

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

Antique & Classic Boat Society

Vol. 23 No. 5
October 2000



Gray's Bay Marina

Lake Minnetonka

Boat, Canoe & Motor Rental
Snacks - Pop - Beer - Ice
Live Bait - Tackle

Open Dawn Till Dusk

2831 County Road 101 South Wayzata, MN 55391 952-473-2550

FULL MARINE SERVICES
Expert Marine Woodworking
Full Winterizing Service & Storage
Refinishing and Restoration Services

Owners Bret Niccum ♦ Tony Schmidt ♦ Manufacturing, Sales & Service

Highest Quality on Lake Minnetonka



- ♦ Docks
- ♦ Bathouses
- ♦ Lifts
- ♦ Custom Docks
- ♦ Service All Brands

NICCUM

DOCKS, INC.

2949 Oaklawn Lane, Mound
(952) 472-1983 Phone
(952) 472-6389 Fax

THE BOATHOUSE is published bi-monthly on the even months (Feb, Apr, Jun, Aug, Oct, Dec.) All articles, ads, etc. must reach the editor by the 15th of the odd number month prior to the desired issue. Address all BoatHouse issues to the editor:

Peggy Merjanian
 18275 Hummingbird Rd.
 Deephaven, MN 55391-3226
 612-473-4936 (h) 612-473-6601 (w)
 email: datamerj@aol.com
 email: pmerjanian@st-barts.org
 Fax & Home Office: 612-475-1384

BOARD OF DIRECTORS

- PRESIDENT GREG BENSON**
 952-941-7882 (h)
 612-713-4000 (w)
 bsol@aol.com
- VICE PRESIDENT JIM AAMODT**
 952-938-1211 (h)
 612-378-1857 (w)
 jaamodt@boyertrucks.com
- TREASURER STEVE DAVIS**
 952-472-1556 (h)
 952-449-6749 (w)
 sdavis@villagechev.com
- SECRETARY ANDREAS J. RHUDE**
 612-823-3990 (h/w)
 ajrhude@aol.com
- MEMBERSHIP JOHN KINNARD**
 952-934-2584 (h)
 952-933-6216 (w)
 ccseaskiff@aol.com

BOARD MEMBERS:

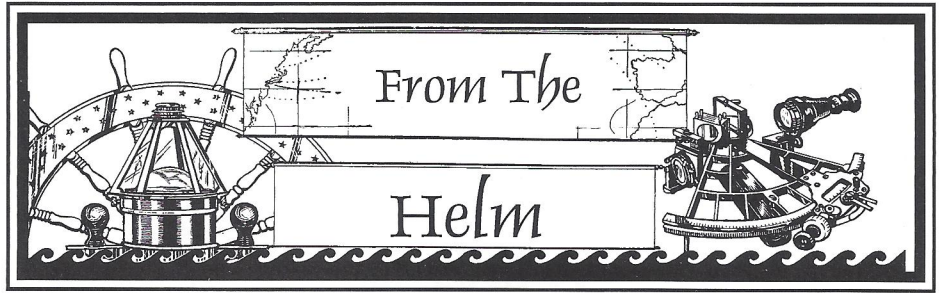
- Steve Beck 651-702-7507 (h)
 651-730-7695 (w)
 msbeck@aol.com
- Bob Buttery 763-427-1448 (h)
 58century@msn.com
- Dave Doner 612-835-2549 (h)
 ddoner9289@aol.com
- Ray Garin 952-495-0012 (h)
 Eric Gustavson 952-472-4478 (h)
 952-472-1416 (w)
 ericgustavson@stjohnsofmound.org
- Randy Havel 763-878-2118 (h)
 763-263-8998 (w)
- Jayme Hines 952-937-8699 (h)
 jhines1@uswest.net
- Dirk Gunder 651-436-1555 (h)
 612-363-2437 (w)
- Sharon Gunder 651-436-1555 (h)
 612-804-9118
 gunders17@hotmail.com
- Peggy Merjanian 952-473-4936 (h)
 952-473-6601 (w)
 datamerj@aol.com
 pmerjanian@st-barts.org
- Paul Mikkelson 320-235-0367 (h)
 320-231-0384 (w/fx)
 paultmei@clear.lakes.com
- Dan Nelson 952-472-3687 (h/w)
- Larry Quinn 952-937-5891 (h)
 320-587-5042 (w)

PAST PRESIDENT

- Jeff Stebbins 952-474-2954 (h)
 612-379-5517 (w)
 jstebbins@cuningham.com

BSLOL PHONE NUMBERS:

Local: 952-934-9522
Toll Free: 877-636-3111



This past summer has been very busy for all of us I'm sure. I had many plans that were continually changing because of uncontrollable circumstances. I did not make all the shows I planned for, but the ones I did, were awesome. My Chris Craft was worked on overtime to make it to our 25th Rendezvous. It had been eight years since I've had a boat in the show. You see, you don't have to have a boat in the show to participate and enjoy, but it does make it a little extra special.

We had a great summer with many activities. Our club cruise nights had better participation, and our last one on the river was something special. This year's Rendezvous was the biggest and best ever with some 135 boats, many more cars, and great participation from the Outboard Motor Club. James J. Hill Days was successful once again with a our display of boats at the new Wayzata city docks. The summer of 2000 was filled with truly great times and great memories!

In September I traveled to Mackanac Island for ACBS 25th Annual Meeting – my second time at this event. It was a grand event at the old Grand Hotel. What a wonderful place to visit. If you ever get a chance to take in the annual meeting, do so! Besides the great choices of location, the people are terrific. You really get to meet a wide variety from around the country. They are all on a mission, planning strategies for years ahead, which makes it exciting to see what's new for ACBS.

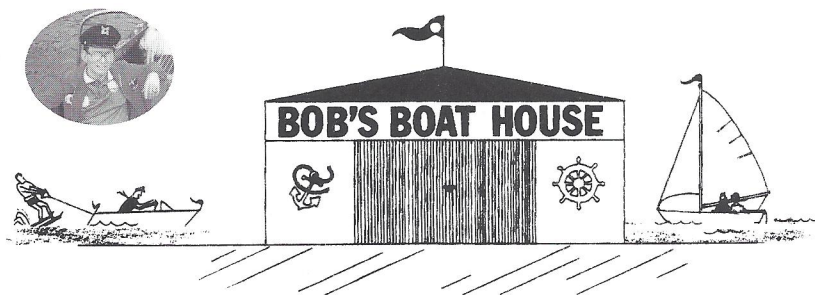
As I finish my second and last term as President, I look back and have many thoughts on a time that went by so very quickly! I've said this before, but belonging to an organization that has a common goal is a wonderful thing. When you meet people that believe in the same thing you do and have the enthusiasm and drive to propel that cause forward, it's exciting. The members of our chapter are the greatest, and I thank you for your time and talent.

Working with the board for the last two years has been a lot of work and a lot of fun. They have put in some long hours to keep the vision of this chapter going. As president, my responsibility is to guide and direct the board on all matters of business. This has been a real challenge because everyone has an idea and wants to make their point. Our Board of Directors and the associated committees are the real heart of this organization. They do all the brainstorming and planning to come up with strategies that guide our chapter. This is where we always need new people with new ideas to stay creative which helps this organization to continue to grow. Every member of this chapter should consider helping out in some way to protect our vision! Again, I thank my board and all committees for a job well done -- it's been great working with you! This doesn't mean I'm gone for good; I still have ideas for you to mull over.

I have taken an appointment on the ACBS International Board to fill a two-year vacancy in marketing and public relations and I'm looking forward to the new challenges that lie ahead.

It's not easy for me to finish this last helm log, but as they say, life goes on. So to all members, friends, fellow volunteers: thank you, and have a beautiful fall, a safe winter, and look for me next spring. My boat is finished and I will be on the water early. I'll be lining up my summer show tour for 2001. Anyone want to come along? And remember, don't just be a member of ACBS, volunteer your time and talent and help preserve the past!

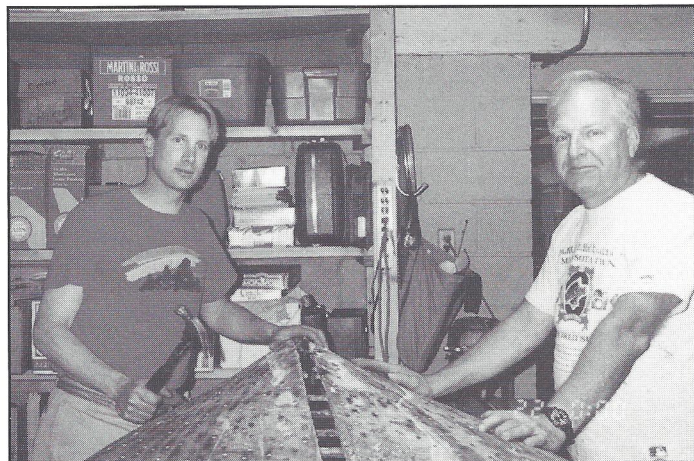
Greg



CHETEK RESTORATION UPDATE

The boat once owned by Bob Speltz, a fourteen foot Chetek outboard runabout, is being restored by BSLOL members. Now located at the home of Larry Quinn, the boat has been stripped of all hardware, seats, decks, and framing. The fiberglass coating has been removed and now most of the bad planking between the spray rails has been take off. The western red cedar-strip planks as well as the steam-bent white oak frames are pretty much "history."

New bead-and-cove planking as well as cedar garboard planks and a new keel are the next order of business. A white oak outer stem has been steam bent thanks to Sherwood Heggen.



*Andreas Jordahl Rhude and Bob Buttery
working on Chetek's bottom.*

Once a month a crew of about four or five have been working on the boat. She ain't pretty at the moment, but one of these days she'll begin to look like a boat again!

Thanks go out to Dave Doner for having the Tee Nee trailer sandblasted and prime painted. All the extraneous items were removed for the trailer as well. We are in need of replacement fenders, the unique tear-drop shaped ones used by Tee Nee Trailer Company.

If you'd like to help out, give Larry Quinn a buzz at 952-937-5891. This is a BSLOL group activity, so it will be nice to have greater participation from more members.

IN THIS ISSUE

From The Helm	3
Board of Directors	3
The BoatHouse Schedule	3
Bob's Boat House	4
James J. Hill Days	5
Porthole to the Past	6
Gadgets and Kinks	8
Service Department	9
Club Cruise Nights	13
Nice and Easy Mini Cruises	15
Rendezvous 2000 Winners	16
Rendezvous 2000 Winners	17
Rendezvous 2000 Winners	18
Rendezvous 2000 Winners	19
Rendezvous 2000 Kids	20
More Rendezvous Winners	21
Awards and Judging	22
Boats In Process	23
The Chandlery	24
BSLOLers at Lake Geneva	25
BoatHouse Ad Rates	26
BSLOL Way Points	27
BSLOL Holiday Party	27
A Rescue in Missouri	28
Miraculous Manatee	30
Welcome Aboard!	31
Annual Elections	32
Trading Dock	33

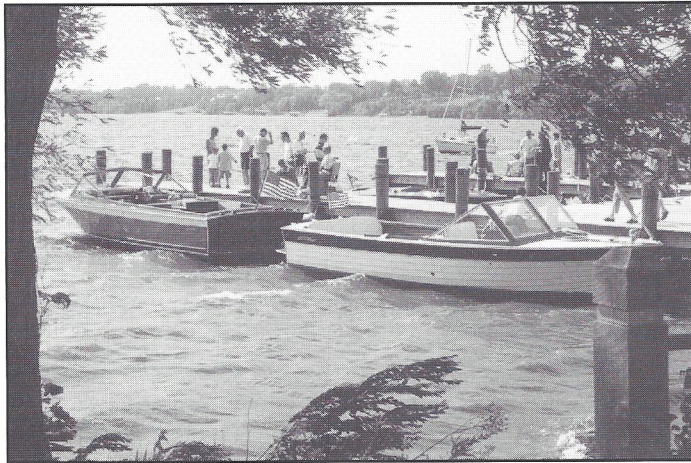
ON OUR COVER

"Thumbs up" for Dave Doner in his 1954 Lyman 18' Islander. Dave was one of several members and entrants who graciously gave visitors a sample of boating in a classic boat throughout the weekend of the Rendezvous. The lineup of boats in the background is just a few of the 135 boats on display at this year's show... 93 of them in the water!

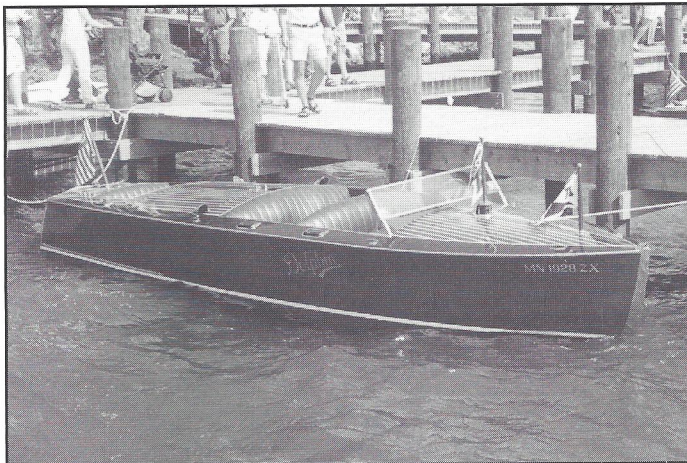


*Milwaukee Railroad Northern
Engine # 261 (circa early 1940's)*

Bob Speltz Land-o-Lakes chapter of the ACBS has participated in this celebration for years with a display of antique and classic boats. It's always a sure fire crowd pleaser.



