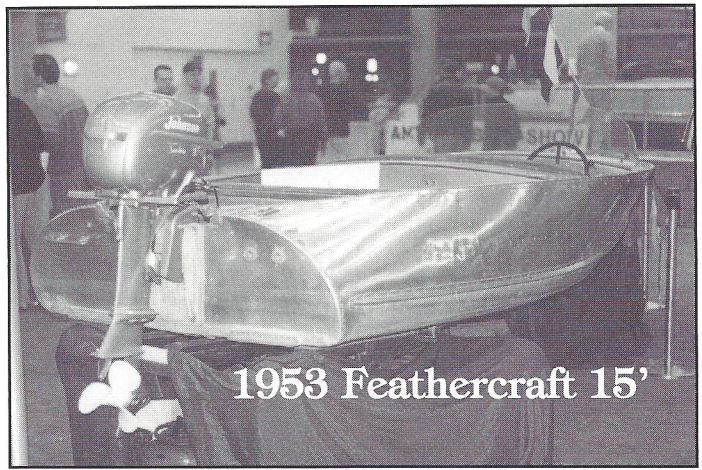
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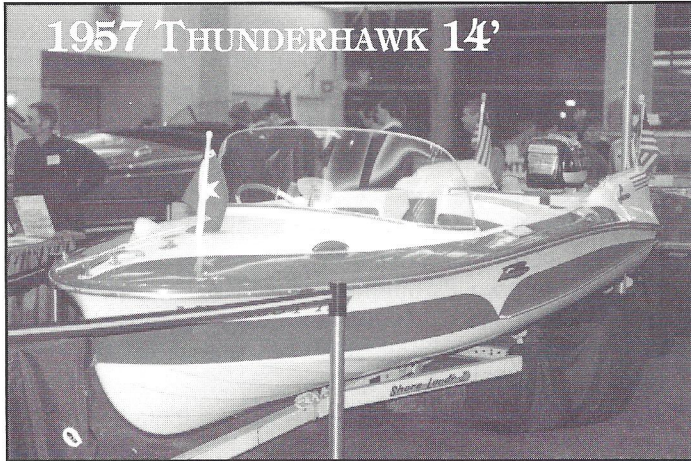
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Once again, BSLOL proudly displayed some of its terrific wood boats to the pleasure of hundreds of visitors. It's the closest thing we can get to boating in the dead of winter - and we've done it for many years. We'd like to thank the dozens of members who pitched in to help with all four days of the show. Their knowledge and enthusiasm added tremendously to the enjoyment of the event.



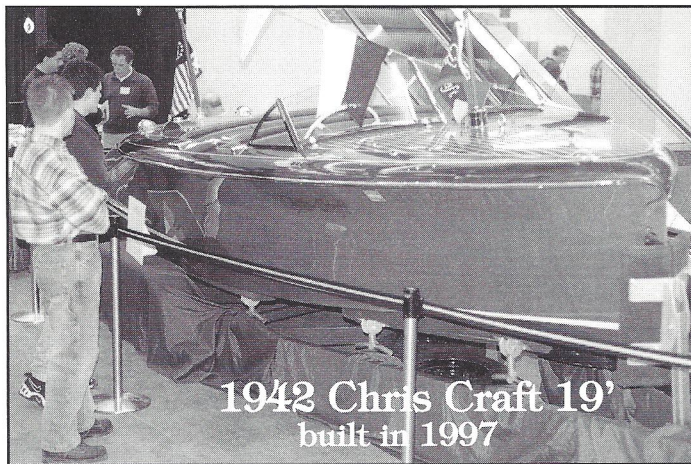
1953 Feathercraft 15'



1957 THUNDERHAWK 14'



Display Area



1942 Chris Craft 19'
built in 1997

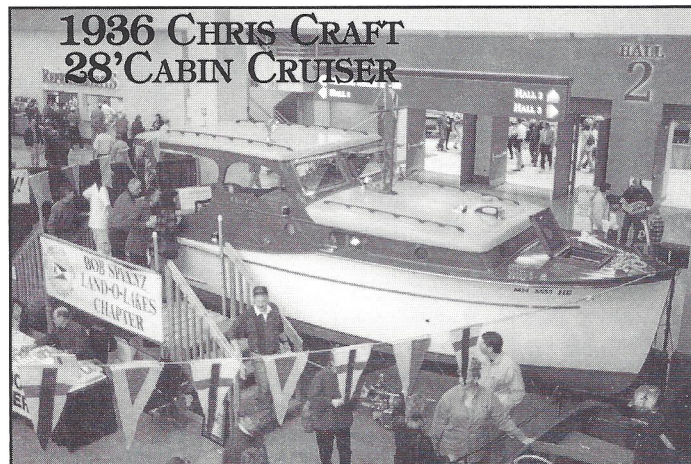


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Ray Garin Carl Weisser

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1936 CHRIS CRAFT
28' CABIN CRUISER



1925 Baby Gar IV 33'

Old Ironsides - continued from page 7

aboard a piece of Americana - the USS Constitution. The museum may be reached by calling 617-426-1812.

The official Navy web site is:

www.usconstitution.navy.mil/

Here's just a small sampling of glued laminated timber replacement pieces used in Old Ironsides:

Knees

Main & mizzen mast fife rails

Spanker boom 12" x 12" x 56'

Spritsail yard 14" x 14" x 60'

Bowsprit cap

Hull planking 14" x 7" x 40'

Fore masts 4 pcs. - 16" x 16" x 96'

Foretop mast 20" x 20" x 60'

Jib boom 16" x 16" x 50'

Main top mast 21" x 21" x 66'

Main mast 4 pcs. - 18" x 18" x 106'

