

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

Antique & Classic Boat Society

# BOATHOUSE

**RENDEZVOUS 2000 PROGRAM ISSUE**

**Vol. 23 No. 4**  
**August 2000**



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



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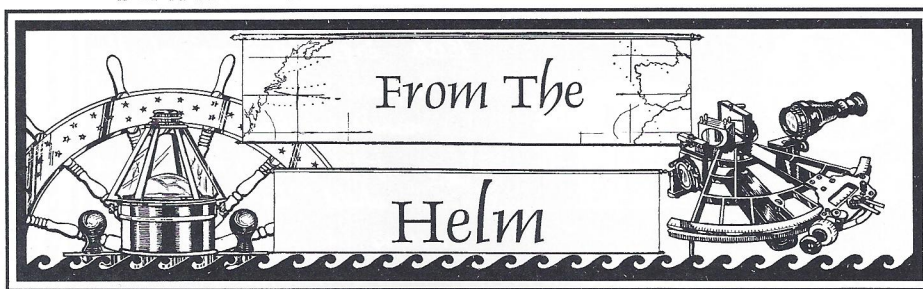
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Welcome to the 25<sup>th</sup> Antique & Classic Boat Rendezvous brought to you by the Bob Speltz Land-O-Lakes (BSLOL) Chapter of the Antique & Classic Boat Society (ACBS). This show is our feature attraction of the year and represents 25 years of educating the public on the importance of preserving the heritage of wood boating. This year we also celebrate the 25<sup>th</sup> anniversary of the ACBS. This show is one of eleven designated anniversary shows. Many of the shows nation wide are going all out for this milestone year. We are no exception!

Over the years, this chapter has grown to 440 members. We are one of the three largest of 44 in the Society that includes over 6000 members from the U.S., Canada and Europe. Minnesota has a rich history of wood boating. Of the more than 100 boat companies in Minnesota, 35 were or are manufacturers of wood boats since the turn of the century.

This weekend, you will see some of the finest original and restored boats in the country that include both wood and classic fiberglass. As you tour, follow along with your list of boats to get an idea of the history you are looking at. Many of the boats were restored in the local area by professional shops and private owners.

This year's Rendezvous has the addition of other preservation societies and their local chapters' displays including some of the finest preserved and restored outboard motors and boats from the Outboard Motor Club of America, and many cars and motorcycles from other local chapters. They are a great addition to the show and you will love them as much as we do.

I would like to thank the following sponsors for their generous contributions to this year's show: SkiffCraft, 3M Marine, Gray's Bay Marina, Tonka Bay Marina, Blue Lagoon Marine, Toro Company, and Truxstor. We are enthusiastic about advertising and getting the word out to the public about the generosity of the sponsor group. It shows that they care about the importance of our heritage in the local area.

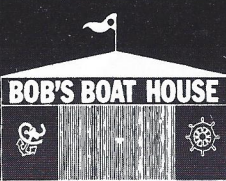
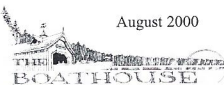
We would also like to acknowledge the support of Treasure Island Resort and Casino for the third year. The show continues to expand and has been a great success in accomplishing our mission in preserving the past.

Our thanks to each of the vendors participating in this year's Rendezvous. Be sure to stop by all the tents and check out their merchandise.

Thanks for coming to the show. We hope you enjoy yourself and have a safe boating season. Look for us on the lakes and rivers of Minnesota, Wisconsin and Iowa, the web at: [www.acbs-bslol.com](http://www.acbs-bslol.com), or give us a call on our hot line to get involved. The next time you see a rotting boat on the side of the road for sale, buy it! You'll be creating a little excitement in your life and at the same time you'll be preserving the wonderful heritage of wood boating.

*Greg Benson*

BSLOL President



*Bob Speltz, one of the chapters founding fathers and namesake, had always been fascinated by boats. As a child, he remembered pressing his nose against the glass of the showroom windows to see the newest GarWood or Chris Craft on display. A former social studies and economics teacher, he became ill with kidney disease in 1972 and was forced to quit teaching. He turned to writing and research as a relaxing way to spend his spare time. In 1977, Speltz authored and published his first book, "The Real Runabouts," an anthology on the history of the inboard runabout from its inception and the first of its type ever written. Bob completed seven volumes and these have become one of the prime references of both amateur and professional wood boat enthusiasts.*



## A Brief Background

The national Antique and Classic Boat Society (ACBS) was founded on January 25, 1975 by Ray Nelson in Lake George, NY. In 1976, the *Land-O-Lakes Chapter* of the ACBS was formed in Minnesota. In January, 1994, the official name of the chapter was changed to *Bob Speltz Land-O-Lakes Chapter* (BSLOL) to honor one of our founding members for his tremendous contribution to the documentation and preservation of the history of antique and classic boats. The members have an interest in antique boating and the organization promotes the use, restoration, and display of their vintage pleasure craft. Sailboats, canoes, rowboats, outboards, cruisers, runabouts, utilities, and even working craft that are now used for pleasure are all represented. The ACBS has classified boats built prior to 1919 as *historic*, boats built prior to 1943 as *antique*, boats made of wood and over 25 years old as *classic*, and wooden boats newer than 25 years as *contemporary classics*. There is also one-of-a-kind or copy of an existing boat which is classified as a *replica*. Vintage boats that don't fit into these categories are classified as *special interest*. The most recent class addition is *classic glass*, which includes boats made of fiberglass that are 25 years or older.

The intent of the ACBS is to bring interested individuals together to share the lore and experience of antique and classic boating while preserving the boats for the future. Membership in the national ACBS includes a directory, a quarterly publication called "Rudder" with classified ads, list of boat shows around the country, educational programs, a ship's store for ID items, meetings, and boat-judging standards. As a member of the local chapter, you are afforded the opportunity for discounts from local and national vendors. Ownership of an antique or classic boat is not required for membership - just an appreciation.

Currently, the ACBS has 44 chapters with approximately 7,000 members throughout the world. The Bob Speltz/LOL Chapter has over 700 members who reside mostly in the Minnesota and western Wisconsin area. We publish the award-winning magazine, *The BoatHouse*, six times a year, display our craft at the Minneapolis Boat Show, and hold restoration workshops. Monthly meetings vary between social, technical, and the continuation of heritage of antique and classic boating. Our focal event is the annual Rendezvous which is held in August. This event has earned a reputation for being one of the premier shows in the country, with more than 100 antique and classic boats in the water and displays on land.

The BSLOL is committed to the preservation and enjoyment of the antique, classic and special-interest watercraft of all types, both powered and non-powered. We dedicate ourselves to this commitment by:

- ✦ promoting the public display and use of our boats.
- ✦ acting as an information and skill resource for our members.
- ✦ providing social activities of interest to all members and their families.
- ✦ acting as an historical repository for boating-related information.
- ✦ providing value to our members in the form of education, merchandise and service discounts, technical sessions and subject-matter experts.
- ✦ governing ourselves in a manner that promotes a positive image for our chapter and boating in general.
- ✦ promoting boating safety in all our activities.

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## ON OUR COVER

From a Dodge Boats Ad in "Fortune" magazine, (circa 1931)

"Enjoy a shifting scene of adventure as thrilling as any movie melodrama and enjoy it with as much security and comfort as from a theatre seat. Dependability is as much a part of every Dodge Boat as its genuine mahogany planking and oak-ribbed sturdiness. Even the smallest Dodge is made with a double-planked bottom, yet this high quality is not high-priced. The world's largest motor boat plant can produce fine boats at costs so low that they are priced within the reach of all who can own a motor car. Write for the Dodge catalog that illustrates and describes all Dodge Boats lengths from 16 feet to 28 feet, speeds from thirty to forty-seven miles an hour, and prices from \$1095 to \$5795."

Horace E. Dodge Boat & Plane Corporation

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

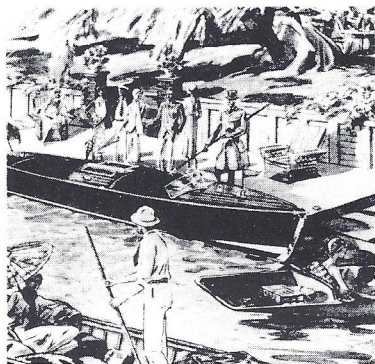
# F. Todd Warner - We Salute You

## ATTENTION!

presenting  
The  
1st Annual  
Lake Minnetonka

**NOTICE:**  
To The Public  
At Large

For the first time to the general public, a glimpse of a boating era gone by. Featuring such old classics as a 1915, 27' Dawcett, "Rum Runner", a Canadian built boat originally powered by a 12 cylinder Scripps airplane engine; and used to run rum across the border to Detroit during prohibition. A 1930, 30' Hacker Craft, custom built for the Fitzgerald family of Chicago; a



**NOTICE:**  
To Antique & Classic  
Boat Owners

Let it be known that this rendezvous is open to both power and sail, big and small. If you own an antique and classic boat whether it be a rowboat or a cruiser, you are invited to attend. Trophies will be awarded for the enthusiast who has come the furthest distance, for the oldest boat, and of course for the bathing suit contest. It promises to be fun for all. Pre-registration is requested before August 13. A pre-registration fee of \$10 for the skipper and his boat, plus

## Antique and Classic Boat Rendezvous

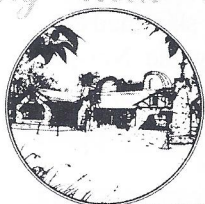
boat which spent its entire life on Lake of the Woods. A 1937, 27' Chris Craft dual cowl runabout, custom built for Charlie Ward of Brown and Bigelow. One of the original Excelsior Amusement Park ride boats. Antique sailboats, canoes, rowboats, and much, much more.

Sat., Aug. 21 - Festivities will begin with an Antique and Classic Boat parade starting at Lord Fletchers at precisely 12:00, high noon. The parade will pass in review for on land viewing at the following points and approximate times: 12:15 Lafayette Club; 12:30 Wayzata Docks; 12:45 Minnetonka Yacht Club; 1:00 Excelsior Municipal Dock (note to camera buffs - this will be a fly-by under full power); 1:15 Big Island Channel; 1:30 The Narrows; 1:45 Spring Park; 2:00 Mound; 2:15 Seton Channel. The boats will then return to Lord Fletchers and be on continuous display for the rest of the day.

Sun., Aug 22 - Boats on display throughout the day. Entertainment and at 2:30 a pre-1940 bathing suit contest, open to the public both men and women; so look in the attic for a winner.

August 21 • 22

being held at



Lord  
**Fletchers**  
OF THE LAKE

sponsored by

inland  
**Skipper**  
and  
magazine

**F. TODD WARNER**  
Antique and Classic Boats

an additional \$2.50 extra for each adult in the party, entitles you to participate in the First Annual Lake Minnetonka Antique and Classic Boat Parade, a copy of INLAND SKIPPER MAGAZINE, admittance to our group picnic on Big Island (for which we will provide the beer) and Sunday brunch at Lord Fletchers. Registration on the morning of the meet will be \$12.50 plus \$3.00 for each additional adult. The program includes:

Sat., Aug. 21 - Registration at Lord Fletchers from 9:00 am to 10:00 am Buy-Sell-Swap from 10:00 - 12:00. Parade around perimeter of the lake from 12:00 - 2:30. Picnic on Big Island from 2:30 - on.

Sun., Aug. 22 - Sunday brunch at Lord Fletchers at 10:00. 12:00 registration for Upper Midwest Chapter of Antique and Classic Boat Society. Judging for the pre-1940 bathing suit contest at 2:30. Fare well toast later in the day.

Please send \$10 registration fee, plus additional \$2.50 for each adult to F. Todd Warner, 6033 Cherrywood, Mound, Mn. Include with your application the year, type, length, and condition of your craft. Final application decisions will be made by the events committee.

Overnight camping facilities are available on Big Island. For additional information contact Todd Warner at 612 472-4192 or Jim Hauptman at 612/831-0717.

What can you write about F. Todd Warner? It's all been said before - or has it?

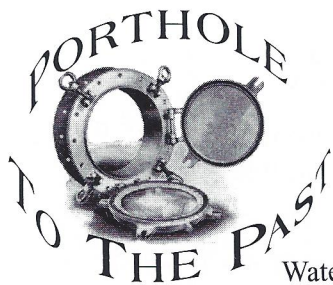
Todd was one of the founders of the first Antique and Classic Boat Show on Lake Minnetonka in 1976. This event has blossomed into the Bob Speltz Land-O-Lakes Antique & Classic Boat Rendezvous, currently taking place at Treasure Island Resort and Casino near Red Wing.

That first show in 1976 was the brain-child of Todd Warner who rode around Lake Minnetonka putting notices of the event in any and all of the old woodies he could find. One of those to get the flyer was John Kinnard. He brought his Chris-Craft Continental to the event and was hooked.

Later that winter John and Todd and a few others met at Lord Fletcher's and established the Land-O-Lakes chapter of the Antique & Classic Boat Society. Todd was elected president!

Another instigator of the group was a man destined to become a household name in the antique and classic boating world: Mr. Bob Speltz. Todd has been an ardent supporter of the Bob Speltz Antique & Classic Boat Rendezvous from that first show a quarter century ago. He is in a unique position, with his Mahogany Bay (formerly Bristol Classics), to be able to bring some show-stopper boats to the event. He has always gone "the extra mile" to make certain the Rendezvous is successful.

*So we salute you,  
F. Todd Warner,  
for your past contributions  
to the success of the  
Rendezvous and for your  
continuing support.*



## MINNESOTA - BIRTHPLACE OF WATER SKIING

by Andreas Jordahl Rhude

Water skiing seems so natural to those involved with boats and water activities. Who would think that this sport would have to be "invented?" That's exactly what happened in the summer of 1922. Lake City, Minnesota resident, Ralph Samuelson, slapped a pair of wooden boards to his feet and was pulled out of the water behind a power boat. Lo and behold - a new sport was discovered.

It wasn't quite that simple, however. Eighteen-year-old Ralph got the notion in his head that if one could ski on snow, why could one not also ski on water? An enterprising Scandinavian idea! So he started experimenting. His first attempt at skiing on the water's surface was with snow skis, believe it or not! Failure ensued. He changed tactics.

His success came after he steam-bent the ends of two nine inch by eight foot boards to form skis with curved tips. This, like a snow ski, would keep the front of the planks from digging in. Viola! It worked! The world's first water skier plied the surfaces of Lake Pepin at Lake City on the second of July, 1922. He was pulled by a 24-foot boat powered by a 24 horsepower inboard motor. For the next fifteen years, Samuelson put on skiing exhibitions at Lake City and other areas, including Florida.

Samuelson, the consummate pioneer, was the first to ski-jump in 1925. He covered a half-submerged raft with lard from a local Lake City butcher shop after several failed attempts without the lubricant. The same summer, he was the first to fly on skis. He was pulled on the surface and then above the water behind a restored World War I Curtiss flying boat on Lake Pepin at a speed of 80 MPH!

Mr. Samuelson skied his final run in 1937. While helping to construct a boat livery in Florida that year, he broke his back when a construction failure toppled the roof onto him. He eventually settled down as a turkey farmer at Pine Island, Minnesota, succumbing to cancer in 1977.

For many decades, there was controversy as to the originator of the sport. One camp credited the French along the Riviera as the first. Fred Waller of Long Island, New York patented "Akwa Skees" in 1924 and was also credited with inventing water skiing. It took years before the truth was brought to light and accepted. The American Water Ski Association officially recognized Lake City as the birthplace of water skiing in 1966, attributing Samuelson with the founding of the sport.

Ralph never gave it a second thought that he did anything extraordinary until the 1960s. He was just having fun.



