

# BOATHOUSE



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

Volume 22 No. 6  
December 1999



**BSLOL**  
BOB SPELTZ LAND-O-LAKES CHAPTER



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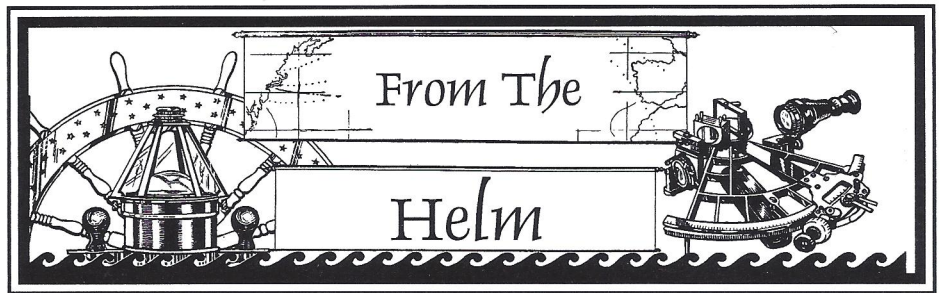
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This year has flown by just like all the rest. It has been my great pleasure serving this chapter as president and I look forward to another year. I'd like to thank the Board of Directors of 1999, the Rendezvous Committee, and all the other volunteers who have contributed to the success of this organization. I look forward to working with the new board in 2000. We have people coming aboard who are not new to volunteering and are very eager to keep the momentum going. Thanks again for the support!

This was our most successful year ever with a gross revenue exceeding \$100,000. A review of our expenses can be found in this issue. Fifteen awards were presented at our annual meeting and some twenty-four recognition awards were handed out to the Rendezvous Committee last summer for their year-long work on the Rendezvous. The chapter needs dedicated people like this to be successful. Our motivation is simple: to promote the preservation and restoration of these beautifully-constructed boats of the past through education of our members and the public - and to have fun!

It was a record year for activities that kept us busy every month. Expect a continuation of the education workshops this winter and early spring, something new for June, a chapter poker-run in July, our Annual Rendezvous with a river cruise in August, James J. Hill Days in September, and Fall Colors Cruise in October!

In the year 2000, ACBS celebrates its 25th Anniversary. As part of its celebration, they have designated several chapters as Anniversary Show locations; we are one of those chosen. So our 25th Annual Rendezvous will be an exceptionally grand occasion. As such, the preparation will be more elaborate and we could use your time and talents. So get that boat done, get involved, then - come join the fun!

At this time of the year, our activities on the water are replaced with dreams about warm and sunny days in that all-original or newly-restored wood boat. It might be your special year because you're launching that prize possession that's been "in restoration status" for so long. There's always a great story in that scenario, and *The Boathouse* would like to hear yours. We would like you to write about your boat from find to finish. Look for this new column, "Boats In Process" in the coming months. Details are in this issue.

For the folks at this year's Minneapolis Winter Boat Show, I would like to say welcome to the Bob Speltz Land-O-Lakes Chapter of the Antique & Classic Boat Society display. We feel honored to be able to participate in an all-fiber-glass boat show. It's one of the great opportunities we have during the year to promote our mission. We have a real worthwhile cause and have been very successful pursuing that mission for past 25 years. We are one of the largest chapters in the society of 44 chapters and with close to 5800 members world wide. The pleasure boats you are enjoying today all started with wood construction and, as you can see, were something very special on the water in their day and still are today. Enjoy the display, read about the preservation of these boats in this newsletter. then consider a membership in the society and our chapter. You will be contributing to a never-ending mission to preserve the past!

*Greg Benson*  
 BSLol President



## HAFER CRAFT BOATS

by Bob Speltz

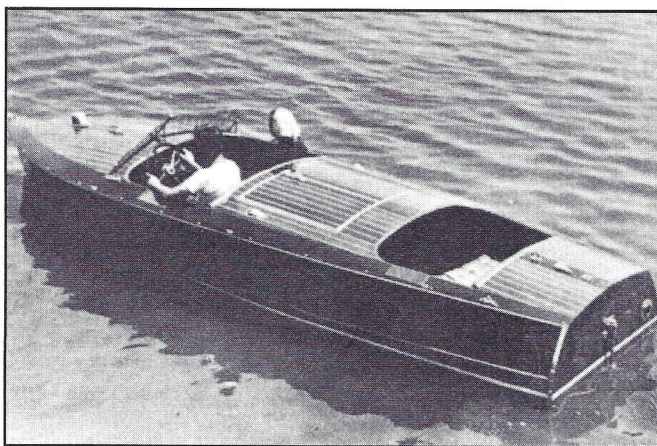
(Reprinted from Fall, 1975 Antique Boating)

Over in the north west corner of Iowa there exists the "Iowa Great Lakes," consisting of East and West Okoboji, Spirit Lake and other smaller bodies of water which make up one of Iowa's most popular vacation areas.

Back in 1896, a man named John Hafer arrived at East Okoboji and began a small boat works that remained until 1968. Mr. Hafer built his first boats in the upstairs of his home! As a boat was completed, she was 'launched' out through double windows and down skids to the ground. It was said that many residents of the "Iowa Great Lakes" would have no other boat but a Hafer, be it a launch, sailboat or fishing boat.

In 1908, Mr. Hafer built a speedboat that was the fastest in all the midwest for some years. She sped along at a brisk 26 mph - a record that was not to be bettered for quite a time. Mr. Hafer's young son, Glen, told me the following about the FRANCIS FLYER. She was 40' long and 6' wide and took his dad a whole month to build. Back in those days most people felt any boat under 24' in length was small. The FLYER was powered by a 55 hp, 4 cylinder engine called a Doman. This massive engine tipped the scales at 2,160 pounds, plus it boasted an 8" bore and 6" stroke. This particular boat often raced on both Okoboji and Spirit Lakes under the able control of young Glen. His strategy was to let the other boats take off and lead the race and when they were close to the finish line, he would 'gun' her and come across the winner. Most of the early boats built by John and Glen Hafer were styled after the Gar Fish, quite long and narrow. Because of their tremendous weight, the early boats could not plane as such and more or less tended to plow through the water.

Glen said his dad built hundreds of 21' to 24' family launches. Most of these launches were of the old double-end design, styled somewhat after large excursion boats running at that time on Okoboji and Clear Lakes in Iowa and lakes up in Minnesota. Since they were pointed like a canoe on each end, they were said to have slipped through the water as effortlessly as a "jewel thief at a charity ball!"



Side view of 1938 varnished speedboat.

As the 1920s moved on, the Hafers turned out larger and more deluxe launches - 24' to 36' in length and with engines as large as 40 hp. This continued until about 1927 when Hafer's customers began to prefer a new type of boat - the runabout. By this time, Glen had been working full time for his Dad for about two years.

Bob's Boat House - continued on page 37

## IN THIS ISSUE

From The Helm	3
Board of Directors	3
The BoatHouse Schedule	3
Bob's Boat House	4
Annual Holiday Party	5
Porthole to the Past	6
Minneapolis Boat Show	7
Gadgets and Kinks	8
Service Department	9
Chris Craft Antique Boat Club	10
Wood Boat Gathering on Lake Erie	10
Rendezvous Awards/Judging	12
Fall Colors	13
Classic Glass	14
Member Spotlight	17
New Feature - Boats in Progress	18
BSLOL Way Points	19
Outboard Corner	19
25th Annual Rendezvous	20
Peterson Bros. Boatbuilders	21
Vendor Spotlight	22
Welcome Aboard!	24
In Our Mailbag	25
BSLOL Financial Report	26
The Chandlery	27
Mississippi River Cruise	28
BoatHouse Ad Rates	31
CD ROM Thompson Project	32
Pre-Rendezvous River Cruise	32
A Commentary	34
Educational Workshops	35
Trading Dock	36

### ON OUR COVER

Sherwood & Jo Heggen  
 enjoying Lake Minnetonka at  
 Annual Fall Colors in their  
 16' Century Resorter

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## ANNUAL HOLIDAY PARTY

by Peggy Merjanian

BSLOL's traditional Holiday Gathering was held on November 20th. Once again, the elegance of the Lafayette Club was the scene as about 70 party-goers enjoyed a terrific buffet and each other's company. Everyone was in a festive mood. The annual holiday gathering is when the club holds its elections and presents awards to members who have contributed significantly to the year's activities and success.

Outgoing (and re-elected) President, Greg Benson gave his year-end wrap-up and conducted the awards presentations. He entertained and charmed the audience with his sincere enthusiasm. Greg took the helm a year ago when the BSLOL was riding on a high in every aspect of the club. He kept that momentum going and managed to oversee an additional increase in membership. He was the driving force behind the ad campaign for *The BoatHouse* and deserves the recognition and gratitude of the chapter. Thanks, Greg! Great job!

The new Board of Directors is pictured below and their positions are listed on page 3. Once again, we are very fortunate to have an enthusiastic, talented and dedicated board that will take us through another year. The spectrum of the club continues to expand, as we accept more and bigger challenges, both short-term and long-range. Our congratulations and best wishes for another banner year!

Two new awards were initiated this year: the First Mate award to the person who extraordinarily supports and assists the captain of whatever function and The BoatHouse award given to a person who contributes significantly to that publication. A First Mate award went to Nancy Stebbins for all her work and support of husband,

Jeff organizing the Mississippi River Cruise prior to the ACBS Annual Meeting in September. Steve Merjanian was also presented with a First Mate award for his never-ending support of BoatHouse editor, Peggy. Steve does all the picture scanning (a huge task) and coordinates the printing functions.

The BoatHouse award recognized Andreas Jordahl Rhude for his untiring and above-and-beyond attitude as coordinator for the bi-monthly publication. He not only accepted the task when asked, but jumped in whenever there was a gap to be filled. Pick up any *BoatHouse* issue over the past two years and you'll find his byline on numerous articles. His skills, enthusiasm, and willingness to help are evident in the content quality of *The BoatHouse*.

The President's Cup this year was awarded to Suza Gosh for her extraordinary efforts on the Rendezvous. Suza's outstanding organizational skills, dedication, and perseverance were evident in every phase of this mammoth undertaking. The resounding success of the Rendezvous these past two years is testimony to her efforts. She has graciously agreed to remain as chair of this, our 25th Rendezvous which is one of the designated shows of the ACBS's 25th anniversary celebration.

John Kinnard, the epitome of volunteers, was recipient of the Volunteer Award. He is one of the chapter's founding members and has been active (understatement) ever since. It is John and his technical skills who oversees two gigantic, time-consuming functions: all membership-related tasks and Rendezvous registrations. He is instrumental in so many facets of the club's operation. He just does what needs doing with no fan fare. John is our only lifetime member; his presence is synonymous with BSLOL.

The evening ended with the now-annual white elephant gift exchange; (a garage sale with bows and fancy wrapping) - always a lot of fun. Our heartfelt thanks to all our members who contribute to the success, quality, and fun that has come to identify the BSLOL! Our reputation extends throughout the ACBS and we can all be very proud!



Gary Baker accepts his "Yeoman" award from President Greg Benson. Gary volunteered to put BSLOL on the web and maintain the site for two years. It's a huge task and we are very grateful for all the work he has and still does put into it.



### BSLOL (Millennium) BOARD OF DIRECTORS

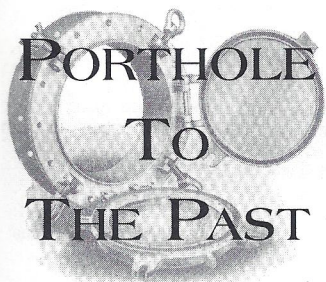
*Back Row: Jim Aamodt, Jayme Hines, Peggy Merjanian Bob Buttery, Paul Mikkelson, Eric Gustavson, Ray Garin Front Row: John Kinnard, Greg Benson, Dan Nelson, Andreas J. Rhude, Steve Davis. Not shown: Randy Havel, Larry Quinn and Steve Beck (Steve became a father for the first time that evening!! Congratulations to Steve and Mary Beck!)*





### A MIDDLE WEST FLYER

by Andreas Jordahl Rhude



Out in the Middle West, at Wayzata, Minn., on Lake Minnetonka, there is a firm that for years has been quietly and unostentatiously building up a reputation for runabouts of the highest class. We refer to the Ramaley Boat Co.

The latest of a highly successful line of runabouts turned out by this firm is "Hillcrest," the newest sensation on Lake Minnetonka. "Hillcrest" is a 30 footer of the V bottom type with the rather unusual beam of seven feet which does not seem to hold her back any. Powered with one of the famous six cylinder 200 H.P. Hall-Scott Marine engines, her builders claim a speed of 40 miles an hour, which is going some for a displacement boat. Despite her phenomenal speed, "Hillcrest" is not a light racing hull, but a good substantial runabout with forward and rear cockpits and comfortable seating capacity for ten persons.

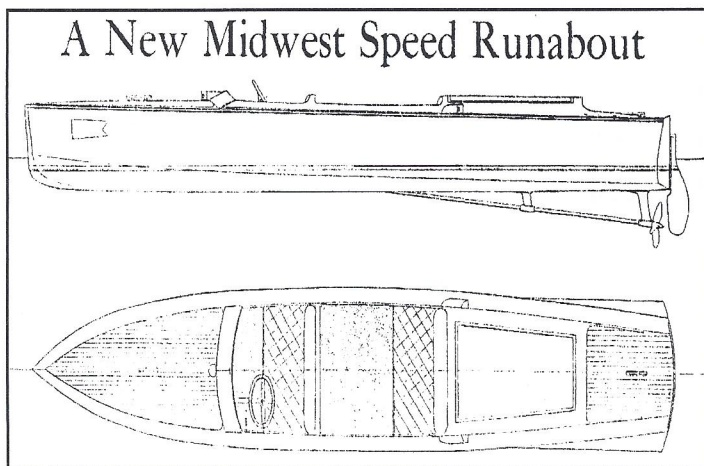
The engine is installed about amidships under hinged hatches. The steering wheel, switches, and instruments are mounted on the bulkhead aft of the engine. Instead of the usual bucket seat for the helmsman, wicker chairs are provided. Two additional wicker chairs and a luxuriously upholstered athwartship seat at the after end, complete the furnishings of the big roomy rear cockpit. "Hillcrest" has proven so highly successful, that it is the intention of the Ramaley Boat Co. to standardize on this model, and a number of duplicates are now under construction to meet the demand for 1921.

*Reprinted from OPEN EXHAUST (LaCrosse, WI) Dec. 1920 (vol. 1 no. 6) page 9*

### A NEW MIDWEST SPEED RUNABOUT

The profile and arrangement plan of a 28-foot racing runabout from the board of E. Weston Farmer is shown herewith. The boat is designed for Mr. O.H. Gray, of Minneapolis, who already owns two of the fastest runabouts in the Northwest. The arrangement is logical from the standpoint of balance and convenience, and follows quite closely the arrangement of "Baby Gar," owned by Mr. Gar Wood, of Detroit. In fact, Mr. "Win" Wood, brother of the Detroit man, together with Mr. Gray and the designer decided that the best chances for speed lay in the same general arrangement as carried by "Baby Gar," but with a shorter overall length.

The drawings show the resulting design to be a thoroughbred in every respect. With a 410 H.P. engine at 1,800 R.P.M.



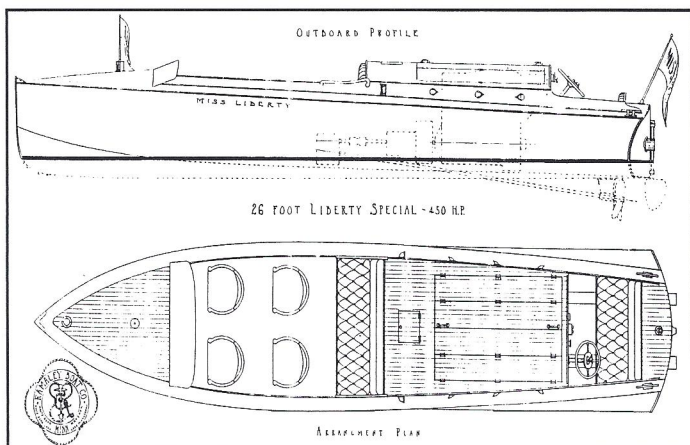
the designer has given a conservative guarantee of 55 M.P.H. All fittings are specially designed to be cast in Lynite, furnished by the designer. The boat is of mahogany construction throughout, with a double planked bottom.

For the sake of graphical misrepresentation, the drop in the chine as shown on the outboard profile, does not correspond with the actual, the lines being carried out somewhat differently. The dimensions of the boat are L.O.A. 28 ft.; beam 6 ft. 2 in.; mean draught to rabbet 10 in. Her ratio of length to beam is .22 and running displacement 3,500 lbs. with a crew of three.

*Reprinted from OPEN EXHAUST (Peoria, IL) Feb. 1922 (vol. 12 no. 8) page 21*

### A MISSISSIPPI SPEEDSTER

The Wonder Boat owned by L.P. Piper of the Minnetonka Motor Boat Club of Minneapolis, Minn. The design herewith presented is of "Miss Liberty," a runabout owned by L.H. Piper, of the Minnetonka Motor Boat club of Minneapolis, Minn. This boat, by reason of its showing at the Chicago Pageant of Progress, is the fastest runabout of the Mississippi Valley Power Boat association, to which organization the Minneapolis club belongs. "Miss Liberty" was matched against "Adieu II" in the Pageant regatta and won



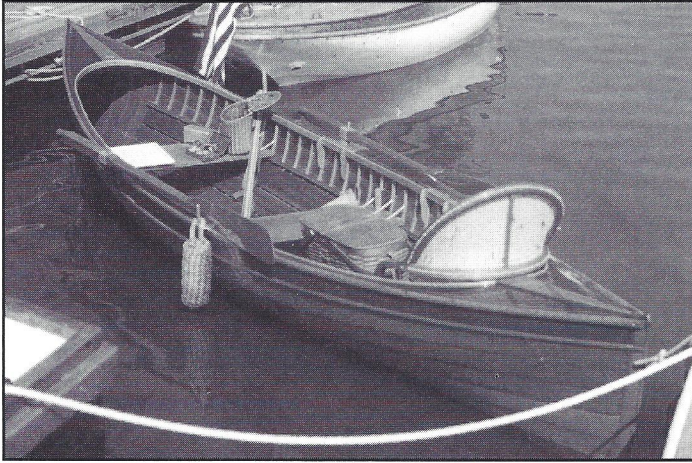
the initial of a three-heat event so easily as to astound all watchers and upset all of the calculations of experts who were watching the performance. At no time was the boat extended in this heat and she is credited with one lap at a rate of 46.14 MPH. In straightaway mile exhibitions, this boat has recorded a mile in one minute and three seconds or a 57.14 MPH pace. Her owner and her builder are confident that they have the fastest runabout in the world. She easily won her events at Toronto, Ontario.