Mizzen top mast

Diagonal riders



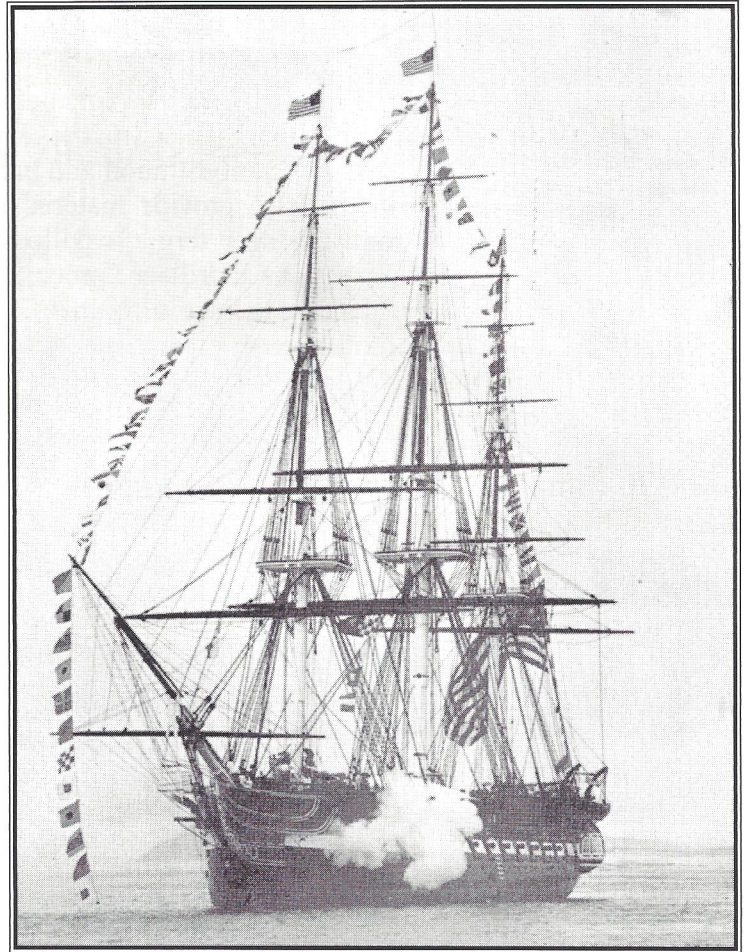
"OLD IRONSIDES"

by Oliver Wendell Holmes

Ay, tear her tattered ensign down!
 Long has it waved on high,
 And many an eye has danced to see
 That banner in the sky;
 Beneath it rung the battle shout,
 And burst the cannon's roar; -
 The meteor of the ocean air
 Shall sweep the clouds no more!

Her deck, once red with heroes' blood,
 Where knelt the vanquished foe,
 When winds were hurrying o'er the flood,
 And waves were white below,
 No more shall feel the victor's tread,
 Or know the conquered knee: -
 The harpies of the shore shall pluck
 The eagle of the sea!

O better that her shattered hulk
 Should sink beneath the wave;
 Her thunders shook the mighty deep,
 And there should be her grave;
 Nail to her mast her holy flag
 Set every threadbare sail,
 And give her to the god of storms,
 The lightning and the gale!

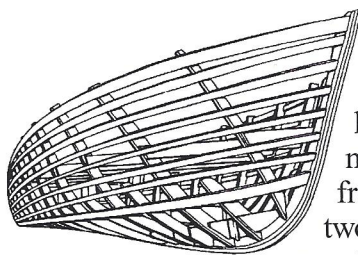


Captain's Cargo

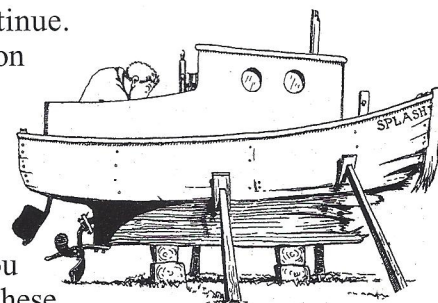
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1999 BSLOL WINTER EDUCATIONAL SERIES




BSLOL's 1999 wood-boat workshops continue. There are just two left before the boating season calls. Our subject-matter expert instructors use lecture, demonstration and hands-on presentation methods to provide material useful to everyone from beginner through skilled amateur. The final two sessions address the processes of steam-bending wood and carpentry techniques. Where else can you obtain such in-depth professional knowledge just by showing up? These sessions are not only free, but food and refreshments provided. We do suggest you "BYOC" (Bring your own chair.)



WHEN	WHERE	INSTRUCTOR	TOPIC
Sunday March 14 12:30 - 5:00 pm	Nelson Boatworks 5850 Lynwood Blvd. Mound, MN 612-472-3687	Dan Nelson Professional Restorer Nelson Boatworks	steam-bending See Detail Below 
Sunday April 11 12:30 - 5:00 pm	St. Paul Shipwrights 643 Ohio St Paul, MN 651-227-7069	Mark Sauer Professional Restorer St Paul Shipwrights	Carpentry Techniques Q&A

 In the March workshop, Dan will focus on making an economical & functional steam box. Dan will discuss the proper wood species to use and the necessary steps for preparing the wood for bending, and conduct a live demonstration of actually bending some wood for replacement of ribs in a small wooden boat.




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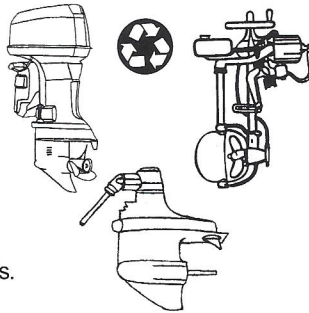
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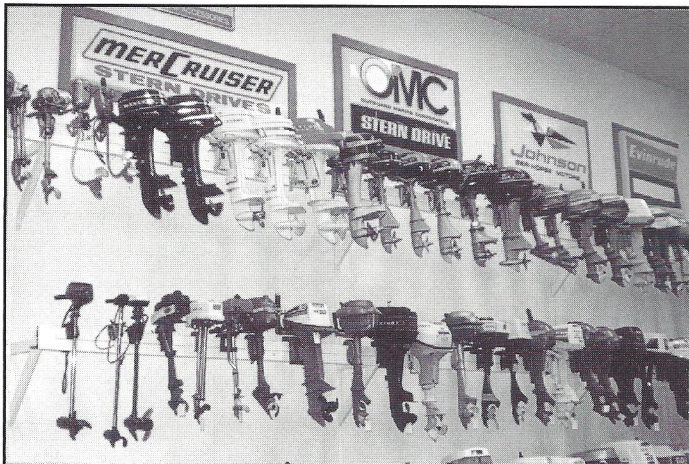
600 Canterbury Dr. Shakopee, MN

TWIN CITY OUTBOARD -- MOTORS GALORE!

by Andreas Jordahl Rhude

When you visit Twin Cities Outboard in Shakopee, you will see about 10,000 outboard motors, not to mention thousands of parts. Several acres are covered with motors, parts and accessories. You name it; if it relates to outboard motors, they have it. If you need a part for your 10 hp 1950 Johnson Sea Horse, you can probably be assured they will have it on hand or be able to obtain it if they don't.

