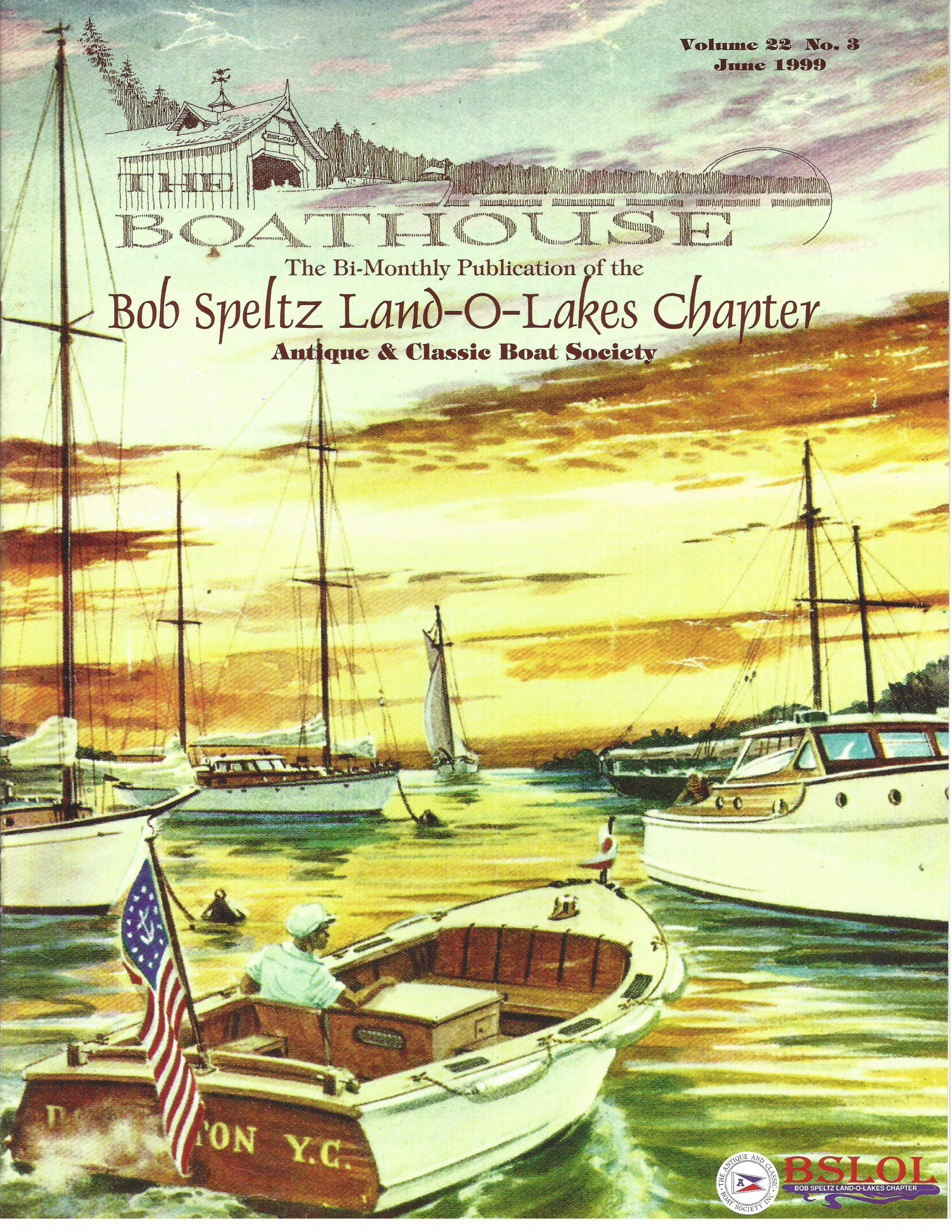


Volume 22 No. 3
June 1999



BOATHOUSE

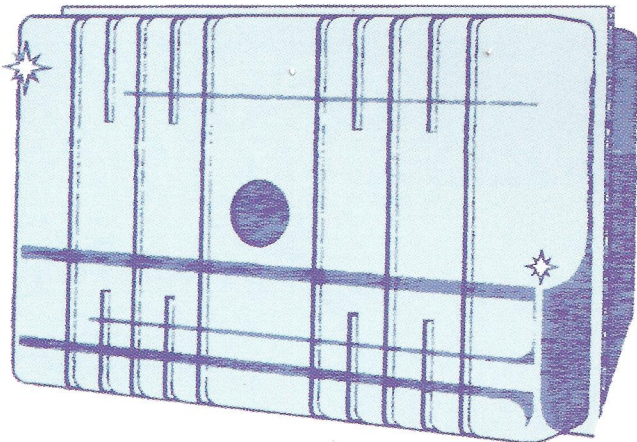
The Bi-Monthly Publication of the
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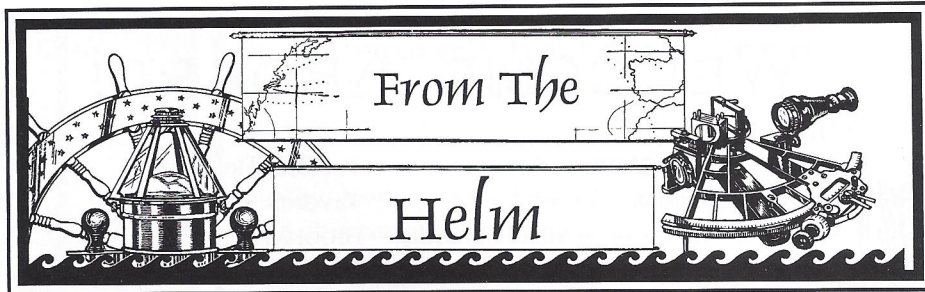
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The spring activities are over and the great Minnesota summer is here! I hope you had a chance to attend one or all the events. In May, I made it to the Mikkelson Museum, but missed the Lafayette outing. The museum tour was great, and from what I heard, you all had a ball at the grand old Lafayette Club! For those of you who missed these events, there is much more to come! Our Club Cruise Nights are June 23rd, July 21st, and August 18th. The Rendezvous is August 7th & 8th, James J. Hill Days September 11th & 12th, and Fall Colors Sunday October 10th. You have no excuse for not catching at least one of these gatherings. Come out and meet your fellow members and have some fun!

Last month, I traveled to the Blue Ridge Chapter in Jonesboro, Georgia for the ACBS quarterly meeting — my first such outing since elected. The food was great, the people were terrific, and the atmosphere charming, to say the least! Co-presidents Shirley Brown and Susan Wilson were the epitome of southern hospitality. The Blue Ridge Chapter is hard-working and dedicated to the mission of ACBS! They were terrific hosts! I also met some great people from chapters in California, Washington, Texas, Florida, New York, Michigan, and Canada - just to name a few!

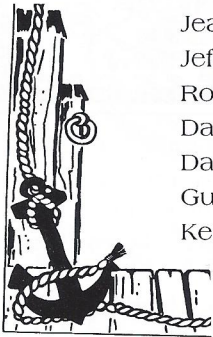
It's quite an experience to visit another chapter. You gain many different perspectives as to how they run their organizations and I found myself taking mental notes all the time. The meetings provided a very valuable insight for me! The President's Round table and the International Board of Directors meeting are very educational (especially for a rookie president), quite intriguing and in depth. The camaraderie, cooperation, and warmth is overwhelming. You very soon realize that everyone is on the same mission and that common bond draws you together very quickly! I will miss the next quarterly meeting in Clayton, New York because of our Rendezvous, but look forward with great anticipation to the annual meeting in Red Wing! It will be on home turf, with many more chapters participating. It should be one awesome event for a great cause! I hope you all can attend!

The Board of Directors and the Rendezvous Committee are in full swing now trying to tie up all the loose ends for our 24th Rendezvous. We're off to an early start and I hear the committee is making great gains in accomplishing some of the tasks we just didn't have time for last year. There are 150 rooms reserved for our chapter and we have all 137 slips, if needed. The first registration packets will be in the mail this month. If you haven't been to Treasure Island Resort and Casino, you must try and come down. The marina and facilities are great, the food is wonderful, and your chapter is going all out this year to make it, as always, the best Rendezvous ever! If you can't make it for the entire weekend, catch the show Saturday afternoon! From the Twin Cities and surrounding area the round trip can be made easily in a day. Be sure to register for the dinner Saturday night....we know how to have fun!

Spring is gone, Summer is here! Enjoy your boat, take it out for a spin! After all, isn't that what you have been waiting for all winter long! Lets go boating!

Greg

WELCOME ABOARD!



| | |
|-------------------------------|-----------------|
| Paul & Sharon Bloomquist | Vadnais Heights |
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| Kent & Ruth Warden | Mound |

On Our Cover

This month we feature the poster for our 24th Antique and Classic Boat Rendezvous in August. It's always a challenge to come up with a unique cover for each BoatHouse; we try to assure it reflects what we're about. Often it's a matter of selecting from the hundreds of photos taken by members — and we have a great field to choose from with a never-ending supply. The other element of decision is research, which means poring through countless vintage magazines, private collections, company literature — basically, whatever is accessible to us.

This year's Rendezvous poster (and this month's cover) was an instant decision! In searching through Todd Warner's massive collection of books and magazines, it was the first one we saw. There was no doubt in anyone's mind. Our thanks to Todd for allowing access to his treasured library. It's an invaluable resource!

WATCH FOR A NEW FEATURE IN THE BOATHOUSE

Beginning in August, 1999, every issue of The BoatHouse will contain facts, excerpts, quotes, or some aspect of Bob Speltz's life and his passion for the preservation and use of wood boats.

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The BoatHouse Acknowledges

the following members for
 their contribution to this
 month's issue:

- Greg Benson
- Dave Doner
- Randy Havel
- Sherwood Heggen
- Steve Merjanian
- Paul Mikkelson
- "Dr. Motorhead"
- Chuck Petersen
- Andreas Jordahl Rhude
- Lee Wangstad

Classic Glass



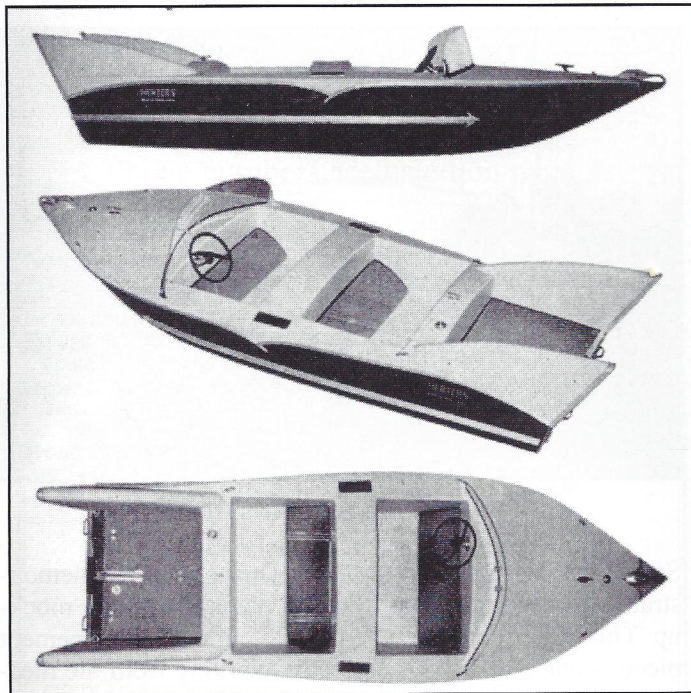
THE BOATS OF GEORGE L. HERTER

By Lee Wangstad

No two people buy a boat for the same reason. It just doesn't happen. For every boat and every owner, there comes a different rationale for the purchase. And how the buy came about in the first place might just have as much to do with happenstance as with any educated or methodical plan.

When it comes to the boats built by George Herter, the decision to buy is usually an emotional one. One look at these boats and you either casually stroll away with a smirk on your face, shaking your head in disbelief, or else you walk away with a smile on your face, knowing that you're going to buy this thing just because you know it's going to be the coolest thing out there on the lake. If you have any control over your life at all, you find comfort in knowing that now is not the time to exercise it.

During the mid-fifties, when all of America was clamoring for a recreational outlet, George L. Herter produced a catalog for the outdoorsman that was second to none. No mat-

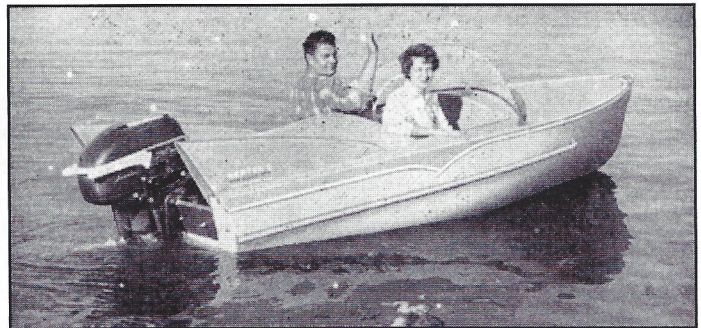


1957 Duofoil Flying Fish Deluxe Model, 15'7"

ter what outdoor activity you were interested in, Herter's, Inc. had you covered. From hunting to fishing to camping to boating, George offered it all.