Evie Wolford from 1950's  
Water Ski Instruction Manual

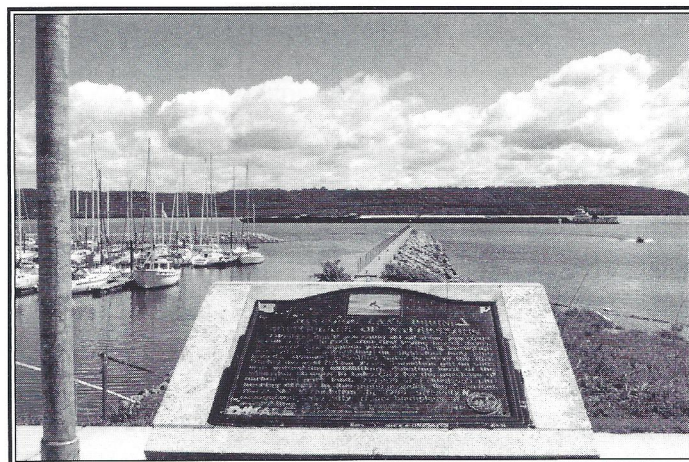
It wasn't until a St. Paul reporter stumbled upon his story in 1963 that the research into the true origins of the sport took place. He attending the ground breaking ceremony for the new *Water Ski Hall of Fame* in Winter Haven, Florida in 1977, where he was honored. As soon as he returned to Minnesota, his cancer got the better of him and he passed away.

The American Water Ski Association was established in New Jersey in 1939. The first National Water Ski Tournament took place that year at Jones Beach, New York with Bruce Parker taking home the trophy.

Skiing on the water was becoming quite popular by the fifties. Capitalizing on this surge were companies like Evinrude, the outboard motor manufacturer. What a good ploy to market their engines. They published their "How To" *Book of Water Skiing* several times during those years. It discussed the equipment needed from a boat and motor, Evinrude of course, to skis and tow ropes. It gave basic instructions with illustrations for the beginner right up through the expert.

On the 26<sup>th</sup> of May, 1953, Mr. Frankie Beddor set the world's record for non-stop distance covered on water skis. He skied from Memphis to Greenville on the Mighty Mississippi, a distance of 229 miles. The elapsed time was 9 hours and 10 minutes. He skimmed over the water on *Ski Antics* skis, manufactured by the Nor-Craft Marine Division of Northwest Plastic Company, St. Paul (for more on Nor-Craft Boats, see the June 2000 issue of *The BoatHouse*, page 5).

*Water Skiing - continued on page 7*



Plaque in Lake City, MN commemorating the birth of water skiing.

*Water Skiing - continued from page 6*

The Ski Antics Water Ski School operated on Cedar Lake in Minneapolis in the late fifties. They used Ski Antics skis and a Nor-Craft fiberglass boat pushed by a Scott-Atwater 33 horsepower outboard motor. All were Twin Cities area businesses. "Anyone can water ski" was their motto. This was proven by 14 year old skier Bobby Ellis, who only had one leg, and by totally-blind skier, Johnny Ross. The club even had their 165 pound mascot, "Rowdy," the Great Dane, up on skis! The club was a non-profit cooperative venture of the Minneapolis Park Board and several charitable organizations.

Is it not interesting that water skiing came about in the north where summer only lasts several months? It wasn't perfected in a year-round warm spot such as Florida. As time went by, the name Cypress Gardens became synonymous with water skiing. Who amongst us hasn't had a Florida holiday that included a stop at Cypress Gardens to witness a water ski show? Cypress Gardens also became a renowned name for water ski manufacture. This Florida hot spot also became the birthplace of collegiate ski tournaments when Samuelson's cousin Stew McDonald, organized and participated in a tourney around 1948. Florida colleges were the only ones involved at that time; however, it grew to include schools from around the nation.

Wood, naturally, was the first material to be used to make water skis. Northern white ash became the species of choice for its toughness and shock absorbing characteristics. Most baseball bats were made of ash for these same reasons.

Some ski makers made snow and water skis. Northland Ski Manufacturing Company of St. Paul, Minnesota was one. I learned to downhill ski on a pair of their snow skis! They had various water ski models from trick skis and jumping skis, to banana slalom skis for experts, round saucers, and aqua planes as well as beginner skis. They also made the rubber bindings, tow ropes and handles. Water ski

champion Warren Witherell designed them.

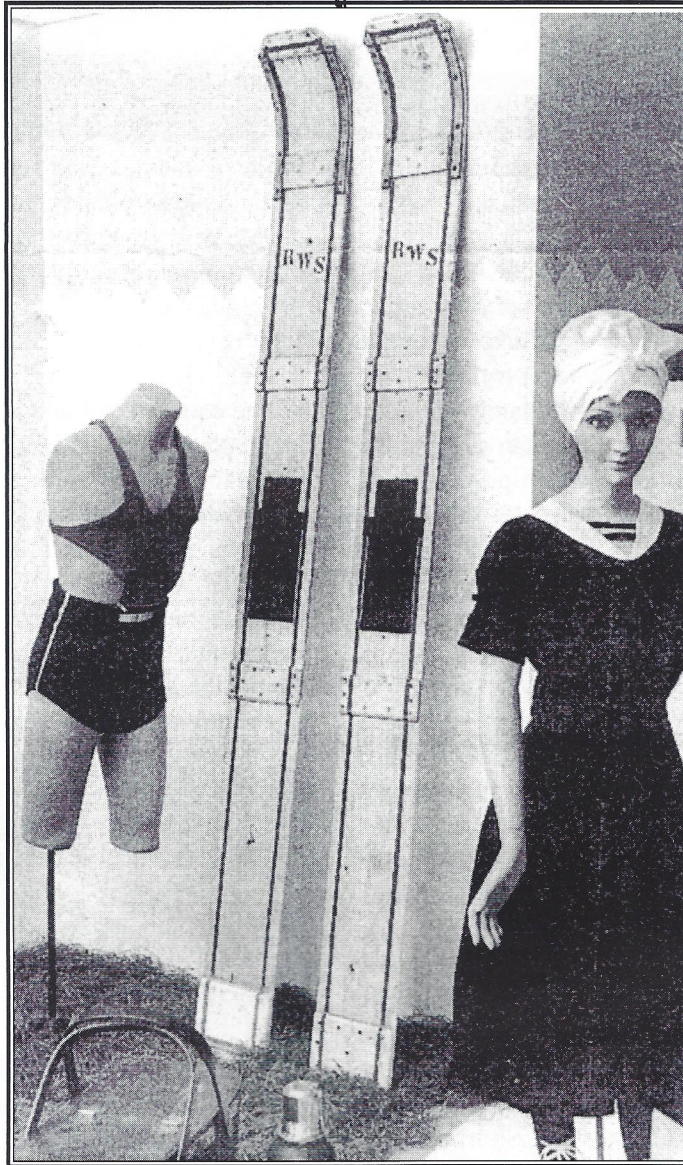
Northland claimed that you needed a minimum of a 22 HP motor for easy skiing! The greater the horsepower, the simpler it was to plane out of the water. At about the age of six, this writer learned to ski behind a 12-foot Thompson car topper boat powered by a 6 horsepower Mercury motor. Oh, by the way, the skis were Thompson too!

The Thompsons, never ones to be left out of an act, began to make wooden water skis around 1946 at Woodruff, Wisconsin. Roy H. Thompson, son of Chris, got the ski

works up and running. By 1956 he was joined by his brother Grant. They moved to a newly constructed factory in Crivitz, and incorporated as Thompson Skis, Inc. In 1962 they were making 80,000 pairs of skis annually and selling them to Montgomery Ward along with fifteen other retailers. They also sold skis under the Thompson brand name, claiming to be the world's largest exclusive water ski maker at that time. They sold skis in 27 countries with South Africa, New Zealand, Australia, the Bahamas, Norway, and Sweden being the big buyers. Thompson also made its own bindings, including the aluminum connecting plates, tow ropes, cast aluminum fins, surfboards, and round disks they called "sassy saucers."

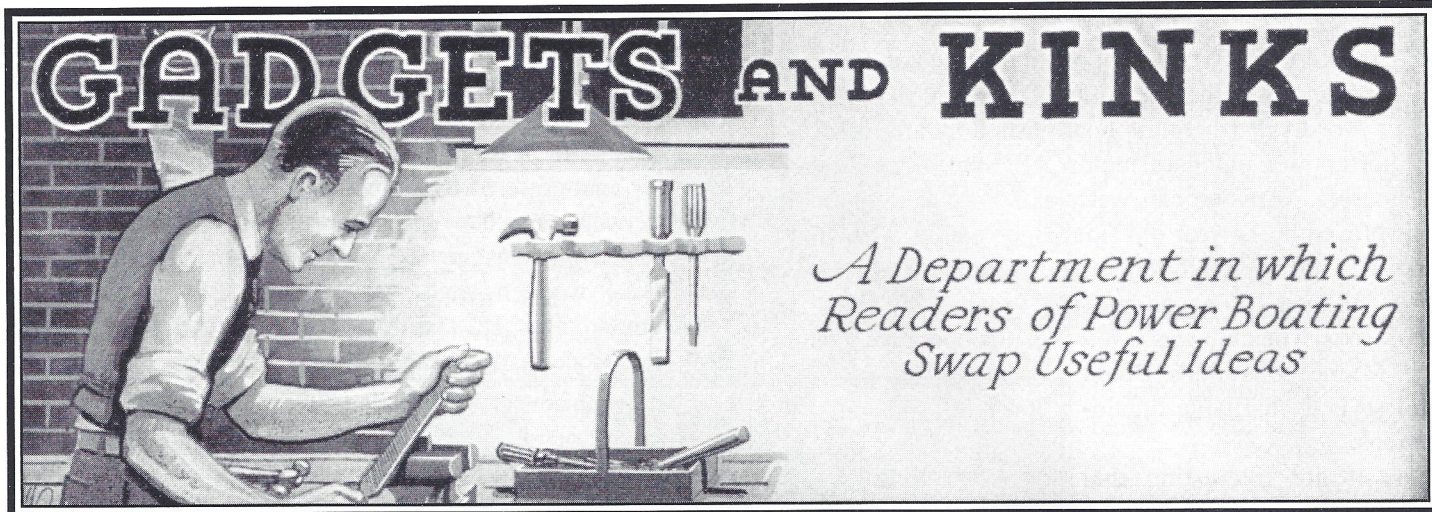
The Thompson ski factory employed up to 75 workers at the height of production. Grant became sole owner of the ski operation in 1971 and he sold out to Medalist the following year and it became Medalist-Thompson Skis. During the seventies, they made skis which were sold

under brand names Medalist Cut'N Jump, AMF Voit, White Bear Skis, Pan Pacific, Taperflex, in addition to Medalist-Thompson. Ten years later, in 1982, Wellington Puritan Mills acquired Medalist Thompson and the ski works became the Cut'N Jump Division of Wellington Leisure Products. A few wooden water skis continue to be made at the Crivitz facility to this day.



*From a display at the MN Historical Society collection...what are thought to be the original skis used by Samuelson in the 1920s*

*Water Skiing - continued on page 12*



**WHO'S AFRAID OF A LITTLE RABBIT?**  
(or Are You Man Enough to Make the Cut?)  
by Sherwood Heggen

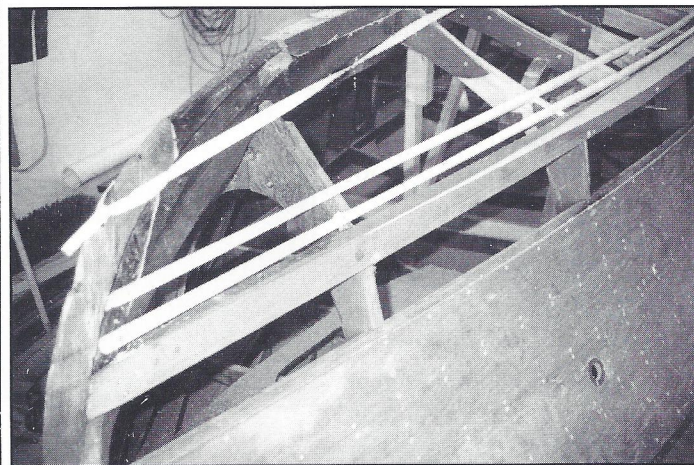
To the amateur boat restorer, there are some very intimidating restoration tasks. To be sure, many are scared off by the fear of getting in too deep and therefore never trying. Or the task is far beyond their ability and unfortunately abandon the project and sometimes destroy, rather than restore, the boat. Now, you all have been admonished in past columns of Gadgets and Kinks to not get in over your head in a restoration project. The following is also advice that has been given. Know your abilities and then challenge yourself to use those abilities to greater advantage. This time we are going to tackle one of the most difficult-appearing tasks in restoring a boat. We are going to cut the rabbet in the keel and chines. Oh yes, we are!

Let's take a look at the concerns we are going to face when we do the rabbet. The question anonymously comes from the back of the audience, "What is a rabbet?". The rabbet, in this case, is an "L" shaped groove in the edge of the keel or chine which receives the bottom planking. When you look at the rabbet on the keel, it appears that you could probably run the keel through a table saw and make quick work of cutting the rabbets. But look again. The rabbet angle rotates as you look from aft forward. No table saw is going to cut that correctly. Now take a look at the chines. They seem to be a bigger nightmare. The rabbet rotates nearly 90 degrees from stem to stern. Short of using a chisel and plane to do the whole rabbet by hand, how can this process be done accurately? The process is done in two steps. The first one is to fair the chines and keel to the level of the planked bottom with a plane. The second step is to cut rabbets with a router. You will fall over when you find out how easy this is! Here's how.

Shape the chines and keel first. Assuming you have new chines and keel solidly screwed/bolted in place and the frames are fair, take a look at the shape of the bottom of your boat framework. Imagine that there are bottom planks

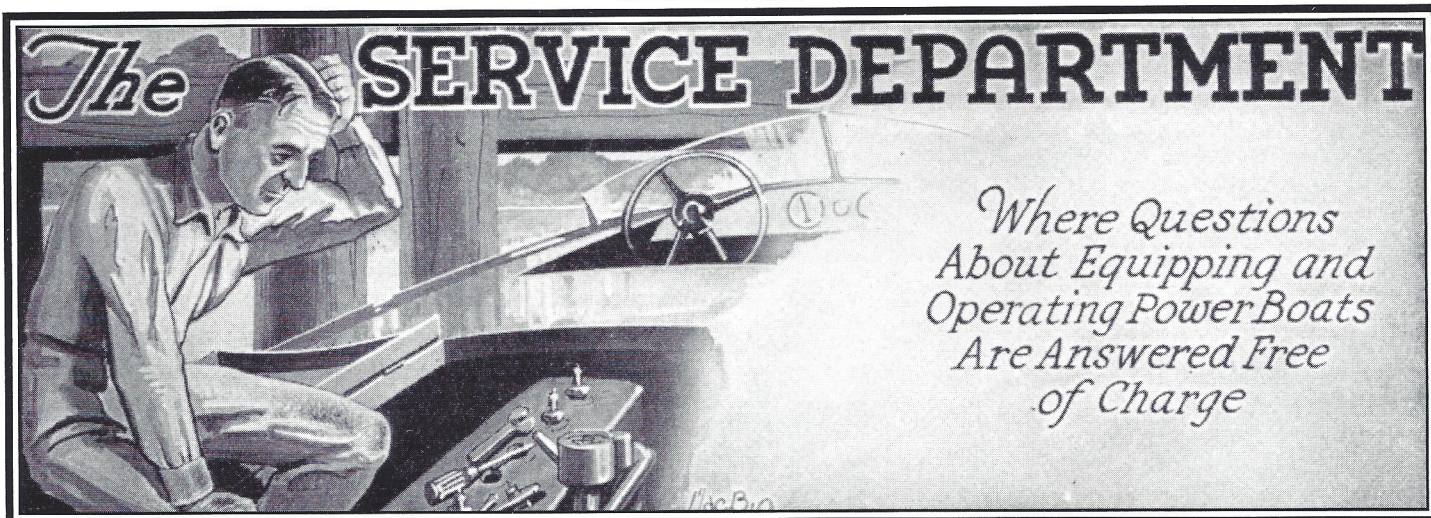
in place. It is easy to see how extending the lines at the surface of the planking across the keel and chines would dictate their finished shape if all of the material above that line were removed. It stands to reason then that somehow the chines need to be accurately shaped. But with no bottom in place, how does one determine that finished shape? There is a simple process.

The equipment you will need to fair the chines and keel is: an electric hand plane or a sharp jack plane, 8' lengths of clear pine and some 1" sheet rock screws and a drill motor with a screw bit. Cut the pine into strips that are as thick as the intended bottom thickness, i.e., 5/8", and about 6" wide. Screw two of these stand off strips to the bottom frames with the first one about 6" away from the inside of the chine. The other strip is screwed to the frames about 2" away to the inside of the first. Attach these strips from stem to stern.