Mark and Steve Hansen have been sole owners since buying out their father's share in 1990. Their dad, Charles Hansen, bought Twin Cities Outboard in 1980 figuring it would be a good business opportunity. Time has proven that hunch to be correct! He brought his sons Mark and Steve into the fold; their older brother, Butch, was already working at the business when Charles bought it. The company dates back to 1968.



Pictured here left to right are: Jon Brady, Sales; Mark Hansen, Owner; Rob Husolo, Mechanic; Pat Donovan, Mechanic; Steve Hansen, Owner

Getting settled into their new space has taken precedence to some other conveniences that Mark Hansen envisions. They have their name floating around the Internet already. Someday, Mark wants to see their own web page. A computer system too, is on his wish list. But for now, they concentrate on parts, repairs and sales.

Their specialty is scrounging up hard-to-find parts for older outboard motors. If it's not on hand, they go nation-wide to locate what is needed for a customer. They ship parts all over the country and even internationally. They recently sent a package to Alaska and it's not uncommon to ship to Europe.

Twin City Outboard also sells used motors and they do repair work on them as well. They were limited to working on smaller size motors at the

Twin City Outboard - Continued on page 16

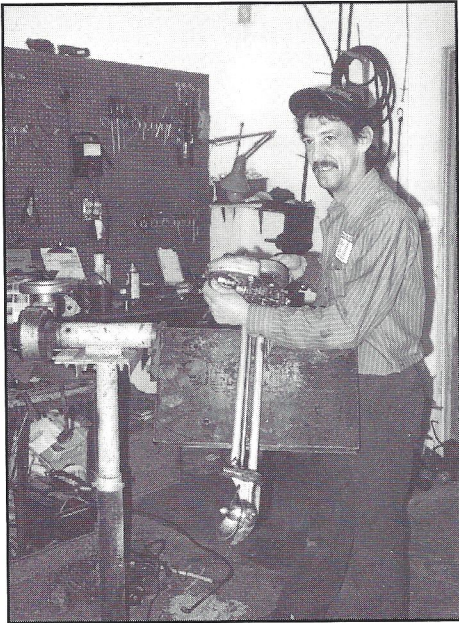
Twin City Outboard - Continued from page 16

Minneapolis location, but now they have ample space for customers to leave their boats with the large motors. In addition to working on outboards, they will repair stern drives and even work on boats and trailers now. Sometimes they even buy new motors and parts. A new 225 hp Mercury outboard is sitting just inside the front door. "It only had 12 hours on it when the owner sheared off the lower unit. His insurance totaled it, we picked it up, rebuilt the lower unit and she's as good as new." says Hansen. A dealer in the Bahamas sold his entire stock of parts to Twin

City Outboard not long ago. Most of the stuff had its original packaging.

Many people purchase the older outboards because they are less costly than new models. But there are those who have antique and classic boats that want an appropriate age motor to go along with their boat.

This is where Twin City Outboard can assist members of BSLOL and other old-boat enthusiasts. The Hansens have old motors running through their veins. They live and breath them and they offer a unique service to outdoor enthusiasts. They are a resource that should be kept in the forefront of the minds of boaters.



Rob Husolo holding a 1937 1.5 hp Evinrude



Steve Hansen "deep into his work."

Twin City Outboard is open year-round and they're even open on Saturdays. During the winter months, they close on Mondays to give the mechanics a two-day break. They are located east of downtown Shakopee, about half way between Canterbury Downs and Valley Fair on County Road 83, just a half mile south of Highway 101. Their phone number is 612-496-1951.



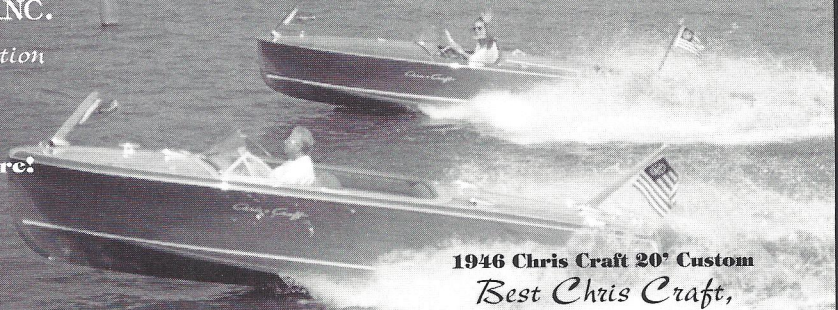
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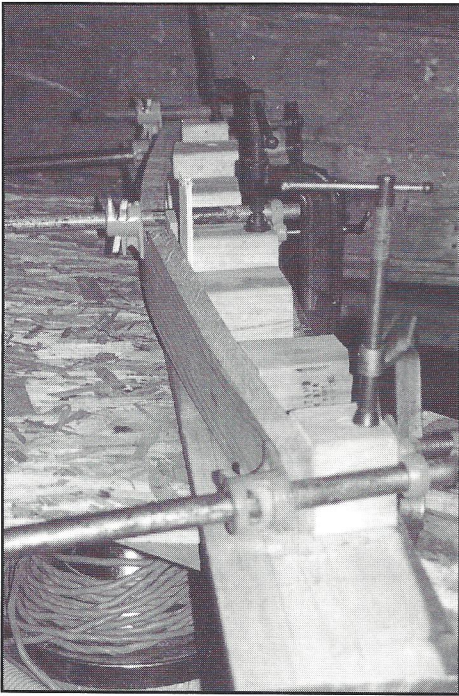
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Gadgets & Kinks - continued from page 8



Jerry's clamped part ready to "cool."

the part in its new shape.

The shape is determined and a little extra bend is allowed for some spring back when the part is removed from the form. Be prepared with all of the necessary clamps and place the form in a comfortable working position. Also, have ready a pair of heavy rubber gloves, not cloth gloves. The wood will be very hot and wet.

It is time to cook wood. Turn on the boiler and get the box steaming. Quickly open one end of the "box" and place your wood piece inside. Now cook at 212 degrees for one hour per inch of thickness, as a rule of thumb. It could be more or less depending on many variables. It is a good idea to include a sacrifice piece to take out first and test by bending to see if the real piece is ready. When the time is up, remove the part and very quickly, like in seconds, slam it into the form and clamp it before it begins to cool. Leave the part in the form until it is thoroughly cooled, preferably until the next day. When you remove the clamps, the piece will retain its new shape with usually only a little spring back. Sounds quite simple doesn't it? Actually it is.

