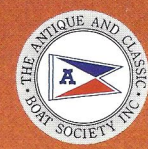


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**Bob Speltz Land-O-Lakes Chapter**  
Antique & Classic Boat Society

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**April 2000**







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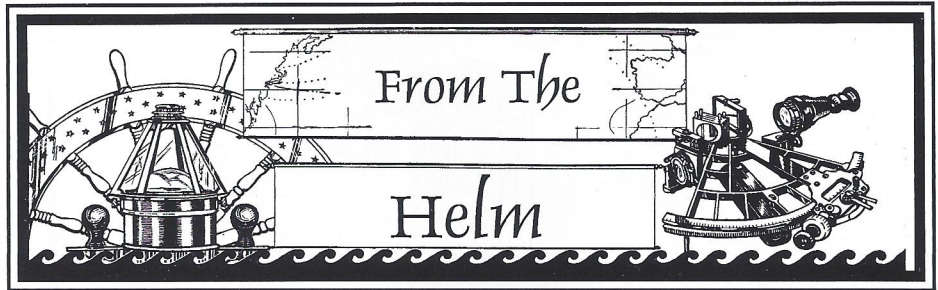
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Spring is here, and I believe for most of the boating enthusiasts of this chapter, it is the best time of the year. Some of you are getting that boat ready as you have done each spring for many years. For others, it might be the first time in a long time that you have a boat to get ready. Still others, it is the very first time, period! For me, 1993 was the last time I had a wood boat to spring-clean and tune up. Yes, I have had fiberglass to take care of, but it just isn't the same. The smell of the wood, varnish, paint, and oil-soaked bottoms takes me back to my childhood when I had a 1949 Chris Craft Sportsman stored in a boat house with a trolley system. My family opened the cabin, typically on April 15, and once the docks and tracks were in and the boat ready, we hit the switch and were on the water in minutes. I looked forward to that the whole year - from the time the boat went into the boat house in late September to that first day at the cabin in April!

This year, I will have my first Chris Craft in the water since 1969 when we sold the Sportsman. It will be a very special time for me as I introduce my children to the joy of wood boating and the fun like I had as a kid.

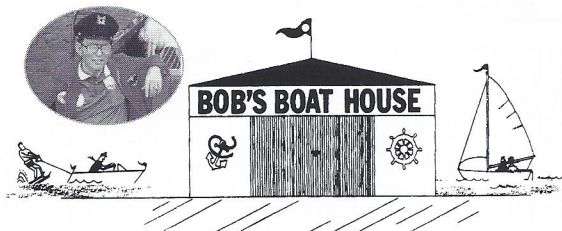
ACBS members around the country are enthusiastic about the preservation and education of this vanishing breed of boats, which is our primary mission. The generation that grew up with wood boats will some day no longer be here to carry on this mission. Sharing the classic boating experience with our children is one way to assure that passion continues. Toward that end, the *Rudder* magazine now has a children's corner called the *Tiller*. Our chapter is doing its share by developing an education fund whose goal is to produce one scholarship per year to send an outstanding student to a boat-building school.

ACBS is continually working on new ideas to better preserve this valuable heritage. One of the best ways to accomplish this is to educate the public through the establishment of a museum. BSLOL's long-range savings fund is designated for a future museum that will include a storage facility, a workshop, library, and clubhouse for its members. As members, we should be aware of the many undiscovered wood boats that are waiting to be found. As a chapter, we would like to form a search committee with a network to find these lost treasures. With the non-profit status of a 501c3 (hopefully coming soon,) we will be better equipped to handle these tasks to more effectively accomplish our goals. Look for more on these projects in the future. It's really going to get exciting! Personally, I plan to attend many shows this summer to promote this wonderful organization, see old friends, and meet new ones. I hope to see you!

On another note, I enjoyed another weekend with the International Board of Directors at the spring quarterly meeting in Branson, Missouri. There are a lot of great people involved in this organization from coast to coast and Canada. They are smart, hard-working and know what to do to keep us on a successful track. I look forward to the upcoming summer and annual meetings because they're just plain fun!

Next month, we will have a New Member Mixer. We have more than 65 new members and we would like to meet you all. We could use your time and talent also. Some have already come forward and are involved (and having a good time) with our upcoming 25th Rendezvous. Take the time and get acquainted with your chapter, meet the other members, and see the fun you're missing. Check out the details of the May show in Excelsior in this issue. New members - keep an eye on your mail for an invitation and come join in the fun! Have a great spring. I'll see you on the water!

*Greg*



## HAPPIEST DAY

Story by Bob Speltz

Reprinted from *Antique Boating*, Winter, 1976

### *Antique Boating Editor's Note:*

*The era of restoring antique boats is just coming alive after a slow dawning. Within this relatively short span of time, the love for old boats is becoming a father and son hobby, and in some instances, a business.*

*In ANTIQUE BOATING, Vol. 1 No. 3, July 1974, page 18, the title read "FRANK WARNER, King of Antique Boat Collectors." Less than two years later, in January 1976, the 'King' welcomed a loyal subject, his son, Todd, to the Warner's kingdom of boats. The antique boating movement will certainly benefit from this injection of youthful energy.*

*Equally as illustrious is the youthful writer of this story. Bob Speltz overcomes the confining need of a dialysis machine at least three times a week to pursue his vigorous interest in antique boats. Both Bob and Todd have spearheaded the First Annual Lake Minnetonka Antique and Classic Boat Rendezvous and the recent formation of the Land O Lakes Chapter of The Antique and Classic Boat Society, Inc. Congratulations to both and continued success in all future endeavors.*

Back in January 1976 preliminary plans were laid to make a visit up to Lake Minnetonka and see first hand, the collection of fine old classic and antique speedboats owned by Frank Warner and his son, Todd. A number of phone calls later, it was decided that Tuesday, July 21st, would be "D" day. A good friend, Paul Vandersyde, of Albert Lea, Minnesota drove up with me and we were in for a real treat in the hours to come!

Upon arrival, we met Todd a genial, outgoing young man of 22, who led us down to his dock where we loaded cameras, briefcases, etc., aboard and headed out on the lake. The boat we rode in was a mint 1965 18' Century Sabre with Gull Wing top. The boat has less than 50 actual hours and is in splendid shape.

Lake Minnetonka has numerous arms, bays, and some 500 miles of shoreline. For the first hour and half we slowly cruised about the lake, dock-hopping from place to place, admiring other restored speedboats that Todd thought we should see. I was busy snapping photos and slides of as many of the boats as possible. Prior to eating lunch, we stopped at Frank Warner's home where we had a short visit. Frank's docks consist of seven covered slips with hoists, and containing, among others, a rare 19 three-cockpit Hackercraft and an 18' Chris Craft twin-cockpit runabout with barrel bow and stern which has yet to be restored. At 1 p.m., we idled into the posh harbor at "Fletcher's on the Lake", a swank watering hole, and favorite stop for Minnetonka boaters. After tying up at the docks, we went in, and there met Mr. Jim Hauptman, Editor and Publisher of the new boating magazine, INLAND SKIPPER. Discussion quickly centered on the merits of various types of antique boats, and plans for our upcoming antique and classic boat get together scheduled for August. More about the show later on!

After lunch, Jim, Paul, Todd and I boarded the Century and headed over to the 'boat barn' - the real reason for our trip. Upon entering a small bay,

*Bob's Boat House - continued on page 14*

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### ON OUR COVER

Skimming across Lake Minnetonka last October during the chapter's Annual Fall Colors event is Dan Nelson and daughter Alexandra in his self-built 1997 reproduction of the 1942 Chris Craft 19 foot Barrel Back. The boat is named "Alexandra."

Visit our Web Site at  
[www.acbs-bslol.com](http://www.acbs-bslol.com)

## NORTH HOUSE FOLK SCHOOL

by Andreas Jordahl Rhude

"Schools are for people...people are not for schools." This was the philosophy behind N.S.F. Grundtvig when he founded the Danish folkehøiskole movement - the people's school - in the middle of the nineteenth century. The idea spread like wildfire throughout the Nordic countries and it continues today. In Norway alone, there are around 75 folkehøiskoler at the present time. They are hands-on learning experiences - I should know, I attended one in 1984-1985 at Lillehammer, Norway!

A number of enthusiastic people from northern Minnesota gathered together and created the NORTH HOUSE FOLK SCHOOL in the early part of 1997. The Grundtvigian philosophy formed the basis for the school: learning should be inter-generational; education should be a life-long endeavor; school should be inspiring for student and teacher alike; education should be non-competitive; and learning should connect the hands, heart, and mind.

The school is located at Grand Marais, on Minnesota's North Shore of Lake Superior. Nearly 2,400 "students" participated in the North House "experience" in 1999. It is largely a volunteer staff that operates the school. Just \$28,000 in wages was paid last year, and that was shared between five people!

The school offers several different sessions each year. Some are only a day long; others are a couple of weeks in length. From Norwegian rosemaling (decorative rose painting) to welding; from home brewing to building a canoe paddle; from North Shore geology to timber framing, the school offers a wide variety of educational experiences. How about making your own wooden casket? We all need one, so why not built it yourself! They have offered this class in the past. Tuition can vary from \$20.00 for a traditional soap-making class up to \$900.00 for a five day, four-night navigation and sailing course on a Lake Superior schooner. What does all this mean for those of us with an interest in antique and classic boating?

Not only does the school operate the traditional lake schooner, Hjørdis, they offer numerous sessions on many



Dave Osborn showing his canoe with three new ribs and several planks removed.

your canoe and restore her under the watchful eye of a mentor.

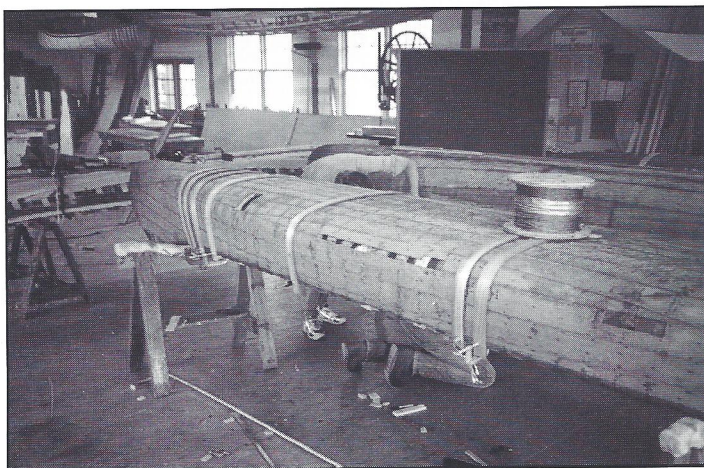
Dave Osborn of Rockford, Illinois brought his 18-foot Thompson Hiawatha canoe (wood-canvas construction) to North House in the summer of 1999. The vessel needed 18 new ribs, a few feet of new planking, new inner gunwales, and new canvas and filler. Under the expert tutelage of Jeanne Bourquin, he was able to bring the canoe back onto the road to recovery. Dave says the facility, instructors and staff are "top notch." "And you can't beat the location along Lake Superior," says Osborn. "It's very conducive to working on an old wooden canoe."

How to build a birch bark canoe; how to build a bank dory; building a traditional Inuit kayak; the art of lapstrake boat building; lofting; and making a half-hull model. These are a few of the classes offered this year. Maybe you want to build your own canoe or kayak paddle. If you do, they have classes to fit your needs. Do you want to learn how to cast your own bronze marine hardware? Well, if you do, check out the North House Folk School class on this subject in May! Honing one's woodworking skills and knowledge can be accomplished via their many classes.

Every one loves a boat show and North House has jumped on the bandwagon. Their third annual Wooden Boat Show and Solstice Festival will take place at Grand Marais on June 23, 24 and 25. Boats of all types will be on display on land and in the water. Demonstrations of various crafts such as paddle making and small craft boat building will also take place along with a boat auction. They also have a sailing regatta on Lake Superior during the festival.

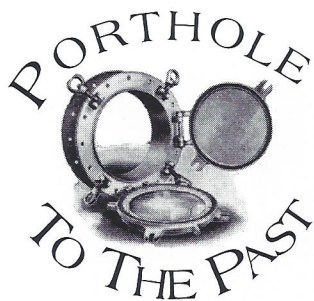
Their pride and joy is the sailing ship, the "Hjørdis." She is a 50 foot steel hulled schooner that is flagship of the Freshwater Studies Program of the North House Folk School. She is used to teach navigation, pioneering era schooner trade, weather patterns of the lake region, geology, biology, and history of the lake.

To obtain a course listing, consult the Internet web page: [www.northhouse.org](http://www.northhouse.org) or call (218) 387-9762 or toll free (888) 387-9762. They are a non-profit organization and they welcome donations! North House Folk School is dedicated to promoting and preserving the knowledge, skills, crafts and stories of the past and present...and to use these elements as a way of helping people develop their creative natures.



The Thompson Hiawatha wood canvas canoe.

aspects of boat building which are of interest to those who love a good 'ol boat! North House has several classes on how to build a traditional wood-canvas canoe: a three-day session on how to build a canoe form; 14 days of class for actually building a wood-canvas canoe; and a restoration class where you bring in



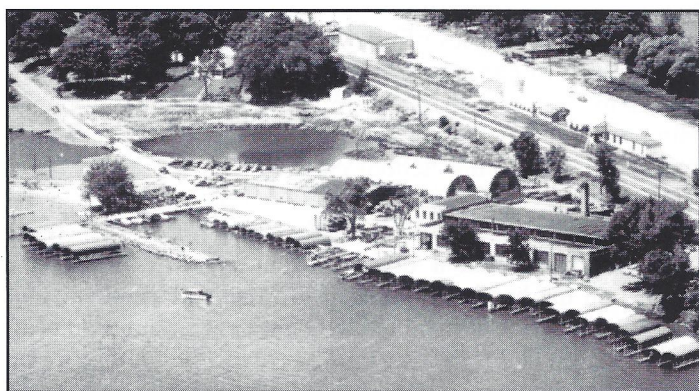
From the  
February, 1922 issue of  
"Open Exhaust Boating"

**WAYZATA BOAT BUILDING CO.  
IS MADE UP OF BOATING MEN**

A new firm, consisting solely of boating men and some of the best journeymen boatbuilders the country can boast, was recently incorporated under the statute laws of the state of Minnesota.

The Wayzata Boat Building Company, as the new firm is known, is located at Wayzata, Minnesota, on beautiful big Lake Minnetonka, famous in the old days for the racing held there. Situated 18 miles from Minneapolis, with convenient track facilities on the Great Northern Ry., and but an hour's ride from a great lumber and financial center, the new company has erected a building up to date in every necessary detail and has commenced the building of high speed custom built runabouts, which later will be standardized. The company will do nothing but build and sell their products, which are from designs by E. Weston Farmer, who is retained as designer.

The officers of the company are: James Verril, President; John Redeem, Secretary and Treasurer, As said before, every man connected with the firm is an artisan in his line, and we look for something new in the way of boat values.



Minnetonka Boat Works, Wayzata (circa 1956)

**E. WESTON FARMER MAKES GENEROUS OFFER TO  
OPEN EXHAUST BOATING SUBSCRIBERS**

During the next 45 days any subscriber of OPEN EXHAUST BOATING can obtain from E. Weston Farmer, of Minneapolis, any design he wishes - designed especially to suit his wishes - on a basis of cost-plus. This means that for almost actual cost he may obtain custom designed plans from a designer who has handled nothing but the highest class of work, who has been above the field of competition, and who has laid down the lines of some of the most successful boats of today. It means that where he used to pay the standard 5 percent commission he may obtain complete plans for almost nothing. The cost of getting our complete prints for a 20 footer will be around \$10.