Two Sea Skiffs back to back on display.

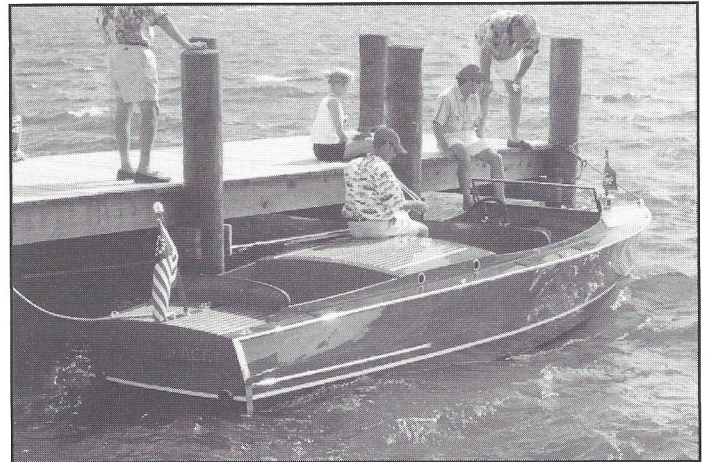


*Jeff & Nancy Stebbins' 1928 Hacker Baby Dolphin
"Sadie"*

JAMES J. HILLS DAYS

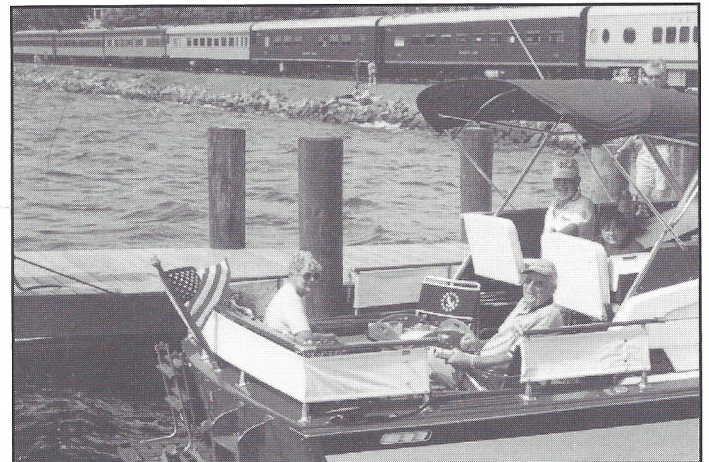
SEPTEMBER, 2000

An annual two-day tribute to
Railroad Tycoon, James J. Hills
by the city of Wayzata, Minnesota

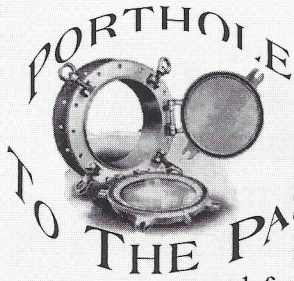


*Steve & Tamara Hicks' 1930 Chris Craft
Triple Cockpit - "Chaser's Ace"*

For the past two years, BSLOL has staffed a tent with their unique line of clothing and other items. See *"The Chandlery"* in this issue for a list of some of these popular (and available) items.



*"Luv Is" - Ray & Margot Garin's popular
1963 Owens Flagship Cruiser*



NEW GLORY FOR AN OLD GLAMOUR-GIRL

Reprinted from Motor Boating January 1963

In 1928 the stock market hit its dizziest upward spiral, Al Smith was defeated for the presidency, the first all-talking motion picture was shown at the Strand Theatre in New York, the Graf Zeppelin flew around the world, Henry J. Gielow designed "the largest diesel yacht in the world," the 294 foot Savarona, and a youngster named Nina swept her class in the ocean race to Spain.

Inspired by the excitement and affluence of this last year of the Jazz Age, and no less by Gar Wood's incredible feat of both setting a world's speed record of 92.838 mph and keeping the British International Trophy in America, all while racing a boat he took but three weeks to build, the desire for elegance and power reached its peak among boatmen.

Thus was born Typhoon, with lines running back to the great power racing days of the early part of the century, yet reaching ahead to the stark and demanding days of the as-yet only horizontal WW II.

An instrument panel reminiscent of an aircraft is a telltale indication of Typhoon's impressive and complex power plant and electrical system, worthy of an ocean going yacht. A sometimes troubled lady from an era when boating was still a wealthy man's sport, Typhoon returns to a former glory under work by a dotting restoration crew.

Designed by George W. Crouch, whose three-point suspension hydroplane, Cinderella revolutionized early speedboat racing, and whose ideas for a motor torpedo boat were later incorporated into H. Scott-Paine's PT boat designs, Typhoon was built for Edsel Ford to be used for commuting between his home and the Ford plant on the Detroit River. The 40 foot runabout was constructed at the Henry B. Nevins Shipyard, City Island, New York, where Crouch, who died in 1959 was design consultant, reportedly for over \$70,000. Estimates of her replacement cost today run upward of \$100,000.



Typhoon took her name from the original engine, a 600 hp, 12 cylinder Wright Typhoon aircraft engine, designed initially for a dirigible. This power plant was carried in a lacquered African mahogany hull which was double planked forward, single planked aft, had seven feet, eight inches of beam and was pointed at both stern and bow. She had three broad seats, two forward and one aft of the amidship engine well.

Typhoon's experience was no less troubled than the times which gave her birth. Ford, reportedly told by his doctors that the powerful boat was a threat to his health, announced the craft for sale in the September, 1934 Motor Boating. The half page ad gave the barest of specifications and the accompanying photograph showed her dead in the water, looking deceptively meek.

The boat had several subsequent owners in and around Chicago, among them the racer, Joseph Van Blerck Jr., but generally spent more time out of the water than in. From time to time her power plant was changed. At one point an Allison aircraft engine with marine conversion was put in, another owner installed a V12 Hall Scott Defender which developed 650 hp at 2200 rpm and weighed an incredible 4300 pounds.

Late in 1961, motor boating enthusiast George Babcock of Puritan Cordage Mills, Louisville, Kentucky., found the boat in the Henry G. Grebe storage yard in Chicago, where it had lain for five years. Deciding to bring Typhoon back to life, Babcock shipped her home, where restoration was begun in May 1962. The Hall Scott "collapsed" after fifteen minutes of operation, so Babcock and his seven-man crew replaced it with an aluminum, 3000 pound V-12 Packard W-14, a 2500 cubic inch marine engine developing 1500 hp at 2500 rpm. Ironically, this engine was built for the same PT boats which were inspired in part by Typhoon's designer.

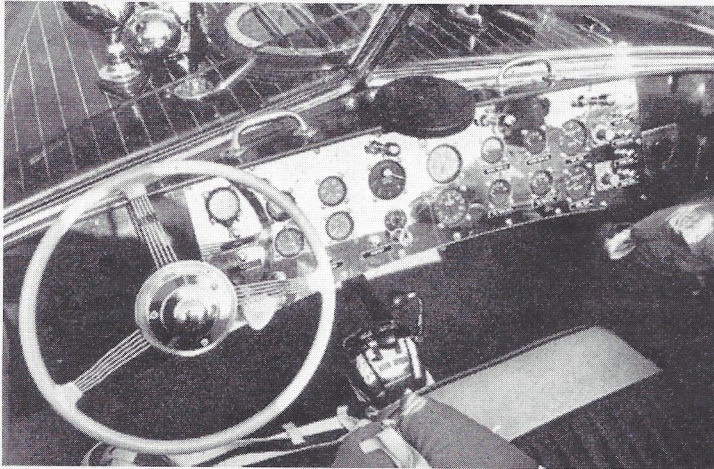
The Packard came complete with a 604 page manual, restricted information in 1944 when the government paid \$19,000 each for the engines, three of which were used on each PT boat. Finding no

Porthole - continued on page 7

Porthole - continued from page 6

hydraulic system with enough "travel," Babcock paid \$50 for an original government cost \$1400 surplus eight ton GM actuator, built to raise and lower the nose carriage of cargo planes, and uses it to operate the reverse gear actuating arm on his Packard.

Finding the hull sound but in need of refinishing, and the electrical system and accessories deteriorated, Babcock had the entire boat revarnished inside and out, replacing the windshields, seats and cushioning, and installing a rather impressive new instrument panel and a complete complement of electronic equipment.



All in all Babcock estimates that more than 5000 working hours have gone into Typhoon, with more engine adjustment yet to come before the Packard can be opened to full throttle. Top speed, he says, should be about 70 mph, consuming nearly 125 gallons of 100 octane gasoline per hour, drawn from two 120 gallon tanks. So far, Typhoon has reportedly cost nearly \$20,000 to restore or about one fifth of her replacement cost.

Launched in October last year near Louisville, the graceful powerhouse had to be towed one mile away from the launch site before being started in order to get away from the hundreds of small boats whose awed skippers maneuvered for a closer look.

Present plans for this survivor from an era when a runabout could, and in this case did, mean something far different than it does today, call for the kind of attention Typhoon has long merited but infrequently received — a series of special appearances at boat shows and regattas where there will be nothing, absolutely nothing, quite like her.

-ROBERT L. MAYALL

**29TH ANNUAL
BOAT
SHOW**

**The
Minneapolis
Boat Show
is just around
the corner!**

CAN WE COUNT ON YOU TO HELP OUT?

We need as many hands as we can get to set up our display, staff our booth during the show, sell merchandise, promote BSLOL, and take down the booth Sunday evening.

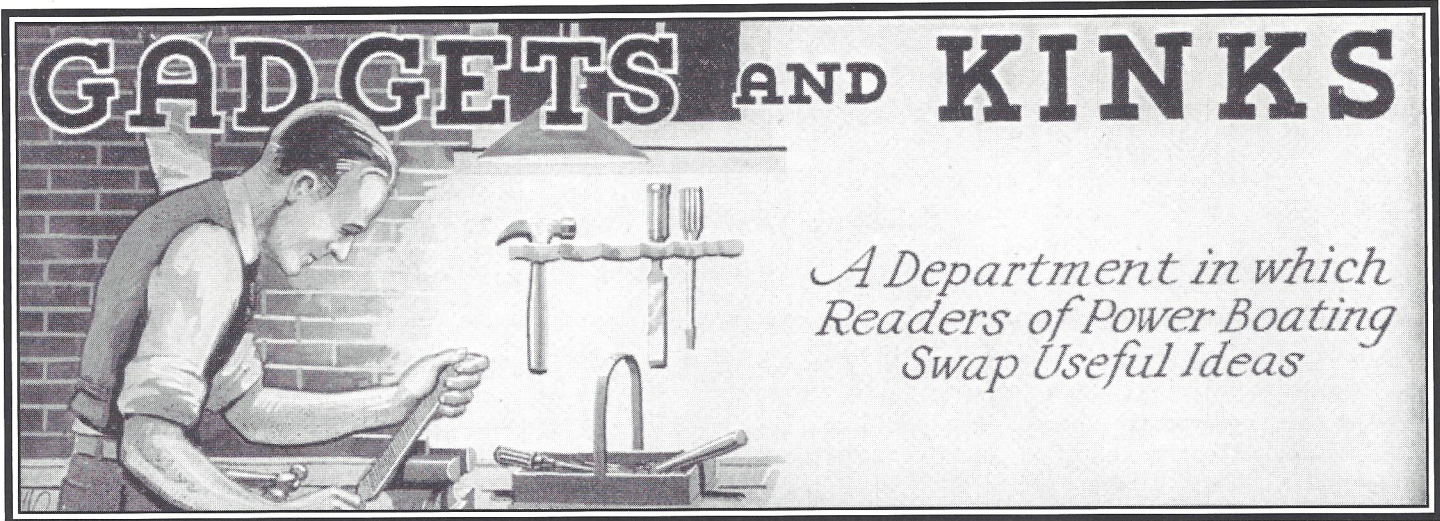
Please contact president, Greg Benson at 952-941-7882, who is coordinating activities for the show.

Many hands are needed, so don't hesitate to throw your hat in. It's a great way to meet other antique and classic boat enthusiasts, and an excellent opportunity to get to know your fellow club members? It's not all work either, there are plenty of opportunities to have f-u-n! And ... all workers get a free pass to the show!

WHAT A DEAL!!

**Wednesday - Sunday
January 17-21, 2001**

Minneapolis Convention Center
Downtown Minneapolis



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

DRILLING THE PROP SHAFT HOLE (or The Task That Is Really Boring)

As soon as we get done with one scary process of cutting rabbets in the chine and keel, portrayed in the previous Boat House Gadgets and Kinks, another task having to do with rebuilding boat bottoms rears its ugly head. Yes, I am speaking of drilling that intimidating shaft hole in the keel.

What is there that scares you the most about this task? Is it the size of the hole, the angle that it needs to be bored, and/or the idea that you have one shot at making it right. With any new a task, there needs to be some understanding of the process from beginning to end. Once understood, the process will be less daunting.