It is evident there is much more to steam-bending wood than this, but those are the basics. There actually is a lot of information out there on the subject but you need to do a little hunting. Some suggestions and references are: Search the Internet on the subject of woodworking. The Chris Craft Club has a chat page where the topic is discussed. Wooden Boat and Classic Boating both have had articles that discussed the subject to various degrees. Order back issues. Two books available through Barnes and Noble are Understanding Wood by R Bruce Hoadley and Fine Woodworking on Bending Wood. Both are published by Taunton Press. Perhaps the most informative of all will be the BSLOL Workshop on March 14, 1999 at Dan Nelson's shop. There you will see live demos of this fascinating process. Time and place are described elsewhere in this issue of the Boathouse. Don't miss this one. It is gonna be interesting. All of your friends will be there and you are going to learn something!

Now it is time to get the third and final chapter of the

restoration of Jerry Valley's very good looking Lyman as told by Jerry himself. Those of you who saw the Lyman on display at the Boat Show in January know Jerry has a lot to be proud of. Here is his story:

RESTORATION OF A 1957 16 ft FT LYMAN

Part III

By Jerry Valley

This is the third and final chapter in the restoration of my Lyman. For those of you who have been following this restoration, you will notice that the boat has grown a foot since the last article was written. As I was reassembling the boat, I noticed on the bottom of one of the seats a notation "57 16 ft". Even though it is registered as a 15 ft I decided to measure it and it is, in fact, 16 ft long. Lyman made both lengths in 57 so it is a reasonable possibility. Subsequent to that initial finding, I found the same marking on several other pieces. I'm not sure when or how it got mis-registered but it was sold to me as a 15 ft boat.

Anyway, that discovery aside, there was a significant change of plans since the last article was written. My plan at the time had been to store the boat for the winter and then continue the restoration in the spring. However, I was approached in the fall and asked if I would be interested in displaying my 1960, 23' Lyman at the January 99 boat show at the Convention Center. While honored to be asked, I didn't feel that boat was currently of a standard to be shown. In a very weak moment I suggested I should finish the small Lyman and show it instead. This from someone with a boat not even half-finished, winter on the way and with an unheated, uninsulated, very drafty garage! It has proven to be a challenge but as the boat show approaches (as I write this article it is only 6 days away!) the end is in sight. I have only to install a few small pieces of trim, the floorboards and the outboard and it will be ready for the show.

The previous article ended with the exterior of the hull, including the bottom, having been completed. I was just getting started on rough fitting the deck planking. I had also restored the trailer while the boat was upside down on a dolly. A friend then helped me turn the boat over and put it back on the trailer for the balance of the restoration.

In order to work on the boat in the garage while on the trailer, I had to cut a hole in the front of the garage and allow the trailer tongue to protrude outside. This was met with some amusement by my neighbor (and, fortunately, my wife as well).

Remaining to be completed before the show was installation, trimming and fitting of the deck planking as well as sanding, staining, sealing and varnishing of it. The gods were with me, and, as you will recall, we were blessed with a much warmer than usual fall and early winter. This allowed me, with the help of a smelly kerosene heater, to keep the garage warm enough to get 8-9 coats of varnish on before it turned really cold. Throughout the restoration of this boat, I have used Sika Flex as a bedding compound, Interlux Chris-Craft Mahogany filler stain, Pettit 2018

Gadgets & Kinks - continued on page 19



BSLOL
BOB SPELTZ LAND-O-LAKES CHAPTER

WAY POINTS!

MARCH

R 14 SUNDAY, 12:30 - 500 pm
RESTORATION TIPS WORKSHOP
Dan Nelson, Professional Restorer
See details on page 14.

APRIL

R 11 SUNDAY, 12:30 - 500 pm
CARPENTRY TECHNIQUES
Mark Sauer, St. Paul Shipwrights
Details on page 14

MAY

R 1 SATURDAY, 8am - 2:30 pm
WORLD OF TOY & MODEL BOATS SHOW & SWAP MEET
Hopkins House Hotel, 1501 Hwy 7, Hopkins, MN
Admission \$3.00. Contact Paul Mikkelson 612-935-5700

R 8 SUNDAY
FALLS FLYER/MUSEUM TOUR & GEN'L MEETING
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More information to follow.

AUGUST

R 7 & 8 SATURDAY & SUNDAY
24TH ANNUAL RENDEZVOUS
Treasure Island Resort & Casino, Red Wing, MN
Mark Your Calendars NOW!!

SEPTEMBER

R 11-12 SATURDAY-SUNDAY
ANNUAL J.J. HILLS DAYS
Lake Minnetonka, Wayzata Bay
BSLOL In-Water/On-Land Display

R 19-23 SUNDAY-THURSDAY
MISSISSIPPI RIVER CRUISE
Prior to National Meeting in Red Wing, MN.
Call Jeff Stebbins.612-474-2954...

R 23-25 THURSDAY - SATURDAY
ANNUAL ACBS MEETING, TREASURE ISLAND RESORT AND CASINO HOSTED BY BSLOL
Details to Follow

OCTOBER

R 10 SUNDAY
ANNUAL BRUNCH/FALL COLORS CRUISE
Lake Minnetonka

NOVEMBER

R 20 SATURDAY
ANNUAL HOLIDAY PARTY & ELECTION OF OFFICERS

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Gadgets & Kinks - continued from page 18

sealer and Interlux Clipper Clear varnish, all with very satisfactory results.


Once the decks were finished, it was time to install the new forward bulkhead, windshield, side windows, dash, steering wheel, seats, cabinets and floorboards, all of which had been refinished in the basement the previous winter. In spite of the addition of a propane heater to my sources of heat, most of this work has been completed in a very, very cold garage, painfully cold at times. With the boat show date looming ever closer, however, there was no option but to press on.

The original glass (or at least the glass that was in the boat when I purchased it) was a very unattractive shade of green, so I had all new safety glass cut using the original glass for patterns. On the recommendation of Dan Nelson, a member of the club and a professional restorer, I used Hoffer Glass on Lyndale Ave. They provided fast service, reasonable prices and high quality, so if you need glass, I highly recommend them.

Last but not least was installation of the hardware. The only thing salvageable from the original boat was a cute little chrome horn mounted on the deck just forward of the windshield. I was able to polish this up and bring it back to presentable, if not perfect, condition. The rest of the hardware is new. I have installed some additional hardware which I feel is important but which was not on the original boat, including a stainless rub rail, bow chocks and stern cleats. I also added stainless rub strips to the varnished spray rails to protect them from damage.

