



The Bi-Monthly Publication of the
Bob Speltz Land-O-Lakes Chapter
Antique & Classic Boat Society

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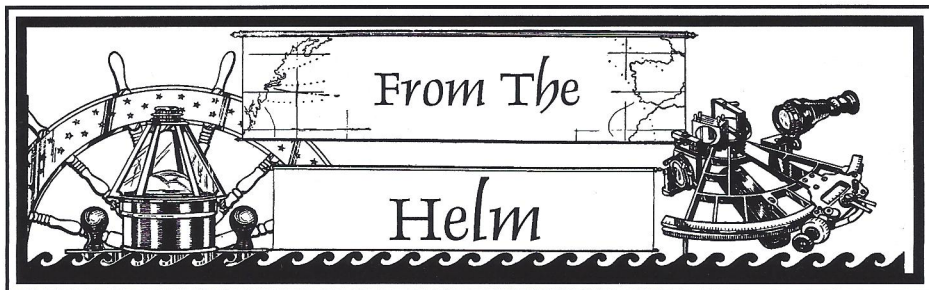
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Here we are again with Summer gone and Autumn in full bloom. Man, did that Summer fly by. As a chapter, we had a pretty busy time and I would imagine you all tried to cram as much as you could into the three-month break between Spring and Autumn. Here in the upper midwest, we have to take advantage of all the beautifully warm days on the water. I did, and had one of my best Summers in years. I made it to all three chapter outings on Lake Minnetonka, saw the Cross Lake Show, visited Lake Vermilion, Bone Lake, Lake Sylvia, Whitefish chain, cruised the Mississippi River, and of course, attended our 24th Rendezvous!

Hey, ain't it great, this country we live in? It's a boaters paradise living in Minnesota with its 10,000 plus lakes. Don't forget our neighbors in Wisconsin, Iowa, and the Dakotas. Yes, there is water in the Dakotas. I got several calls from the Dakotas this last year and hopefully, we'll boast the very first members into ACBS.

I'm finding out that being a part of this organization has a lot more advantages than I originally thought. I had my first taste this year of a quarterly meeting, an annual meeting, and a river cruise. I've said this before, but meeting people from around the country that have the same interests in boating as you is just a kick! These people (as we say in this chapter) know how to have fun!

The annual meeting river cruise up the mighty Mississippi was a blast, but really more like a modern day Huck Finn adventure. I understand that nothing every goes perfectly, which makes it quite thrilling. The four-day cruise started in Dubuque. I joined the group on the morning of the third day in LaCrosse. I missed a chilly day and a drizzly day. I brought great weather for the rest of the cruise. There was only one mechanical problem with the boats. I caught ride in Carl Weisser's 28 foot Chris Craft Cruiser. We were the slowest boat, but occasionally caught the group at a lock waiting for a barge. We crossed Lake Pepin on the morning of the fourth day, the sun was coming up and the lake was like glass. We got an early start to get ahead of the faster boats and they caught up with to us on the north end of the lake. To see all those woodies coming up behind us and flying by was awesome! I can't wait until my '56 Chris Craft Capri is done. River cruises, here I come!

Read about the annual meeting and river cruise in this issue, two great additions to this year's schedule. I would like to thank all those who helped make this happen. Jeff and Nancy Stebbins organized the river cruise and chaired the annual meeting weekend. The organizing, planning and execution of these two events is a tremendous task. Along with all the volunteers, they made it happen. Jeff and Nancy have served this chapter full time for the last six years in a variety of roles. This weekend was a demonstration of their commitment and hard work. On behalf of the chapter, I would like to thank them for their dedication to BSLOL and ACBS. Jeff will continue his trek with ACBS, serving as vice president for the next three years and the International Board of Directors. Congratulations and thanks again, Jeff and Nancy!

So you all know where I will be going next year ... cruising!! I'm already signed up for the 2000 Annual Meeting in Michigan and the five-lakes' cruise, followed by what sounds like a wonderful weekend at the Grand Hotel on Mackinaw Island. I hope to see a lot of BSLOLers there. You've got the whole Winter to plan your adventure. Enjoy the Fall colors -- go cruising!

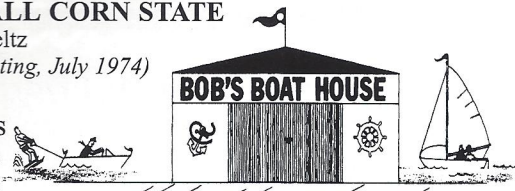
Greg



SPEED BOATS in the TALL CORN STATE

by Robert Speltz

(reprinted from the *Antique Boating*, July 1974)



I am sure you think this a strange title - but let me explain, Iowa is a state few of you think of as a mecca for old inboards, but you couldn't be more wrong. When I was only a lad back in the early '50s, a lake just west of Mason City, Iowa, namely Clear Lake, still had a number of old inboard speedboats. This article will describe a rather unusual situation that we as antique and classic boat lovers will enjoy,

Clear Lake is a resort area dating back to the early 1900s. Once called the "Saratoga of the West," she boasted good fishing, swimming and boating. There were launch rides available, of course, and fishing boats for hire by the plenty, but still, if you really wanted to give that girl friend or wife a REAL thrill, you boarded the ZEPHYR, COMET, BABY ROCKET, CLIPPER, JEEP, SPORTSMAN, MISS CLEAR LAKE, or one of the numerous other boats, and "streaked" across the Lake at nearly 40 MPH feeling the spray in your face.

When I was about 10 years old, our whole family rode in the BABY ROCKET, a 3 cockpit 1927 Chris Craft in mint condition. Little did I know that day that some years later, my Dad would own that very boat! speedboat rides were a big business at Clear Lake until about the mid-'50s when fiberglass, aluminum, and more modest priced outboards, made it possible for the average man to buy his own boat and no longer care about speedboat rides. Today there are none of the old beauties I am about to describe left on the Lake.

Witke's Boat Co., Clear Lake, no longer in business, sold Chris Craft power boats up through the 1960s. From about 1935 to 1955, speedboat rides were a major part of their everyday business during the busy tourist seasons. On some occasions their "stable" of speedboats for hire numbered as high as eight! Some of their more famous boats are described below:

1. SPORTSMAN - 24' Chris Craft utility 1950 model,
2. JEEP - 18' Chris Craft runabout 1939.
3. COMET - 24' Chris Craft 3-cockpit, 2 windshield runabout.
4. MISS DETROIT - 16' Gar Wood single cockpit 1939.
5. NO NAME - 22' Chris Craft 3-cockpit runabout 1949
6. NO NAME - 22' Chris Craft sedan hardtop 1951.
7. COMET 11 - 21' Chris Craft 3-cockpit runabout 1937

This was pretty much the complete list excluding several larger cruisers they used for scenic tours around the lake. I believe a ride was about \$1.50 for adults and 75 cents for children. It sure was fun to sit in those "rumble seat" cockpits and hear the mighty roar of those Packard, Scripps and other engines.

Witke's main competition was from The Tourristville Boat Livery over on the south shore of the lake. Originally starting as only a bait and fish boat rental operation, they too were an old line, well established dealership of the period. Tourristville soon started selling small outboards and then Gar Wood, Truscott and finally, Century which they sell to this day. Strangely enough, a rather intense rivalry soon arose between the two firms, each saying their boats were the biggest, fastest and ran on the most exacting time tables. Here is a list of Tourristvilles boats:

1. CLIPPER - 221 chris Craft t 3-cockpit runabout 1928.
2. BABY ROCKET - 22" Chris Craft 3-cockpit runabout
3. NO NAME - about 30' 3 cockpit mahogany runabout powered by a 750 H.P. Typhoon engine, a real rare beauty built near Minneapolis, I believe,

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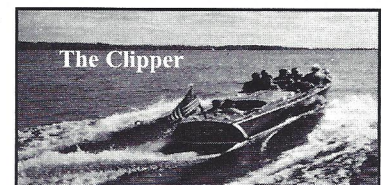
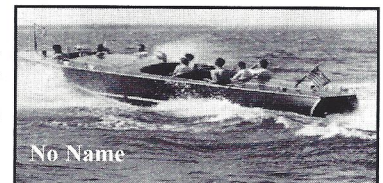
On Our Cover

Bob Johnson gives a from-the-shoulder "V" for victory sign after beating F. Todd Warner in a fly-by demonstration at the 1999 Rendezvous at Treasure Island.

And the saga continues?! Todd vows a comeback match next year.

Bob's 1948 Chris Craft 22' Sportsman has an improved bottom design and a hot Chevy 350 block engine. Way to go, Bob!

(Photo by Eric Gustavson)



Bob's Boathouse continued on page 17

At the annual ACBS National Meeting in September, BSLOL's BoatHouse publication was awarded "Best Newsletter" of the year. To date, The BoatHouse has been recognized as "Best Feature Article" newsletter in 1996, "Most Improved" in 1997, and "Runner Up" in 1998.

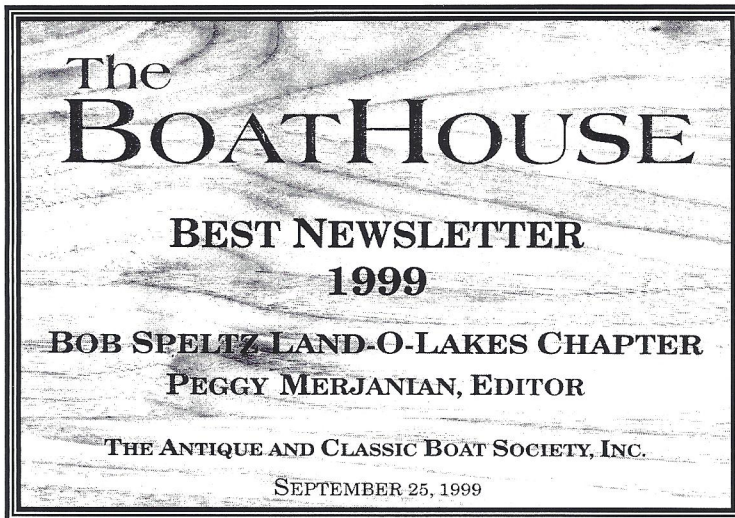
To say I was absolutely thrilled is an understatement. I am extremely proud of our product and I get immense satisfaction in seeing the end result every issue. While the award cites "Peggy Merjanian, Editor," that is by no means the real picture. There are so many involved in its success, I must acknowledge their contributions.

Steve Merjanian, my better half, wears a multitude of hats. He's not only the club's official *mahogany* photographer, he does all the scanning, which is why our photos are so terrific! His knowledge spans so many areas and is called upon every issue. His precision engineering mentality takes over when it comes to printing and all technical aspects. Steve's involvement with the chapter goes back to the first year of its founding. That, and the fact that he is an incredible paper pack rat, puts history in almost any area you can think of at my fingertips. He is also my personal, resident computer guru. I have instant tech support! How lucky can I be?

Andreas Jordahl Rhude - Pick up any issue from the last year and a half and you'll find his byline on innumerable articles. He accepted the role of BoatHouse coordinator and has been absolutely invaluable since. His thoroughness and depth of research is incredible! One needs only to look at our "Portholes to the Past" feature for this and the last four issues to see what I mean. Couple that with his command of the written word, and he is an editor's dream! He willingly jumps in and provides reporting on club events in addition to the labor-intensive articles. I get first class material, tons of supporting documentation and pictures - always with a smile and always with an offer of additional help. He's positively "bionic"! Once again, how lucky can I be?

Sherwood Heggen - author of "Gadgets & Kinks," formerly Restoration Corner. Sherwood has been doing this for years! He's always on time, always interesting, and never needs reminding - he just does it - and beautifully! He never runs out of topics, and always provides a storehouse of ideas. He's been the restoration backbone of BSLOL.

Dr. Motorhead - Our vintage "MD" (Mechanical Doctor) is a more recent addition to our regular contribu-



tors. No one seems to be able to figure out who the "Dear Abby" of engines is, but he/she responds to problems and inquiries in every issue under "The Service Department." Keep your stethoscope to the "wood," Doc. There are many CPR cases out there!

Greg Benson - As president, Greg's responsibility for the "From The Helm" feature is expected, but he does this with such enthusiasm! Greg's contribution to

our success doesn't stop there. He pounds the pavement for advertisers. He single-handedly keeps our costs down with his pursuit of ads. He does a commendable job and still manages to do the pictures for the "Vendor Spotlight" section. His commitment and dedication to The BoatHouse and BSLOL is hard to match.

Chuck Petersen has been supplying us with excellent articles for the "Outboard Corner" for years. His knowledge of outboards, coupled with his love for them is very evident in his writing. He is truly fun to read and has been a valued and dependable contributor.

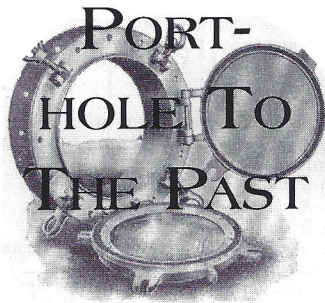
It takes a wide variety of talents to produce a quality publication like *The BoatHouse*. So many contribute with articles, historical data, photos, letters, ideas, and much more. The cooperative spirit is heartening. I'd like to acknowledge the following:

- | | |
|-----------------------|-----------------------|
| <i>Jim Aamodt</i> | <i>Al Lindquist</i> |
| <i>Bob Clark</i> | <i>Paul Mikkelsen</i> |
| <i>Dave Doner</i> | <i>Dan Nelson</i> |
| <i>Ray Ellis</i> | <i>Jeff Stebbins</i> |
| <i>Eric Gustavson</i> | <i>Jerry Valley</i> |
| <i>Randy Havel</i> | <i>Maureen Valley</i> |
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| <i>Bob Johnson</i> | <i>Marjorie Vogel</i> |
| <i>Tom Juul</i> | <i>Lee Wangstad</i> |
| <i>John Kinnard</i> | <i>F. Todd Warner</i> |

The BoatHouse is truly a community enterprise. The BSLOL family is very special - and the result is a quality, informative and educational publication that everyone involved can be proud of. I am truly blessed and I thank everyone who is a part of it.

Peggy Merjanian
 Editor

**THE MYSTERY SHIP -
A TRAGEDY¹**
by Andreas Jordahl Rhude



On July 29th, 1969 President Nixon was in Thailand on his way to visit Vietnam. Neil Armstrong, Buzz Aldrin, and Michael Collins were still in quarantine nine days after Armstrong set foot on the moon. Senator Edward M. Kennedy was in seclusion after the Chappaquiddick tragedy. "The Courtship of Eddie's Father," starring Bill Bixby, was soon to hit the television airwaves and Woodstock was just days away. A fateful event took place that same day in the summer of 1969. It was hailed as a triumph of the year -- the resurrection of an historic relic. A wooden schooner, the "Mystery Ship," was raised from the depths of the waters of Green Bay. She had sat on the floor of the bay for 100 years and was now seeing daylight for the first time in a century. The spectacle received nationwide media attention. It was the culmination of two years of tireless effort of a small crew of men. But alas, her fate was one of ruin, and it was a fate predicted by one man with expertise in wood.