The stand off strips take the place of the bottom planking without having to actually use an expensive piece of planking, plus they readily bend to the contour of the hull. Now, pass your plane over the strips at about a 45 degree angle to the chine with the rear sole of the plane on the strips and the blade cutting material off of the chine with each pass. The electric hand plane makes quick work of

*Gadgets & Kinks continued on page 10*



# The SERVICE DEPARTMENT

*Where Questions  
About Equipping and  
Operating Power Boats  
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of Charge*

Dear Dr. Motorhead,

Can a spark plug go bad? Also, do these new high tech "splitfire" and "rimfire" spark plugs really work? Thank you, I'll hang up and listen.  
Signed, Sparky.

Dear Sparky,

Love your name. Used to have a dog by that name. A real smart dog...loved boating. You don't like your ears scratched by any chance, do you?

Yes, spark plugs do go bad. But not as fast as many people think - and probably not fast enough for the manufacturers and auto parts retailers.

Let's step back to boating mechanics 101. What does the spark plug do? It draws energy from the coil as a ground. Because there is a gap between the electrode, the inner part, and the small tab or grounding electrode, there is an electrical charge, or spark produced. This is quite a large spark due to the 20,000 to 40,000 volts produced by your coil. Remember, electricity is not pushed, it is pulled by whatever type of resistance or ground at the end of the wire - whether a light bulb or a spark plug.

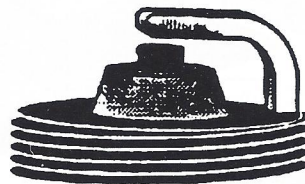
This simple but effective contraption is made of metal and porcelain. The metal base is the ground that screws to the engine. The electrode is encased in porcelain. The porcelain is an insulator, like those used on an electric fence. This electrode allows the spark to occur only where it is supposed to, at the gap inside your engine.

A day in the life of a spark plug - or - if only they could talk, the stories these plugs could tell. Well, spark plugs can't really talk, but they can tell you a lot about the health of your engine. See figure showing "normal plug."

Sorry for rambling, it seems I take after my mentor. I'll get to your question. Eventually anything and everything can wear out and need replacement, and occasionally even break. In all the years Dr. Motorhead has been messing with motors, he has had only one spark plug actually go bad and stop working. And believe me, he has a lot of cylinders to contend with. Many - far too many - plugs get thrown out

needlessly. People tune up their engines and automatically replace the plugs. Clean, re-gap and replace is my motto.

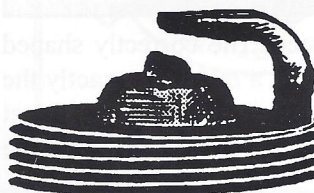
If you use your boat 50 hours in a year, which is quite a lot, this would be equivalent to 1,500 miles in your car. Spark plugs are designed to last at least 10,000 miles with standard ignitions. Electronic ignitions will triple the life expectancies. Conceivably, a set should last you 6 to 18 years, depending on how many hours you use your boat. Plugs in aircraft engines are used for years and years. Every year, or 100 hours, whichever comes first, the airplane mechanic performs an inspection, removes the plugs, cleans, re-gaps them and reinstalls. They last for years.



**NORMAL PLUG**



**DETONATION**



**WORN PLUG**



**OIL FOULED PLUG**

Here is what you have to do. Remove the plugs and check for one of the conditions shown above. If everything seems OK, clean them up. Auto garages have a small sand-blasting device that does a great job. If you don't have one, (and why should you?) proceed with the following: First, wipe the tip with a rag. Then, with a small soft wire brush, gently scrub it down to clean all the electrodes. Finally, set the gap at .026 with your feeler gauge. That's it! Reinstall and enjoy environmentally-sound boating.

What about these new high tech "splitfire" and "rimfire"

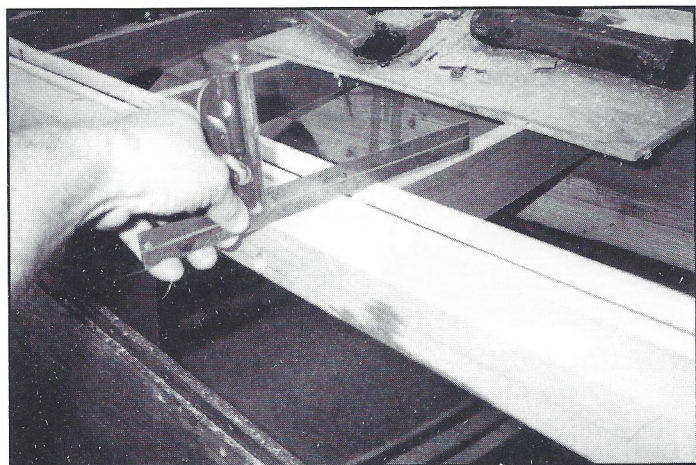
*Dr. Motorhead - continued on page 11*

Gadgets & Kinks continued from page 8

this step. A regular hand plane can do an equally good job but will require a lot of time and muscle.

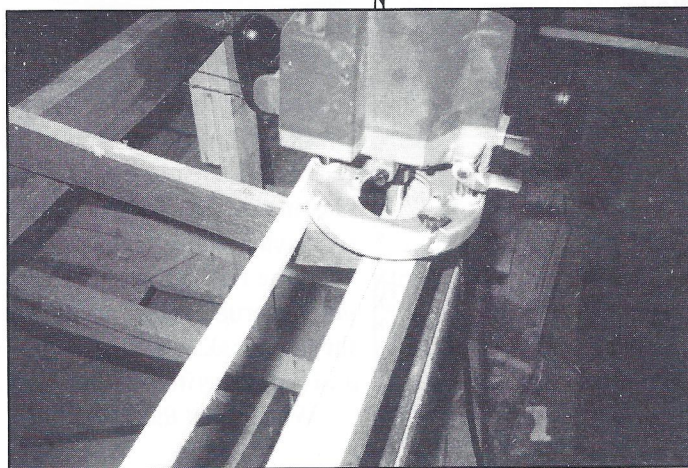


Keep removing wood until the chines are flush with the stand off strips. Passing a straight edge over the stand off strips and chine is a quick check for flush. The keel is dealt with in the same way. On the typical runabout, the keel needs to be trimmed only at the forward end if the keel was planed to the thickness of the original keel.



That brings us to the next step. The correctly shaped chines will support our router to cut a rabbet to exactly the depth of the planking. A 3 hp plunge router is the correct tool here. Smaller ones will work, but they can't do the work in one pass like the big boy does. To support the other side of the router base, we use a 5/8" strip with a 1/2" x 1" back piece glued and screwed on standing proud of the strip to guide the router's path. Take a look at the picture of this method and you will think, "Oh, that looks so easy!"

Actually, it is very easy, but some accurate measur-

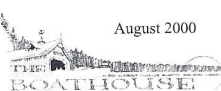


ing must take place to properly set the guide strips to assure a consistent rabbet width of 1". To determine the distance the guide strip is set away from the keel or chine, measure the distance from the outside edge of the router base plate to the opposite side of the router bit. Subtract 1" from that measurement. That will be the distance between the inside edge of the keel or chine at the frame to the inside edge of the guide strip where the outer edge of the router base makes contact. A spacer block can be used to set the guide strips the correct distance from the keel/chines. Understand that the spacer block doesn't work where the rabbet rotates around at the forward chine. Measurements from the old chine come in handy to properly place the outer edge of the rabbet. Mark the chine where the outer edge of the rabbet should be. Recall the measurement from the router base plate edge to the opposite side of the router bit. The inside edge of the guide strip should be set at that distance measured away from the mark. With the guide strips screwed in place to the frames, it is time to start making wood chips fly. A couple of words of caution are appropriate here. Protect your eyes, lungs, and ears with proper protection. When the router starts chewing wood, it creates debris in great amounts and is quite noisy. Also, know what you are doing with a router before you start. It is a great labor saving tool, but improperly used, it can be very damaging to boat and body in a blink of an eye. Check out the instructions first and practice on scrap wood, if necessary.

On to the routing! Set the depth of the bit for the thickness of the planking intended, in this case 5/8". Be sure to move the router from left to right with the guide strip at the "top" of the router base. The pressure of the rotating bit will force the router away from the rabbet and against the guide strip allowing the strip to serve its purpose. If incorrectly moved from right to left, the router bit will pull into the rabbet and away from the guide strip and will destroy your chine. Follow this instruction and do it right the first time. With the router base plate resting against the inside edge of the guide strip, start the router and plunge it into chine/keel to start the cut. Move the router along its path while the guide and the bit do all of the work. If your router bit is less than 1", use a chisel and a block plane to remove the remaining web of wood to the depth of the rabbet.

The most difficult part of this process is the need to physically climb onto the bottom of the boat to attach the strips and do the routing for the keel. Lay some 2' x 4' pieces of scrap plywood over the frames for a place to kneel while working. Be careful! A leg falling through the frame work here is akin to your foot slipping off your bicycle peddle. Yikes!! You will need to

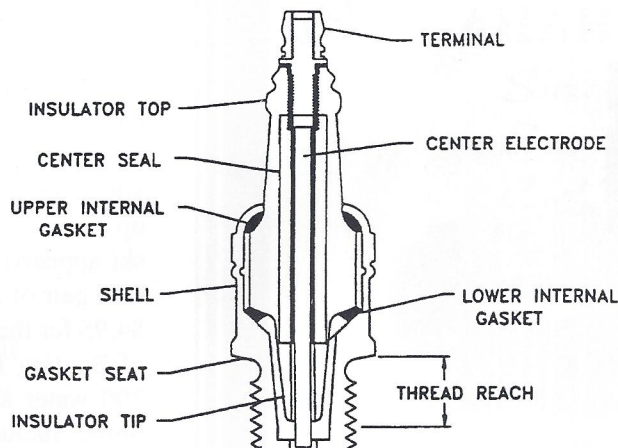
Gadgets & Kinks continued on page 14



Dr. Motorhead - continued from page 9

types you ask? To begin with, they aren't that new. The rimfire-type have been used in aircraft engines for years. The splitfire was introduced also many years ago. Do they work? Yes, I am sure they help. Do they have the Dr. Motorhead seal of approval? Not really, but they can't hurt either. So it is up to you. If I had to make a choice, I would use the rimfire type

Here is some additional free advice. Most often our boats will all use either a J8 or J6 plug. The "J" is the physical size of the spark plug, the "8" is the heat rating. The higher the number, the hotter the plug. The spark plug heat range is the ability of the plug to dissipate heat. The longer the insulator (or the longer it extends into the engine), the hotter the plug will operate: the shorter the insulator the cooler it will operate. A plug that absorbs little heat and remains too cool will quickly accumulate deposits of oil and carbon since it is not hot enough to burn them off. This leads to plug fouling and consequently, to misfiring. A plug that absorbs too much heat will have deposits also, but due to excessive heat, the electrodes will burn away quickly and in



some instances, pre-ignition may result. The general rule of thumb is to use a hotter plug if you drive at slower speeds. The plug I use is the J8, as I drive my boat more often at slower speeds. If you drive your boat at faster speeds, use the J6,

however, either one will work. In addition to the J8, you might run across a RJ8 or RJ8C. These are all basically the same. The "R" stands for resistance. So your radio, if you have one, won't produce static noises in the speakers. The "C" identifies a copper core to the electrode - supposedly, better performance. Any one or all of them will work.

I'll hang up and listen? Sounds like you have been talking to Click and Clack, the

yak, yak guys. Next time you have a chance to speak with them, please tell them to take a pill. I wish I could find so much humor in my own stupid jokes. Any way ...

In good stead,  
Piston



*PS: I'm filling in for the good Doctor this month, as he is on vacation. He mentioned to me that he'll be back in the office in a fortnight, whatever that means.*

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# LAKE MINNETONKA DIVISION STEAMBOAT MINNEHAHA



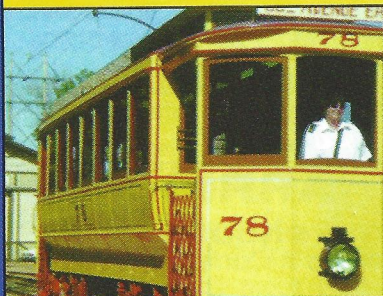
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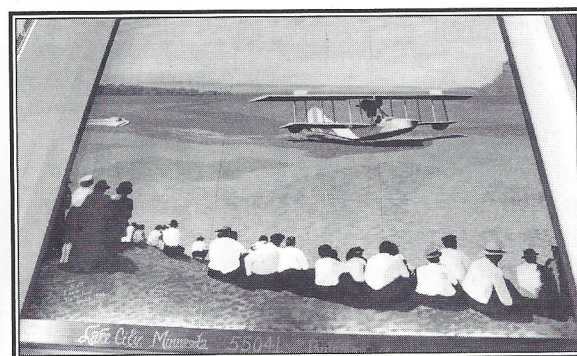
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Water Skiing - continued from page 7

Before water skiing became universally popular, large round disks and boards about six feet long and two or more feet wide were pulled behind motor boats. In 1933 Thompson Brothers Boat introduced the "Hawaiian Surf Board" and "Hawaiian Floater" in their catalog. They were basically flat boards 28 inches wide and six feet long with a rope hand hold. No foot bindings, you just stood on it, leaned back, and were pulled up out of the water. The first time an actual water ski appeared in their boat catalog was in 1950. One pair of skis sold for \$24.79 and add another \$4.95 for the towrope! The November 1959 issue of Boating Industry stated that there were over 100 water ski makers in the USA at the time. Some included Thompson, Northland, White Bear, Gull Lake, Cypress Gardens, Dick Pope, Maharajah, O'Brien, Connelly, among others.

The American Water Ski Education Foundation administers the Water Ski Museum and Hall of Fame at Winter Haven, Florida, just minutes away from Disney World. Included in their museum exhibit are those original water skis used by Samuelson nearly 80 years ago ([www.usawaterski.org](http://www.usawaterski.org)).

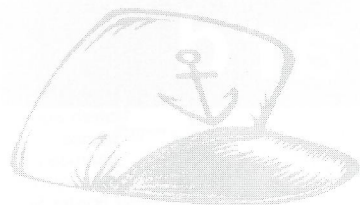


Mural in Lake City library shows water skiing behind a flying boat on Lake Pepin

Lake City celebrates its water skiing heritage each summer by having Water Ski Days during the last weekend of June. As a tribute to water skiing inventor Ralph Samuelson, a monument hugs the shores of Lake Pepin just off of highway 61. The Lake City post office has a ten foot by ten foot mural of Samuelson being pulled behind the aeroplane in 1925 gracing its lobby.

Thanks to the Lake City Public Library for providing access to their collection on water skiing history.





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*Thanks for all the long hours! Great Job!!*

# Twin City Outboard

## OUTBOARDS

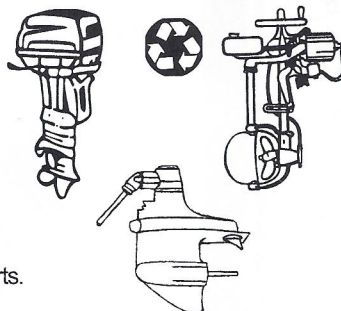
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*Gadgets & Kinks continued from page 10*

finish cutting the rabbet with a chisel and rabbet plane where the keel attaches to the foot or gripe at the stem and on the chines where they attach to the stem. This area has limited room or support for the router to do its job.

There are probably better/different methods for cutting rabbets, but this method works great and it is accurate. It isn't difficult to do. It just requires a little thought and preparation and the right tools. If you need any further explanation of this process, feel free to call me at 612-432-4345.

Now, it's "Tip Time"! Either one these tips may save you a lot of grief and money at some point in the future.

## TIP #1

Bilge pumps keep your boat free of excess water that invariably comes in from somewhere. Question: does your bilge pump have a fuse in the positive line from the battery? If not, run down to the auto parts store and get an inline fuse of the proper size for your pump and install it. Without the fuse, the pump motor, if ever restricted from turning, will continue to try to start running creating a lot of heat until the battery dies. Or, if the generator/alternator is providing the current, something is going to melt or burn because the heat is created by the stalled motor. It is not unlikely that a fire could start. Put in the fuse!