The boat was designed by Gene Ramaley of the Ramaley Boat building company at Wayzata, Minn. and the sketch will show that she is arranged for a pleasure, rather than a racing boat. Mr. Piper had this remarkable boat built to take friends on hunting trips on the Minnesota lakes. He is an enthusiastic boating man and has promised that his entry will appear for the Burlington, Iowa regatta where he hopes to set up new world records for this type of pleasure craft. The craft is a 26 footer and, as the lines indicate, is of the most approved types. She is built to carry an engine of 460 Horse power.

*Reprinted from BOATING (Peoria, IL) Feb. 1923 (vol. 13 no. 8) page 13*



# MINNEAPOLIS BOAT SHOW



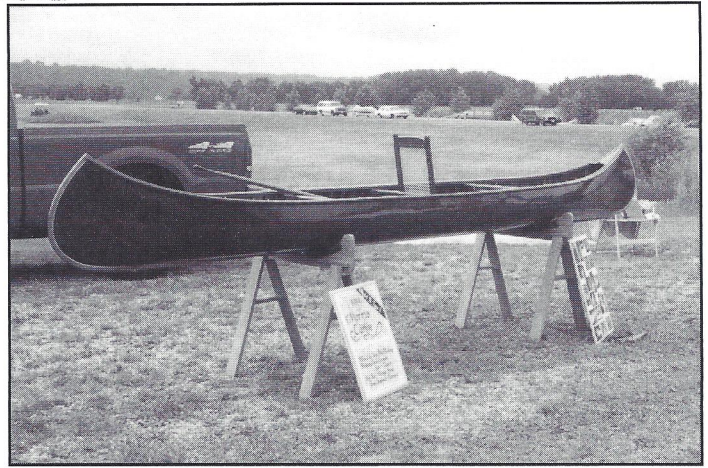
1895 Wilbur & Wheelock St. Lawrence Rowing Skiff

**COME DOWN  
AND SEE THESE  
AWARD-WINNING  
BOATS UP CLOSE!**



1954 18' LYMAN ISLANDER

**... AND MUCH MORE!**



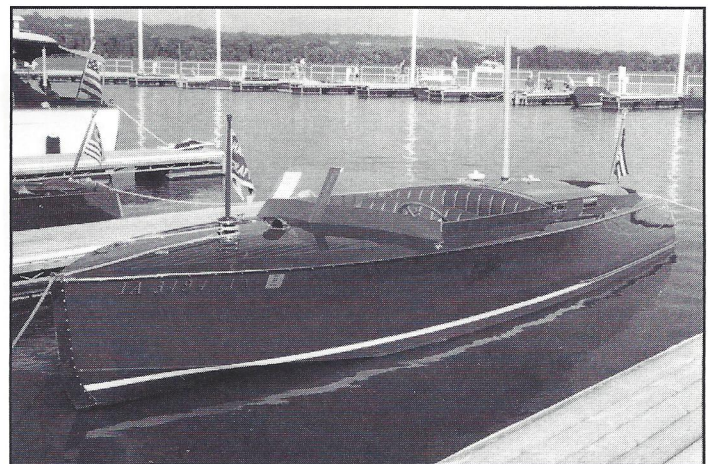
1914 B. N. Morris Canoe

## JANUARY 19-23



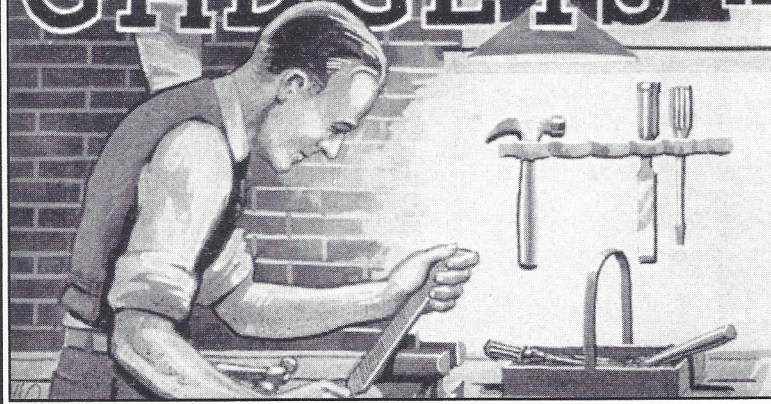
1926 33' Baby Gar

## MINNEAPOLIS CONVENTION CENTER



1925 Hacker Dolphin

# GADGETS AND KINKS



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

## THE THRILL OF WOODEN BOAT OWNERSHIP (or Look Before You Leap) by Sherwood Heggen

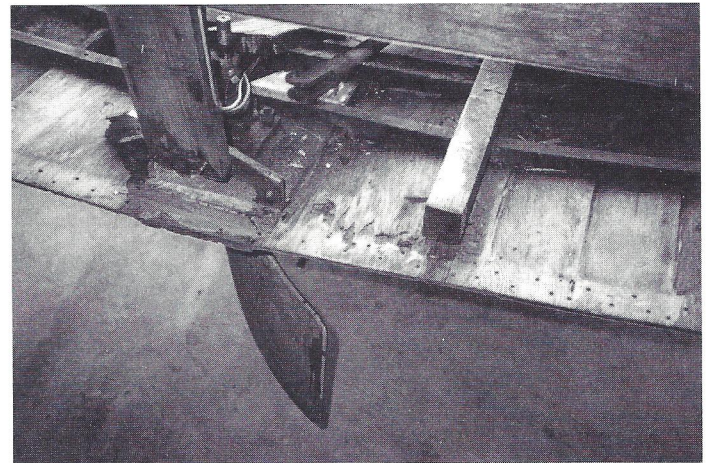
Ownership of a wooden boat can be a very exiting part of your life, mostly after the boat is restored. When the idea of becoming a wooden boat owner takes over your mind, the quest for that boat to reflect 'you' begins. You picture yourself in that boat, motoring across a calm lake with your loved one at your side, spray off the chines, and the sun at your back. You find that boat and bring it home on the trailer that comes with the deal described as "serviceable." You watch it in the rear view mirror with horror as the bow of the boat bobs up and down with every little bump in the road. You're glad you made it home without incident, The boat would only need paint and varnish and a good cleaning - you thought.

Mark Pottenger found that boat - a 1956 Chris Craft Sea Skiff 18' with a Hercules A for power - and brought it home for paint and varnish.

From there, the concerns mounted and the project got its completion date extended. While crawling around inside the boat, pulling up the floors, Mark got a little closer to the subject. The first "oh-oh" he found was a soft port-side stringer at the transom. Beneath that he found de-laminating and brittle bottom planks next to the keel. The keel was

good but the transom base was another story relating to rot, as was the bottom transom plank. Wood that crumbles in your hand is a sure sign that it has seen its usefulness in keeping out water.

Digging deeper into the boat, Mark found more rot in the planks mid-ship at the chine area. Looking casually at some of these areas of rot, it would appear that all is well. Put the area to the test and start poking and scratching the surface



*Bottom planks at transom*

with a screw driver. Good wood will withstand the abuse of poking and scratching, while rotted wood can easily be picked away and even penetrated. If you go through the hull with the screwdriver, you have done yourself a favor in possibly saving the boat from sinking while under way.

The problems certainly didn't stop there. Rotten steam bent frames made themselves known just ahead of the engine. Hey, what about the engine? What kind of shape would it be in? Would you believe frozen solid? Yeah, locked up. No amount of effort would cause that flywheel to budge. So much for the simple paint and varnish.

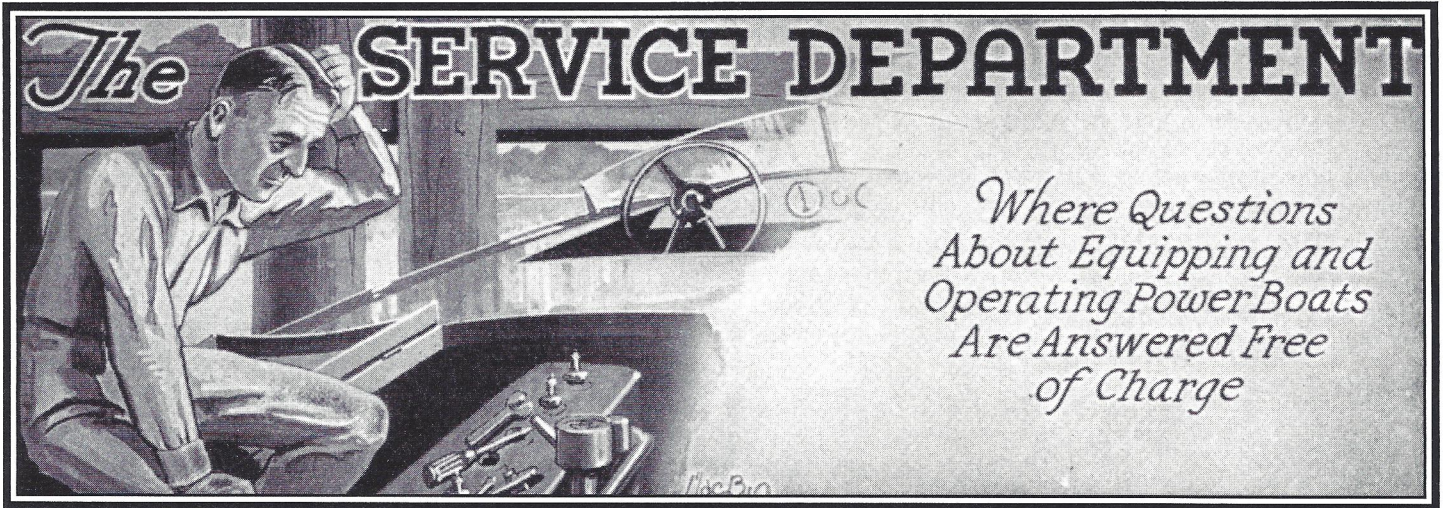
The point of relating all this is to give a heads-up to potential wood boat buyers. The condition of this boat is not an exception but an expectation. Wooden boats that have been used over the past 40 years and have all of their original parts are expected to have a few problems. Mark didn't



*Sides stripped of paint*

*Gadgets & Kinks continued on page 11*





Dear Dr. Motorhead,

Last summer I had some problems with my boat, it was with my carburetor, actually. It went something like this. I was driving along and the engine was running real rough, and then it finally conked out. I tried and tried to get it going. Out of desperation, I pulled the choke and it started. When I pushed in the choke, it died. Being the semi-intelligent person that I am, I made a re-attempt to the starting process with the choke again closed. Again, she started up and was running. The engine continued to run only as long as I had the choke pulled. Mind you, not very smoothly, however, smooth enough to get me home. I placed a call to my favorite boat mechanic. Yes, some of us do allow others to work on our beloved craft. He identified the problem as a dirty carburetor, cleaned it and sent me a hefty bill. Not that he takes advantage of my goodwill, he is fair and honest. I know when I get charged a dollar, I get a dollars worth of work. Unfortunately, it is never just a dollar. I must mention, he also replaced the little fuel filter stating, "that's what caused the dirt to get into the carburetor in the first place".

Back in action, I enjoyed boating for the next few weeks when history began to repeat itself. Exactly what happened before, happened again. By now, it was the end of the boating season. Not only was I frustrated, so was my mechanic. He accused me of all sorts of wrong doing, including buying dirty gas. I was humiliated beyond belief. How could anyone accuse me of something so awful as buying dirty gas? I decided to have the boat stored and not deal with any of this until spring.

Here it is only December and I can't get this whole issue off my mind. What is the deal? How could this problem manifest itself as it has? Please help me redeem myself and clear my good name. Oh the shame of it all, being accused of purchasing dirty gas.

Signed,  
Mortified "Mort" Anderson

Dear Mort,

I can help with your good name. Don't worry you will remain in good standing within the antique boating community. To totally redeem yourself, you may need to hire a new mechanic -- one who doesn't make crazy accusations without first identifying what is really wrong with your

boat. Here is the deal, banana peel.

The first assessment is correct - your carburetor was dirty. This was identified by your need to close the choke to keep the engine running. You see, the jets within the carb. get clogged and can't get enough fuel into the important fuel air mixture for proper combustion. Therefore you need to block out some or most of the air going into the carb, keeping the fuel air mixture somewhat correct. As you said, this works "kind of" good. You really need everything clean to do the job best.

So, let's get to the problem and clear that good name of yours. Do yourself a favor, replace the little fuel filter. They work OK. The best thing is have a cartridge-type fuel filter and water separator type installed. This filter is very similar to the oil filter on your car. The one I use is made by OMC. Doesn't cost much and works great. Every spring, spin off the old filter cartridge and replace it with a new one. Like I said, just like an oil filter. They can be purchased just about anywhere. Dirt and debris can come from within your gas tank, especially if your tank is older and has not been reconditioned. Water can come from condensation, so you need a good fuel filter even though you buy only the cleanest gas.

Here is the rest of the story. And with this, you can give some testimony to your attorney for your suit against the mechanic for his slanderous remarks made to you in public. Even those little fuel filters will work longer than just a few hours of operating time. And besides, when filters get clogged with junk, the engine stops and starts, or stops completely. The gas just doesn't get to the carburetor. The problem you have is the fuel pump. Yes, the fuel pump. The diaphragm inside the pump is beginning to deteriorate. This sends little pieces of black rubber into the carburetor. Fuel filters, even the ones installed in the sediment bowl on the fuel pump, are always upstream from the diaphragm. Therefore there is nothing to catch the diaphragm debris, it goes right into the old carb.

Replace the filter with the canister type if you desire. Replace the fuel pump, FOR SURE, clean your carburetor, and go boating. And fear not, your reputation is still UN-besmirched within the ACBS community.

Hope to see you all at the Minneapolis Boat Show in January.

Dr. Motorhead



**PLASTICIZING CELLULOSE WITH HEAT**  
(a.k.a. Steam bending)  
Chris Craft Antique Boat Club  
<http://www.chris-craft.org>

Wood is composed mainly of empty cells whose walls are made of cellulose. These cells are 'glued' together with Lignin. When enough heat is applied, the cellulosic cell walls plasticize (melt) and can be compressed into smaller sized cells. To a lesser extent, the lignin also plasticizes with heat allowing the cells to slide past one another.

On the outside (convex surface) of plank forced into a curve, only 2% of deformation occurs; these cells do not stretch very well. The length of the plank remains nearly the same on the outside of the curve.

On the inside (concave surface), almost all deformation in bending occurs here. Empty cells are able to be compressed in size all along this inside surface. The measured length of the plank on this inside (concave) surface will be less than it was before bending, due to the deformation (compression) of the wood cells.

If the bent piece of wood is clamped in place long enough to cool off, the cellulose and lignin re-solidify. The plank will now hold that shape minus some initial 'springback,' because the length of the piece is now shorter on the inside.

Heat can be applied with a large enough oven, boiling, or even steam. Steam merely transfers calories of heat to the wood surface via the bulk of moisture in the air. Steam does not introduce moisture into the wood other than what condenses on the surface. The amount of moisture in the wood (hence soaking) only aids in transferring calories of heat to the interior of the piece.

A long time standard for wood at moisture saturation level (the cell walls are saturated but there is no water inside the cell, approximately 20% moisture content is best) is one hour per inch of stock thickness. Get your container up to 212 degrees before you insert the wood and start counting. A steam clothing iron and wet rag couldn't possibly affect the interior surface of the plank and would be self-hypnosis at best.



**WOODEN BOAT GATHERING ON LAKE ERIE**  
by Andreas Jordahl Rhude

Mike Jones, a Governor of the Lyman Boat Owners Association, is organizing a Wooden Boat Rendezvous for the weekend of August 25th - 27th, 2000. The event will be held at Huron Boat Basin in Huron, Ohio on the shores of Lake Erie. Open to all years, makes, and models of wooden boats, the gathering is meant to be a national rally for those with interests in all types of classic and antique boats. The Rendezvous has support from many circles including backing by the Lyman Boat Owners Association.

A wine and cheese reception will take place on Friday evening. On Saturday there will be ample time for visiting, viewing boats, a swap meet, and networking with fellows enthusiasts. Games for young and old as well as educational seminars will be held on Saturday too. Interlux has been lined up to present seminars on their epoxies and finishes. Boat/US will also present a seminar. Local Boy Scouts will be assembling wooden boats and a "six hour canoe" at the rendezvous. An evening steak dinner with live entertainment will fill out the day. Sunday is reserved for more boat viewing and visiting. The U.S. Coast Guard Auxiliary will provide boat inspections too.

Jones is owner of a 26 foot wooden Lyman Offshore and a 21 foot, 1973 Thompson Fisherman (fiberglass). The Huron Boat Basin is a great spot for a get-together of wooden boats. They have two pavilions and plenty of dock space as well as on-land parking. A boat-launching ramp is just a quarter of a mile away. Lodging can be obtained at the Clarion Hotel, which is across the street. Registration cost for the rendezvous is \$35.00 plus dock fees.

For additional information and to obtain a registration form for the rendezvous, contact Mike Jones via his email address: [mike@mrtelecomm.com](mailto:mike@mrtelecomm.com) or call (330) 273-1933. Reservations must be in by July 1st. A complete itinerary will be provided to registrants. Come join in the fun of an all-wood boat gathering!