This hole is intimidating most probably because it is drilled at an oblique angle rather than just straight in at 90 degrees to the keel. If it is attempted to drill a small hole at an angle through a piece of wood, most likely the drill is started at a 90 degree angle to the board to drill in a short way for "foot hold". This keeps the drill bit from skidding away from the intended entry point. In drilling the shaft hole, that crude method isn't used to realize an accurately placed hole.

This is a simple and accurate method for drilling a hole at the exact angle and center of the shaft hole as was in the old keel by use of a guide for the drill bit. The method requires only basic tools and is suitable for a small runabout. Tools and equipment need to get bigger according to the size of the boat. The tools required for this task are: a $\frac{3}{8}$ " drill motor, a 12" long $\frac{1}{4}$ " drill bit, a $1\frac{1}{4}$ " spade bit and 12" extension, a bevel gauge, a tri-square, tape measure, a compass and a pencil and a clear mind.

Start by determining angle of the hole in the old keel. Place the blade of the bevel gauge in the hole and fold the handle of the gauge back against the keel. If the blade and the handle are tight against their respective surfaces, the angle will be captured and can be transferred to the drill guide. The drill guide is a piece of $\frac{3}{4}$ " scrap lumber cut to the angle of the hole and screwed to a base used to provide a solid means

of attachment to the keel during the drilling process. On the top of the guide, make a length-wise channel where the drill bit can lay and be held laterally in the correct position. This can be done by using a router or a table saw to remove material to make the channel.

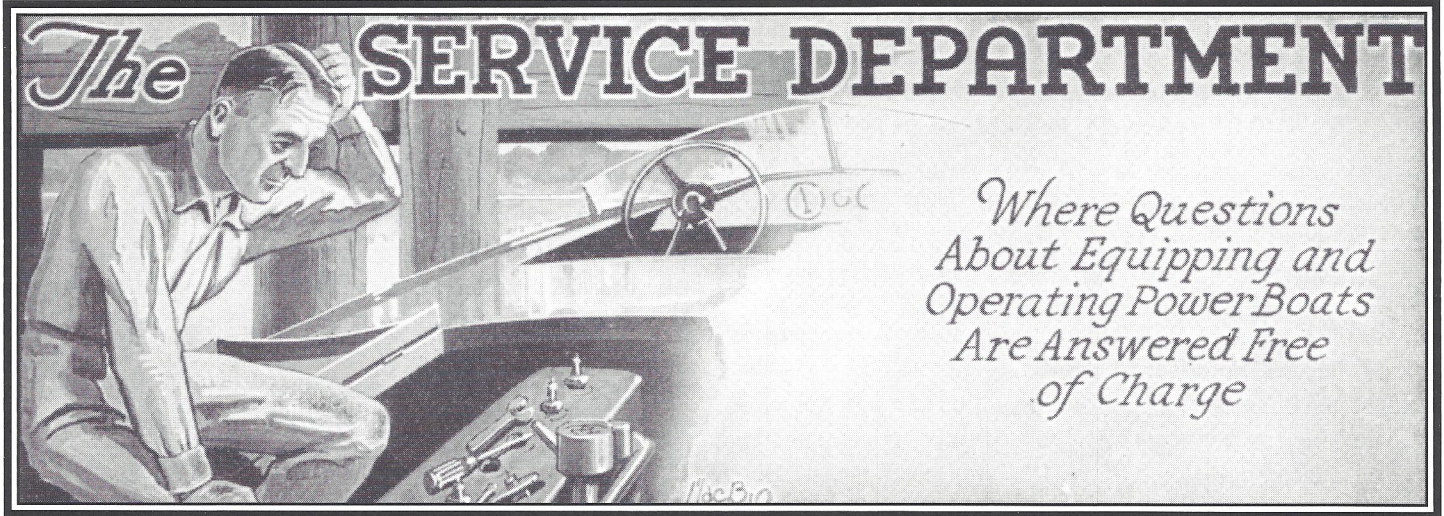
Refer to the first picture and see that there is a block cut



to size as a point of entry for the drill. This allows a square entry for the drill bit. The face of the block where the bit enters should be at a 90 degree angle to the angle of the shaft hole. The block should be of sufficient size to cover the new hole area and contain the drill bit as it passes through. If the drill bit were allowed to become exposed, the bit could easily wander and chatter which would ruin the process of making a straight, clean hole. With these accessories available for the drilling process, it is time to determine where to drill the hole.

Measure from some reference point common to both the old and new keel, such as a bolt hole or the aft end of the keel, to the forward most point of the shaft hole on the old keel. Transfer that measurement to the new keel. With a tri-square, draw a line across the keel at that point. Now, with a compass mark a $1\frac{1}{4}$ " diameter circle on the end of the block into which the drill will enter. With the tri-square, draw a line tangent to the top edge (90 degrees to the centerline)

Gadgets & Kinks continued on page 10



Back by popular demand is this article from the October, 1999 BoatHouse.

Dear Dr. Motorhead,

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

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

Signed
Prolific Pendocrast III

Dear Pro,

Yikes, get off your knees! It's not becoming to a gentleman of your apparent stature. I am encouraged that you have the desire not only to enjoy your beloved runabout, but maintain and preserve it as well. Working on your own boat is not only a money-saving adventure, it is also fun and rewarding. While Piston is looking up the words *rejoinder* and *pontificate* in our dictionary, I'll take this time to answer and give understanding to your query. Get out your pad and pencil, cause here's the skinny.

1. Don't wait too long to get all this done. Winter can hit and hit hard as early as late October, making your job miserable or even impossible.
2. You need to change the oil in your motor. Sometime in late September early October, when that warm sunny day arrives, get ready to do your work. Don't procrastinate, it will probably be the last. Go for a boat ride. This will warm up the engine oil. Warming your oil thins it out allowing you to remove the old oil with a marine oil pump. There are a number of different pumps that do the job. Buy one and enjoy it; this is one of life's little pleasures. The old oil contains acids that are corrosive and harmful to your engine during the many months of winter storage. Help your engine and change that oil. After the oil is changed, run your boat to the boat landing. This gives the new oil a chance to coat all the internal engine parts for the long winter ahead.
3. With your boat out of the water, add a few drops of oil to generator and distributor oil ports. Open up the distributor and spray WD40, or the like, into the lower part of the distributor. This will prevent the spark advance counterweights from getting rusty and stuck.
4. Next, drain the engine of all its water. There are drain plugs on all engines. They all must be opened and drained completely of water. If not completed correctly, the result is a cracked block. Engine manufacturers are different,

Dr. Motorhead - continued on page 11

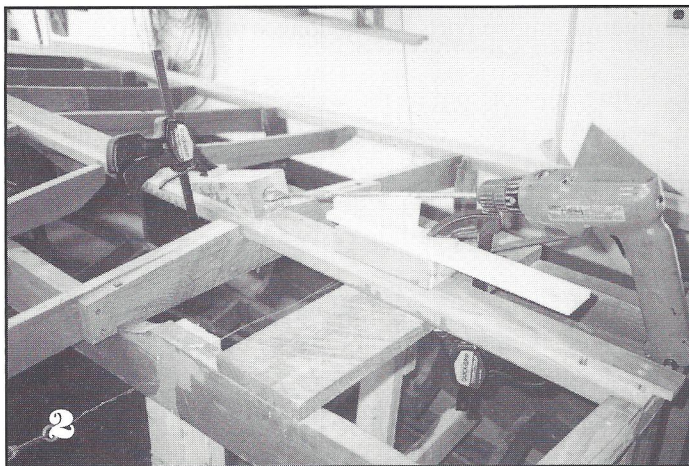
Gadgets & Kinks continued from page 8

of that circle across the block. Extend that line around to the side of the block with a pencil. That line must be drawn to the angle of the shaft hole when the block rests on the keel. Use the bevel gauge to accurately mark that line using the bottom edge of the block as the angle base. Also, determine and mark the centerline on the keel and the block with respect to the center point of the circle. Position that block on the keel so that line on the side of the block and the line drawn across the keel meet. Be sure the centerline of the block also lines up to the centerline of the keel. So done, the projected hole will be perfectly aligned and positioned to the keel. Hold the block to the keel with a clamp and securely screw the block in place. Be sure no screw is placed in the path of the 1 1/4" drill bit. It is also necessary to place a block of wood under the keel also where the drill bit will exit the keel it too should be of sufficient size to contain the drill bit until the bit has passed through the entire hole. In other words, the drill should "think" that it is drilling through a solid block of wood from one end of the hole to the other.

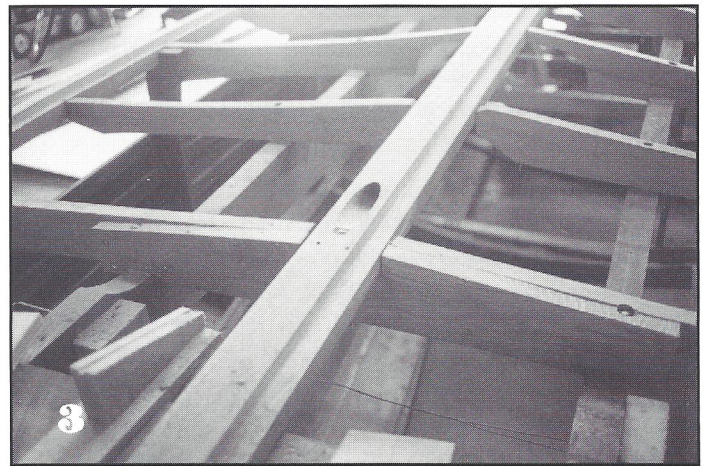
With the block in place, it is time to line up and secure the drill guide. Place a 12" long 1/4" drill bit in the channel on the top of the guide. Move the guide for or aft as necessary to cause the center of the drill bit to touch the center point of the 1 1/4" circle. Be sure the centerline guide is lined up with the centerline of the keel. With everything square and true, clamp the drill guide firmly in position.

It is time to drill the hole. It will be done in two steps. The first step is to drill a pilot hole with 12" long 1/4" drill bit using the drill guide to assure the hole path is straight and at the correct angle. As the drill progresses into the material, the guide will eventually be in the way for drilling any further. Since the drill bit has entered a considerable distance, the guide can be removed and the remainder of the hole can be drilled unaided. Now replace the 1/4" bit in the drill motor with a 1 1/4" spade bit attached to a 12" long extension.

Reposition the drill guide again so that the extension lies in the channel and the point of the drill bit is centered in the hole previously drilled. You will have to jack up the drill guide with some scrap boards to accommodate the extension on the spade bit. The drill guide may not be totally necessary



at this point but it allows for a straight start into the hole. It can be removed as the drilling progresses because the 1/4" hole drilled full length of the projected shaft hole acts as a guide for the point of the spade bit. Begin drilling. Go slowly to allow the spade bit to eat away material at its own speed. Remember that the drill is passing through end grain which makes the going a little tougher. Continue drilling until it is assured that the bit has drilled to the forward most point of the shaft hole and has passed all the way through the keel. Remove the drill from the hole. Unscrew and unclamp the guide and drilling block from the keel and step back to admire your work. It is not much more difficult than drilling a regular hole, it just takes a lot more preparation to assure the angle of the hole is correct.



Now all the worrying that went on before this process started was for nothing, wasn't it? Some of the most difficult looking tasks are really very basic in nature. Think through your next challenging task, and be in control of the situation. It is easier when you think.

TIP TIME

A good sealer over the filler stain is recommended before applying the first coat of varnish. The purpose of the sealer is to provide a better bond for the varnish to the stain. An alternative to the sealer is Smith's clear penetrating epoxy sealer (CPES) which is reported to provide an even better stain/varnish bond. Stain the boat and allow it to dry thoroughly 24 - 48 hours depending on drying conditions. Then with a bristle brush, apply a coat of CPES followed immediately by a second coat. Brush it on quickly and evenly, although there is no need to be a total perfectionist here. Let it dry for 48 hours and lightly sand with 220 paper before applying the first coat of un-thinned varnish. It is told that it works very well.

Got questions or thoughts that need some help to think through? You are welcome to call me at 952-432-4345 or e-mail me at Heggensj@AOL.com. I would be happy to discuss restoration with you. I look forward to hearing from you.