So... how was the Mystery Ship rediscovered? It was all coincidence. In November 1967, a commercial fisherman's nets became tangled in an object at a depth of 40 feet near Chambers Island in the waters of Green Bay. Charts indicated that the depth at the same location was 105 feet. The fisherman, wanting to salvage his costly nets, hired a scuba diver to free them. That diver, Frank Hoffman, found the nets tangled in what amazingly appeared to be a ship's mast. Diving deeper, he found an ostensibly intact ship at a slight list on the clay bottom of Green Bay.

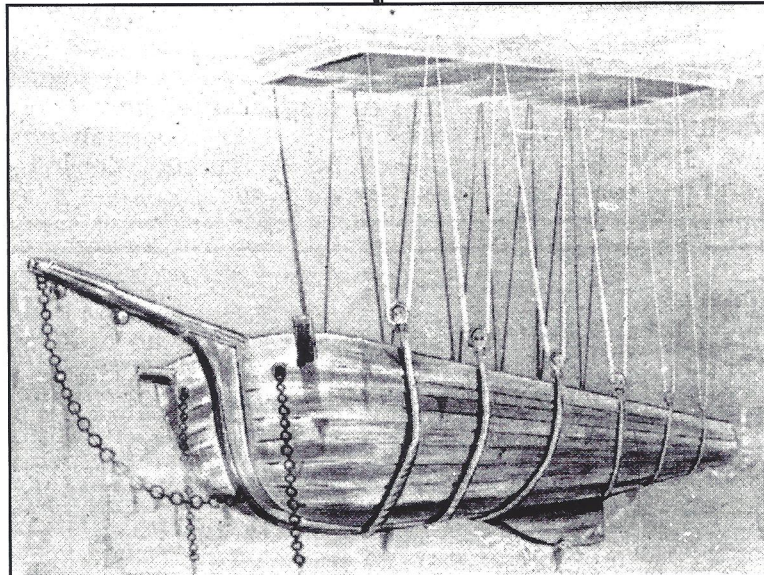
Hoffman, a veteran diver, was familiar with ship salvage operations. He investigated the ship through additional dives and learned that the wooden hull was indeed intact. Both masts were still upright and in good condition. He figured she could be raised to the surface and possibly even be rigged for sailing once again. He kept his discovery secret and by early 1968, he had secured the federal salvage rights. During the summer of 1968, Hoffman and his fellow divers slowly recov-

ered artifacts from the ship. They were carefully removed and then cataloged by James Quinn, director of the Neville Public Museum in the city of Green Bay. Some of the items found were the captain's writing desk, a brass locket, a wallet, clay pipes, a water pitcher, a clock, an oil lamp with patent date of August 11, 1863, tools, and three pennies. Even a crock of cheese - still full, was pulled from the ship! Divers could only be in the water for about fifteen minutes at a time due to the cold water temperatures hovering around 40° F. It was a painstakingly slow process.

With the assistance of ship builders Harold and Jim Derusha of Marinette Marine Corporation, Hoffman and his crew began the complicated task of bringing the Mystery Ship to the surface. In 1968, they placed steel cables beneath the ship. They used compressed air to bore holes through the mud under the ship so that the cables could be jimmied in. About ten tons of silt was pumped out of her holds. The plan was to use a barge with hand winches to lift the ship off the floor of the bay. They would then lift her up to within 40 feet of the surface and slowly ease their way towards shore. When they got to a water depth of about 40 feet, they would set her down to adjust the slings and make final preparations for bringing her to the surface.

The shipyard of Marinette Marine became the destination for the final raising. Located about one mile inland from Green Bay on the Menominee River, the company proved to be an invaluable contributor to Hoffman's efforts.

They let him use an LCM6 (landing craft medium) built by the firm during the summers of 1968 and 1969. Marinette Marine also arranged to have the two 130' x 30' barges made available for the raising. On July 23rd, the vessel was successfully lifted off the bottom, 19 fathoms deep. Starting at 4:00 a.m., the crew worked till 9:00 p.m. to lift her and tow the entire rig towards shore. At times, members of the news crew that were on hand pitched in to relieve the salvagers. Most of the cranking of the winches was done by hand! As the day progressed, squalls kicked up causing even



This underwater sketch shows how six powerful cables were rigged to the Alvin Clark at its grave site in 110 feet of water. The cables were hooked to a barge on water where men and women controlled winches that slowly lifted the 218 ton ship to the bottom of the barge for its underwater journey to Marinette.

more anxiety. The week before, the two masts were lifted to the surface and brought to the Marinette shipyard. They were found to be in excellent condition. While all this was occurring, the identity of the ship was still a puzzle, thus the name "Mystery Ship" was attached to the effort. She was later identified as the "Alvin Clark" through contemporary

Porthole to Past - continued from page 6

newspaper accounts, national archives, and U.S. Coast Guard records. A stencil found on the ship was positively attributed to one of the sailors on the Alvin Clark -- Mr. Michael Cray of Toronto -- one of the two survivors of the sinking.

The final lifting took place on Tuesday, July 29th, 1969, at the Marinette Marine docks. About 4000 spectators (including the author of this article!) were on hand as she was lifted from her watery grave. Four cranes, two on the docks and two on a barge, began lifting at 10:24 a.m. and soon the bowsprit was above the water's surface. Cheers from the crowds and horn blasts from spectators in their boats rang out as soon as the bow emerged. After being pumped out of water and silt, she floated on her own!

Just over one week after she was raised to the surface and her holds cleaned of the silt, she was towed to the Menominee harbor. She was on display during the annual blessing of the fleet on August 3rd. An estimated 30,000 people saw the 122 year old relic. It was a happy day for those responsible for bringing her up from the sea bottom.

The "Alvin Clark" was a lumber schooner owned by Captain William M. Higgin of Racine, Wisconsin. The ship was running empty and she was under full sail heading to Oconto on June 19th, 1864, when she capsized in a sudden storm just off the shores of Chambers Island. The Civil War was raging in the east and southern parts of the county at that time. Built near Detroit, Michigan in 1847, the Alvin Clark was 105 feet in length, had a beam of 25 feet, and displaced 218 tons. She was rigged with two masts. Her foremast was square rigged, placing her in the brigantine class.

To insure that the ship would not be torn apart while drying out after being in the water for 100 years, an enclosure was built around the ship. It was a makeshift dry-kiln used to dry her out very slowly. Over the winter of 1969-1970, she was slowly dried out, cleaned up, and ultimately put on display in Menominee, Michigan at the Mystery Ship Seaport.

The biggest hurdle overcome by Hoffman, so he thought, was the actual raising of the relic from the sea bottom. As it turned out, insurmountable problems began once the ship was floating again. The ship was towed across the river to Menominee and put into a slip. Along with the artifacts displayed in a museum building, she became a tourist attraction. The entry fees were nowhere near enough to pay for the original salvage or for the upkeep of the ancient vessel. Hoffman offered to sell the ship to Menominee. When they

balked, he sought buyers in other ports of the Great Lakes. In 1976 Hoffman said, "Our number one goal right now is to preserve and take care of the ship." He continued, "This ship is a piece of Great Lakes history. It tells us now and it will tell generations later what the pioneer lumber and sailing era was all about. People and organizations spend all kinds of money to build replicas of ships that don't have nearly the historic value of the Alvin Clark and we can't get a dime to preserve this ship. I don't understand it." However,

with no funds, nothing was done to insure a long life for the ship. Hoffman sold the ship in 1987 to a group of local investors. They too, failed to preserve the ship.

The ship was well-preserved in her watery grave for 105 years. Why? In order for wood to decay, four elements are required: oxygen, a favorable temperature, a food source (the wood itself), and moisture. If one of the four is eliminated, wood will never decay. The cold water temperatures of Lake Michigan, along with a lack of oxygen, ensured that the wood of the Alvin Clark would not decay.

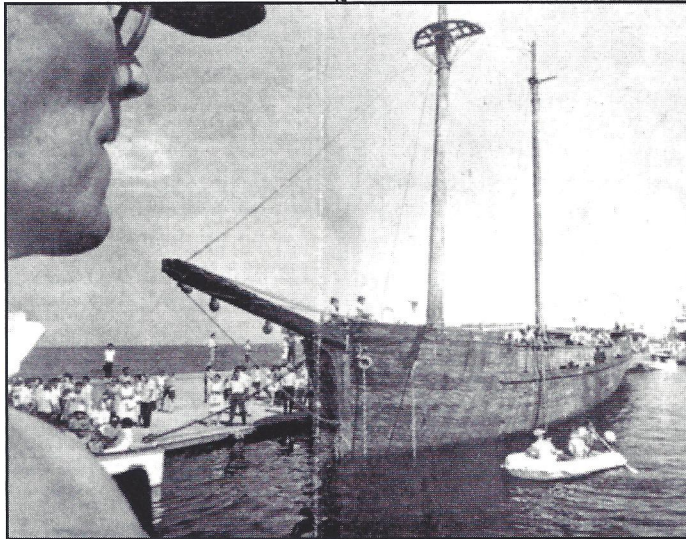
Water action and movement of sand did, naturally, weather the wood surfaces to a certain extent. But because she did not break up while sinking, and her hull was intact when brought to the surface, she was able to float again on her own.

Once exposed to the air and temperatures favorable to rotting, it was just a matter of time before she succumbed to decay. Measures were never taken after she dried out to protect the wood against decay. And for this reason, it was only 25 years for her to become decayed beyond repair. The resurrection of the ship was a feat uncommon to man and it was hailed as a triumph of maritime heritage. However, there was never any plan for the disposition of the ship or for its protection.

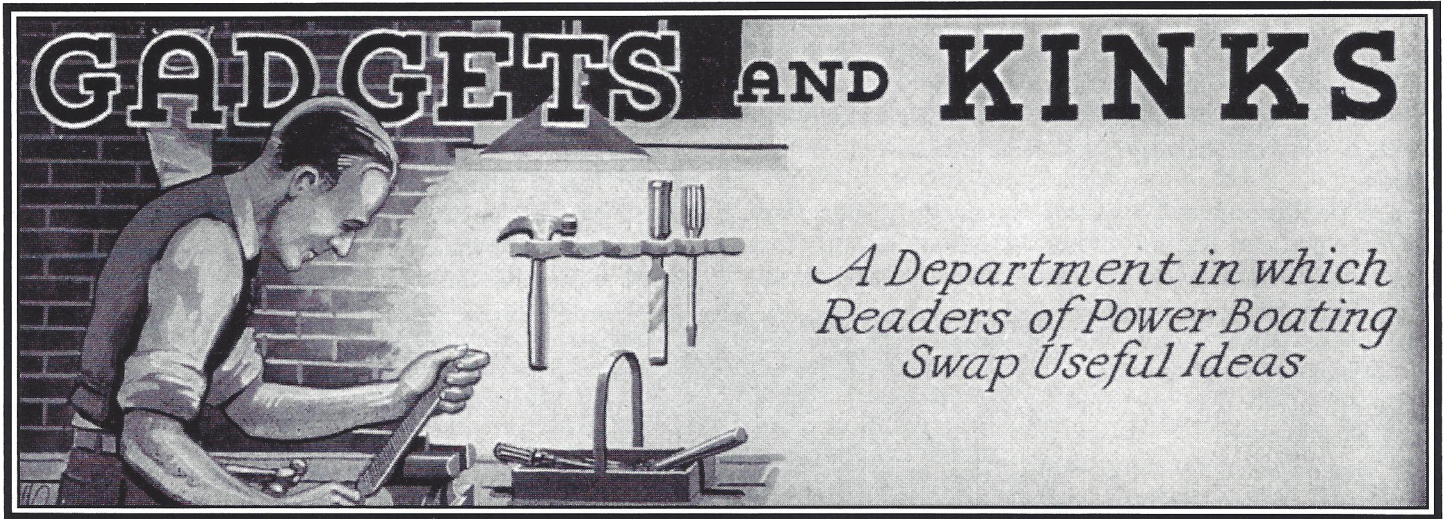
What became of the Mystery Ship? Her ultimate fate, a sad one, was predicted before the ship even saw the surface of the water. On February 26, 1969 the wood expert wrote: "It would be better that the mystery ship, the logging schooner, remain in her watery grave where she has been preserved all these many years, than to have her lifted ashore and go to ruin. The cost to bring her ashore is one thing; the cost to preserve her

is quite another." ² These words, probably read with little enthusiasm at the time of their writing, were to come true.

In May of 1994, the remnants of the Alvin Clark were demolished with a bulldozer. She was rotten beyond hope of saving and her owners were broke. The dream of Frank



The Mystery Ship, towed to Menominee Marina for the Blessing of the Watercraft ceremony, proved to be a big draw. A record 30,000 persons attended the annual event in 1969.



by Sherwood Heggen

Why put a finish on a wooden boat? Is it what has always been done and therefore is continued without question? Is it necessary? Well, the reasons are obvious if the boat is intended to be useable for any length of time. Wood with no protective finish soon results in gray, rotting wood when it is exposed to the elements. Wood is a result of killing a tree by cutting it off from its life supporting roots. Sounds rather gruesome, but that is what happens. Unless something is done to preserve and protect the resins in the wood, it will soon begin to dry up and deteriorate.

For centuries, it has been the practice to preserve wood's natural resins by capturing them with some type of coating and protecting the wood from exposure to sunlight, moisture, and air. If the natural resins are destroyed, so is the integrity of the wood. Once wood is properly seasoned, sealing it in wax and keeping it in a cool, dry place would stop air and moisture from having its effect. That is not possible for a boat, however, so a more practical solution is required.

Spar varnish has been the answer for a long, long time. The reason spar varnish is a great finish on boats is because it provides a smooth, glossy, flexible film that provides a barrier between the wood and the elements. It can be re-coated as necessary to maintain its protective quality and it beautifies the wood that it protects. The idea pursued in this *Gadgets and Kinks* is an alternative to varnish. It is not necessarily portrayed as a recommendation nor has it been tried personally by this writer. There are a lot of varying opinions whether this is a good alternative or something that should be avoided altogether. From what is available for reference on the subject, the choice of this finish would be at best experimental if you should decide to try it on your project. We are talking about a urethane finish here - car paint, if you will. There is a boat builder out West by the name of Don Philbrick who built the Philbrick wooden runabouts. The finish he applied to the hull was the urethane. The finish reportedly stayed intact and glossy for years as it would on an automobile. That is much unlike a varnish finish that needs re-coating far too often. Let's explore the positives for using a urethane finish.