## TIP #2

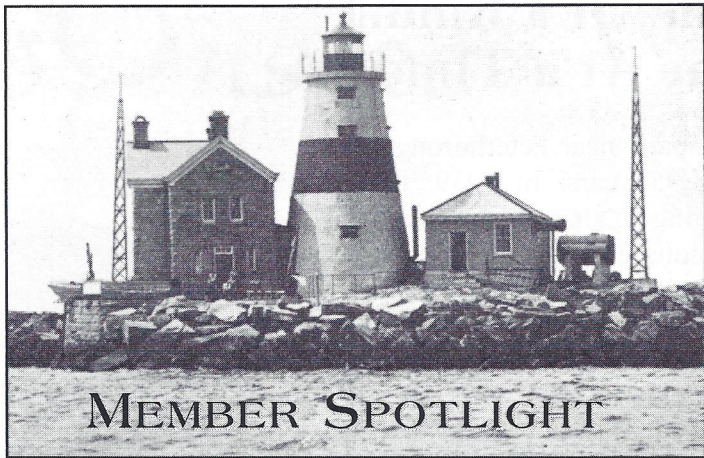
Many boats have automatic bailers. If you aren't familiar with this device, it is an upside down "U" shaped piece of fl" tubing mounted aft and inside by the keel and fuel tank. One end is attached to a through hull fitting and the other end is open and suspended about a /" off the bottom of the inner hull. The through hull fitting on the outer bottom of

the hull is in the shape of a wedge with the big end to the back. It is open at the back and as the boat moves through the water low pressure is created at that opening. This sucks the water, drinking straw style through the tube, from the inside the hull and passes it into the lake from whence it came in the first place. On the top of the bailer, there is either a tiny hole or a small nipple with a hole. This is the anti-siphon feature. If this little hole is plugged, water that is in the tube while the boat is in motion will reverse its direction and come back into the boat when forward motion stops. Even the rocking motion of the boat while at the dock caused by a big wake of a passing boat or waves caused by a windy day is enough to force water up the tube and start the siphon. This "major leak" won't stop until the water level in the boat is equal to the lake level. Unfortunately, the water weight makes the boat sink deeper and deeper into the lake allowing the water to continue flowing into the boat until the boat weight is greater than what the hull can displace and down it goes. Now the tip. Poke a small piece of wire into the hole periodically to keep that hole open. It is a small hole and is highly susceptible to any little bit of debris plugging it up. The amount of air that passes through that hole will break any siphon action from starting. It is a simple task that will protect your boat from hanging itself by its own dock lines.

That is it for this time. Let's all be friends and keepers of the old boats. Properly restored and maintained, they can provide many hours of safe reliable fun.

**REMEMBER - DON'T DESTROY IT; RESTORE IT!**





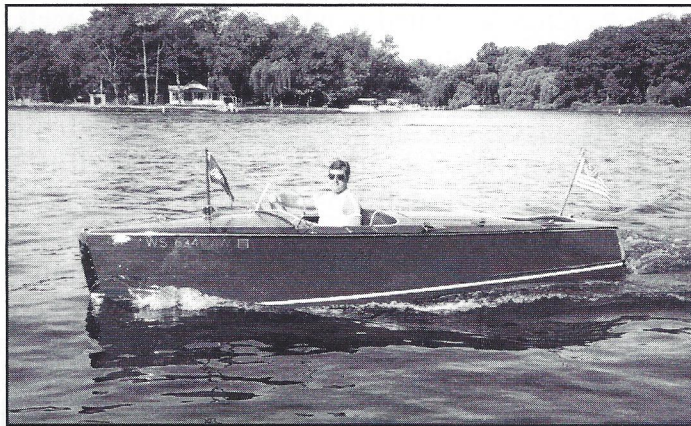
## MEMBER SPOTLIGHT

### CHUCK PETERSEN

In the 1890's my great-grandfather, Dr. F.E. Thornton of Chicago, established a summer retreat on Lauderdale Lakes in southern Wisconsin. Although our family never owned an inboard runabout when they were being produced, several lake residents would cruise the waters in Garwood and Chris Craft boats. Century was the most popular model due to a large dealer in the area. Two close family friends, the Anderson's and Geyers, owned 16 foot Resorter models.

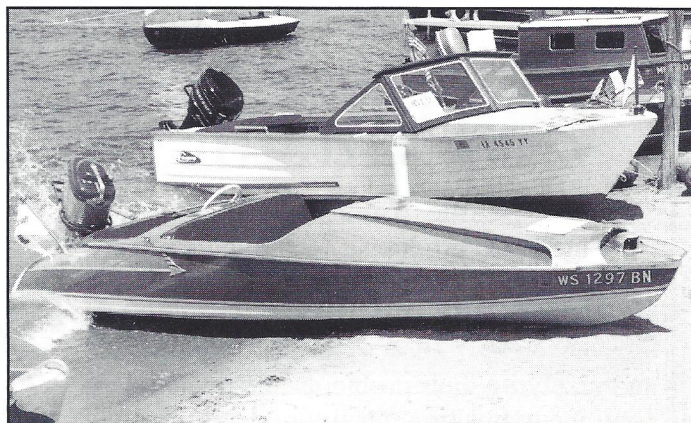
During my first ten years at the cottage, we owned two wooden craft. A 1916 Morris sailing canoe purchased new by my grandfather, Wally Petersen, is still in our family. Most significant for me was my dad, Jerry's 1952 Switzer Bullet racer with MK40H engine. It is still my favorite boat with just the right mixture of style and speed. My dad raced the boat locally in the 1950's and I used it as a training vehicle to launch a stock outboard racing career from 1983-1990. Along with my brother Jim, and friend Scott Anderson, we ran competitively in the stock C and D classes in both runabouts and hydroplanes. It was through the racing club that I became aware of a neat 14 foot pleasure craft hidden away in a fellow racer's garage. After a little negotiation, my brother and I were the proud owners of a mint-condition 1954 Aristocraft Torpedo Speedster. Researching this boat led me to Bob Speltz and *The Real Runabouts* books. I contacted Bob with several questions

between 1987 and 1988 and exchanged photos of the boat. Bob invited me to attend the 1989 boat show in Albert Lea, Minnesota. After being so warmly received by the LOL club members, I joined the chapter and planned to attend the Minnetonka show in August. Knowing I was unfamiliar with the area, Dr. Bob "Full Throttle" Johnson graciously invited me to stay with him in St. Paul. My friendship with Bob and Beth over the years has been a key factor in my continuing interest in club activities. After running the Aristocraft on Lake Minnetonka, I decided I need-



*Test drive in the 1934 GarWood 16' Runabout*

ed only one additional item: A BIGGER BOAT! Again, my brother Jim came through, finding a restorable 1957 Century in the Lake Geneva, Wisconsin area. I learned a lot during the three-year restoration process. I made lots of



*1954 Aristocraft Torpedo Speedster  
at the Bob Speltz Albert Lea Show in 1989*



*Chuck in a class D racer MK 55 Mercury Engine*

mistakes, but ended up with a nice mahogany planked boat for a reasonable price. Building my own engines helps keep the costs down. The most enduring benefit of my racing years has been my continuing friendship with national champion and world record holder, Jerry Wienandt who taught me the fundamentals of engine building. All my competitive motors were built in his shop in Fox Point, Wisconsin. The motors I run on the classic boats use the same basic components as the race engines. The six cylinder Merc 700 model powering the Century

*Member Spotlight - continued on page 18*

# Skiff Craft One Of a Kind. One At a Time.

Founded originally in 1904 as the Henry Boat Company near Peterborough, Ontario, *Skiff Craft* has been in business over 95 years. In 1959, the company relocated to Plain City, Ohio. By relocating to that area, veteran craftsmen of local Amish and Mennonite communities are available to custom-build each exceptional *Skiff Craft* boat using their time-honored woodworking skills.

Each wooden *Skiff Craft* boat takes two to three months to build and therefore a limited number are produced each year. Everything is crafted by hand. A master builder personally selects the materials that will be custom milled and machined. Air-dried white oak is selected for the keel and one-piece ribs are steamed and formed. Fir plywood with a hardwood exterior, special-ordered from the Pacific Northwest is chosen for the keel-gunwhale full lapstrake hull. Fifteen-ply fir and mahogany are used for the transom. Small building teams take each *Skiff Craft* from framework to finishing. Only the best materials are utilized such as brass screws and stainless-steel through-hull bolts. Each *Skiff Craft* is truly a one of a kind and built one at a time. Each buyer is given special attention to customize a design that will meet his/her individual needs and style.

Throughout the North American boat industry, they just don't build boats like this anymore. *Skiff Craft* boats are the exception. They pride themselves on maintaining a relationship from first inquiry, through the custom order process, as well as with future repairs or restoration.

*Skiff Craft* maintains offices locally in Tonka Bay.  
Visit their website at [www.skiffcraft.com](http://www.skiffcraft.com).

## 3M Marine

The 3M Marine Trades mission is to leverage 3M products, technologies and services to the marine industry. We continually strive to become a more integral part of our customers' success by understanding and resolving their problems and needs. We continue to position our future development of product, services and technologies, providing solutions that will maintain our valued/preferred supplies position within the marine industry. Principal activities are to supply abrasives, tapes, adhesives, safety products, graphics, compounds and other products to: prepare surfaces, adhere components, attach substrates, protect workers, decorate and finish surfaces along with providing other desirable attributes where we can bring added value.

### Grays

**Bay Marina** has existed for over 50 years. During that time, it has changed from a small resort that catered to fishermen and duck hunters on Lake Minnetonka, to the full service marina that exists today. **Grays Bay Marina** has 120 slips that accommodate boats up to 40 feet in size. Other services that are offered include indoor and outdoor winter storage, fuel sales, sanitary pump-out service, fishing boat and canoe rental, launch ramp and daily parking, bait and tackle shop, snacks and beverages, Ship's Store, and service and repairs that include expert craftsmen to repair and restore wooden boats. **Grays Bay Marina** is open year 'round. Stop by the next time you are out on Lake Minnetonka.



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Blue Lagoon Marine has been located in Spring Park, MN since 1985 and is owned by Steve Pauly and Scott Panning. They service all makes of boats and are a licensed dealer for Pro Line boats and Johnson, Evinrude and Mercury outboards.

Indoor storage and transport is available for boats up to 43 feet as well as a body shop for wood and fiberglass boats. They also have an extensive parts and accessory department.



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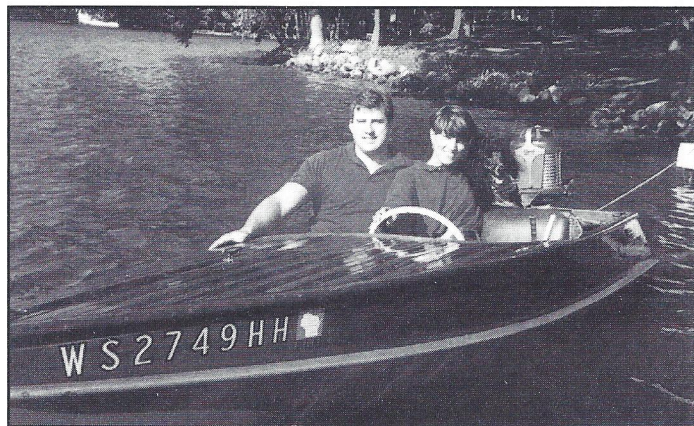
Tonka Bay, a complete marine service, repairs stern drives, engines, Mercury and Johnson/Evinrude outboards. They also do buff and wax, fiberglass repair and wood boat refinishing. They have a ships store.



*Member Spotlight - continued from page 15*

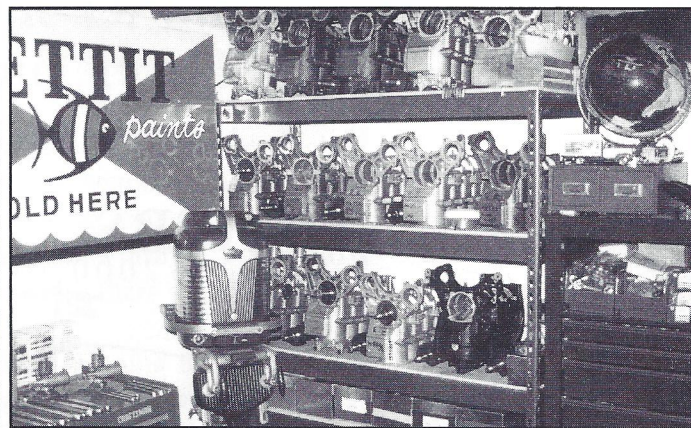
Palomino is my largest project to date.

Over the past ten years, I have enjoyed shows in Albert Lea, Excelsior Bay, Alexandria, Little Falls, Minocqua, WI and Clayton, NY. The most consistent highlight of each



*Chuck and Amy in their 1948 Larson Cedar Strip Speed Runabout*

show was the great fellowship with BSLOL members. It seems the quality of the individual rather than the dollar value of a boat collection, attracts people to this group. This theory was really tested the past few years by my dad, as he succeeded in transforming a gray hulk into a beautiful work of art (1939 Garwood) with the help of club members. Dr. Bob and Tom Juul provided photos, patterns and restoration tips during the four-year project. Dad really picked a challenge for his first major ground-up restoration – no interior, motor, seats, a rotten keel, bottom, decks and transom.



*One corner of my engine shop...  
a "few" spare parts never hurts!!*

While I have neither the time nor the talent for such a job, I do hope to own an inboard in the near future. Meanwhile, the outboard motors provide a fun, year-round diversion with plenty of new projects lined up in the shop. My son, Nicholas (4 1/2) and daughter Alexandria (3) enjoy their own "work bench" and like to help out in the shop. Most weekends my wife, Amy, packs up the kids and Margaux, our Standard Poodle (11) for the lake. We enjoy not only the relaxation of cruising the waters and lounging on the dock, but also seeing the kids grow up in the same environment that so positively affected my life. Both my parents take a very active role in this process. I look forward to the Red Wing show this year and a possible trip to Mt. Dora, Florida in the Spring.



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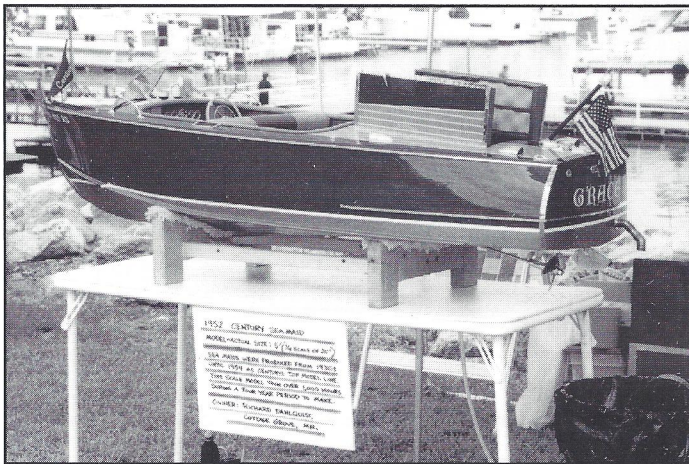


# CENTURY MODEL BOAT

by Dick Dahlquist

*If you've been to any of our Rendezvous, you will have seen this marvelous model of the "Century." It was built by Dick Dahlquist and this is his story. Thanks for sharing your experiences with us. — Editor*

I tell people I have over a thousand hours into the building of "GRACE" but there's really a lot more than that. I never set out to build what I ended up with. My oldest boy, who is now 23, and I were into radio controlled cars, racing once a week at a local track.. We'd been doing that for a few years, and I finally got tired of the level of competition. Some of those guys really took it seriously, and my eye-to-hand coordination just isn't that good. I was considered a "road hazard."