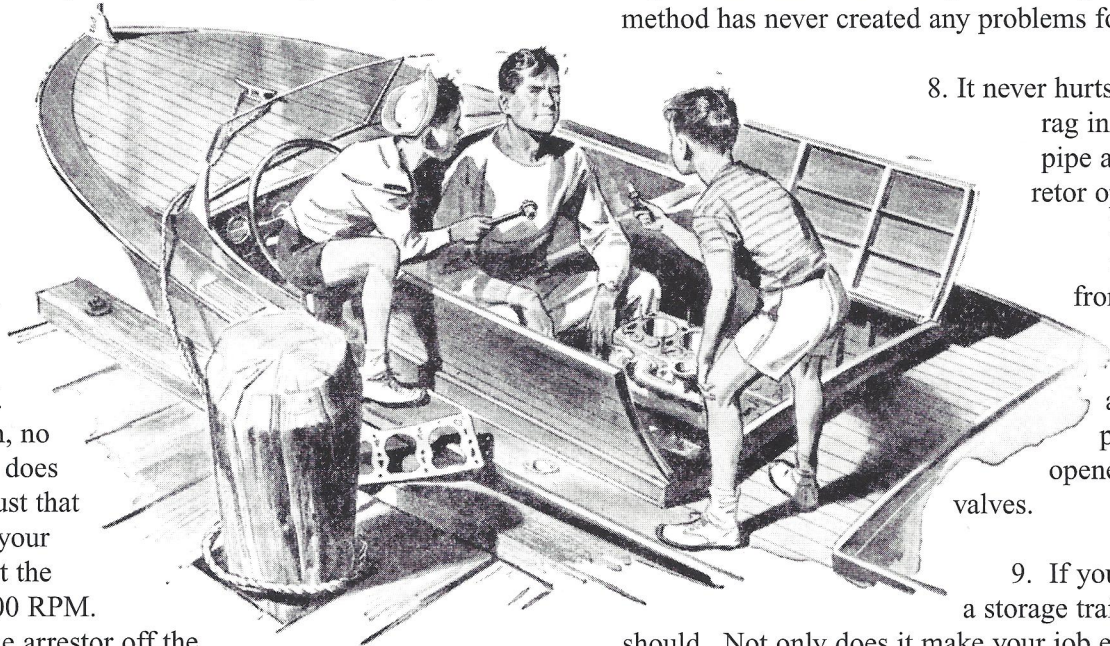
As ever, DON'T DESTROY IT; RESTORE IT.



Dr. Motorhead - continued from page 9

with varying locations to drain the water. If you need specific information for your particular motor, consult Steve Merjanian or Jeff Stebbins for the proper locations. Once you have opened these drains, especially the drains located on the engine block, probe a piece of wire into the hole. Many times a strand of seaweed or a chunk of sand gets lodged in the hole and won't let the water out. Another neat technique I have observed Jeff perform, is to start the engine while holding a board over the exhaust pipe. This forces the exhaust gasses through the engine, thus blowing out all water and any debris from the engine. Try it, it's slick.

5. Your next task is to fog the engine. There is only one way to perform this task. You will need to purchase a can of *Stor-X*. In my opinion, no other product does the job. It's just that simple. Start your engine and set the throttle at 2000 RPM. With the flame arrestor off the carburetor, slowly pour about half the can into the carb. The mixture must get sucked into the engine and not just poured into the carburetor itself. The engine will run rough and smoke a lot. This is good. Turn off your motor and pour the remaining amount of *Stor-X* into the gas tank.



6. Make sure your battery has a good charge, and disconnect the battery terminals. It's OK to leave the battery in the boat, but only if it has a good charge.
7. What to do with the gas in the tank? Some say that a full tank is best. This helps prevent the possibility of corrosion. Some say an empty tank is best - less hazardous materials in close-storage quarters. In addition, the gasoline today is much less stable; octane breakdown occurs much faster today. Six months of storage leaves you with a much weaker gasoline. I prefer the empty or near-empty scenario. Top off the tank with fresh gas in the Spring. This method has never created any problems for me.

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

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

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

Dr. Motorhead



Tim Van Lith

Office: 320-236-3507
Home: 320-963-7336
Maple Lake, MN

Mobile Service Available

HARRIS
Warehouse
Canvas & Camping

Travel Covers - Stock or Custom
Boat Lift - Pontoon Covers - PWC Covers
Large stock of flat covers for outdoor & winter storage

Harris is your in town complete repair & fabrication facility.
Windows - Zippers - Snaps, etc.

Since 1903

N. of University Ave. on 30th Ave., S.E. 612-331-1321 or 800-397-5026
harrismchy501@aol.com

LAKE MINNETONKA DIVISION
**STEAMBOAT
 MINNEHAHA**



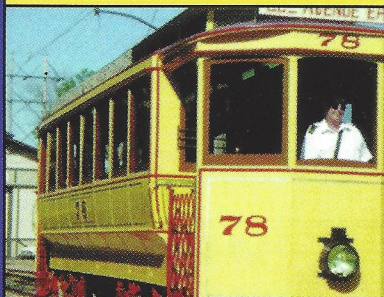
Discover the Legend!

Experience the rich history of beautiful Lake Minnetonka aboard the 1906 Steamboat Minnehaha.

One of six steam-powered express boats that served the luxurious lake hotels and resorts in the early 1900's, the Minnehaha has been meticulously restored by the Lake Minnetonka Division of the Minnesota Transportation Museum. Enjoy a smooth water passage between the historic cities of Excelsior and Wayzata or take a morning or afternoon cruise from Excelsior aboard the Steamboat Minnehaha.

*Experience the New
 Trolley at Excelsior*

Complete your historic experience with a ride aboard one of the oldest running trolley cars in America!



Streetcar Number 78 runs continuously on Saturdays, Sundays, and holidays from 10 a.m. - 4 p.m. and Thursdays from 3-6 p.m. Board next to the Farmer's Market in Downtown Excelsior. Fare is \$1

The Minnehaha Sails

SATURDAYS, SUNDAYS & HOLIDAYS MAY - SEPTEMBER
Coffee Cruises & Afternoon Cruises

WEDNESDAYS - *Concert Cruises*

WEEKENDS SEPTEMBER - OCTOBER
Fall Color Cruises

328 Lake Street, Excelsior MN 55331 952-474-4801

Call for times, fares and special events

MINNESOTA TRANSPORTATION MUSEUM MTM is a Non-Profit Organization

CLASSIC THOMPSON BOATS WIN AWARDS

(Reprinted in part from "Peshtigo Times," Peshtigo, WI)

Two classic wooden Thompson boats took top prizes at the BSLOL's 25th Anniversary Rendezvous. A special award for the "Best Original Boat" was presented to Nancy and Jeff Stebbins of Shorewood for their 1954 Thompson Take-Along boat. Their twelve-foot rowboat is in mint, original condition. It probably never even has been put in the water. The Take-Along has a wood and canvas hull over steam bent white cedar frames. Gunwales, breast hook, and transom are mahogany. The award was presented by ACBS director, Jeff Rogers.

A 1963 Thompson Super Thomboy won the award for "Best Outboard Boat 16 feet and over." This twenty-foot lapstrake boat has a white painted plywood hull over steam bent white oak frames, light blue vinyl covered decks and covering boards, and mahogany-framed windshield. The seat upholstery as well as the vinyl is original. The boat is powered by an Evinrude Star Flight IV outboard motor. Art Hnizdil and Paul Rose of West Bloomfield, Michigan own the boat.

There were ten Thompson boats in all exhibited at the show. The total number of boats at the Rendezvous exceeded 150. BSLOL's Andreas J. Rhude had four of his Thompson boats on display. Two are in show-quality condition (his 1955, fourteen-foot Thompson Thomboy runabout and circa 1948, twelve-foot Take-Along rowboat) and two are awaiting restoration (his 1959, seventeen-foot lapstrake Sea Lancer and late 1940s fourteen-foot cedar strip TVT Runabout).

Thompson boats were made at Peshtigo from 1904 until 1980. Since 1980 Thompson boats have been made at St. Charles, Michigan.

**YOU'RE
 SUNK**

**IF YOU ASSUME
 YOUR INSURANCE POLICY
 COVERS YOUR BOAT IN TRANSIT.**

Ours does.



Call 1-800-762-2628

CLUB CRUISE NIGHT ON THE RIVER - TWO PERSPECTIVES

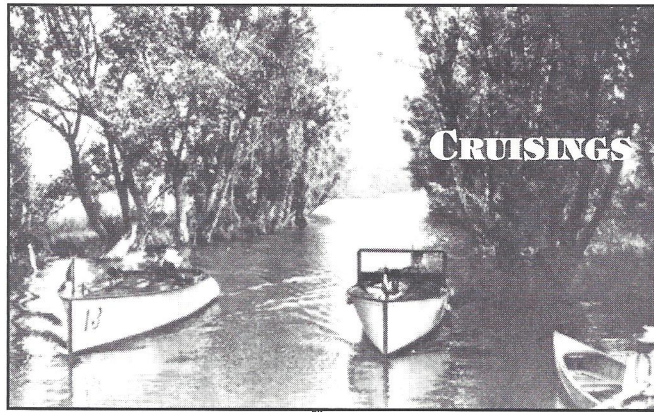
by Jerry and Maureen Valley

Wednesday, August 9, was a club cruise night and what a great cruise it turned out to be. Just for a change of pace, the cruise started at Willie's Hidden Harbor, located on the Mississippi River in St. Paul Park.

The turnout for this event was the best of the summer with approximately 30 club members and friends in attendance. Transportation for the evening was provided by four beautiful cruisers and a runabout, owned respectively by Ray and Margo Garin (1963 Owens 30' cruiser), Eric and Diana Lomen (42' Chris Craft Commander), Dan and Marilyn Jones (1966 Owens 42' Aruba), Dan Cooper (43' Chris Craft Corinthian), and Andreas Jordahl Rude (1955 Thompson 14' Thomboy).

The evening was absolutely perfect and began with a cruise down the river about five miles to Baldwin Lake, a small backwater off the main channel where we anchored, rafted up together, and shared in a terrific assortment of hors d'oeuvres while touring the various cruisers and visiting with friends. As the sun began to set and the mosquitoes moved in, it was time to head back up the river before it got too dark. Because of floating dead heads that are difficult to see at night, and the ever-present barge traffic, the prudent boater is off the river before dark.

Thanks to those club members who graciously shared their boats for this cruise. It provided members who normally don't boat on the river, a chance to experience some beautiful scenery and a different form of boating. This should become a regular part of our summer schedule of cruises.



by Andreas Jordahl Rhude

The third and final BSLOL Club Cruise Night was the best attended to date. Over fifty (yes, 50) folks attended! The cruise took place Wednesday, August 9th on the mighty Mississippi River. Several cruisers and two runabouts partook in the fun-filled activity.

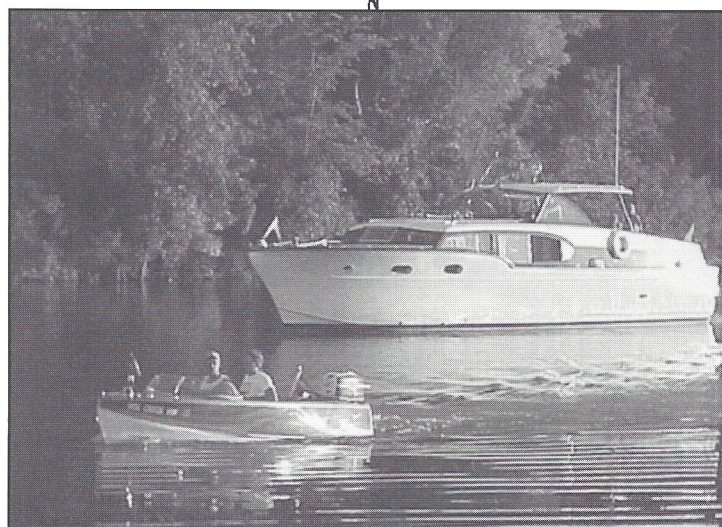
Departure was from Willie's Hidden Harbor marina at mile marker 829 (that indicates the location is 829 miles upstream from the mouth of the river) in St. Paul Park. It was the first ever BSLOL activity on the Mississippi, so it was a new experience for many. However, there were many experienced river boaters on hand to lead the way.

A wonderful pot luck dinner was served once an anchorage was secured. All the boats rafted up to each other and the food began to be passed. Since the majority of the boats were large cruisers, it was fairly easy to hop from one to the next to see what fare was on the neighboring vessel. This was also a good way to check out another boat and to say "hi" to your fellow boater.

The first two cruises took place on Lake Minnetonka. The June one was during a downpour of rain, and only

a handful of hearty soles participated. The July cruise was during a glorious summer day and quite a few familiar and new faces were in attendance. Thanks to Ray Garin for organizing the three cruises. You did BSLOL proud!

If you couldn't make any of them, you missed a very fun, low key, on-the-water club activity. Do your best next summer to come along. And if you don't have a boat, or yours is in "process," not to worry - there's always plenty of space to hitch a ride with someone else. See you next summer!



THEY COME IN ALL SIZES TO A CLUB CRUISE!

Eric and Diana Lomen's 42' Chris Craft Commander and Andreas Rhude's Thompson 14' Thomboy make an interesting picture. Is the Commander "protecting" the Thompson or is the Thompson leading the way?

25TH RENDEZVOUS BIGGEST AND BEST YET

Over 150 antique and classic boats were on display at the 25th Bob Speltz Land-O-Lakes Antique and Classic Boat Rendezvous the weekend of August 19/20. The show returned to the Mississippi River at Treasure Island Resort and Casino near Red Wing. Officially, 135 boats registered for the event, the best participation in the show's twenty-five years. Another 20 to 30 boats were in a line-up of vessels under various stages of restoration – a “sea of dreams.”

Wooden boats as well as classic fiberglass and aluminum watercraft were displayed both in the water and on land. A wide variety of antique marine engines and outboard motors were exhibited – some actually operating. A Packard V-12 engine from a World War II era Navy “PT” boat was included. The Edina Model Yacht Club had a large display of model boats and included an their popular in-water demonstration of several boats underway.

Thousands of spectators walked the docks viewing the gleaming mahogany boats. From a small twelve-foot rowboat to a 50-foot wooden cruiser, there were boats of every size, shape, and configuration.