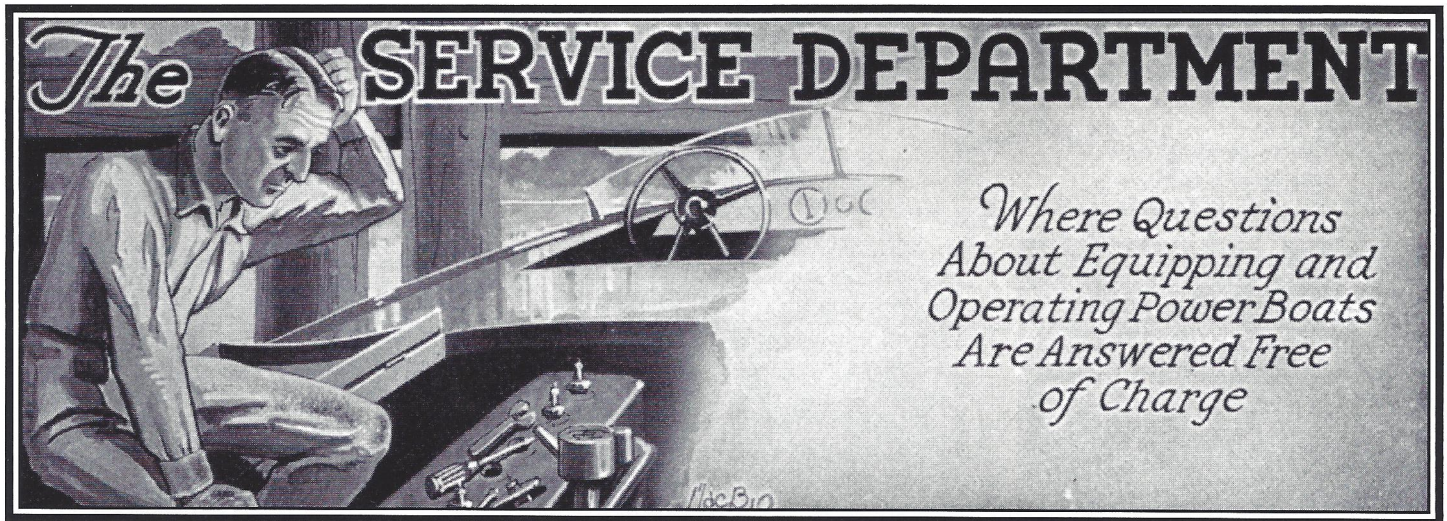
Urethane is a very tough, clear coating designed for the automobile industry. For a few days of effort, a shiny finish

can be applied. It has been used successfully on cars for years in very demanding extreme conditions of heat, cold, and direct sunlight. Urethane requires a catalyst that causes it to cure very quickly. As a result, multiple coats can be applied in one day, or before morning coffee if you start early. After about 30 minutes, another coat can be sprayed on without sanding between coats. It is necessary to sand to level the finish as it is built up, but far less frequently. Dust is not as big an issue as it is with varnish. With urethane, the final coat can be wet sanded with 1000 and 1500 grit paper, eliminating all of the dust. Then, a little polishing compound and a power buffer will bring up a high gloss that will make you proud. The time required for putting on this type of finish is less than a comparable spar varnish finish.

What about the negatives? Urethane is clear - no color. That causes the finished color of the stain to lack the warm, amber glow provided by a varnish finish. The knowledge of and addition of toners would be necessary to accomplish the proper color. Gleaning information from the Internet, the general opinion of those who know say that a urethane finish is not the best serviceable finish. The reason is because a urethane finish, unless the correct catalyst is used, can crack due to the flexing and dimensional changes of the wood it is applied to. A complete stripping of the finish and application of a new finish may then be the only way to correct the problem. The proper way to apply urethane is with a spray gun. A high volume/low pressure gun is recommended to minimize the over-spray problems. The negative here is that this can be a bit of an investment if infrequent use of the equipment is expected. Here is a big negative. You must cautiously protect your lungs from the vapor and mist produced with a high quality mask when applying the finish. Definitely follow the warnings and directions on the can. Your health may depend upon it.

Whether the urethane is more or less expensive than varnish is hard to say. It all depends on how much you put on and how many sheets of sandpaper, foam brushes, foam rollers, or special equipment are needed. It is going to cost, regardless. Fellow BSLOL'er Ken Patz is currently experimenting with a urethane finish on his 1957 Chris Craft Cavalier 17' runabout. He is expecting success with the method with regard to overcoming cracking. Ken has sprayed ure-

Gadgets & Kinks - continued on page 15



Where Questions
About Equipping and
Operating PowerBoats
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of Charge

Dear Dr. Motorhead,

The surface of the lake, like a mirror, is reflecting the morning sun through ghost-like images as the mist rises from the warm waters in the cool morning air. The geese are beginning to gather and flock but a few yards from my dock. As the squirrels nervously scurry about the yard hoarding what appears to be a whole winters worth of acorns bulging their cheeks, fall is arriving to Minnesota. It seems like only yesterday, we were celebrating Spring's first arrival, anticipating the long lazy days of summer. This time of year, we squander the sun-drenched autumn days with beautiful colors and long shadows. Only too soon, our boats will be tucked into their storage areas awaiting Spring's return.

My mind drifts from the splendor to the inevitable: yielding to mother nature and preparing for the winter ahead, hauling out and winterizing before the winter winds and freezing temperatures set their icy grip. As an ounce of prevention is worth a pound of cure, I so desire to perform all the necessary winterizing tasks that insures the safe hibernation of my beautiful craft. My recent Spring purchase has yet to afford me the experience and knowledge to perform such tasks. Anxiety ridden, I ask, will my beloved runabout fall victim to the Y2K winter? Can you share with me your insight, wisdom and advice as to the proper wintering techniques and correct storage? I am sure you and your trusted assistant, Piston, must be so very busy this time of year. In addition, your backlog of letters awaiting responses must be enormous. Could you find it in your heart to rejoinder and pontificate to this timely request? If I don't hear from you, I understand. However, my only recourse in that instance, is to ship my boat to Florida for the winter. Your insight and wisdom are beyond reproach. I am at your mercy.

Signed

Prolific Pendocrast III

Dear Pro,

Yikes, get off your knees! It's not becoming to a gentleman of your apparent stature. I am encouraged that you have the desire not only to enjoy your beloved runabout, but maintain and preserve it as well. Working on your own boat is not only a money-saving adventure, it is also fun and rewarding. While Piston is looking up the words

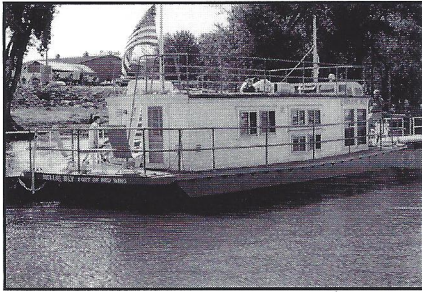
rejoinder and *pontificate* in our dictionary, I'll take this time to answer and give understanding to your query. Get out your pad and pencil, cause here's the skinny.

1. Don't wait too long to get all this done. Winter can hit and hit hard as early as late October, making your job miserable or even impossible.
2. You need to change the oil in your motor. Sometime in late September early October, when that warm sunny day arrives, get ready to do your work. Don't procrastinate, it will probably be the last. Go for a boat ride. This will warm up the engine oil. Warming your oil thins it out allowing you to remove the old oil with a marine oil pump. There are a number of different pumps that do the job. Buy one and enjoy it; this is one of life's little pleasures. The old oil contains acids that are corrosive and harmful to your engine during the many months of winter storage. Help your engine and change that oil. After the oil is changed, run your boat to the boat landing. This gives the new oil a chance to coat all the internal engine parts for the long winter ahead.
3. With your boat out of the water, add a few drops of oil to generator and distributor oil ports. Open up the distributor and spray WD40, or the like, into the lower part of the distributor. This will prevent the spark advance counterweights from getting rusty and stuck.
4. Next, drain the engine of all its water. There are drain plugs on all engines. They all must be opened and drained completely of water. If not completed correctly, the result is a cracked block. Engine manufacturers are different, with varying locations to drain the water. If you need specific information for your particular motor, consult Steve Merjanian or Jeff Stebbins for the proper locations. Once you have opened these drains, especially the drains located on the engine block, probe a piece of wire into the hole. Many times a strand of seaweed or a chunk of sand gets lodged in the hole and won't let the water out. Another neat technique I have observed Jeff perform, is to start the engine while holding a board over the exhaust pipe. This forces the exhaust gasses through the engine, thus blowing out all water and any debris from the engine. Try it, it's slick.
5. Your next task is to fog the engine. There is only one way to perform this task. You will need to purchase a can of *Stor-X*. In my opinion, no other product does the job. It's

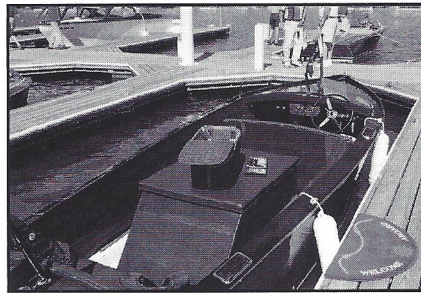
Dr. Motorhead- continued on page 16

1999 RENDEZVOUS WINNERS

ANGIE SPELTZ AWARD
 Marjorie Gray Vogel
 1936 Custom Built Houseboat 38 ft



ANTIQUE UTILITY <20'
 Ron Niccum
 1937 GarWood 20' Custom Utility



BEST DISPLAY
 Jack & Pat Converse
 1955 Alexandria Boat Works 15'



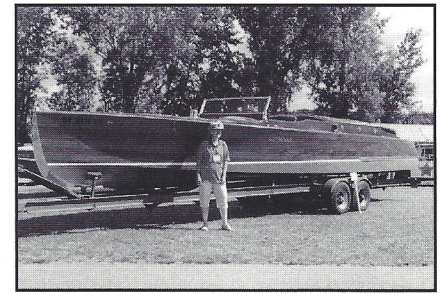
ANTIQUE CRUISER
 Joel Lemanski
 1937 Chris Craft 26' Clipper



BEST AMATEUR WOODWORKING
BEST OUTBOARD >16'
 Jerry & Maureen Valley
 1957 Lyman 17' Outboard



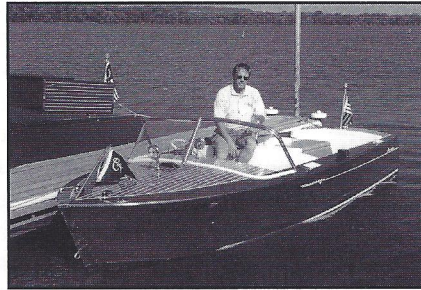
BEST GARWOOD
 F. Todd Warner
 1928 Baby Gar 33'



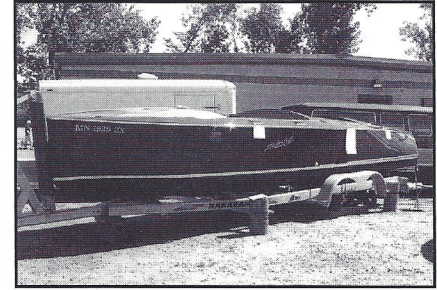
BEST PROFESSIONAL RESTORATION
BEST ANTIQUE RUNABOUT >20'
TREASURE ISLAND CHOICE
 F. Todd Warner's Bristol Classics Ltd
 1925 Hackercraft 26' Dolphin



BEST CENTURY AWARD
 Sherwood Heggen
 1959 Century 16' Resorter



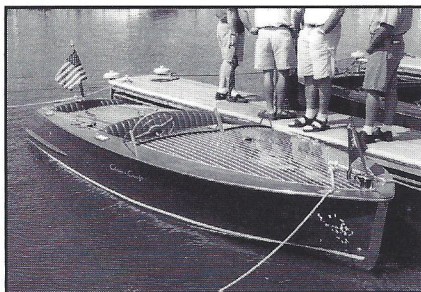
BEST INBOARD ENGINE
 Marcia & Jim Aamodt
 1929 Hackercraft 26' Triple Cockpit



BEST INSTRUMENTS
ANTIQUE RUNABOUT <20'
 Roger & Tammy Chafen
 1934 GarWood 18' Runabout



BEST CHRIS CRAFT
CLASSIC RUNABOUT <20'
 David Beer
 1953 Chris Craft 19' Racing Runabout

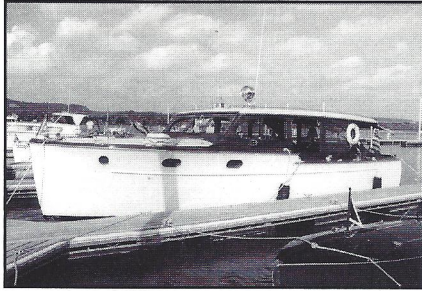


LAPSTRAKE HULL INBOARD OR I/O
 Dave Doner
 1954 Lyman 20' Islander

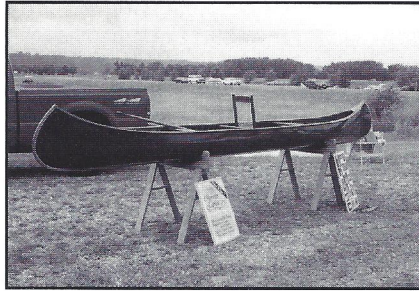


1999 RENDEZVOUS WINNERS

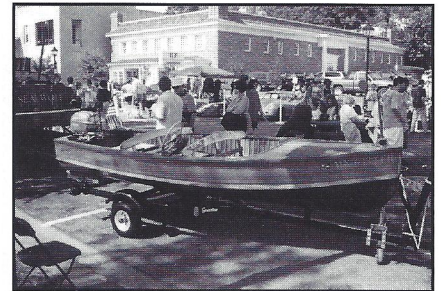
BEST ORIGINAL CONDITION BOAT
 Patricia Hampl & Terrence Williams
 1940 Chris Craft 33' Sedan Cruiser



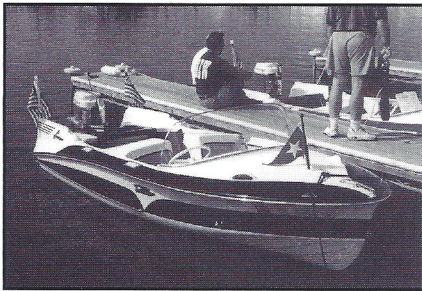
BEST CANOE - ALL YEARS
 Jim Kluck
 1914 B.N. Morris 17' Model D Type 1



OUTBOARD <16'
 Eric Gustavson
 1955 Henry 13' Runabout



BEST OUTBOARD ENGINE
 Blaine & Lisa Waknitz
 1957 Larson 15' Thunderhawk



CLASSIC CRUISER 31' - 40.9'
 Dave & Georgi Flory
 1957 Chris Craft 35' Constellation



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



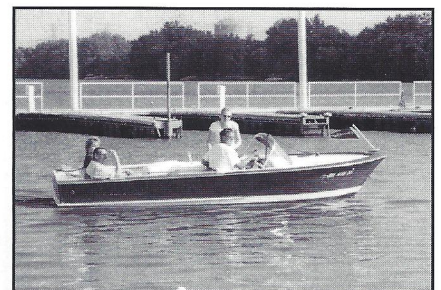
WIERDEST BOAT
 Thomas Bengtson
 1979 Self-Build Airboat 10'



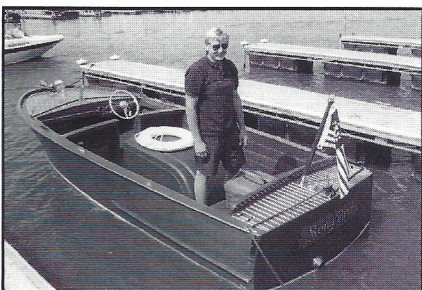
JUDGE'S CHOICE - BEST OF SHOW
CLASSIC CRUISER >41'
 Lee & Mary Pfeilsticker
 1962 Chris Craft 45' Constellation



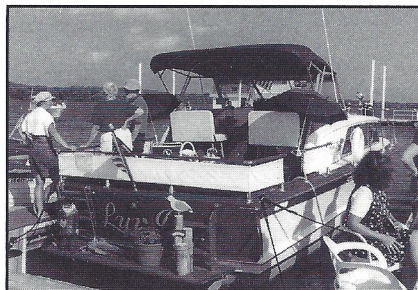
CLASSIC UTILITY <20'
 Brad & Chris Ernst
 1966 Chris Craft 17' Custom Ski Boat