And he offered it all UNCONDITIONALLY GUARANTEED! Unconditionally guaranteed to be of the highest quality, lowest prices, best workmanship, and on and on. And this unconditional guarantee came complete with a money back offer if not fully satisfied.

"He first made the connection with fiberglass as a material for making duck decoys in the early 50's," remarks his son, Lance Herter. "He was always looking for new developments to improve his products." His first chrome fiberglass boats were duck boats and fishing boats which fit neatly into his sporting goods line. But as America became enamored with the idea of recreational boating, he expanded into the runabout market. He claimed in his catalog that he wasn't in the boat building business to show a profit, but to keep his employees busy during the off season, so only a limited number of boats would be built each year. Whether he was serious or not, he definitely was selling boats!



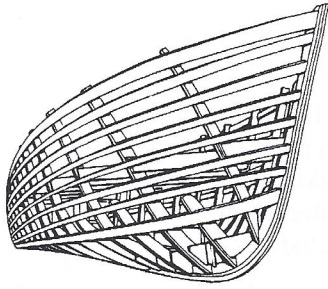
1957 Eldorado Rocket, 13'4"

His first hot runabout, the Chrome Fiberglass Duofoil World Famous Deluxe Flying Fish, was introduced in 1956 and sported large (to say the least) cast aluminum fins bolted onto the rear deck of the boat. In 1957 the fins were fiberglass, molded integrally with the deck, and actually more pronounced than the previous year. By 1959 the fins had become much more streamlined, but compared to the rest of the market, they were still radical.

In addition to the Deluxe Flying Fish, Herter's also produced a Standard Model Flying Fish, and a Mark III runabout. Perhaps the most elusive boat to collectors today has been the Herter's El Dorado Rocket Chrome Fiberglass Runabout which appeared in 1957. This boat was "Guaranteed the fastest 13-1/2' runabout made in the world." It was made with a single seat that was claimed to be wide enough to hold three large people. Able to handle engines up to 75hp, this one definitely could fly.

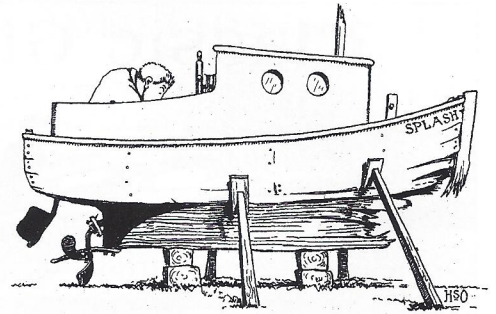
What really placed Herter's in a market of their own was the fact that it was basically a mail order package. You would order your boat through the mail or by telegraph and Herter's would ship it out to you, either by truck or rail. Of course, you could always pick it up at the factory on one of their custom trailers. Herter's had a number of plants scat-

Classic Glass - continued on page 7



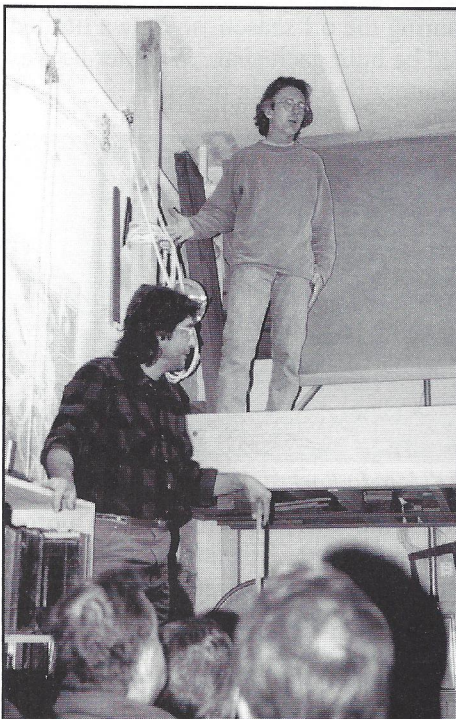
WINTER WORKSHOP SERIES REPORT

by Adreas Jordahl Rhude



BOATS AND A FIRE HOUSE

The final educational workshop for the 98/99 non-boat- ing season had BSLOL members and guests heading to a firehouse. Not a run-of-the-mill firehouse, but one which holds the home and restoration workshop of Mark Sauer. Sauer operates St. Paul Shipwrights, a restoration workshop,



A "chalk talk" by Mark Sauer showed spiling technique with Duncan Smith.

located in an old, historic fire station, St. Paul Fire Station number 21. Before being able to utilize the space, he restored the building using the ground floor as his workshop, and the second level as living quarters. Held on the eleventh of April, this was the last workshop for the year.

Not only is the space in which Sauer works worth seeing, his workshop is the envy of any woodworker! Boys and their tools!! It was a great

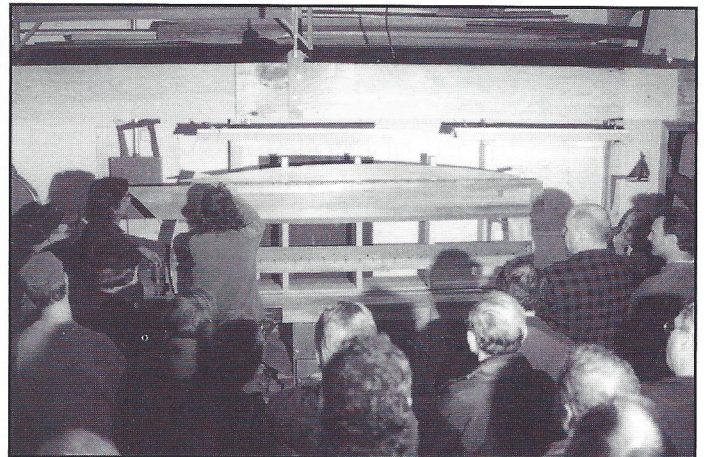
experience to roam through the large, open hall and look at and touch the tools, machinery, wooden components, and the boat under restoration.

The topic of the day was "spiling." Spiling is a method for making an exact pattern of a component that needs

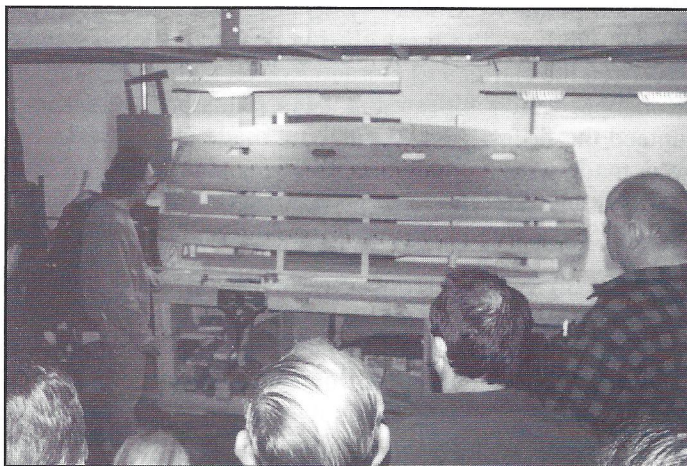


1957 Christ Craft 28' semi-enclosed cruiser.

replacement. It is an invaluable process used by professionals and amateurs to get an exact fit when replacing a plank or other part of the boat's construction. It can be used for both smooth-hulled boats as well as lapstrake hulls.



Another view of the spiling process.



Mark spiles a plank into an ersatz Shepard 28' transom.

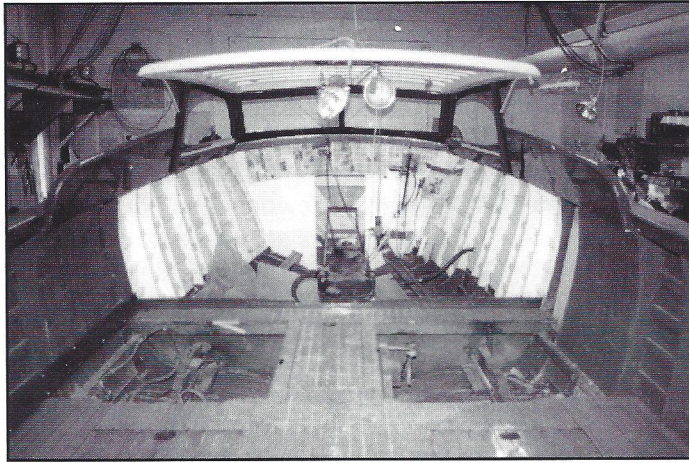
Sauer and his ardent co-worker, Duncan Smith, demonstrated how to make a pattern of a plank from their mock-up. This pattern can then be used to cut out a replacement piece -- one that will fit perfectly. Working from the mez-

Winter Workshops - Continued on page 7

Winter Workshops - continued from page 6

zanine above the crowd, they gave a comprehensive presentation. Plenty of audience questions were readily answered.

Ample time was allowed for everyone to get reacquainted or for new participants to get to know each other. Drinks and a fantastic buffet lunch were served too. Thanks to Renee and Bob Clark for organizing this and the other educational workshops and for getting the food and drinks together. Thanks as well to Mark Sauer and Duncan Smith for hosting us and for sharing their expertise with a group of boat-crazed folk!



1957 Chris Craft 28' semi-enclosed cruiser nearing completion of restoration

If you have ideas or suggestions for next year's educational series, please let one of the Board members know of your wishes. Your input is important.

Phone numbers are listed on page 3.

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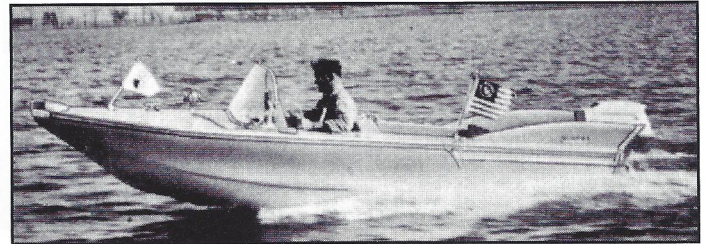
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Classic Glass - continued from page 5

tered around the country, but most of the boat production took place at their plant in Waseca, Minnesota.

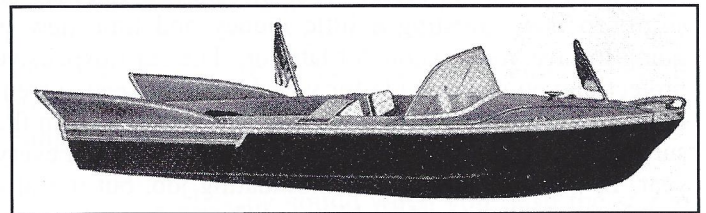
Herter's produced all of the unusual custom aluminum castings used on the boats. From the grab handles on either side of the front seat walk-through to the unique bow piece, all were made in-house. "He (George) was a



1960 Duofoil standard model Flying Fish, 15'

great believer in making everything in his own plants," says Lance Herter. "It was far less expensive to buy raw materials than to buy product. That way you could produce just what was needed. You had real control over inventories."

By the early sixties Herter's realized that their real market was in sporting goods and concentrated on the more utilitarian rowboats and duck boats. But George Herter's experimenting with fiberglass was far from over. "He just



1960 Mark III Runabout 14'

had so many ideas for uses of fiberglass. He even covered an airplane with fiberglass. He never stopped thinking of new uses for the material," says Lance Herter. "He had a unique ability to see the future potential in so many things, boats were just one of them."



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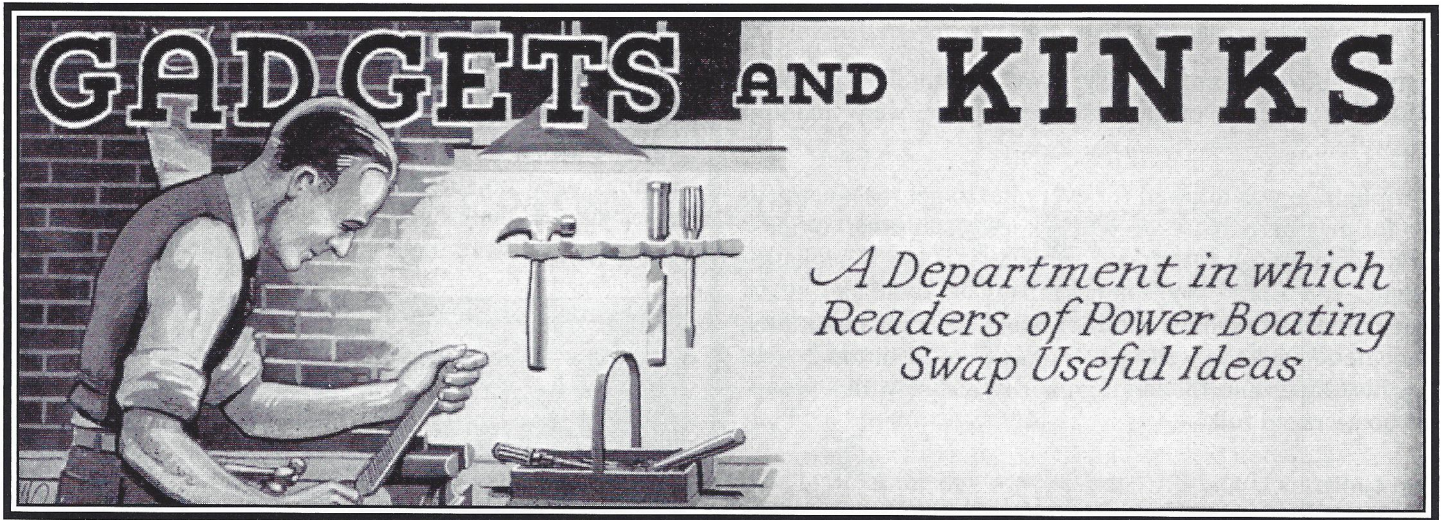
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A LESSON IN VARNISHING
or
Ain't she pretty? I did it myself!
By Sherwood Heggen

Did you notice last fall as you were putting your boat into storage that the varnish is starting to look a little hazy. Are you behind on the varnish schedule because of what it costs to have someone do it for you. Are you aware of what happens to boats that aren't properly varnished and maintained? Unfortunately, they begin to deteriorate - you know - rot. It's time to consider maintenance, or let's call it a mini-restoration project to protect your investment. You may be surprised how investing a little money and time now is going to save you a whole lot later on. The least expensive protection you can provide for your boat is to keep current on the varnish. If the boat is kept in the water and is in the sun frequently, consider at least two coats of varnish every year. To some, it may be an intimidating job, but it really isn't beyond most peoples abilities. The equipment is very basic and the expense in someone else doing it is mostly time. Read through this and then take inventory of your skills. You might want to give it a try.