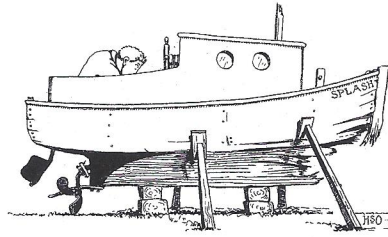
For the kids, a painting contest took place on Saturday. Small wooden sailboats were provided and the children went to task painting the boats to their imagination's desire.

This was a very special year with the Rendezvous and the Antique & Classic Boat Society (ACBS) both celebrating their Silver Anniversary. The ACBS honored our show by selecting it as one of the handful of their designated 25th Anniversary Shows. A special ACBS award for “best original boat” was presented to Nancy and Jeff Stebbins of Shorewood, MN for their 1954 Thompson Take-Along, a twelve-foot rowboat. The boat is in mint, original condition.

The award-winning boats are pictured in this issue along with other weekend activities. Overall, the Rendezvous was a roaring success. Everyone should look forward to the 2001 show, the third weekend of August.



ATTENTION BOATS IN PROCESS!



We'd like to see your project from when/how you found it...

Find to Finish

...to it's glorious Finish!!!

(And steps along the way too.)



Send us a picture of the “before” and we'll print it. When you're done, send us the result.

We'll publish it for all to enjoy. After all, that's what we're about.

Twin City Outboard

OUTBOARDS

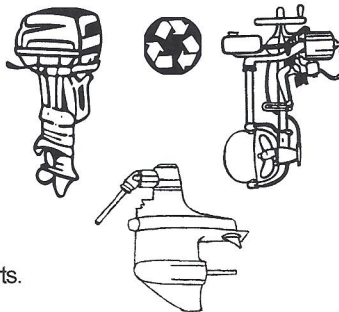
Scott Atwater
 Scott-McCulloch
 Seaking
 Waterwitch
 Champion
 Neptune-Muncie
 Elgin
 Majestic
 Voyager
 Bendix-Eclipse
 Buccaneer
 Brooklure
 Sea Bee
 Homelite
 Corsair
 Firestone
 Hiawatha
 Lauson
 Martin
 Oliver
 Eska

- ❖ We buy outboards for parts.
- ❖ Used boats & trailers.
- ❖ New & used parts for Outboards Inboards & Stern Drives
- ❖ New & used parts & service for most makes & models
- ❖ Large line of used outboards in good running condition

Well over 10,000 outboards in stock for parts.
 All prices approximately 50% of new.

Phone: 952-496-1951

Since 1968
MOTORS FROM 1906 TO PRESENT



– We ship all over the world –

Rebuilt or remanufactured
INBOARD-OUTBOARD:
 Manifolds -- Risers -- Waterpumps, etc.
 Powerheads -- Lower Units -- Props
 Seal Kits -- Carb Kits -- Gasket Kits
 and much, much more

30 YEARS EXPERIENCE!

British Seagull
 Johnson
 Evinrude-Elto
 Mercury-Wizard
 Chrysler-Seaking
 Mariner
 Force
 Spirit
 Suzuki
 Yamaha
 West Bend
 Chris Craft
STERN DRIVES
 OMC
 Cobra
 Merc-Cruiser
 Alpha
 Renault
 Volvo-Penta
 Eaton
INBOARDS
 Chris Craft
 Gray Marine
 etc...

OPEN ALL YEAR-ROUND

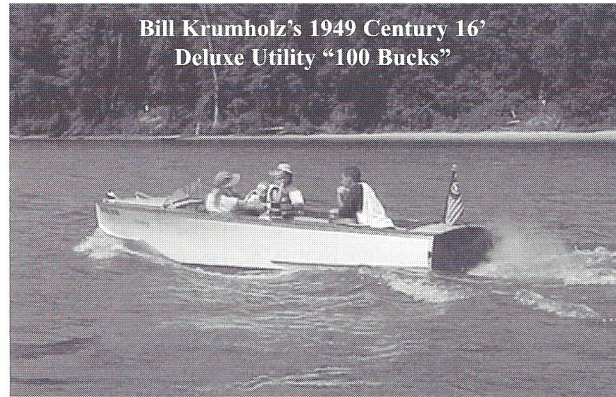
600 Canterbury Dr. Shakopee, MN

THE "NICE AND EASY" MINI-CRUISE(S)

by Bob Johnson

The mini-cruises preceding Rendezvous 2000 were a resounding success and not without it's *exciting* moments!)

On Wednesday, August 16, 5 boats and 30 people set out for Lake Pepin with the fabulous Harbor View Restaurant in Pepin, Wisconsin as our destination. All was well until we hit the Red Wing lock, three miles below Treasure Island Marina. As you can guess, there was a tow in the lock. After about a 35-minute wait, we were able to lock down and proceed through Red Wing and into Lake Pepin. The wind was blowing pretty hard so we had to throttle back to 700-1800 RPM to keep the bow up while we plowed through the two-three foot waves.



Bill Krumholz's 1949 Century 16' Deluxe Utility "100 Bucks"

Part way down the lake, four boats and twenty-six people left me and my four-person boat, and cut into Hanson Harbor on the Minnesota side to visit Suza Gosh and get out of the waves. They found out a thunderstorm was coming and headed back to Red Wing for a nice lunch.

My crew and I continued up-wind to Pepin, had lunch, and walked around some. We could see black clouds coming in fast, so we decided to make a run for it. We wanted to get off Lake Pepin and up into the narrow river again as soon as

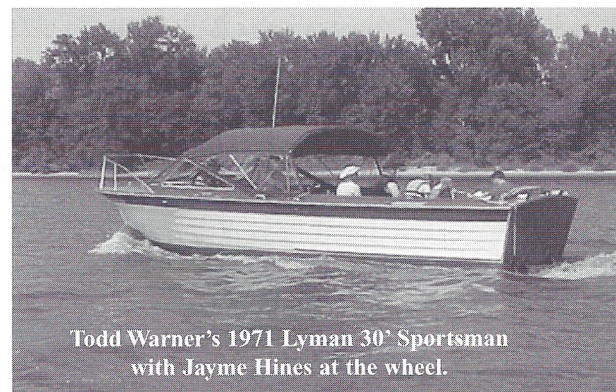
possible. Luckily, we could go much faster with the wind. It was really fun speeding back toward Red Wing as we could see the black thunder clouds moving around us. The storm hit with a lot of fantastic lightening. This forced us off the river into a convenient marina for a half-hour layover. The storm cleared and we continued our run back up to Treasure Island.

Thursday, August 17th, we headed for Stillwater's top restaurant, The Dock Cafe, with 9 boats and 40 people. It was a perfect day - no big waves and no lock to contend with. We were met in Stillwater by Phillip Brooksbank in his Ugh the Tug. He welcomed us with champagne and good cheer while we rafted to his boat. After a great lunch, we proceeded back down the St. Croix River and back to Treasure Island again.

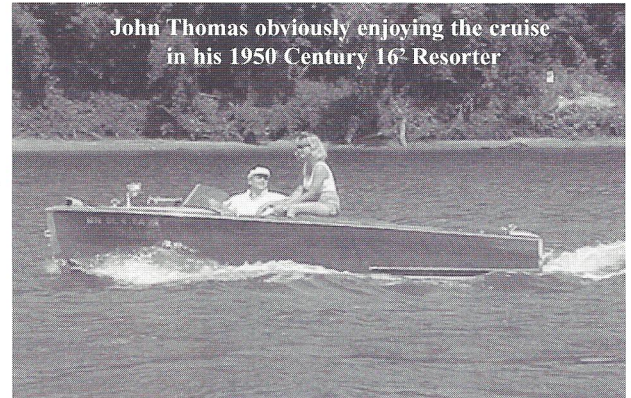
On Friday, the 18th, we left for our final run with 12 boats and 60 people. We were heading to the No Wake Cafe in downtown St. Paul. We arrived at the Hastings lock to find a one-and-a-half-hour wait for a tow to pass through. Since most of the group had not made the Stillwater/St. Croix River run on Thursday, we decided to forget St. Paul and go up the St. Croix to Stillwater again.

Unfortunately, Gordy and Gena Millar's boat broke its drive shaft just as we entered Prescott. We towed them to the city docks just around lunch time. We decided to have lunch at the Steamboat Inn while we thought about the broken-shaft problem.

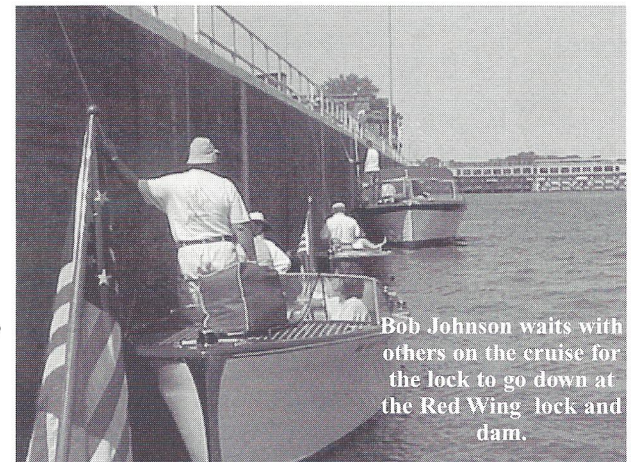
The rest of the group made it up to Afton and had lunch there. Gordy figured out a way to jam the shaft back into the coupler and he limped back to Treasure Island with my boat following him. After we returned to Treasure Island, we were just in time for the Friday night buffet with the Rendezvous crowd.



Todd Warner's 1971 Lyman 30' Sportsman with Jayme Hines at the wheel.



John Thomas obviously enjoying the cruise in his 1950 Century 16' Resorter

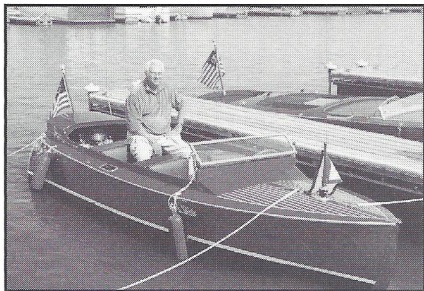


Bob Johnson waits with others on the cruise for the lock to go down at the Red Wing lock and dam.

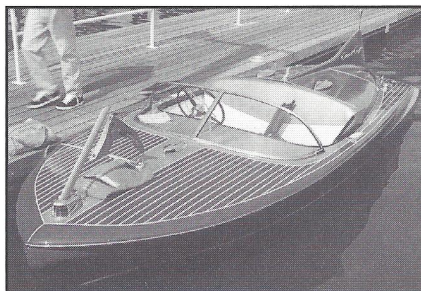
I think everyone had a good time and we'll certainly do it again next year - hopefully, with you as part of the group!!



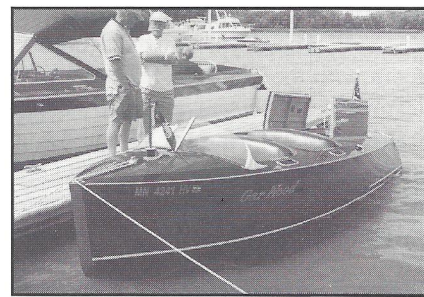
Angie Speltz Award
Judge's Choice - Best of Show
Skipper's Choice
 1929 Dee Wite 16' Outboard Runabout
 Pete Allen



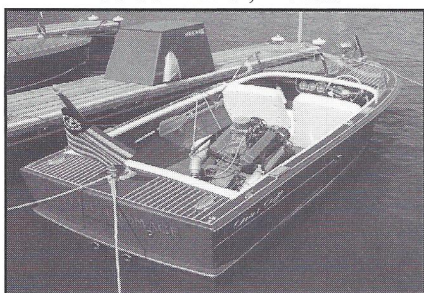
Best Amateur Woodworking
 1955 Chris Craft 18' Cobra
 David Selvig



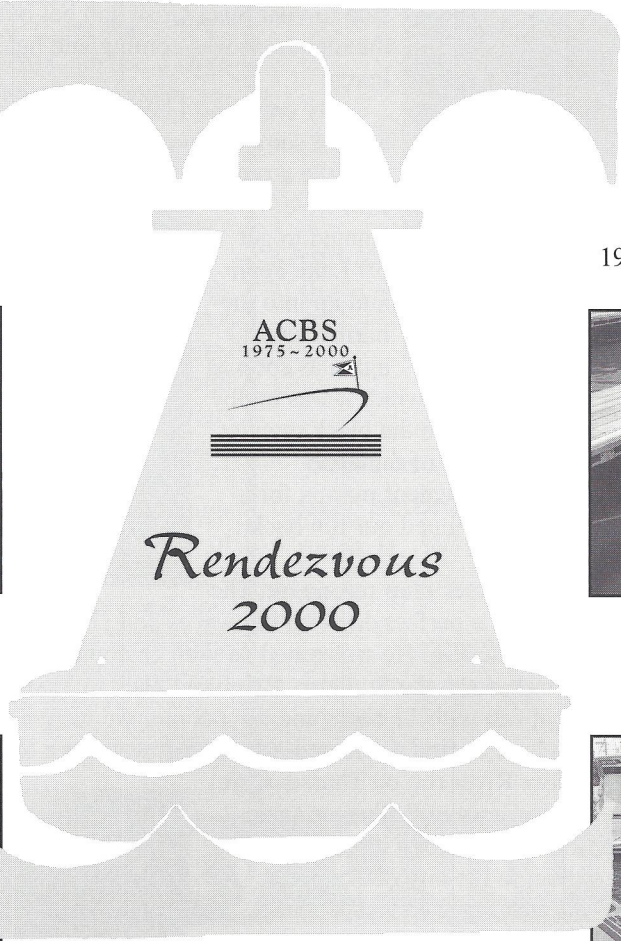
Best GarWood
Antique Runabout <20'
 1934 Garwood 18' 18-35S
 Jack Thomis