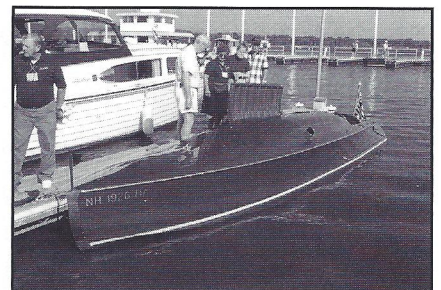
BOB SPELTZ AWARD
 John Tucker
 1951 Chris Craft 18' Sportsman



CLASSIC CRUISER <31'
 Ray C. Garin
 1963 Owens 30'

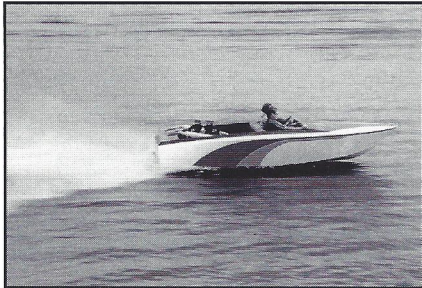


BEST CONTEMPORARY CLASSIC
 Bob & Jane Reinhold
 1995 Hackercraft 26' Gold Cup Racer

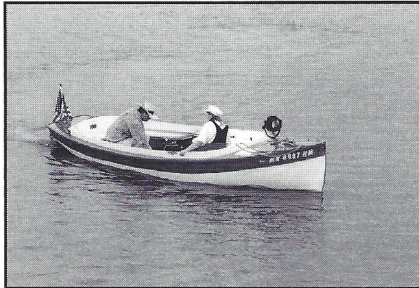


1999 RENDEZVOUS WINNERS

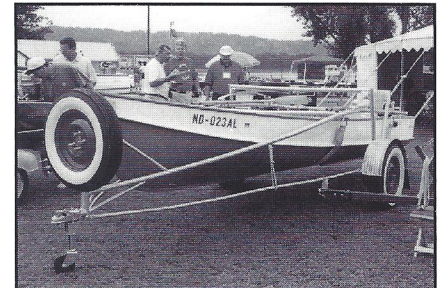
BEST RACEBOAT
DIRTY BILGE AWARD
 F. Todd Warner
 1962 Glen-L Missile 17'



BEST HISTORIC BOAT
 Jim and Steve Harmon
 1919 U.S. Govt Lighthouse Boat 18'



BEST ROW BOAT - ALL YEARS
 The Mikkelson Collection
 1951 Larson 18' Resorter



DRY WROUGHT AWARD
 Don & Ruth Moberg
 1965 Century 17' Custom Resorter



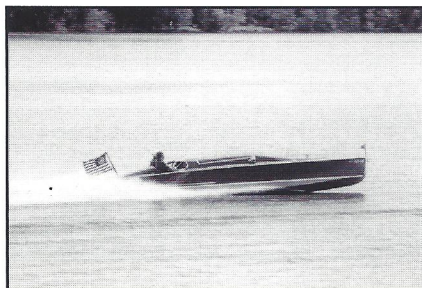
PEOPLE'S CHOICE - FAVORITE CAR
 Gary & Kathy Baker
 1964 Volkswagon Beetle



BEST SAILBOAT - ALL YEARS
 John Baumhoefner III
 1962 Johnson Boat Works 16'
 X-Class Skow



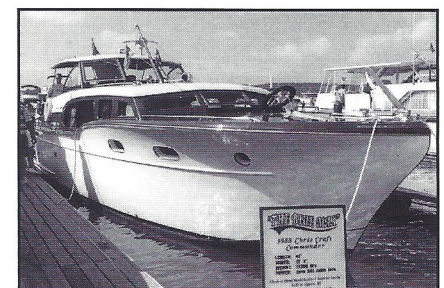
FARTHEST DISTANCE
 Bob & Jane Reinhold
 1995 Hackercraft 26' Gold Cup Racer



PEOPLE'S CHOICE - BOAT
 Brooksbank Family
 1930 Coast Guard Lighthouse Tender 25'



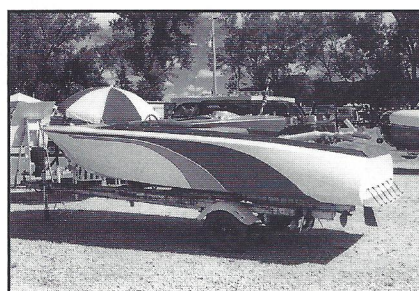
SKIPPER'S CHOICE
 Eric & Diana Lomen
 1955 Chris Craft 42' Commander



FIBERGLASS BUILT PRIOR TO 1968
 George D. Chapin
 1957 Larson 15' Thunderhawk



BEST RACEBOAT
 F. Todd Warner
 1962 Glen-L Missile



BEST SPECIAL INTEREST BOAT
 The Mikkelson Collection
 1956 Inland Hydro Foil 14'



ANTIQUÉ & CLASSIC BOATING WEEK PROCLAMATION

WHEREAS: Minnesota has a long tradition in boating history and is home to the largest chapters (sic) of the Antique & Classic Boating Society in the USA; and

WHEREAS: Minnesota has over 10,000 lakes, is the source of the Mighty Mississippi River, and the Minnesota River with its boating and recreation areas; and

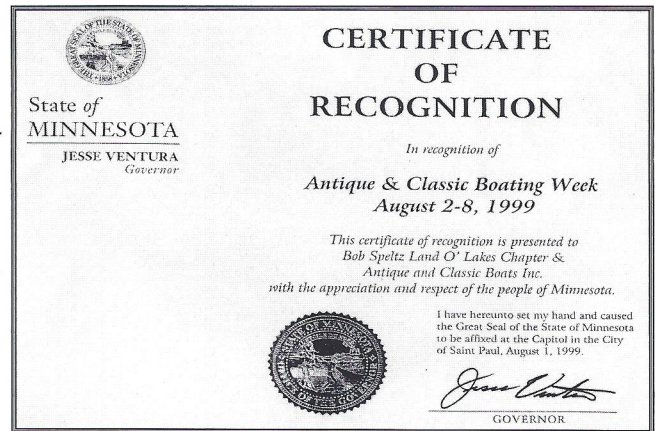
WHEREAS: Minnesota's boating history has a rich tradition and history of manufacturing, operation and restoration of classic wooden boats; and

WHEREAS: On August 7 and 9, 1999, the Bob Speltz Land-O-Lakes Chapter of the Antique and Classic Boating Society Chapter will hold its 24th Annual Antique & Classic Boat Rendezvous at Treasure Island Resort and Casino on the Mississippi River (Sturgeon Lake) near Red Wing, Minnesota; and

WHEREAS: Antique & Classic Boat Enthusiasts from across the nation will be visiting to participate in the event.

NOW, THEREFORE, I Jesse Ventura, Governor of the State of Minnesota do hereby proclaim August 2-8, 1999 to be:

ANTIQUÉ & CLASSIC BOATING WEEK



ANOTHER GREAT RENDEZVOUS!!! 24TH ANNUAL BIG SUCCESS!

Well, it's all over, but the memories will linger on in our minds until its time once again to gather for the 25th Bob Speltz Land-O-Lakes Antique and Classic Boat Rendezvous. Our 24th Annual Rendezvous took place on the weekend of August 7 and 8 at Treasure Island Resort and Casino. This was the second year at Treasure Island on Sturgeon Bay off the Mississippi River. Ninety-five boats were officially registered and another 25 or so on-land displays of boats in various stages of restoration. These boats, from a gray boat to ones nearly ready for the water, gave spectators a chance to see what it takes to give an old boat a rebirth.



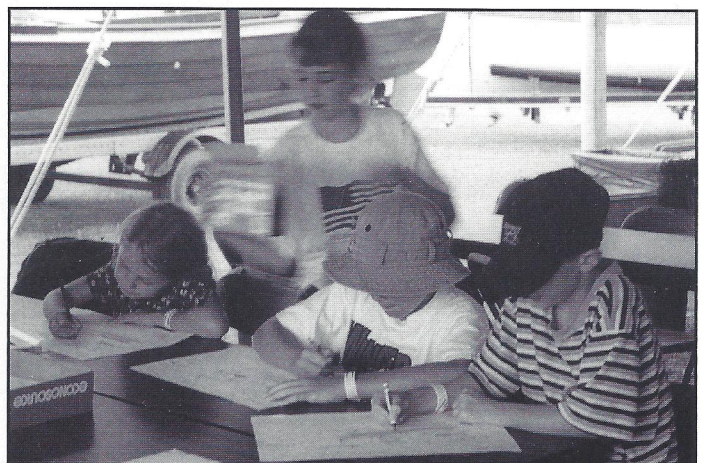
Rendezvous Chairperson Suza Gosh and Show Boss Eric Gustavson.

Boats began arriving as early as Thursday prior to the official opening of the show. Many arrived on Friday so that the skippers and crew could take advantage of the Friday evening reception festivities. A river cruise that evening on the Resort's new 100-foot party boat capped off a fun evening for many.

shop for merchandise at the Chandlery, and most important - have a good time. As president Greg Benson likes to say: "We know how to have fun." A fun-filled Saturday evening banquet was held in the Tahiti Room with a few accolades being bestowed upon the event planners. A wonderful time was had by all.

Vendors set up their tents and everything was in place for the show opening on Saturday morning. Spectators began arriving to view the boats, talk to the owners, have a bite to eat,

Thanks go to the Rendezvous Planning Committee; they did a wonderful job! We are looking forward to seeing more boats and more people at next year's Rendezvous - August 19th and 20th, in the year 2000. By the way, this will be the Silver Anniversary boat show, so it should be a very special event!



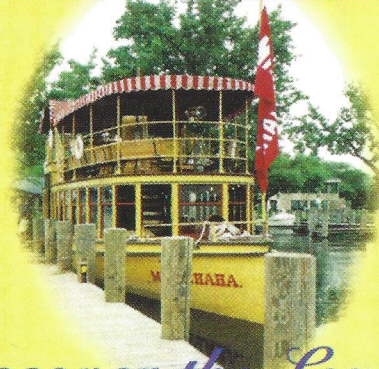
Games and activities for the children were part of this year's Rendezvous.

Turn to page 28 for more highlights of the Rendezvous



MTM STEAMBOAT DIVISION

Take A Tour
Of Beautiful Lake Minnetonka
Aboard The 1906 Steamboat
MINNEHAHA

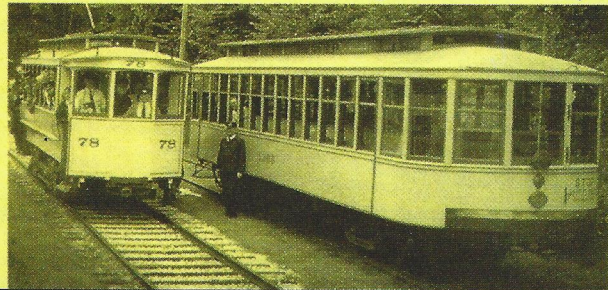


Discover the Legend!

Over 90 years ago, a fleet of six steam powered boats were launched into Lake Minnetonka. Designed to resemble streetcars, the boats were an extension of the Twin City Rapid Transit Company. For 20 years the boats served the resorts, summer cottages and Big Island Park. Five of the boats were scuttled near Big Island, three in 1926 and two more in 1928. In 1948 the last boat was sent to join the others at the bottom of the lake. Today, thanks to the efforts fo the Minnesota Transportation Museum, you can rediscover the pleasure of a smooth water passage between Excelsior and Wayzata. The "Minnehaha" restoration took six years, including 80,000 volunteer hours and many thousands of dollars in donations. Spend a day or evening on the clear waters of Lake Minnetonka.

Experience the New Trolley at Excelsior

Experience the transportation nostalgia of the early 1900's in Excelsior. Take a relaxing ride on the Trolleys.



1999 Minnehaha Schedule

MID MAY - MID OCTOBER

SATURDAY

Departs Excelsior 9:00, Noon, 3:00, 6:00

Departs Wayzata 10:30, 1:30, 4:30 & 7:30

SUNDAYS & HOLIDAYS

Departs Excelsior 9:00, Noon, 3:00, 6:00

Departs Wayzata 10:30, 1:30, 4:30

FARE

PRICES

\$10 Adults

\$ 9 Seniors

\$ 6 Child

Infants Free

328 Lake Street, Excelsior MN 55331

612-474-4801 pr 800-711-2591

Questions: call for additional information.

THE 22ND ANNUAL CLASSIC BOAT FESTIVAL, VICTORIA, BRITISH COLUMBIA

by Jerry and Maureen Valley

The only word that comes to mind to describe this show is "elegant". The show is located in the harbor directly in front of the historic Empress Hotel. Victoria is the center of government for the Province of British Columbia, so in addition to the Empress, the harbor is also surrounded by the Parliament buildings, which are beautifully lit at night. Everywhere you look the city is festooned with beautiful flowers.



Jerry & Maureen accept the "Best Amateur Woodworking" award at this year's Rendezvous from Greg Benson for their 1957 Lyman 17' outboard.

Victoria Harbor is a visual delight with a myriad of various activities going on at all times, ranging from the arrival and departure of float planes, car carrying ferry boats, 20 passenger whale watching inflatables, schooners filled to the gunwhales with tourists, tiny tug-type ferry water taxis, in addition to every possible form of street performers. One can hear a concert violinist, a steel drum band, a bagpiper, and see jugglers performing atop unicycles. All of the above



Hacker-Ferman 60 foot "Bo-Peep"

can be viewed from any one point along the great wall that fronts the Empress Hotel or the Milestone café which offers your favorite beverage in a fishbowl!!

The Victoria Boat Festival is different from most shows in that it is sponsored by the Victoria Real Estate Board and

Victoria Boat Festival - Continued on page 16

Twin City Outboard

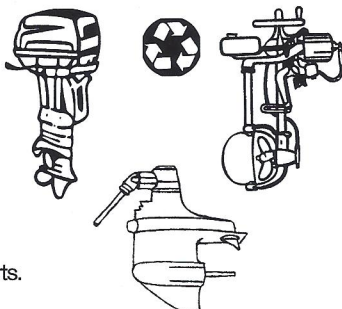
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 Corsair
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- ❖ New & used parts for Outboards & Stern Drives
- ❖ New & used parts & service for most makes & models
- ❖ We carry a large line of used outboards in good running condition

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Gadgets & Kinks continued from page 8

thane on a flexible sample of material and allowed it to cure completely. Bending the sample produced no cracking or flaking. His method uses a catalyst that allows the cured urethane to bend and flex with the sample.

What is the correct choice for the new finish on your boat? By the way, that reads "new finish". Don't try to put urethane over an existing varnish finish. Having seen some boats with urethane, it is hard to say. If you know no difference between the appearance of urethane and varnish, the urethane is certainly shiny and dust free. However, as stated earlier it doesn't have that warm amber glow of varnish. A nightmare of spider web type cracks all over was witnessed on one boat's finish that was barely a year old. Another boat's finish was over six years old and had sat outside every summer with no more than a covered slip to protect it. It looked shiny and new with no cracks. The owner of that boat went on to finish his cruiser's brightwork confidently with urethane. The success of the finish appears to depend on the proper catalyst to provide a flexible cured urethane.