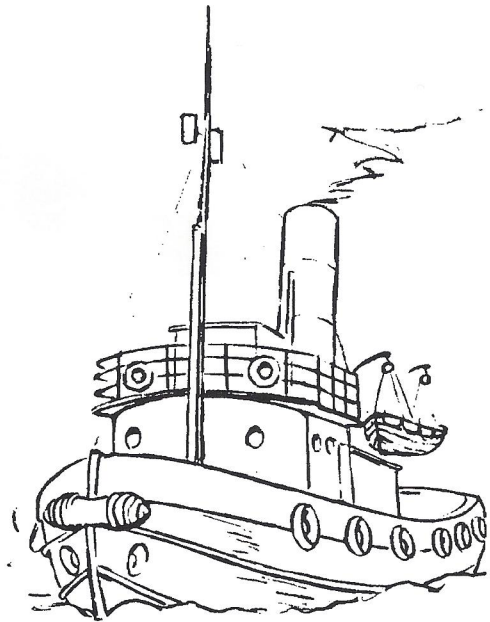
While the wiring and motor controls still need to be installed, this will have to wait until summer. All in all, this has been a very fun and rewarding project and I am delighted that the finished product will have been at the boat show. I can't wait to get it in the water next summer.

My original goal was to complete this project in about two years at a total cost of around \$3000. I have succeeded on both counts, learned much in the process and had a lot of fun doing it.

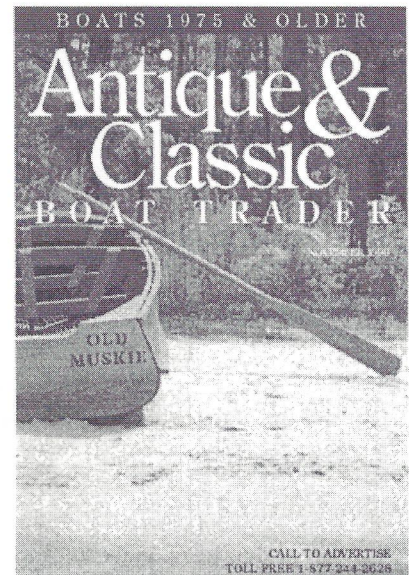
So there is more proof that an old beat up boat is really potential treasure. It is good that Jerry is a believer in --- **DON'T DESTROY IT; RESTORE IT!** 



Jerry Valleys Lyman at Minneapolis Boat Show.



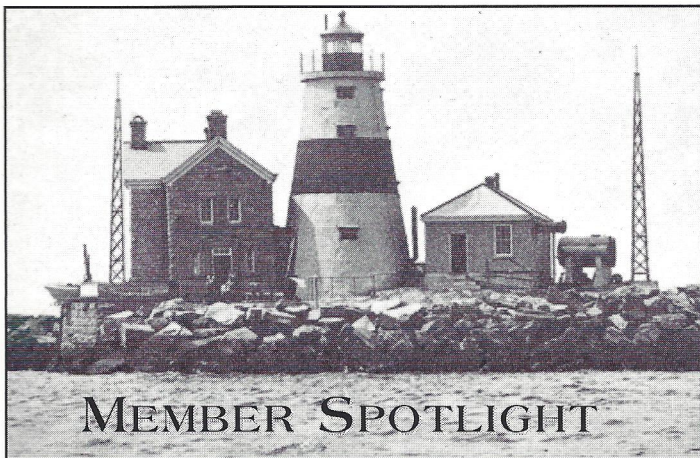
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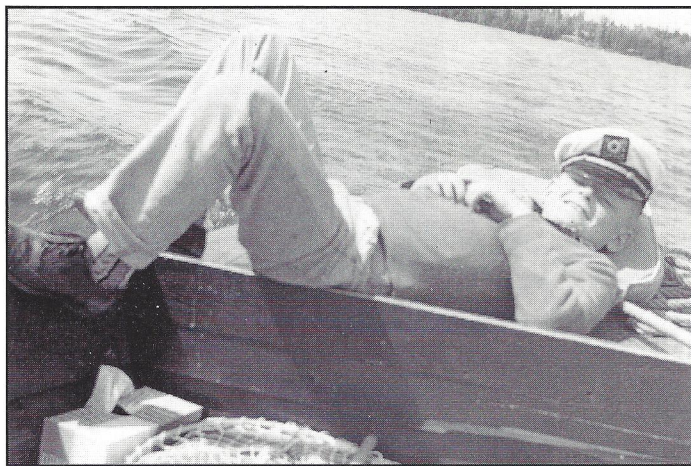
MEMBER SPOTLIGHT

RANDY HAVEL

The beginning of this story goes back forty years when, as a youth, my family used to vacation in the beautiful Les Chaneaux Islands of Michigan. During that time, we would always rent an old wooden launch to hold our family of four plus my grandparents. These old launches had a Model "A" Ford engine and I recall my grandfather virtually overhauling them on the water when they wouldn't start after a day of fishing. (He didn't believe the outboards of that era were very reliable.)

Of course, we went many times to Mertau's Marina and Boat Works in Hessel, Michigan to get the latest in lures and bait. Wooden boats in that area at that time were just vehicles to get to a fishing spot or a good duck hunting point.

Growing up on the Lake Erie watershed, farm auctions and sales were a weekend ritual and a cheap date for my wife Jo and I in those early years. We started buy-



Randy in June, 1957 ... just takin' it easy!

ing bushel baskets of wood duck decoys for my own use for \$2.50 a bushel. Most of these wooden relics happened to be manufactured by the Mason Decoy Factory in Detroit and were plentiful because plastics had just begun to hit the decoy market. Wooden decoys and wooden duck boats always went together and I have many cherished memories loading decoys, wet and

heavy, into a small wooden duck boat or canoe.

When aluminum and fiberglass duck boats were becoming popular and the old "Shell Lake" duck boats were getting scarce, our wood boat and canoe collection was starting to grow along with the now expanding decoy collection. While researching a decoy I had uncovered, I discovered that Chris Smith, founder of Chris Craft, Inc., was a noted decoy carver in the early 1900's and that he got his start in the boat business by building duck boats and selling them on the St. Claire Flats of Michigan. I have yet to find a Chris Smith duck boat hanging in a barn somewhere, but I do have two of his hand-carved decoys proudly displayed in our home, a result of a Christmas gift from Jo.