Along the way of getting to the varnishing, you may find some other important tasks to do on the boat first. No amount of varnish is going to protect a boat from rot if there are areas where water can easily enter but have a hard time getting out. The two notorious areas for this are deck seams where the caulking has cracked or come out and butt joints on the deck and side of the hull. Those areas might need attention along the way.

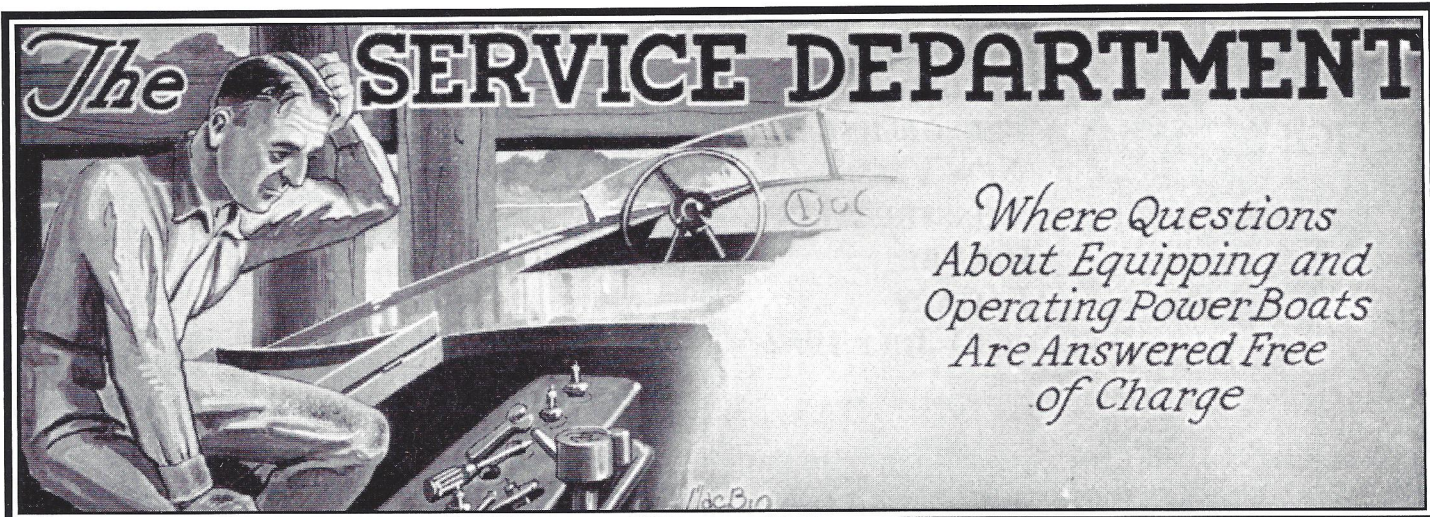
Let's get started. You have your boat in a protected area and off the trailer. You should be able to walk around it comfortably and there should be good lighting. You are itching to get going. But proceed methodically and the job will go easier. Start by removing all of the hardware. Don't tape around it to varnish! When you take off the hardware, place all of the screws, nuts, bolts, or washers for each piece of hardware in a small plastic sandwich bag. Put a piece of paper in each bag on which you have written what they are for, i.e., bow light, port forward vent, etc. Tape the bag and

its contents to the piece of hardware to which it belongs. This might be a good time to replace any mis-matched or worn screws or bolts. Place all of the hardware in a box and set it aside. Also, take note of which screws had lost their hold in the wood by placing a piece of masking tape at that hole or holes when found.

Fixing these worn screw holes is fairly simple. Prepare a small batch of epoxy and mix some micro balloons into it to thicken it slightly. Using a toothpick, insert the thickened epoxy into the screw hole. Fill the hole and wipe off the excess with lacquer thinner. If the screw hole is on a vertical surface, tape over the hole to keep the epoxy from running out. When you re-install the hardware, the hole must be re-drilled.

Next, take notice of any areas which are suspect for rot - again, deck seams and butt joints. If the caulking has broken away from the wood on a seam and has been that way for more than a season, rot may have begun. Remove as much caulking as possible and check the wood for soundness with a "T" pin or pointed X-Acto blade by pushing it into the wood. If the pointed object penetrates easily, rot has begun. It is important to determine how far the rot has gone. How deep can the pointed object be pushed? Let's say for this time, that there is just a hint of softness. It is time to get out the penetrating epoxy. Clean out the area where the rot exists by removing any soft wood. Soak the wood with the penetrating epoxy until it is saturated. An alternate to the penetrating epoxy is regular epoxy. Apply the epoxy on the infected area and heat it with a heat gun. It will become thinned by the heat and soak into the wood more deeply. It is not as effective as penetrating epoxy, but will get you by until there is time and money to do major wood replacement. To seal up the seam or joint, use mahogany color 3M 5200 or Sika Flex caulking. Thin it with a little naphtha to make it a little easier to work with. Clean up any excess with naphtha. Let the caulking cure for a few days before you put varnish over it.

If you are comfortable that there are no other problem areas, it is time to start preparing for the varnish. Start by



Dear Dr. Motorhead,

Well, it's that time again, doctor. Spring is here and it's time for me to take 'old woody' out of the barn and get her ready for another glorious summer on our beautiful lakes. I shook the cobwebs from her bilge, connected the battery to see what turns. Guess what? Nothing turns! Everything went well when I put her away last fall. How can something break when it's not in use? I have a brand new battery, so I know I have the juice, but I tell you, she just won't turn over. Whatever could be wrong? The rain has stopped and I want to go for a boat ride - LIKE NOW DUDE!!

Hey Dude, Like, don't despair. You know, I mean like really, chill out and get real. My old granddaddy used to say, the worst abuse is no use. Winter storage is cold, damp, and dark - three great components for corrosion and pesky mice. So what could be wrong? A bad starter, starter solenoid, battery cables, ignition switch or bad ignition wire. Here's how it all works.

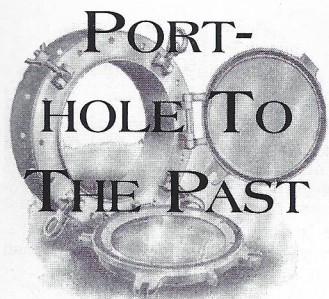
When you turn your key (a switch), you send power to your ignition coil and distributor. When you push your starter button, you send power to your starter solenoid. The solenoid is another switch. The solenoid connects the positive battery cable to the starter, which is an electric motor. Remember from previous articles, your starter requires a tremendous amount of current. To deliver this large amount of current, you need a really big wire. Your battery cable is that really big wire. Current running through big and little wires is like water flowing through a garden hose. Compared to a fire hose, the fire hose can handle and deliver much more water than a garden hose. Or, in the case of wire, the bigger wire can handle more current than the smaller one. To save money and the nuisance of having big battery cables running up to your dash board and back, and giant starter buttons, we have solenoids. The solenoid is a switch that, when given power by the starter button, closes

and makes the electrical connection between the battery to the starter. Now that you know how it all works, let's figure out what's broken.

First of all, your ignition switch and starter button are almost bullet proof, therefore they are the last thing to examine. Make sure all the battery connections are good, clean, and your battery is well charged. To clean your cables and connections, you must take the cables off the battery and the engine. Clean them well - both ends, not just the battery side of the cables. Use sand paper, a wire brush, and a battery terminal cleaner. Make sure you clean the battery terminals and the areas where the cables connect to the engine. Re-secure everything nice and tight. If you are lucky, you should have cured the problem. If you have the luck of Bob Clark, then something else is broken. Time to check the solenoid.

If you hear a clicking sound when you push the starter button, the solenoid is working properly. If you don't hear the clicking, you need to verify if the solenoid or its connections are bad. Make yourself a small jumper wire. By the way, you should have one of these jumper wires in your tool box at all times. A jumper is a small piece of electrical wire about 18 gauge with an alligator clip on both ends. Connect one end of the jumper to the positive terminal of the solenoid (the big one connected to the battery) and the other end of the jumper to the very small terminal on the solenoid (usually on the top.) If you hear a click, or the engine turns over, the problem is a bad starter button or the wire connecting the two. Because starter buttons are almost bullet proof, it is usually a bad wire. Do some checking; you will most likely find a break or a spot where a mouse has been chewing all winter. If you hear clicking and the starter does not turn, its time for a new starter. The clicking indicates the solenoid is working and power is going to the starter. If power is going to the starter, and the starter doesn't turn, it's bad.

Dr. Motorhead- continued on page 16



**PRIVATE SHIP BUILDERS
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AS OF 01 JULY 1952

Compiled by Andreas Jordahl Rhude

Names such as Chris Craft, Hacker, Roamer, Higgins, Lyman, Elco, and Thompson are familiar to most boating enthusiasts as makers of pleasure craft. However, during times of national conflict and perceived national threat, many pleasure-boat manufacturers patriotically switched gears and made boats for the military. Thompson Brothers made boats and paddles for the Navy during both World Wars. During World War II, a builder on the Minnesota River, south of Minneapolis, made barges for the Navy. Larson Boats of Little Falls, Minnesota also made craft for military use during WWII.

Following is a partial listing of boat yards that were making vessels for the military in 1952. It is interesting to note that the supposed "commercial" yards were also contracting to make boats and ships for the US Navy, Army, Marine Corps, and Air Force. Remember that this was during the Korean War era.

A complete listing was published by *The Boating Industry*, a trade paper located at St. Joseph, Michigan as a service to the trade in cooperation with the Bureau of Ships, US Navy. The list identifies the builder, the branch of the military it was built for and the type of vessel.

☞ **CHRIS CRAFT CORPORATION**, Algonac, MI

US Navy - 50'-55' ARB, 105' Harbor Picket Boats
 US Army - Between 1942 - 1945, 12,000 craft e.g. 22' Aircraft Crash Boats; 30' Target Boats; 42' Aircraft Rescue Cruisers, 725 30' LCPR's (Landing Craft Personnel Ramp), 400 LCV's (Landing Craft Vehicle)

☞ **HENRY C. GREBE & Co.**, Chicago, IL

US Navy - 165 foot Auxiliary Mine Sweeper

☞ **HACKER BOAT Co.**, Mt. Clemens, MI

US Navy - 45' Picket Boats
 US Army - 40+' crash boat, 20' sedan utility, target boats

☞ **HIGGINS, INC.**, New Orleans, LA

US Navy - over 25,000 craft : AM & 36' LCPL (landing craft), PT (patrol torpedo), 54' MTB (motor torpedo boat)

US Army - 70' Landing Craft LCM, 65' passenger cargo boats, 100' harbor tug, & 120' refrigerated cargo barge

☞ **HODGDON BROS.**, GOUDY & STEVENS, Boothbay, ME

US Navy - 165 foot Auxiliary Mine Sweeper

☞ **KARGARD BOAT & ENGINE Co.**, Marinette, WI

US Army - 81' deck cargo barge

☞ **LAKE TAHOE MARINE & SUPPLY**, Lake Tahoe, CA

US Navy - 35' utility boats
 US Air Force - 33' utility boats

☞ **MATTHEWS Co.** - Port Clinton, OH

US Navy - 40' utility boats

☞ **OWENS YACHT COMPANY, INC.**, Baltimore, MD

US Navy - MSB

☞ **ROAMER BOAT COMPANY**, Holland, MI

US Army - 45' steel harbor tug

☞ **STAN-CRAFT BOAT Co.**, Somer, Montana

US Navy - 17' line handling boats

☞ **CENTURY BOAT Co.**

US Navy - 35,000 assault Boats 1941-1947

☞ **THOMPSON BROS. BOAT MFG Co.**, Peshtigo, WI

US Navy - 16' skiffs

☞ **JOHN TRUMPY & SON, INC.**, Annapolis, MD

US Navy - 57' Mine Sweeping Boat & 50' utility

☞ **VENTNOR MARINE**, West Atlantic City, NJ

US Navy 50' utility boats, 110' sub chaser
 US Army - 83' & 104' aircraft rescue craft

Porthole to the Past - continued on page 11

Porthole to the Past - continued from page 10

GAR WOOD

US Navy - 24' plane personnel boat
 US Army - assault & landing craft, tow boat, crash boat utility

LYMAN BOAT WORKS

US Army Air Force - 33' plane rearming boats, 24' plane personnel boats, 17' live handling boats, 8' sailing dingies, M-2 assault vessels

CORRECT CRAFT

Plywood pontoon boats for bridges

ELCO

(10) 70' PT boats, (28) 77' PT boats, (377) 80' PT boats

**Meanings of abbreviations for many of the listed vessels are unknown. There are more than 80 types of acronyms.*

ALEXANDRIA BOAT WORKS EXPANDING FACILITIES

According to the November 1952 issue of *The Boating Industry* magazine, Alexandria Boat Works of Alexandria, Minnesota had just completed a building addition to its factory. The new 8,000 square foot expansion was built two and a half miles east of Alexandria on the north side of highway 52. Formed in 1885, the company built boats that were shipped to all parts of North America. At the time of the expansion, Jack Morvold was eldest of the three brothers that ran the company.