**EXCELSIOR BOAT SHOW 2000  
AND NEW MEMBER MIXER (see page 24)**

by Andreas Jordahl Rhude

BSLOL will be participating in the Excelsior Boat Show 2000 on Saturday and Sunday May 20th and 21st. We will have an information booth promoting membership in BSLOL and our Rendezvous. Our exclusive "BoatHouse" merchandise will also be offered for sale.

The show runs from 10 a.m. to 6 p.m. on Saturday and noon to 6 p.m. on Sunday and will take place at Lyman Park at the foot of Water Street in downtown Excelsior. What else will be happening those days? I am glad you asked. Several "new" boat dealers will have displays of boats and accessories. F. Todd Warner's Mahogany Bay (formerly Bristol Classics, LTD) will have a display of antique and classic boats too. In fact, Mahogany Bay has been extremely generous to BSLOL by letting us piggyback on their booth space! THANKS guys! Food, drinks, and all around fun will be enjoyed by all.

Along with the BSLOL booth, we are inviting new members to a club "mixer." An evening social hour will take place so that new members can begin to get to know the "old timers" and get a feel for whom and what BSLOL is all about. If everything falls nicely into place, a mini-Lake Minnetonka club cruise will take place too. (See page 24)

So, all new and existing members are cordially invited to come on down to Excelsior and join in on the fun. What a great opportunity for our group to have a fun-filled event on Lake Minnetonka. Jump on the bandwagon (or wooden boat as the case may be) and join us for another great BSLOL club get-together. To pull this off successfully we need your H-E-L-P in the following areas:

- ☛ Volunteers to help staff the booth, shifts of two hours each. All you need is a friendly personality, be willing to entice passers-by to join our fun organization, and a willingness to "hawk" our merchandise!
- ☛ Volunteers to help set up the booth early Saturday morning and tear it down at 6 p.m. on Sunday.
- ☛ Volunteers to be greeters/hosts for the social hour helping to make our new members feel that they are truly appreciated.
- ☛ Volunteers to bring their boats to the event and host new members for a Lake Minnetonka cruise.

So how do you volunteer? Give the BSLOL hotLine a call and leave your name, phone number(s) and how you can help. Leave the message on the general message board. You are what make BSLOL such a wonderful organization.

**HOTLINE PHONE NUMBERS**  
**952-934-9522** (note the new area code)  
and toll free **877-636-3111**.



## CD-ROM BOATING CATALOGS ARRIVE

by Andreas Jordahl Rhude

They're here, so place your order now. What you ask? The computer CD-ROM catalog collections, that's what. Cool, what's it all about? Well, I'll tell ya if ya have a minute or two.

There are three of 'em in all and each contain a collection of old canoe and boating catalogs. There is one for the **OLD TOWN CANOE COMPANY** covering the years from 1901 up to 1993. You mean like those old green canoes we had at camp when I was a tadpole? Uh huh. Another CD covers a multitude of canoe and wooden boat builders such as Carlton, Kennebec, Racine Boats, and B.N. Morris among others. It is called **THE HISTORIC WOOD CANOE AND BOAT COMPANY CATALOG COLLECTION**.

And that's not all, the third one is all about the boat building

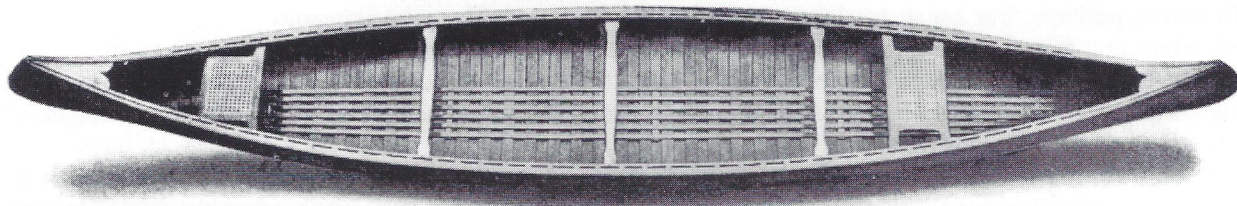
*Canoes - continued on page 13*



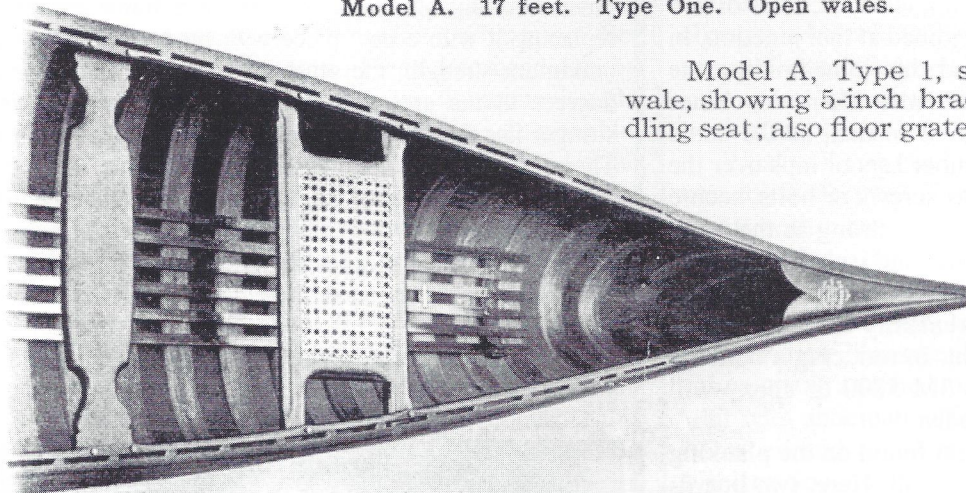
### MORRIS CANOES

### B. N. MORRIS

#### OPEN WALES



Model A. 17 feet. Type One. Open wales.

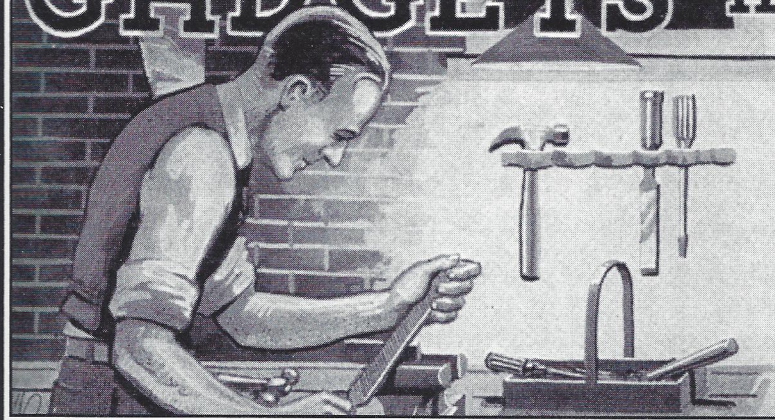


Model A, Type 1, sectional view of bow, open wale, showing 5-inch brace, regular cane-filled paddling seat; also floor grate as held by buttons.

#### MODEL A. NET PRICES, DIMENSIONS, ETC.

Model and Number	Extreme Length	Price, Type 1	Price, Type 2	Price, Type 3	WIDTH IN CENTER		Depth in Center	Height at Ends	Capacity on 4-in. Draught	Weight About	Shipping Weight About
					On Rail	Extreme					
A 62	15 ft.	\$40.00	\$46.50	\$48.00	30½ in.	33 in.	12 in.	25 in.	400 lbs.	60 lbs.	100 lbs.
A 63	16 "	40.00	46.50	48.00	31 "	33½ "	12 "	25 "	500 "	65 "	110 "
A 64	17 "	40.00	46.50	48.00	31½ "	34 "	12 "	25 "	575 "	70 "	115 "
A 65	18 "	42.00	48.50	50.00	32 "	34½ "	12 "	25 "	650 "	75 "	120 "
A 66	20 "	47.00	53.50	55.00	34 "	36½ "	12 "	26 "	900 "	85 "	125 "

# GADGETS AND KINKS



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

## LAP, BUTT, SCARF AND OTHER CURIOUS WORDS (or do we need to talk like this?)

by Sherwood Heggen

In the wooden boat construction world, as well as the wood-working world, there are terms pertaining types of joinery which have odd names. Where did they come from? Does it matter? To some, perhaps, but not here. We just want to understand what the terms stand for in our restoration effort, where they are found, and how they are made. During this session, we are going to better understand how a few of these terms apply to our boats and how to incorporate them in our restoration effort. Interestingly, all of the joints we are going to discuss are similar in that they are all a form of the lap joint.

Let's start with the basic lap joint. Here, the ends of two boards lay over each other and are joined at that junction. In wooden boats, you will often find this joint holding the upright side frames to the bottom frames where the chines are attached. This joint is easy to do in that, as the name applies, the end of one frame member lays or laps over the other. Mechanical fastener, such as screws or bolts, secure the joint. The joint in this fashion is as strong as the holding power of the mechanical fastener and isn't a particularly good joint if subjected to a lot of flexing as if it were an elbow. The fasteners and wood eventually loosen or break destroying the integrity of the joint. Introducing a bonding agent to secure the joint such as 3M 5200 or epoxy will increase the joint's strength markedly.

Let's consider the butt joint next found on the planking of the bottom and topsides of your hull. Here, two boards whose ends are cut square, are butted up to each other. This joint's strength comes from, again, a lap joint. On the back of the butt joint is a butt block which laps over each end of the board with fasteners passing through plank into the butt block securing the joint. Here, too, the joint is only as strong as the wood and fasteners and a bonding agent would provide additional strength.

The last joint we are going to mention is the scarf joint. This is probably the most difficult joint to make in the restoration of your boat. It can be difficult to cut correctly and its strength is dependent on its tight fit to make a strong glue line. A tight fit is a product of skilled woodworker's

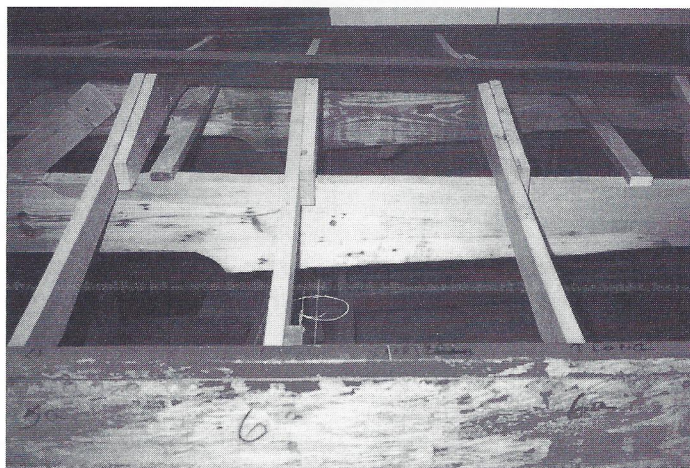
joinery skills. Let's discuss where the scarf joint is used and how it is supposed to look.

A scarf joint is essentially a lap joint joining two boards together at their ends. Rather than the ends being cut square as in a butt joint, the ends are cut at opposite acute angles which match perfectly to each other. Done well, the joint, properly fastened and bonded is as strong as the single piece of wood. The joint is readily found on frame members on new construction where a single piece of wood is not available to be of sufficient length. In restoration, scarfing is the answer to replacing a portion of a rotted stringer, chine, or keel.

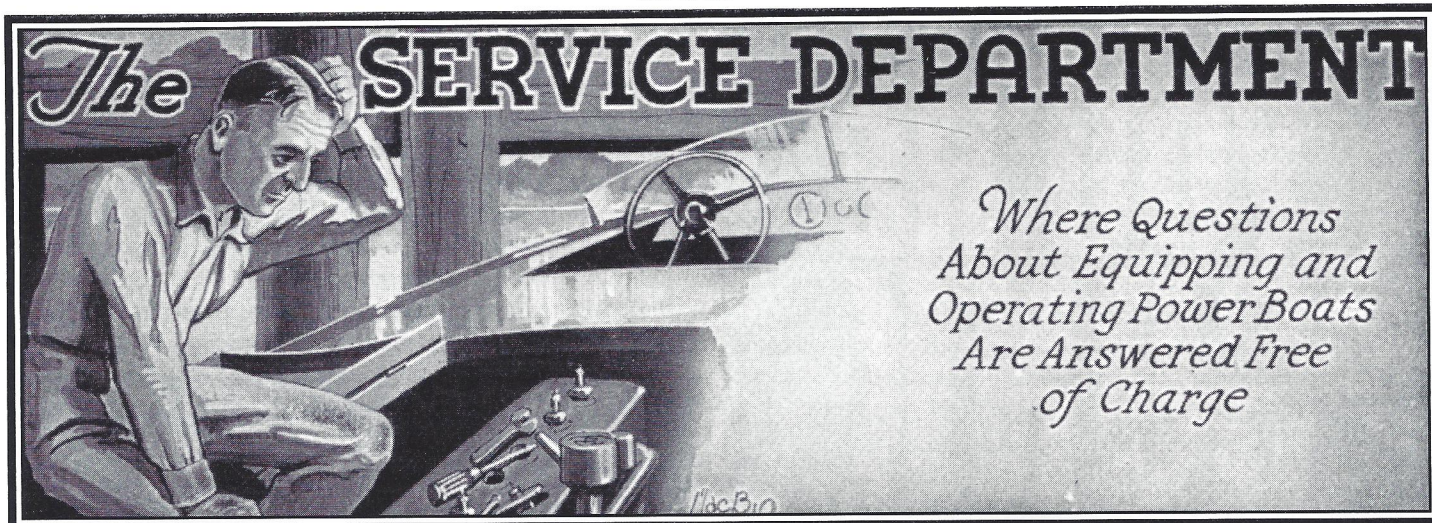
Let's consider how to do a scarf joint to replace the rotted portion of a stringer. Just because the stinger is rotted, there is no reason to destroy the boat; restore it. Scarfing accomplishes cutting off the rotted end of a frame member and replacing it with a new piece with no loss of strength. For maximum strength, the scarf joint surface should be at 90 degrees to the expected flexing forces. For example, the stringer has flexing forces are up and down, not side ways. Therefore, the scarf joint surface will be done 90 degrees to that force. The basics of a good scarf joint is that the matting surface of the joint should be 8 to 12 times the thickness or depth of the material at the joint. Longer is better because it starts to take on the characteristic of a lamination of two pieces together.

Take a look at the picture of a scarf performed on a

*Gadgets & Kinks continued on page 11*







Dear Dr. Motorhead,

Where is Piston, your trusted assistant? Haven't heard much from him in a long time. And by the way, who are you anyway?

Signed,

*I won't tell you until you tell me.*

Dear anonymous,

I am Dr. Motorhead. I am me. This is my real name. Well, I should say, a derivative of my real name. My great grandfather came to the United States from Germany. When he arrived, he did not want to use his German surname which was Motorkauf. He Americanized it and renamed himself Motorhead so he would not get confused with all the other German immigrants named Motorkauf. His first name was Freidenberger. He shortened that to just plain old Fred. My parents named me Fred in his honor. So, there you have it; that's who I am - Fred Motorhead. Oh, by the way, I heard a funny one the other day. Someone thought I was Steve Merjanian writing under an alias. Impossible. You see, he is an Armenian, not German and besides, he only knows a fraction of what I know. In fact, he calls me from time to time for advice. I am happy to do so as I enjoy giving you all advice. So don't forget to keep writing in with your questions.