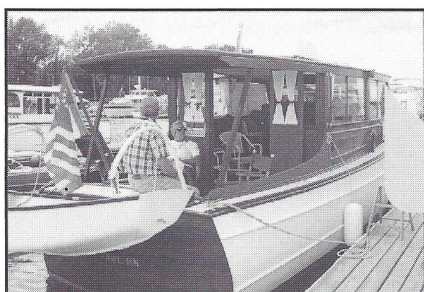
Dry Wrought Award
Farthest Distance Travelled
 1961 Chris Craft 19' Continental
 Gordon Millar, Florida



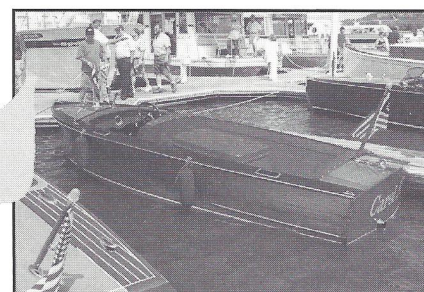
Bob Speltz Award
Classic Runabout <20'
 1949 Chris Craft 19' Racing Runabout
 Mitch LaPointe



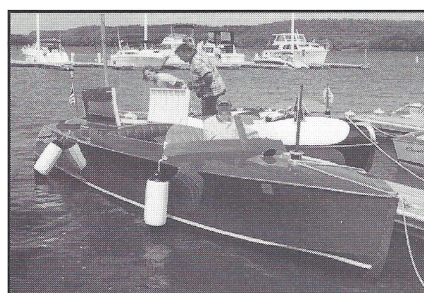
Antique Cruiser
 1936 Marblehead 35' Sedan Cruiser
 Robert Losinski



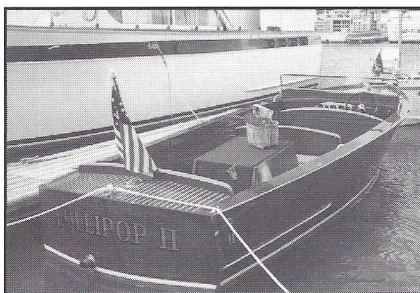
Antique Utility <20'
 1939 Garwood 19' Utility
 Gerald Petersen



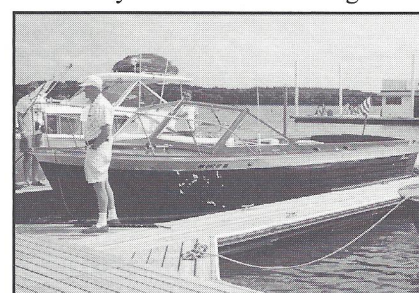
Best Antique Runabout >20'
 1925 Hackercraft 26' Dolphin
 F. Todd Warner's Mahogany Bay



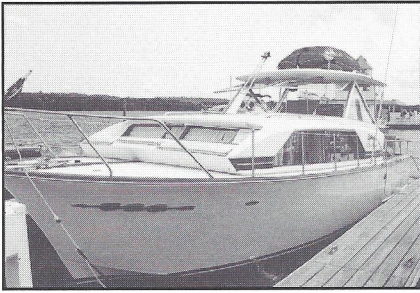
Antique Utility >20'
 1938 Chris Craft Deluxe 21' Utility
 Mike & Sue Favilla



Lapstrake Hull Inboard or I/O
 1967 Lyman 30' Sportsman
 Lynne & Art Armstrong



Classic Utility <31'
1966 Chris Craft 30' Constellation
Lyle Hansen & Richard Leland



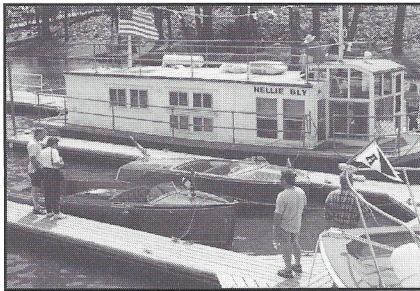
Classic Utility >20'
Best Instruments
1949 Chris Craft 25' Sportsman
Joe Pregon & Mahogany Bay



Classic Cruiser <41'
1957 Chris Craft 35' Constellation
Dave & Georgi Flory

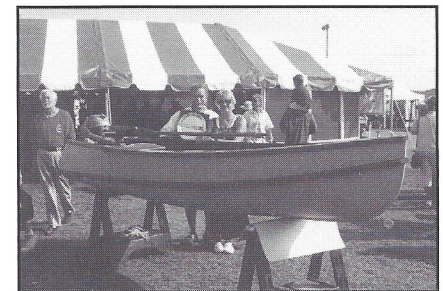


Best Houseboat
1936 Custom Built 38' Houseboat
Marjorie Gray Vogel



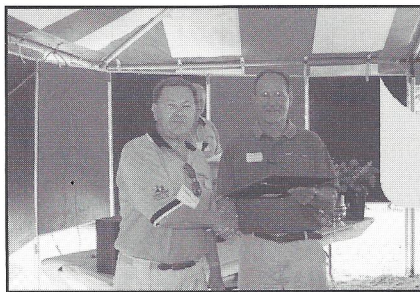
Best Original Condition Boat
(ACBS National Award)

Best Outboard <16'
1954 Shell Lake 12' Falcon
Jeff & Nancy Stebbins

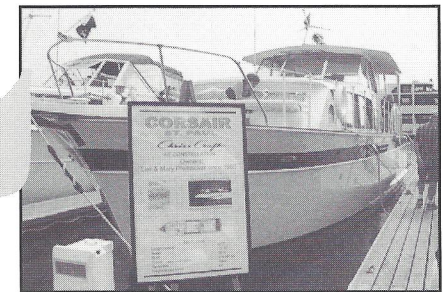


ACBS
1975 ~ 2000
Rendezvous
2000

Best Inboard Engine
Kermath Seawolf
Jim Aamodt



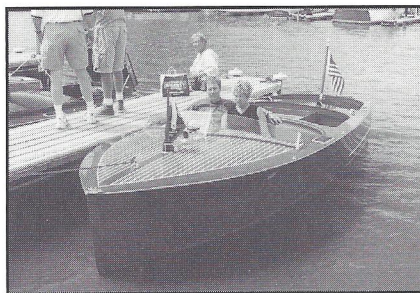
Classic Cruiser >41'
1962 Chris Craft 45' Constellation
Lee & Mary Pheilsticker



Bob Outboard Engine
1957 Crestliner 14' Runabout
Paul Wiborg



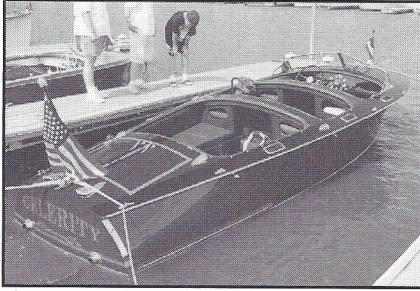
Best Professional Restoration
1938 Chris Craft 19' Sportsman
Sherwood Heggen



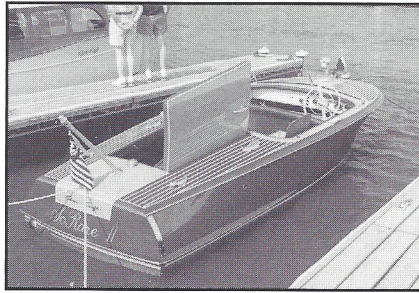
Best Century Award
1966 Century 17' Resorter
Steve & Mary Beck



Contemporary Classic
 1992 Garwood 22' Streamliner
 (circa 1938)
 John Bergstrom & Nancy Hanson



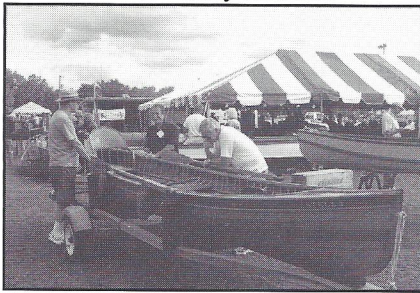
Best Chris Craft
 1949 Chris Craft 18' Riviera
 John Minnick



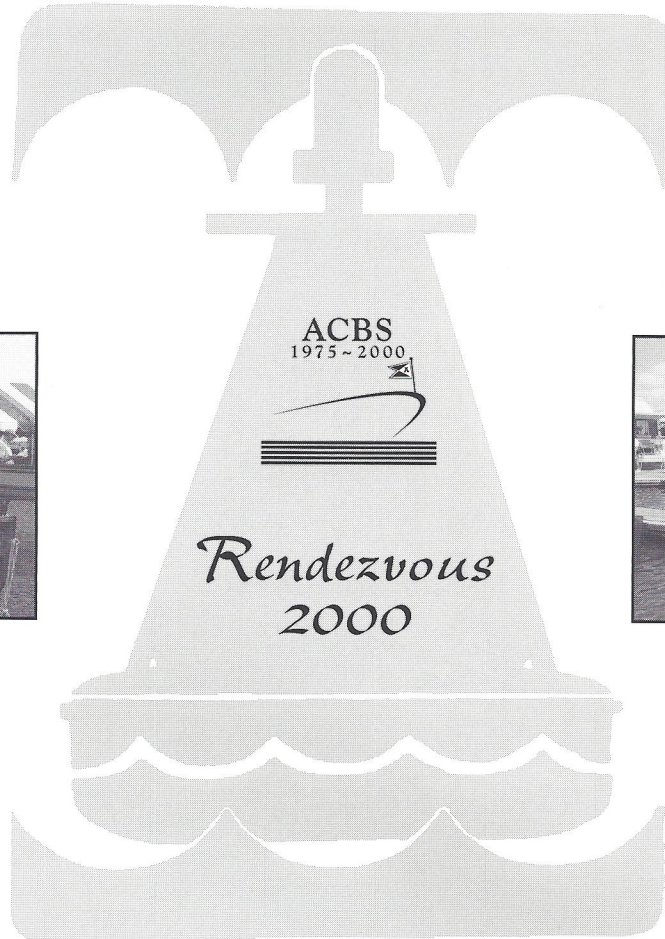
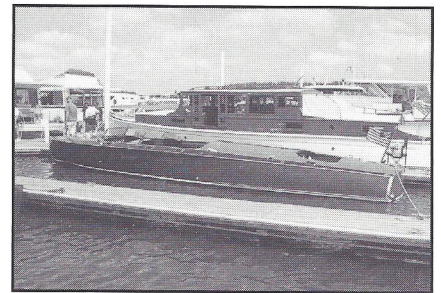
People's Choice - Boat
Special Interest Boat
 1936 U.S. Coast Guard
 25' Lighthouse Tender
 Brooksbank Family



Best Historic Boat
 1895 Wilbur & Wheelock St.
 Lawrence Rowing Skiff
 Jeff & Nancy Stebbins



Treasure Island's Choice
 1989 Morgan Hackercraft
 36' Triple Cockpit Runabout
 Mike & Nancy Domaille



Best Display
 Red Wing Engine Display



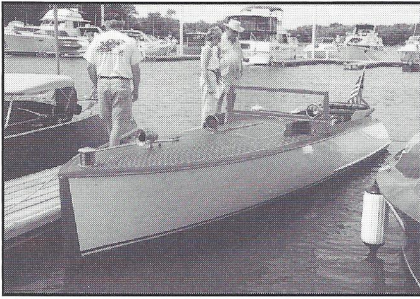
Best Row Boat - All Years
 1939 Penn Yan 12' Cartopper
 Mike Barstad



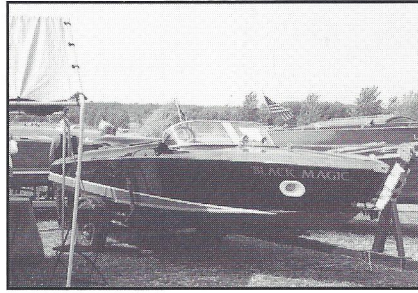
Fiberglass Built Prior to 1968
 1965 Bellboy 14' Ballerina
 Dave & Carissa Bishop



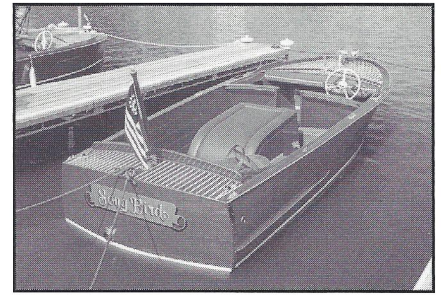
Best Launch
 1925 Fay & Bowen 27' Long Decker
 Jeff Elgayhnen