TOMAHAWK BOAT NAMES MANAGER

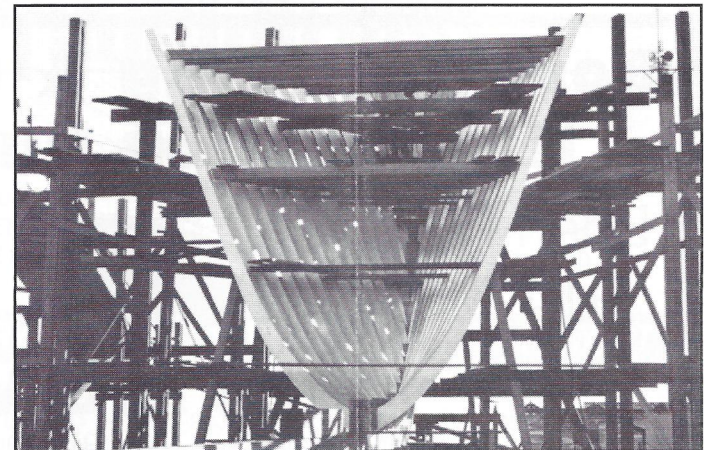
Tomahawk Boat Manufacturing Company of Tomahawk, Wisconsin named Lloyd G. Mitchell its assistant manager according to the November 1952 issue of *The Boating Industry*. Mitchell took over the duties of F.P. Winter. Winter would devote his full efforts to future development and general management of the boat building enterprise.



Mine sweeper built by Peterson Builders, Inc. Sturgeon Bay, Wisconsin

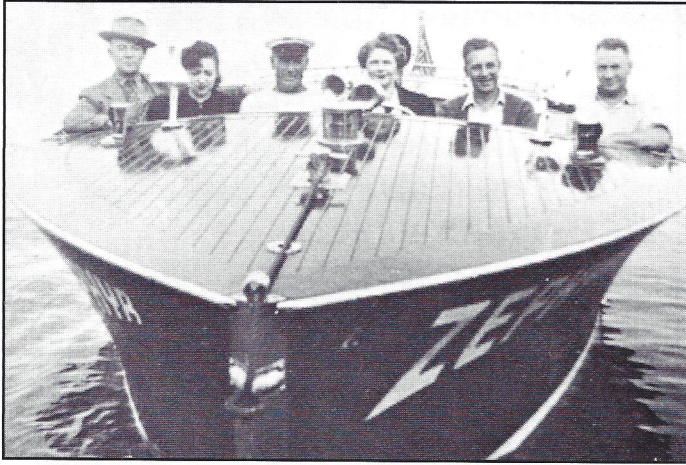


Launching ceremony of USS Conflict in 1953, a wooden mine sweeper.



Forward frames of 57 foot mine sweeper.

THE MIGHTY ZEPHYR



IOWA'S UGLY DUCKLING

Photos and story by Bob Speltz

Reprinted from *Antique Boating Magazine*, Winter, 1975

First of all, I must explain that the boat I am about to describe is my all-time favorite inboard speedboat. She is far from the sleekest boat ever to speed across an inland lake, but yet, in her own way, she is a real "one of a kind".

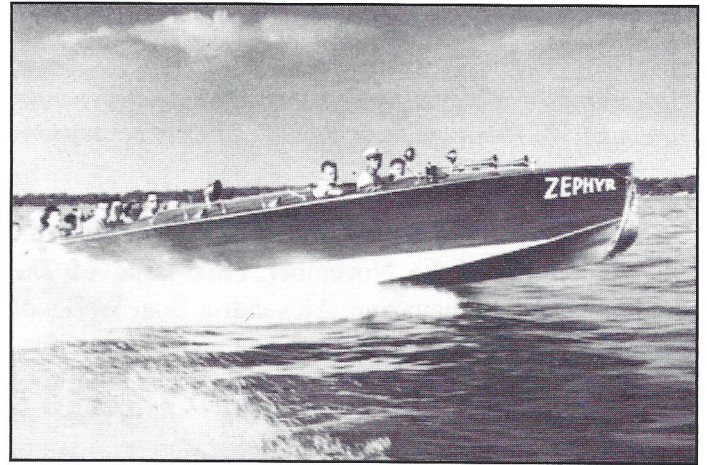
The ZEPHYR, as she was known, was an all mahogany speedboat, 35 feet long, 11 feet 6 inches wide and weighing almost 6 tons! She was built by Jean Ramely at his boat works on Lake Minnetonka, west of Minneapolis, Minnesota in the late 30s. Her early history is rather clouded, but we do know she spent several years neglected in an old shed at Ramely's.

Mr. "Curley" Lewis, owner of Lewis Boat Lines, Clear Lake, Iowa, took a big old four-wheel trailer to Minneapolis late in the fall of 1941. An employee and good friend, Rance Lane, went along with him.

Curley acted as though he had come to look over a smaller, unfinished hull Jean had for sale. After looking over

the smaller hull and appearing not to be interested in it, he casually asked Mr. Ramely, "How much will you take for that ugly duckling out in the shed?" Jean stopped, scratched his head a minute, and answered, "I don't know, seems no one wants a boat that big these days." Well, after some horse-trading, an acceptable price was arrived at and Mr. Ramely said, "When would you like to take delivery?" Curley smiled and said, "In about 10 minutes!" Rance now knew why they had hauled that big, old trailer up to Lake Minnetonka.

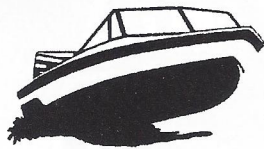
This all happened, as I said, in the fall of 1941. It took six days to tow the big boat back home to Clear Lake, Iowa, a distance of some 145 miles. Special Highway Patrol escorts had to be set up along with special permits for vehicles over 8 feet wide. The fellows finally, after five days, made my home town, Albert Lea, Minnesota, and left the boat here over night at a local farm implement dealer. In the morning they made the last leg of their journey with their "new" boat!



Shortly after this, Rance joined the Army but heard via letter from Curley concerning the progress on the ZEPHYR as she was now named. Her original name had been MISS LIBERTY V and she was a three-stepped hull designed as a test for Navy PT boats. All during the winter of 1941 Curley worked in his shop on the ZEPHYR at Bay Side Amusement Park. The original engine was a 420hp V-12 Liberty. That was pulled and a new Capital 750hp V-12 was installed. Rance happened to be home on leave in the early spring of 1942, just after the ice had gone out of Clear Lake. Curley was dying

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*The Mighty Zephyr
continued on page 13*

The Mighty Zephyr -continued from page 12

to try out his new boat, so on a cold windy day, Ranse, Curley, and several other employees got the big ZEPHYR off her trailer and into the water. The two men took off across the lake on the ride of their lives! Ranse told me the boat was dry and had a new engine and literally flew across the water.

From 1942 on, the ZEPHYR operated every tourist season from Memorial Day through Labor Day for the Lewis Boat Lines. Lewis also operated the PRINCESS, CLIPPER, BABY GAR, and other smaller runabouts. Following Curley's death in 1952, Touristville Boat Co. of Clear Lake, bought all remaining assets of the Lewis Lines including boats, docks, building, etc. Touristville operated the ZEPHYR for about 3 years, finally selling her because of increased operating and maintenance expenses plus the fact that there was no one left who could drive such a big, fast boat.

The ROCKET was sold to Okoboji Amusements and renamed CLIPPER 1. She is still operating in Florida as a slow excursion boat near Cypress Gardens. The CLIPPER, a 22 foot, 3 cockpit Chris was renamed BABY ROCKET and operated until the fall of 1954 when my Dad bought her. After Touristville discontinued running the ZEPHYR, Mr. Darrel Miller of Clear Lake bought her and operated several boats in the passenger business until 1956 when he, too, found it hard to make a living, as costs far exceeded profits. Darrel finally sold his ZEPHYR to two men from Mason City, Iowa who planned to rebuild her into a cabin cruiser. It seems the two soon found out the boat could never be changed to a cruiser so in despair, locals say, they destroyed the old boat by setting fire to her.

Here are a few interesting facts on the ZEPHYR. She could seat 35 people, there were no windshields, and she sported three large roomy cockpits. Because of her great size it took two men a full day just to give her a coat of varnish each spring. All the chrome side and deck rails were made by hand by Curley, Ranse Lane, and Russ Young. All chroming was done in Albert Lea as this was the nearest town where the work could be done. The boat was so large that at night she had to be anchored out. In the event of a storm, she could destroy both herself and the dock to which she was tied. Only the three cockpits were covered at night while the rest of the boat was left exposed to the elements. Originally, the boat had a three-step bottom as mentioned previously, but the

first winter, Curley removed one step because she would sometimes fall off plane, drenching passengers and crew with tons of spray. She was stored out-of-doors during



the winter months on her old four-wheel trailer and covered with canvas tarps. ZEPHYR reminded me of a "fish out of water" when she was stored because of her narrow transom and wide beam amidships. Top speed was estimated to be about 60 mph. Darrel Miller, final owner of the ZEPHYR, told me he once pulled 24 water skiers while 18 TV and newspaper reporters rode in the boat. Wouldn't it be fun to see a photo of that!

The various photos included with this report will give you an idea how large a boat the ZEPHYR was. Can any readers supply me with any photos or information of any kind on other Ramey-built speedboats?

I would like to thank the following people for providing most of the interesting material and photos: Mrs. Ranse Lane, Mr. Floyd Oldenberg and Mrs. "Speck" Hady.



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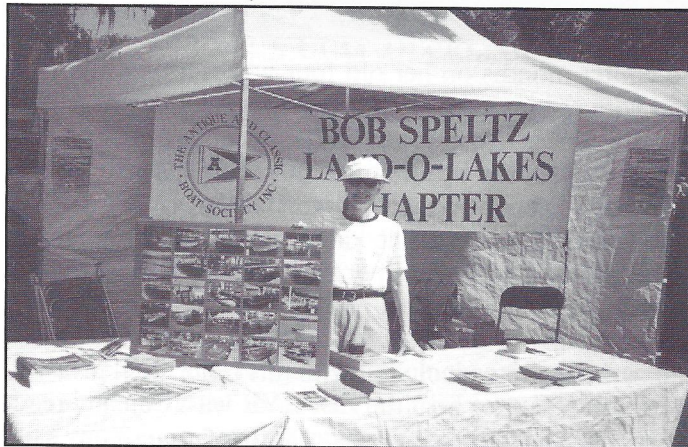
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1999 MT DORA BOAT SHOW

by Dave Doner

The 12th Annual Mt. Dora Antique Boat Festival was held this year on March 26-28. Hosted by the Sunnyland Chapter of the ACBS, this event was attended by over 10,000 people who enjoyed beautiful Florida weather. The highlight, however, was more than 125 classic and antique boats displayed in the water and another 44 on land, as well as over 50 flea-market vendors.

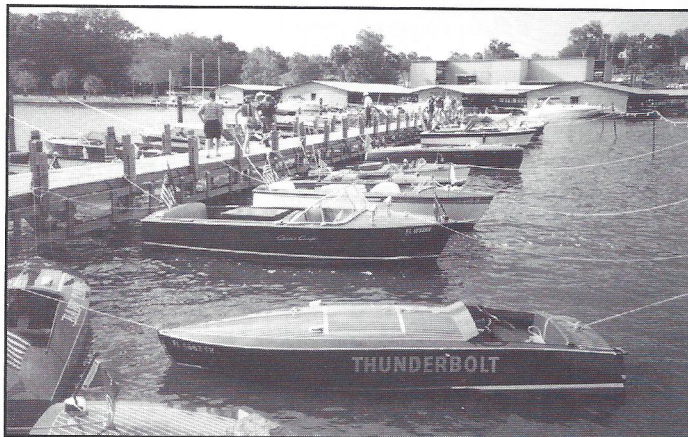
Our chapter was well represented at the show due to the gracious and hard-working efforts of Jim and Marcia Aamodt. Together, with assistance from Dave Doner and Paul Mikkelson, they manned a tent emblazoned with our chapter banner and proceeded to greet many hundreds of spectators and participants alike, actively promoting our chapter and upcoming rendezvous in Red Wing. Past issues



Marcia Aamodt staffing the BSLOL display. Marcia, along with husband Jim, Paul Mikkelson, and Dave Doner were terrific ambassadors for our chapter.

of *The BoatHouse* were given out as well as the brochure detailing our rendezvous dates and location. Jim also spent time visiting with a number of the major vendors and encouraged them to consider participating in our show.