I am glad you asked about Piston. He is doing very well. Currently he is studying at the University of Hawaii, getting straight A's and is the Captain of the hockey team. I'm very proud of him. He will be back in Minnesota this summer helping me with continued research and catching up on all the filing that's been ignored since his departure in late August.

Those weren't very difficult questions to answer. Can't you come up with something tuffer (sic) than that? And, incidentally, I know who you are.

Signed

Dr. Motorhead, the one and only.

Dear Dr. Motorhead,

I have heard much talk and read a number of articles pertaining to the installation and use of electronic ignitions in our older boats. What do you think of this modern day wizardry? Is it all that they say it is? Are there any adverse

effects with it's use? Do I need to know how to operate a computer? Or, are these questions just pointless?

Signed,

Nan O. Second

Dear Nan,

Nice to know women are getting involved. Your questions are not pointless, but your distributor will soon be. It's a new century, get with the flow gang, move onward and experience the electronic age. It's simple and painless; you will love it, your engine will love it, even your pocketbook will love it. And no, you don't need to know how to operate a computer.

Here is how it works: The mechanical distributor tells the coil when to send spark to the spark plugs. This is done via the contact points inside the distributor. I have written about this before, so I won't bore you with all the details again. These points get worn out, pitted, corroded, out of spec (point gap or dwell) and won't allow your engine to perform it's best.

What will you need to do when you convert our distributor to an electronic type? Simply replace the old breaker points with a new electronic module. There is a company, PerTonix Inc., that manufacturers the conversion kits for just about every distributor - new and old. You need to talk to an automotive parts dealer who carries the PerTronix line of equipment. You must bring them the number on the identification tag attached to your distributor. Order one up, and wait with anticipation for your order to arrive. You should be as excited as when you were a kid waiting for your Nabisco Spoonmen to arrive in the mail. When your package finally arrives, open the box and take a look. Your first thought will be, "is this all I get?". That's it, simple as pie.

Go to your boat, remove your distributor cap, remove the rotor and look to see what's left. There is an aluminum plate which the breaker points are attached to. You are going to remove this. The plate is fastened with two small screws on the sides, take them out and remove the plate. Now you will see the counter weights and springs which are the mechanical spark advance mechanism. Using WD 40 or the like, squirt these down good, get 'em clean and easy to move. No big deal at all. Next, open the box and fetch the

*Dr. Motorhead - continued on page 10*

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Dr. Motorhead - continued from page 9

new plate with the electronic module attached. Re-install the new plate. Install the magnetic collar over the rotor shaft. Re-install the rotor and the cap. Connect the black wire to the negative post on the coil and the red wire to the positive post on the coil. There you have it - converted, with nothing more to adjust, file, clean or deal with again. I would also recommend installing one of PerTronix' high output coils and a set of high performance spark plug wires.

How does all this work? Briefly, the collar has small magnets inside. These magnets pass by the module and trigger the electronics to complete the circuit, thereby igniting the coil.

**Positives:** better performance (more rpm), more horsepower, engine burns cleaner, never have to change or adjust points again, no more condenser and this system is not affected by moisture, great attribute in a boat. Easy to do, even for you neophytes (got this word from Piston). Also comes with the Dr. Motorhead seal of approval.

**Negatives:** you must convert your boat to a 12 volt system, there is an extra wire coming from your distributor, judges may deduct for that extra wire. You may chose to connect your red wire someplace less conspicuous than the coil. If so, it should be connected to the positive side of the ignition switch.

Looking for ways to get that little extra out of that flat head engine of yours? Count this as tip number one. Signing off for now,

Dr. Motorhead.



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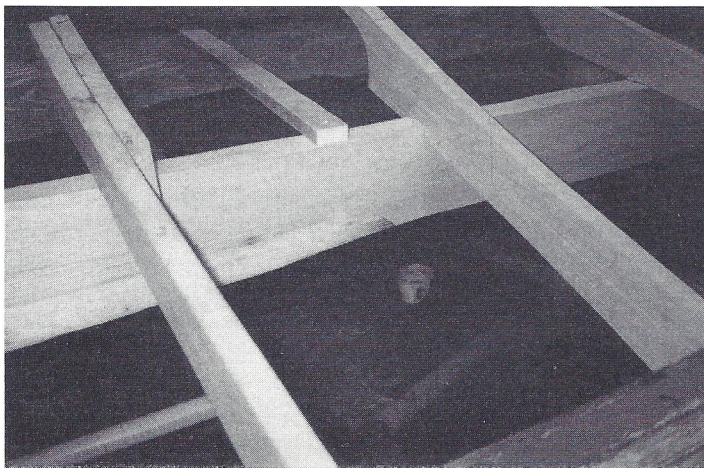
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Gadgets & Kinks continued from page 8

stringer of a runabout. You will see this scarf cut is actually a very long "S".

The next picture shows in closer detail the "S" shape at the end of the scarf joint. This shape helps lock the joint in position and increases the angle of the scarf over a shorter distance effectively making it a longer joint, increasing strength.

Doing a scarf joint on a member large or small requires some skillful cutting. The stringer in the picture was done



with a saber saw, a block plane, a wood chisel, and some snap-line chalk.

The first step in making a scarf on any size member is to lay out the scarf joint line on the good portion of the member to be scarfed. The objective here is to replace the rotted or broken portion of the member. Remember the length of the joint should be 8 to 12 times the depth of the stock at the joint. You will need to cut into good material to accomplish the joint. In this case pictured here the stringer was about 5" deep at the joint so a 40" long scarf joint was chosen. Once marked, carefully saw to the line. Clean up any variances from the straight line intended with the block plane. Now, lay the shortened member on top of the new stock that will replace the rotted or broken portion. Adjust the part for dimension and position and clamp it in place. With a black felt tip pen, trace the scarf joint line from the cut member to the new stock. Carefully cut to the line. Lay the cut parts together and check for accuracy of the cut. There certainly will be some gaps, but where are they and how do you get rid of them? Remember, you already cleaned up the good portion of the member. Take some snap-line chalk and rub it liberally on to joint surface of the good portion. Put the two parts together and scrub them against each other to wear off the chalk onto the new part. When you look at the results, you will see the high spots have chalk on them. Plane off the high spots and repeat the scrubbing of the parts against each other to mark the new high spots. After a few repetitions of this process, you will have a joint whose surfaces match nearly perfectly. Removal of a small amount of material can cause a major change in alignment of a long member, so check as you go to make sure you are not causing the misalignment of the two parts. Try not to remove material past the line made to mark the joint. When you can not see daylight through the

joint, you have finished fitting, you are a master at joinery.

OK. Let's say you have a perfect fit. What next? For maximum strength, bonding the parts together with 3M 5200 or epoxy and micro fibers for a filler is ideal. Before you bond them, though, dry fit and clamp them together. Pre-drill for screws or bolts and screw/bolt it together to make sure every thing fits the way it is supposed to. Satisfied with the fit, take the screws/bolts out and apply the bonding material to the joint and reassemble securing it finally with the screws/bolts. Double check that the joint is positioned as you would want it to be and then set it aside to cure. You are nearly finished. After the bonding material is cured, clean up the joint with a belt sander where the bonding material oozed out.

Though it isn't stated here, a backer block spanning past either side of the joint is a consideration for insured strength. For the stringer discussed in the above text, a minimum of three bolts through the joint over the length of the joint insures it will hold together.

You will be impressed with how well you did and the fact that you have given that frame member a new lease on life. This is only one way to make a scarf joint. For every type of part, the scarf joint will vary. Keels are scarfed differently from chines which are scarfed differently from frames, etc. The detail that remains the same is that the length to depth ratio is 8 to 1 or greater.

And now, a new feature of Gadget and Kinks is Product Review. Lacking time and space in this segment, only a quick review will be of the two popular adhesive/sealant products Sikaflex and 3M 5200. After going through many tubes of the stuff, here is the definite conclusion of the most apparent difference between the two. 3M 5200 smells much better! So there you have it. Go from there.

Seriously, it would be interesting to hear from you fellow restorers as to what your favorite tools and restoration tricks are out there. It would be great to share them with others in the chapter through Gadgets and Kinks. I invite you to call me at 612/432-4345 or e-mail me at Heggensj@AOL.com to let me know what works for you and I will pass it along.

Finally, give restoration a try. Start with something simple and work into more challenging projects. You will find it a rewarding experience. Give me a call if you have a question on how to. That's what I'm here for.



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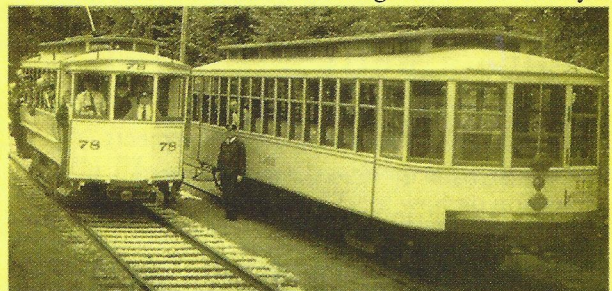


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Canoes - continued from page 7

activities of the Thompson family, the THOMPSON BOAT COLLECTION, including Thompson Brothers Boat, Cruisers, Inc., T & T Boats, Thompson Boat Company of New York, and Thompson Skis. Gnarly dude, you mean them hip water skis from like the cave man days, buddy? You betcha, but not quite that old, like 1960 skis, 'ya know. That's before my spawning, old one!

The Thompson Boat catalogs on the CD span from 1907 up to 1997 (with some gaps). So you can figure out what model and year boatage you have sitting in your garage up at the lake. You can even get an idea of the original layout, hardware and colour scheme.

So where's one go to get these dastardly CD's? It's a mail order thing; all you do is write out a check or money order to Dragonfly Canoe Works and pop it in the mail. Sometime soon thereafter the CD arrives in the mail, front door delivery. Can't beat that!

Each CD-ROM costs \$35.00 postpaid or all three are only \$90.00. Send your order to Dragonfly Canoe Works, Daniel J, Miller, 7742 Martinsville Road, Cross Plains, WI 53528. You can email too: dragonflycanoe@dragonflycanoe.com or even phone him up at (608) 798-1882. You can check out more about this at the web site: <http://www.dragonflycanoe.com>

Well, who did this awesome service for us boat nuts, big guy? You know, it was those hipster dudes Dan Miller and Benson Gray. They're nuts about old wood canoes and boats and they're computer gurus too. What a combination! Lotsa other folks also loaned catalogs to be scanned and they, like, should be patted on the back for a job well done. Couldn't have done it without 'em.

So Betty and Clyde, get yours today! Don't be left out in the cold.



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## CHRIS CRAFT ANTIQUE BOAT CLUB

(from their website: [www.chris-craft.org](http://www.chris-craft.org))

I too have had some sleepless nights over thinking about obtaining and restoring old Chris Craft cruiser projects. Those sleepless nights led to "mahogany madness" or maybe "mahogany migrains" and possibly even "mahogany divorce". Would I do it over again? Of course I would, I still AM! But it is not a life for everyone. Like Don says, it is a kind of responsibility. I say it is also more like a way of life than a hobby.

I kind of fly in the face of conventional wisdom when it comes to the surveying of a pretty grey boat in this neglected of a condition. I say save your survey money for new wood and screws and Smith's CPES. But, I am prepared to find the worst. You have got to know that a free or nearly free boat is going to cost you a great deal of money. Accept that. Just the transportation and storage in a decent workplace is going to be a large budget. Tools are going to add up. I've probably got \$400 in just scaffolding alone, let alone scaffolding planks. A 1950's Chris Craft has a hull that is 40+ years old. Chris Craft probably thought that 15-20 years was doing pretty good for a cruiser. 25-30 was probably considered excellent and a dream, after all they were in the business of selling new boats. Can you find that old hardware that you will need? It can still be found at a price, but it will probably need rechromed. Engines? Whew! The plus side of this is that you can do your own survey if you decide to accept the challenge. Your survey will occur over the course of time as you pull underwater planks off to expose the chines, transom bow, and other framing members, quite a few of which will be bad. The more you uncover, the more you will find for a while. But when you do spend your money and time replacing bad stuff, you will have new treated wood that you KNOW is sound with new fasteners. I believe that there are quite a few people buying old boats that are thought to be sound

because they appear to be in nice shape. In my opinion, it is very hard for even a surveyor to know what every end grain at the end of every frame's edge is like, and there are many, many end grain edges that have been exposed to damp conditions for many years buried deep within your boat's hull.

It is my hope that you won't look at a boat such as this and think "Hmmm, a coat of paint or varnish here, and a little patch there, some new engines maybe, and away I go! If you take on a project like this, be prepared for it to be one of the main forces in your life, at least until the project is complete. Only you know what your skills and limitations are and what kind of expert help you may be able to hire for some of the work. You will have to make those decisions. But I feel that if you don't have a realistic idea of what you're getting into, you could become very disenchanted or maybe even put yourself in danger. I had a friend who just lost his life on Lake Erie this past spring just because of a situation like this, so please be careful out there.

This post is not meant to discourage you in any way, rather to inform you. I hope that you and others out there will join me in this pleasant insanity and continue to save these old beauties. I will be happy to give you any ideas from my experiences on my boats, A 35' Connie and a 32' Commander that are both getting very extensive repairs. One word about bottoms on Chris Craft cruisers: In my experience, quite often the bottom planking itself seems to be pretty fair, even on an old derelict. The double planking with the treated canvas layer in between did a remarkable job preserving the planks in most cases. The real test is in the chines, transom bow, garboard strakes, transom cheeks, engine stringers, main cabin bulkhead at the bottom edge in the bilge area, and the stem and bullnose area, and in the fasteners where all of these come together. These are the places that really need to be uncovered sometimes to see first hand what the condition is. Good luck!



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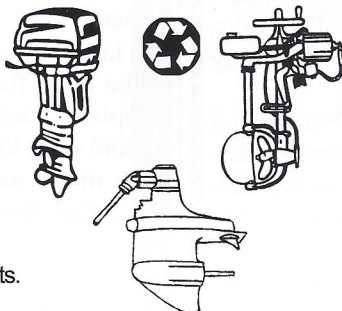
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*Bob's Boathouse - Continued from page 4*

we tied up in a municipal dock area and strolled across the street to see the "fleet"! Out in front of the building we saw an early 1950s Correct Craft and a 1956, 26' Chris Craft day cruiser parked on trailers. Todd opened the large swinging doors and here is the array of boats that lay before our eyes:

- 1953 26' Riva speedboat with twin engines
- 1937 27' Chris Craft, 3 cockpit, 2 windshield runabout with 285 hp, V-8 engine
- 1932 16' Chris Craft split cockpit runabout
- 1915 Dowsett Canadian runabout - former rumrunner near Detroit
- 1947 Chris Craft 16' Utility
- 1947 20' custom twin cockpit runabout with folding top (original)
- 1947 17' Higgins utility
- 1949 racing runabout with 159 IIP
- 1950 racing runabout with 159 hp 1929 26' 3-cockpit Hackercraft runabout
- 1937 19' Chris Craft sports runabout (only other one known to exist is owned by the Chris Craft family)
- 1935 22' Chris Craft 3-cockpit runabout
- 1928 24' Chris Craft runabout with original convertible top
- 1930 30' Hackercraft 3-cockpit runabout with Landau top

After crawling over, under and through these fine boats, we were destined to see even more. Up in a small grove behind the 'barn' were a number of other speedboats wrapped in tarps and resembling huge cocoons. I tried shooting photos in the building and in the woods, but I am afraid it was too dark. Here are the boats we saw in the woods:

- 1926 26' Hackercraft runabout
- 1958 Century Coronado
- 1948 20' Ventnor runabout with a rear fin
- 1936 16' yellow Mullins steel Sea Eagle runabout

Behind the boat barn on the lower level we finally saw Todd's prize possessions: a 1955, 20' Chris Cobra; a 1955, 24' Shepherd hardtop; and a 1958, 23' Chris Craft Continental with hard top. After seeing all these fine boats, I really look forward to seeing many of them in our boat show later this summer.