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*Gadgets & Kinks continued from page 8*

make a bad buy, he just got more restoration work than he expected.

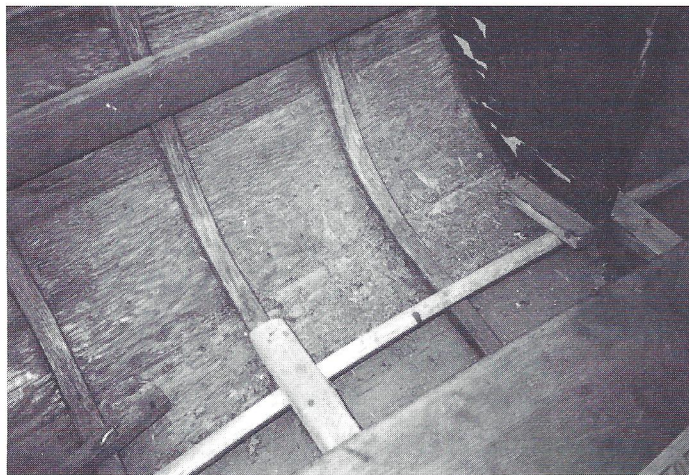
None of these maladies is terminal to the boat. New plywood is available for the bottom, as well as new mahogany for the transom base and planking, and white oak for the



*Transom base*

frames. Locally, Youngblood Lumber and Lake Elmo Lumber are good sources for that. Engines can be rebuilt. The boat can be rebuilt to as good, or better, than new. Two other things must be added to the ingredients for a restored boat - time and money. Take it a bit at a time and it will all come about to a successful end.

Mark has just begun that journey on this, his first restoration project, by removing the rotted transom base and planking and stripping the layers of paint from the sides. He will



*New stringer and rib sister.*

replace the transom base with a duplicated piece and install a new bottom transom plank. The rotted bottom planks will be removed and replaced with new plywood. It is a little work-intensive removing all of those clinch nails that hold like little kitten claws in tree bark, but it just takes patience to get them all out. It is a two-person job to install new clinch nails - one on the outside with a hammer to drive them in, and one on the inside with a hammer dolly to cause the nail to turn over and clinch the two boards together.

Replacing the steam-bent frames may seem a little daunting at first until you work out the exercise in your mind. It is not necessary to replace the whole rib, only the part that is rotten. In the case of Mark's boat, the simplest repair is to cut the rib just inside of the stringer. The old rib end should be treated with Smith and Co. clear penetrating epoxy sealer. This stuff will wick up the rot-infected rib from where it was cut off and replace the resins that have been destroyed, giving the remaining rib new life. New ribs will be installed next to the old ones, which is called sistering. The sistered ribs should overlap by at least a couple of plank widths and screwed in place at the three edges of these two planks. Since the ribs that are being replaced are out of sight, it doesn't have to look pretty, just functional. Correctly done, the entire rib would be replaced, which is considerably more work, but it looks original and more pleasing to the eye. To replace the rib, the new rib must be cut to size and then steamed to allow it to bend to the shape of the hull prior to fastening it in place. Installing the ribs with out steaming will be impossible.

Steam bending new frames is an interesting process. If you are not familiar with the process, check out the Gadgets and Kinks article on steam bending in the February 1999 issue of *The Boathouse* which can be read on the BSLOL web site at [www.acbs-bslol.com](http://www.acbs-bslol.com).

This Chris Craft Sea Skiff is a work in progress and, from the sounds of it, could be in the water in pretty quick order - well, meaning maybe by next summer.

Good luck, Mark. You are clearly a person who takes to heart the meaning of "DON'T DESTROY IT; RESTORE IT".



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## 1999 RENDEZVOUS AWARDS AND JUDGING

by Bob Johnson

The judging for our Rendezvous this past August went extremely well. This year, we tried to get more people involved for two reasons. First, we wanted to use it as a learning experience for rookie judges by pairing them with an experienced judge and second, we wanted to make the task easier by sharing the work with more teams of judges. I think both ends were met.

We had nine teams of two judges, each assigned about four classes or awards to judge. To date, I have not heard one complaint as to their decisions, so they did a fantastic job and I want to thank them very much.

The awards this year were handled by Greg Benson. The framed posters with attached award tags were beautiful. Thanks Greg!

The only major screw-up was my own. I announced the winner of the Best Professional Restoration as Todd Warner who registered the entry - a 1925 26 foot Hacker Craft. I should have announced the winner as Mark Sauer of St. Paul Shipwrights, who was the actual restorer. My apologies to Mark.

Anyone interested in being a judge for our 2000 Rendezvous, please let me know at 612-380-1505.



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## FALL COLOR TOUR ON LAKE MINNETONKA

by Andreas Jordahl Rhude

We could not have asked for better weather for the Annual Lake Minnetonka Fall Color Tour. With temperatures in the upper sixties, you wouldn't believe that it was October 10th. The BSLOL event started with a brunch at Maynards in Excelsior. An impromptu little birthday celebration was held for the birthday gal herself, Peggy Merjanian.

Starting out in Excelsior Bay, ten boats of various size and class participated, including:

- ❖ John Kinnard's 1964 28' Chris Craft Sea Skiff (even tho John was elsewhere, his boat just couldn't be left out of a fun BSLOL event)
- ❖ Margot & Ray Garin's 1963 30' Owens Cruiser
- ❖ Fred Goughnour's 1955 19' Correct Craft Debonnaire
- ❖ Sherwood and Jo Heggen's 1959 16' Century Resorter
- ❖ Dan & Diane Nelson's 1997 19' Chris Craft Barrel Back
- ❖ Brad & Chris Ernst's 1966 17' Chris Craft Custom Ski Boat
- ❖ Steve Hicks's 1928 22' Chris Craft upswept triple cockpit
- ❖ Ray Ellis' 1940 17' Chris Craft Deluxe Runabout
- ❖ Chris O'Connor's 1940 20' Chris Craft Holiday
- ❖ A Chris Craft fiberglass cruiser

As with all BSLOL water activities, those of us unfortunate not to have a seaworthy boat, were able to hitch a ride with one of the beautiful boats. We even had a boater from Seattle join us for the day! Cameras were clicking in high gear when a little antique and classic boat show was given to the streetcar boat Minnehaha as she plied her way near Big Island. I'm sure her passengers never expected to see ten classic boats buzzing her! What a show we put on - and some of us ended up with a face full of cool water as spray



*Minnetonka Mahogany Mingle - An October Tradition!*

and waves were frothing.

A tour of Lake Minnetonka is never complete without stopping for a brief drink - Lord Fletcher's was the destination on this glorious day (see picture below.)

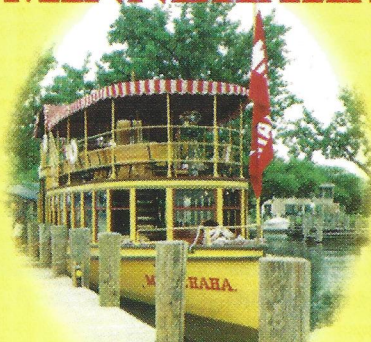
Traversing through Crystal Bay, Seton Lake, Cook's Bay, and a fly by of Todd Warner and Dana Bruzek's new home on Priest's Bay. After this, a number of boats dropped out or headed their own way. The remaining boats cruised south of Enchanted Island into East Upper Lake under the Narrows Bridge and headed back towards Excelsior. The Garin's, always the charming hosts, invited any of the remaining folk for beverages and snacks on their boat at Maynard's docks. This boater didn't make it home until after 7 p.m. It was a fun-filled day and a great way to end the boating season.



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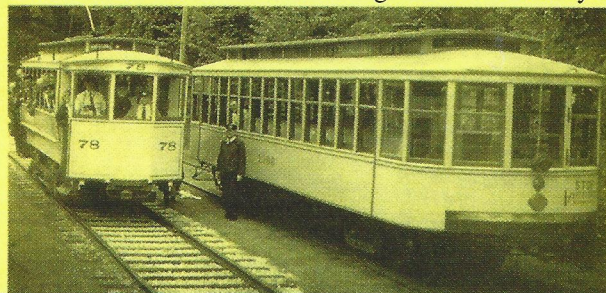


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## 1999 Minnehaha Schedule

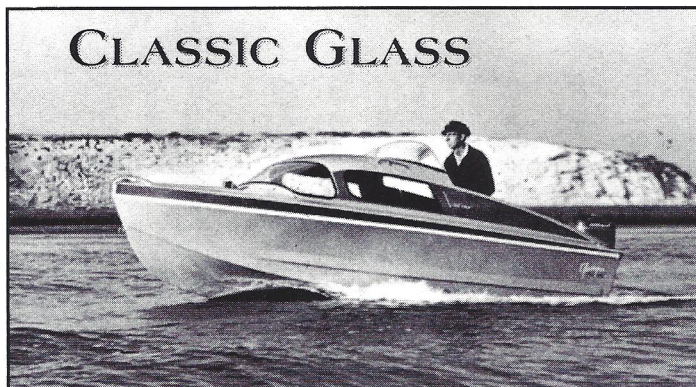
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## CLASSIC GLASS



### THE OSAGE MANUFACTURING COMPANY

By Lee WangstadÓ

The small town of Osage, located 11 miles due west of Park Rapids, Minnesota wasn't new to me. I had read the name, been there, wondered if the town had ever been any larger than what it was when I first saw it. It didn't consist of much more than a large lumber yard, a laundromat, and if I remember correctly, there was a canvas and awning shop, and not much else. We had stopped in town to buy bait. It seemed like such a long distance from Many Point Lake where my family goes for our annual fishing trip. If the fishing was particularly good, we would have to venture out of camp for bait, hitting all of the bait shops along the way, until we would find one with just the right bait. We knew that we eventually would make it to Osage because our outing was usually in early October, when most of the tackle shops were either closed or weren't stocking much live bait. I think that at times, we would all pile into the car just to get out of camp for a ride down the crazy, winding back roads that never seemed to go anywhere, but somehow took you exactly where you wanted to go.

What really made me come back to this place at all, now that the bait shop had closed its doors and had become just so much local history, was a small advertisement that I spotted in an early issue of Popular Boating. What caught my eye was an ad for "Core-Glass" boats, built right in Osage, by the Osage Manufacturing Company. This one had been new to me. What really held my interest was that here was a company, advertising on a national level, building fiberglass boats way up north back in the early fifties. To be advertising regularly must have meant that they were having some degree of success at it. I copied the ad and filed it away with those things that somehow grab my attention and won't let go. Later, I would run across the same ad in Sports Afield, Outdoor Life, and even Popular Mechanics magazines from the same era. The more often that I saw the ad, the deeper it would ingrain itself into my mind.

One day while in Park Rapids on business, I happened to stop in on Dick & Nancy Rutherford who were busy unloading swap meet items from a large enclosed trailer.

Classic Glass - Continued on page 14

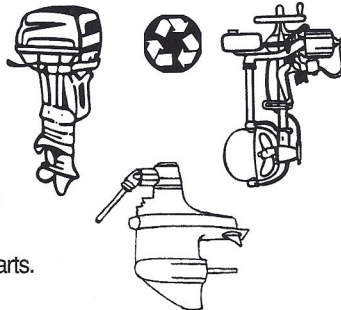
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*Classic Glass - Continued from page 14*

They had just returned from a big "back to the 50's" car show and were busy trying to settle back in. Of course, I was looking for old boat stuff, and they were kind enough to let me look through their shop. I was going through some old Popular Mechanics magazines when I spotted that same ad for Core-Glass boats. When I asked them about the boat company located in Osage, they weren't quite sure. Both had lived in Park Rapids all their lives and their grasp of the local history was fantastic, but boats obviously weren't their thing. They were able to direct me to others in the commu-

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nity that could help. I was finally getting a start on a project that had been eight years in the making!

My first call was to Bob Wallick in Park Rapids. Yes, he had built boats at his marine dealership in Park Rapids; they were called Pramco Boats. As it turned out, this was not the company that I was looking for, but I wrote down all the notes on this venture. It was another of those companies that never had a major impact on the industry, yet combined with everything that was going on at the time, was still a part of the market. With my interest in Minnesota boat builders, it

was an intriguing story. As I went down my list of people that might have some information, I happened to call Hank Noble. Hank was able to put it all into focus for me.

Hank Noble's family owned Osage Manufacturing Company. Before World War II they were the nation's largest builder of wagon boxes. These were the wooden boxes attached to grain trailers used by farmers to get their harvest to market. After the war, trucks were becoming more commonplace and the orders for their wagon boxes were beginning to slow. They decided to get into the boat building business. Here is where I had gotten into trouble before while trying to research Core-Glass. There was another boat builder in Osage -- Noeske Boat Works -- which operated out of the Noeske Lumber Company. For many years I had thought that there must be some connection between the two and was looking in all the wrong places. As it turned out, the only connection was that they were both located in Osage! I had also thought that there was some connection with Core-Craft, which was located in Bemidji, but while the Noble's knew about these other companies, there was no relationship between them.

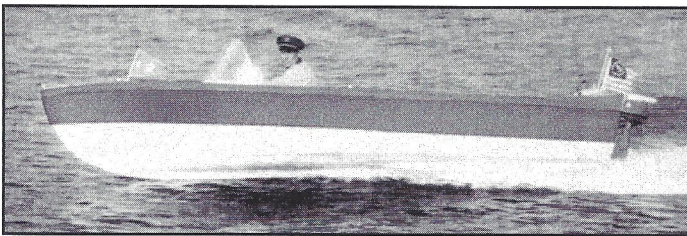
The first boats built by Osage Manufacturing were cedar strip rowboats, built in much the same fashion as most of the other builders in the state. With the introduction of fiberglass in the early fifties, they investigated the use of that product. There was a company up in Bemidji that was building cedar strip boats covered with fiberglass called Core-Craft. We tried covering our cedar strip boats with fiberglass, but had trouble," remembers Hank Noble. "The cedar has certain oils in it, and the polyester resins weren't adhering to the wood in certain areas where the oils were coming out, causing the boats to delaminate. We switched to marine grade plywood covered with fiberglass mat." The result was an extremely strong wood-core fiberglass boat.

*Classic Glass - Continued on page 16*

"We used to advertise on television in the Fargo area," says Noble. "We would take a section of one of our boats and place a brick on it and invite people to hit it with a hammer. The brick would break all to pieces but hardly put a scratch in the fiberglass." They started out building fishing boats especially for the resort trade in the lake-rich part of the country where they were located. Soon they were building decks to convert the fishing boats into runabouts.

The Noble's also decided that, just as they had with their wagon boxes, they would take their trade up to a national level and began advertising in magazines that would give them broader market coverage. One difference in their marketing approach was the decision to market direct from the factory.

"We sold boats all over the world direct from the plant in Osage," reminisces Noble. "There were no distributors or dealers. We would build boats all winter and in the spring, all hell would break loose and we'd have to run around like crazy to try to sell, build, and stock all at the same time. Of course everyone just had to have their boats at once on the same day! We sold complete packages after a while," says Noble. "You could order your boat complete with a motor and trailer. We sold Mercury outboards and Balko trailers in our packages. We started out with Scott-Atwater, but later switched to Mercury. It made it a lot easier to buy that way, completely rigged with all of the controls and hardware. At that time you couldn't always buy a complete package."



Model 316 Inland Constellation Runabout taken at a speed of 30 mph.

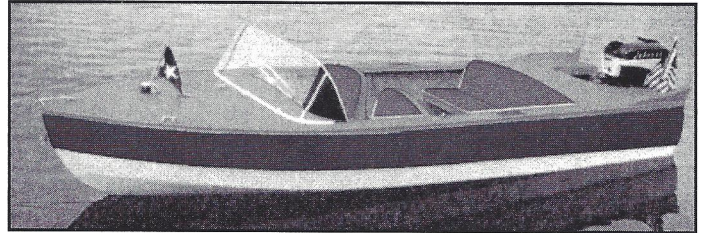
Their lineup consisted of 14, 16, and 18 foot runabouts and fishing boats. They had a no-nonsense styling theme and hulls designed more for performance than trendy lines. Their Inland Runabout line came in 14 & 16 foot lengths and the recommended horsepower ratings were up to 60 hp for the runabouts and wider fishing boats. The narrow fishing boats had a maximum rating of 15 hp.

The Sea Coast line were 16 & 18 feet and surprisingly enough, had "no limit" listed in the recommended horsepower column in their literature. It also stated that the boats could be powered by either one or two motors. The 18 foot models had a broad 72 inch beam to make these boats really adaptable to big water. "I remember that we shipped a lot of the larger boats to both Leech Lake and Lake of the Woods," says Hank Noble. There was also an Inland

Constellation line of upscale runabouts featuring twin cockpits in both 14 & 16 foot lengths. They were built to accommodate up to 60 hp, just like Inland line and even sported small, stylish fins at the rear decks.

"We built boats until the early 60's," remembers Hank, "when one of the recessions finally did us in. It was such an up and down market. It just got too hard to hold on. When a recession hits, the first thing that people stop buying is the non-essential things like boats."

"We went into the wood shavings business, for agricultural



16 foot Inland Constellation Runabout

use," says Hank, "we never went back to building boats. I still have the last boat that we made, a 14 foot fishing boat. You know, it still looks pretty good. It was really over built, as they all were."

So ends another chapter in Minnesota's impact on the national marine marketplace. It was companies like Osage Manufacturing that were marketing on a national scale that would fuel America's unquenchable thirst for recreational products during the boating boom of the 50's. It was families like Hank Noble's that were able to read that market and see it coming and adjust to it that made it so fascinating. Just as they saw the need to get into the boating market, they also saw the need to leave it and adapt to other products. Hank Noble remembers the boating years fondly. "It was crazy all the time, but we really enjoyed the business!"