One of the unique highlights of the weekend show's events took place on Friday. Many of the boats entered in the show, along with their owners and guests, proceeded on a lake-hop picnic. Leaving Lake Dora, the flotilla of vintage craft proceeded through several scenic rivers which



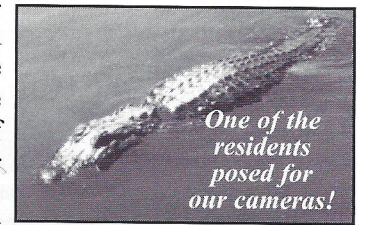
Just a few of the great boats in the show.



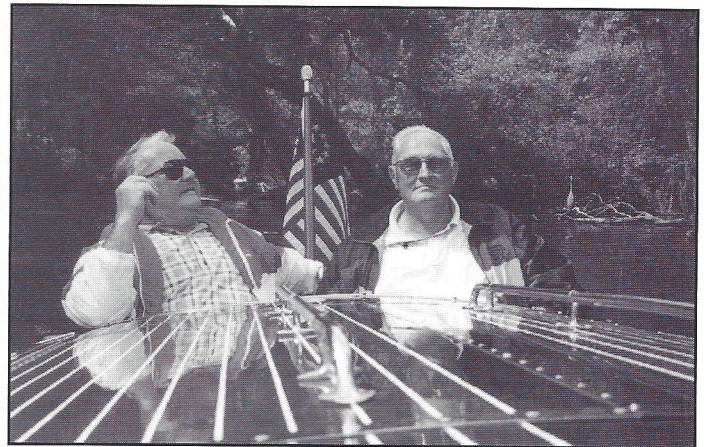
L-R in front seat: Dave Yager, Carol Simpson, Jim Aamodt, L-R in rear seat: Bob Simpson, Marcia Aamodt, Holly (We apologize, we could not get Holly's last name.)

connect several lakes to one another and wound up at a beautiful public park with adjoining dockage. There, they dined on ample and delicious picnic fare, chatted with other participants and generally got to share their passion with one another relative to wooden boats.

The scenic beauty of the area, especially along the narrow, yet navigable rivers joining the hundreds of lakes in this area, cannot be described; it really has to be experienced. Hundreds of species of birds and other wildlife (like alligators!) abound and, at times, are but



a few feet away from the side of the boat. Consistent with the hospitality displayed during the entire event, visitors were able to "hook up" with boat owners and join in on the picnic activities and the cruise to and from Lake Dora. Jim and Marcia Aamodt had previously met some local folks as well as (ironically) an owner of a beautiful Morgan Hacker-craft triple who invited us to join him. It is owned by Mike Redmond, who can be seen in the photo, along with myself. This shot (below) was taken along a particular mile-long river connecting two of the lakes along our voyage. Note the lush canopy of the moss-covered trees as well as the egret in the background.



Dave Doner and Mike Redmond thoroughly enjoying Mike's gorgeous Morgan Hacker-craft.

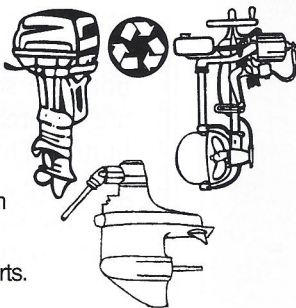


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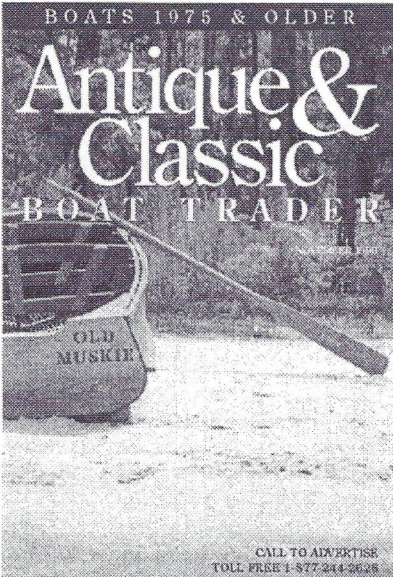
Dr. Motorhead - continued from page 9.

Another way to check the starter is to bypass the solenoid. Disconnect the battery cable from the solenoid terminal and touch it to the big terminal on the opposite side of the solenoid. This will give power directly to the starter. If the starter is good, the engine will immediately turn over. If the starter is bad, take it out and have it rebuilt. If the solenoid doesn't click with the jumper wire, the solenoid is bad. Take it off and replace it. If both the solenoid and starter are functioning and there are no breaks in your wires, then you have a bad starter button. This is very rare, but it can happen. In short, if you have a clicking sound when you push the starter button, the starter is bad. If there is no clicking, check the starter button, the wiring, or the solenoid itself.

Getting back to Mr. Clark, if you are as lucky as Bob, you will replace the battery, clean and install new battery cables, rebuild the starter, replace the solenoid and all wiring to and from the ignition switch and starter button, only to find that your engine still doesn't want to turn over. Upon continued inspection, you'll find the *almost* bulletproof starter button has been hit with three rounds from a 9mm Glock, necessitating a new starter button. With your starter button replaced, the engine will finally start, only to have a lower engine knock and no oil pressure.

So, for my faithful assistant Piston, this is Dr. Motorhead signing off until our next episode, discussing the not-so-deepest secrets and inner-sanctum of our classic motors. Happy boating to you all.

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Gadgets & Kinks - continued from page 8

protecting the interior of the boat with drop clothes over the seats and interior. Protect the ceiling boards with 6 mil plastic held on with high quality painter's masking tape.

Here is where the hard work is - sanding! Take your time and do it well. The sanding effort helps to level any existing runs, sags, or brush marks to provide a smooth surface for varnish. The final appearance of the varnish job will be a product of how well you sanded. Equipment required is a small bucket for water, a long and a short sanding block, 320 and 400 grit wet or dry sandpaper, a sponge, and elbow grease. Use the long block for convex surfaces (decks and sides) and a short block for concave surfaces (forward topsides). Load the sanding block with 320 paper for the initial sanding. Fill the bucket full of water, dunk the sanding block in the water and proceed with sanding. Keep the sanding area wet by dunking the sanding block in the water frequently. As soon as the area being sanded begins to dry, the paper will load up, making the sandpaper ineffective. Clean the sanded area with the sponge frequently to check the progress of your work. It is best to sand lightly the first time around so as not to sand through to bare wood. Shiny spots may remain after the light initial sanding. It is best to scuff up these shiny areas with a 3M scratch pad to give the new varnish better adhesion. If you do sand through, let the wood dry overnight before attempting to repair by re-staining. Before varnishing over the new stain, spread a film of epoxy over the stained area to seal it and create some instant build up. Once that is cured, sand it lightly. When sanding the hull sides, don't be afraid to sand into the boot stripe to eliminate the edge that exists from when it was previously taped off for painting. The boot stripe will need to be redone anyway.

The time has nearly come to apply varnish. But first, remember, the major challenge in varnishing properly is dust control. You can't expect a great looking varnish job if you don't control the dust in the air, on the hull, and on the floor. You must realize dust is everywhere and we are making more every moment of the day. How many varnish jobs have you seen that didn't look too professional? What are some of things that make it look that way? Let's name them:

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- Varnish on the hardware
- Brush marks and skipped spots
- Remains of bugs and mosquitoes
- Dust!

Dust is a generic name for any little spec which interrupts the smooth varnished surface in the form of a minute projection. It comes from the sanding residue in the crevices and holes in the hull, from your clothes, your skin flaking off, and airborne stuff from who knows where. Controlling it is a major job. Hopefully, you have a controlled environment such as a garage or partitioned off area of a building to help control the influx of dust. Then you only need to worry about the localized dust. Either vacuum or air-hose off the hull to remove any dust hiding in the recesses of seams and holes. Use a stiff bristle tooth brush to help loosen things up. Then, using a sponge and water, wash the boat down thoroughly. Change the water in the bucket as it becomes dirty. When the water remains clear, the hull is clean of sanding residue. For the coats of varnish applied before the final coat, this is all the clean up you will really need. Any dust that does remain on the new

Gadgets & Kinks - continued on page 23



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JUNE

- **23rd WEDNESDAY, 7:00 p.m.,**
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 Bring a dish to share and your own beverages. If your boat isn't in the water or if you don't have one, let us know — there's always room for you! Leave a message on the BSLLOL HotLine. In case of rain, the HotLine will have the "Go-No-Go" information.

JULY

- **21st WEDNESDAY**
CLUB CRUISE NIGHT Meet at Wayzata Depot Docks.
 Bring a dish to share and your own beverages. If you need a ride, leave a message on the BSLLOL HotLine — there's always room for you! If the weather is questionable, The HotLine will have "Go-No-Go" information.

AUGUST

- **7th/8th SATURDAY & SUNDAY**
24TH ANNUAL RENDEZVOUS Treasure Island Resort & Casino, Red Wing, MN. Call the HotLine to make your reservations NOW!!

18th WEDNESDAY
CLUB CRUISE NIGHT Details to follow

SEPTEMBER

- **11th/12th SATURDAY-SUNDAY**
ANNUAL J.J. HILLS DAYS Lake Minnetonka, Wayzata Bay. In-Water/On-Land Display. Details to follow

- **19th-23rd SUNDAY-THURSDAY**
MISSISSIPPI RIVER CRUISE prior to Annual ACBS Meeting

- **23rd-25th THURSDAY - SATURDAY**
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- **10th SUNDAY**
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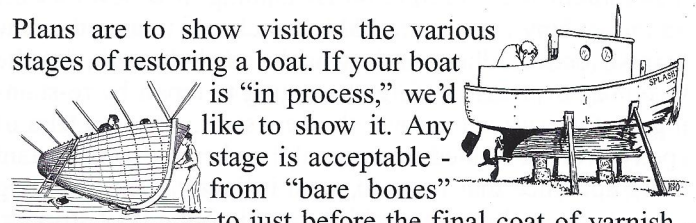
Some exciting new features are planned for this year's Rendezvous - but we need BOATS!

FOR RIDES

We need boats to provide rides. This will be a fantastic opportunity to show visitors and prospective members what it's truly like to be in a fine watercraft. The spray of the water and the hum of the engine are enticing to the riders. If you will have a boat at the show and you are willing to offer rides, please get in touch with **FRED BOSS** AT **612-927-9629**. We anticipate that rides will be scheduled for several times throughout the show, at pre-determined times. You may offer rides at just one of these times or for several of the journeys. Please keep in mind that the law requires a life jacket be on board for each passenger. Should you not have enough life jackets, we will see that they are provided.

FOR "BOATS IN RESTORATION" DISPLAY

Plans are to show visitors the various stages of restoring a boat. If your boat is "in process," we'd like to show it. Any stage is acceptable - from "bare bones" to just before the final coat of varnish - and anything in between. CONTACT **JIM AAMODT** AT **612-938-1211**.



If you can help, please call. We think this can be a very powerful display and promote a lot of interest in wood boats.

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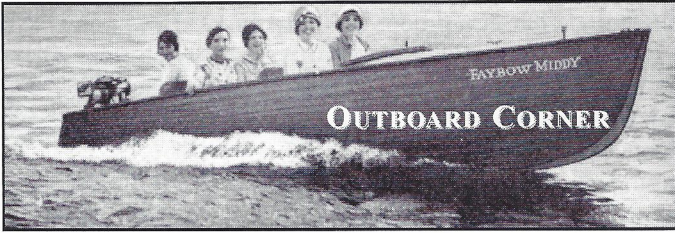
Parties wishing to have a display of merchandise, art work, accessories, souvenirs, or other nautical-related items for sale at the Rendezvous are invited to call:

TOM MENKEN AT **612-472-1591**

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Space is limited So call early!!



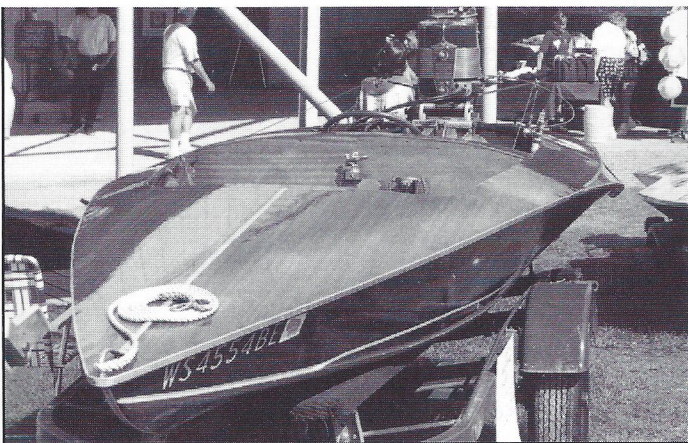
by Chuck Petersen

Of the many boats I have operated or taken a ride in, my all-time favorite has to be my dad's 1953 14' Switzer Craft, Class D Marathon Racer. Besides looking like a rocket with its original MK40H Mercury screaming its special song — it is fast! With identical power plants, the Switzer will leave my Aristo Craft 14' Torpedo in its wake by 10 mph. No wonder they were the "weapon of choice" by marathon racers in the 1950's

Russ and son, Bob Switzer, built their first boat in 1946 for their personal use in Chicago, Illinois. When neighbors and friends asked if they could order similar craft, a shop was set up in McHenry, near the Fox River. Most hulls built between 1949 and 1952 were 10 1/2 to 14' runabout Speedsters. The Baby Bullet, 11' Class A or B utility became very popular. Family friend, Stu Anderson, has a 1952 Class B model with Merc MK20H power.