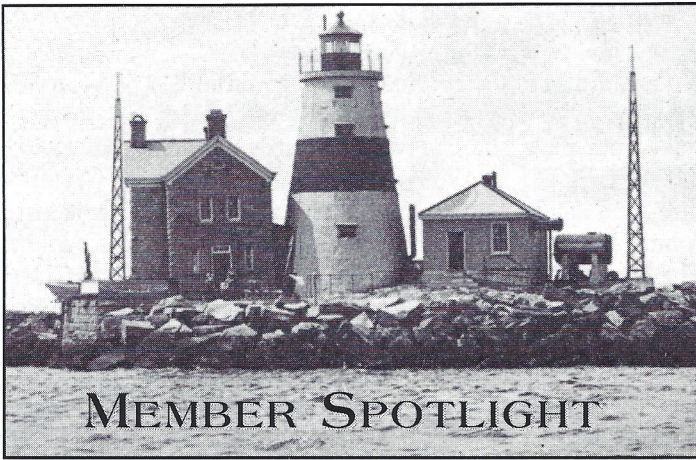
On returning to Todd's home, we sat down to get a little background information for this story. In reminiscing, Todd said he had always been interested in wooden boats and had spent his high school summers working for the local Century dealer pumping gas. Todd's dad, Frank Warner, set up a trust called "Todd Leasing" as he put it, "to perpetuate antique boats and boating in the family". Frank's dad had always had boats on the lake, too, and it appears that Todd gets his interest from both his dad and his grandfather.

Todd is now very much in the boat business himself. Starting last January, he has been actively selling, buying and restoring boats for his many customers. He said that he has received many fine leads and the day we were there he had some 12 boats for sale from the 1930s through the 1960s.

Recently Todd has become a dealer distributor for both Federal and Michigan props and he can custom build any shaft size to order. Even more astounding is that he has access to all the pre-1965 Century hardware molds, so he can make any parts that collectors may need. Electroplating services are also available.

It was soon 6 p.m. and time to head home. A day had just passed that neither of us will forget. Again, Frank and Todd, "thanks" for all the kindnesses shown to us and all I can say is that people like you can do nothing but help the antique and classic boat interest in the United States.





## MEMBER SPOTLIGHT

### DIRK GUNDER

Hi, my name is Dirk. I joined BSLOL in January, 1999, became a board member and Rendezvous Committee member at the beginning of this year. Here is a quick history of my involvement in the boating world.

My earliest lake memories go back to grade-school-age family vacations on the north shore of Lake Superior. We did not own a boat, but I was always enthralled with the old wooden fishing boats we would find in old boathouses, or lying upside down on the beaches. As a young boy, I would occasionally see a cabin cruiser or sailing yacht pull into Grand Marais harbor. If that was not enough to peak a youngster's interest, close by there was a Coast Guard station and the Coast Guard launch to capture my interest and direct my daydreams. Someday, I would have a boat!

I built model boats from scratch with old wood found in our firewood pile and my grandfather's ancient tools. A few years later, my father caught the boating bug. After some research and a couple of trips to small boat shows, he purchased a canoe. To my younger brother and myself, this was the greatest. We could now venture onto the water in our shiny new canoe. That canoe provided water access for a number of years.

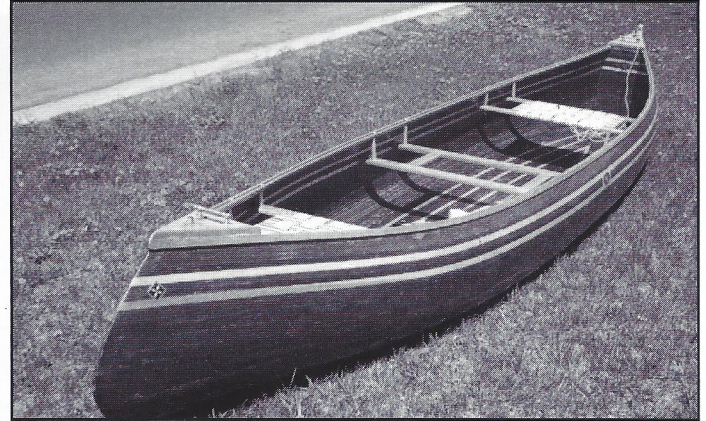
When I was thirteen, my best friend and I discovered some old fifty-gallon drums in the brush surrounding our favorite hangout, "the swamp." What an opportunity this presented. We spent weeks scavenging lumber and hauling it by bicycle to "the swamp" to build a raft. We kept our project a secret so older kids would not steal it and from our parents because (of course) they couldn't understand how to have fun and would have put a stop to it.

After much preparation and building, launch day arrived. With paddles snatched from my father's canoe for propulsion, we cast off. Life jackets? Who needs them? We were invincible, but the raft was not. The drums began taking on water immediately. The vessel was completely submerged and gone in minutes. We each grabbed a paddle and swam to shore.

Water excursions for the next three years were mostly limited to afternoon jaunts at nearby lakes whenever one of the guys could con his mother into driving a carload of boys to the lake with a canoe or sailboat strapped on top. At the age of sixteen and the advent of new freedom found with driver's licenses, three of us decided we needed a boat. My

friend Carl obtained plans for a sailboat and the summer was set. We spent half the summer building his boat. With trips to lumber yards, hardware stores and marine centers, it was a great learning experience, the biggest lesson being builders should not take upon themselves to alter a designer's plan. In an attempt to improve upon the design, the rest of the summer and most of the next were spent sailing on White Bear Lake and making repairs between outings. The repairs were necessary because we strayed from the plans. It was also a time to learn about driving and trailering. I was left with some very memorable experiences.

A couple of years later, I purchased my own sailboat that I used for a year until I discovered old cars. After that, the boat was sold and all my time and money went to cars.



Home made canoe, 1979

Then came marriage and cars also disappeared. I would not have another watercraft until my daughter's first year. I acquired an old set of plans for a redwood strip canoe from an old Popular Mechanics magazine from 1955 or so. My daughter spend her first summer crawling around the garage floor while I built the canoe. That homemade canoe was used frequently in its early years.

About five years later, I found myself single again, and got back into cars. It was also at this time in my life I dis-



Dirk in back of his canoe with two nephews along for the ride.

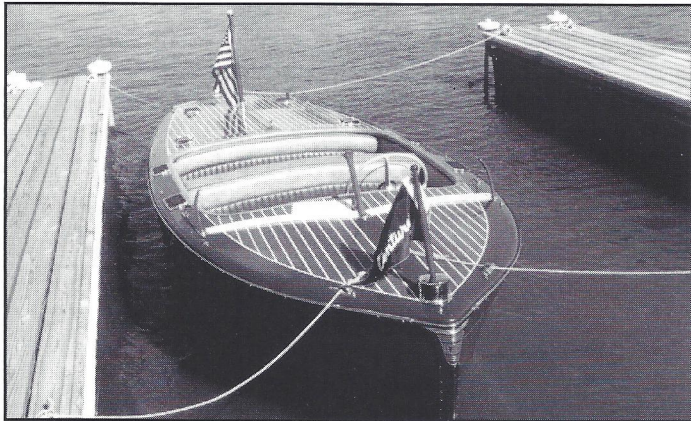
covered power boats with a friend. We each had to have one of our own. I went through a succession of three fiberglass fixer-uppers, each time trading up without ever floating one. It was then I decided I had to have a new boat.

*Member Spotlight - continued on page 16*

Member Spotlight - continued from page 15

After a trip to the boat show in 1986, I was the proud owner of a new boat. My friend and I took it everywhere. It was on a trip to Rainy Lake that I met my present wife, Sharon. She enjoyed boating and developed a fondness for old cars like myself. Between us, we amassed a collection of seven cars. We decided to move to the country near Stillwater and trimmed our car collection to two old cars. Our small boat was no match for the larger boats on the river so we traded several times for larger ones. Our car collection increased then decreased to three. We decided we needed an old boat to pull behind our old cars and combine our hobbies.

With no direction, we looked, we searched, we read magazines, we were confused. We drove our cars and talked about finding an "old boat". Winter came, and with it the Minneapolis boat show. This year would be different. Instead of spending all our time with the new displays, we went with the intent to talk to "those people" with the old boats. We met Carl Weisser and signed up immediately. We attended all events and met new friends. We discussed building or buying a wood boat. We bought books, answered newspaper ads, bought boat plans, followed boat leads, and looked over plans more times than I care to remember. We found a boat - a 1947 Century - and purchased it, but it was less seaworthy than expected, so water time was minimal. Due to this, more members recognize us by our old cars than our boat. We do hope to correct this situation. In future issues, I will update you on our adventures and progress.



Our 1947 Century at the 1999 Rendezvous

## THE LADY LU II

by Guy Warner

**L**ady Lu II is the original name given hull # 5061, a 38 foot 1930 Chris Craft Commuter, model 122 or 236 (take your pick, she has two hull cards, one dated in 1930, the other dated in 1933) single cockpit forward. At this time, she has no powerplant. Originally she was owned by John P. Rodi and the second hull card shows him as owner. The first hull card show that she was shipped to Chris Craft Corp., NY. I presume she went unsold, came back to the factory and eventually Rodi bought her. I have been in contact with Rodi relatives; they indicate she is named after his wife (as most of his personal boats were) and was probably used as a ride boat on Lake Michigan during the 1934 Worlds Fair. I have been able to trace her back from me to Tom Juul to Bob Johnson to Neal ????? (forgot last name) to Mark Theissen who purchased her in 1980. Between Rodi and Theissen I have no history.

Lu had been modified superstructure-wise prior to Theissen. The fly bridge had been enclosed and the driver's station deck floor level had been extended to the back of the boat. Other modifications in the cabin were primarily, removing the bulkhead that surrounded the galley and separating it from the bench seat/bunk area. My intention/resolve is to return her to what she was when Rodi took delivery. I am at the stage of "archeology" now, slowly taking her apart from the top down, removing what I know to be incorrect and finding evidence of what was. As I go along, I am documenting what I find in both words and digital photos stored on my computer. I have made contact with Mirick Friend (Friendship, Antique and Classic Boat issue number 17, May-June 1987) and he was good enough to send me his slides of the restoration, which I have also scanned into my computer and they are proving very helpful.

There is a lot left to do. I am definitely encountering problems, but they are fun to solve. Thanks to Tom Juul, Dan Nelson and many others, I haven't totally run aground yet. I'd be glad to share what I've learned so far. If anyone has anything they'd like to pass on, I'd sure appreciate it.



*The Lady Lu II is a "Boat in Process" and her progress will be tracked in that section of the BoatHouse. To contact Guy, see page 23.*



The Lady Lu II with 1959 Century Resorter "Laudanum" stripped down prior to being rebottomed.

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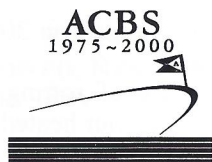


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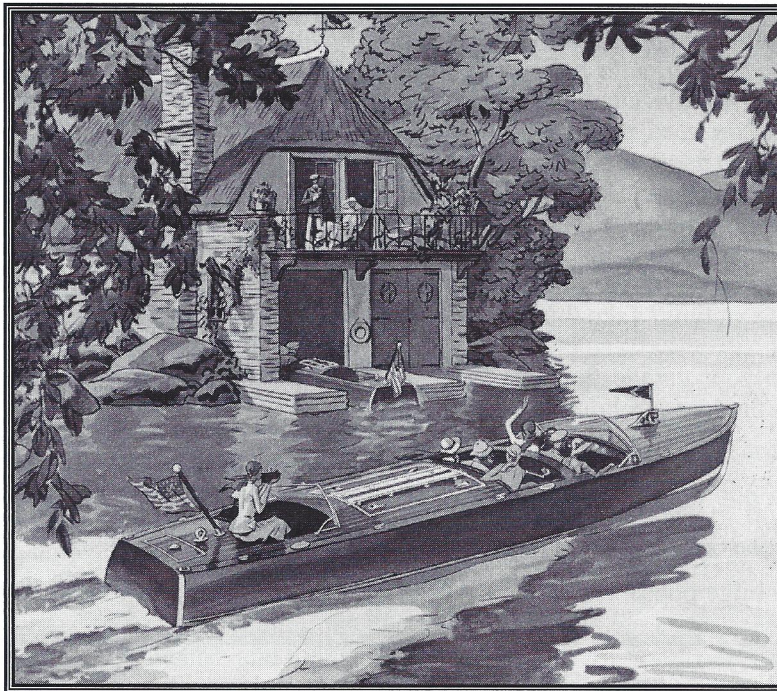


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## MAHOGANOUS LOBOTOMUS

by Mike Eder,

Founder, "Scuttle Mahogamous Lobotomus Foundation"

It is my intent to expose an obscure but vicious malady which is quietly destroying our membership, their families and tearing at the very fabric of life as we know it. It is time to shed the cleansing light of day on this disease which has been hitherto swept under the rug and ignored in a vain and fruitless attempt to avoid pain and humiliation. Today, I, Mike Eder, offer myself up as the point person and go on record as admitting to myself, my peers, and my God, that I suffer from Mahogamous Lobotomus - a cruel and random infection which robs men (the virus appears to attach itself to testosterone, most women are mercifully spared) of their time, self-control, and their income. ML causes severe brain dysfunction in its victims. Symptoms include but are not limited to: sleeplessness, incessant trips to hardware stores, inability to pass marinas, electrical dysfunction, and elevated levels of indebtedness. Victims are easily identified by permanently stained fingernails (Interlux 573) and a vacant look in the eyes known as "solvent stare". Advanced stages of the disease can lead to scoliosis of the spine (barrel back) and embarrassing discoloration (copper bottom). Occasionally, cracked ribs, exhaust elbows, and tight bungs are observed. Could you, or your friends be victims? Take this simple test:

1. Have you ever gone to your garage for a screwdriver and stumbled back into the house 6 hours later reeking of epoxy and Sikaflex?
2. Have you ever heard the pleading voices of your children saying "Daddy, daddy come home with us now" and heard yourself answer, "In a minute darlings, I just need to polish my bilge pump"?

3. Have you ever spent \$25.00 for a quart of varnish and refused to pay \$2.00 for a gallon of milk on the same day?
4. Do you remember your hull ID# but forget your anniversary?
5. Would you rather put 19 coats of varnish on 300 sq. ft of mahogany than clean the toilet?
6. Do you have a disassembled hulk of rotting, worm infested mahogany on display inside your heated garage and a new BMW on the driveway?

If you answered "Yes" to 1-2 of the above questions, you may have ML and should immediately move to the desert to try to arrest its effects.