A potentially successful method for applying a urethane finish is offered here in the name of experimentation. "Potentially" is the word used because this description is the common sense method with no actual application experience to personally back it up. Try this at your own risk. The basic supplies you will need are:

- Paste filler stain
- Smith & Co clear penetrating epoxy sealer (CPES)
- Urethane clear coat (NAPA 8853 or equivalent)
- Catalyst (NAPA 8850 or equivalent for flexible finish)
- Reducer (NAPA 8832 or equivalent)
- HVLP spray equipment
- Various grits of sandpaper, i.e., 220, 320, 400, 600, 1000, and 1500 and hard rubber sanding blocks
- Polishing compound and power buffer

Start with a hull completely stripped of all paint or varnish. Sand it thoroughly in preparation for stain. Stain the hull and let it dry thoroughly for a day or longer if the air is very humid. Then, spray on two coats of CPES sold by Smith &

Co., who advertise in The Boat House. This will seal the surface of the wood through the stain and create a great base for the urethane to adhere to. Lightly sand the CPES with 220 paper dry and then clean off the sanding dust with a vacuum and tack rag. Spray on the a couple of coats of urethane and let it cure. Wet sand lightly with 320 paper, clean thoroughly, and spray on two more coats. Let it cure and wet sand with 400 paper. Urethane goes on thinner than varnish so sand carefully to avoid sanding through on sharp edges or high spots. Continue to spray on coats of urethane until the surface meets your satisfaction. Let it cure for a few days to let the reducer gas off. During this time, sand with 600 wet paper in preparation for the final coat. Do a thorough cleaning job again by washing the surface with water and then use a tack rag to get as much dust as possible. Spray on the final coat of urethane and let it cure completely. Sand out the dust nibs with wet 1000 grit paper on a hard rubber speed block. Follow up with wet 1500 paper using the speed block again. Finish up with polishing compound applied with a power buffer. Then step back and admire the dazzling shine with no annoying dust.

This seems like a lot of work when you consider that a spar varnish finish is relatively easy and friendly to apply. The original factory varnish finish on a Chris Craft was: stain, a sealer coat and three coats of varnish. Shine - it did, but when did this thing start that we need a mirror finish to protect the wood. Certainly more varnish is better for UV protection, but 12-15 coats of varnish for shine is a little work intensive. Other than that why would it even be considered. Maybe it is because we can and therefore we do. With urethane, it may look like 12-15 coats of varnish, but unless you know the method, and have the equipment, it may be a disappointing effort.

The choice is up to you. There is no harm done trying and you will more than likely succeed if the urethane is properly catalyzed. It would be greatly appreciated if you would pass on the results of your effort to Gadgets and Kinks so that others may learn. Whatever the extent of your effort, keep in mind one thing and pass it on to everyone else:

DON'T DESTROY IT; RESTORE IT!



Dr. Motorhead - continued from page 9

just that simple. Start your engine and set the throttle at 2000 RPM. With the flame arrestor off the carburetor, slowly pour about half the can into the carb. The mixture must get sucked into the engine and not just poured into the carburetor itself. The engine will run rough and smoke a lot. This is good. Turn off your motor and pour the remaining amount of *Stor-X* into the gas tank.

6. Make sure your battery has a good charge, and disconnect the battery terminals. It's OK to leave the battery in the boat, but only if it has a good charge.

7. What to do with the gas in the tank? Some say that a full tank is best. This helps prevent the possibility of corrosion. Some say an empty tank is best - less hazardous materials in close-storage quarters. In addition, the gasoline today is much less stable; octane breakdown occurs much faster today. Six months of storage leaves you with a much weaker gasoline. I prefer the empty or near-empty scenario. Top off the tank with fresh gas in the Spring. This method has never created any problems for me.

8. It never hurts to stick a rag in the exhaust pipe and the carburetor openings. This helps keep moisture from entering the engine through any open or partially opened engine valves.

9. If you do not own a storage trailer, you should. Not only does it make your job easier, the support the trailer gives your boat is very beneficial.

10. In conclusion, when you haul your boat earlier rather than later, you allow your boat to dry out. This is very important, especially for you who have opted to install a "west system" bottom.

Here's hoping all of you enjoy the "Fall Colors" cruise. I hope to see you there!

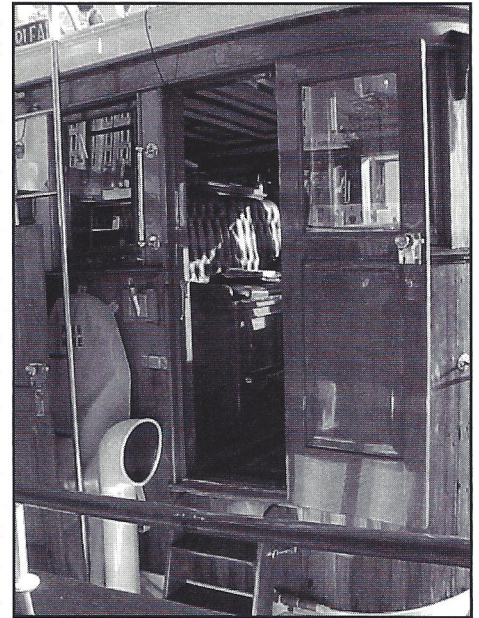
Dr. Motorhead



Victoria Boat Festival - Continued from page 14

the local newspaper, the Times Colonist, and not a local ACBS Chapter. This show is unique in other ways as well in that nary a Chris Craft, Century, Gar wood or Hacker was to be found. In the total registration of 82 boats, runabouts were represented by one registrant, a 1936 Swiss Craft sporting a 4 cylinder Kermath engine and built entirely of Douglas Fir and Oak and finished natural.

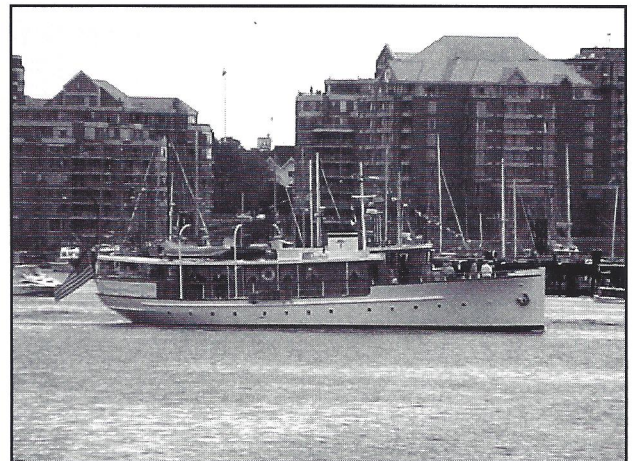
This show breaks boats into three categories; sail, power and steam. Forty boats were entered in the sail category, ranging in vintage from 1897 to the 50's and in length from 30 to 85 feet. Dorothy, a 30 foot fantail cutter, was built in Victoria in 1897 by shipwright John Jacobson. Dorothy



Some of the Brighwork on "Bo-Peep"

is the oldest floating Canadian sailing vessel in British Columbia and was donated to the Maritime Museum of British Columbia in 1995.

In the Power category, 35 boats were entered, ranging in length from 18 to 85 feet. Vintages ranged from the early 20's to the 50's, with the majority of the boats from the 30's.



85 foot fantail cruiser "Deerleap"
 Photo taken from our campsite during the parade.

While most of these boats were built by private yards, there were a number of 50's vintage cruisers built by Stephens and Grandy. Also in the Power category were a number of tug boats that had been retired from active service and were restored as private yachts

Victoria Boat Festival - Continued on page 17

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Victoria Boat Festival - Continued from page 16

An outstanding boat in the "power" category was "Bo-Peep", a 60 foot Hacker-Fermann designed coastal cruiser built in 1926 and still sporting its' original dinghy. This boat was absolutely pristine in every detail and appeared to be one of the favorites of the show, judging from the crowds that continually surrounded it. The hull was so fair that it looked as though it were made of fiberglass.

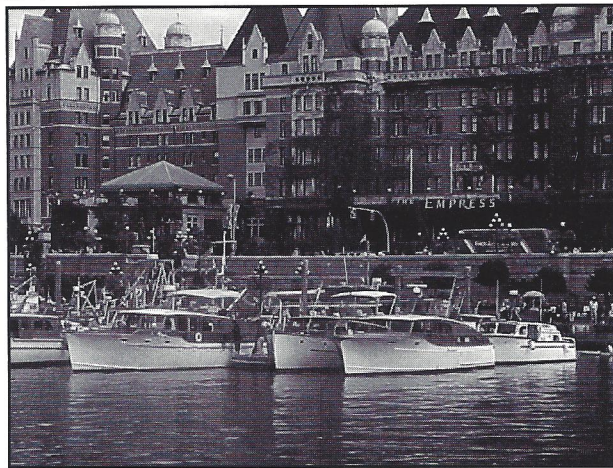
Another favorite in the "power" category was "Deer-leap", an 85 foot fantail cruiser built in Vancouver in 1929 for the President of the Winnipeg Power and Light Company. The salon features the original teak French doors leading to the fantail, the original built-in china cabinet with beveled glass and the original spiral staircase leading down to four staterooms. A look through the lace curtained salon windows revealed a mahogany dining table set with fine china and silver.

The category that I found most interesting was "Steam", with 8 boats entered, seven of which were launches. The launches ranged in length from 16 to 23 feet, and in vintage from 1894 to several replicas built in the 60's. The largest boat in the "Steam" class was the S.S. Burmah Queen, built in 1926 and 56 feet in length. It was delightful to see the little launches steaming around the harbor, providing rides for visitors and tooting their steam whistles.

In summary, the Victoria Wooden Boat Festival was a presentation of 82 boats, everyone of which was unique, interesting, photogenic and with an interesting history. To judge the boats in a show such as this would be impossible because the are all winners. If you ever have the opportunity, this is a "don't miss" show.

Footnote: As I was sitting in our motor home on the far side of the harbor writing this article, I glanced out the window and was treated to a parade of wooden boats as they were departing the show for their various ports. What a thrill!

(If you are interested in finding out more about this wonderful spectacle, contact the Classic Boat Festival, c/o Victoria Real Estate Board, 3035 Nanaimo St., Victoria, B.C V8T4W2 Phone: 250-385-8773)



White hulls in front of the Empress hotel

Editor's Note:

Jerry & Maureen, long-time members of BSLLOL, are enjoying their new retirement status by traveling from boat show to boat show. After the Rendezvous, they left for points north in their new 38' motor home. They've promised to keep The BoatHouse supplied with articles on all the shows they attend. This one from British Columbia is the first. Jerry served on the board as Treasurer for several years, has written many articles and was my trusted proof-reader. Maureen has contributed much to the club having shared her talents and terrific personality on many committees. They are sorely missed but thanks to modern technology, they keep in constant communication via e-mail - pictures, commentary and humor included. We look forward to the next report.

Bob's Boathouse - Continued from page 4

Tourristville also had an old double-end launch called the PRINCESS that used to take scenic tours around this lake daily and on Sundays. As I said before, even though they never had the number of boats Witke's did, they were very competitive, and daily you could see boats from both firms racing across the lake.

Clear Lake, up until about 1960, also sported a very deluxe amusement park repleat with Roller Coaster, Dance Hall, and other types of entertainment. Witke's had a very fancy dock at the park where you could board the COMET, JEEP, SPORTSMAN, etc, or any other boat and cross the lake to their main docks in downtown Clear Lake. Tourristvilles not to be outdone, soon opened a satellite dock just west of the park and both firms "bally-hooded" for business using loud speakers, bill boards, etc. to get customers. As I look back now, I think the average "speedboat" ride lasted about 10 minutes, but to a boy of ten, it seemed forever.

There was one other independent operator on Clear Lake and his one speedboat was a 4 cockpit Gar Wood called ZEPHYR, powered by a 12 cylinder engine. She was painted white, red, and black and has since been destroyed along with all the others.

I hope this little article helps you recall boats that used to be. Ours is an interesting hobby. Let's all do our part to spread the word about it.

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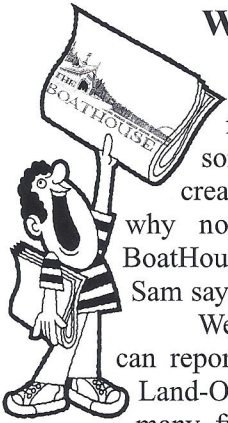
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We are seeking a few individuals that can report on activities of the Bob Spletz Land-O-Lakes chapter. Our group has so many fun activities throughout the year, but many never get more than a passing mention in our magazine. We want to alleviate this inadequacy. It is not done purposely, but rather it is a symptom of being swamped with too much of life's "stuff." So...we are hoping someone out there has the willingness to contribute some articles. We have plenty on which to report (winter educational workshops, annual holiday party, Rendezvous, summer cruise nights on Lake Minnetonka, the winter Minneapolis Boat Show, etc.). Many of you attend boat shows outside of our annual Rendezvous. These are worthy of mention in our magazine - especially from your point of view

You need not be a Pulitzer Prize winning writer to help out. Our editor can polish up the rough edges if necessary. Articles need not be lengthy either, a few paragraphs written about a club event is all that is needed. Photography is not required. You can, if you want, be anonymous.

Oh, and by the way, if you don't want to be committed to being a continuing contributor, why not submit a one-time article? On what, you ask? Well, try to tell about your boating experiences: the first time you were at the controls of a boat (sail, row, power); the trials and tribulations of restoration; a fun boat trip; your reasons for being a club member; the passion you have for antique and classic boats; the number of times you have had to sand and revarnish your boat(s); the luck (or lack of luck) you have had with certain restoration techniques...you get the idea.

All you need to do now is call, write, fax, email or chat with editor, Peggy Merjanian or Andreas Rhude. Become a patriotic, participating citizen of The BoatHouse!

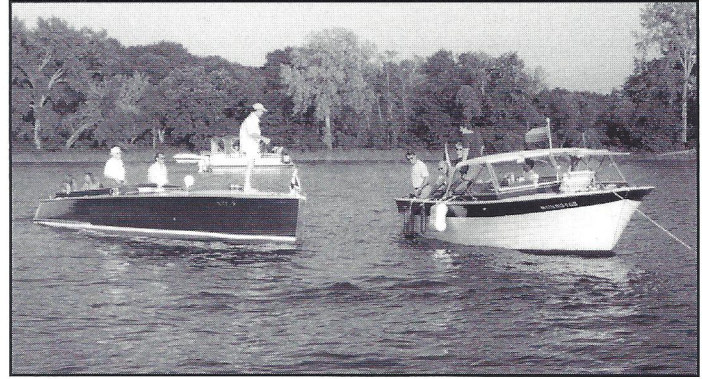
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612-475-1384 (fax)
datamerj@aol.com (email)

Andreas Rhude: 612-823-3990 (w)
612-823-3990 (fax)
ajrhude@aol.com (email)



CLUB CRUISE NIGHTS

Three summer Lake Minnetonka cruise nights have come and gone. The weather was mostly cooperative during our monthly get-togethers on Wednesday evenings. A fun, relaxing time was enjoyed by a number of folks on June 23rd, July 21st, and August 18th. Each time, everyone met at the Wayzata Depot docks and waited for a few boats to show up. Ray and Margot Garin's "Luv Is" and John Kinnard's "Chemin De Fer" get the prizes for participating each time. Carl Weisser's "Sonja II"



Todd Warner and John Kinnard prepare to lash-up their boats.

made it for the July and August events and a couple of other boats came as well. For those of us unfortunate not to have a seaworthy boat, we hitched a ride with someone. A little tour of the lake was made and then we moored, rafted all the boats together, and began the potluck feasting.