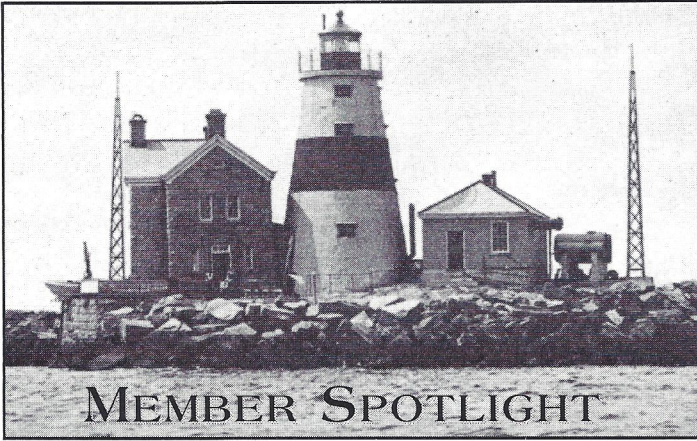
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## MEMBER SPOTLIGHT

### BOB BUTTERY

What is a woody? To me it means fun, fellowship, hard work, challenging learning experiences, meeting new people and most of all, helping others learn the joys associated with being around unique classic boats, whether their hulls are wood, fiberglass or metal.

Hi! I'm Bob, one who, along with my wife Karen of – oh yah – 36 years, own a 1958 Century utility which we've never had in the water. I'm not sure when I was first bitten by the watercraft bug, but I think it happened during the summer of 1983. I would occasionally eat my lunch away from my office and go to the DQ in downtown Plymouth. It was there I saw the 21 foot lapstrake. I admired it for a long time and did dream about owning it someday. Finally, in the spring of 1984, I talked Karen into buying it; however, the boat was gone – but not my dream.

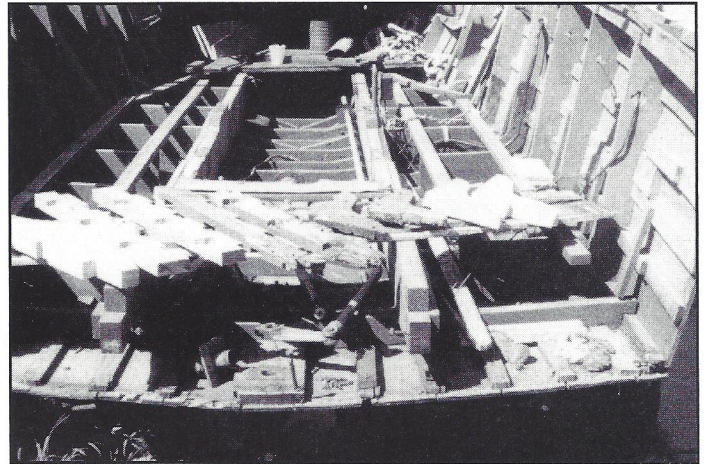
I started talking with several people and through them, met Steve Hahn. He had begun the rework of a boat and had stripped it of its hardware and engine. When I met Steve, he had decided he was in over his head and was more than willing to sell. Little did I know what was ahead of me. I thought, gee, a new transom and some varnish; that won't be such a big job. Well, it didn't turn out to be quite that simple.

To digress for a moment, Karen and I are transplants from Canton, Ohio. We accepted a company transfer to Minneapolis in the mid-60's and have raised our three daughters here. Although Karen had been raised around



Bob Buttery, Gilford Lake, Ohio in 1947

boats, they were of the small fishing-type. I, on the other hand, didn't have access to boats, but did learn to enjoy fishing. I also started making things out of wood, like model airplanes and as boys will do, rafts for the local river. It wasn't until we came north to God's country that we ventured out onto the larger lakes and rivers. I honestly don't remember ever seeing wooden power boats such as the Chris Crafts or Century's. I suppose part of this blindness was due to the fact that I was a fisherman and out on the lakes very early in the mornings. Another view of the times could have been that the fiberglass hull was the big thing and the woodies were covered up on boathouses or out behind the garage.



Newly fabricated floors and frames.

Our boating story really started about fifteen years ago. During those years, I made many excuses as to why the boat wasn't getting finished. Now those days are gone and we're making reasonable progress and having fun at the same time. Until recently, we were only spending one or two hours a year on it. I've now started listening to a pro and taking his advice. For an unbiased story of our progress, look up the June, 1998 issue of *The BoatHouse*. Sherwood Heggen featured the entire process in his "Gadgets and Kinks" column. One of the first things Sherwood asked was "have you ever rolled it over?" Of course, I hadn't. I had replaced several side ribs and poked around the bottom, but my lack of experience kept me from understanding what he

*Member Spotlight - continued on page 18*



The crew of the "Rolling Over Party."

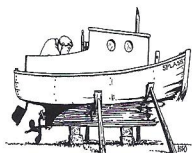


Member Spotlight - continued from page 17

really meant by his question.

I've started listening to Sherwood, my good friend and pro. After we got together for a so-called "rolling over party," things are moving along quite well. Sherwood has become a close friend and mentor whose expertise I value highly. I still get hung up on some small, pesky problems, but I'm working through them much faster.

We expect to have our boat at the 2000 rendezvous as a "work-in-progress" display and to have the restoration complete in time for the 2001 rendezvous.



## INTRODUCING A NEW FEATURE! BOATS IN PROCESS...

Are you currently working on your boat? (Silly question.) We'd like to hear about it. Here's your chance to connect to fellow BSLOLers who are in the same boat, so to speak. In the next issue, we'd like to have a list of boats - including yours - that are being worked on, to whatever degree. Maybe you're almost done, maybe you can't seem to get going, or perhaps you're knee-deep into it. We'd like to list your boat and where you are in that process. In this column, you may find someone who's working on a similar problem who may be able to help you out - or vice versa.

Here's what we ask: on the inside front cover of the mailing jacket are a list of questions. Take a few minutes and answer all the questions that apply to your situation. Then mail it to:

Editor, The BoatHouse,  
18275 Hummingbird Road,  
Deephaven, MN 55391-3226  
OR e-mail to: DataMerJ@aol.com

Next issue, you'll see your boat(s) listed along with any others we receive. We'll update the projects' progress each issue as we receive the information. We'll take as many boats as you provide. This is a convenient way for you to compare, seek help, offer assistance, or any other benefit that may come from it. The information we need is:

- ☞ Your boat(s): year/make/length/model/engine
- ☞ At what point in the restoration you are right now?
- ☞ What have you accomplished thus far?
- ☞ What is left to do?
- ☞ Did you run into or are encountering a problem?
- ☞ Would you like help with it?
- ☞ Are willing to share your situation to assist someone else?
- ☞ Your name
- ☞ Your phone, fax, and/or e-mail

To make the next issue, your form must be received by February 11. If you'd rather not publish your number but would be willing to help someone or need help yourself, contact the editor. We will be the go-between to connect the two of you.



**BSLOL**  
BOB SPELTZ LAND-O-LAKES CHAPTER

**WAY  
POINTS!**

### JANUARY 2000

- ☞ 19-23 WEDNESDAY - SUNDAY  
MINNEAPOLIS BOAT SHOW  
Minneapolis Convention Center  
BSLOL is once again the featured display

### FEBRUARY 2000

- ☞ 12TH SATURDAY  
EDUCATIONAL WORKSHOP  
BASIC ENGINE INSTALLATION AND WIRINT  
(Details on page 35)

### MARCH 2000

- ☞ 4TH SATURDAY  
EDUCATIONAL WORKSHOP  
WORKING WITH EPOXY  
(Details on page 35)

- ☞ 25TH SATURDAY  
EDUCATIONAL WORKSHOP  
DECK CONSTRUCTION  
(Details on page 35)

### APRIL 2000

- ☞ 22ND SATURDAY  
TOY & MODEL BOAT SHOW & SWAP MEET  
1501 Hwy 7, Hopkins, MN 8 a.m. - 2:30 p.m.  
Adm: \$4 For information, call Paul: 320-231-0384

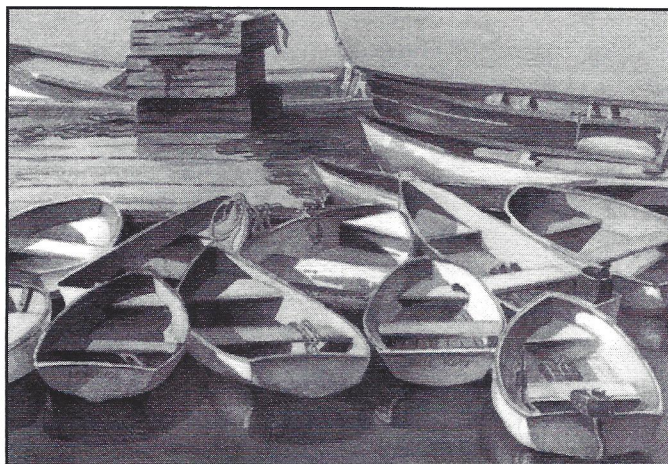
### AUGUST 2000

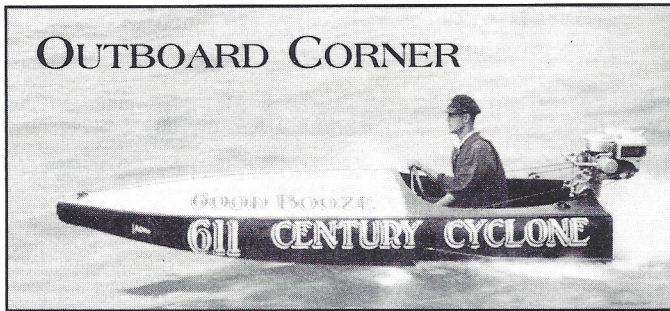
- ☞ 19/20 SATURDAY/SUNDAY  
25TH ANNUAL RENDEZVOUS  
Treasure Island Resort & Casino, Red Wing  
More information on page 20

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## OUTBOARD CORNER

"1959 MERCURY MARK 55H"  
by Chuck Petersen

My current personal project is the restoration of a 1959 mercury Mark 55H Class D race engine. The engine has several unique features and was the final year of production for this famous model.

I acquired the motor ten years ago from a fellow boat racer who had quit the class. Back then you could pick up a used motor in the \$300.00 - \$400.00 range, complete! My objective was to obtain a good spare gear case or "lower unit" as this unique factory racing component was becoming a scarce commodity. Powerhead parts were cheap and because of the high port timing, a modification made to factory mk55H blocks, most racers preferred to run service powerheads (see photo). Thus the various components were tossed into parts storage "bins" to collect dust.

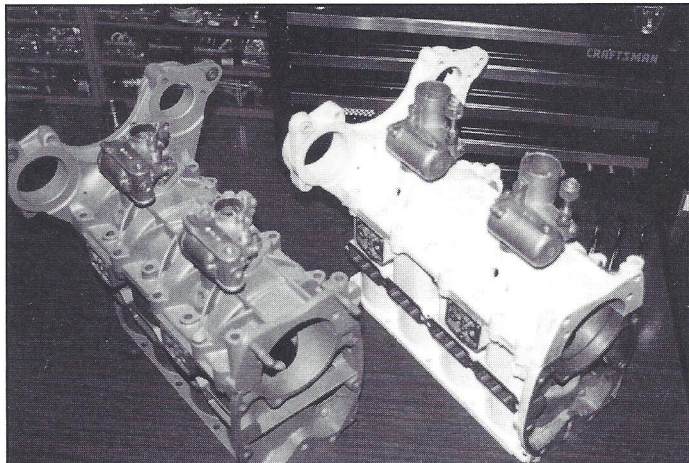
Well along came the Antique Outboard Motor Club and ACBS outboard enthusiasts to whom "as delivered" factory race engines have become hotter than Martha Stewart and the WWF combined. Thankfully I was able to locate every powerhead component, cowling and linkage part and I am now well into restoring this engine.

What made the model unique? Several features were shared by earlier (1955-1958) versions. All had the same Hydro-short Quicksilver tower housing/gear case combination. These were to be sold as replacement parts only after 1959. From the tower section on up, the race motor shared most of the cosmetic and mechanical components of their fishing counterparts. Two exceptions to this included larger model KA-7 Tillitson carbs (see photo) and a lightweight flywheel. The carbs were similar to that found on production 44CID MK58 models but with adjustable high speed and special flow characteristics. Mercury would stop production of the 40 CID model in 1961. 1959 was a milestone year cosmetically as all motors were painted "ghost white" without exception. Four cylinder models sported wider top cowls that allowed larger, more durable recoil mechanisms to be used. Thus the 1959 race engine was the only year to feature the new cowl design. The engine block was also painted white and sported two port covers vs. the older four cover design. The stainless "wraparound" was essentially the same as previous models. The only modifications I will be making will include a +.0030 bore with new oversized pistons and rings. These were all available as factory replacement

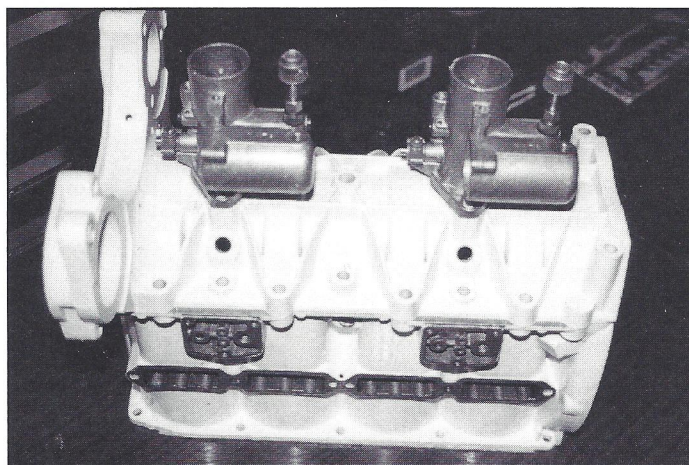
parts but have been discontinued by Mercury and getting harder and harder to find.

I enjoy running these motors on a new B+H class E hydro built by Sam Hemp in Milwaukee. He has become the preeminent builder of this type of hull nationwide since the mid-1980's. I hope to discuss the history of his small boat building company in a future article.

Happy Holidays and best wishes to all at BSLOL.



Compare stock MK55 carbs with larger racing models (at right.)



Intake port covers removed to show high milling marks.



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A designated 25th Anniversary Show  
of the Antique & Classic Boat Society, Inc.

## AUGUST 19 & 20 , 2000

For information,  
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reservations, contact:

John Kinnard  
or Jayme Hines

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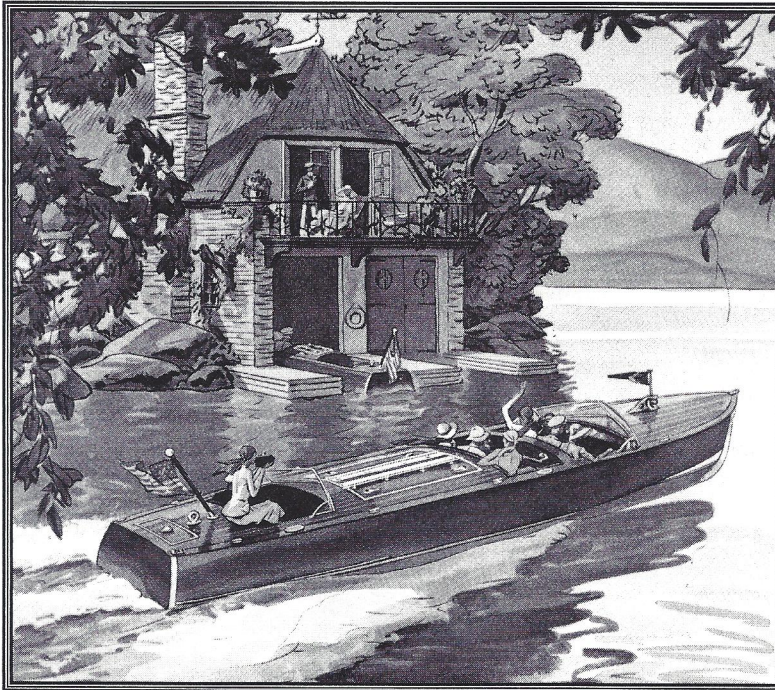
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Mississippi  
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Red Wing, MN

### BSLOL MEMBERS!!

If we had a booth at the Rendezvous where you could drop off parts or other small items to sell, would you be interested? The club would staff the booth and sell per your directions. A percentage of the sale price would be given to the club. Would you participate if this were offered?

Contact Clark Oltman  
at 612-471-7635

or e-mail

[clark.oltman@toro.com](mailto:clark.oltman@toro.com)

### ATTENTION VENDORS!!

Here's your opportunity to be exposed to several thousand potential customers! Get your name on our mailing list for details about a booth at our 25th Annual Rendezvous!

Contact Clark Oltman at 612-471-7635

or e-mail: [clark.oltman@toro.com](mailto:clark.oltman@toro.com).

### THE RENDEZVOUS COMMITTEE

IS SEEKING VOLUNTEERS  
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& implementing this  
momentous occasion.

If you want to join the  
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filled committee,

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Eric Gustavson at  
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Planning sessions  
are held at

St. John's Lutheran  
Church in Mound.

Next meeting is  
February 21st.

### PRE-RENDEZVOUS RIVER CRUISE PLANNED

by Bob Johnson

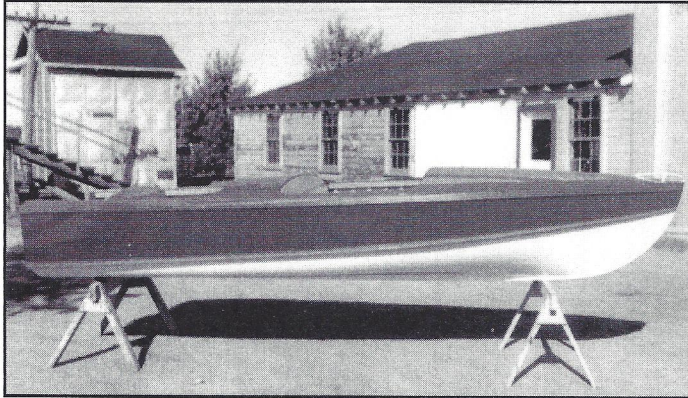
Since the Rendezvous has moved to Redwing, Beth and I have made it a priority to go a couple of days ahead of the show, check into Treasure Island, launch the boat, and slip it at their fantastic marina. On Thursday, we'd make a trip up into the St. Croix River to Afton and Stillwater and back. On Friday, we went down the Mississippi, past Red Wing, and into Lake Pepin and back. It struck us and others, that a third day could easily be added with a tip up the Mississippi to St. Paul and back.