About ten years ago, a Havel reunion was scheduled back at the location of our childhood spot in the LesChaneaux Islands. We returned to find the resort we always retreated to, dismantled. The wooden launches were long since gone and the "on the water" boat house collapsed in the bay. Our spirits were pretty low as we drove from Cedarville to Hessel to see if our old bait shop and marina had met the same fate as our beloved resort. Mertau's Marina was alive and well. Better yet,



Randy & Jo Havel in their
1947 Chris Craft Deluxe Runabout "Miss Maybee"

there were about ninety old woodies in the water for the annual boat show there. Someone had even saved and restored one of the launches from our old resort. I stood on the docks and wondered if it was one that I once fished from. I could see my grandfather bending over and adjusting the vent line on the carburetor, my grandmother asleep in the bow, my brother and me playing in the minnow bucket, and my parents making peanut butter and jelly sandwiches.

Wooden boats have been in many of our lives, but the passion to have and enjoy one may be an effort to savor the memories of our youth.



BSLOL Mailbag

LETTERS..... WE GET LETTERS.....



To the Editor: In response to Bob Johnson at Big Bob's Boats
Dear Bob,

Please accept my deepest sympathy for your quickly-worsening condition. I know that when one retires, little things bring great joy. I can understand your thinking that your 22' Sportsman demonstrates something you now interpret as "blazing speed," but it is truly such a yawn. Of course the styling issues here that now a 4-door sedan — i.e. a 22' CC Sportsman — can be compared to a boat such as the Dingle makes sense to a new member of the AARP.

Pace is relative Bob, and now that things are slowing down for you, perhaps you should step softly so as not to bring on a worsening condition. Hopefully, if your memory still serves you, there are support groups and services within your former medical community which could help you along the way.

As I recall, Bil and I were invited to participate by Mike Domaille and Jim Aamodt. Your Bobby-come-lately attitude — yes, there is a pun intended here — must have made you feel left out, not being invited formally to compete. I know you want to play with the big kids in the big boats, but Bobby, you are out of your class. Your mother would be disappointed to see your early etiquette training slipping away.

It is unfortunate that it takes you 5 or 6 boat lengths before you realize that a fly-by has begun. Perhaps a loud-sounding cannon or a cattle prod could awaken you from your slumber. A personal assistant (please don't be ashamed) could show you which direction to go and where the accelerator is.

Bob, referring to your ancient history, it was really only last August that this happened, but I can see now that dementia has fully set in. If you eyesight is still in order, may I remind you there is a video tape showing the finish clearly with the Gerry-Lo leading the pack. My philosophy is: "Why waste the gas if half throttle will do?" Bob, if you are this embarrassed at losing at half-throttle, it will be devastating to lose at full throttle. I hope you will consult with your therapist so that you may be emotionally and psychologically prepared for this challenge that you issue.

Our membership can certainly read between the lines. We know that the excuses you project are truly yours. I think there is an opportunity for you to put up the mirror and look inwardly. Well, as they say, if the shoe fits..... It's not too late to explore personal growth within yourself.

As I can only speak for how you have assaulted my dignity (Bil is vacationing someplace warm), I would be more than happy to accept your challenge to a duel next spring. Most of the time in these cases, you race what you bring. I think Bobby, it would be more appropriate that we set up a class of boats from 18-22 feet. That would be more to your class of inboard that you run. I am happy to challenge you to a boat in your class, so bring whatever boat, as I will, and we'll clear the air once and for all. If you are able to win

against me, (can you spell FAT CHANCE?) perhaps Bil may grant you a rematch.

Racing your boat from Excelsior to Wayzata and back will unfortunately be the end of your boat as you know it. Is 10 miles long enough to get her up to speed? I will be able to refer you to an excellent restoration company to replace most of your broken frames and popped planks.

In the meantime, have a Geritol, pay attention to the Bingo numbers, and get plenty of rest. Enjoy the best of your worsening condition. We're all praying for you, Bob!
Yours nautically,
F. Todd Warner

.....



First, my compliments on the 1998 Rendezvous. Though inconvenient to drive to (in comparison to Minnetonka) it was a success and as always gets me excited to start my project.

I need help! Enclosed are pictures of my boat. I purchased it a few years ago and have yet to locate its origin. I even contacted Bob Speltz in the past and he was "stumped." Can you assist me in references or in identification of my boat's origin? Before I begin restoration, I'd like to know original color, etc.

I have been told that it was on Lake Minnetonka and perhaps tied to the Water Patrol there. The outboard is a Merc and is also in my possession. Again — help — and thanks in advance for the help.

Randy Lewis 612-755-0790
11407 Flintwood St NW ~ Coon Rapids, MN 55448

Editor's Note: Pictures of Randy's boat are on page 23. If anyone can help him in any way, please give him a call.

.....



From a good friend now living in California....

"Doesn't sound like it is possible, but perhaps with enough beer....."

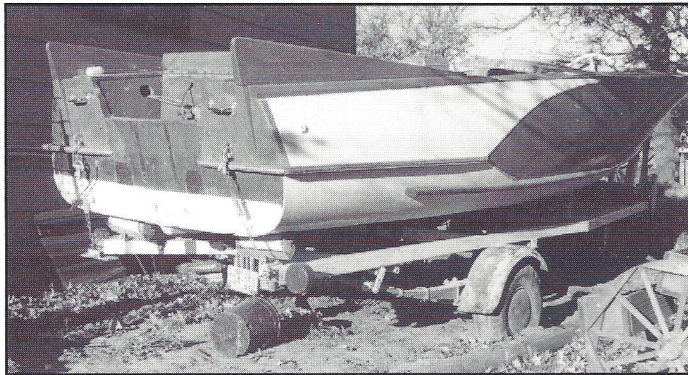
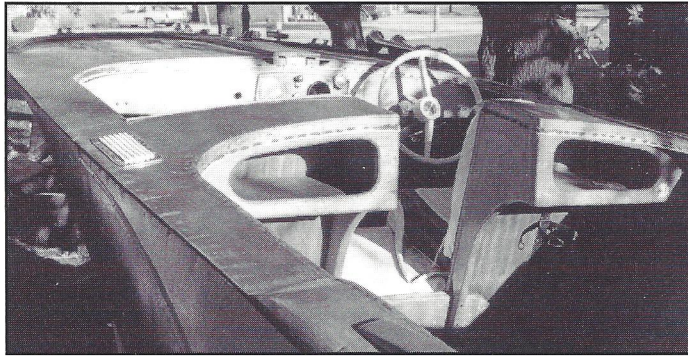
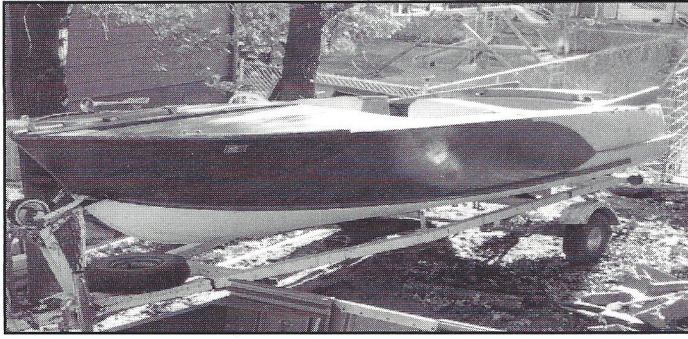
Earlier this summer, down on Lake Isabella located in the high desert, an hour east of Bakersfield, a fellow new to boating was having a problem. No matter how hard he tried, he just couldn't get his brand new 22 ft. Bayliner to perform. It wouldn't get on a plane at all and was very sluggish in almost every maneuver, no matter how much power he supplied.