Classic Runabout >20'
 1959 Ancarrow 20' Consul
 F. Todd Warner



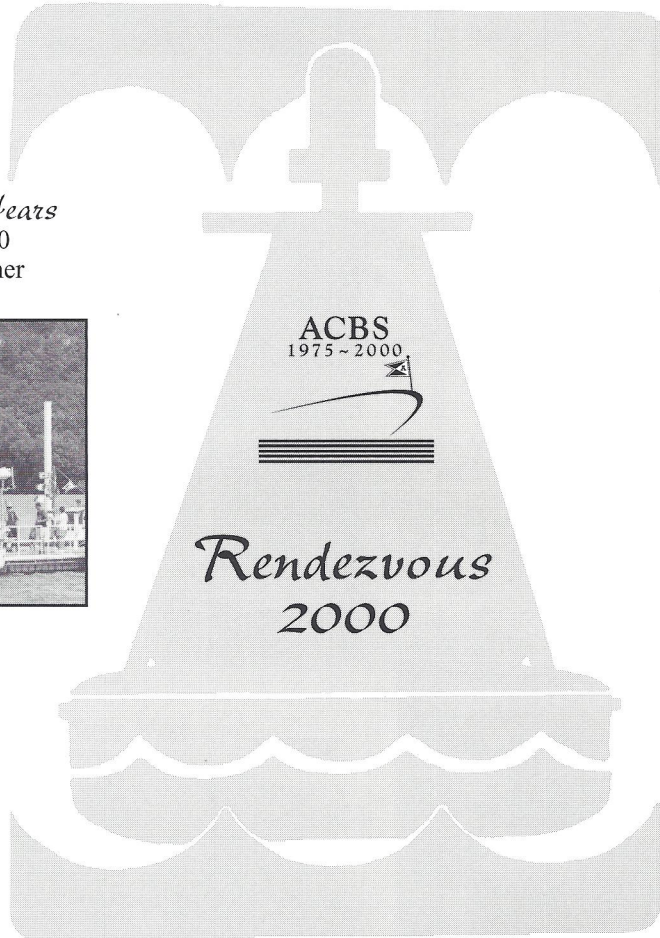
Classic Utility <20'
 1951 Chris Craft 18' Sportsman
 John Tucker



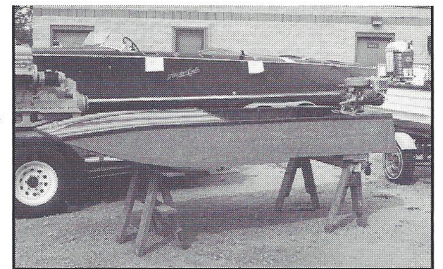
Best Sailboat - All Years
 1973 Replica Circa 1890
 60' Lakes Topsail Schooner
 John Caldwell



People's Choice - Car
 1956 Ford Thunderbird
 Barry & Diane Balzevic



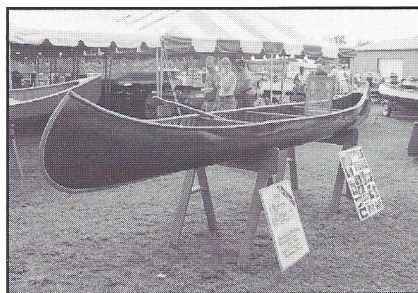
Best Raceboat
 1927 Hooten 12' Step Bottom Race Boat
 Bob Johnson



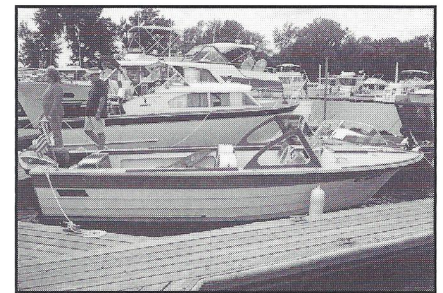
Wierdest Boat
 1958 Unknown 15' Runabout
 Tom or Val Bryner



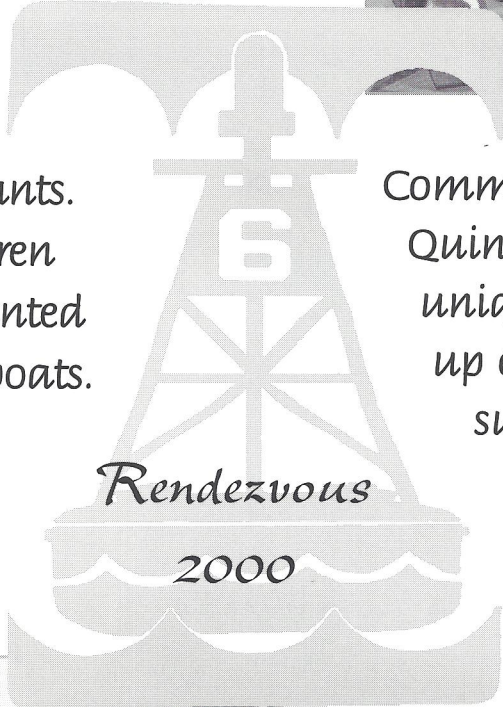
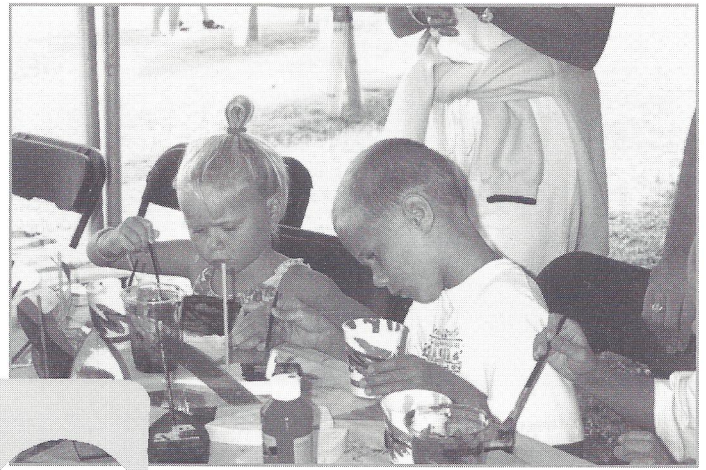
Best Canoe - All Years
 1914 B.N.Morris 17' A Type 1
 Jim Kluck



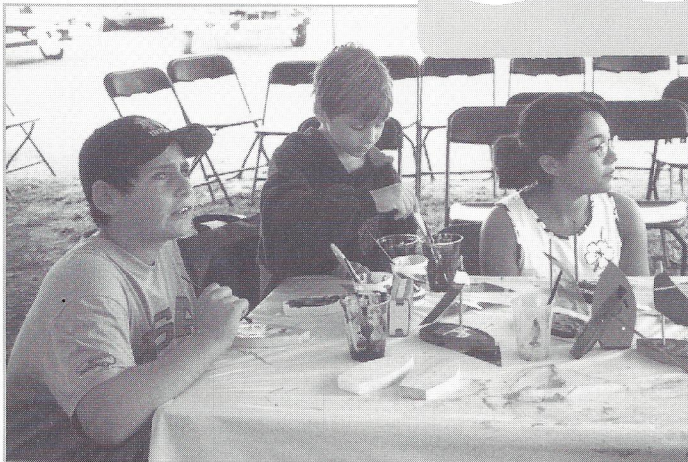
Best Outboard >16'
 1961 Thompson 20' Super Thomboy
 Art Hnizdil & Paul Rose



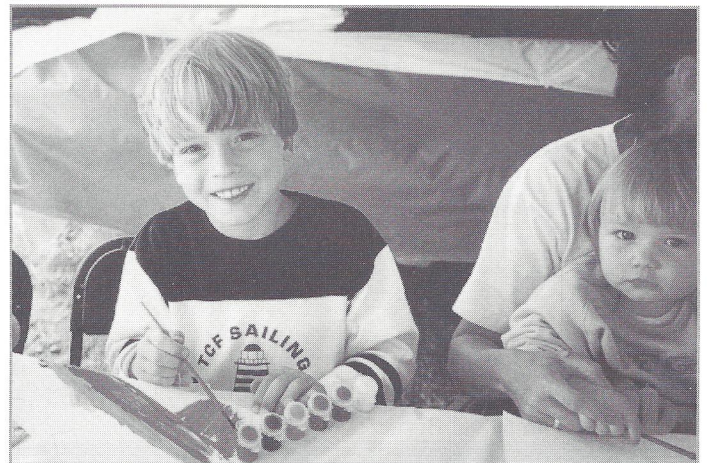
BSLOL got the kids really involved this year! We had great participation by children and their parents at the children's activity table. During the two days of the boat show, we had about 100 participants. On Saturday, children assembled and painted small wooden sailboats.



Committee member, Larry Quinn created this very unique activity and made up each boat kit that was such a big hit with the kids! Our thanks to Larry for the hours of work this involved!



On Sunday, the kids drew and colored pictures of boats. Over the past two years, activities for children have expanded. This year, thanks to Larry Quinn, it was the most elaborate it's ever been and it showed in their enthusiasm. Next year we hope to see new ideas and activities to keep them involved!





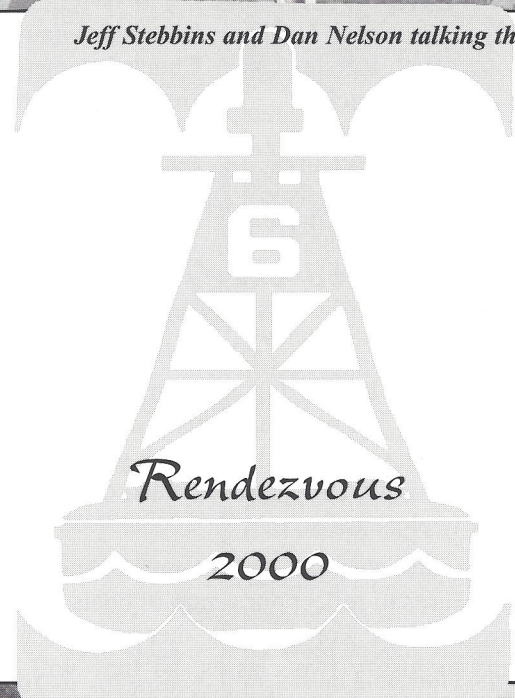
The Weisser Family at the Friday night reception.



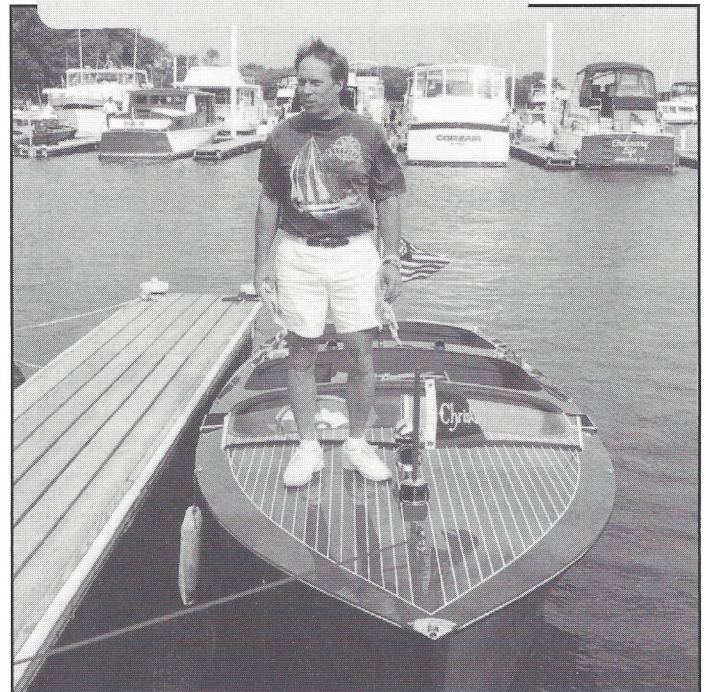
Jeff Stebbins and Dan Nelson talking things over.



*Larry, Moe and Curly
aka
John Kinnard, Jim Stowe, Steve Merjanian*



*Big smiles from Eric Carl Gustavson, Ramp/Dock Committee
and Rendezvous Chair, Suza Gosh.*



*Mr. "Gadgets & Kinks" aka Sherwood Heggen
aboard(?) his award-winning
1938 Chris Craft 19' sportsman.*

Awards and Judging

by Bob Johnson

First off, I want to thank the following members for the invaluable part they played in this process:

John Kinnard for master-minding his computer-generated lists of the entries in each category which the judges use to make sure no one gets missed.

Greg Benson who handled getting the awards made. They were beautiful and different, with the printing on the glass over the award poster.

The Judges:

Dane Anderson	Sherwood Heggen	Kathy Newman
Steve Beck	Beth Kessler	Chuck Petersen
Bob Clark	Jim Kluck	Gerald Petersen
Dave Doner	Ron Martens	John Pole
Ray Ellis	John McCurry	Jerry Valley
Mike Favilla	Paul Mikkelson	Terry Young
Eric Gustavson, Jr.	Gordy Millar	

Consultants to the Judges:

Fred Goughnour	Dan Nelson
Tom Juul	Todd Warner

We were quite surprised by the big jump in numbers of boats. Last year, we had just over 100; this year, 135. This made our jobs slightly harder, but the really big jump was again, the number of high quality boats in each class. This made for some really close calls.

As the show evolves and changes, we too must change and plan to adjust the awards to reflect our group of boats. Some classes need consolidating. For example, there are too few antique runabouts to justify two classes, so they will be consolidated into one class. Some classes need to be deleted for lack of boats. The best raceboat class should be deleted because we've had only one boat in this class the last two years.