With river cruises becoming increasingly popular across the United States and Canada, and with the recent great success of Jeff and Nancy Stebbins' upper Mississippi River Cruise preceding the ACBS Annual Meeting at Red Wing this past September, it seems only natural to add this mini-cruise to our fantastic 25th Anniversary Rendezvous for the year 2000. So mark your calendars, sign up for vacation time and work, and call your friends to join you on a really great cruise Wednesday, Thursday and Friday, August 16, 17, 18. Details to follow!

## PETERSON BROTHERS BOATBUILDERS

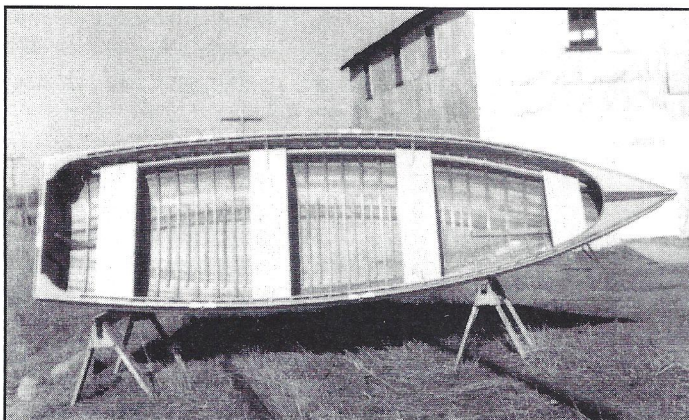
by Larry Quinn/Yvonne Duperon

Two years ago I purchased a sturdy 14' cedar strip rowboat. The date 56 was stamped on the cast aluminum oar lock, and the previous owner said that it was built by Peterson Brothers Boat Works in Shell Lake, Wisconsin. With that information, I began my search for more information about my boat and the boatbuilders. What I discovered was that the Peterson family continue to operate a manufacturing company at the same location. Also, that a family friend, Mabel Lanars, or Mabel Peterson (her maiden name), was a sister of the boatbuilding brothers.



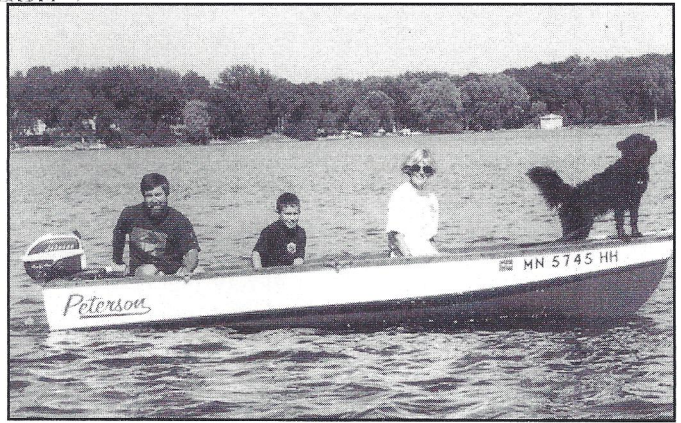
#1414 MD Skimmer

On a visit to Shell Lake, Wisconsin I met with Howard Peterson, the only surviving family member with first-hand knowledge of the boatbuilding operation. Howard's father Albin Carl Peterson and his uncle William Adolf Peterson started the boatbuilding company. Howard was delighted to talk to me about the boatbuilding days. We also talked about his late aunt Mabel, for whom we both shared great fondness. As a youngster I remember hearing about Mabel's brothers the boatbuilders, but I was only 6 years old by the time they stopped building boats altogether.



Interior view of #1214 MD Skimmer

The two brothers Albin and William Peterson met and married two sisters Alfield and Axeline Anderson from Shell Lake, Wisconsin. They worked for the Shell Lake Boat works in the 1920's, but after the stock market crash of 1929 they were laid off. The young and eager brothers didn't take this as a defeat, but rather as a great opportunity to start their own boatbuilding company. So with some land they inherited and money they had saved they started their company. They had oak and cedar milled and began building boats in a pole barn on the west shore of Shell Lake.



Larry, Jeremy, & Yvonne (& one of three pets)

The boats that the Petersons built were primarily cedar strip rowboats, from 12 to 18 feet. The boats were constructed of full-length 1/2" by 1 1/4" cedar boards over white oak ribs. The boards were concave on one edge and convex on the other which made for a tight fit. The keel, stems, gunwales, deck beams and transom were made of solid oak. The boats were set up with two sets of oar locks for rowing but also had a notched transom to accommodate an outboard motor. Thousands of these small rowboats were built by hundreds of boatbuilders during this era. Unfortunately, most of these boats were left on shore to rot or were turned into flower planters when aluminum and fiberglass boats arrived on the scene.

The Petersons also built a runabout with a covered deck and mid section. They built wood boats from 1931 - 1956 or 57. After that they built fiberglass boats for a year or two. A huge fire burned most of their equipment molds and records, and



Peterson Brothers William & Albin (2nd & 3rd from right)

that spelled the end to the boatbuilding days. Currently the Peterson Company manufactures fiberglass tanks for transporting sharks and other aquatic species.

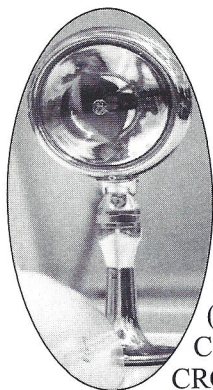
The Peterson Brothers Boat Works was a small operation in comparison to Thompson, Larson or even Shell Lake Boat Works. But what is important is that they were a family-run company that put out quality boats. Boats that the average working Joe could afford and enjoy. The Peterson boat that I now own was built when I was 3 years old, and it took me the next 43 years to find out about Mabel Peterson's brothers, the boatbuilders.



VENDOR SPOTLIGHT

CROW CUSTOM CAST WELDING

by Andreas Jordahl Rhude  
 Photographs by Greg Benson

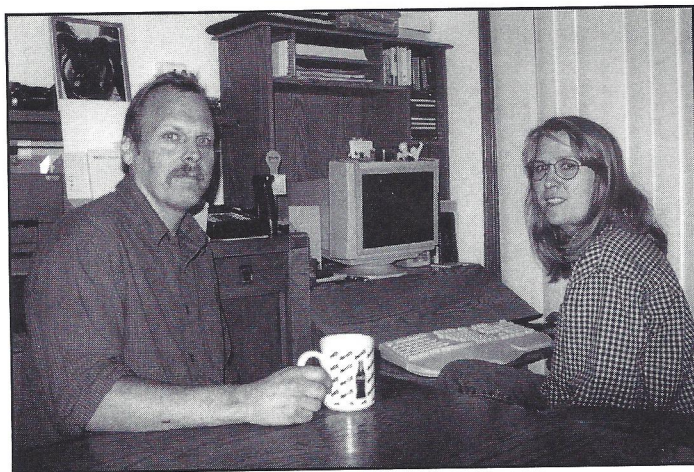


**CROW** \krō\ noun: Any of various large usually entirely glossy black oscine birds (family Corvidae and especially genus Corvus)

**CROW:** raven, boast, brag, toot one's own horn, trumpet, exult, parade

What does CROW have to do with Custom Cast Welding you may ask? Well, this writer/interviewer wanted to know too! On a visit with Buck and Cindy Clement at their rural Hudson, Wisconsin home and shop, one is filled with the crowing of the proud parents of Crow Custom Cast Welding. And rightly so. They know their stuff! But believe me, they are not tooting their own horn with their chosen business name.

No, it comes from the fact they one time had a pet crow and fell in love with the majestic bird. Their home is filled with crow paraphernalia: crow photos and drawings, tin crow cutouts, refrigerator magnets, crow pillows. Maligned by many, a crow is actually an intelligent creature. Buck and Cindy have a deep respect and admiration for their former pet as well as crows in general. Crows are a faithful creature, mating for life. Their first thought for a business name was "Tekein," Greek for "to fuse," but they decided that it was too cerebral. So, they selected Crow.



*Buck and Cindy Clement in their dining room office.*

Charles "Buck" Clement has extensive experience as a machinist as well as in automotive and marine engine building and repairs. With years of particle know-how coupled with "formal" education at Dunwoody Institute and South Hennepin Technical College, his ability to solve problems when others throw up their hands in defeat is impressive. Working for NAPA, he built his store's machine shop up to a ranking of twelfth in over 150 stores that had machine shops. One of his specialties is welding on aluminum engine heads. When automakers began

switching to aluminum heads in the 1980s, this created a new niche for mechanics. "Aluminum heads do break - up to 50% of 'em, it's just the nature of the beast," says Buck. So repairs are needed.

Changes at NAPA precipitated Buck Clement to leave and to form his own independent business in 1996. He and his wife Cindy began Crow Custom Cast Welding in their garage. They soon outgrew the space and a separate, large shop was built adjacent to their home. Cindy is the office manager where she created and is maintaining their Internet web page. Their son Chuck also helps out in the shop.



*Buck Clement with Jim Aamodt's Kermath engine oil pan.*

Wooden boat enthusiast and BSLOL board member Jim Aamodt has work done by Crow Custom Cast Welding. The aluminum oil pan for his Kermath engine had a hole in it that needed repairs, so Aamodt turned to

Buck. Before welding can be done on aluminum, the entire piece must be heated to 400° F (800° F for cast iron objects). If the piece gets too hot, damage can easily occur, so precision is the key to a good outcome - and experience is the key to getting it done properly. Crow is also repairing Aamodt's manifold, filling a casting flaw and putting thermal ceramic coating on both the interior and exterior of the piece.

Buck recently repaired a Chris Craft K engine manifold. It was crushed, so the solution was to cut it in half, repair the crushed portions and then weld it back together. This writer, a novice to mechanics and welding, certainly could not tell that the piece had been sliced in half and then welded back together! Aesthetics can be important in certain instances, and this is a consideration taken seriously by the Clements. A number of professional wooden boat restorers in the Upper Midwest have welding work done by Crow.

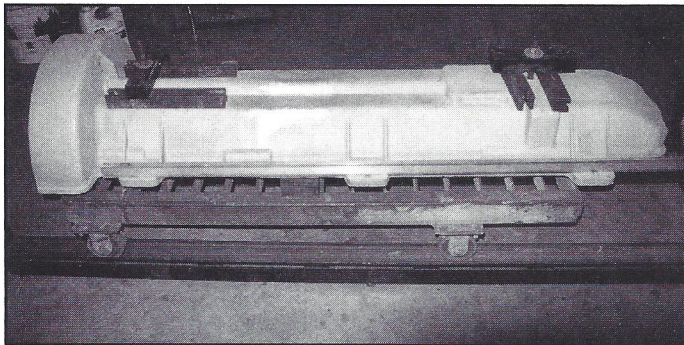
Not to be confused with building of engines, Crow does welding restoration work on marine and automotive engine components. But it doesn't stop with engines; they've done work on all sorts of objects. They've been told that old, highly decorative house radiators can not be repaired once they've cracked. Not being able to resist a challenge, Buck has perfected welding repair of cast radiators. So for home

*Vendor Spotlight - continued on page 23*

*Vendor Spotlight - continued from page 22*

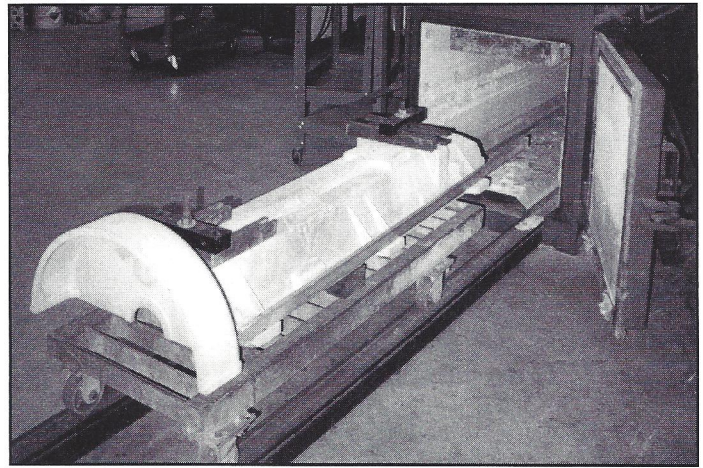
restorers and historic preservationists that want to keep the old style radiators, they need not despair when they discover a cracked one.

Cast iron toys, a collector's item for some, have also been welded back into shape at Crow. They also work on agricultural items, snowmobiles, motor cycle fins and seats, industrial objects in addition to marine and auto welding. He's even welded new ears on a 409 Chevy manifold, making up the new piece where there was nothing. An Arizona client sent them a bell housing from an old fire truck. It was cracked and a piece of the metal was gone. So, Buck is planning on repairing the crack and building-up the missing areas with new metal. Their markets are national with most of the work coming from outside of Wisconsin and Minnesota. It's all by word of mouth and their web page! They have a noted reputation. In 1998 they had 382 projects and will exceed this in 1999.



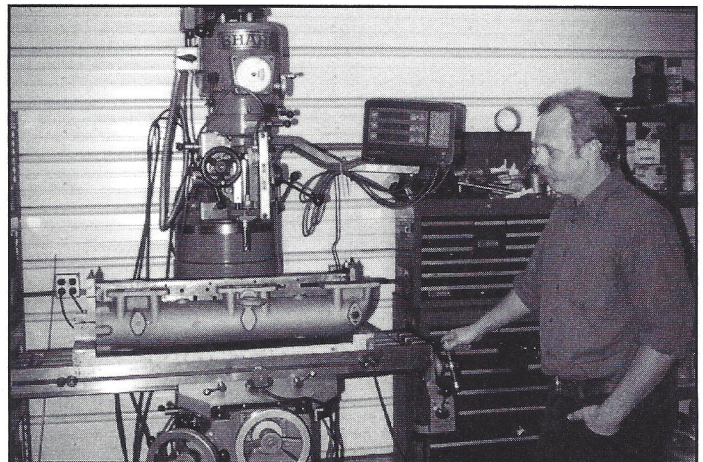
*Kermath engine - side view*

Welding is, believe it or not, a bit more sophisticated than just some oxygen, electricity and a spark - the typical arc welding. There are some pretty ingenious welding systems including Tungsten Inert Gas (TIG) and Metal Inert Gas (MIG). Buck brought a TIG welder into NAPA while there. It was used mainly for repairing the cracked aluminum engine heads. Always thinking, he asked himself if the same type of welding repair techniques could be done on cast



*Jim Aamodt's Kermath engine oil pan  
hot out of the kiln ready for welding repairs*

iron? A special welding "gun" was needed for this work but NAPA wasn't willing to foot the bill. So what did Buck do? He paid for it out of his own pocket. With this flame-spray torch, he experimented and ultimately perfected cast iron welding. Now that's a gun into his work!

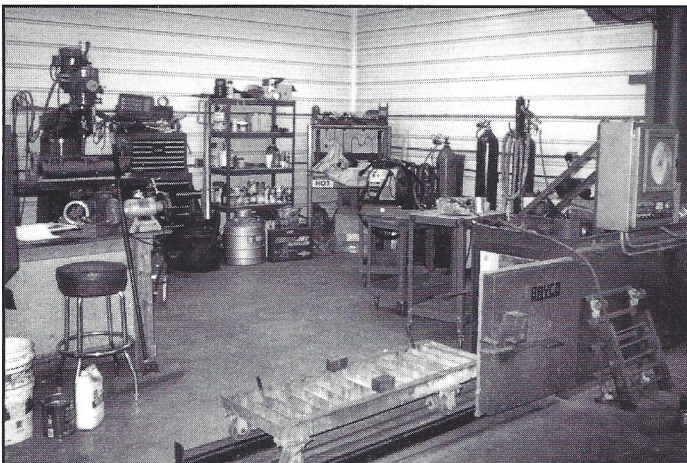


*Buck Clement with a manifold  
ready for boring a hole at Crow's Shop.*

Another neat "toy" at the shop is the plasma cutter used to cut metal. It cuts with pressurized air and a high frequency arc. Wow!! He demonstrated cutting a half inch thick piece of steel - and it cut a curved line in nothing flat - just like warm butter.

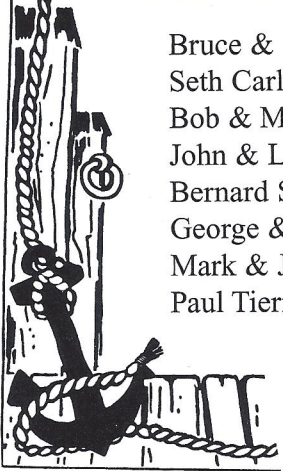
To contact them you may call (715) 425-6653 or toll free (888) 425-6654 between 9:00 a.m. and 9:00 p.m. Monday through Saturday. Their web page address is [www.castmet-alwelding.com](http://www.castmet-alwelding.com)

Next time you see a crow along the roadway or in your yard, think about Crow Custom Cast Welding and give them a call if you have repairs needed to your cast metal components. As Buck says, "At Crow, welding is what it's all about."



*A view of Crow's shop. In upper left is a horizontal surfacing machine - a customized piece of equipment.*

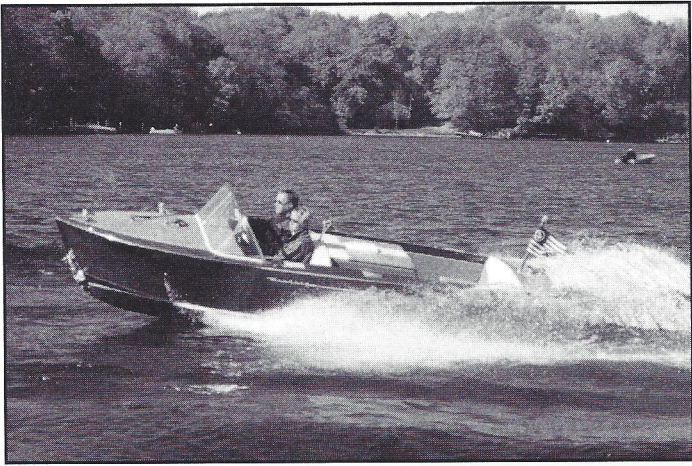
# WELCOME ABOARD!