While brother Dave Switzer became the chief designer, and mom was secretary/treasurer, Bob was making a name for himself on the racing scene. One of the biggest events of the year was the Winnebago Marathon held near Oshkosh, Wisconsin. In 1952, Switzer Crafts finished 1st, 2nd, 3rd and 5th in the Class D 40 CID class. My dad thought this was fairly impressive and ordered a new hull in 1953. Used for some local racing, the boat primarily has seen duty impressing the girls (my mom included) and scaring the heck out of little kids (my brother Jim and I included.) Still in mint condition, my dad and I trailered his Switzer Craft to the Antique Race Boat Regatta in Clayton, New York in 1996.

In the late 1950's, a wide variety of pleasure craft were added to the line including some "mini-cruisers." The Bullet racer gave way to the "Shooting Star" 15' gentlemen's speedster. While a bit slower and not a true racing hull, the



Jerry Petersen's 1953 Switzer Bullet at the Clayton, NY show.

Shooting Star was very unique and offered comforts including padded seats and a windshield. During this period, racing efforts focused on the OPC or Outboard Pleasure Craft division. The Shooting Star 16' hull, powered by Mercury 6 cylinder engines up to 100 hp were fast indeed. By the mid-1960's Switzer Craft had moved to nearby Crystal Lake, Illinois and converted to fiberglass hulls, like most firms of the day. Unlike many, however, Switzer made a successful conversion and many sleek hulls built into the 70's and 80's can be seen around the country.



BSLOL SPRING FLING

by Peggy Merjanian

It's official (unofficially)!! Enthusiastic members formally ushered in the BSLOL 1999 boating season on Sunday, May 23rd. The Lafayette Club, overlooking Lake Minnetonka, was the setting for an afternoon of socializing and a sumptuous buffet of assorted "mingle-food" type fare. Although the sun made a cameo appearance after a long absence, it was far too windy to take to the water, but it certainly made for a wonderful view. (Besides, only a couple of braggarts have their boat in the water this early.)

Dan Nelson and Steve Hicks gave a presentation of the Lake Tahoe Concourse D'elegance Boat Show that was the highlight the afternoon. We oo-ooed and ah-ahed at the phenomenal boats, beautifully captured on slides. We got to see some very unique boats and got the "news behind the news" on some of them.

So, now that we're underway, we look forward to the club's next gathering in June. The first of the summer's "Club Cruise Nights" promises to be a real fun time. Check the BSLOL "Way Points" column for details. See you on the water!!!!



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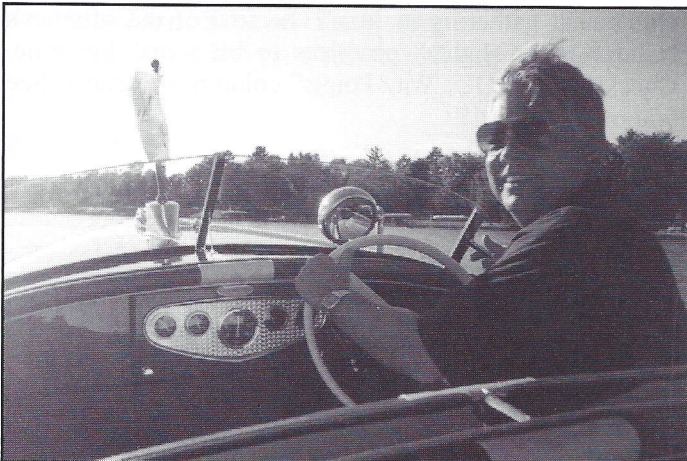


MEMBER SPOTLIGHT

Paul Mikkelson

My love for boating could, in part, come from my ancestors from Norway who were mostly fishermen. My father would have fished every day if he could. One luxury this ultra conservative afforded his family was a small lake cabin on Eagle Lake north of Willmar. Every summer of my youth was spent at the lake. My first hands-on experience was rowing our Larson fishing boat around the lake. The 5hp Johnson motor would have to wait until I was deemed more worthy of such an upgrade. We were frogmen, Vikings, and pirates, with imaginations spurred on by that new-fangled TV and matinees at the old state theater.

Sometime in my teens, the boat was upgraded to a better Larson boat with an inset transom and a 10 hp Johnson motor. In my mind, I would surely be the envy of all with my new-found blazing speed. The use of what we called surf boats was a daily event. All sorts of feats of daring-do were performed for all to see.



Paul driving his 1942 21' Falls Flyer in the summer of 1998

A 16 hp Scott Atwater marine corps surplus motor was our next upgrade. While supplying more power as our size and weight increased, it was nearly impossible to keep tuned and difficult to start. At this time, a pair of homemade water skis was added to our list of options.

One day in the mid 50's, after hearing daily about how

inadequate our equipment was, my father came home with a new 14' Larson Falls Flyer with a 30 hp Johnson Javelin motor. It was totally out of character for him to allow a salesman to talk him into a frivolous face-forward, go-fast, boat, but there it was. His three sons stood in awe. My mother was sure we would all be killed. My father reminded us this was only a test, mind you. The boat never left Eagle Lake.

Our cabin, by now enlarged to a three bedroom cottage, became the summer place to be for all my high school friends -- a pattern that continued through college as time would allow. My boating was reduced to evenings and weekends as summer construction jobs were needed to help pay tuition at St. Olaf.



July 4th, 1998 on Eagle Lake. Paul and friends in a 1939 17' split cockpit Falls Flyer inboard, one of two known. The Museum owns the other one also.

I met and married the love of my life, LaRue, from St. James, Minnesota after college. My dad always claimed I got dumb luck when I talked her into it. I went to work in the credit business and learned the skills that would be my life's avocation. The boat sat for many years unused, as I found a home, had kids, and started businesses.

It seemed forever before my first business started to generate income beyond house payments, medical bills, and groceries, but it did. In a weak moment, my wife said, either get rid of that old boat or fix it up. A search introduced me to John Monahan from Little Falls. John was both knowledgeable about Falls Flyers, having been around them all his life, and he was also willing to take on the restoration project. Months went by as I waited patiently to see the end product. One spring Saturday, the call came and the boat was done. LaRue and I jumped into the car and headed for Little Falls to pick up our long-awaited prize. It was better than we had hoped. Sunday morning, the lake was like glass and the sights and sounds were unchanged from the past, as we glided effortlessly across Eagle Lake.

Somehow, news got out that I had an "as new" Falls Flyer and

Falls Flyers - continued on page 21



1939 17' Falls Flyer, split cockpit inboard at the 1997 BSLOL Rendezvous on Lake Minnetonka.

Bob Speltz called to invite me to his show in Albert Lea. A doctor from St. Paul called and invited me to his home for a Falls Flyer "show and tell." My first show was Dr. Bob Johnson's home where I met Ross and Pat Pfund, Tom and Carol Juul, Chuck and Marge Steele, and Bob Johnson and Beth Kessler, all of whom continue to be close friends as we share our interest in Falls Flyers and other old boats.

A short time after the show, I called John Monahan to

discuss the possibility of doing another one. By this time, I had discovered that Paul Larson had been quite an innovator and that Falls Flyers had been built in many variations of the theme. So the search for other rare examples of the breed began. Over the last 12 years, I have tried to locate and procure each variation to add to the collection. A building was purchased in Willmar, Minnesota to house the collection and it evolved into *The Mikkelson Collection, Inc., Classic Boat Museum*. Housed in the museum are, without question, the finest collection of this rare boat in existence. The building has also been embellished with all sorts of boating memorabilia, including outboard motors, signs, and all manner of marine collectibles. On display also is a toy boat and motor collection considered to be one of the best in the nation. Extensive archives of boat and motor litera-

ture are also carefully filed for future reference. The museum is open most Saturdays during the spring, summer, and fall, and by appointment in the winter. There is a \$4.00 fee to tour the museum and, as I like to say, "You ain't seen nothing like it!"

Editors Note: By sheer coincidence (believe it or not,) our member spotlight ties beautifully with the next article. On May 8th, the BSLOL toured "The Mikkelson Collection." We spent a terrific day at Paul's museum where we were treated not only to a barbeque lunch, but a wealth of information on his marvelous array of boats.

JOURNEY TO THE LAND OF FLYERS by Andreas Jordahl Rhude

"We may affirm absolutely that nothing great in the World has been accomplished without passion"

George Wilhelm Friedrich Hegel

Great is the passion of BSLOL member Paul Mikkelson when it comes to the Larson Falls Flyer. And this enthusiasm is clearly evident within moments of meeting Paul.

About 35 BSLOL members and guests took a road trip to west central Minnesota on Saturday, the eighth of May. The purpose? To take part in an open house at the unique collection of boats, outboard motors, toy boats and motors, and memorabilia at "The Mikkelson Collection." Located in Willmar, the museum is owned and operated by Paul



The main viewing area with old outboard engines in front of the two consecutive-hull-number Falls Flyers.

Mikkelson. He opened about three and a half years ago.

Paul's passion for the Falls Flyer built by Larson Boats of Little Falls, Minnesota began when he was a high schooler. In 1956 he obtained his first "Flyer" with the help of his father. Since then, its all history; Larson's seem to attach themselves to Paul! As Paul said during his tour, "According to my dad, if it wasn't a Larson with a Johnson motor, it wasn't worth a darn." Apparently Paul is a chip off the old man's block! If you want to see half a



Two 1939 Larson Falls Flyers at the 1998 BSLOL Rendezvous, Treasure Island Resort and Casino. These two have consecutive serial or hull numbers.

Falls Flyers - continued from page 21

dozen or so Falls Flyers, just go to Willmar and visit his museum. Another ten or so boats, such as the Larson Thunderhawk and Play Boy, a 1928 duck boat, and others fill out the collection.

After plenty of time for visiting and self-guided tours of the



Paul's passion for his Falls Flyers and the countless other treasures in his collection is very apparent! One need only listen to him for a few minutes to see that.

museum, Paul gave the "official" tour and explanation of the various boats and how he came to acquire them. As an example, he owns consecutive Falls Flyer hulls, numbers 4172 and 4173 - certainly the only collection to be able to make this claim!

A wonderful picnic lunch was served and everyone was given ample opportunity to visit the numerous displays as well as chat with one another. What a fun way to spend a day - surrounded by wooden and fiberglass boats, motors, food,



Outboard motors and toy boats (a hobby on steroids) ... and they all work!!!

drink, and friends! Another fine BSLOL event has come and gone. If you missed this one, make certain you attend one of the upcoming gatherings! Your participation help make this even a better organization.



WIDE WIDE WORLD OF WOOD

(Events in other areas)

JUNE 18, 19, 20 GRAND MARAIS, MN

Wooden Boat Show & Solstice Festival, 3-day event features demonstrations on paddle & oar making; knot tying classes; kayak rolling; & boat building. In 1998, the first year of the festival, they had 26 wooden sailboats, canoes, kayaks, rowboats, and powerboats. 1999 expects an increased number. A sailing regatta will be held in addition to talks on Great Lakes' schooners, small boats, & fishing at Isle Royale; live music; & a bonfire. A boat parade will be held on Sunday, the 20th. For additional write North House Folk School, P.O. Box 759, Grand Marais, MN 55604. e-mail: info@northhouse.org <http://northhouse.org>

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 715-356-4218 after May 1st. Gordon is asking for any help from fellow BSLOLers. If you plan on attending (or participating in) the show, they can use your help. Give Gordan a call.

JULY 24 CROSS LAKE, MN

12th Annual Whitefish Chain Rendezvous, Moonlight Bay Family Restaurant & Bar. Skipper's Dinner Friday, 23rd, 6:30. Show Time: Saturday 9:00-5:00, Awards: 3:00 pm, Parade at 4:00 pm. Contact Dennis Madigan for reservations 402-331-6235 'til end of May. After June 1st, call 218-543-6657.

AUGUST 5 - 8 CLAYTON, NY

35th Annual Antique Boat Show
 Contact: Charlotte Yehle, 315-686-4104

NOTICE UPDATE!

THE BOATHOUSE HAS JUST LEARNED THAT, REGRETTABLY, ST. PAUL YACHT CLUB'S SUMMER EVENT WILL NOT BE HELD DUE TO THE CONSTRUCTION AT HARRIET ISLAND. We look forward to this fun event next year.