If you answered "Yes" to 3-4 of the above questions, you are seriously afflicted and should immediately move to a floating glacier in Antarctica to prevent the infection of loved ones.

If you answered "Yes" to 5-6 of the above questions, it is too late for you. Your only hope is an early demise and a mahogany casket. Unfortunately, treatment options are limited. Injections of fiberglass and the removal of fingers on radial arm saws were once seen as possible cures, but alas, relapses occurred. Promising research is currently being conducted on the eradication of the male gender. However, this will take years. So, those of us who are infected can only cut, drill, scarf, encapsulate, rebuild, varnish, and suffer the consequences.



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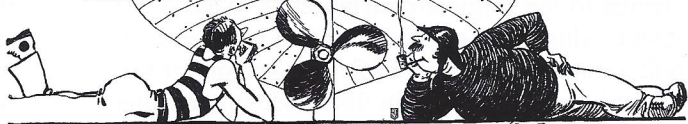
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# The FORUM



WHERE MEMBERS CAN EXPRESS THEIR VIEWS

*Fred Pospeschil, BSLOL member*

## PRESERVED, RESTORED, REPRODUCTION OR REPLICA HOW DO YOU KNOW WHAT KIND OF BOAT IT IS?

As a relative newcomer, or returnee, to the world of wooden boats, I have recently acquired two boats which require some work before they can be used again. The first is a 12' 1955 Dunphy Perch molded plywood rowboat. The second is a 1957 Thompson Sea Lancer lapstrake. When I began my efforts, I thought that I was going to restore them. However, after reading many current and back issues of *Rudder*, *The BoatHouse*, and *Classic Boating*, I am no longer sure how to describe what I am doing to them or what kind of boat I will have when I finish. In many ways it doesn't matter, as most of the fun is working on them and using them. For myself, what the final result is called is a secondary issue.

From what I have read, our beloved old boats are generally classified from two points of view: one is age and the other is condition. From the age point of view, the boats are historical, antiques, or classics. This classification is straight forward as there are specific dates which separate or define the boundaries of each classification. When one comes to describing the condition of the boat things are not quite so nice. In the above mentioned publications, I have seen boats referred to as original, as delivered, as manufactured, restored, refinished, preserved, Bristol, reproductions, museum, upgraded, well maintained, refinished, and the list goes on. In some cases you can figure out the real condition of the boat by the other information which is provided in the article. What has seemed odd to me is that some boats which were described as restored had very little, if anything, of the original boat left in them. For awhile I simply thought that I would probably understand the use of these terms better if I just kept reading for a few more years. Then I read the BSLOL February 2000 issue of *The Boathouse*.

As John Rantala so well described on pages 34 and 35 in that issue, most everything done to old wood boats seems to fall under the heading of "restoration." I have read about cases where the restored boat was composed of all original parts/wood and others in which very little of the original material wound up in the restored boat. In this same issue of *The BoatHouse* there is an article on the "restoration"(?) of a Chris Craft Cobra. The article states that "Because it was abandoned for so many years, Selvig has only been able to salvage two major wooden pieces from the original boat: the engine stringers, which run from the bow to the stern." From the picture which was included, the Selvigs will have a beautiful boat when they are finished. However, I can't believe anyone would say that it is an original or preserved boat - whatever the definitions of those terms are. Since only two

major pieces from the original boat were retained, it would seem that the boat is primarily the result of "the act or process of recreating by new construction, the general form and appearance of a particular vessel or type of vessel;...". Using this Mariners' Museum definition provided by Mr. Rantala, it would appear that the boat is probably a reproduction or replica. Maybe there are other terms which more appropriately describe the condition of the boat. Can a boat with only a few pieces from the original hull be classified as an antique or classic? If so, what is the rationale?

Could it be that we need to use some new descriptors such as preserved, maintained, refinished, as manufactured, etc.? More important than the terms themselves are the definitions of the terms. Towards that end, and to stimulate discussion, we have the following from the Webster's New World Dictionary, Second College Edition.

**Preserve(d):** 1 to keep from harm, damage, danger, evil etc.; protect, save 4 to keep up; carry on; maintain...

**Maintain(ed):** 1 to keep or keep up; continue in or with; carry on 2b to keep in a certain condition or position, esp. of efficiency, good repair, etc.; preserve...

**Refinish(ed):** to put a new surface on (wood, metal, etc.)

The term "as manufactured" might mean that the boat has never been repaired or refinished. In my research of the Dunphy line, I may have come across only two hulls that would qualify for this category. Boats of this classification would/could have defects due to use. As a result, it would probably have to have sub-classifications such as pristine, like new, moderate wear, heavy wear, light damage, serious damage, gray wood/pattern boat, etc. Again, all of these sub-classifications would need explicit definitions and explanations.

Upgraded could be a classification all by itself or could be some type of modifier used with one of the other classifications.

How about museum quality? Does that mean better than new? Does it imply 100% original structural materials and hardware?

Then there is the Bristol adjective. Although it is the name of several towns, from the context in which it is used, I get the impression we are to understand that it implies that the boat is one of the best there is. Is there an official or generally accepted definition of this term?

When one looks at the above terms and definitions, it is clear that they are not as mutually exclusive as are the age classifications of historic, antique, classic. Clearly, a case could probably be made that maintained includes refinished and preserved includes maintained. Given the origins and development of the English language, it is often difficult to clearly and explicitly define and categorize.

While much of this is a matter of semantics and definitions, to collectors, there may be an aspect which could involve economics. That is, all other things being equal, a boat that is classified as a restoration would probably be worth more than if it is called a reproduction or new construction. This, in turn, may affect the amount of money

Forum- continued from page 19

people are willing to pay, or effort they are willing to expend to change the condition of an old boat. For example, let's take the 1954 Cobra mentioned above. If, when finished, will the boat be considered a restored Cobra Hull #41? My guess is that being classified as a renovation would probably make it more valuable than if it was classified as a reproduction or replica with no legitimate connection to the original hull #41. Thus, one could reasonably expect that these differences in perceived values could ripple back into the business activities of the professional preservers/restorers/reproducers. These individuals and businesses provide a valuable service to our community so the potential impact on them must be considered. However, as the saying goes, who is driving the boat here? Something to think about.

Now, for the fun of it, let's try to apply some of the above to figuring out what my boats are and what they may become. I am the third owner of the 1955 Dunphy and have the names of the previous owners. Each of them appear to have given it better than average protection as the hull had not had any physical repairs. The oars were lacking most of their varnish, were somewhat discolored and worn at some locations, but otherwise in good physical shape. There was a little dry rot inside the very aft portion of the starboard splash rail and interior stringer. The seats had the types of dents and wear marks one would expect as well as several seagull contributions. The interior and bright work above the splash rail appeared to still have the original finish as the original water applied decals were still in place, though highly checked. The bottom had been repainted at least twice. The first layer of the molded plywood at the bottom of the transom was worn through and there were slight abrasion indentations where the hull rested on the bunk boards. So what was the boat when I purchased it? Maybe it was a refinished boat because the bottom had been re-painted. Or was it a maintained boat because someone had done some maintenance on it? Then again, it could be both as someone maintained it by refinishing the bottom.

My goal was, and is, to get the boat looking as good as I can without replacing any components which are still usable, and to make it usable for another 40 or 50 years. I have no intention of trying to eliminate all of the little dings and imperfections a 45-year-old hull will have. For me, these dings and imperfections serve as a reality check and build the character of the boat. Here is what I have done or will be doing to the boat.

I began with a full and complete stripping of everything - hull, seats, oars and hardware. The oars and seats were sanded to remove most of the discoloration and a few of the minor dings. Then they were varnished with Interlux Clipper Clear Varnish (high gloss polyurethane). As an aside, I have been quite impressed with how well it flows out to eliminate brush marks yet holds well to vertical surfaces. The dry rot was scraped out of the splash rail and stringer. Then the whole bottom and the dry rot areas were treated with Smith & Co. CPES. The minor amount of dry rot that was removed was replaced with Smith & Co. epoxy wood filler. This wood filler was also used to replace the

worn wood at the bottom of the transom and to fair the other worn areas and dents on the bottom. I am making one change to the original configuration. That is a 1/8" x 1/2" strip of aluminum which runs from just below the stem eye bolt to the aft end of the keel. The reason for this is that the trailer has steel sleeves on the inside of the rollers and they abraded the keel by about a quarter of an inch.

Since you can no longer get Dunphy Sea Foam Green Bakelite Enamel, I applied a number of coats of light green polyurethane enamel. This provided the final fairing material and a tough protective covering very similar to the original Dunphy formulation, however, the color and general appearance was not what was desired. For a basis of comparison, I used the bottom of a three foot model Dunphy boat which was built in the factory using standard Dunphy materials, varnish and paint. Since the boat had always been kept in the builder's home, I was able to find out what the real Dunphy Sea Foam Green looked like. Thanks to the comments of Peter Specter in Woodenboat, I sent a matching paint chip to the George Kirby Paint Co. I recently received two quarts of paint which exactly match the paint chip and the surface semi-gloss luster on the wood stick they returned looks like it should. In the letter which accompanied the paint, Mr. Kerby IV said "I've saved the formula for future reference, and all anyone will have to do is order Dunphy Sea Foam, Fred Pospeschil formula, and this is what they will get". Before making the paint, George called to discuss exactly what I wanted and to make sure they would get it right the first time. It's nice to see that there are businesses like this still around.

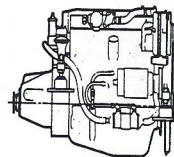
As soon as the weather warms up, I'll apply the paint to the bottom, sand the mahogany and oak, and apply Intelux clear varnish to the bright work. Oh yes, the boat did come with a trailer from the period. It has been disassembled, sand blasted, primed, spray painted and re-assembled. The trailer lights and wiring were replaced. I should also mention that all of the hardware, name plates, manufacturer plate, etc. from the boat are in good shape and will be re-installed. So, what should the boat be classified as when I finish working on it?

The 1957 Thompson is a little easier to describe. I purchased it, along with the original trailer and 50HP Evinrude motor, from the original owner. This one is in considerably better shape than the Dunphy was. The original cushions, canvas top, and side curtains only need

Forum- continued on page 21

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minor cleaning. The interior varnish and paint show some signs of use but could be left alone for years. At most, a light sanding and a coat of varnish is the most that could/should be done. The painted part of the hull needs sanding, some filling of several scrapes and new paint. The exterior mahogany areas need to be sanded down and re-varnished. The mahogany has only a few minor dings and a couple of little areas of surface discoloration. The stainless steel rub rails do have some scratches and rough spots that should be sanded out and polished. Although the motor has not been run in over ten years, it turns over as one would expect by pulling on the starter cord. A new water pump and normal springtime maintenance and it should be ready for another season. The trailer is fairly rusty and the bunk boards need to be replaced; however, it still has the original tires which have yet to begin to check or crack. It's kind of hard to believe, but the paperwork that came with the rig included the warranty certificate on the tires. How do you think this boat should be classified now and when it is put back in service?

As a final note, I would like to support John's general thrust that more emphasis should be put on preservation and true restoration. Alone this line, I was pleased to read in Tab Miller's item on page 10 of the Winter 2000 issue of Rudder that the ACBS was changing the judging rules to place greater emphasis on the repairing rather than replacing original materials. As he said, "Who can precisely judge the value of the richness of a fine old board?"

I don't pretend to have any, let alone all, of the answers. However, I would be interested in hearing your views and serving as a forum for consolidating them and reporting back the general membership. If you would like to express your thoughts on this subject please send them to me at Fred Pospeschil, 2739 42nd St. Two Rivers, WI 54241 or fwp@excel.net. Of the two addresses, I prefer the email as that way I don't have to retype any material which I might want to quote/include.



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## THE 13TH ANNUAL MT. DORA BOAT SHOW An ACBS Silver Anniversary Event

By Jerry & Maureen Valley

The Mt. Dora Boat Show, held March 25 & 26, officially kicks off the 2000 boat show season, and what a kick-off it was.

First, a little background on the city. Mt. Dora is located 27 miles northwest of Orlando with an elevation of 184 feet above sea level, making it one of the highest points in the state. Mt. Dora rests on a hillside above Lake Dora, making it Florida's only "mountain top" city. Mt. Dora possesses a hometown quality that feels good—the feeling of solidarity, roots and values. This feeling is reflected in the architecture of the historic downtown buildings, the homes, and the character of the land. Mt. Dora's fame doesn't end with its name. It may be a small town, but it is big in reputation. Its claims to fame are many: The Friendliest Small Town, Best Antique Shopping, the New England of the South, The City of Parks, and Festival City. All of these add up to make a perfect setting for the first, and undeniably, one of the best, shows of the season.

This year's show was designated as a Silver Anniversary Show in honor of the 25th anniversary of the ACBS. (The BSLOL Rendezvous will also receive this designation). The show is held in Gilbert Park and spills over into the adjacent Palm Island Park boardwalk. The attendance this year taxed the two parks to overflowing, with 140 in-the-water entries and another 40 on land display. In addition to the wooden boats, there were about 10 Amphicars, 7 or 8 beautifully restored woody cars, a number of outboard displays and at least 30-35 flea market/vendor tables located along the entrance to the show. Once again this year, the BSLOL manned a booth promoting our Chapter and upcoming Rendezvous. The BSLOL was well represented by Bob Johnson, Paul Mikkelsen, Jim and Marcia Aamodt, Mike and Nancy Domaille, Brad and Chris Ernst, Todd Warner and Dana Bruzek and Maureen and Jerry Valley. All of us took our turn manning the booth and distributing Boathouses and flyers for the show. The picture display of past BSLOL boat shows and other activities, put together by Steve Merjanian, proved to be a very attention-getting attraction. Even the Wangards of Classic Boating fame stopped by to have a look.



Nancy and Mike Domaille  
and Jerry Valley on the Dora Canal

They were impressed with the apparent quality of some of the cruisers our show attracted. (I took the opportunity to suggest that maybe it was time they paid another visit to our show.)

Although this is billed as a two-day show, it really encompasses two weeks, starting with the St. Johns River trip from Jacksonville to Sanford, the show, and then a North bound river trip from Sanford back to Jacksonville. Show activities began on Thursday with the arrival of a number of boats and vendors, some of whom were open for business. Setup continued on Friday. From 10 until 4 on Friday, there was a cruise from Gilbert Park, through the Dora Canal to Lake Eustis with a stop at the Eustis City Park for a picnic. A number of us were invited to ride on Dr. Bob's boat, and because none of us had tickets for the picnic, we made a brief



L to R..Chris, Paul, Brad, Dr. Bob and Jerry  
on Bob's boat on Dora CanalA

potty stop at the picnic site and then headed off on our own for lunch and a tour of 6 of the 7 lakes which make up the "Chain of Lakes". (Lakes Dora, Eustis, Harris, Little Harris, Griffin, Beauclair and Carleton). Griffin was the only lake we did not tour. For those of you who have ever ridden with Dr. Bob, you'll understand how we were able to cover so much water in only 4 hours! Bob's boat has only two speeds, dead stop and wide open. After a stop for a delicious lunch and refreshments on the deck at Dead River Vic's (The Dead River connects lakes Eustis and Harris), we toured the perimeter of Lake Harris and Little Harris then went back down the Dead River and back to the Dora Canal where we were fortunate to see 4 alligators (thanks to the skill of master gator spotter Valley) as well as untold numbers of Herons, Egrets, ducks, large turtles and even a very large owl. For those of you who have not had the good fortune to transit the Dora Canal, I can only equate it to a trip down a jungle river. The canal is barely wide enough for two boats to pass and is canopied by huge Cypress trees covered with Spanish moss hanging almost to the water. The sound of exotic birds is everywhere. This short trip is a "must do" if you are ever in this area.