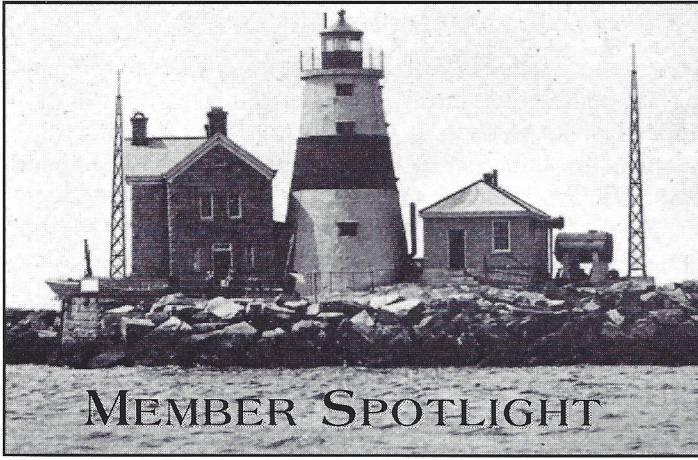


The lash-up as viewed from Carl Weisser's cruiser.
"Pass the chicken, the bean salad, who's got the dip?"

Good company, great boats, good food (we need to do some coordinating in this department - the first night we had lots of chicken and few accompaniments and on the second night we had lots of salads.) But this makes it exciting too!! Many new faces were amongst the boaters - which is wonderful!! The skys were clear most of the time, but on the third night, Mother Nature looked threatening. We found a safe spot for eats, we anchored, and we did our thing. The rains held off until the bitter end, but, as they say, "when it rains it pours"!! Ahh, what harm is a little water for hearty boaters?

The three events were all a great time to get reacquainted with old friends and an opportunity to make some new ones. If you have ideas for other social events during the fall and winter season and if you have suggestions for next summer, let us know. This is YOUR club.





MEMBER SPOTLIGHT

JOHN VOGEL

I grew up in Red Wing, Minnesota during the 50's. Our family consisted of four children, two foster sisters, mom and dad. I've never been on a summer vacation or any road trip with my family, but I always had a boat available from mid April through the end of October. Instead of going to the cabin, Yellowstone, or the Black hills, I went on an adventure every weekend aboard the Nellie Bly. Nellie Bly is our family houseboat built in 1936 for my parent's wedding present by my Mother's father, Stanley Gray. It has been the center of our family recreation for over 60 years. Our family and our friends have spent many summer days aboard Nellie Bly.

Each of my brothers and sister would, as they were in high school, bring a bunch of their friends along for a weekend on the boat. Stan, the eldest, would often have just one or two pals come along. They were usually pretty quiet and would do puzzles if they weren't in one of the little boats. When Mary, eight years older than I, would bring her herd of friends, a lot of other boats would show up because of all the bathing beauties sunning on the top deck. It was fun watching the girls then, as today. My brother George usually brought several of the guys from the football team. Being five years younger than these jocks, I always tried to get in on what the big boys were doing. But I didn't fit in with them any better than Beaver Cleaver with his older brother's friends; like Eddie Haskell. Therefore, I would



June 15, 1996 aboard the "Nellie Bly" on the occasion of Arnold & Marjorie's 60th Wedding Anniversary. Pictured left to right: John, Goerge, Mary, Stan, Arnold & Marjorie

spend most of the afternoons in the little boat, which we carried astern on davits or later towed. There are many things that can be done with and in an outboard-powered boat - whether it is a 12 foot Pen Yan cartop with an 8fi horse Champion or the 14 foot Larson outboard special. We were also able to create excitement with a variety of canoes, water skis, and assorted watertoys. My older brothers and sister showed me how to do many of the fun things with a boat. BUT my job, I felt, was to come up with new and even more exciting things to do with this equipment. More on that later.

The first boat I was allowed to take out on my own, was the 12 foot Pen Yan. This little cartop beauty was a light-weight cedar strip with a canvas skin which was painted so that it kept the water out. The theory was that this was a transportable boat that wouldn't have to soak up to be watertight. With an 8fi horsepower Champion outboard on it, a center deck we made to accommodate the steering



Mary, Stan & George in their 12' Pen Yan Car Topper (circa 1949).

wheel and a cushion for my knees, I was as free in that boat as most people are when they get their first bike. The Champion outboards we had always seemed very fast. They were hard to start, but once they fired, look out. My grandfather, Stanley Gray, owned some or all of Champion outboards at the time. I didn't know it at the time, but each Fall my dad was asked to take the motor back to the factory so the testing guys could see how it held up that summer. They figured that if we ran about 100 gallons of gas through it, that was better than any lab test they could do. After all, do you know how long it would take to burn that much fuel? Since those motors seemed to be either off or full throttle, I was happy to keep the pistons polished.

The second boat I loved dearly was the Larson Outboard Special. I don't know how we came to own this boat, but my Dad was as happy in this boat than I can ever remember him being. We could fish, ski, jump barge wakes, and do almost any thing else we wanted to do in this boat. Powered at first by a 15 horse Evinrude sport twin, I think we had to design and put in a half-center console and then got our first remote controls. As George and I got bigger, we needed more power for water skiing. A 25 horse Johnson would be just the ticket for pulling George and me around. We would both be on skis, then I would climb onto

Member Spotlight - continued on page 21

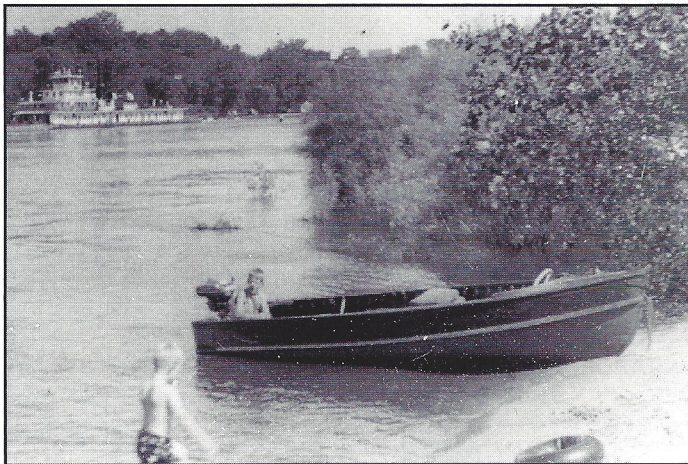
Member Spotlight - continued from page 20

his shoulders, much to the delight of the aforementioned bathing beauties. That was, to me, the essence of boating - more power and bathing beauties.

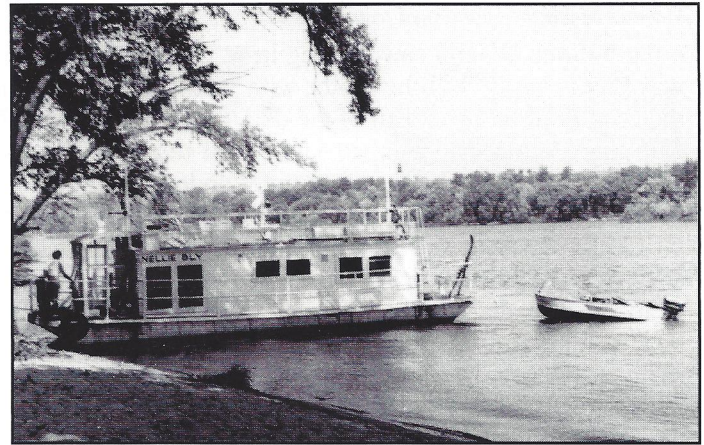
On the Mississippi, there is quite a lot of commercial traffic. Back then, there were towboats both with propellers and stern paddle wheels. The paddle wheels were disappearing as the steam locomotives were replaced with diesels. The diesel tows with screw props were faster, more maneuverable, and more efficient. But the paddle wheels would set up a string of roller wakes a half mile long and up to eight feet high. The Larson was very narrow with a sharp prow. This was ideal for surfing the rollers. The 25 could let us climb the waves from behind or come into the string from the side. We would then ride the crest of the wave using the power to keep us at the crest, or to start us down the curl. If you would over accelerate down into the trough of the wave, this boat would cut the next wave and send a solid wall of water up at a sixty degree angle. We came close, but never sunk any of the boats we jumped barge wakes with.

My mother was less than enthusiastic about my prowess at timing barge wakes, so I learned that for peace and harmony, the barge wake maneuvers would best be practiced out of her eyesight. One little addition Dad made to the hull of the Larson was a pair of "Tail Winds". These were fixed extensions to the transom that were non-adjustable trim tabs. They were supposed to enhance stability, so said Dad, but I think they made the boat go faster. We both won.

In the spring of 1960, about the middle of March, one day my dad said "Lets go for a ride, I've something to show you." We went to the showroom at the Red Wing Marine Showroom. We knew everyone there since I had worked on the gas dock and Mom had worked with Bill King designing the interior layouts for the Casa Cruiser line of houseboats. There before our eyes was something that we didn't know existed: a brand new boat. It was wrapped in burlap like in its own cocoon. My Dad told George and me to unwrap it to see what it was. We didn't realize we were unwrapping our brand new Pen Yan 14 foot with mahogany front deck and a windshield! From then on that spring, we couldn't wait for the ice to go out of the bay. We moved up from the 25 Johnson to a 30 Evinrude with electric start for a couple years. Then after a couple years, I was finally able



A day on the river in a 14 foot Larson, cedar strip.



The Nellie Bly and the 14 foot Pen Yan.

to talk Dad into a 45 Mercury and I was set for the rest of my high school years.

Another craft which provided adventure in Junior high, was a canoe that we cut the stern off of and converted into a motor canoe. My closest pal and hunting buddy Randy and I were exploring the backwaters of the Cannon River one Saturday in May in search of the elusive carp. Between the spring currents and high water, the river was treacherous, and we were over confident after a reasonably successful carp hunt. After standing in the bow of the canoe most of the day with spear or bow and arrow, he stood up while we were in the channel. I was at the tiller of the Johnson 5 horse when Randy lost his balance. I over corrected for the imbalance, and the canoe plowed over to one side and capsized. With our gear, boots, cushions and lunches floating past in the current, we madly grabbed for as much of our stuff as we could. It was a long walk back to the nearest house so we could call for help. The parents were not impressed with our adventure after we told them exactly what happened. Of all the fun we had with the little boats, I still have to devote the final paragraphs to the Queen of the Fleet, the Nellie Bly.

As I went through high school, I was allowed to take some of my buddies out for over-nights. Although we thought a lot about taking girls with us, that was not allowed, nor was it done. We may, however, have taken a beer or two with us. These evenings were usually spent at anchor so that no one would get off the boat and/or get into trouble. We were there all night and would be back in the morning; with the boat cleaned and spotless so the parents had no reason to prohibit us from going out again.

Before we were married, Peggy, my bride to be, my best friend Robert, and my yellow Lab Barney, were coming back from an overnight when Barney became fascinated with the way the light from the rising sun danced across the water. Being a dog of very little brain, although polite, he stood on the bow of the houseboat and struck a point position. He'd never done this before so I watched him as he got more and more agitated with the glittering reflections in the water. About ten seconds later, he leaped off the bow of the boat right into the path of 17 tons of cypress-hulled Nellie Bly, traveling at the nominal speed of current plus. This boat has a 12 foot beam, is 38 feet at the water line, and has

Member Spotlight - continued on page 22

Member Spotlight - continued from page 21

a flat bottom. When I saw the dog leap, the first thing I did was hit the key to kill the motor with it still in gear to stop the prop prior to the arrival of the dog. I hollered to Peg and Rob that Barney had jumped in front of the boat. We listened and heard him bounce four times under the hull before he popped to the surface, aft. Now we had to pick him up, but think what the dog was thinking as I fired the motor, came about and tried to get close enough to grab his collar from the catwalk. He didn't like the concept of driving the boat at him, so I had to chase him down as he was swimming away from the boat. With Rob at the helm and following my directions, we were able to get within reach of Barney and pull him out of the river and onto the deck. Barney wasn't much of a swimmer after that but he would lie in the water up to his chest and sniff. He reminded me of Ferdinand the Bull after that; he'd rather smell the flowers.

These are some of the sweet aromas of the flowers of the first half of my life in, on, and around boats. To paraphrase the water rat in *The Wind in the Willows*, "There is nothing better than simply messing about in boats."

John W. Vogel
 River Rat



This sign stands to honor the memory of Arnold F. Vogel. It reads: The Red Wing Port Authority Harbor Commission, the Red Wing Yacht Club and The Citizens of Red Wing, dedicate their small boat harbor in his name. May 17, 1999

STEBBINS ELECTED

Our very own Jeff Stebbins has been elected Vice President of the national Antique and Classic Boat Society, Board of Directors. His election was confirmed at the annual business meeting of ACBS on Friday, September 24th at Treasure Island Resort and Casino. Not only is this a feather in Jeff's cap, but it also brings our chapter in closer contact with the goings on of the national society.

Jeff and his wife Nancy planned and implemented the river cruise which preceded the annual meeting. Some twenty boats cruised up the Mississippi River from Dubuque, Iowa to Stillwater, Minnesota and then back down river to Treasure Island.

Jeff advanced to the vice presidency from a Director's position on the ACBS board. He is the immediate past president of the Bob Speltz Land-O-Lakes chapter.

CONGRATULATIONS, JEFF!