Gadgets & Kinks - continued from page 17

varnish will be sanded off in preparation for the next coat. Apply the varnish with a foam brush that you have vacuumed clean. An effective way of laying the varnish evenly without the use of a foam roller is to dip the first half inch of the brush in the varnish. Then touch the loaded brush to the surface three or four times at about 4 inch intervals in the intended path of the brushing. Then brush through the dabs of varnish, flowing it out. Continue repeating that until the hull is covered with varnish, always finishing your strokes into the previously applied varnish. If the varnish doesn't look smooth and glassy right away, don't worry about it; it will level over time. After the varnish has dried for at least a couple of days, go through the sanding and cleaning process again. From this time on, sand after each coat with 400 grit paper. If the sanded varnish is completely "whited out," it is time for the final coat. Don't be afraid to put on an extra coat or two before you consider putting on the final coat to fill in all of the little imperfections. The surface will tell you when it is ready for a final coat when the sanding easily provides a smooth "whited out" surface. Once that condition exists, major dust control has to take place before the final coat of varnish goes on.

The dust control for the final coat must be strictly practiced. Varnishing is best done in the early morning hours when the wind is calm, the dust has settled and the flying insects are asleep. The steps you must take the night before you do the varnishing, are described above. In preparing to varnish, dress in a pair of jogging shorts or cut-offs and a pair of sneakers - no shirt, as it is a dust factory. Enter the work area with a pail of water, pouring it on the floor where ever you walk. The dust has settled over night and is now on the floor. You want it to stay there by trapping it in place with generous amounts of water. Now it is time for the final cleaning prior to the final coat of varnish. With a clean bucket of water and a clean sponge, wet the sponge and squeeze it out until it only moist to the touch. Then wipe down the hull, moistening the sponge as necessary. This will pick up the dust that has settled during the night. Change the water and rinse out the sponge and repeat the process. The hull will dry off very quickly. Next, thoroughly wipe down the hull with a tack rag, opening it and turning it frequently. Now see how much dust remains by wiping the surface with the palm of your hand which just held the tack rag. If there is dust, you will feel it as little pieces of grit which will stick to your hand, still sticky with the tack rag resin. Wipe the surface again with a new tack rag and check again for dust with the palm of your hand. When no more dust can be felt by the touch of your hand, the surface will be ready to varnish.

Pour varnish into a clean plastic container, and with a clean foam brush, and a wet floor, begin varnishing. You should have the starting and stopping points figured out by now to create a continuous wet edge, having already done 2-3 coats. Apply the varnish in a long "X" shaped pattern followed by smoothing strokes with the grain of the wood. This will help eliminate skips in the varnish. Initially, brush

marks and some bubbles might exist, but leave them alone and let the varnish do its leveling after you have left the room. Really leave the room. Don't be tempted to fix any brush marks, especially after the varnish has had a chance to set for a while. Take what you get and be happy. When you come back that evening, you will see the rewards of your diligent effort of chasing dust. The varnish should be as smooth as glass, with no major dust. Let the varnish cure for at least a week before you tape off the deck seams and the boot stripe to paint them white. During the wait, you could re-install any hardware that won't be in the way of painting the deck seams and boot stripe. Also, give the interior a good cleaning so it will match the good looks of that great varnish job you just did.

As with anything, the skill of varnishing comes with practice. If the coat of varnish you put on doesn't look so great, consider it a practice coat. Sand it down and do the next coat better. Give it a try. You will feel a boost in your self-confidence and pride with work you have done yourself. If you have any questions about the process, feel free to call me at 612-432-4345 or E-mail me at Heggensj@AOL.com. I look forward to hearing from you.

In the meantime, remember:

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IN OUR MAILBOX



Excellent magazine! I am please with "Motor-head" for diagnosing my Gray Marine 4 cylinder engine problem. Thank you very much!
 Bob McBride
 San Jose, CA

WHAT ARE THE ODDS?

by Randy Havel

The Todd Warner Shop Tour was scheduled and my game-hen lunches paid for. The much anticipated tour through Todd's boat shop was only days away and my wife Jo had a conflict with schedules. Stating it was a "guy thing" and rather than eat two lunches, I decided to invite a business associate and friend, Doug Evans, who has been on the "woodie edge" for a number of years.

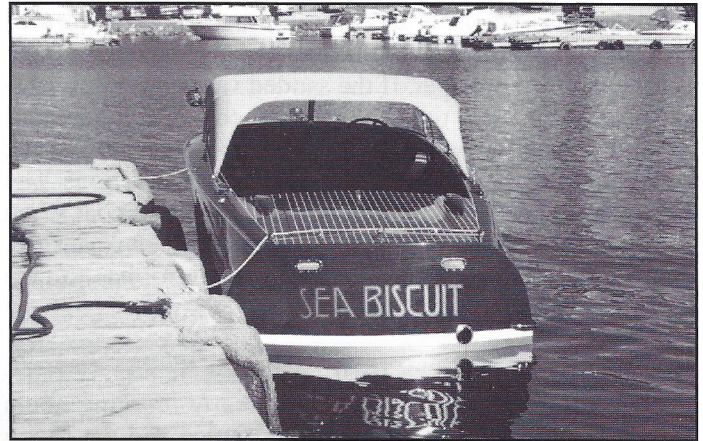
The only thing keeping him on the edge was a cabin and boat house that needed renovation he had purchased a few years ago in Minaki, Canada. He has shown me pictures of



1953 Shepard 22' Runabout..... BEFORE.

this beautiful 28 footer on-the-water boat house he has renovated. I keep telling him how lucky he is to have this boat house and that he needs a wooden boat to make it complete. (He was a natural candidate for Todd's shop.)

We arrived at the shop, and after Doug joined the BSLOL, we noticed some real estate brochures from the Minaki area. He sought out the agent who was in attendance, and realized that he had met her once at a social gathering in Manaki. She had come to Todd's tour with a group from Winnipeg. In the group was Ken Heshka of Canadian Heritage Boats, a noted restorer from the Minaki area. Ken and Doug began talking about his beautiful resort in Canada, who knew whom, etc., As it turned out, when Ken was a contractor, he had worked on Doug's cabin for its previous owner. Ken stated that he was in the process of restoring the 22 foot, 1953 Shepard Runabout that had lived in Doug's boat house for part of its life!



1953 Shepard 22' Runabout..... AFTER!

"Sea Biscuit" was the personal boat of the Shepard dealer in Winnipeg, and she went through three or four owners until Ken purchased it by rescuing it from a Manitoba farm field in 1994. Sea Biscuit is almost complete, except for an engine. Doug now has serious wood boat fever. He and Ken are working on the "deal" and hopefully, Sea Biscuit will be at the 2000 Rendezvous with Doug at the helm. What are the odds?



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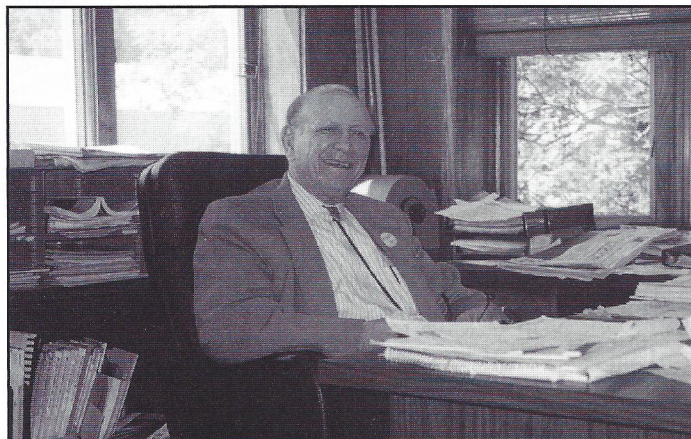
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In our continuing series spotlighting our advertisers, this issue we feature:

ELMO'S LUMBER & PLYWOOD

By Andreas Jordahl Rhude

If you need hardwood, Elmo's is the place to go. We're not talking your basic oaks and maples. They have almost anything you can imagine in the way of domestic and foreign hardwoods, and not just a few sticks — they have plen-



At his desk, Joe Rogers, finds time to pose for the camera. He has 51 years of lumbering under his belt and many more to go.

ty of it stored in their cavernous warehouses.

A man from Denmark was visiting the Twin Cities and he heard about the hardwoods at Elmo's. He visited their retail store and was drawn to the small pile of dark, Ebony wood. He carefully checked out the wood and selected a few choice pieces. Elmo's manager, Bob Ecker, told the man that he picked out about \$500.00 worth of wood and asked what he was going to use it for. In a broken, Danish accented English, the man said he made bows for violins and the Ebony would be perfect for his craft. He didn't blink at the price tag, stating he could make about twenty bows from the wood he selected, and his selling price for a single finished bow would pay for his raw material costs. The Danish man departed - one happy customer.

Elmo's Lumber and Plywood, Inc., located at Lake Elmo, Minnesota, is the retail end of a group of four businesses operating under the umbrella of J.D. Rogers Group, Inc.: Lake Elmo Hardwood Lumber, Inc.; Sylvan Products, Inc.; and Dresser Lumber and Tie, Inc. round out the others. All four are hardwood lumber operations. Lake Elmo Hardwood, Sylvan, and Dresser cut, kiln-dry, resaw, mill, surface plane, and sell hardwoods on the wholesale level. Riviera Cabinets, Knapp, and Crystal Cabinets are a few of their customers. Custom mouldings and trim are another of their products.

Elmo's Lumber and Plywood sell to the retail trade — the guy off the street who needs six pieces of red oak to build a cabinet, the boat restorer needing a sheet of teak plywood,

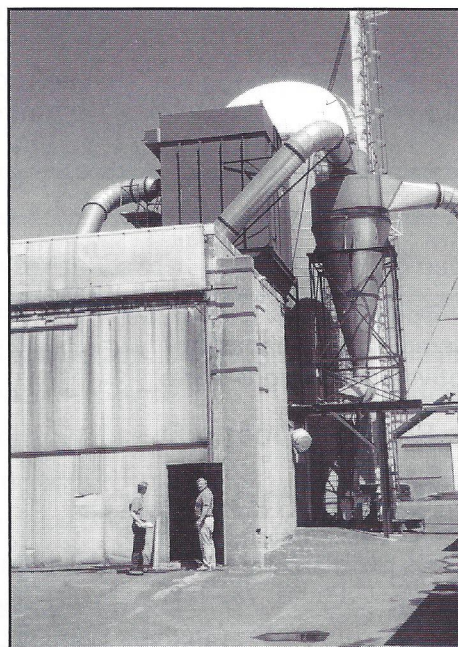
and to the shop teacher who needs a few pieces of Spanish Cedar to make a humidor (cigar box).

For those of us interested in wood materials for use in restoring old boats and making new ones, Elmo's has a vast selection of appropriate lumber and plywood. They have marine customers from at least five states: Minnesota, Wis-



The man behind the counter is the helpful Mike Ecker.

consin, North and South Dakota, and Iowa. Lumber species that they carry in stock include Honduras mahogany, teak, white oak, Cerjeira (an Australian species used primarily for boat dashboards), Coachwood (similar characteristics to mahogany), Purpleheart, Wenge, red oak, and many, many others. In marine plywood, they have Okoume and Meranti (both made to British Standard 1088), teak, and marine grade fir. Other plywood species in stock are cherry, red oak,



Mike Ecker and yours truly standing at the door of the drying kiln.

hickory, maple, American birch; and Baltic birch (from Russia). All come in 4' x 8' sheets and in several thickness'.