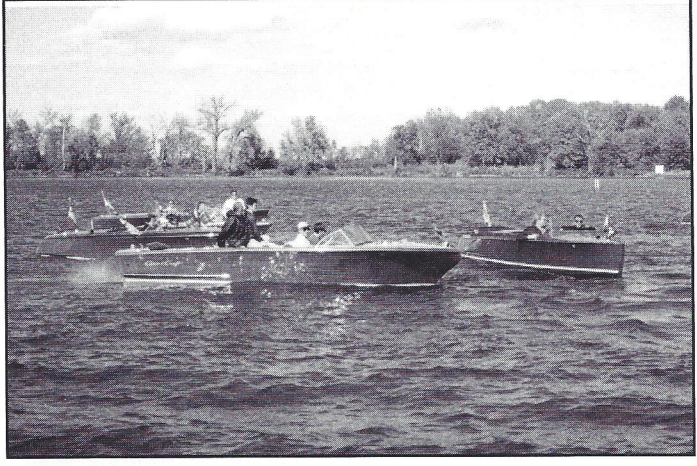
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*Sherwood & Jo Heggen in their  
1959 Century Resorter*



*Fall Colors Gathering on Lake Minnetonka*



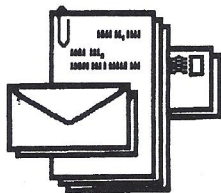
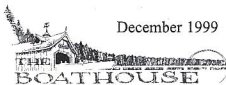
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# In Our Mailbag

following are letters, e-mail or excerpts received by the editor.

❖ "Just saw your page at the BSLOL home page, thought I'd tell you I am new to Wisconsin and will be restoring an old Thompson I got from a guy for free. I've never done such a thing, but I am reasonably handy, so feel I'll be able to learn what I need to know to do the job if I just have some people to talk to about it. I have browsed the entire BSLOL page and can see that you guys are really organized. And excellent effort on everyone's part, it's clear you all take pride in what you do. One question: saw mention of winter workshops. Any chance there'll be some this winter? I'll be trying to attend some events in the upcoming year, so I hope to be able to meet you whenever that may be."

Michael Donnelly

*Editor's Note: Yes, Mike, there are workshops scheduled this winter; you'll find a list on page 35 of this issue. Feel free to contact me or any board member (page 3) at any time with questions. By the way, thanks for the kind words.*

❖ "Todd Warner incurred a double loss at our 1999 Rendezvous. I have felt so sorry for him that I have allowed a little extra time go by so he can lick his wounds before I spill the story to the whole readership.

I knew for a long time before the Rendezvous that Todd had a 'mystery' boat that he was bringing for a high speed fly-by challenge. Not until I cruised out for the challenge did I see the boat for the first time. Todd and his riding mechanic were just at the launch site with a 1962 Glen L flat bottom California ski boat with a 355 cubic inch olds engine and v-drive. Unfortunately it would not start. I went back to the marina to get some starting fluid (mechanic in a bottle) and brought it back over to him. Still wouldn't start. I took a high speed 'victory run' back to the marina.

An acute attack of sportsmanship overtook me when I met him back on land and we scheduled a rematch for Sunday. Todd went back with his crew to diagnose the problem. The boat was on the trailer back at the show site. After some minor tinkering, they engaged the starter and she fired right up. Must have been flooded.

Sunday came and I cruised down to the launch site for the fly-by. This time, Todd was running and the boat looked pretty good. She went from idle to 'on plane' in about one second and he was running circles around me with his big toothy grin. Frankly, I thought my goose was cooked. We agreed that we would cruise back toward the marina on plane at about 20 mph and then open them up. As soon as we cracked the throttle, I heard this horrible back-firing coming from his boat. Needless to say, I did not let off at all and quickly shot ahead 20 yards. The rest of the fly-by we

stayed in that formation and I was happy to win.

Todd continued to drive the Glen L around and she seemed to clear up some. Todd then came over to me wanting a third rematch. I said, 'Todd, do I look stupid or what?' I figured I would stop while I was the winner.

Our chief judge, Gordy Millar, however wanted a go at Todd with his 19 foot Chris Craft Continental, sporting his modified 400 cubic inch small black Chevy V8. Gordy reported in his Florida Sunnyland Chapter *Sheerline* newsletter that he beat Todd later that same day. Too bad for Todd. Oh, well, there is always next year."

Bob Johnson

❖ "Thanks so much for printing the photographs of our mishap at the launch facilities of the 24th Rendezvous. After 52 years of owning, building and retoring mahogany speedboats, that was probably the most embarrassing day of my life. I would like to thank all the members who helped re-launch *All Screwed Up* and get her back on her trailer....." "Other than a few scratches on the keel, the most damage" (as a direct result of the mishap) "was to the hardware, rudder, rudder log, strut, prop and shaft....." "Next year, we'll see you all again."

Don Moberg

*Editor's Note: The whole incident was unfortunate, but you'll find the BSLOLers are always ready to assist a fellow boater. We're looking forward to seeing "All Screwed Up" at our 25th Rendezvous.*

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## BSLOL FINANCIAL REPORT

### BANK & CASH ACCOUNTS

BSLOLABS	1,871.50
Cash: Eaton Vance	0.00
Marquette Inv	16,201.61
TOTAL Bank & Cash Accounts.....	19,073.31

### OTHER ASSETS

Receivables	1,164.95
Ship Store	9,200.34
Trailer/Signs/Tents	6,119.92
TOTAL other Assets.....	16,485.21

### INVESTMENT ACCOUNTS

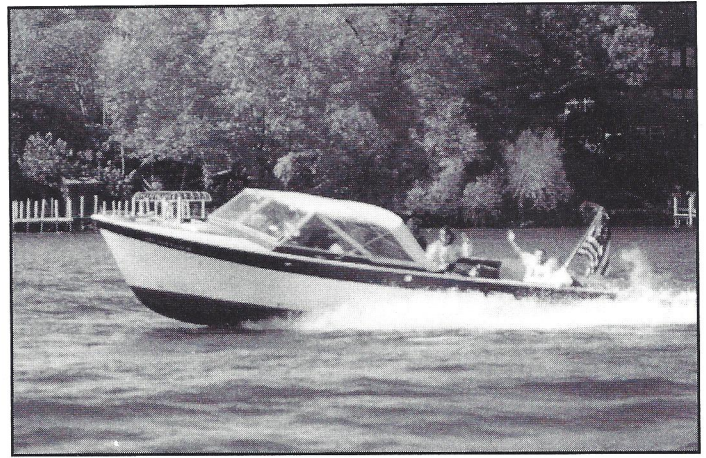
Certificate of Deposits	10,533.63
Eaton Vance	7,321.68
TOTAL Investment Accounts.....	17,855.31

TOTAL ASSESTS.....\$ 53,413.83

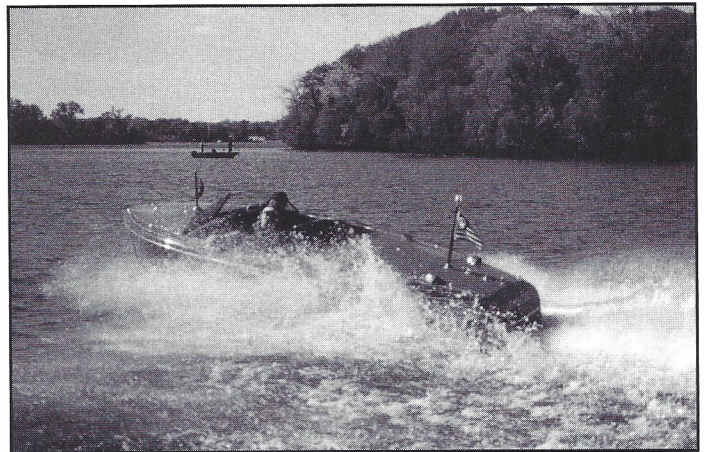
NET WORTH.....\$ 53,413.83

### PROPOSED BUDGET FOR 1999/2000

Projected INCOME:	\$78,000.00
Projected EXPENSES:	\$57,500.00
NET INCOME:	\$20,500.00

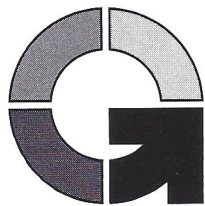


*John Kinnard's ever-present 1964 Chris Craft 28' Sea Skiff made it to Fall Colors without him. Jayme Hines is at the wheel*



*Dan Nelson's 1997 Chris Craft 19' Barrelback Replica*

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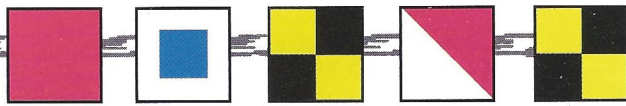
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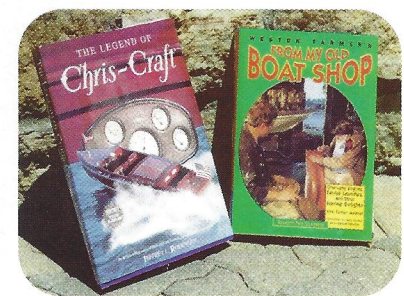
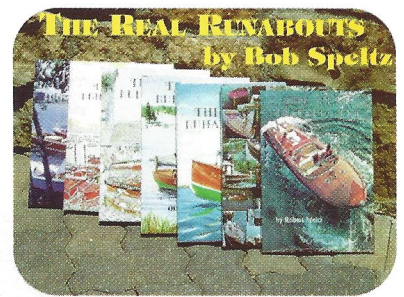
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ACBS Picture Album (100 photos) .....	\$ 12.95
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ACBS Denim Shirts (short or long sleeve) .....	\$ 34.95
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## C



## H



## A



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Nancy and I have frequently enjoyed the many river trips sponsored by ACBS Chapters or individuals in a variety of different locations. Never before have we had the opportunity or pleasure to organize and host such an odyssey. The assignment was self inflicting as are most assignments in a volunteer organization. The rewards were great and the trip itself even better. We say this now, but it wasn't too long ago we wondered why we, or should I say I, volunteered "us" for such a mission.

The journey began in Dubuque Iowa. A seemingly logical point to begin such an ordeal. Remember, we aren't such experienced river people as we may seem. I have heard for many years that Dubuque is the gateway to the most scenic stretch of the Upper Mississippi. As luck would have it, it is also 260 miles from Stillwater, Minnesota by water. This works out extremely well when we have four days of travel with 60 miles per day as a good benchmark.

Dubuque represents a typical Upper Mississippi River City that is a mere shadow of its once prosperous beginnings. Nevertheless, it offered our fellow travelers an easy and accessible spot to arrive with trailers in tow or by plane to journey with fellow antique boaters.



*Boats lined up at the starting point on the Mississippi in Dubuque, Iowa*

The first official event was our kick-off banquet on Saturday night. We had a wonderful evening. While old friends reunited, many new acquaintances were made. I welcomed everyone and proceeded to relay what enjoyment and scenery lay ahead to be enjoyed, keeping in mind that there are hazards in any river travel. Among the dead heads, (not to be confused with

Jerry Garcia) wing dams and channel markers. I made specific mention to always -- always, stay within the main channel. It is not worth the risk of hitting something and ruining your vacation and possibly your boat. Getting off the main channel was for the "River Rats", who know where dangers may lay. This precaution was coming from experience.



*Sid Herwig & Rose Peacock of Manotic, Ontario  
in their 1924 Dodge Watercar*

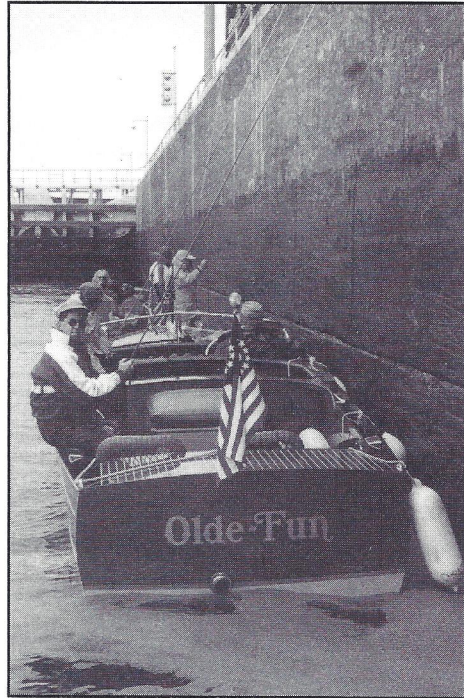
"Hog Back" is. This is an area in the river where very, very fine sediment and silt accumulate on the inside of a river bend. When I realized something was wrong, old "Pokey" was in only six inches of water. I went to the back of the boat to discover I was pumping mud through the engine and out the exhaust pipes. Thank heavens for brass water pump impellers. Now stopped, I was high and dry with no one to help me out. With much thought, I reluctantly decided to try and back "Pokey" off this pile of muck. As easily and amazingly as it slid into place, she backed out like pulling a warm knife through butter. I then waited for the engines to start pumping clean water out the exhaust (as clean as the water in the Mississippi can be.) I pondered how lucky I was, as this silt pile could have just as easily been a pile of rocks.

Early Saturday morning, I was in a hurry and headed to the launching ramp - a short distance from the marina. After launching, I looked out to the main channel some half a mile away and couldn't believe what I would have to go through just to get to the dock only a few hundred yards away. Since there were no buoys or shallow markers identifying hazards between the landing and marina, I figured it must be OK to take the direct route. It was at that moment I learned what a

Mississippi River Cruise continued from page 28

Sunday Morning came with energy and excitement for the beginning of this pre-ACBS Annual Meeting adventure. All sixty five participants and sixteen boat owners were ready to begin what would turn out to be a wonderful time.

Each day's plan would have us travel 30 miles up stream for a stop and a lunch break. The first stop of the trip brought us to Cassville, Wisconsin where, we enjoyed a respite from the drizzle and rain. The meal was good. Cassville is a small town with the only catering service being the local grocery store. We were served at the city park pavilion adjacent to the river. Although the weather was overcast and a little rainy, the scenery was great. It is hard to believe that such wilderness and remote areas can be experienced within such a short distance from home. Just north of Cassville remains one of the last, if not the last, car ferry on the Mississippi River. As we continued northward, some of the slower boats realized that perhaps the better thing to do was to leave a little earlier than the rest of the fleet. Our next scheduled stop was McAlester, Iowa. Nestled into a steep-sided ravine



Waiting inside the lock.

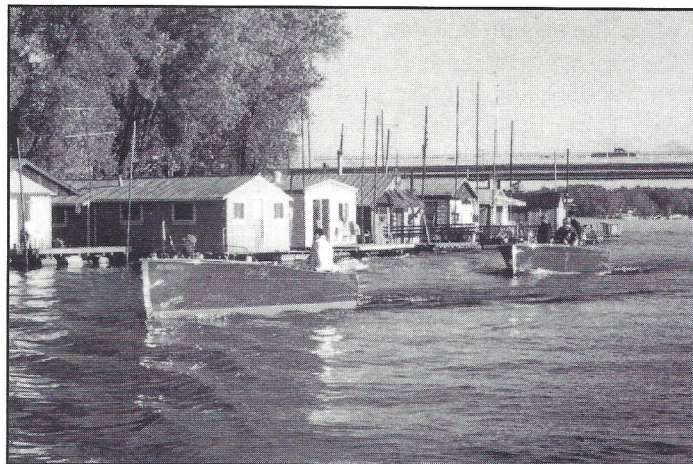


Cold? Maybe, but judging by the wide grins, still great fun.  
(L-R:) Mary Jean Carroll, David Burns, Normie Carroll,  
Nancy & Jeff Stebbins, Dean Ann Harvey, Joanne Warren

on the river's edge,

McAlester is one of the cutest towns you could imagine. The merchants there, who normally close at 5:00 p.m., kept their doors opened for us an extra hour so we could walk the streets and check out the shops. We all had dinner at the local hamburger stand and waited for the two slower boats to arrive late into the evening. They were guided to our location by the large bonfire prepared by the owners of our hotel. Everyone was concerned for Frank Warner, who's badly leaking boat would survive the first leg with its malfunctioning bilge pump. The guys at the marina were great. They worked late into the night to replace the pump that John Howard had so cleverly jury-rigged during our lunch stop earlier that day.

Autumn's first frost greeted us early Monday morning - clear but cold. As everyone was preparing for the next leg of our journey, I decided to check my oil to make sure everything was OK under the motor box. I listen to Dr. Motorhead and it is a good thing to perform this daily ritual. The bilge was covered in oil. I searched and found the source was a bad gasket at the fuel pump. I quickly replaced the gasket and three quarts of oil in time to depart with the group. Our final destination for the day was La Crosse, Wisconsin. The route to La Crosse had us travel through wonderful open areas along the river of wide vistas, abundant with wildlife.



Two 25 foot Chris Craft Sportsmans idling by a row of boat houses.  
Buster & Ann Pollard of Mooresville, AL in their 1940  
and Kay & Bill Joslyn of Lebanon, MO in their 1941.

My typical boating attire includes my wearing of shorts. But being as cold as it was that morning, by the time we stopped for lunch in Lansing, Iowa, I was ready to get inside and warm my legs.

Mississippi River Cruise continued on page 30

UP THE MISSISSIPPI RIVER

Mississippi River Cruise continued from page 29

**UP THE MISSISSIPPI RIVER**

Two of our traveling companions, the Carols from Pembroke Ontario, presented me with a gift: a pair of sweat pants from the local dollar store – a welcome and warming surprise. The weather continued cold but clear. Bundled up, we made our way to La Crosse, the largest and most industrialized town we had seen in two days. Being that La Crosse is neither large nor very industrialized, you can imagine the sites and towns we were encountering. As always, everyone began to arrive and get settled into the hotel. The pool and hot tub were the favored spots prior to dinner that night – a welcome place to warm those chilled bones.