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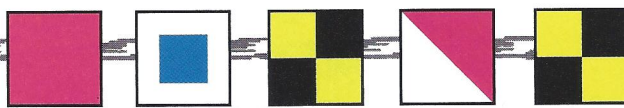
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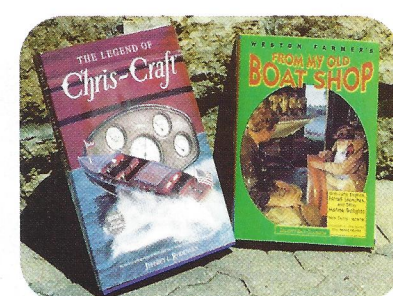
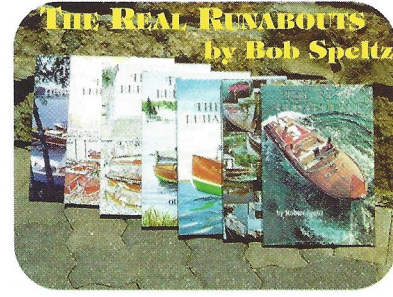
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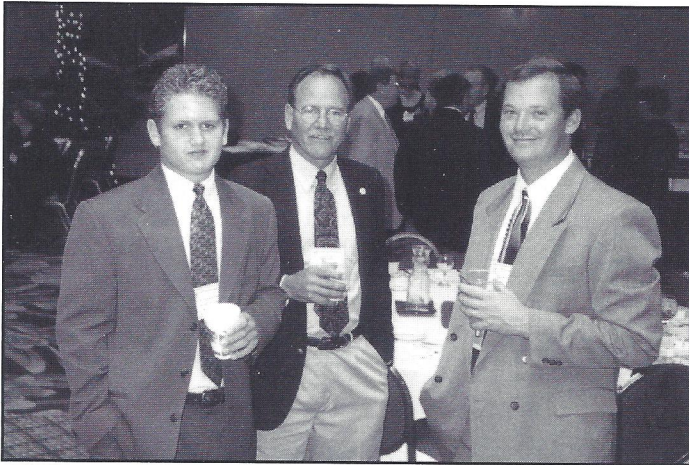
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ANNUAL MEETING STORY

by Jeff Stebbins

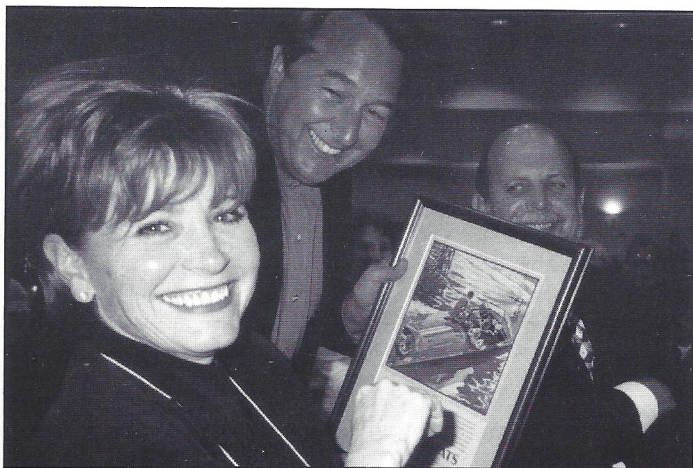
Six years ago, the BSLOL strategic planning committee decided to revamp, restructure, and generally revitalize our chapter. Among the many long term goals set and accomplished to date, one remained: hosting the ACBS Annual Meeting. On September 23, we accomplished our mission. The meeting took place at Treasure Island Resort and Casino, home of our Annual Rendezvous.

On Thursday, guests from all over the U.S. and Canada began to arrive. Most came by land, while 65 or so intrepid travelers arrived by water, the culmination of the Upper Mis-



Chris Benson, Greg Benson, Jayme Hines

issippi River cruise. The boats were greeted by Fred "Fritz" Boss, head dock guy for the occasion. While everyone was busy checking in and registering (thanks to the organizational skills of John Kinnard and Jayme Hines), the first night's event was readied by the catering crew. Although it wasn't Friday, we were all about to be treated to a traditional Minnesota fish dinner on the shores of the Mississippi. Walleye was the bill of fare. Camp fires and large skillets weren't used for the traditional shore walleye this evening, but it was the closest thing, and broiled to perfection. About one hundred were in attendance. The night was a bit chilly and the gorgeous warm days prior to this evening produced some pesky mosquitoes. The sun set, the bugs went away



DeanAnn Harvey, Todd Warner, John Harvey, President, ACBS



Kathy Baker, Jayme Hines, Gary Baker

and all went well. After dinner, many headed to the docks for a post party on the "Ordinary Life," a 1968 Chris Craft 43 foot Corinthian, which soon became known as the after-hours party boat.

Friday came early, especially for those who enjoyed the hospitality from the guys on the "Ordinary Life." Today was the business day. The Presidents Roundtable session began at 8:00 a.m. The Roundtable, chaired by Bob Bush, ACBS Director from Lake Tahoe, was a wonderful forum, designed for all ACBS Chapter Presidents to share and exchange ideas, helpful advice, stories and experiences. All too quickly, the



Cynthia Sherwood, Dick Sherwood, Louise Hagerty, Bette Shutt

general meeting began, where the ACBS Executives and Board of Directors conducted the business at hand. For those who did not participate in the general meeting, a guided tour of the Mall of America was provided. Thanks to Nancy Stebbins for making all the arrangements and making sure all those who left the Casino enjoyed themselves and found their way back home. The general meeting ended with great success.

Friday afternoon was splendid. Many of the participants descended to the marina for boat rides on the river prior to Friday night's dinner at the St. James Hotel in downtown Red Wing. The St. James is a beautifully restored hotel which offers wonderful surroundings and exquisite vistas of the

ACBS Annual Meeting continued on page 26

Annual Holiday Party

Saturday, November 20
Cocktails: 5:00 p.m.
Dinner: 6:30 p.m.

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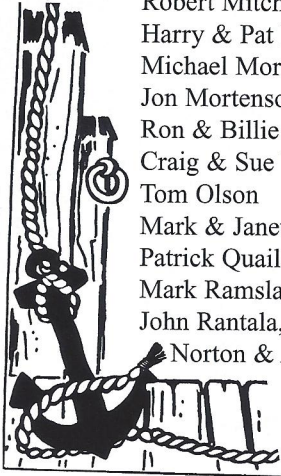
ACBS Annual Meeting continued from page 24

Mississippi and surrounding bluffs.

Saturday started with a guided tour of Harry Munson's shop. Harry, you may remember, collects and restores Red Wing motors dating back to as early as 1906. He has a beautiful array of working models displayed on his trailers which he exhibits at shows throughout the Upper Midwest during the summer. Thanks to Dan Nelson for organizing this most successful shop tour. I think even the ladies were most impressed. Later that afternoon, we all boarded the "Island Princess," Treasure Island's Tour and Charter Boat for sightseeing and lunch. Thanks to Hagerty Marine Insurance for sponsoring the charter and refreshments that afternoon. Everyone had a great time on "old Miss."

All the special activities and meetings were only a prelude to Saturday night's event. Cocktail hour was sponsored by BSLOL. We had a wonderful dinner and the night's activities were about to begin. As protocol would have it, there was the customary welcoming, President's message, and gratitudes for all the contributions throughout the year. The international awards were then presented for meritorious contributions to the organization and excellence by individuals on a local and international level. Among the awards presented that evening was the "Best Newsletter" award which was received by our own editor, Peggy Merjanian, for "The Boathouse," BSLOL's three-time award-winning publication. Randy Havel was in charge of the fund raising auction that added excitement and entertainment to the evening. The purpose of the auction was to have some fun and raise money for ACBS Headquarters. Thanks to everyone who contributed, our chapter, through this and a previous auction, raised close to \$13,000 for Headquarters. Steve Davis worked hard and sold close to \$4,000.00 of Chandlery merchandise. Our "Boathouse" logo wear was well received and sold very well.

If you think from this account, we had fun, ate too much, and enjoyed ourselves, you are correct. If you have never attended an annual meeting, you should. All the planning and good times is for all ACBS general membership, not just presidents and board members. As I have said a million times before, the boats are fun, but the people are great. Thank you all for your contributions to very successful meeting.



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Turn to page 34 for pictures from the Annual Meeting

BOAT SHOW ON LAKE MINNETONKA

by Andreas Jordahl Rhude

Twenty antique and classic wooden boats were on display on Lake Minnetonka during James J. Hill Days in Wayzata on Saturday, September 11th. A fun filled, relaxing day was had by all the BSLOL participants. Board member,



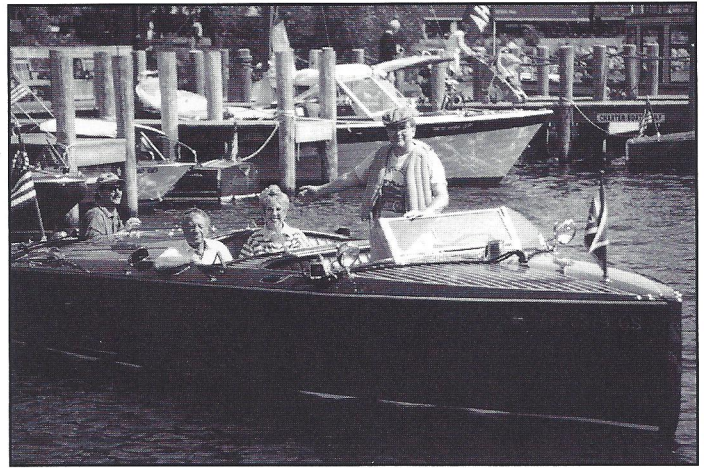
"Friends of the 261" wait to tour the engine's cab of the Milwaukee Road Northern type with 4-8-4 wheel arrangement

Steve Hicks, coordinated for our group and made arrangements to have boats at the show. From outboards to runabouts, from utilities to a side-steering lapstrake, and from a Canadian police launch to a wooden sailboat, there was a vessel for everyone's liking.

Our merchandise sales tent was up and running by 0900. Mahogany Bay Vintage Cruises offered boat rides in a contemporary classic speedboat, giving the thrill of a lifetime to some novice boaters. A coal-fired, steam-powered train gave passengers rides from Wayzata to Minneapolis and then again from Wayzata to Howards Lake. So, there was a bit of interest for railroad buffs in addition to the vintage boats.

The weather can be a bit iffy in early September, but the sun gods shown upon us this glorious day. As the end of the show neared, the skies began to darken, so the merchandise was packed up, the tent brought down, the boats readied for the trip home.

Our group maintains its presence on Lake Minnetonka.



Steve Davis, Wally & Renee Buchanan and Jim Aamodt in Jim's 1995 Hacker 30' Triple

DISPLAY OF BOATS ON LAND:

- | | |
|--|--------------------|
| 1959 Thompson Sea Lancer 17' <i>Valhalla</i> | - Andreas J. Rhude |
| 1925 Hacker Dolphin 26' w/original Scripps engine | - F. Todd Warner |
| 1928 Gar Wood Baby Gar 33' w/Allison aircraft engine | - F. Todd Warner |
| 1955 Henry outboard runabout 13' <i>Lil' Henry</i> | - Eric Gustavson |



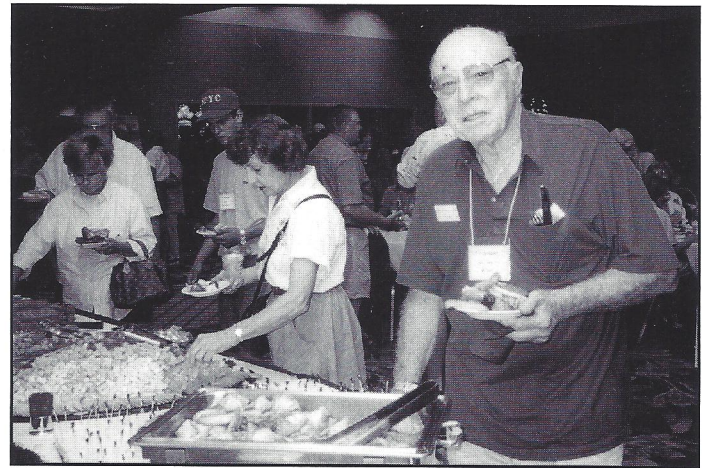
Todd Warner's 1925 Hacker 26' Dolphin Triple Cockpit Runabout (Buddy the dog stands watch.)

BOATS ON DISPLAY IN THE WATER

- | | |
|---|---------------------------|
| 1964 Chris-Craft Sea Skiff 28' <i>Chemin De Fer</i> | - John Kinnard |
| 1964 Chris-Craft Sea Skiff 28' <i>Oldie But Woodie</i> | - Ken Patz & John McCurry |
| Chris-Craft Barrelback reproduction "Alexandra" | - Dan Nelson |
| 1959 Century Resorter 16' | - Guy Warner |
| 1966 Chris-Craft Cavalier 18' <i>Pinnacle</i> | - Steve & Jane Ann Davis |
| 1957 Chris-Craft Holiday 20' <i>Hours and Ours II</i> | - Chris & Lynn O'Connor |
| 1959 Century Resorter 16' <i>Catch Me</i> | - Sherwood Heggen |
| Lyman Islander w/side steering <i>Harmony</i> - Dolphin | - F. Todd Warner |
| 1993 Gar Wood Speedster 16' | - F. Todd Warner |
| Sailboat <i>Saturday Morning</i> | |
| Chris Craft <i>One More Time</i> | |
| Chris-Craft "Song Bird" Hacker | - Jim and Marcia Aamodt |
| Hacker Craft <i>Chrison</i> - Canadian Police Launch | - F. Todd Warner |



President Greg Benson thanks the members of the Rendezvous Committee. Ray Garin, Margo Garin and Bob Johnson accept their mahogany pen & pencil sets in a beautiful BSLOL mahogany case.

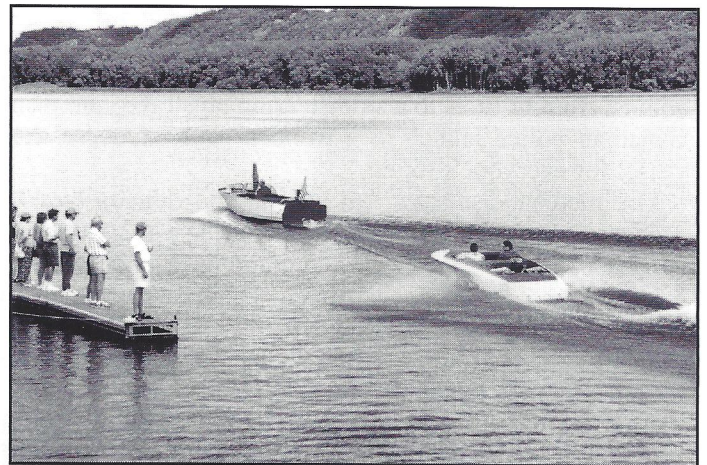


Gordy Millar, who travelled from Florida, enjoys the buffet at the Friday night reception.

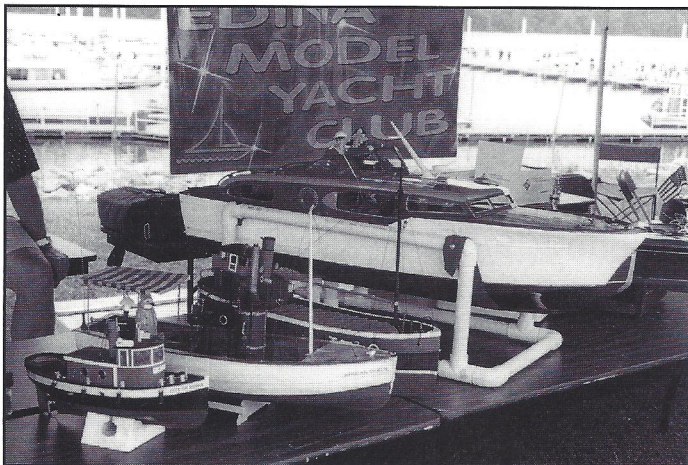
24th Annual Rendezvous Events



The "boys" and their "hoods."
Just a partial display of beautifully restored classic cars!



The finish line of the "Great Challenge" race.
(Winner, Bob Johnson is pictured on our cover.)

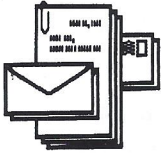


Some of the awesome display of model boats from the Edina Model Yacht Club.



Harry Munson's display of Red Wing motors.

Letters... We Get Letters...



It was indeed a pleasure to participate in the 24th Annual Bob Speltz, Land-O-Lakes Rendezvous and meet all you fine mid-western Lutherans. The drive from Pompano "Beach, Florida to Red Wing, Minnesota was longer than expected and we missed the Friday night fun fighting Chicago traffic, but the weekend was well worth it.