After about an hour of trying to make it go, he putted over to a nearby marina. Maybe they could tell him what was wrong. A thorough topside check revealed everything was in perfect working order. The engine ran fine, the outdrive went up and down, the prop was the correct size and pitch. So, one of the marina guys jumped in the water to check underneath. He came up choking on water, he was laughing so hard. Under the boat, still strapped securely in place, was the trailer.

A true story.



Three angles of Randy Lewis' "mystery boat." Can you help him with any information about its origin?



WIDE WIDE WORLD OF WOOD

(EVENTS IN OTHER AREAS)

JULY 16/17 CLEAR LAKE, IA

4th Annual Antique & Class Boat Rendezvous, City Beach on Clear Lake. Picnic in the park for participants on Friday evening followed by a guided tour of the lake. Non-judged boat show on Saturday both in the water and on land. Centurys to be featured this year, but all boats are welcome. Clear Lake Chapter ACBS, Contact Thomas Smidt 515-823-4310.

JULY 17 CLAYTON, NY

Small Craft Festival at Antique Boat Museum
Contact: Charlotte Yehle, 315-686-4104

JULY 23 - 25 MINOCQUA, WI

8th Annual Minocqua Antique & Classic Boat & (Woody) Car Show

A Benefit Show for National Multiple Sclerosis Society sponsored by Minocqua Chamber of Commerce. Contact: Gordon Moore 727-448-0813 (Clearwater, FL thru April) 715-356-4218 (Minocqua, WI from May - July)

Gordon is asking for any help from fellow BSLOL-ers. If you plan on attending (or participating in) the show, they can use your help. Give Gordan a call.TT

AUGUST 5 - 8 CLAYTON, NY

35th Annual Antique Boat Show

Contact: Charlotte Yehle, 315-686-4104



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REED BLOCKS

By Chuck Petersen

A few years ago I was sitting in my shop chamfering the ports on a 4 cylinder Merc when a friend stopped by. Her question: "what are you doing to that main gut piece?" Well, it's true! One of the inner "guts" that some outboarders have never seen are the reed blocks and reeds that make up a key element in the fuel transfer system. While the carburetors mix the fuel/air charge, this mixture must be pulled through a set of reeds or flaps to enter the crankcase on its way to the combustion chamber at the top of each cylinder. The reed valves control the amount of air and fuel allowed into each cylinder for proper combustion. Each cylinder has its own set. The reeds are attached to a block or shell that sits directly behind the carbs in the crankcase. One end of each reed is held down by a bolt and maximum opening is limited by an arm or reed stop extending an angle toward the open or free end. As each piston moves up on a compression stroke, the vacuum created draws in a fresh charge of fuel and air through the reeds. During combustion the reverse pressure

caused by the piston moving downward holds the reed valve closed until the cycle repeats.

On the older Merc (pre 1960) models I work on the blocks are machined bronze castings with fairly small openings for the reeds used. Newer models went to aluminum castings, probably for budgetary reasons. The opening sizes were increased as well. This presents a problem as the reeds tend to chip away over time, leading to piston and/or bore damage. Competition motors today use fiberglass or plastic reeds. These break over time but don't hurt the motor when they do. Some tips on assembly: 1) Be sure reeds sit flat on openings before and after tightening. 2) Carefully line up stops over the center of each reed. 3) Be sure reeds are lined up straight and cover the opening completely. 4) Be sure openings in block are smooth and free of burs. 5) Apply LocTite to all screws and mounting bolts.

How can you tell if reeds are worn or chipped? Poor idle quality, lack of power and rpm loss are key indicators.

Today, reed blocks are more sophisticated versions of an old idea. Reed technology has improved by using better materials and two stage or overlap designs. Boyesen Engineering in Pennsylvania has built a business around supplying specialty reeds.

In closing let me say that one thing I have learned from builders of race engines is that no small detail can be overlooked. I have seen more time and patience used on setting up a good set of reed cages than might meet the eye of the casual observer. Hello to my friends at BSLOL. Hope the snow melts soon!!



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**HAVE YOU EVER ATTENDED
AN ACBS NATIONAL MEETING?**

by Peggy Merjianian

I haven't. Well, this year I'm going to! It's something I've been wanting to do for a long time and now, I have a golden opportunity that's too good to pass up.

Our chapter will be hosting the 1999 annual meeting this September, and it's right here in Red Wing Minnesota. What's more, it'll be at Treasure Island Resort and Casino. Last year's Rendezvous was the first time I'd been to Treasure Island and I had a great time. I plan to repeat that experience again at this year's Rendezvous -- and then once more at the ACBS National Meeting.

What are you doing from Thursday, September 23rd to Sunday, the 26th? Why not make your plans to go to Red Wing and join the fun? I know it's got to be fun, because Jeff and Nancy Stebbins are "running the show" and we all know their reputation for putting on a terrific event!