Tuesday, we found ourselves deep in valley fog. Cool temperatures and condensation settles into the river valley creating very difficult, if not impossible, navigation. The morning began with some obscured fog and quickly became as thick as pea soup. Travel was slowed to closed throttle. With a steady eye on the chart and two observers watching for buoys and other traffic, we crept our way upstream. Suddenly, like a ghost ship appearing from the abyss, a large tow was beginning to come into view -- and not that far ahead of us. He had slowed to a crawl. Since commercial vessels are required to have radar on board to detect pleasure craft, I'm sure that we were surprised by his presence more than he was of ours.

We navigated safely through the narrows of the river to Winona, our stopping place for the day's lunch. We ate on the "Julius Wilke," a turn-of-the-century river boat, now retired from service and placed along the river's edge in levy park, Winona's revitalized river front.

We left Winona in great haste. There was a tow or barge piloting upstream towards the lock and dam just north of our lunch spot. Commercial traffic has right of way over pleasure craft at the lock and dams. One could wait up to two hours to get through. The tow, which had reduced its speed to a crawl, allowed the group to enter the lock first. As we passed, we noticed the name of the vessel, the "Laurie Ecksteen," the tow which permitted us to enter the locks first on three previous occasions. Our hats were off to the captain that day. His generosity allowed the caravan to navigate five different lock systems on Tuesday, our biggest challenge of the entire trip. These locks could have found us waiting to pass a total of ten hours if we weren't so lucky.

At days end, Wabasha and the Anderson House greeted the group of "Happy Wanderer's." Not much remains of the original zest and vitality known primarily as the home of "Grumpy Old Men," except the historic Inn where we had a great dinner and a wonderful stay.

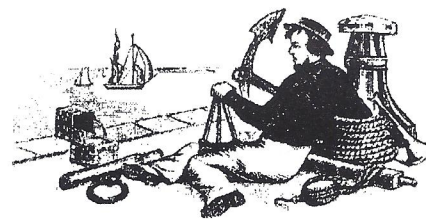
Wednesday, being the greatest distance of travel in one day, we were all ready for an early start. In addition to the number of miles ahead, Lake Pepin could also be another challenge. The lake, which is thirty five miles long and eight miles wide, can create a nasty if not a treacherous crossing. We hoped for fair weather and light winds. The

weather Gods were with us. Not a cloud in the sky, temperatures in the 70's and all without a whisper of wind. Crossing the glassy smooth waters made it as easy as crossing the street.

North of Red Wing, we were bottled up at the lock for the first time. No one really cared as we enjoyed our box lunches, while basking in the sunny, unseasonably warm weather. Successfully navigating the lock, we proceeded northward to Prescott, Wisconsin and the beginning of our journey up the St. Croix River. What a splendid day it was to culminate our trip in Stillwater. Full of stories, great memories, and our share of the warm autumn sun, we celebrated the successful journey that evening with a great banquet at the Lumber Baron's Hotel.

Sixteen boats started and as many finished. The river-cruise rookies, were accompanied by the well-seasoned travelers. Spare parts were brought with the expertise to install. No one found a wing dam, dead head or strayed from the main channel. The only Hog's Back discovered was limited to "Pokey" and me. A good time, beautiful scenery and great boating was enjoyed by all. Again, the people and opportunities created through ACBS and it's activities as always, remains the greatest asset of this organization.

Jeff Stebbins



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Full page	\$ 450	\$800	\$ 900
Full pg color	\$ 600	\$900	\$1000
Full pg color (back cover)	N/A	N/A	\$1200

The BoatHouse is published 6 times a year on the even months. Distribution is as follows: August Rendezvous & January Boat Show editions: 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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## CD-ROM THOMPSON CATALOG PROJECT

by Andreas Jordahl Rhude

Would you like to have every Thompson boat brochure at your fingertips? Wouldn't this be helpful to you in identifying your boat and in figuring out the original layout and accessories? A project is currently underway to do just this - put every available brochure-catalog of Thompson Boat onto CD-ROM. You will be able to view the disk at your personal computer using Netscape and Internet Explorer. Once completed, the CD will be offered for sale at a reasonable price. It is expected that the CD may be available by late spring or early summer next year. A similar project put catalogs of Old Town Canoe Company onto CD-ROM.

A demonstration can be viewed at  
[www.dragonflycanoe.com/otcd/](http://www.dragonflycanoe.com/otcd/) on the Internet.

The scanning process has already begun. Your help is needed to make this a complete and successful operation. Many catalog years are not available to the folks working on the project. So, they need to get some other helpful individuals involved who are willing to loan their original catalogs for a short period to be scanned into the computer.

So far, the following years already scanned or are waiting to be scanned: 1907, 1910, 1912-16, 1918-30, 1933-35, 1937-46, 1948 (two versions), 1950, 1952, 1953 (two versions), 1955, 1956 (clinkers & strip built), 1958 accessories only, 1959, 1962, 1963, 1964 (two versions), 1966, 1984, 1989, 1993, 1994, and 1997. For some years we also have ephemera such as price sheets and letters from the company. Note that we do not have any catalogs from Thompson Boat Co. of New York of Cortland, NY after its secession from Peshtigo in 1959.

It is also intend to include catalogs from Cruisers, Inc. (Oconto, WI) and T & T Boats, Inc. (Wausaukee, WI) and possibly Thompson Skis, Inc. (water ski factory). For Cruisers we currently have: 1961, 1962 Vinyl-Clad, undated (circa 1969), and 1987. For T & T Boats we have: 1963 and 1964.

Questions about the Thompson, Old Town, and Volume II (currently 16 wood canoe and boat manufacturers) CD-ROM can be directed to Dan Miller at (608) 798-1882 or email [5lakes@itis.com](mailto:5lakes@itis.com)

Can you help out by providing catalogs for missing years? Note that there are MANY gaps in what is presently on hand. The loan of these will make this collection as complete as is possible. To offer your help, please contact Mr. A.J. Rhude either by email: [ajrhude@aol.com](mailto:ajrhude@aol.com) or by phone (612) 823-3990 (daytime business hours). Items will be

handled with the utmost care and returned as soon as scanning is accomplished. A cash bond can be arranged as collateral if desired.

A similar project is also underway at present to place catalogs of Dunphy Boats, Oshkosh, Wisconsin onto CD-ROM. Fred Pospeschil of Two Rivers, Wisconsin is heading this endeavor and he can be reached via email at [fwp@excel.net](mailto:fwp@excel.net) or by phone (920) 794-7844.

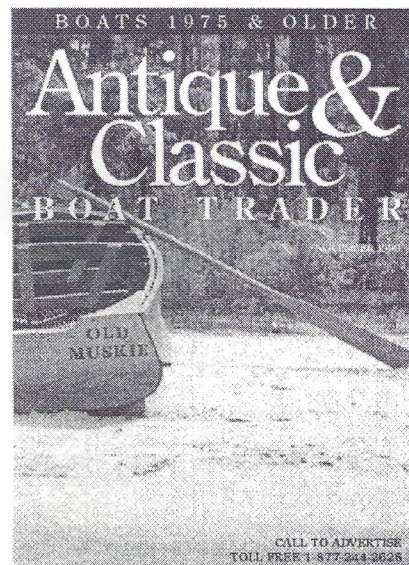
Kent Smith, a board member of the Antique and Classic Boat Society has suggested that ACBS assist in such projects. He has sought funds from the ACBS board to start a project for placing Chris-Craft catalogs onto CD-ROM.



*On the facing page (33) is a page from the 1937 Thompson catalog touting the spray rail. Our thanks to Eric Gustavson for loaning us this rare document.*

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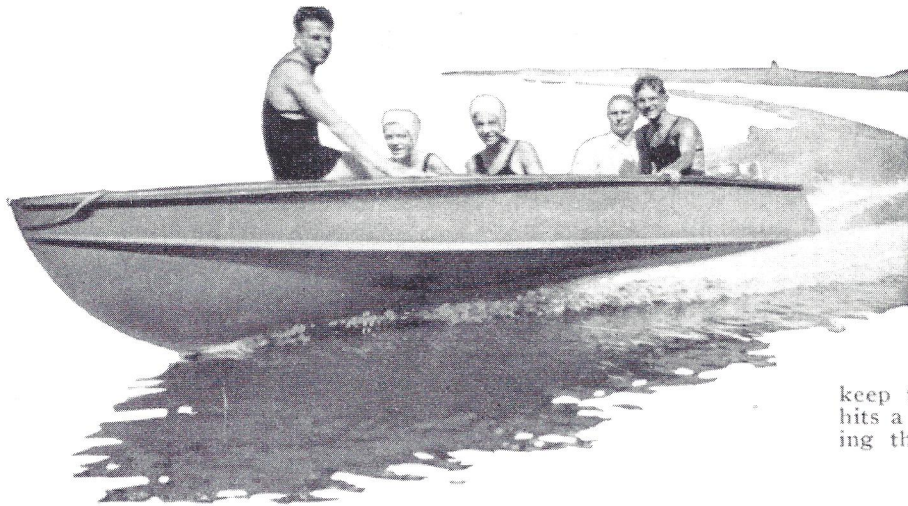
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# TVT Outboard Motor Boats with Spray Rails

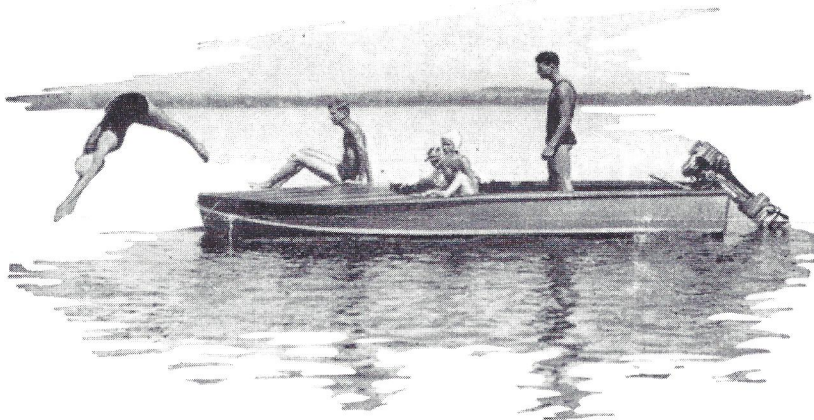


## SUPERIOR PERFORMANCE

The illustrations on this page show clearly the superior performance of TVT Outboard Motor boats with full length spray rails. The illustration at the top of the page shows a boat coming around a curve at full speed.

TVT outboard motor boats bank on the turn and will make the shortest possible turn at full speed with perfect safety. Spray rails not only keep the boat on an even keel which makes it practically untipable, but they keep the boat perfectly dry if the boat hits a large wave at an angle, when making the turn.

## STEADIES THE BOAT



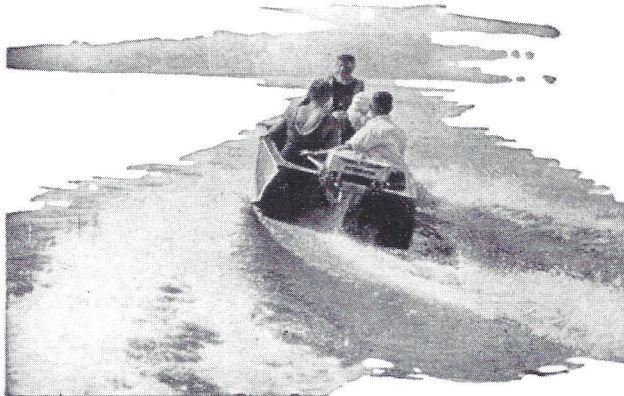
The illustration in the middle of the page shows how full length spray rails, properly placed steady the boat on the water and enables the occupants to walk around in the boat or dive from the deck. If the weight is shifted from one side of the boat to the other, the spray rails on the side carrying the most weight offers resistance to the water as the boat lays over and prevents the boat from rolling, which makes it almost as steady as a raft, and enables the occupants to walk around in the boat or dive from the deck, with perfect safety.

## PERFECTLY DRY

The illustration at the bottom of the page demonstrates the most valuable feature of full length spray rails. You will note that the spray rails catch the white water along the sides of the boat and spread it out over the surface of the water instead of letting it fly up into the air, and into the boat. This keeps those riding on the boat perfectly dry, even when riding along in a strong cross wind, on rough water.

## A THOMPSON CREATION

Full length spray rails are a Thompson creation. They add so much to the value of a boat that the merits of full length spray rails should be very carefully considered before buying a boat without them. It is now six years since we conceived the idea of putting full length spray rails on TVT outboard motor boats and the greatly increased number of boats with spray rails, ordered each year prove conclusively that the value of full length spray rails on boats is fully appreciated.



## FULL LENGTH SPRAY RAILS

- add strength and rigidity to the boat.
- improve the riding qualities.
- make a boat practically untipable on the turn.
- act as shock absorbers.
- prevent the boat from rolling in a heavy sea.
- cause a boat to plane easier.
- increase the speed.
- enable small boats to carry larger motors.
- prevent the bow from cutting into waves.
- protect sides of boat from injury.
- make a boat look better, too.



# The FORUM



## A COMMENTARY

By John G. Kinnard

While response to the Rendezvous survey sent to all BSLOL members was less than we'd hoped, it did give us an idea of areas to look at. They were turned over to the new Rendezvous Committee on November 22nd. In reading the surveys, I was annoyed by one particular response to the point that I felt some things needed to be said. Before I begin, I want to impress that these are my feelings and not necessarily the opinions of anyone but myself.

There has been much talk about our (the Board/Rendezvous Committee) decision to move the Rendezvous to the Mississippi and, more specifically, Treasure Island Resort and Casino. Why did we make the decision and what were our motives behind it? It was at the Minneapolis Boat Show in 1998. The Excelsior Park Restaurant had closed. We had been in constant contact with the Excelsior Chamber of Commerce and the city of Excelsior trying to find out if anyone was going to re-open. On the last day of the boat show, we discussed where on the lake could we hold the Rendezvous. It was agreed that there was no place large enough – except for where it had been. It came to our attention that Treasure Island had been approaching some members of the club for a few years about having a show at their location. Given our predicament, it was decided to pursue that possibility.

We discussed this with them for almost a month, while still checking on the Excelsior option. A decision had to be made because of the publishing deadlines of various publications' calendar of events for the summer. The day of decision came and an agreement was reached. One week AFTER we signed the agreement, we found out that a liquor license application had been filed for the Excelsior site.

We held our show and it was a great success, both financially and in the number of boats. More to the point, it was done with the greatest cooperation that I have seen in the 23 years I have been involved with this show. I can't say enough about the staff at Treasure Island and how great it is to work with them. If it were up to me, I would think long and hard regarding a move back to Minnetonka because of the cooperation and enthusiasm that Treasure Island puts into the show. Every year on Minnetonka it was a problem just to find a working electrical outlet - and that was one of the minor problems.

Realistically, there is not one facility on Minnetonka that can accommodate a show of our magnitude, even at the pre-river numbers of boats. Currently we have a one-day show at Wayzata in connection with James J. Hill Days. There is another possible Minnetonka location for a one-day show,

but this just a suggestion at the moment. If it becomes available, we will actively pursue it, and ask lake residents to help put it together too!

I am not crazy about trailering my 28' long, 10 ft wide (permits, you know) back and forth to the Mississippi, but the fun of a change of scenery was great. Last year I launched in St. Paul and drove down river to the Casino with several other club boats. And as fantastic as it was, wait until you see what we have planned for 2000!

Now a word about awards. There have been comments about our judging system and how winners are picked – specifically the number of awards won by professional restorers. It is our goal to have a fun show. Awards are a part of almost every boat show and are instrumental in attracting the finest boats. We have tried several methods of selecting awards from point systems to participant ballots by class. The last several years we have utilized a variety of judging methods. We have had one chief judge who was not a member of this chapter. We then tried teams consisting of one local member and one non-local member. We also have had as part of the judging committee, "experts" who advise the judging team as to what is correct and what isn't. It just so happens that one of the best "experts" is a member of this chapter and also had several boats entered in the Rendezvous. There also have been grumblings about favoritism in the judging ranks and questions about the number of awards he has won.

I am not trying to put this individual into "antique boating sainthood," but I think a few facts should be known. When it looked like we may not be able to meet our contractual agreement, this person entered additional paid boats to insure we would have enough boats. Most of the boats in this person's collection are in excellent shape and, for the most part, are unusual enough to attract attention. They also wound up being in many different classes. Does it not seem logical that if you have many boats in several classes, you might win several awards? No member of the judging committee is allowed to judge his or her own boat and this person was consulted only when it came down to authenticity. Get a grip folks! If you want more variety of boats, do your part and start promoting the Rendezvous to your friends instead of bad-mouthing it! We had fun that weekend. What did you do?

And now about finances. For those of you who remember back several years, the Rendezvous ended up in the hole by well over a thousand dollars. The club survived because of the generosity of members who let the club owe them money until membership renewals came in five months later. This chapter had been living on "hand to mouth" finances until the last four years or so. As of now, we are in the best financial shape we have ever been and it would be my guess that we are one of the healthiest chapters in the U.S. We also have THE best magazine (I don't think newsletter covers it anymore) in the entire ACBS. We have members from all around the Country who are members

*Commentary - continued on page 35*

Commentary - continued from page 34

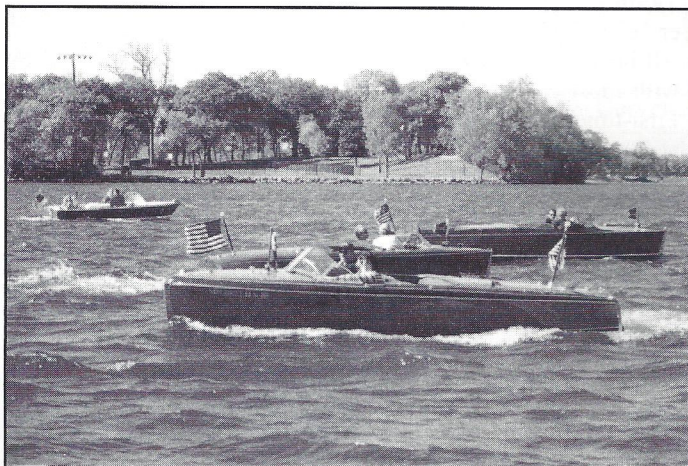
just because of The Boathouse. Do you think the cost of The Boathouse is covered by the dues you paid? Not on your life!