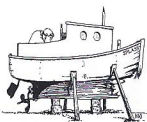
Friday was topped off with a cocktail party hosted by the Sunnyland Chapter and held on the beautiful grounds of the historic Lakeside Inn. The weather could not have been nicer with the temperature at about 70 degrees and with a light breeze off the lake.

*Mt. Dora - continued on page 30*



# BOATS IN PROCESS...

Below are four more *Boats In Process* followed by the boats and their owners that appeared in the April issue. They will be listed until we are notified the boat is done. In the meantime, we'd like to track where each one is in the process and anything that may have cropped up you'd like help with. If you've been contacted by another member, let us know about it! We'd like to know the "network" is working. This feature was created to benefit you, our members. If you see a problem you may have encountered and worked through - or would like to discuss, MAKE THAT CONTACT or notify this editor; it'll get visibility in the next issue! This is meant to be a "living" feature that continually changes and grows. The only way that can happen is with your input. See page 3 for the various ways to contact me. I'll be glad to take your input over the phone! -Editor



## 1958 CENTURY 19' SQUARE NOSE 350 cid Chev

**Where in the process are you now?** Have removed square nose and am re-designing hull to be similar to Chris Craft Racing Runabout.

**Accomplished so far?** All decking is removed and am lowering the freeboard approximately five inches.

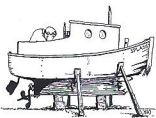
**Left to do?** Engine installation, transom re-design and new decking, change steering, fairing, finish.

**Encountering a problem?** Lots! Changing design is difficult, however I'm working with a hull that is in excellent condition.

**Would you like help?** Yes - ideas for modifying the freeboard and gunwale line. Computer designs would be very helpful.

**Willing to assist someone else?** Yes

**DON MOBERG 608-723-7051**



## 1949 CHRIS CRAFT SPORTSMAN 22' 158 hp MBL

**Where in the process are you now?** Sides are being re-fastened.

**Accomplished so far?** New upholstery.

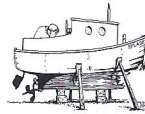
**Left to do?** Replace bottom, replace flooring, complete instrument restoration, staining and varnishing

**Encountering a problem?** No

**Would you like help?** No

**Willing to assist someone else?** Probably not competent to do so other than offer advice.

**WILLIAM K. ECKLUND**  
email: wecklund@pro-ns.net



## 1930 CHRIS CRAFT 38' COMMUTER "Lady Lu"

**Where in the process are you now?** I am slowly taking her apart from the top down, removing what I know to be incorrect.

**Accomplished so far?** Am documenting all that I find including digital photos.

**Left to do?** Darn near everything.

**Encountering a problem?** You bet, but they're fun to solve.

**Would you like help?** Sure.

**Willing to assist someone else?** Yes

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e-mail: guytool@aol.com



## 1950 CENTURY SEAMAN 18' 140 hp Gray

**Where in the process are you now?** New side planks installed, complete deck is next.

**Accomplished so far?** Everything replaced except stringers and most side frames. Motor has been rebuilt with all mechanical parts. Bottom rebuild with 3M 5200 & "Smiths." 1/8 plywood and 1/2 planks

**Left to do?** Chrome, deck, all interior areas such as wiring and install motor.

**Encountering a problem?** Yes, but it leads to many new friends. It all started with Sherwood and his encouragement. I've learned many new areas such as steam-bending and many uses of the router.

**Would you like help?** Yes

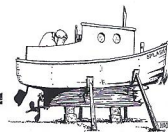
**Willing to assist someone else?** Yes

**JERRY KLOPP**

PHONE: 651-430-3608 FAX: 651-275-0774  
email: jerryklopp@cs.com

*Boats In Process - continued on page 24*

# BOATS IN PROCESS...



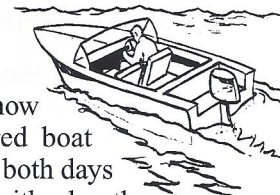
*Boats In Process - continued from page 23*

- ☞ 1956 Chris Craft 18' Sea Skiff  
Model A Engine, 4 cylinder  
Mark Pottenger  
425-4643/h 287-6505/w  
email: 74143.3437@compuserve.com
- ☞ 1955 Dunphy 12' Perch  
Engine: None  
Fred Pospeschil, Two Rivers, WI  
920-794-7844 fwp@excel.net
- ☞ 1957 Thompson 17'6" Lancer  
1958 50 hp Evinrude Starflight  
Fred Pospeschil Two Rivers, WI  
920-794-7844 fwp@excel.net
- ☞ 1960 Shell Lake 16' Runabout  
1960 80 hp Mercury  
1963 Lonestar 23' Cruiser  
110 MM Cruiser  
George Spires  
651-257-4717 (ph/fx)  
email: gws@progworks.net
- ☞ 1948 Ventnor 21' Racing Runabout  
fin Chrysler "M8"  
Duane Kurth  
email: itsame@skypoint.com

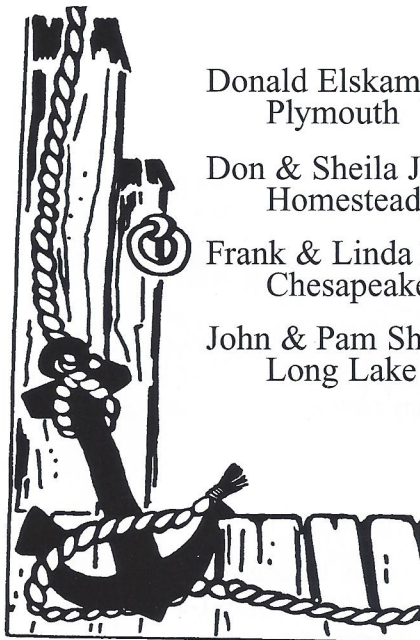
- ☞ 1947 Century 16' Sea Maid  
140 Gray Marine 6 Cylinder  
Dirk & Sharon Gunder  
651-436-1555 (home)
- ☞ 1950 Chris Craft 17' Special  
Runabout K Motor  
Frank Lewanovich  
email: fklewanovich@cs.com
- ☞ 1960 Chris Craft 25' Cavalier  
Express Cruiser  
283 Chris Craft V-8  
Gary Baker  
gebaker@attglobal.net
- ☞ 1946 GarWood 17'6" Runabout  
No Engine  
John Bergstom  
218-722-7818/day 218-729-8734/eve  
email: jbnh@earthlink.net
- ☞ 1929 Hacker Craft 26' Triple  
Cockpit  
Kermath Sea Wolf  
1952 Higgins 17' Speedster  
Chrysler M75 6 cylinder  
Jim Aamodt 612-938-1211

- ☞ 1966 Chris Craft 48'  
Constellation  
"Happenstance" Ford 427s, 300 hp  
Gary Nordness  
651-482-1871 fx: 651-486-0603
- ☞ 1957 Herter's 15' Chrome Fiberglass  
Duofoil Flying Fish  
33 hp Evinrude  
Dave Doner  
email: ddoner9289@aol.com.
- ☞ 1958 Century 19' Resorter  
327 cc engine  
Bob Buttery  
612-427-1448  
email: bbutteryk@aol.com
- ☞ 1955 Chris Craft 19' Capri  
GM 350 V8  
Greg Benson bslol@aol.com
- ☞ Late '40s Thompson 12' row-motor boat  
1950 7.5 HP Evinrude Fleetwin  
1959 Thompson 17' Sea Lancer  
lapstrake outbrd  
1960 80 HP Mercury 800  
Andreas J. Rhude  
612-823-3990 email: ajrhude@aol.com

## NEW MEMBER MIXER SATURDAY, MAY 20



## WELCOME ABOARD!



- Donald Elskamp  
Plymouth
- Don & Sheila Janda  
Homestead, IA
- Frank & Linda Margiotta  
Chesapeake, VA
- John & Pam Sheldon  
Long Lake

This is the weekend of the Excelsior Boat Show with booths and activities, a town-sponsored boat show in the water and just plain fun - all day, both days (Saturday & Sunday!) BSLOL will be there with a booth promoting the club and offering our exclusive line of clothing. Regardless of your interest(s) there's sure to be something for you.

At 5:30 p.m., members will meet at the restaurant docks of Maynard's & Bayside for a casual meal followed by a cruise of Lake Minnetonka. If you don't have a boat - not to worry, several members will be there with their boats waiting for you.

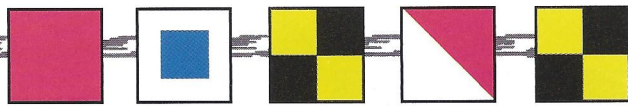
Whether you've just joined the chapter - or have been a member since day one, here's your chance to have a fun day and get to know fellow BSLOLers. You can start your day at 10 a.m. and keep busy until dark. OR ... come any time in between - you choose!

We could use help in the booth, so if you can give an hour or two, that's great! If you plan to be there for dinner, we need to know so we can reserve enough tables.

**Everyone - please RSVP to the HotLine 952-934-9522 by May 11!!**  
**NEW MEMBERS - watch your mail for an invitation**

Let's kick off the boating season together on May 20! If you have any questions, call the HotLine or contact any of the Board Members!  
(See page 6 - Excelsior Boat Show)





# BSLOL



*Introducing our own exclusive line of clothing with distinctive colorful "BoatHouse" embroidery. These items available only through BSLOL!*



C



H



A



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D



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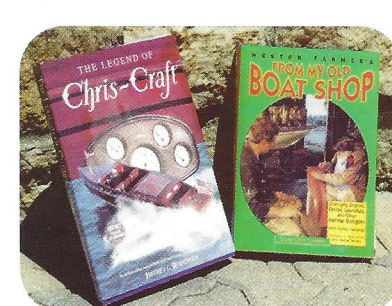
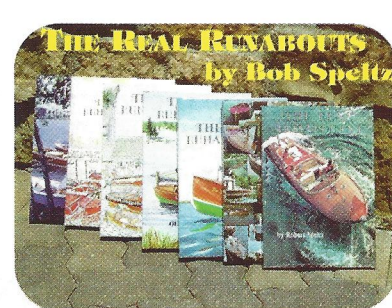
R



Y

- DENIM SHIRTS**  
 Long or short sleeve  
 Boathouse Logo or ACBS  
 Blue Denim or cream color . . . . . \$ 25.00
- SWEATSHIRTS - 12 oz heavy cotton**  
 White, Blue, Black, Gray, Dk Blue . . . . . \$ 25.00
- WINDSHIRTS**  
 L-2XL, Olive, Dk Blue, Cream. . . . . \$ 35.00
- BASEBALL OR BUCKET HATS**  
 Most colors available . . . . . \$ 14.95
- GOLF SHIRTS** . . . . . \$ 30.00

- 
- Cooler - 24 can - red or blue . . . . . \$ 36.00  
 BSLOL Cap . . . . . \$ 14.95  
 Gar Wood Cap . . . . . \$ 14.95  
 ACBS Belt & Buckle - Khaki or blue . . . . . \$ 19.95  
 ACBS Nylon Burgee . . . . . \$ 21.95  
 ACBS Picture Album (small) . . . . . \$ 9.95  
 ACBS Picture Album (100 photos) . . . . . \$ 12.95  
 Century T-Shirt . . . . . \$ 18.95  
 Gar Wood T-Shirt . . . . . \$ 18.95  
 ACBS Golf Shirt (navy, white, wine) . . . . . \$ 34.95  
 ACBS Denim Shirts (short or long sleeve) . . . . . \$ 34.95  
 Chris Craft Golf Shirt (coral, wine, red, white, green) . . . . . \$ 34.95  
 Hackercraft Golf Shirt (white) . . . . . \$ 34.95  
 The Real Runabouts - FULL SET . . . . . \$250.00  
 The Real Runabouts - Volume I . . . . . \$ 24.95  
 The Real Runabouts - Volume II . . . . . \$ 29.95  
 The Real Runabouts - Volume III . . . . . \$ 35.95  
 The Real Runabouts - Volume IV . . . . . \$ 41.95  
 The Real Runabouts - Volume V . . . . . \$ 39.95  
 The Real Runabouts - Volume VI . . . . . \$ 59.95  
 The Real Runabouts - Volume VII . . . . . \$ 26.95  
 From My Old Boat Shop . . . . . \$ 49.95  
 Legend of Chris Craft . . . . . \$ 49.95  
 Legend of Mercury . . . . . \$ 49.95  
 Legend of Johnson/Evinrude . . . . . \$ 49.95  
 Classic Speedboats 1916-1939 . . . . . \$ 39.95  
 Cutwater . . . . . \$ 29.95  
 Speedboat . . . . . \$ 69.95  
 The Wooden Boat . . . . . \$ 27.50  
 A Maritime Album . . . . . \$ 45.00



Call the BSLOL Hotline and leave your request and phone number. We will contact you. Most orders shipped within five days.

612-934-9522 ~ 877-636-3111



**OUTBOARD CORNER**

**"A HAPPY REUNION"**

by Chuck Petersen

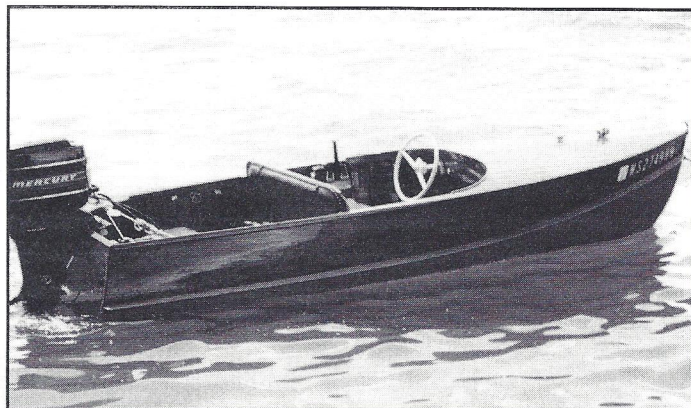
How many club members still own their first boat? First outboard motor? I am lucky enough to have both, a 12' Larson cedar strip and 5 hp Johnson reviewed in a previous article. Being all of eleven years old, the little Johnson was a good fit for me; easy to start, reliable, and not powerful enough to get into trouble. Two years later, I needed the power! I could only gaze at the beautiful oak dash and white Attwood steering wheel from afar as I operated the little model TD from the back seat. After a long winter of subtle encouragement, my dad came through with the subject of this article, a beautiful, slightly used, 1969 Merc model 200, 20 H.P.

I consider this fine machine my first "real motor." No, not because it's a Mercury! This was the real thing - remote controls, shut-off switch and steering wheel! I will never forget the feeling of hitting full plane in a boat that handles like a sports car but had never been above 10 mph.

The Merc model 200 traces its roots back to the first two cylinder models released just after WWII by Carl Kiekhaefer. The 20 CID model kE7 Lightning was released in 1947. Future upgrades would include the KG7 "Super 10" in 1950, Mark 20 in 1953 and Mark 25 in 1956. In 1958 the block displacement was increased from 20 CID to 22 CID Mark 28. The "Mark" model distinction was replaced in 1960 with the Merc 200 (rated 22 hp). Additional milestones included all black paint scheme in 1963 and shock

absorbing rubber mounted cowlings in 1965.