I apologize for failing to have my Hacker Craft racer "Lizard of Oz" in top form, but we did have hours of fun and met dozens of wonderful people. A very special thanks must go to John Kinnard for making his nuts and bolts drawer on his boat available to me and also, Greg Benson for borrowing some epoxy cement to seal the water pump.

Enclosed you will find photos of the launching incident at the ramp. It is so unfortunate that the highly skilled operator missed my boat in his attempts to clear the dock before securing the rudder to the ramp. (A new means of drydocking that we in Florida have not taken up.) I would appreciate a copy of your next publication of your "BoatHouse" magazine. Jane and I would treasure it and our visit to Treasure Island.

Cordially yours,
 Bob Reinhold

Editor's Note: Thanks for your letter, Bob. Here are those precious photos. And thanks for making the trip! Hope to see you again next year - hopefully, it won't be so "exciting".



Ramping up Rendezvous activity? What?



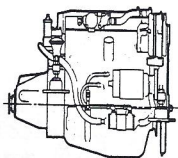
Well, Fred, is it repairable? Yup!



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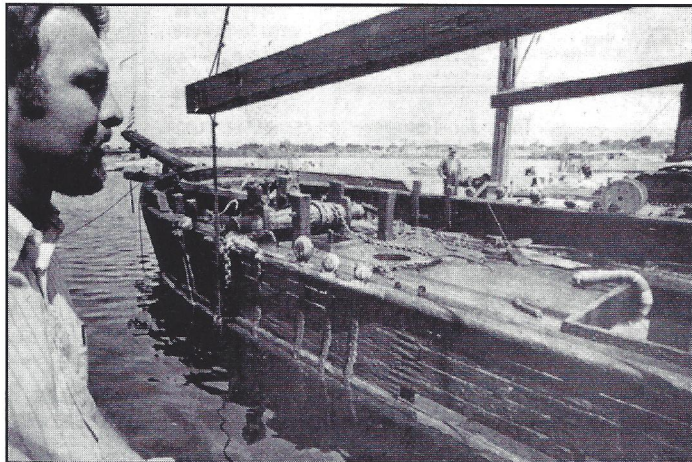
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Porthole to the Past - continued from page 7

Hoffman faded with no ceremony. The ship sat below the surface of the chilly waters for more than a century, but it took only twenty-five years of being above the surface for her to succumb to the elements. It was a sad and tragic ending to the life and resurrection of the SS Alvin Clark, the ship that had a second chance at life.

Although the ship is gone, the museum of artifacts still oper-



The Alvin Clark, back from its watery grave.

ates as the Mystery Ship Marina and Museum. It is located on the Menominee River in downtown Menominee, Michigan.

¹ Sources of information for this article include: author's personal recollection; *Marinette Eagle-Star*;

Menominee Herald Leader; *Peshtigo Times*; *Green Bay Press-Gazette*; *Milwaukee Journal*.

²Letter from Maurice J. Rhude to Jim Lieburn, February 26, 1969, In possession of the author.



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ABANDONED SHIPWRECKS TODAY

by Andreas Jordahl Rhude

What would have happened if the Alvin Clark had been discovered in 1989 instead of twenty years earlier? Current federal and state legislation, for the most part, prevents the surfacing of old shipwrecks. In 1987, the federal government passed a law, the Abandoned Shipwrecks Act, which regulates underwater archeology sites, specifically shipwrecks. It states that an abandoned ship is property of the state in which it lies. To qualify as an abandoned ship, two criteria are necessary: it must qualify for the National Register of Historic Places (i.e. be at least 50 years old,) and it must be embedded in the sea bottom to a certain extent (indicating that she had been on the sea floor for some time). The reason for this type of legislation is to prevent the type of tragedy that occurred to the Mystery Ship.

The state of Wisconsin enacted a law in 1988 which provides funding for the State Underwater Archeology Program, administered through the State Historical Society and the DNR. It is a means to study underwater archeology sites and improve management, and to create underwater preserves for resource protection.

According to a source at the State Historic Preservation Office of the Minnesota Historical Society, a case in point is the streetcar boat Minnehaha. If she were discovered on the bottom of Lake Minnetonka today, she probably would remain there. Unless the salvagers proved that they had committed financial resources as well as a salvage and restoration plan, the state would prevent the operation. When the Minnehaha was originally raised from the bottom in 1980, she was towed ashore and she sat and rotted due to no provisions by the salvagers for her maintenance. Ultimately, she was restored and now plies the waters of Lake Minnetonka, but only after a costly restoration - much more costly than if she had been worked upon soon after her raising.

The reasons for such laws are to protect these unique cultural resources for the good of all citizens. Even though the Minnehaha was ultimately a success story, more often, a tragedy takes place such as occurred with the Alvin Clark.

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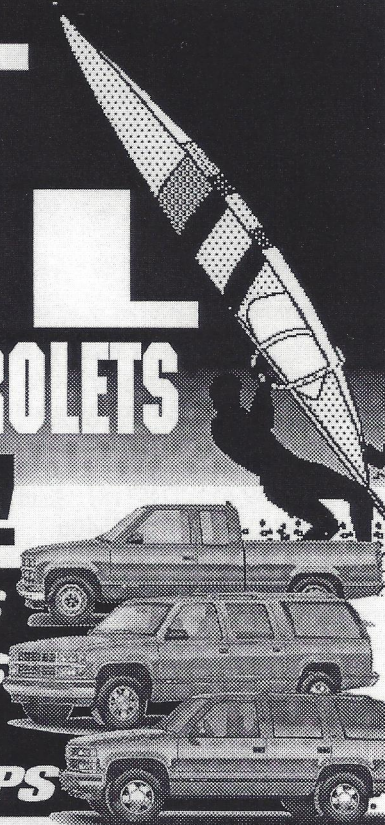
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1/2 page	\$ 300	\$500	\$ 750
Full page	\$ 450	\$800	\$ 900
Full pg color	\$ 600	\$900	\$1000
Full pg color (back cover)	NA	NA	\$1200

The BoatHouse is published 6 times a year on the even months. Distribution is as follows: August Rendezvous & January Boat Show editions: 5000 & 3000 copies respectively per show. The 4 bi-monthly issues: 1000 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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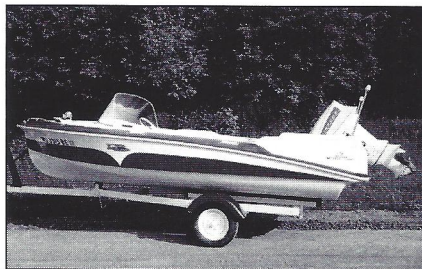
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1959 CHRIS CRAFT 42' CONSTELLATION - Relocating so must sell. A-1 mech. Too many new upgrades to mention. Turn key and go! Includes slip & storage (facing river in Afton) for 1999. \$27,500.00 or best offer. Please call 651-436-2767, 651-436-5519 or 612-940-9104. (NM1099)



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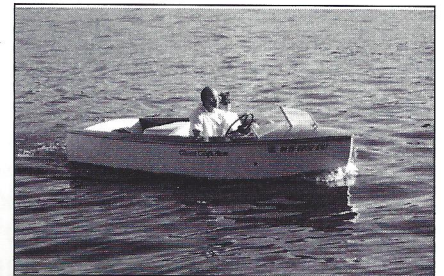
WANTED: 1940 THRU 1942 CENTURY WHIRLWIND ~ single cockpit outboard, any condition. Steve Benjaminson: ph:715-394-4481, fax: 715-394-3288 (M0499)

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)

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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. \$10,300. Can deliver. Call Denis @ 218-246-8868. (M0499)

WANTED! 1950's CHRIS CRAFT UTILITY. Not a show winner, but an older restoration in good usable shape. Larry Stember, 218-751-4171. Bemidji (NM1099)

Trading Dock - continued on pge 33

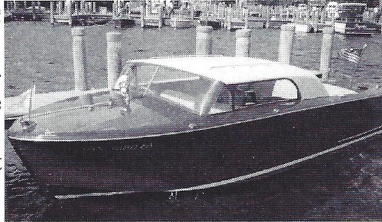
Trading Dock - continued from page 32

GLASPAR G3 MERC 58A for sale. \$700 or trade for 50's 12' - 14' Alm/fg runabout, cute. Ray Stockwell, 816-587-7484. Pics. Weathery Lake, MO (M0699)

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Call Dave Watts, Little Rock Boat Works, 320-393-3370

ANNUAL ELECTION OF OFFICERS NOVEMBER 20, 1999

AT THE HOLIDAY PARTY

BOARD OF DIRECTORS

Listed below are the members that comprise the present Board of Directors. Names followed by /O indicate that position is open.

PRESIDENT	Greg Benson /O
VICE PRESIDENT	Jim Aamodt /O
TREASURER	Steve Davis /O
SECRETARY	*Suza Gosh /O
MEMBERSHIP	John Kinnard

BOARD MEMBERS:

Steve Beck
 Eric Gustavson /O
 Randy Havel
 Steven Hicks /O
 Peggy Merjanian
 Paul Mikkelson /O
 Dan Nelson
 Andreas J. Rhude

*Due to the resignation of Suza Gosh as secretary, Andreas J. Rhude has been filling that position. Jayme Hines was appointed by the President to fill Andreas's Board position for the remainder of this year's term.

The following candidates comprise the slate selected by the Nominating Committee. /R indicates "available for re-election."

President:	Greg Benson /R
Vice President:	Jim Aamodt /R
Secretary:	Andreas Jordahl Rhude
Treasurer:	Steve Davis /R

Board Member	Bob Buttery
Board Member	Ray Garin
Board Member	Eric Gustavson /R
Board Member	Paul Mikkelson /R
Board Member	Larry Quinn

Note: Should Andreas be elected Secretary, Jayme Hines would complete the second year of Andreas' term as Board Member.

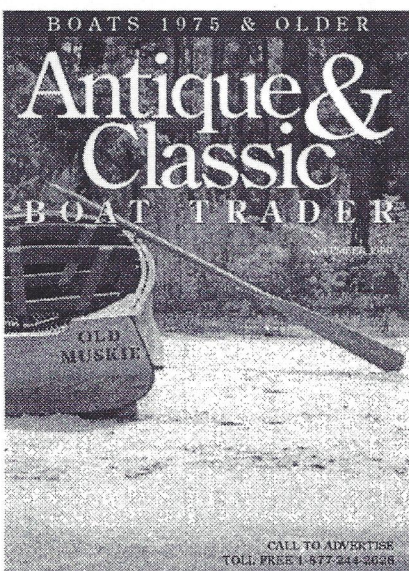
If you are unable to attend the Holiday Party, an absentee ballot is provided for you on the inside-back of the mailing jacket. Please complete and return it before November 20 to: BSL0L Elections, P.O. Box 11, Hopkins, MN 55343-0011

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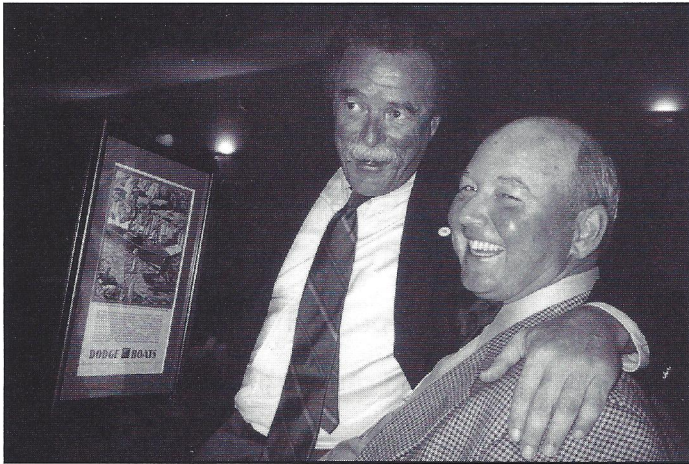
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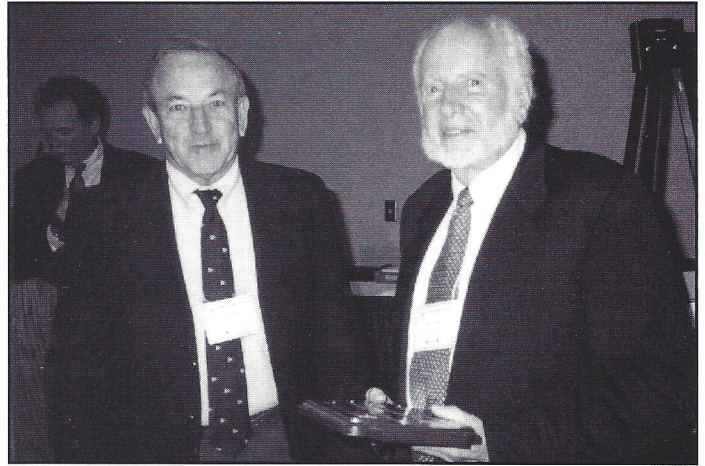
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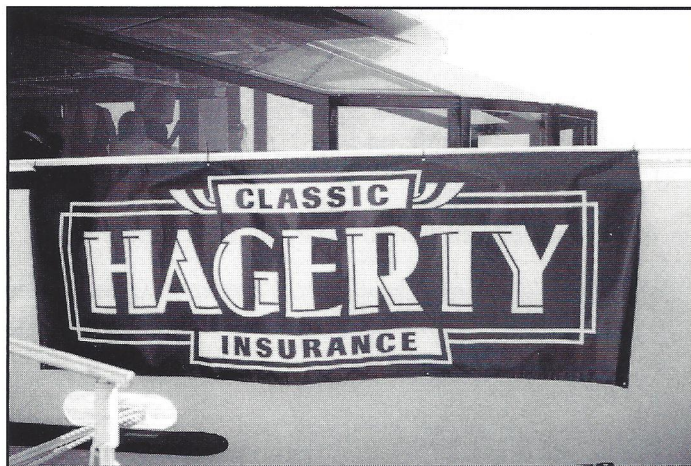
ACBS Annual National Meeting



John Harvey presenting the ACBS President's Cup to Jeff Stebbins



Waiting patiently on the docks to board the "Spirit of the Water" for a luncheon cruise on the Mississippi.



The "Spirit of the Water" sports a huge "Hagerty" banner. Hagerty Insurance generously sponsored this wonderful luncheon cruise. Everyone was given a "classic boat" T-shirt as a souvenir of the afternoon.

At the Annual Meeting in Red Wing in September, ACBS and Hagerty Classic Insurance announced that the two organizations have reached agreement on a significant insurance benefit to ACBS members. The agreement provides that, effective in January, 2000, ACBS members in the U.S. and Canada will receive a discount on their Hagerty marine insurance premiums in addition to any other available premium discounts. ACBS will work with Hagerty to assure all ACBS members are aware of the discounts available to them along with other issues important to antique boaters. ACBS president, John Harvey said "Our agreement with Hagerty will be a wonderful additional benefit to ACBS members." Hagerty has a thorough understanding of the wooden boat hobby and, as the leading specialty insurer of antique and classic boats in the U.S., their goal is to provide superior customer service and products to its customers.

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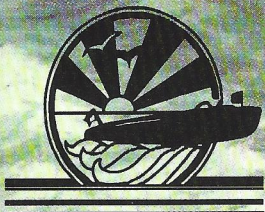
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