We have been receiving substantial funds from the Rendezvous and the Minneapolis Boat Show. In the case of the Rendezvous, anywhere from half to three-quarters of the proceeds received from the Casino have been spent on putting on the Rendezvous itself. Do you think that we can have awards made, send out mailings (about 1300 invitations not to mention confirmations), and host a reception for two people on Friday evening, and do it for the entry fee of \$35.00? The food alone costs more than that!

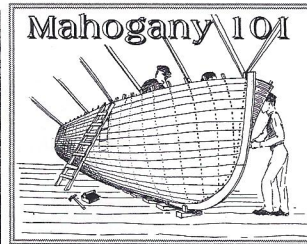
The fact is that somewhere down the road the chapter wishes to have its own facility for members' use. The exact use of the facility has yet to be determined. We are saving our extra income and working to become a 501.c3 (non-profit/educational) entity in the eyes of the IRS. We conduct popular winter educational workshops which also cost money. I feel the Board does a great job of giving us, the membership, value for our dollars invested. If you feel the Board's goals are unrealistic or should be channeled elsewhere, than speak up and tell us where it should be spent.

In conclusion, if you feel you have a better way of doing something, get off your duff and join us at a Rendezvous committee meeting. Just drop in and see what problems we are up against at any given meeting. Lend us your expertise. If you want to criticize, make it constructive, along with suggestions on how to resolve the issue. This is your club. We are here for your benefit. Come to meetings and express yourself. What do you think our long-range planning should be? Get involved. Many of the members who are involved were very wary about it, but now say it's a lot of fun and look forward to the fellowship of the meetings. There! After 25 years of (more or less) silence, I have said my piece!

*Editor's Note: Contact any of the officers on the Board (page 3) for date and time of the next Rendezvous meeting. We look forward to seeing you.*



More of the Fall Colors "Minnetonka Mahogany Mingle"



## WINTER EDUCATIONAL WORKSHOPS

### SATURDAY, FEBRUARY 12

**Topic:** Basic engine installation and wiring  
**Conducted by:** Jack Dukes (Crows Nest Marine)  
**Location:** Nelson Boatworks  
 5850 Lynwood Blvd., Mound  
**Time:** 11:30 a.m.  
**Other Info:** Admission Free  
 Lunch Provided  
 Please RSVP for food count to  
 Dan Nelson 612-472-3687

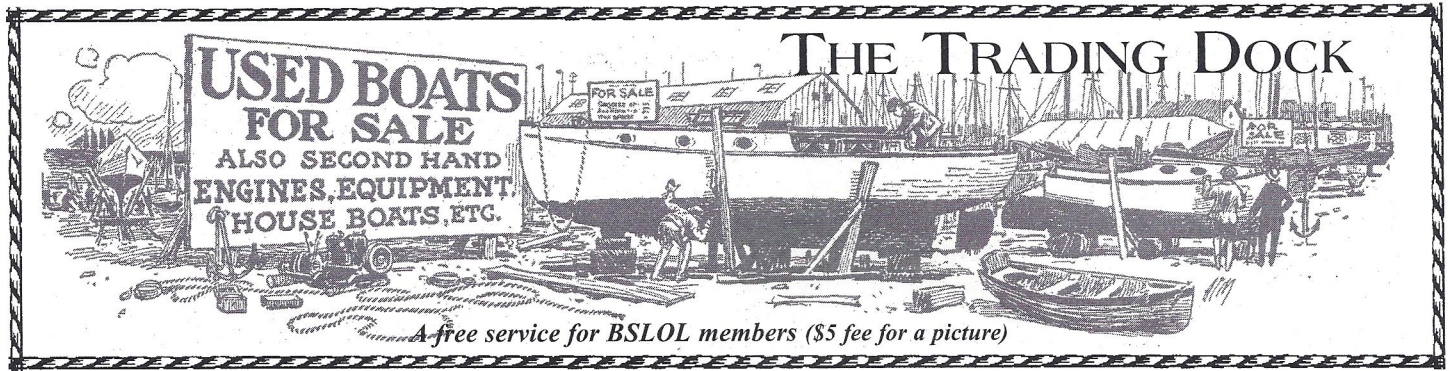
### SATURDAY, MARCH 4TH\*

**Topic:** Working with epoxy  
**Conducted by:** Dale Hedke  
**Special Guest:** A representative from MAAS Epoxy  
**Location:** The BoatHouse  
 937 W. 7th Street, St. Paul,  
**Time:** 11:30 a.m.  
**Other Info:** Admission Free  
 Lunch Provided  
 Please RSVP for food count to  
 Dan Nelson 612-472-3687

(\*Note: date may change)

### SATURDAY, MARCH 25TH

**Topic:** Deck construction - removal, cutting new deck planks, installation and striping.  
**Conducted by:** Dan Nelson  
**Location:** Nelson Boatworks.  
 5850 Lynwood Blvd., Mound  
**Time:** 11:30 a.m.  
**Other Info:** Admission Free  
 Lunch Provided  
 Please RSVP for food count to  
 Dan Nelson 612-472-3687



**WANTED** ~ Looking for a part of family history. **AQUA KING WOODEN ROW BOAT**, manufactured in Mpls by Leonard Siewert between 1940-45. The boats have an anchor plate that reads "Aqua-King Boats Model-F made in Mpls by Siewert & Son." **ANY INFORMATION** will be welcomed. Please call Rick Siewert at 612-721-4456 or fax 612-721-1181. Send info to 2640 Minnehaha Ave, Mpls, MN 55406 or EMail Siewert@Wavetech.net. (M1099)

**OLD TOWN CANOES** - 1946 Sales Book, 42 pages, color front & back covers. Excellent condition. \$125 Call Bill @612-470-9266 (M1099)

**1958 CADILLAC CONSTELLATION 14'** A Must-Have Collectable!!! With 1958 Evinrude Lark 35 hp. Classy blue & white sporting large tail fins. Restoration, to original factory condition, completed 7/98. A unique and special boat that attracts a crowd wherever 'she' goes! Includes Sunbrella mooring/trailing cover. \$5500.00 U.S. Patrick Wren 905-939-8311 Toronto, Ontario (M0299)

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

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

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

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

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

**1935 LYCOMING ENGINE** - 4 cyl, complete \$500. 612-470-9266 (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 (M1099)

**1940 CHRIS CRAFT 17' BARRELBACK** - exceptional original boat. Award winner. Offers.\*

**1958 CHRIS CRAFT 18' CONTINENTAL UTILITY** - Ivalite KFL 6 cyl. Nice original - water ready \$9,500.\*

**1947 CHRIS CRAFT 16' UTILITY** - nice original-user boat with trailer \$5,950 \*

**1951 MERCURY 18' RACING RUNABOUT w/ Cadillac V8.** Rough but restorable. Factory Mercury trailer \$2500 \*

**26' TANDEM AXLE V-BUNK TRAILER** - \$2,000 \*

\* Rick 515-423-5499 (Mason City, IA)  
 or 712-336-1374 (Okoboji) (M1299)

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

**1970 CHRIS CRAFT 26' CAVALIER CABIN CRUISER** - wide beam, fiberglass hull, 350 V8, rebuilt - like new. Many extras. \$11,995 651-385-8158 (M1299)

**BOATHOUSE SALE:**

**1957 LARSON THUNDERHAWK, JR w/ 58A electric motor and trailer** \$700 \*

**1958 LARSON THUNDERHAWK, SR w/ Johnson 30 hp electric motor and trailer** \$700 \*

**1959 LARSON FALLS FLYER w/ Merc 58 tiller motor and trailer** \$700 \*

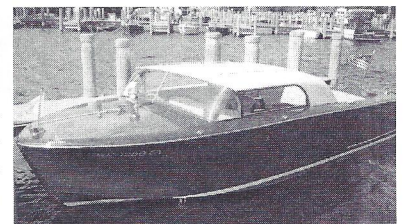
**1959 PABST 16' PLYWOOD RUNABOUT** - rare, good pattern boat w/trailer \$300 \*

**1957 LOANSTAR 15' RUNABOUT w/30 hp Johnson electric start w/trailer** \$300 \*

**TANDEM TRAILERS - 18'** all gone thru: \$600, 16' \$300, Single trailer 16' 15" wheels \$250 \*

All boats have current registration. These are good project boats with most chrome and are easy projects to finish in short time. First-timer restoreres: good winter budget-priced boats. Call for accurate description. Don Johnson - phone: 319-393-2561 or fax: 319-378-0797.(M1299)

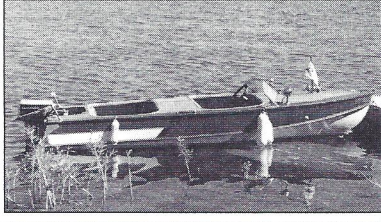
**1954 SHEPHERD 24' CLASSIC** with hardtop. Hull #3, 331 Chrysler Hemi, V-Drive, Honduras mahogany with cradle and spare parts - \$18,000. Will consider classic auto part trade. 612-471-7081 (M0299)



*Trading Dock - continued on page 37*

Trading Dock - continued from page 36

**1949 LARSON 14' DELUXE RUNABOUT** Good condition with glassed bottom: \$6,500. With boat & trailer: \$7,000 with 56 Lark or Javelin. Trailer excellent, boat good, needs a tweek here and there. Call Ray Stockwell, Weatherby Lake, MO) 816-587-7484 (M1299)



**1954 TROJAN 14' RUNABOUT** 35 Javelin  
**1956 CENTURY 18' ARABIAN** blue & gray stain. 140 Gray. Original upholstery, 150 hours  
**1957 HIGGINS 17' SPORT SPEEDSTER** 185 Interceptor Mint  
**1959 CENTURY 16' PALOMINO** 35 Johnson  
**1962 CENTURY 18' SABRE** 225 Gray, 800 hours  
**1966 CENTURY 18' SABRE GULL WING** 238 Gray, 300 hours  
 Call evenings - Mark Anderson 651-738-9788. (M1099)

**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)



**1966 CHRIS CRAFT 28' SEA SKIFF ~ Open model** (no hardtop) This is a project boat. Twin 283's in unknown condition. Hardware is complete. Requires new decks, gunwales, etc. Your opportunity to get started on a true Minnetonka favorite. Stored indoors, 30 min from metro area. Free storage till spring. Let's talk.

**1966 OWENS 19' Inboard ~ Repowered** with 350 Chev & velvet drive. Transmission is weak (replacement available). Too bad it's fiberglass, but it's a true classic. Needs TLC. Stored indoors 15 min from metro area, delivery available. Free storage till sprint

**2 INBOARD ENGINES ~ left & right 351 c.i. Mercruiser Marine,** straight inboards, 230 hp. Complete except carbs. They are rigged with 1 to 1 velvet drives. Sorry they are unknowns, but available for easy pick-up in metro area. Priced reasonably at \$1295. Delivery available. (NM01299)

CALL JON 612-474-5018

**1960 CHRIS CRAFT ~ 2nd owner, same family.** V-8 Corvette engine. Restored in 1996 with new bottom (mahogany.) New upholstery in 1999. Very good shape. Solid wood and drive train. Includes trailer. \$10,800. Call 218-728-6414 (NM1299)



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## REPORTERS AND PROOFREADERS STILL NEEDED!!

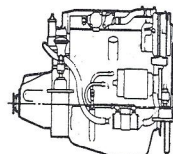


We have had one reply to our request for help with *The BoatHouse*. Fred Pospeschil of Two Rivers, Wisconsin has volunteered to report on antique and classic boating activities in Eastern Wisconsin. Thanks, Fred for joining the band wagon! That will be a nice addition to the articles. We really appreciate it! **WE STILL NEED OTHERS TO JOIN IN THE FUN....WON'T YOU??**



Chris & Lynn O'Connor and family  
 enjoying Fall Colors in their Chris Craft Holiday

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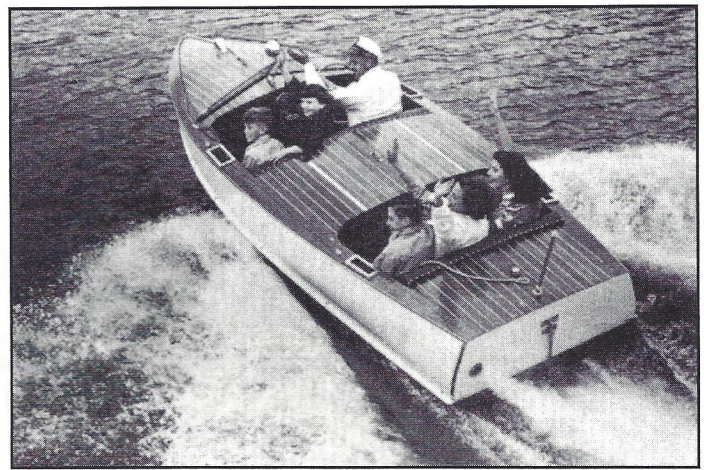
**Wagamon Bros**

37th & University Ave NE  
 Minneapolis, MN 55421  
 Phone: 789-7227

Perry or Wally

*Bob's Boat House - continued from page 4*

They started experimenting and building some all-mahogany speedboats of various lengths and horsepower. From 1932 through 1939 they built some beautiful 17' and 19' all varnished speedboats. Several of these were powered by converted Mercury car engines. (See photo #1). These boats were all hand built and would rival anything turned out by the major builders of the era. The Hafers also built hundreds of smooth-sided fishing boats, outboard runabouts, and sail boats in their little plant. During the peak building periods in the winter, they employed an average of seven men. Glen spent the years 1925 through 1944 racing Hafer Craft boats on the midwest circuit. Glen once told me that back in the '20s you could take a trip around the lakes and see nothing but Hafer launches, row boats, and outboards. Following World War II, in 1943, Glen started building small 14' inboard speedboats powered by 45 hp Gray engines. He was a pioneer in this field and to this day, a number of these little gems can be seen 'zipping' around the lake daily. Later, as interest in inboards increased, boats were lengthened to 16' and powered by 90 hp Grays. From 1946 through 1960, the Hafer Craft inboard was offered to the public in three exciting models. The following information was taken from the 1960 Water Boat Literature:



*Aerial shot of last painted inboard built in 1960.*

"Hafer offers three great inboard cruisers.

- 1 - FIREBALL 90 - With its gleaming mahogany deck, perfect crafting, luxurious upholstery and mighty Gray Marine Fire Ball 90, makes you the envy of the lake!
- 2 - UTILITY - The economy priced UTILITY offers some features found in more plush models, but powered by a 75 hp Gray.
- 3 - PHANTOM 75 - Another split-cockpit runabout with engine mounted amidships to balance the boat for optimum performance!"

As I mentioned earlier, these three models were produced until 1960 when all new boat construction ceased as larger boat builders and fiberglass took over the bulk of the new boat market. For the next eight years, Glen and the crew busied themselves operating a 40 boat marina as well as selling boats, boating supplies and offering expert repair and refinishing service.

My twin brother, Art, and I visited with Mr. Hafer back in August of 1961. His neat little marina is built on top of a small hill from which he could keep a 'weather eye' on all operations. There were about a dozen Hafer Crafts, two ancient Chris Crafts plus a Century or two moored there. I shot some colored slides that trip which I now value highly. Last summer I stopped again after ten years and found it hard to believe my own eyes! The whole marina was run-down, full of weeds with the docks all awry. Later I learned that Glen had sold out some years ago.

In our last conversation, Glen relayed a story I felt too good to leave out. Years ago, the old amusement park over on West Okoboji had many speedboats and launches used to

carry passengers. His firm built many of these boats, one of which was the 27' EAGLE 1, powered by a 250 hp Sterling engine that ran daily from 1920 through 1937. Other boats of that era included the TEASER, powered by a 450 hp Liberty engine and the fastest boat on the lake, the MISS THRILLER, a 28' Sea Sled powered by two 300 hp Fiat engines! An interesting sidelight about MISS THRILLER, was that she ended her career on the bottom of Lake Okoboji. One hot summer night she collided with a slower Hafer built speedboat named ZIPPER, and nine people lost their lives. Many law suits resulted from the accident and the Iowa Conservation Commission put a 15 mph speed limit on all Iowa Lakes that lasted for some years. In closing, I hope you enjoyed reading this report as much as I did preparing it. I like to research the small lesser-known mid-west boats and builders. Any comments, additions or corrections you would care to send me would be most welcome. I want to thank my good friend, Glen Hafer, for providing me with most of this material as well as the fine photos. Glen, this is a tribute to a real master boat builder that I have been fortunate to know.



Ray Ellis' 1940 Chris Craft Deluxe Runabout (in foreground) and Fred Goughnour's 1955 Correct Craft Debonnaire keeping pace.

F. Todd Warner's  
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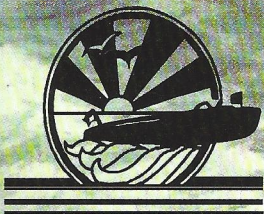
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At last, You can now get a boat insurance policy designed specifically to meet the needs of classic boat owners and restorers. And it's underwritten by a CIGNA Property & Casualty Company, part of one of the world's largest insurance organizations.

This new policy was developed in conjunction with the Chris-Craft Antique Boat Club, so the coverage is first rate and includes features not found in ordinary policies. Like 'course of restoration' coverage that protects your investment fully even before work has been completed. This policy isn't just for show either. You're covered when you use your classic the way it was meant to be used -- for recreation, for skiing, or just making the waves with style.

Best of all, this Ski-Safe policy is competitively

priced, easy to get, and available for just about any classic or antique craft.

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