When I started competitive racing in 1983 the Larson was still my "pleasure craft" of choice. By 1987, I felt a more period-correct green 1957 Mark 25 looked better and retired the faithful Merc 200. I eventually sold it to a neighbor in a package deal including a Dunphy molded plywood hull. As the years passed, I slowly realized how dumb this move was. We recently restored a 1969 G.W. Invader 10' for our son, Nicholas. What a perfect match! Oh, well...A close family friend came to the rescue this December when a visit to the local marina revealed a box of parts, resembling a Merc 200, in a shop corner collecting dust. Apparently the motor had not been fired in years and needed new bearings and seals. Since the marina was insolvent, the abandoned box of parts was there for the asking. To my complete surprise, I was reunited with my first "real" motor. I could hardly hide my excitement when loading the bits and pieces into my truck. A complete rebuild is to follow. I have time; Nick is only four years old. A progress report will follow, including tips on short-block detailing. My best to all at BSLOL. And a special thank you to Big Bob and Todd Warner for their help in my dad's search for a cruiser.



1948 Larson 12' Speed Runabout

**CAPTAIN'S CARGO  
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PORT OF EXCELSIOR  
EST. 1990

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www.villagechev.com OF WAYZATA CHEVY TRUCKS LIKE A ROCK

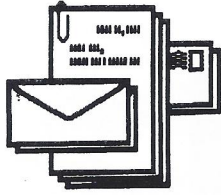
A Wayzata Auto Center Dealer!

In the Wayzata Auto Center - Only 2 Miles West of Ridgedale on Hwy 394

## 2000 BoatHouse COMMERCIAL AD RATES

Ad Size	Rendezvous OR Boat Show	Both Shows	All Issues One Year
1/8 page (business card)	\$ 125	\$225	\$ 300
1/6 page	\$ 150	\$275	\$ 400
1/4 page	\$ 200	\$350	\$ 550
1/3 page	\$ 250	\$400	\$ 650
1/2 page (Black & White)	\$ 300	\$500	\$ 750
1/2 page (Color)	n/a	\$800	\$ 900
Full page (Black & White)	\$ 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



## In Our Mailbag

To friends of BSLOL

We sure miss being part of the club since Michelle and I moved to Phoenix. Please give our regards to everyone and let them know that we delivered twin boys in late February. I have a boat for each of them at this point and hope to acquire a new project for daddy one of these days. I see that the rendezvous committee is in full swing. Good luck to all of you and again, you are all in our thoughts as springtime hits the upper midwest. I entertained the thought of launching the Higgins after we moved out here. I filled the bilge with the garden hose and watched water flow freely through the seams of my plywood hull. It was days later that the run-off slowed to a slow drip. Never got her in the water but it was fun thinking that I would. Again, take care and please include me on any/all email lists that might share with us the boating fun we are missing with all of you. Please share with Rev. Eric, that the vows recited in our wedding really stuck and we never thought we could be so happy. Unfortunately, I had to sell my cruiser before we moved.

Making headway,  
Mike Cwiekowski  
(Mike's email is: mcwiekowski@cdicorp.com -Ed.)

Peggy,

I am a member of the New England Chapter of the ACBS. I caught your display at the Mt Dora show. Your representatives gave me a copy of your December and February issues of the Boathouse. I really liked the Boats in Process article, and was wondering if I could present it word for word to the NE Chapter for use in our Cutwater magazine (of course I would have them use our editor's address)? Actually, with your permission, I wouldn't mind showing that to the Century Boat Club as well. That article represents why I feel I joined a club in the first place. Thank you for your consideration.

Rick Filiu, New England Chapter  
1954 Century Resorter 16' "WUZAREC"  
(Imitation is the sincerest form of flattery. Thanks Rick!  
Feel free to use it. I hope it serves as a good networking tool for your members as well. -Ed.)

"The BoatHouse sure impressed me. It is the best chapter publication I have seen."

Joe Kassmann, Rochester, MI.

## WIDE WORLD OF WOOD

Events of Interest In Other Areas

**JULY 15:** 10th Annual Antique & Wood Boat Show, Long Lake, Wisconsin (715) 354-3333

**JULY 14-15:** 5th Annual Antique & Classic Boat Rendezvous at City Beach, Clear Lake, IA. Participant's picnic on Friday, non-judged show on Saturday. Clear Lake ACBS Chapter. Tom Smidt (515) 823-4310.

**JULY 22:** Annual White Fish Chain Rendezvous, Cross Lake, MN. Moonlight Bay Family Restaurant & Bar. Skipper's Dinner Friday, 21st at 6:30, show time Saturday, 9 am - 5 pm, awards, 3 pm, parade at 4 pm. Contact Dennis Madigan for reservations, 402-331-6235 'til the end of April. After May 1st, call 218-543-6657

**JULY 28-30:** 9th Annual Minocqua Antique & Classic Boat Show benefiting National Multiple Sclerosis Society - Minocqua, Wisconsin Contact Gordon Moore, 727-448-0813 till May 15. After May 15, call 715-356-4218.

**Editor's Note:** Several BSLOL members are planning to participate in this show. If you're interested in joining them, please contact Greg Benson at 612-941-7882 or . (You need not have a boat.)

☞ SEE PAGE 31 FOR MORE ON MINOCQUA SHOW ☞

**JULY 30:** 20th Annual Antique & Classic Boat Show, Arnolds Park, Iowa on Lake Okoboji. Sponsored by Iow Great Lakes Chapter, ACBS. Contact 605-334-1030.

**AUGUST 2-6:** Wooden Canoe Heritage Association Assembly, Paul Smiths, NY www.wcha.org

**AUGUST 5-6:** 10th Annual Classic Wooden Boat Show, Sturgeon Bay, WI - Door County Maritime Museum.-

**AUGUST 26-28:** Wooden Boat Rendezvous, Huron Boat Basin, Huron, Ohio email: mike@mrtelecomm.com

**SEPTEMBER 16-17:** Winona County Historical Society's 25th Anniversary Victorian Fair, Winona, MN. Music, entertainers, food, arts & crafts, children's activities & more in an historic Mississippi River town. Ride the "Julia Belle Swain" steamboat. Admission with button: \$4 in advance, \$6 at the door. For more information, call 507-454-2723.

We enjoyed the show this last summer in Red Wing. We hope to get our 1957 Dunphy down there sometime. .... Enjoy the magazine too! If you ever want to do a Dunphy article, I've got great pix of our boat and a nice story. (Been in our family since new.)

Cal & Connie Dinham, Eden Prairie  
(Thanks for the letter and pictures. I'll know most of the owners and will forward them. Would love the story of your Dunphy! I'm always looking for articles! -Ed.)





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

**WAY  
POINTS!**

**APRIL**

R 22ND SATURDAY TOY & MODEL BOAT SHOW & SWAP MEET  
1501 Hwy 7, Hopkins, MN 8:00 a.m. - 2:30 p.m.  
Admission: \$4 For information, call Paul: 320-231-0384  
BSLOL will be there with club information and merchandise sales.

**MAY**

R 20/21 SATURDAY/SUNDAY EXCELSIOR BOAT SHOW/NEW MEMBER MIXER  
See details on pages 6 & 24

**JUNE**

R 14TH WEDNESDAY CLUB CRUISE NIGHT ON LAKE MINNETONKA  
Details to follow.

**JULY**

R 1ST SATURDAY POKER RUN - DEERING ISLAND, ORONO  
9:30 am Start... 5 locations for poker cards  
Barbeque/Pig Roast - BYOS (Bring Your Own Salad)  
Temporary docks provided by Niccum Docks  
Just Plain Fun!!

R 12TH WEDNESDAY CLUB CRUISE NIGHT ON LAKE MINNETONKA  
Details next issue..

**AUGUST**

R 9TH WEDNESDAY CLUB CRUISE NIGHT ON THE MISSISSIPPI  
Details next issue

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

**SEPTEMBER**

R SATURDAY JAMES J HILLS DAYS  
Details Next Issue

**OCTOBER**

R 8TH SUNDAY FALL COLORS ON LAKE MINNETONKA  
Brunch at Lord Fletchers followed by final cruise of the season

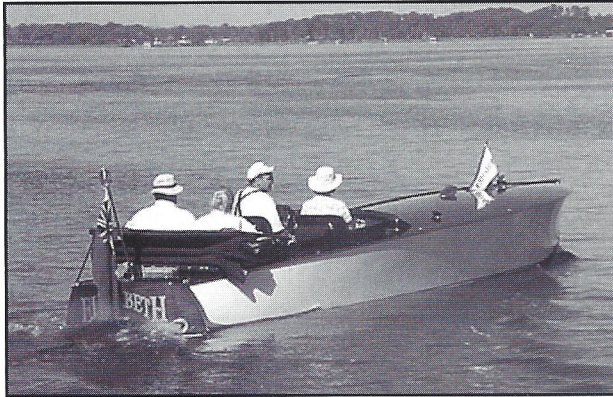
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*Mt. Dora - continued from page 22*

The show officially starts on Saturday and runs from 9 to 4 both Saturday and Sunday. The crowds were very heavy both days. I talked to Terry Fiest, one of the organizers of



1916 28 Ft. Gordon "Elizabeth"

the show, and he estimated the crowd at 35,000 on Saturday and slightly less on Sunday. Throughout the day the Amphicars made very dramatic (fast) entries into Lake Dora via the launch ramp which is right in the middle of Gilbert Park. Periodically one of the raceboats would fire up and roar off across the lake to the delight of the crowds.

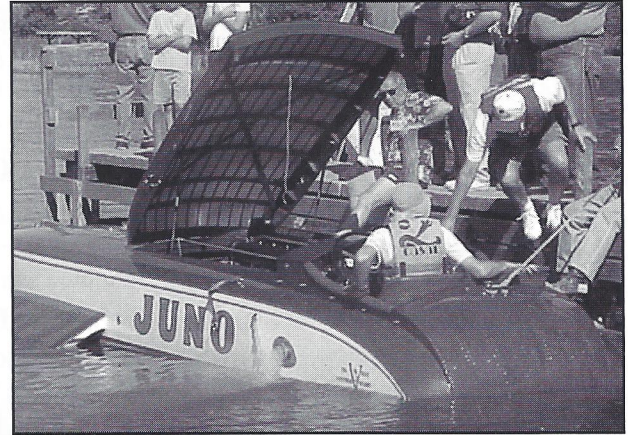
In conjunction with the boat show, the city of Mt. Dora hosts an antique show and flea market in the central business district. The streets are closed to auto traffic and are filled with antiques dealers displaying their treasures. Because the boat show site is only a few blocks from the business district, there is a constant flow of people from one to the other. The boat show is sponsored jointly by the Chamber of Commerce and the Sunnyland Chapter and this arrangement fosters a very cooperative attitude and synergy between the two organizations, making this a city-wide festival.

Saturday evening featured a banquet held in the Beauclaire Room at the Lakeside Inn. While none of the BSLOL contingent attended (it was sold out), there were over 300 in attendance and I understand the food was outstanding. Although this is an unjudged show, several awards were presented, including one from ACBS in recognition of the Mt. Dora show being designated an ACBS Silver Anniversary event. Had it been a judged event, there were any number of award winners among the 140 or so entrants. One particular stand-out was a 1916 28 ft Gordon runabout, "Elizabeth", owned by Lance Wilson of Runabout Restorations in Umatilla Florida, located just north of Mt. Dora. Although this boat is called a runabout, it looks more like a very elegant launch. Lance had just finished this outstanding restoration of a one of a kind boat. Powered by a 4 cylinder, 600 cubic inch Van Blerk engine, the boat was absolutely majestic when underway.

Other memorable boats were a 1932 Ventnor hydroplane race boat, "Juno", with a 1928 Packard 6 cylinder for power and a brand new reproduction Ventnor runabout, "Second Time Around" currently being manufactured by Ventnor Boat Works, Harrison, Tennessee. This was a very high quality reproduction to the exact scale of the original but made of

modern materials and with modern power. In the small cruiser category there was a very nice 1930 27ft ELCO, "Palmetto", owned by Rand and Marianne Speas. These are by no means the only great boats that were at the show, just a few that come to mind.

Thanks to Todd Warner and his many friends and acquaintances in this area, he and I were invited to go for a ride in several other "watercraft" on Sunday evening, namely a relatively new float plane called a Maule and then on a 1942 Grumman "Goose" flying boat. We flew the Maule from Lake Dora to Lake Weir about 30 miles north of Dora and then Todd and I, Steve (pilot of the Maule) and 5 others went on about a 1 hr flight in the "Goose". This plane has been owned for the past 24 years by our 68-year-old veteran pilot



Ventnor Hydroplane Race Boat "Juno"

and host, "Sonny", and prior to that by Alaska Airlines. The "Goose" is powered by two huge smoke belching, oil leaking (as Steve said, "if they're not leaking, it means they're out of oil"), radial engines that had the flying boat airborne in no time at all. Sonny was gracious enough to let each of us take a turn at flying this wonderful old beast and even let Steve do several "touch and goes" on a small river. What a once in a lifetime treat. Eat your heart out Stebbins. (Insert grin, here.) As a final treat for Maureen and myself, Bob Johnson invited us to join him for one day of the St. Johns River trip from Palatka to destinations unknown and a return to Palatka in the evening. That trip will take place as this article goes to print.

A personal note: This boat show allowed us to spend quality time in central Florida and to explore Mt. Dora as a probable nesting spot for the winter months in years ahead. The wooden boat community is certainly alive and well here with much in the way of dedication to the preservation of these wonderful old boats...not to mention communal workshops for future projects.

For more photos, visit our web site at:

<http://hometown.aol.com/maureenval/MtDoraBoatShow.html>

*Maureen and Jerry Valley  
Living on the road....and loving it!!*





**SWEDES READ ABOUT BSLOL**

by Andreas Jordahl Rhude

The word about the Bob Speltz Land-O-Lakes chapter is making waves in other parts of the world. The Swedish language publication "VETERAN BÅTEN" recently carried a page and a half story including photos about the BSLOL display at the Minneapolis Boat Show. The magazine is published at Lidingö, Sweden by the Museum Association for Recreational Boating (Museiföreningen Sveriges Fritidsbåter).

While in the Twin Cities for a business trip in January, Mr. Jan Ölander noticed an announcement for the Minneapolis Boat Show. A boating enthusiast himself, he decided to check it out one evening after he completed his workday. Low and behold, his "hjärta att klappa lite extra" his "heartbeat sped up" once he stepped inside the Convention Center and his eyes came upon 33 foot Baby Gar in the BSLOL display. He never expected to see a gathering of antique and classic wooden boats at the Show.

His article went on to discuss the boats which were in the BSLOL booth. He used materials provided by BSLOL to make a fairly comprehensive description of each boat; its construction including their power unit. He made special note of Dave Doner's lapstrake Lyman Islander being similar to his own boat "Vindo" (window).

Ölander mentioned the BSLOL magazine "The BoatHouse" and the BSLOL website. He was impressed by meeting two BSLOLers at the Show that could speak and understand Swedish, Carl Weiser and A.J. Rhude! Even though they are Norwegians, Ölander stated he could understand them through their odd accents! Eat your heart out Gustavson and Johnson!