The hardwood enterprises at Lake Elmo are owned by a colourful gentleman by the name of J.D. "Joe" Rogers. He bought the one dry-kiln at Lake Elmo in 1968 and he has overseen the operation grow to include five additional kilns with a

capacity of 750,000 board feet plus all the milling operations. Joe began his lumbering career fifty-one years ago and at age 77, he is still going strong. He works daily and he is the final arbitrator in most corporate decisions. Not only is he

Vendor Spotlight - continued on page 27

*To assist you in completing your registration for the 24th Annual Rendezvous,
 we have listed here the classifications and codes we will be using.*

BOAT CLASSIFICATIONS AND CODES

| <u>CODE</u> | <u>CLASSIFICATION</u> | <u>DESCRIPTION</u> | <u>YEAR SPAN</u> |
|-------------|---------------------------------|--------------------------------------|------------------|
| AR-20 | Antique Runabout under 20 ft | Engine Hatch/No walk-thru | 1914 to 1944 |
| AR20+ | Antique Runabout 20 ft & over | Engine Hatch/No walk-thru | 1914 to 1944 |
| AU-20 | Antique Utility under 20 ft | Walk-thru hull | 1914 to 1944 |
| AU20+ | Antique Utility 20 ft & over | Walk-thru hull | 1914 to 1944 |
| CS3140 | Classic Cruiser 31 ft - 40.9 ft | Covered living space/production boat | 1942 to 1969 |
| CS41+ | Classic Cruiser 41 ft & over | Covered living space/production boat | 1942 to 1969 |
| Canoe | Canoe | Canoe | All Years |
| CAQ | Antique Cruiser | Covered living space | 1914 to 1943 |
| CAR | People's Choice Favorite Car | | 1600 to 1971 |
| CR-20 | Classic Runabout under 20 ft | Engine hatch/no walk-thru | 1944 to 1969 |
| CR20+ | Classic Runabout 20 ft & over | Engine hatch/no walk-thru | 1944 to 1969 |
| CS-31 | Classic Cruiser less than 31 ft | Covered living space/production boat | 1943 to 1975 |
| CTPC | Contemporary Classic | Any boat or replica | 1968 to 1999 |
| CU-20 | Classic Utility less than 20 ft | Walk-thru hull | 1944 to 1969 |
| CU20+ | Classic Utility 20 ft & over | Walk-thru hull | 1944 to 1969 |
| FG68- | Fiberglass boat | Any boat | 1900 to 1968 |
| HIST | Historic boat | Any boat | 1800 to 1914 |
| LAUNC | Best Launch | | 1800 to 1969 |
| LPIIO | Lapstrake Hull Inboard or I/O | Sideboards overlap - | 1916 to 1969 |
| OB-16 | Outboard Boat less than 16 ft | Motive power is outboard | 1916 to 1969 |
| RACE | Raceboat | Either inboard or outboard | 1900 to 1969 |
| ROWB | Rowboat | Motive power is oars | 1914 to 1969 |
| SAIL | Sailboat | Main motive power is sail | 1914 to 1969 |
| SI | Special Interest | Not covered elsewhere | 1600 to 1999 |

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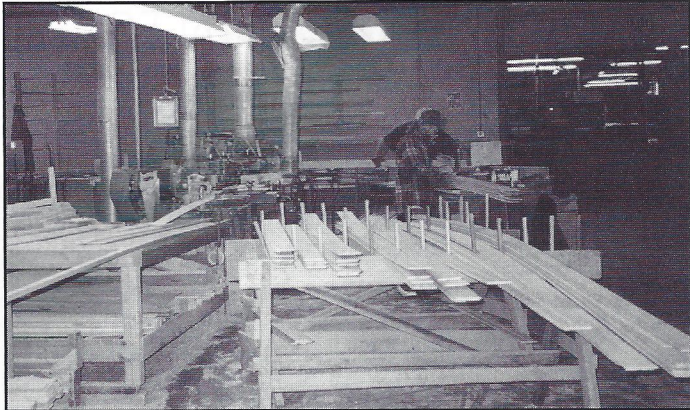
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Vendor Spotlight - continued from page 25

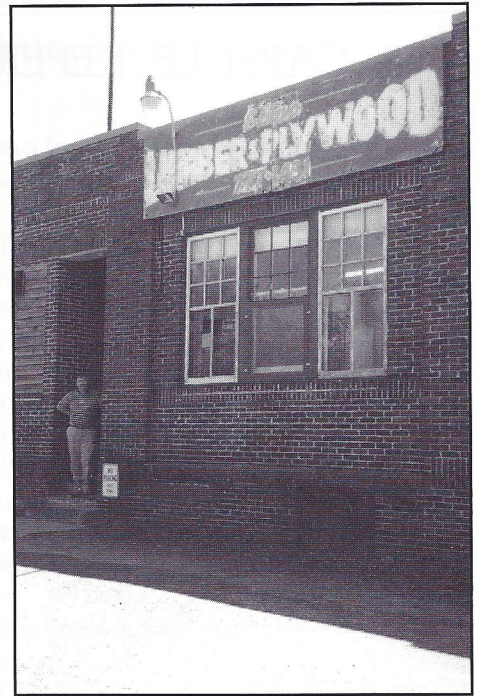
a successful lumberman, but he is a published songwriter. Since 1962 Joe Rogers has been a member of the American Society of Composers, Authors and Publishers (ASCAP). He has written numerous gospel songs, a few of which has been



Millworkers Dale Olson and Paul Swanson running red oak through a moulder to make a beaded board wainscot.

recorded by the likes of Ernest Tubb. Joe's office wall is covered with celebrity photos. He was a good friend with the late Roy Rogers and he counts Garth Brooks amongst his comrades.

Elmo's Lumber and Plywood does not cater to the home builder, as they do not have the typical framing lumber. But they have the materials needed by the fine craftsman and the boat builders/restorers. They are quite low-key and unassuming with a very helpful and cheerful attitude. Bob Ecker and his crew at the retail store are ready to help you find that piece of wood you need and if it isn't in the showroom, they will go the extra step to check through their vast inventory.



Elmo's manager, Bob Ecker, in front of the retail store. Unassuming and low-key, but wait 'till you step inside?

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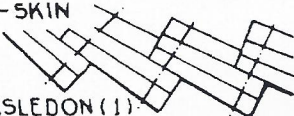
A CAPSULE REFERENCE TO WOODEN BOAT BUILDING

SHELL-FORMING EDGE-FASTENED PLANK JOINTS

GROUP

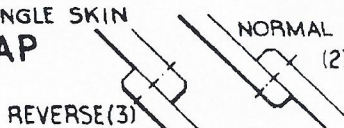
MULTI-SKIN LAP

BURSLEDON (1)

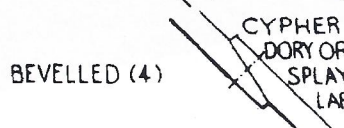


SINGLE SKIN LAP

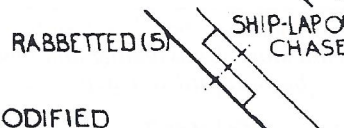
REVERSE (3)



BEVELLED (4)

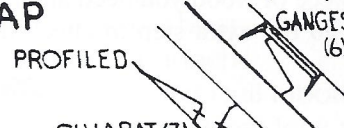


RABBETTED (5)



MODIFIED LAP

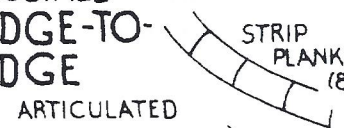
PROFILED



GUJARAT (7)

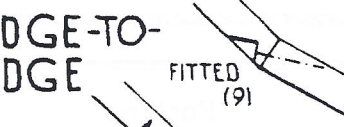
MODIFIED EDGE-TO-EDGE

ARTICULATED



EDGE-TO-EDGE

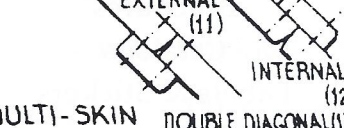
FITTED (9)



BUTTED (10)



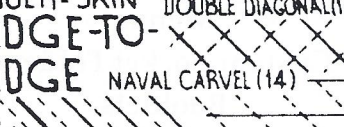
BATTEN SEAMS EXTERNAL (11)



INTERNAL (12)

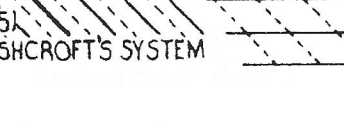
MULTI-SKIN EDGE-TO-EDGE

DOUBLE DIAGONAL (13)



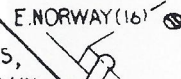
NAVAL CARVEL (14)

(15) ASHCROFT'S SYSTEM



FASTENINGS

THROUGH WOODEN PLANKS PEGS OR TRENAILS, HEADED, WEDGED OR PLAIN.

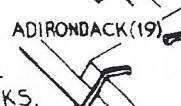


METAL BOLTS OR NAILS CLENCHED OVER ROVES OR WASHERS.

METAL BOLTS OR NAILS HOOKED OVER PLATE ROVES



NAILS HOOKED OVER SO AS TO RE-ENTER THE PLANKS.



NAIL POINTS TURNED OVER TO LIE FLAT



SEWN

INSIDE LAP-HALSNOY (22)

OUTSIDE LAP-ÅLS (21)

LASHING-SWEDEN (23)

STITCHING-TAHITI (24)

EDGE

SUCCESSIVE NAILING (26)

OBLIQUE KOREA (25)

DOGS BLIND-MEDIEVAL (27)

THROUGH-N.CHINA (28)

INSERTS

DOWELS S.VIETNAM (29)

MORTISES VIETNAM (30)

STAGGERED MORTISES-GRAND CONGLUÉ (31)

FLUSH-ADOUR (32)

ALL THESE MULTI-SKIN SYSTEMS EMPLOY LUTING OR GLUE BETWEEN THE LAYERS, WHICH MAY BE SEWN, RIVETTED OR STAPLED TOGETHER.

LEAK STOPPERS

DRY SEAMS ~ WITH GOOD WOOD AND WORKMANSHIP MOST LAPPED JOINTS NEED NO INITIAL STOPPING, BUT WEAR AND TEAR MAY CALL FOR SOME FORM OF CAULKING LATER.

BRUISED SEAMS ~ AFTER CLOSE FITTING, THE EDGES ARE SCORED, THEN WHEN RE-ASSEMBLED, THE SEAM IS SCALDED WITH BOILING WATER.

LUTING ~ GENERALLY A SOFT STOPPING LAID IN A JOINT BEFORE ASSEMBLY. A GROOVE OR COVE MAY BE CUT IN ONE PLANK TO HOLD THE LUTING.

CAULKING ~ FIBRES, MOSSES OR SPLINES DRIVEN IN AFTER ASSEMBLY. FIBRES MAY BE MIXED WITH HARD OR SOFT SETTING MASTIC.

PAYING ~ A HARD SETTING STOPPING PUT OVER A JOINT TO RETAIN CAULKING OR TO SEAL THE JOINT.

PLUGGING ~ DRIVING SOFT WOOD PLUGS INTO HOLES AFTER SEWING.

BATTENING ~ LATHES NAILED OVER OR SEWN INTO SEAMS TO RETAIN THE STOPPING IN THE SEAM.

GLUES ~ TRADITIONALLY GLUES USED IN CONJUNCTION WITH FASTENINGS ACTED AS STOPPING. MODERN GAP-FILLING ARTIFICIAL RESINS COMBINE THE FUNCTIONS OF BOTH THE STOPPING AND THE FASTENINGS BUT MAKE REPAIR WORK MORE DIFFICULT.

THE INSIDE OF THE VESSEL IS TO THE RIGHT OF EACH SKETCH

<http://WWW.WW.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/ |
| Bob Speltz Land-O-Lakes Chapter: (preview) | http://acbs-ia.org/bsl01 |
| 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

| <u>Ad Size</u> | <u>Rendezvous</u> | <u>Both Shows</u> | <u>All Issues</u> |
|-----------------------------------|---------------------|-------------------|-------------------|
| | <u>OR Boat Show</u> | | <u>One Year</u> |
| 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) | NA | NA | \$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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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)

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)

| | |
|---|---------------|
| *(2) 1924 "Exide Manuals/60 pages | \$50.00/ea |
| *Correct Craft pamphlet - 21' Boca Raton | \$35.00 |
| *Correct Craft pamphlet - 18' Commuter | \$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 "Minnetonka." Card from Moore Boat Works. Card from J.G. Schmidt | \$50.00/all 3 |
| Call Irving Jensen 712-258-9219 (M1098) | |

1931 FAY & BOWEN (FAY BOW) 18' RUNABOUT - Twin forward Lycoming 4cyl, new trailer, extra engine. (1 of 4 boats known of) Some (minimal) work to be done. 612-470-9266 (M0499)

1935 LYCOMING ENGINE - 4 cyl, complete \$500. 612-470-9266 (M0499)

1963 CENTURY 18' ~ Total Restoration: West bottom, upholstery, decks & varnish, new dash. 327 V8 ski boat w/swim ladder, canvas top & side curtains for rainy days. Good solid family boat. Mooring cover & 2 axle trailer comes with. \$11,000. Can deliver. Call Denis @ 218-246-8868. (M0499)



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)

1958 CADILLAC CONSTELLATION 14'-A Must-Have Collectable!!!

With 1958 Evinrude Lark 35 hp. Classy blue & white sporting large tail fins. Restoration, to original factory condition, completed 7/98. A unique and special boat that attracts a crowd wherever 'she' goes! Includes Sunbrella mooring/trailing cover. \$5500.00 U.S. Patrick Wren 905-939-8311 Toronto, Ontario (M0299)

APPRENTICESHIP SOUGHT

Mr. Ron Lindgren is seeking to learn restoration and woodworking techniques. He wants to fine-tune his skills for working on wooden boats. He is willing to work for free in exchange for the opportunity to learn from a skilled craftsman. Ron, who lives in the Twin Cities area, is familiar with boats and boating. If you are willing to teach your craft to Ron, give him a call at 612-560-0928. (M0499)

SPEEDSTER WINDSHIELD BRACKETS ~ Set of freshly re-chromed windshield brackets with the high rake angle used on Gar Wood Speedsters, etc. Center bracket has long support arm, side brackets have wide gussets. Asking \$350. Call Gerald Petersen 414-742-2367 (M0499)

WANTED: 1940 THRU 1942 CENTURY WHIRLWIND ~ single cockpit outboard, any condition. Steve Benjaminson: ph:715-394-4481, fax: 715-394-3288 (M0499)

1940 CHRIS CRAFT 16' DELUXE RUNABOUT ~ good correct hardware, "upgraded" engine. Needs re-planking, new mahogany planks included. Gauges restored. Some work done. \$2850. Bob McBride 715-825-3242. (M0699)

1948 CORRECT CRAFT 18' mahogany utility ~ Complete and functional, with trailer. Chrysler Crown 6 cyl, runs well. Wood-fair. \$1,750. Bob McBride 715-825-3242. (M0699)

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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