I decided to get into something fun. No competition, but big enough that you could see it easily from a hundred feet or more. It's amazing how small something looks even twenty feet away. I've always loved boats, and from about the age of five or six, my family spent our summer vacations on Gull Lake just north of Brainerd. We stayed at the same resort for the thirteen years we vacationed up there. I got to know that lake like the back of my hand, and it was there I saw lots of beautiful woodies. So, I decided to build a boat. Of course it had to be big, and I wanted a power source that would give me long run times, realistic performance, but not real fast. They race boats too and I wasn't going to go that route again. Since everything on the market was way out of my budget, I determined this would have to be a home-built project. *Sterling Models* makes a kit of the Century Sea Maid. It's only 27 inches long, but I picked one up quite cheap, and since I only wanted the kit to use as a guide to build a larger one, I chose it.

That was the start. Now at that point, all I planned to do was scale up the lines taken from the kit to 1/4 the size of a real boat, then throw something together quick and dirty and just play with it. But as you've seen, it didn't quite turn out that way. I guess the project started to take on a life of its own when I made the decision to use a gas motor that would be completely contained in the engine compartment,

and be able to run with the hatches closed. This required the motor to be water-cooled. Around this time, my supervisor brought in a couple of chain saws for me that had seen better days. He had given me a weed whip motor about a year earlier that I rebuilt and had planned to use in this project. My imagination took off when I saw that these motors had a profile much more suited to the boat, and a head shape that I could easily put a water jacket around. I figured it only made sense that the boat should have a working transmission with forward-neutral-reverse. Now things were getting interesting, but I was still thinking quick and dirty for the boat itself.

Now bear in mind, I had no idea at this point how the real boats were built. Putting a water jacket on the motor, making a water cooled exhaust manifold, and building the transmission were all within my capabilities as a machinist. But the wood work was something I had never tried before, especially on a project of this scope.

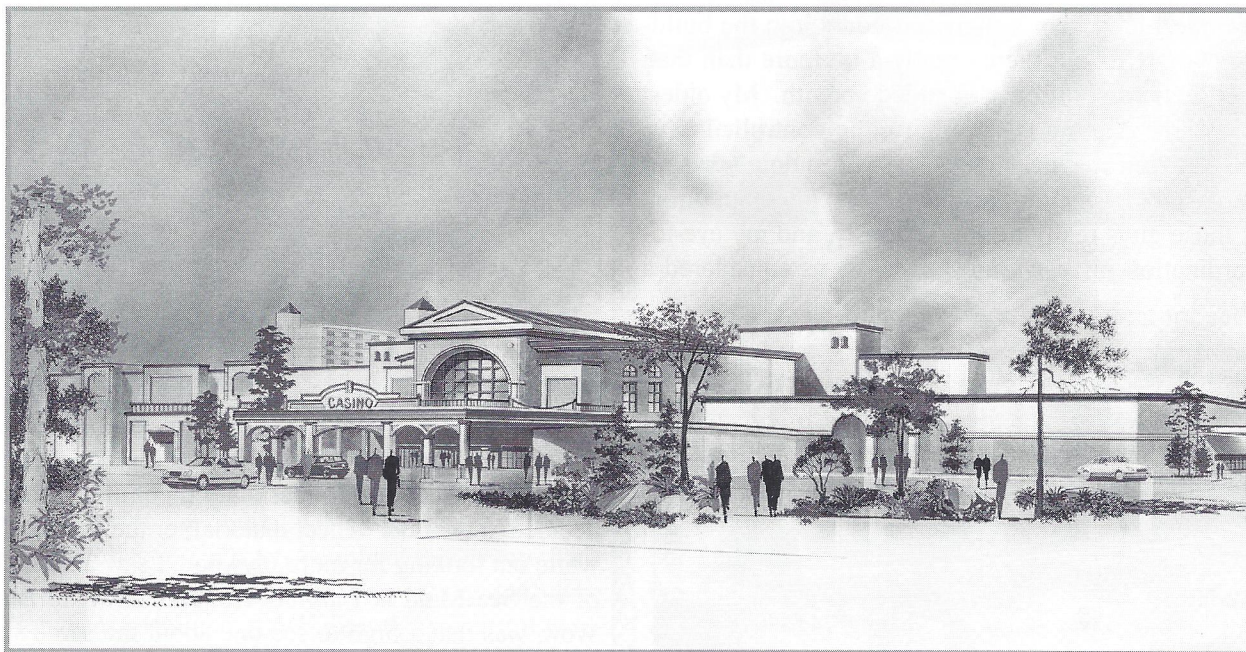
I finished the patterns for the keel and frames, and went around to all the hobby shops looking for model aircraft plywood. The keel and frames started coming together and I decided to use door veneer material for the outside. One day, while out looking for more plywood, I saw a 54 inch model of the Sea Maid at *Funtime Hobbies* down in Burnsville. Wow, was that a high to see one about the same size I was building. The fellow who built it had planked it and made all of his fittings out of wood and painted them silver. He was there that day so I was able to talk to him about his, and he explained how the real ones were built. I didn't much like his fittings or the way he covered the screw holes in the planks with putty but it was a nice looking boat.

The more I thought about his, the more my imagination worked. While his looked nice, I thought how much better it could be with metal fittings and no putty on the screw holes. So the decision was made, it would be planked, have metal fittings, and no screw holes to putty. But those screw holes were a problem. How would I fasten the planks? Should I just glue them to the frames or maybe nail them? Then I vaguely remembered the many "round dots" on those old woodies. Plugs, of course! But would I be able to do that with a boat this size? I needed some plank material to experiment with.

I don't remember why I chose mahogany for the planking, but I did. I ended up at *Elmos Lumber* in Lake Elmo and picked up a large board with a nice grain. Then I learned about re-sawing large stock into rough planks. While this was going on, I was looking all over town for small brass wood screws. The smallest I could get were a number 2, which was a little big, but would have to do. After some experiments with plank thickness, I found 3/16 to work well. It left enough material so the screw wouldn't pull through and a deep enough counter bore for a plug.

I was working on the fittings while doing the frames and plank experiments. I didn't want to end up with a

*Century - continued on page 28*



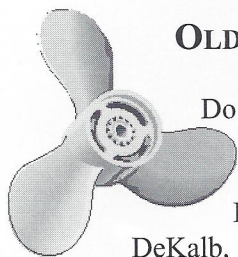
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Do you have an old outboard motor and wish you had an owner's manual, parts manuals, or repair booklet?

Help can be obtained from Arthur

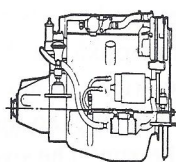
DeKalb, 51 Van Alstyne Drive, Pulaski, NY 13142, phone: 315-298-3410, email: adekalb@a-znet.com.

Mr. DeKalb has a black and white catalog available for the cost of \$3.00. It lists more than 500 items relating to outboard motors of all sorts of makes and vintage. Need to get a parts list for your old motor, or want an owner's manual for that 1951 Johnson 25 horsepower motor you have? Give DeKalb a call or email him and he may be able to help. He also sells water applied decal reproductions and paper copy decals. Used parts are also sold.

The Antique Outboard Motor Club (AOMC) is another source for information on these old power units. The Gopher Chapter is based in Minnesota and many of its members also belong to BSLOL, and vice versa.

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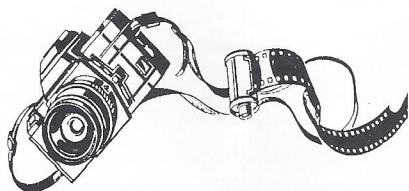
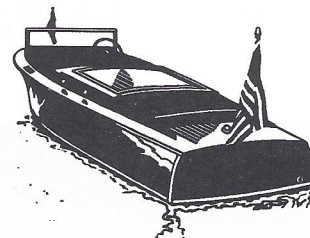
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# BSLOL

## *Classic Boat Calendar, 2001*

Send us a picture of your classic boat to be considered for our own 2001 calendar!

- ☞ 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 may submit up to three (3) photos.
- ☞ You must be a current member of ACBS and BSLOL.
- ☞ You may use a professional photographer.



Just get your photo to us by September 1, 2000!

All entries will be reviewed by a committee - 12 photos will be selected.

Direct any questions to Greg Benson at 612-941-7882.

*Wait for that perfect day and start shooting!!*



## POKER RUN

About twelve antique and classic boats, along with four fiberglass vessels, participated in the first annual BSLOL POKER RUN. Close to 50 members and guests participated. The fun-filled event on Lake Minnetonka was held on Saturday the first of July. Windy weather kicked some up nice chop, especially on the wide-open lower lake, so there were a few damp boaters by the end of the run. The event was capped off by a wonderful picnic lunch at the home of Steve and Tammy Hicks. What a great way to spend the day on the water doing what we love so much -- boating. Steve and Tammy Hicks along with Dan and Diane Nelson choreographed the event. Steve was a recent board member and Dan presently sits on the BSLOL board. Hats off to Dan, Diane, Steve, and Tammy for coming up with the idea and implementing it with such precision and grace! THANK YOU ALL!

What, pray tell, is a Poker Run, you may wonder? Well, the premise is that playing cards are placed at five pre-determined locations around Lake Minnetonka. Participants must cruise to each spot, pick up a card and then move on to the next location. The last stop was the Hicks' home, on the shores of the West Arm, directly west of Deering Island. A wild card was selected by Steve and a winner determined. Brad Ernst had the best hand with four kings! He was awarded a \$50.00 gift certificate to Lord Fletcher's as prize for his poker-playing luck! Nelson Boatworks donated the gift. Again, thanks Dan and Diane for your generosity!

Hopefully this will become an annual activity for the club. It was just another of the many BSLOL water-based activities held in the Twin Cities area. If you missed it, make certain you come along for the next one.



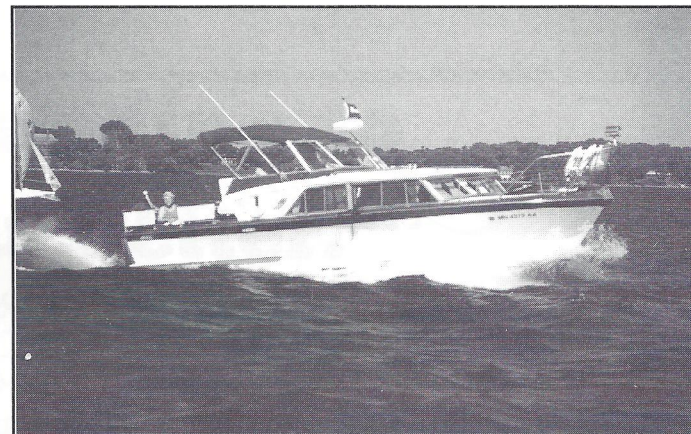
Andreas Jordahl Rhude in his 1955 Thompson 14' Tomboy. Scott Tschanz is also the front and Greg Benson is enjoying the back seat.



30' Owens and an 18' Century pick up cards on Stubbs Bay.



Chris Craft Sea Skiff at the Hick's neighbor's dock.



Ray & Margo Garin in their 1963 Owens 30' Cruiser "Luv Is"



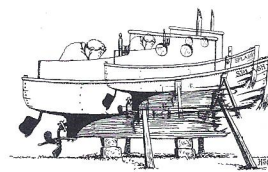
Greg Benson ignored all danger, rolled up his shorts, and plunged the water to retrieve Captain Carl Weisser's hat.



# BOATS IN PROCESS...

How's that boat coming along?? Let's hear about your progress! We're interested!

Contact the editor at 952-473-4936 or email to [datamerj@aol.com](mailto:datamerj@aol.com).



☞ 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  
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

☞ 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  
John Bergstrom 218-722-7818/day  
218-729-8734/eve  
email: jbnh@earthlink.net

☞ 1929 Hacker Craft 26' Triple  
Kermath Sea Wolf  
1952 Higgins 17' Speedster  
Chrysler M75 6 cylinder  
Jim Aamodt 612-938-1211

☞ 1966 Chris Craft 48' Constellation  
Ford 427s, 300 hp Gary Nordness  
651-482-1871 Fax: 651-486-0603

☞ 1955 Chris Craft 19' Capri GM 350  
V8 Greg Benson bsllol@aol.com

☞ 1958 Century 19' Resorter 327 cc  
engine Bob Buttery 612-427-1448  
email: bbutteryk@aol.com

☞ 1958 Century 19' Square Nose  
350 cid Chev Don Moberg 608-723-7051

☞ 1949 Chris Craft Sportsman 22'  
158 hp MBL William K. Ecklund  
email: wecklund@pro-ns.net

☞ 1930 Chris Craft 38' Commuter  
Guy Warner 952-472-4585 Fax: 952-  
472-4585, e-mail: guytool@aol.com

☞ 1950 Century Seamaid 18'  
140 hp Gray Jerry Klopp 651-430-3608  
Fax: 651-275-0774  
email: jerryklopp@cs.com

☞ Late '40s Thompson 12' row-motor boat  
*Progress Report:* Nails reclined, canvas  
stretched & is being filled. \*

☞ 1959 Thompson 17' Sea Lancer lap-  
strake outbrd *Progress Report:* Completed  
replacing bad ribs & the 2 hull planks near  
the stern. Ready to install new (already  
fabricated) transom. *What Remains:*  
Examine keel & stern & someone's bad  
fiberglassing job.\*

☞ 1950 7.5 HP Evinrude Fleetwin  
*Progress Report:* repainted in original colours  
& new decals ready to be applied.\*

☞ 1960 80 HP Mercury 800 8\*  
\*Andreas J. Rhude  
612-823-3990 email: ajrhude@aol.com

☞ 1960 Lyman 15' Runabout  
Exterior completely stripped & repainted.  
Seating & dash removed, stripped & var-  
nished. Currently working on peeling var-  
nish inside of hull.  
Remains to be done: finish inside of hull,  
install seats & dash, sand, stain & varnish  
deck & transom. Mercury Mark 78A needs  
restoration also.  
What I need most now is time!  
Will be displaying this boat in the "Works  
In Progress" display at Treasure Island.  
Clark Oltman

☞ Bob Speltz' Chetek needs trailer  
restorer - *Progress Report:* tires replaced,  
bearings greased. Sandblasted & primed.  
Need two fenders appropriate for a Tee  
Nee trailer - very scarce. If you know of  
one, please call Dave Doner 835-2549.

☞ 1948 Mays-Craft 23'x8' utility, cus-  
tom built w/ '61 CC 431H, CC controls &  
running gear. Have repaired lifting side  
deck mahogany veneer, cleaned much of  
the bilge. about 5 coats of Epifanes on the  
decks, hull sides ready to paint, saving  
transom for last.

Would like an expert to run me thru the  
mechanicals before launching. Would like  
to find a source for chrome/SS transom  
strips - cutwater.

Will gladly help anyone in areas of mate-  
rials, techniques and sources as far as my  
experience goes.

Ron Witte 612-591-1918 or 504-6141  
fax: 504-6195,  
email: danceland67@aol.com

My boat: [www.mayea.com](http://www.mayea.com) Click photo  
gallery, click assured, look for unknown6  
(last boat on page)

☞ 1956 Chris Craft 18' Holiday KB  
Presently repairing frame. Have stripped,  
removed bottom, filled all holes w/tooth-  
picks and glue, milled white oak for new  
chines, building steamer.

Left to do: complete framework, finish  
bottom, replace all exterior mahogany.  
Engine & transmission being rebuilt.

Need replacement block & manifold -  
originals were cracked.

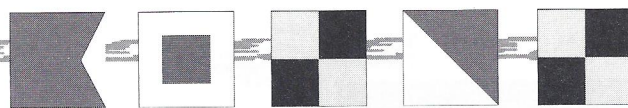
Need help? Yes

Willing to assist someone else? Yes

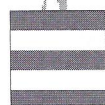
Ron Fishback 651-647-0143/w 651-429-  
3460/h email: ronf@nbds.com

☞ 1961 Owens 29' Express Cruiser w/  
twin 283 long block engines. Engine work  
and engine cosmetics are needed. Have  
redone deck, redoing brightwork, cabin  
work & decor. ---Need advice on engine  
work. Exploring option of have both  
engines redone - ring job, etc. Would  
appreciate advice on who to have do it.  
Am willing to help anyone I can. John  
Nermyr, 952-920-4217, 952-920-8001/fx  
[john.nermyr@famousdaves.com](mailto:john.nermyr@famousdaves.com)

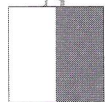
*How's it going? Where are you now? Let's hear from you!*



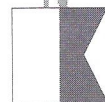
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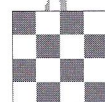
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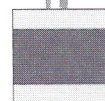
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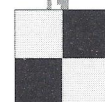
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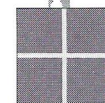
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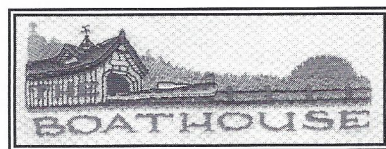


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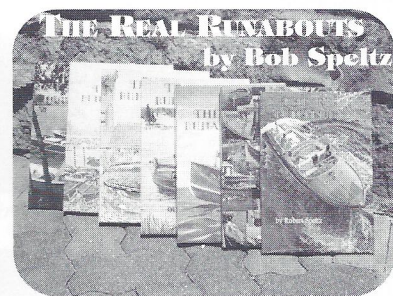


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and individuals whose participation/contribution  
helped make this weekend a success.