Rooms are reserved for us at both Treasure Island Resort and the historic St. James Hotel just 10 minutes away. The numbers to call are:

Treasure Island 1-800-222-7077

St. James Hotel 1-800-252-1875

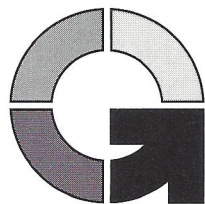
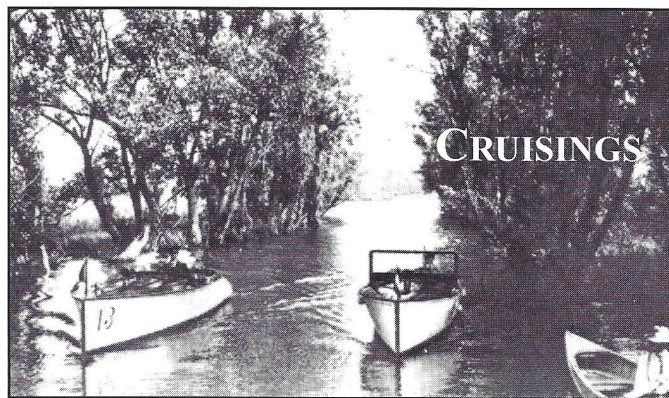
Be sure to mention ACBS Annual Meeting to receive the best rates. You can get additional information and a registration packet by calling the BSLOL Hotline toll free at

1-877-636-3111 outside the metro area,
or 612-934-9522 locally.



Continuing what has become a tradition at these annual meetings, it'll all begin on the Sunday before (the 18th) with a grand cruise beginning in Dubuque, Iowa. The convoy of wood will make its way up the Mississippi through some of the most picturesque areas along the famous river. Stops for lunch, dinner and lodging are all arranged; all you have to do is cruise and enjoy! The cruise continues up the St. Croix River, another spectacular travel route which is listed in the top five National Scenic Rivers in the United States. The final destination is Stillwater, MN on the 23rd which, by the way, is a marvelous historic area with unique shops and restaurants.

Space is definitely limited and I know there are very few spots left, so you better give Jeff or Nancy a call immediately at 612-474-2954 or Email jstebbins@cunningham.com.



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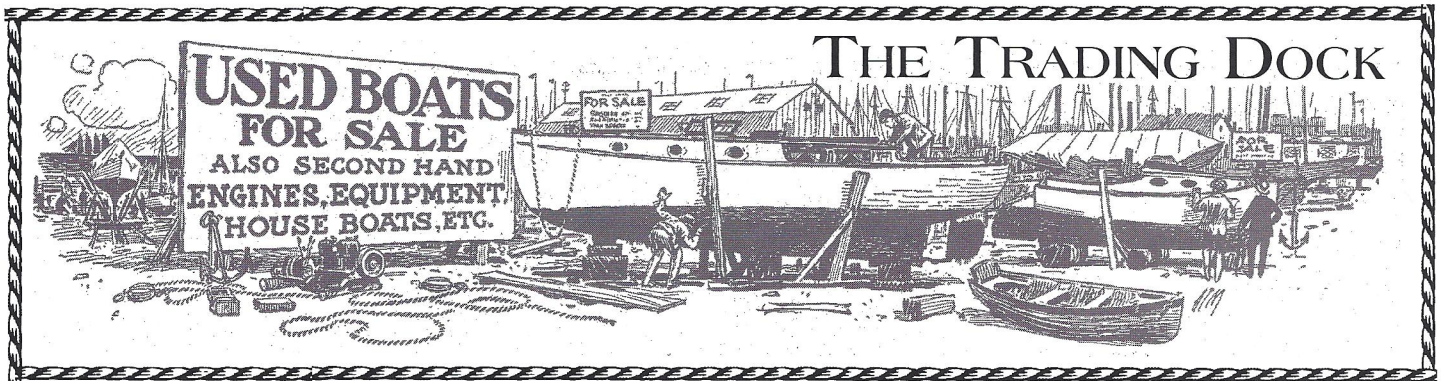
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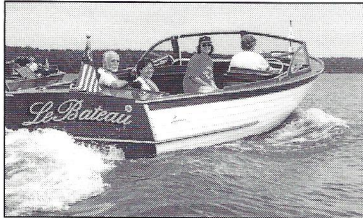
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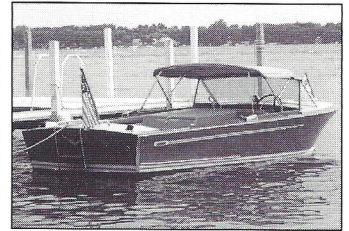
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1946 CHRIS CRAFT 16' ~ good winter project - cheap. Also have a few mahogany inboards and wood canoes. Call Denis @ 218-246-8868. (M0698)

1968 CENTURY RESORTER 17'6" All original finish, interior and decks with factory folding top/side curtains. 318 Chrysler with 385 hours. Most chrome re-done in '97. Best of Class last two BSLOL Minnetonka Rendezvous. A tight, correct boat. \$14,000 Call 612-926-5947. (M0698)



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)

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 \$11,000. Call 651-642-4355 (M0898)

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

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)

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

1949 LARSON 19' OUTBOARD UTILITY Solid bottom, sides & deck. Needs transom work, strip & varnish. Comes with 2 axle trailer, windshield, steering wheel & controls. \$1900. Denny Smith 218-246-8868 Boat is @ Tom Juul's in Alexandria. (M0299)

WANTED: 1940 THRU 1942 CENTURY WIRLWIND single cockpit outboard, any condition. Steve Benjaminson, ph:715-394-4481, Fax: 715-394-3288. (M0299)

1954 SHEPHERD 24' CLASSIC with hardtop. Hull #3, 331 Chrysler Hemi, V-Drive, Honduras mahogany with cradle and spare parts - \$18,000. Will consider classic auto part trade. 612-471-7081 (M0299)



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1957 CADILLAC 14' Molded plywood hull, mahogany deck, fully restored. '57 Evinrude Lark II, electric start, 35hp. Matching pair on trailer. Great performer. \$3200 o.b.o. James Svoboda 630-906-9025 41 S. Juniper, No Aurora, IL 60542 (NM0299)



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(\$5 fee if a picture is desired.)*

<http://WWW.WORLDWIDE.ORG>
WOODEN WONDERS ON THE WORLD WIDE WEB
 by Steve Merjanian

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

MUSEUMS & NONPROFIT ORGANIZATIONS

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

MARQUE ORGANIZATIONS

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

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

1999 BOATHOUSE COMMERCIAL AD RATES

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

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

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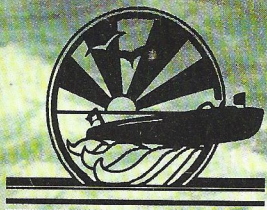
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