All in all, Jan was quite taken aback by the enthusiasm of the antique and classic boaters who put such great effort into bringing such a display to an otherwise all non-wood boat show.



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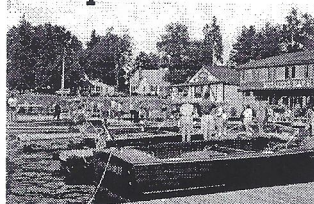


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**Are You**  
*Thinking about*  
**attending MAC 2000?**  
*(the annual ACBS National Meeting*  
*in Mackinaw, Michigan)*  
**If you are, would you consider**  
*making the trip as a group?*  
**To find out more,**  
*call the BSLOL HotLine*  
*and leave a message.*  
**We'll get back to you.**

**9th Annual Minocqua  
Antique & Classic Wooden Boat Show**

July 28-30, 2000  
Bosacki's Boathouse  
Minocqua, Wisconsin



Benefitting



Join us in the beautiful "Island City" of Minocqua in Northern Wisconsin! "Woodie" cars welcome, too! No public admission fee. Tour over 4000 acres of connecting lakes on the Minocqua chain.

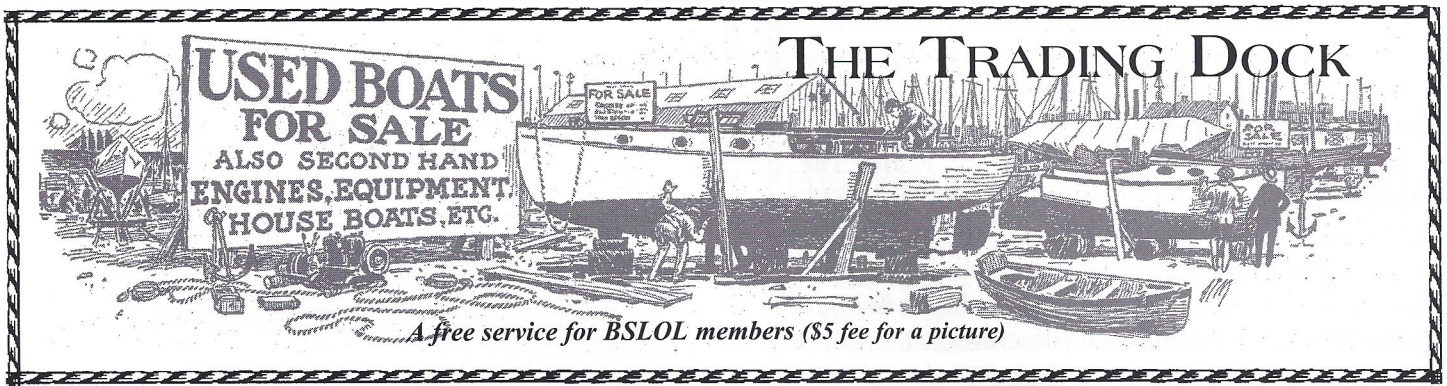
- Friday, 6:30 PM  
A wooden boat parade on Lake Minocqua kicks off the Min-Aqua Boat water ski show
- Saturday, 8 AM - 4 PM  
Boat & car viewing, concessions, People's Choice voting, live music
- Sunday, 8 AM - 2 PM  
Boat & car viewing, concessions, Skipper's Choice voting, live music
- Sunday, 1 PM  
Awards Ceremony

Sponsored by the  
Minocqua-Arbor Vitae-Woodruff Area  
Chamber of Commerce

For registration information:  
1.800.446.6784  
[www.minocqua.org](http://www.minocqua.org)



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(M0200)

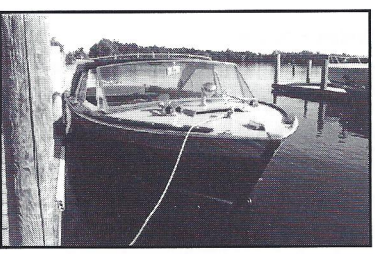
**WANTED** ~ Looking for a part of family history. **AQUA KING WOODEN ROW BOAT**, manufactured in Mpls by Leonard Siewert between 1940-45. The boats have an anchor plate that reads "Aqua-King Boats Model-F made in Mpls by Siewert & Son." ANY INFORMATION will be welcomed. Please call Rick Siewert at 612-721-4456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

**1942/97 CHRIS CRAFT 19' BARREL BACK** - Multiple award winner. 100% cold molded construction. Leather interior, MBL engine (47mph). Includes custom tandem axel torsion suspension trailer and two waterline covers. Serious inquiries only. See cover photo, this issue. 612-472-3687 day or eve. (M0400)

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

**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)

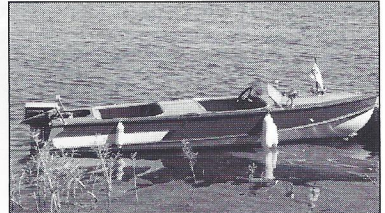
**1965 CENTURY CORONADO 21' M 65/65** All original, loaded w/options. Hull in excellent condition. 371 hrs on Buick/Gray 401, 280 hp motor, trailer, cover included. Call Dan 651-642-4355 or 612-546-7102 (M0400)



**FOR SALE** - SS rub rails for Chris Crafts, prop 13x14 LH Michigan, shaft 1x48 Monel, shaft strut, cruiser rudder, bow pulpit, boarding steps, copper exhaust tubes, exhaust hose, cast exhaust tubes. Call Fred @ 927-9629 (M0400)

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

**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)



**1956 LARSON FALLS FLYER** 25 hp Evinrude Big Twin, Tee-nee trailer. Fun as is, but should be restored. \$3,500.<sup>00</sup>  
Call Steve at 715-394-4481 Fax: 715-394-3288 (M0400)

**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 after June 1. (M0699)

**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)

**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 LONESTAR 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 restorers: good winter budget-priced boats. Call for accurate description. (M1299)  
 DON JOHNSON - PHONE: 319-393-2561 OR FAX: 319-378-0797.

**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)

Trading Dock - continued on page 33





Trading Dock - continued from page 32

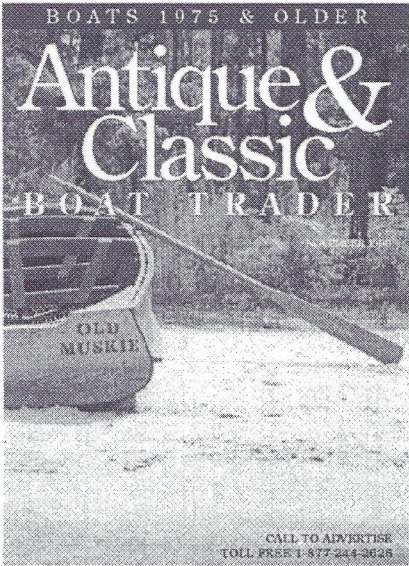
**1940 CHRIS CRAFT 17' BARRELBACK** - exceptional original boat. Award winner. Offers.\*  
**1958 CHRIS CRAFT 18' CONTINENTAL UTILITY** - Ivalite KFL 6 cyl. Nice original - water ready \$9,500.\*  
**1947 CHRIS CRAFT 16' UTILITY** - nice original-user boat with trailer \$5,950 \*  
**1951 MERCURY 18' 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)

**1931 CENTURY 16' SEA MAID 30** - 4 cyl Gray, a piece of history, very restorable, with trailer. \$3,750  
**1957 CHRIS CRAFT 15' CAVALIER UTILITY** - Hull V-15-790, 60 hp model A CC engine, it's all there, with trailer \$1,750 Pete Allen, Milaca, MN 320-983-6211 (M0400)+-

**1957 CHRIS CRAFT 17' CAVALIER RUNABOUT** - CC KFL, 131 hp with trailer. Needs woodwork. Excellent first time restoration project - \$7,500.  
**1948 CHRIS CRAFT 17' DELUXE RUNABOUT** - Rebuilt CC K, 95 hp engine. Amateur restoration with trailer - \$11,000 Dave Watts 320-393-3370 (NM0400)

  
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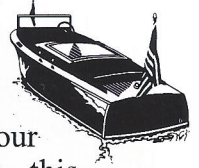
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## JANUARY, FEBRUARY, MARCH... Classic Boat Calendar, 2001

BSLOL is in the planning stages of developing its own members' boats calendar for 2001.

From now until September 1, 2000, we want you to send us a picture of your classic boat to be considered for our own 2001 calendar. The chapter will promote the calendars' sale through our members. Specifics required for this program are:



- ☞ Photo must be in color and of good quality.
- ☞ A negative must be available for future printing needs.
- ☞ Your boat photo may include people.
- ☞ May be more than one boat and in any setting.
- ☞ You must be a current member of ACBS and BSLOL.
- ☞ You may use a professional photographer.

All entries will be reviewed by a committee and twelve photos will be selected for our 2001 calendar. Look for more details in the June and August issues of *The BoatHouse*. Direct questions to Greg Benson at 612-941-7882.



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 and start shooting!!

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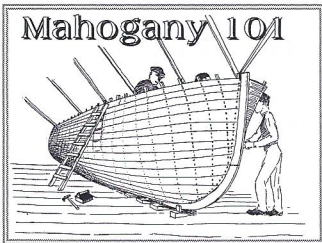
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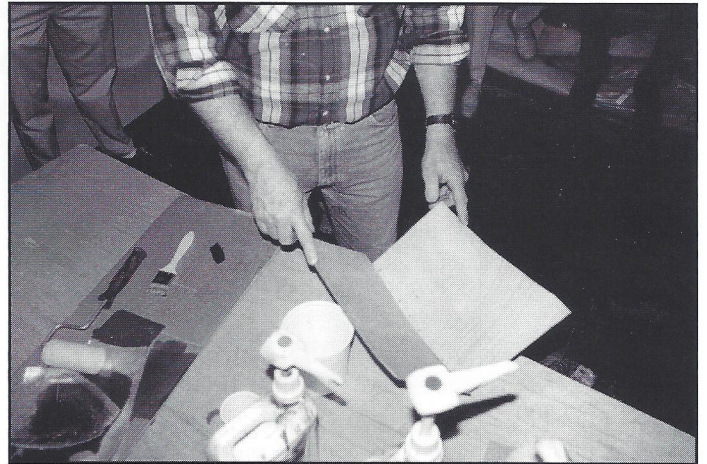
P.O. Box 392, Traverse City, MI-49685-0392



# WINTER EDUCATIONAL WORKSHOPS

**SATURDAY, MARCH 4TH**  
**Topic: Working With Epoxy**  
 Conducted by Dale Hedke

The final two winter workshops were held in March. Both were very well attended and extremely informative. Our thanks to Dale Hedke of "The Boathouse" in St. Paul and Dan and Diane Nelson for coordinating all the workshops and allowing the use of Dan's facility.



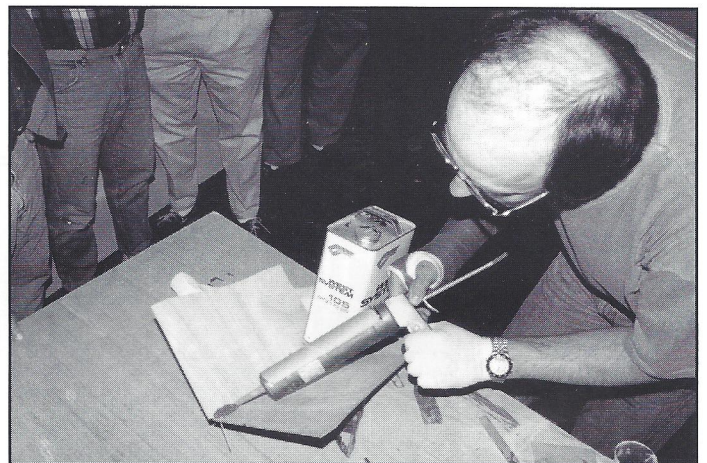
Bob Buttery demos Epoxy stitch & glue seams.



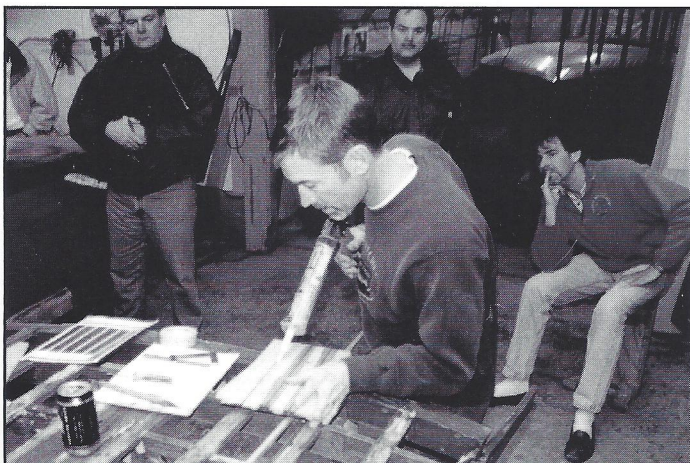
Dan Nelson explains deck construction methods. He is using a bow section to show battens, king plank, breast hook, etc.

**SATURDAY, MARCH 25TH**

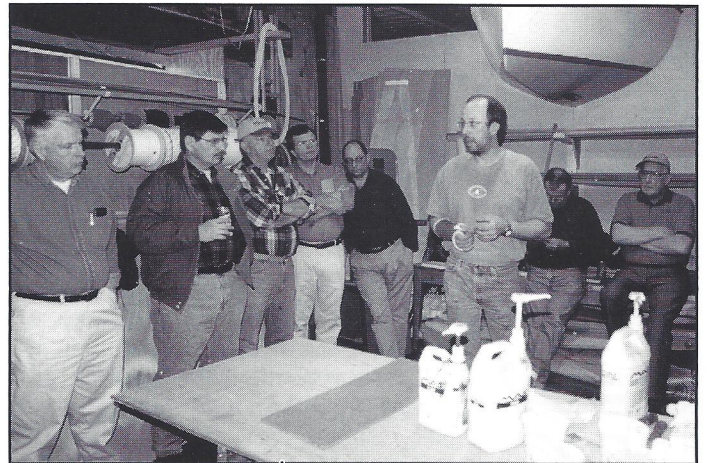
**Topic: Deck Construction**  
 Removal, cutting new deck planks,  
 installation and striping.  
 Conducted by Dan Nelson



Dale Hedtke puts Epoxy into the seam.



Dan shows the push technique of filling deck seams with polysulfide rubber compound



Dale explains Epoxy mixing and filling techniques.

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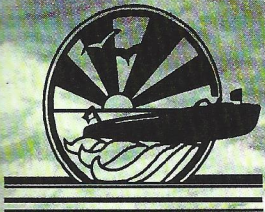
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# Ski-Safe thinks your boat insurance policy should be built along classic lines, too.



"At Bristol Classics Ltd., we take great pride in restoring the greatest antiques afloat. I've learned that no insurance provider understands the importance of superb customer service and the *increasing* value of a boat under restoration better than the people at Ski-Safe. I'm proud to recommend classic boat insurance from Ski-Safe to my clients!" – F. Todd Warner

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.

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

Just call Ski-Safe at 800.225.6560. We're the exclusive agency for the Chris-Craft Antique Boat Club insurance program. And we'll be glad to give you more information on policy coverages, a price quote, and even instant coverage.

Remember, the number is 800.225.6560. The underwriter is CIGNA Property & Casualty. And the protection is just like your boat. Incomparable.

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