*Antique Automobile Club of America  
Capitol City Chapter*

*Polar Aviation Museum*

*Antique Outboard Motor Club*

*Red Wing Motors*

*Bearing Burners of Red Wing*

**BOATING MAGAZINES**

arranged for by

*Jayne Hines of Mahogany Bay*

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*The National Safe Boating Council  
Delaware, Ohio*

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*Century Model by Dick Dahlquist*

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*John McCurry*

*Steve Beck*

*Paul Mikkelson*

*Bob Clark*

*Gordy Millar*

*Dave Doner*

*Kathy Newman*

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*Ken Patz*

*Mike Favilla*

*Chuck Petersen*

*Sherwood Heggen*

*Gerald Petersen*

*Bob Johnson*

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*Jim Kluck*

*John Pole*

*Ron Martens*

*Jerry Valley*

*Bob Johnson*

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*Fred Goughnour*

*Dan Nelson*

*Eric Carl Gustavson*

*Mark Sauer*

*Tom Juul*

*Todd Warner*

**RESTORATION DISPLAY**

*Andreas Jordahl Rhude*

*Clark Olman     Jerry Klopp*

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## THE LIBERTY

by Jim Aamodt

In 1917, the U.S. prepared to enter World War I. Our Army Air Corps was ill-prepared as their planes had older model and lower powered engines. The U.S. needed a standard set of engine specifications for multi-powered applications.

Jesse Vincent, head of Packard Motor Co., and Elbert Hall, of Hall Scott Motor Car Company were commissioned by the government to design a new (soon to be named "Liberty") series of engines. A modular concept unit of 6, 8 and 12 cylinders was to be engineered from a clean sheet of paper. These two men, with two draftsmen designed the engines in six days at the Willard Hotel, Washington D. C. The first prototype (a V8) was operational within 30 days.

The original production was about 100 V8 units, but demand soon came for the 400 H.P. V12 aircraft engines. Congress allocated \$240 million dollars for 45,250 engines. By the time production was halted at the end of the war, 20,458 engines were built by Packard, Ford, Marmon Herrington, Buick, Cadillac and Lincoln. About 6,000 units were actually installed in airplanes.

After the war, the Army held a reserve supply of 11,810 units plus parts to build several hundred more. Howard Grant purchased the unbuilt parts, and combined with Chris Craft to offer high powered boats with Grant-Liberty engines. Garwood used stock 400 H.P. V12s and modified 500 H.P. V12s for several of his early "Miss Americas," the Gold Cup and Harmsworth trophy winners. The "gentlemen's runabout," from 1922 through 1929 33' Baby Gars, were all Liberty powered.

Marinized, the V12 had double the horsepower and half the weight of other 1920 vintage engines (about 1200 lbs. total). Conversion to marine use were primarily performed by Grant (Chris Craft), Detroit Aero Marine (Garwood), Vimalert, and Capital Marine. Capital was located on Hamline Avenue in St. Paul and was famous for Liberty and Hispano-Suiza marine conversions. All of these conversions were used in pleasure and racing boats well into the 1930's. Vimalert marinized and sold "new" Liberties through 1948. They were also favorites for speed and power by rum runners.

Vimalert supplied a "dual V12" Liberty unit for larger boats, and Garwood built specialty "commuters" with up to five Liberty V12s. One of these was government tested in the 1930's for a new idea to be called the "PT" boat.

The display engine at the show is a 400 H.P. Capital conversion, completely original and in running order. This eventually will be restored.





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☹ **OOPS!** In the last issue, the August Club Cruise night was listed for the River, but details were for the Minnetonka location. My sincere apologies for any inconvenience this may have caused.

-Editor

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*Century - continued from page 19*

finished boat and no fittings, so I tried to work a little on every aspect hoping everything would be done at the same time. Then I thought it would be nice to see a real Sea Maid. I went around to the local marinas and quickly learned that old wood boats are few and far between. A guy at one marina told me about a place in old Cottage Grove where a fellow keeps a lot of old boats. Turned out, it's only a mile from where I live. Well, he had (and still has) a lot of old woodies. To me, they looked like fire wood, but after talking with him awhile, I came away enlightened about the restoration process. He also showed me his set of Bob Speltz's books and said I should be able to get them from the library. He wouldn't entertain the idea of my borrowing his. The library only had volume one but that's all it took; I had to have my own copy. I called Bob, wondering if the number he had in the book was even any good. Bob's mom answered, and I asked for Bob. In speaking with him, I'm still impressed with the way he made me feel like an old friend, and his genuine interest and encouragement in my project. I ordered his first book and he invited me to come to the toy boat show that next spring. I told him mine wouldn't be done by then, but he said to bring it anyway; the guys would love to see it. He sent my book right away without even waiting for my check -- now that said volumes about him. Two months later, I called Bob again to order volume two and to reserve a table at the toy boat show.

I had really looked forward to meeting Bob that April, but it wasn't to be. I called him again in February to add my family to the dinner reservations, and Angie told me that Bob had passed away two weeks before. They still held the show and I had a wonderful time. The people were great; Todd Warner, Paul Mikkelsen, Bill Arick, Don Larson, Lee Wangstad, Don Lindstrom and many others whose names I can't remember. I guess that's when I decided to make the boat the best I could.

Later that year, Todd Warner was kind enough to put me in contact with the owner of a Sea Maid who lives on Lake Minnetonka. I spent a Saturday afternoon at his home taking pictures and measuring all the fittings on his boat. It was great to see a real Sea Maid. I was awe struck for the first hour; I just walked around it, admiring it. That was 1993. I attended the toy boat show each year thereafter except the year they held it in St. Louis. Each year, the guys looked to see if I had finished my boat, and if not, how much further along it was from the year before. Finally in 1996, I declared it finished although there was quite a bit of tweaking that took place after that.

I had started in the fall of 1991 and finished in the spring of 1996. It was a real growing experience for me. I stretched my abilities in many areas. I learned about planking all the way from re-sawing rough lumber, to plank stock of the correct size. Then there was steam-bending and building a steam box. Finding a source for wood screws and stainless steel screws as small as a size 0. There were many trial and error

endeavors I went through to get the fittings, and especially the upholstery, to look real. Some things just don't scale down well. Sometimes the size in a scaled-down version looks out of proportion - either too big or too small. Then you have to adjust it so it's pleasing to the eye. Some materials like the upholstery are too heavy to look realistic if used as is, and so I had to grind the backing off to achieve a realistic look and feel. I had to find a way around sewing because I'm not a sewer, and I didn't think the stitching our machine did was small enough to look real. So all the seams are glued as well as the beading. This presented quite a problem as most glues dry hard and non-pliable. Polishing all the fittings was another learning curve. I didn't want the extra expense of plating so all the fittings are either aluminum or stainless steel polished to a chrome like finish. Boy is that a slow, dirty job. My whole workshop was covered with a greasy film, some of it still is.

The emblem that *Century* used on the transom required the most time of all the fittings. I machined all the fittings from solid stock, so each piece was made individually and not cast from a mold. Since that stem emblem has *Century* written in script, I had to build a program for a CNC machine to cut it from a piece of aluminum. I'd say I have a couple hundred hours in that part alone. The plus side of that is I was able to use the same program for the *Century* in the step pads and the logo on the side of the hull. I also had quite a bit of time into making hinges. I looked everywhere to find a source for small hinges that would be long enough - no such luck. So I was in the hinge business - made them three times before I got it right.

We can't forget the boat itself. Although I have to admit, it really went quite easily. All the planks fit nice and tight, the glue I used didn't leave little circles around the plugs or along the seams. I bleached the whole boat to have a uniform color when I stained it, and for the blond areas on the deck. I've since learned it should have been a special type of wood. The final finish took a lot longer than it should have. I didn't know then that you had to wait for your finish to get hard before you can rub it out, so after a couple of weeks of rubbing and rubbing, it suddenly started to polish up. Then the little light comes on in my head - you have to wait till it gets hard before polishing.

This whole story is the condensed version. There's so much more detail I could add but I think you get the picture. Besides all the above, I'm married and have three children, one who was about sixteen when I started. It was quite a juggling act those four years.

Which brings me to the name: "GRACE." I chose grace because of God's grace. For by His grace we are saved, and all that we are, our talents and abilities are gifts from Him. I could think of no better way to honor Him, for giving me the ability and time to complete my project.

I'll see you at Treasure Island in August.



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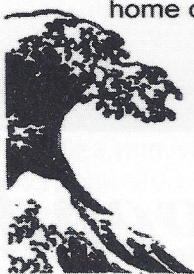
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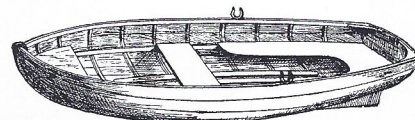
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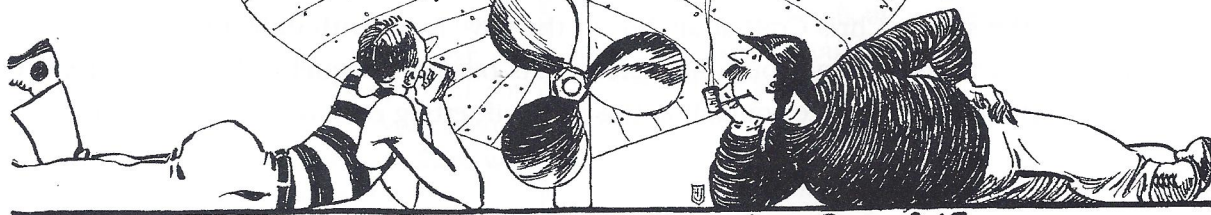
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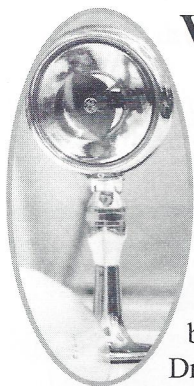
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## VENDOR SPOTLIGHT

### JACK OF ALL TRADES

by Andreas Jordahl Rhude  
Photography by Greg Benson

Engine won't start? Who ya gunna call? **Jack of all Trades.** Need a wire job with period type wiring on your old wooden boat? Who ya gunna call? **Jack of all Trades.** Dropped your precious toolbox overboard and want it recovered from the murky depths? Who ya gunna call? **Jack of all Trades.** Need your boat trailer retrofitted for that "new" old boat? Who ya gunna call? **Jack of all Trades.** That's Jack Dukes, proprietor of Crow's Nest Mobile Marine on the western edge of Lake Minnetonka. He's been around boats most of his life and his livelihood is working on them and their components.

Some of the earliest memories Jack Dukes has are of being on his families home built 50 foot house boat on the

using his garage as a workshop. Today, he has three facilities and two employees (his sons!).

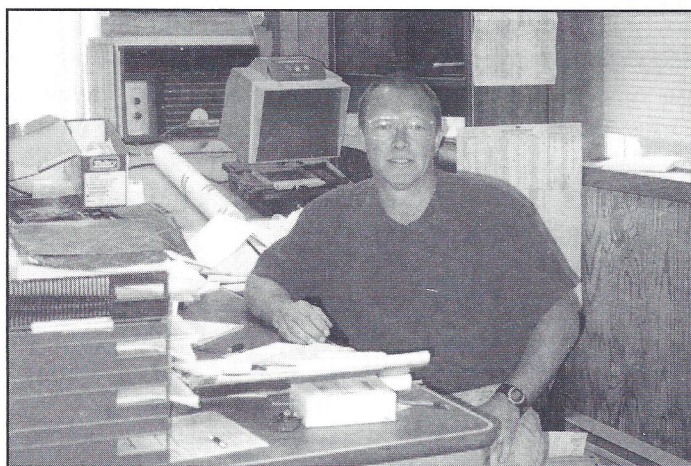
So what is Crow's Nest Mobile Marine all about? As Jack Dukes succinctly puts it: "From A to Z we do it on boats, engines and trailers." Re-wiring in either modern style of old looking wire that meets present day standards is one specialty. This past winter he presented this topic at a BSLOL workshop. Some other activities include engine tune-ups; engine rebuilding and installation; working on both inboards and outboards as well as inboard-outboard units; welding, buff and polish of engines and components; repainting; packing wheel bearings on trailers; rebuilding boat trailers; stripping and refinishing boats; mobile marine service calls; and in the past he has done aluminum welding (he's divested himself of that equipment so he contracts this out now). He works on wood, aluminum, fiberglass, and pontoon boats.

His entry into the wooden boat world came, in part, through Steve Hicks. Steve was having trouble with his boat motor and Jack came to the rescue several times at the dockside. Mobile calls are still one of the major portions of his business and Dukes is one person capable of solving these headache dilemmas.

A 1955 Chris-Craft Continental is sitting at Crow's Nest, a new bottom was put on last year and earlier this year she was revarnished. Some refinishing work now needs to be completed on the engine doghouse. A C-C triple cockpit, a gray boat, is also sitting in the yard at the present time, awaiting some TLC. A large, wooden cruiser is also in need of attention.

In addition to working on boats, engines, and trailers, Crow's Nest has storage facilities. He can store up to 100 boats of various sizes. At the moment they are storing 24 boats indoors with another 12 in outdoor storage.

Why the name Crow's Nest Mobile Marine? Jack's original name idea was "Eagles Nest." However, there is another marine related firm in the Twin Cities with that name so he looked for another one. A crow's nest is a term used in the old days of sailing; it was the lookout high



Mississippi River. For much of the summer months, his family lived on the boat. His father wasn't much of a mechanic, so at a young age Jack began tinkering with engines. The propeller shaft was pushed into the engine when the family Chris-Craft Sportsman was rear ended in a water accident in the sixties. Innovated dad took a motor out of a Ford station wagon and installed it in the boat. "It never did work well," says Jack. This fueled his interest to work on engines.

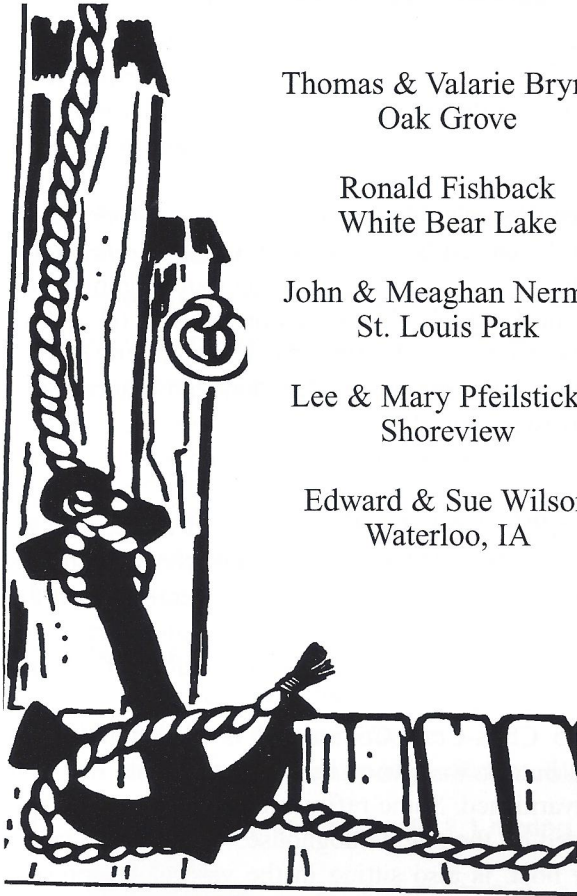
At age 15 Jack became a scuba diver. Ever since he has been known to do underwater recovery work. After high school Jack worked as an automotive mechanic. At one point he had an opportunity to purchase St. Croix Boat Works at Prescott, Wisconsin. He decided against it and stuck to cars. Ironically, years later here he is operating his own marine related business.

An accident a number of years ago caused a great deal of damage to his leg and put him out of a job. During the long recovery he began working on boats. In those early stages, starting about five years ago, it was one boat at time,



Vendor Spotlight - continued on page 33

## WELCOME ABOARD!



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A recent photo of the "Roamer," a 1920, 33 foot Dingle with 45 hp Universal engines. The Roamer celebrated her 80th year on Cass Lake, Minnesota on August 6<sup>th</sup> this year. Owner and BSLOL member, Tom Coen is shown in this picture with "Leroy and His Shiners" playing *When the Saints Go Marching in*.

Our thanks to BSLOL member Bob Johnson who submitted this item of interest to us antique enthusiasts. He requests that anyone out there with Dingle photos and status reports to please send them to him at 4691 Baycliffe Drive, Excelsior, MN 55331-9741. He promises to collect all the data he receives and write an update story this winter. Thanks, Bob. That's something to look forward to over the long non-boating season.

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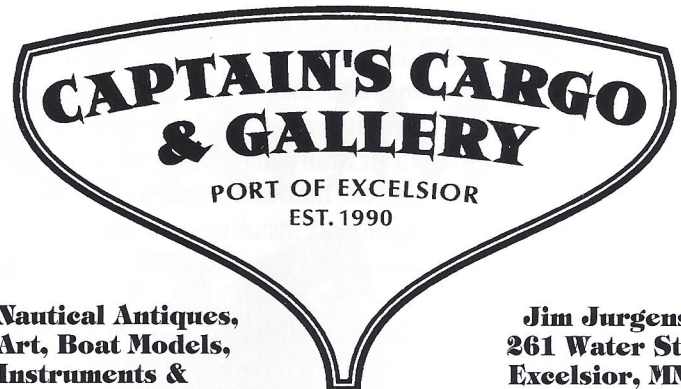
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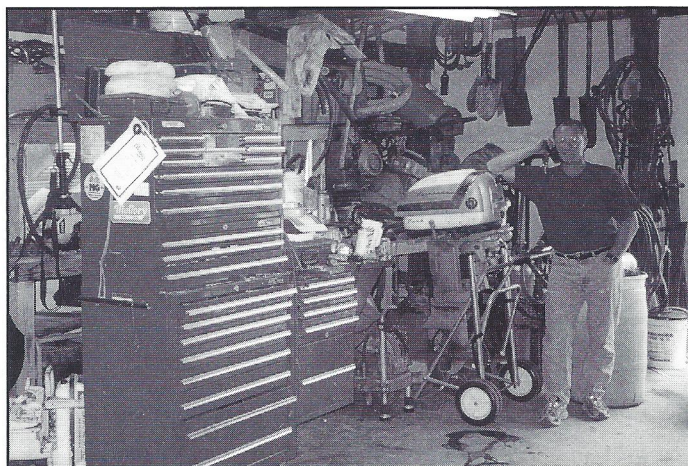


Vendor Spotlight - continued from page 31

above the decks atop the mast. While sitting at a friend's home one day, they all noted the crow's nest in a nearby tree. This was the impetus for naming the business Crow's Nest Mobile Marine.

Our very own Greg Benson is having Jack work on his engine and install it in his boat. A Scripps V-12 owned by BSLOL'er Steve Hicks is another power package at Crow's Nest right now.

Jack is pretty serious about his engine work. "I hate not the "Jack of all Trades" of the boating world.



being able to water-test something after I've worked on it in my shop. I want to make certain it works under its conditions of operation."

Jack has plenty of work lined up. He has dedicated his career to helping the boating world run smoothly. His two sons are training under him, so he feels he has reliable help for the future. If working fourteen-hour days is not enough, construction on his new home just got underway and he is getting remarried soon. Life is full for Jack Dukes,



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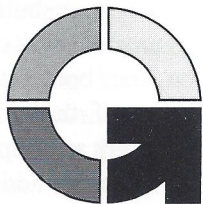
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## FOR THE LOVE OF GARWOODS

(Gerald Petersen, BSLOL Member in SE WI)

In 1979 I found a 1934 GarWood 16 foot split cockpit runabout in Oconomowoc, WI that had been stored unused in the original owner's boathouse for over 25 years! I knew at first sight, that the boat and I were meant for each other; after all, we were both born the same year, and I was looking for a suitable 50th birthday present to myself. Fortunately, the boat was in excellent original condition, requiring only refinishing and a modest amount of engine work. She is named "Silver Fox" after the Gray Fox himself. I have had 15 years of great pleasure using this boat, and was pleased that it was judged "Best GarWood" at the BSLOL Rendezvous in 1997.

In 1995, to my surprise, my insurance agent called to say that he had found a GarWood for my collection. This time it was a 1939 19 foot utility that had been sitting outside in the back of a factory parking lot for many years (Figure 1). It was owned by the owner of the business who was considering burning it, but fortunately he was willing to give it to someone willing to "bring it back." Since, I was close to retirement, I couldn't pass up the challenge. However, this time I was looking at a "pattern boat" (not quite "gray" but clearly needing a lot of new wood). Also it didn't have a usable engine, and I was yet to outfit my shop. Five years later, after over 4,000 hours of loving work, it is the pride of the "woodies" on Lauderdale Lakes, WI where we live (about 15 miles NW of Lake Geneva).

Rather than attempting a "blow by blow" description of the project, I thought it would be more interesting to describe the overall effort, and then

focus on a couple of tasks that I feel will be of more interest to others considering a "pattern boat" project. I did decide early on that I'd retain the classic planked bottom. In my case the

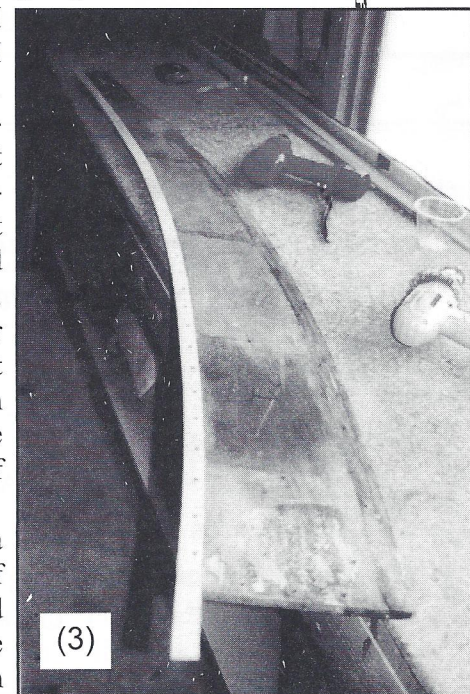
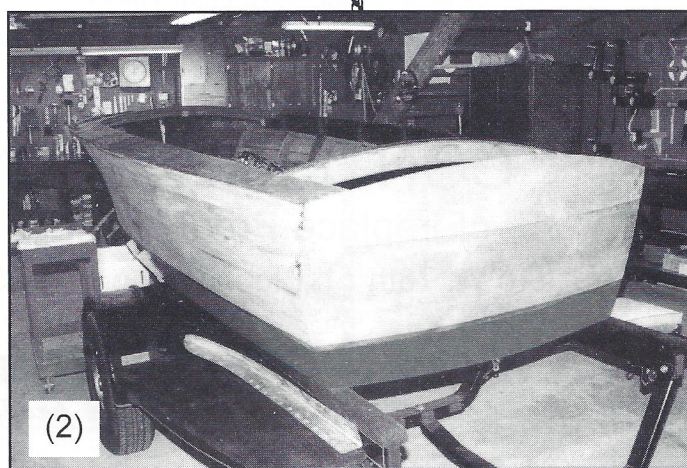
boat will be stored year around in a wet boat house, and used several days a week. That means the hull should stay at a relatively constant moisture content. I feel the West System epoxy multi-layered plywood bottoms are only preferred when boats are dry stored and subjected to relatively infrequent use.

A careful inspection of my boat showed the restoration challenge included: total wood replacement except for most of the side planks. Of course this included learning how to steam bend oak ribs, and mahogany planks, and obtaining patterns for the front and rear seats that were totally missing. It also included finding an appropriate engine, the correct windshield brackets, a new gas tank, etc.etc. The project was started in loaned space in a building my son Jim was renting for his boat business. After a year, I lost that space, and converted two thirds of my six car

garage to a wood working shop with room for the boat in the center (Figure 2).

For this article, I'll concentrate on two challenges: replicating damaged or missing planks, and building the missing front seat. The boat had a complete set of bottom planks on the starboard side, but less than a third of the planks on the port side. After repairing and/or replacing the keel, chines, frames, all ribs, transom, and installing an inner bottom hull of 6 millimeter Okoume, plank replacement was on the agenda. Upon removal from the boat, it was obvious that the edges of most of the original planks were too rough to use directly as templates. My solution to this problem was to add new adjustable edges of 4 millimeter Lauan. Where planks were missing, totally new Lauan templates were made. For example, for the port side missing planks, I made Lauan templates from the starboard planks and then flipped them over to get the mirror image required. Rather than worrying about the edges of the old planks, or the new Lauan templates, I attached separate one inch edge strips of Lauan. I did this after smoothing the edge strip

*For the Love of GarWoods -- continued on page 35*



*For the Love of GarWoods -- continued from page 34*

outer edges on my joiner. I held these edge strips in place by using #4 screws about every five inches (Figure 3). These smooth edge strips then provided a surface to guide my straight router bit with its outboard ball bearing.

My plank fabrication process consisted of the following four steps: (1) planing the plank stock to desired thickness, (2) rough cutting the new plank stock "fat" by about 1/4 inch to the template shape using my band saw, (3) forming the template using the smooth edge strips, and (4) final trimming the new plank using my router. Figure 4 shows a template with a fair amount of edge radius. Note that in this case, the inner edge of the edge strips was relieved to facilitate their smooth curvature.

Figure 5 shows a template held in place on a new plank stock with "QuickGrips." By alternating the orientation of the "QuickGrips" the plank was supported on edge on my woodworking bench. Note also that my bench top is covered with carpet padding to prevent the plank from "walking" during routing. With the router set to ride on the smooth strip edging, the final trim was made in several passes cutting in a counter clockwise pattern around the sandwich to avoid tearing the plank edge. Of course, to do the second edge the "QuickGrips" were moved to the other side.

I also found this plank template edging process to be very useful when fitting a plank to an opening. Even where I had original planks, they never fit perfectly in the last position to be cut. This normally occurs where a plank fits against another plank on one side, and against structure (e.g. keel or chine) on the other side. Figure 6 shows two templates in place for the planks on either side of the port chine.

For final assembly I used polysulfide (Boat Life) bedding. But before that was done, the bottom planks were all screwed down, and the long longitudinal cracks opened

up to a little less than 1/8 inch using a small circular saw set very carefully not to cut into the inner Okoume hull. This trimming assured expansion room as the planks pick up

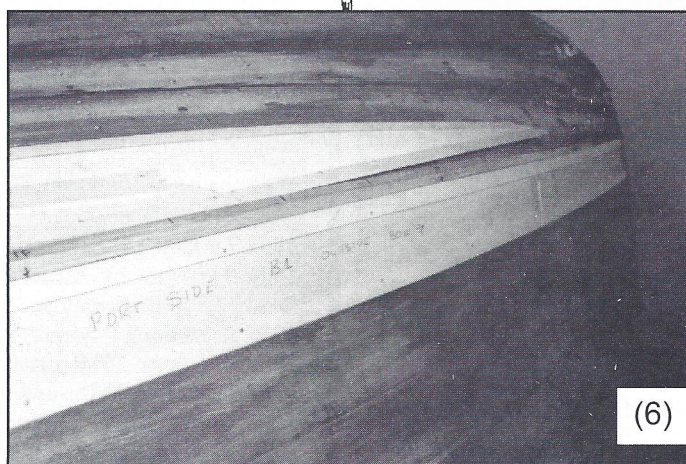
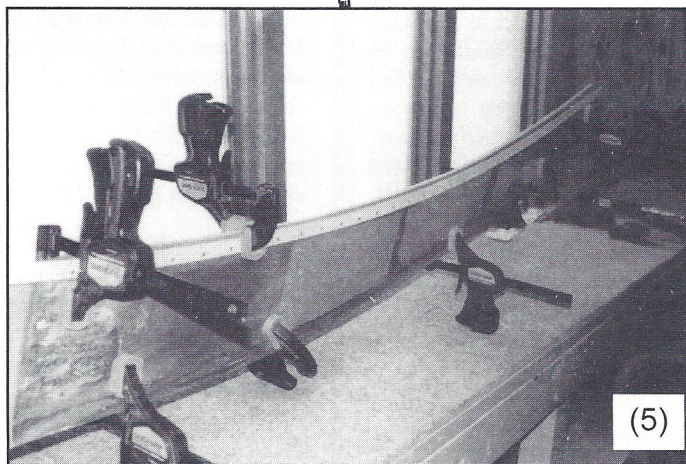
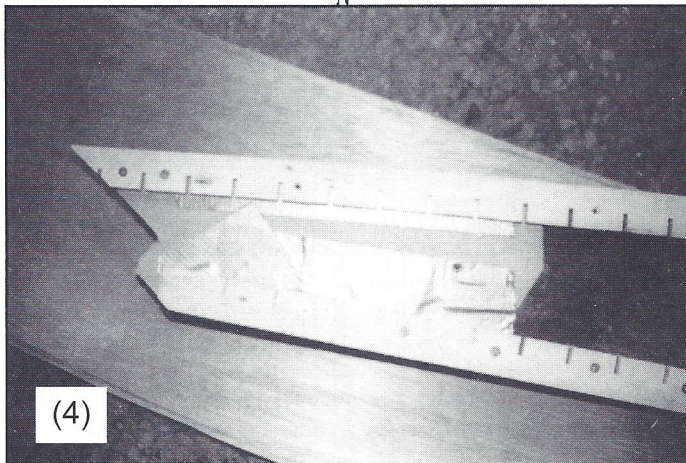
moisture upon boat use. When re-installed with bedding, the cracks were very uniform, and filled with polysulfide sealant. I used a spoon to smooth the Boat Life in the cracks leaving a slight depression. Now that the boat has been in the water for a couple months, I have found very little swelling of the polysulfide, certainly not enough to crack my bottom paint. However, I believe the important thing is that the plank swelling will not break either the silicon bronze fasteners, or the frames to which they are screwed.

The seats were a different challenge, since I had nothing to pattern. My solution was to draw on the skills and friendship of a fellow BSLOL member. I contacted Tom Juul knowing that he had access to a sister GarWood (previously Bob Johnson's Miss Gluek). Tom was kind enough to provide card stock patterns for the front seat. Figure 7 shows Tom's pattern in place after my new interior covering boards were installed. Fortunately, I


was able to find the original seat screw attaching holes in the port stringer and in the top starboard interior covering board to correctly position the seat. As expected, the pattern had to be adjusted for my boat

(e.g. it was about 1/4 inch fat on the starboard edge). However, once adjusted, it fit perfectly. The seat back was formed from four mahogany planks joined by West epoxy using biscuits. The biggest wood working challenge was forming the corner with its two inch radius as shown on Figure 8. Rather than buying a shaper, I had a local cabinet shop run my stock through their shaper with a large 2

inch radius cutter blade. I then finished the corner by cutting the rabbit using my table saw dado blade. Figure 9 shows the seat temporally installed before finishing.



*For the Love of GarWoods -- continued on page 38*



## THE TRADING DOCK

*A free service for BSLOL members (\$5 fee for a picture)*

**1947 CHRIS CRAFT 17' DELUXE RUNABOUT** - Good to excellent condition. Original engine. Trailer and full cover. \$15,000  
 Randy at 612-878-2118/h 612-263-8998/w (M0200)

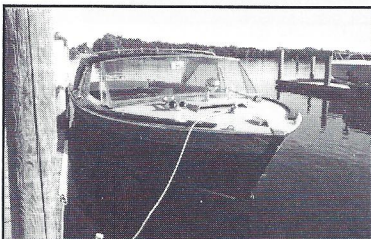
**OWENS FLAGSHIP ENGINE** - 283 V8. Velvet Drive transmission. See it run. \$1,750. Bob McBride 715-825-3242 after June 1 (M0200)

**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. 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)

**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)

**1956 CRESTLINER 12' JETSTREAK** - Single cockpit w/Mark 25E, good condition, \$1,995.

**1956 CRESLTINER 12'** - Double cockpit, restored w/'56 Mark 30E & Little Dude trailer, \$2,295.

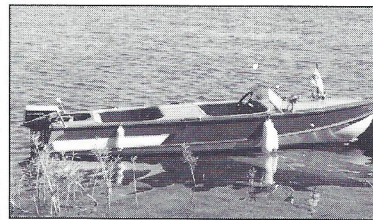
**1956 ARISTOCRAFT 14' TORPEDO** - w/Mark 55, 40hp, very good condition, \$4,995

**FEATHERCRAFT 13'** - double cockpit runabout, fair condition, \$1,895.

**CHRIS CRAFT 10 HP OUTBOARD** - unrestored, \$200 & other 1915 to 1960 ANTIQUE outboards. Send SASE for list.

Ron Melick, N7759 540<sup>th</sup> St, Menomonie, WI 54741-5910  
 715-235-2999 or 715-235-2230 email: litsourz@win.bright.net (M0800)

**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)



**1963 CENTURY 18'** ~ Total Restoration: West bottom, upholstery, decks & varnish, new dash. 327 V8 ski boat w/swim ladder, canvas top & side curtains for rainy days. Good solid family boat. Mooring cover & 2 axle trailer comes with. \$9,900. Can deliver. Call Denis @ 218-246-8868. (M0400)



#### 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)

**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)

*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)

**CRUISERS, INC. 18' LAPSTRAKE MODEL 1302** - Fair-good condition with no woodwork needed. Needs fresh hull paint, interior bright-work refinish, new nautilux deck upholstery. 1975 Chrysler 55 hp is on the boat but can be separated. All hardware & chrome is there. It sits on a single axel trailer that is in good shape with bearing buddies. Offers are welcome. Steve Beck 651-702-7507 email: msbeck97@aol.com (M0800)

**1959 CHRIS CRAFT CLASSIC 17'** - mahogany sport utility. Original 283 Chris V8. Very good condition. Tandem trailer with brakes. New mooring cover - \$8,500

**1941 17' RUNABOUT** - 100% complete. Needs restoration work \$4,000 651-257-3525 (M0600)

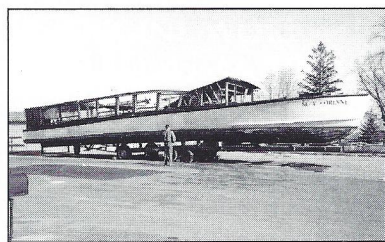
**1956 CHRIS CRAFT CONTINENTAL 23'** - mahogany "project" boat, 350 Crusader engine...never used. Asking \$5,000. Call Edie Gorham 612-421-3815 or 320-676-3890 (2NM0600)

**1936 LARSON 16' DELUXE UTILITY** - 4 cyl Gray Hull sound. Needs some wood replacement on gunnel, trim, and deck. - \$3,000.

**1959 LARSON 18' WOOD DAY CRUISER** - O.B. \$1,000

**X CLASS JOHNSON WOOD SAILBOAT** - \$2,500  
 Lewis McGonagle, 952-934-3722 or 218-543-4551 (M0600)

**1962 SEA KING 14' Runabout** - Montgomery Ward's original boat, motor and trailer combination package. Restored, new paint, decals, new prop. 40 hp Sea King (Johnson) runs like new. Trailer - complete paint, new wiring and lights, new wheel bearings, front wheel jack and hitch assembly. - \$3,800/Offer. Boppy: 651-681-3538 (NM0600)



**1923 ERIE CANAL BOAT, 60'**  
 - Cypress Hull, Motor later model 471 Detroit Deisel with all controls, etc. Runs well. Trailer 60' long. Any offer. Paul Meisel, Mound, MN 952-472-2097/h or 763-479-2138/w (NM0600)

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

## PT POWER

by Jim Aamodt

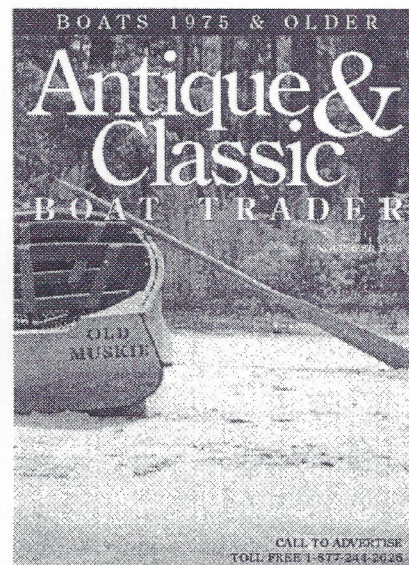
With the design experience of the Liberty World War I engines, and subsequent marine and aero Packard 6 cyl., 12 cyl., 16 cyl. and 24 cyl. engines, Packard was chosen as the supplier for the World War II "PT" boats. The Garwood Racing Team's development of the 1M-2500 V12 engine from 1928 eventually led to the 4M-2500 used in the PT boats.

Both Elco Co. and Higgins Marine built 76' and 78' PT boats. All were powered by 3 4M- 2500 engines of 1500 H.P. A few 1945 units had the 5M-2500 1800 H.P. units. Top speed was over 60 MPH for the PT's and half throttle or "cruise speed" produced a consumption of 100 octane gas at 110 gallons per hour per engine. A 2490 cubic inch, overhead cam, supercharged engine can be thirsty!

After the war, several hydroplane racing boats used 4M-2500s into the 1960's. The famous "Pardon Me" run-about (over 50') at the Clayton Museum is powered by a single 4M-2500. Packard's aero and marine engines of the 1930's not only led to the design of the 4M-2500, but to other famous engines. The Packard built British Merlin V12 aircraft engine, which powered the famous P51 Mustang, is considered the finest aero engine of World War II.

The engine on display has been test run only, and is new as built in 1943, with some original shipping covering still intact. The engine was repainted sometime in the 1980's, as the original Packard green color is evident under the grey.

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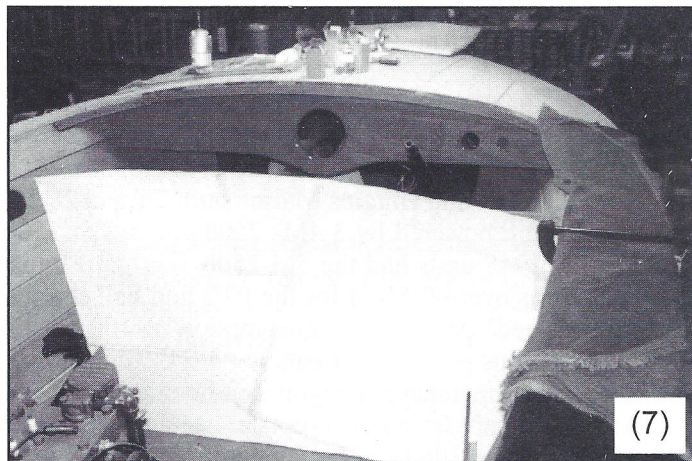


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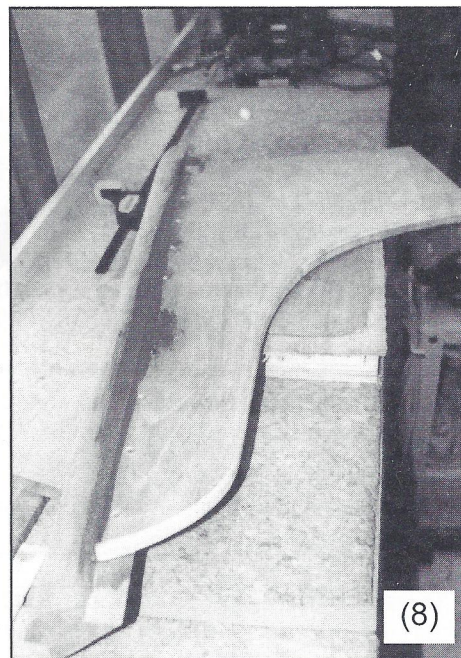
GarWood - continued from page 36

Figure 10 shows the finished boat here at Lauderdale Lakes. The restoration process was an enjoyable learning experience. Fortunately, with many fellow



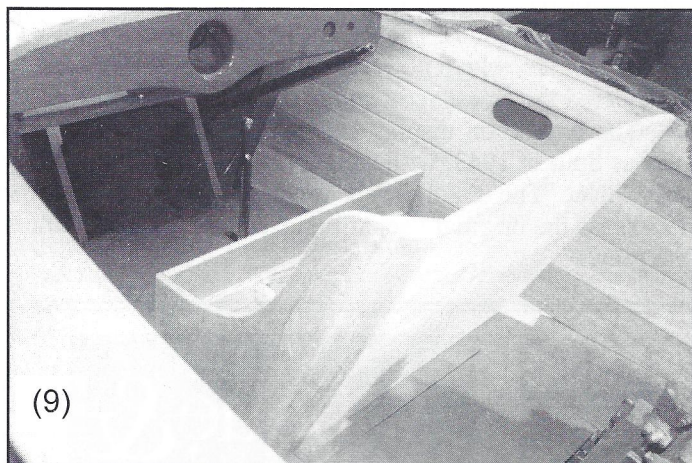
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"woodie" friends such as Tom Juul and Bob Johnson to provide information and advice, the project was a success. Bob graciously provided detailed photos of Miss Gluek that were very helpful. In appreciation for tolerating my wooden boat obsession, the boat is named the "Carol

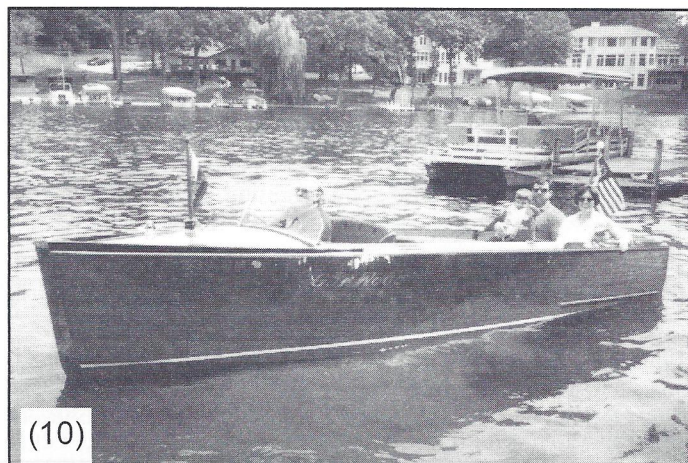


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K" after my wife. For those interested in seeing it, I plan to bring it to the BSLOL Rendezvous, August 19/20.

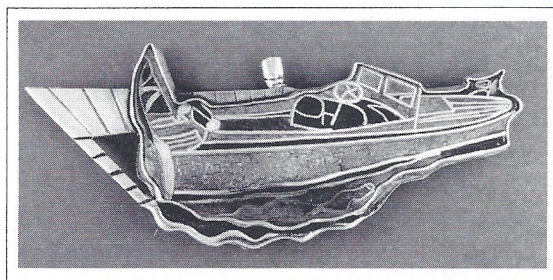


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(10)

See me at the BSLOL Rendezvous in Red Wing, MN  
August 19 & 20, 2000



"Ditchburn at the Dock"

Photo by S.J. Lewis

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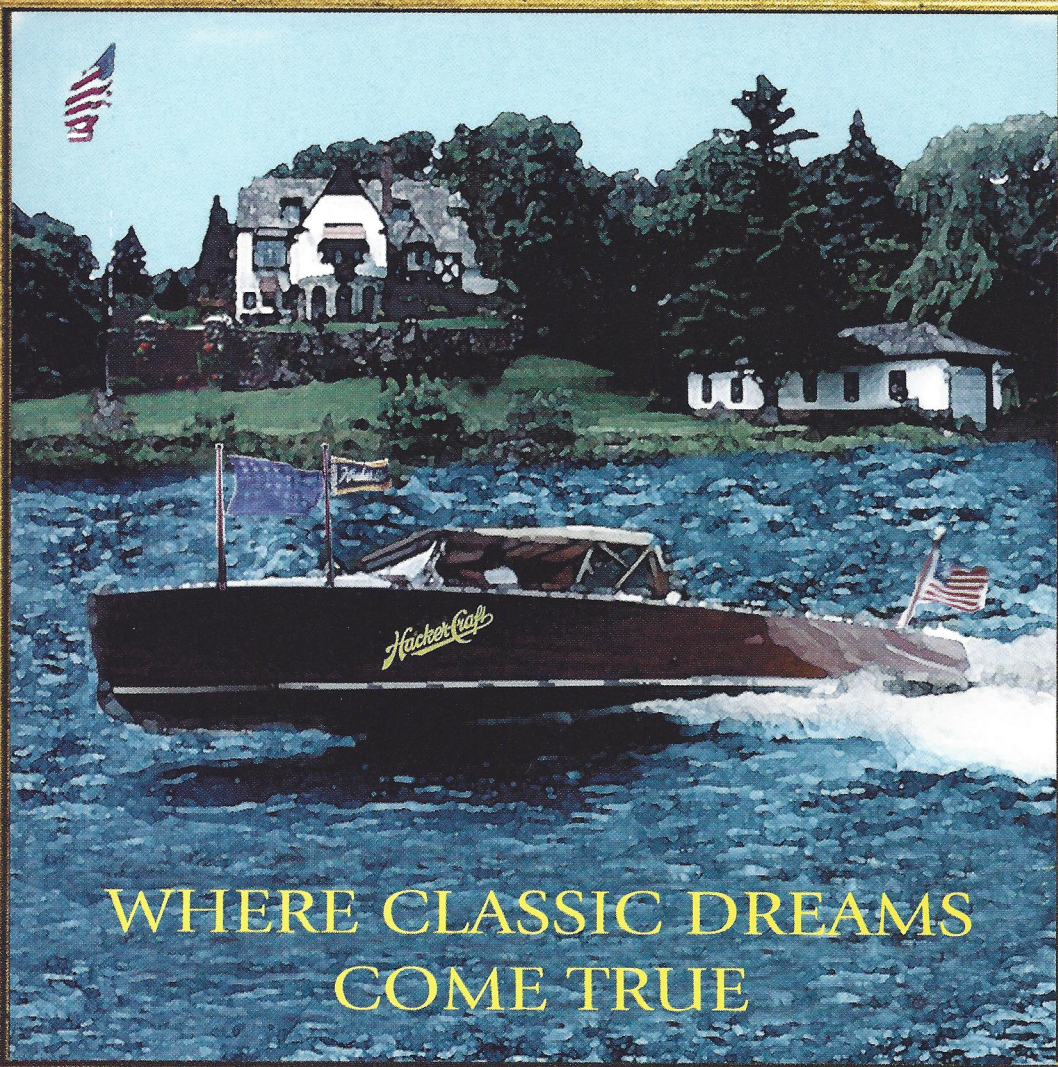
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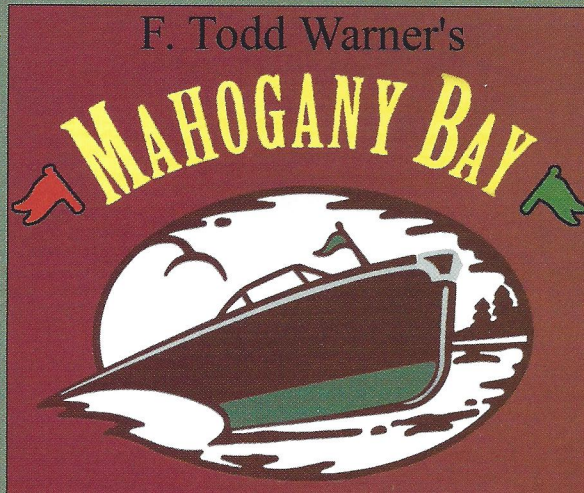
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