Some classes need to be increased, such as the outboard class. For some reason, outboards have been much more popular and numerous. The last three to four years, their

numbers have shot through the roof. Because of this, we went from one class to two based on length. Now I believe we need to increase to three classes.

The quality of the outboard restorations has also increased dramatically. Again this year, no one took advantage of our informal professional-restorer review of an individual's boat. This program is an effort to let an owner find out what's wrong with their boat in our informal helping manner. It's supposed to be a substitute for a point-system judging sheet which picks your boat apart without any helpful suggestions for correction.

This brings us to the issue of formal ACBS points judging. Again, I feel our current "subjective" system suits us best and is a lot less work. The end result is that we probably come to the correct decision about 97% of the time with our informal "subjective" judging; I suspect the ACBS system has about 3% error rate. I'd call it a wash. I

In reality, the point system is just as subjective as ours. It's only because it ends up with a point score that it seems objective. The points are just a reflection of the sum of a series of subjective decisions. If an ACBS system judge finds a half inch gouge in a plank and the rest of the wood is perfect, how much does he take off? 1/2 point? 1 point? 2 points? The scoring sheet and guide lines don't address a half-inch gouge in a plank or a boat with otherwise perfect woodwork. He has to make a subjective decision.

As the organizer of the judging, I was asked by three owners basically the same question: How can I win? The simple answer would be to have your boat restored by a professional restorer, never use it, and bring it to the show immediately as it comes out of the shop. Short of this route, you have to immerse yourself in the hobby by going to a lot of shows and talking to other boat owners, attend club meetings and workshops, read all the antique boating publications and spend a lot of time on the phone hunting for information. It's no easy task, believe me.

In summary, I feel we had a great show and the judges did a fantastic job again this year. Anybody with comments, suggestions, etc., please call me at 952-380-1505.



Cast Metal Restoration

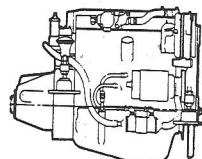
Specializing In The Restoration Of Cracked, Broken And Eroded
Cast Iron, Cast Aluminum and White Metal Products
Cylinder Heads and Blocks, (Water Jackets and Combustion
Chambers), Intake and Exhaust Manifolds,
Housings, Brackets, Casings, etc.
Restoration to Original Geometry and Texture Is Possible



Crow Custom Cast Welding
364 Ruthie Lane Hudson WI 54016-8132
715-425-6653 Shipping UPS

Specialists In
Complete Engine Rebuilding
Automotive Machining & Parts

Marine Engine Inboard/IO



Wagamom Bros

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

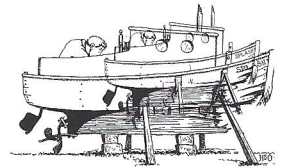
Perry or Wally

BOATS IN PROCESS...

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

When you're done, send us a picture. We'd love to show off your prize project!!

Contact the editor at 952-473-4936 or email 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
Progress Report: Finally finished sealing,
fairing and painting the bottom. Final
coats sprayed Sea Foam Green. Topsides
sanded, varnishing begun.
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 Bergstom 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' Take-Along
row-motor boat *Progress Report:* All work
has been completed and the boat is avail-
able for ownership.

☞ *1959 Thompson 17' Sea Lancer lap-
strake outbrd *Progress Report:* Completed
replacing bad ribs & 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 &
varnished. Currently working on peeling
varnish inside of hull. Working on finish-
ing inside of hull, installing seats & dash,

sand, stain & varnish deck & transom.
Mercury Mark 78A needs restoration
also.

Clark Oltman

☞ Bob Speltz' Chetek - *Progress Report:*
See "Bob's Boat House, page 4.

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/ 1961 CC 431H, CC controls
& running gear. Repaired lifting side deck
mahogany veneer, cleaned much of the
bilge, about 5 coats of Epifanes on the
decks, hull sides ready to paint,
Would like an expert to run me thru the
mechanicals before launching. Would like
to find a source for chrome/SS transom
strips - cutwater. Ron Witte 612-591-1918
or 504-6141 fax: 504-6195,
email: danceland67@aol.com

My boat: www.mayea.com Click photo
gallery, click assorted, 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
with 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



BSLOLERS AT LAKE GENEVA

by Andreas Jordahl Rhude

Several members of BSLOL attended the recently held Geneva Lakes Antique and Classic Boat Show. The relaxing, day-long show took place at The Abbey Resort on the lake's west end in the village of Fontana, Wisconsin. About 50 boats were on display both in the water and on land. What a great spot for a boat show! Plenty of dock space, numerous great restaurants and bars within a moment's walk, and a superb lake at your disposal! Although the weather was cool and a ceiling of dark clouds threatened rain the entire day; it was a fun event!

Dan, Diane, and Alexandra Nelson pulled their self-built barrel back boat down from the Twin Cities. Andreas Jordahl Rhude trailed his 1955 Thompson Thomboy outboard runabout down south as well. The Nelson's hooked up with Renee and Bob Clark, now living in the greater Milwaukee area (remember when they called the Twin Cities their home? We miss ya'll!). And Sheil Kottcamp and entourage (wife Karen, son, daughter and dog!) brought their 1963 Thompson Sea Coaster, a sixteen-foot lapstrake outboard along. Although the Kottcamp's live in a western suburb of Chicago, they call the Bob Speltz Land-O-Lakes chapter their primary chapter of ACBS! They also belong to the Blackhawk chapter. Sheil said, "...it's because of your magazine "The BoatHouse." "What a great publication!" As long as it continues to be published with such great information, I'll continue to call BSLOL home!"

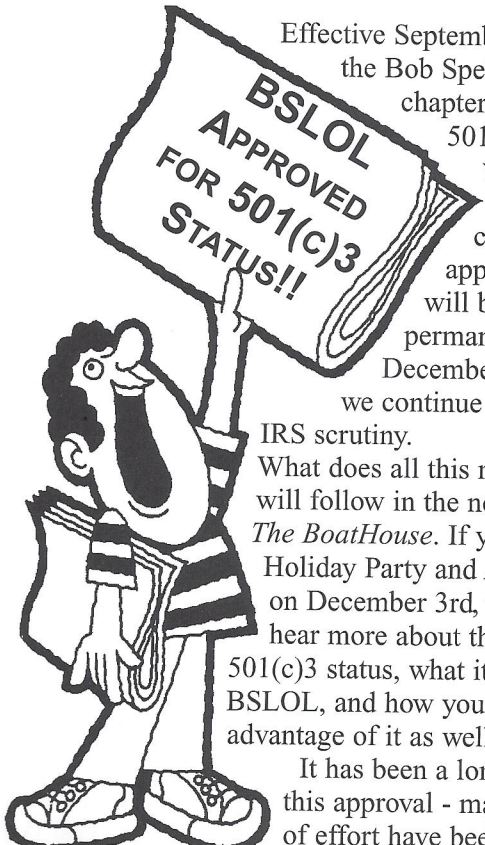
The Blackhawk chapter of ACBS sponsored the event at Lake Geneva and they were great hosts. All went smoothly and everyone in attendance certainly had a fantastic time.

A pat on the back goes to all BSLOL members who have been planning our annual Rendezvous over the past few years. Why, you ask? Well, I was told that the Blackhawk show's planning and implementation is based on what BSLOL has done in recent years. Can you come up with a better compliment?

And now for the penultimate! Not only was BSLOL well represented at the show (we'd like to get more of us there next year), three awards were hauled away by the BSLOLers! Dan Nelson earned first place in the Contemporary Classic category for his Chris Craft Barrel back. Sheil Kottcamp and Andreas Jordahl Rhude walked away with a one, two punch in the Outboard Boat category, taking first and second prize respectively! That ain't bad considering there were only nine or ten award categories!

Lake Geneva is home to many fine antique and classic boats. The Wrigley family, of Wrigley's gum and Chicago's Wrigley Field fame, have a wonderful old woody boat that plies the waters of the lake. It's only a five-plus hour drive from the Twin Cities, so a concerted effort should be made next year to get more of our Minnesotans in attendance.

Thanks very much to the organizers and members of the Blackhawk chapter for making we northerners feel right at home. Your hospitality was unequalled!

Effective September 28, 2000, the Bob Speltz Land-O-Lakes chapter has obtained 501(c)3 status.

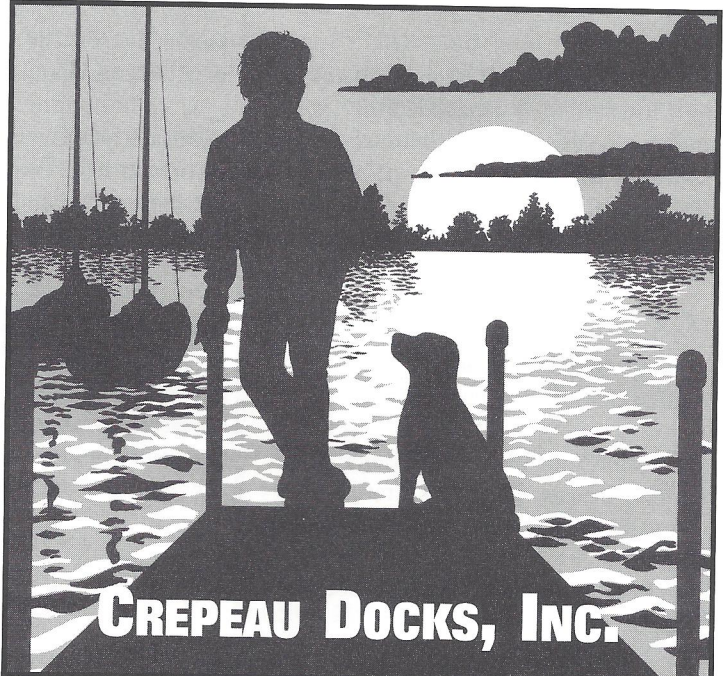
YIPPY AND YAHOO!!

We received conditional approval which will become permanent after December, 2004 IF we continue to meet IRS scrutiny.

What does all this mean? More will follow in the next issue of *The BoatHouse*. If you attend the Holiday Party and Annual Meeting on December 3rd, you will also hear more about the benefits of 501(c)3 status, what it means for BSLOL, and how you can take advantage of it as well.

It has been a long road to get this approval - many tireless hours of effort have been put into this by a number of patient and dedicated BSLOL members.

THANKS for making this a reality!



CREPEAU DOCKS, INC.

Serving Lake Minnetonka and the upper Midwest since 1948
 Rick Niccum, owner since 1987

763-479-6835

•5/4" Western Red Cedar •All Galvanized Steel •Free Delivery

SOLD ONLY AT

CREPEAU DOCKS, INC.

1111 Co. Road 19 ~ Maple Plain, MN 553659



BSLOL

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



C

DENIM SHIRTS
Long or short sleeve
Boathouse Logo or ACBS
Blue Denim or cream color \$ 25.00



H

SWEATSHIRTS - 12 oz heavy cotton
White, Blue, Black, Gray, Dk Blue \$ 25.00



A

WINDSHIRTS
L-2XL, Olive, Dk Blue, Cream \$ 35.00

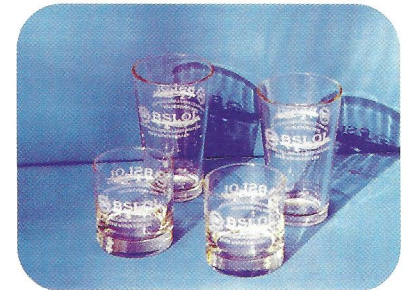
BASEBALL OR BUCKET HATS
Most colors available \$ 14.95

GOLF SHIRTS \$ 30.00



N

BSLOL Cap \$ 14.95
BSLOL Glassware \$ 3.00/ea
BSLOL Can Cooler Sleeve \$ 1.50
Gar Wood Cap \$ 14.95
ACBS Cooler - 24 can - red or blue \$ 36.00
ACBS Belt & Buckle - Khaki or blue \$ 19.95
ACBS Nylon Burgee \$ 21.95
ACBS Picture Album (small) \$ 9.95
ACBS Picture Album (100 photos) \$ 12.95
Century T-Shirt \$ 18.95
Gar Wood T-Shirt \$ 18.95
ACBS Golf Shirt (navy, white, wine) \$ 34.95
ACBS Denim Shirts (short or long sleeve) \$ 34.95
Chris Craft Golf Shirt (coral, wine, red, white, green) \$ 34.95



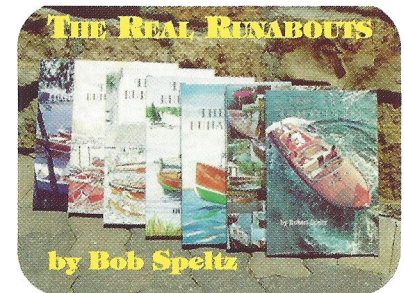
D

Hackercraft Golf Shirt (white) \$ 34.95
The Real Runabouts - FULL SET \$250.00
The Real Runabouts - Volume I \$ 24.95
The Real Runabouts - Volume II \$ 29.95
The Real Runabouts - Volume III \$ 35.95
The Real Runabouts - Volume IV \$ 41.95
The Real Runabouts - Volume V \$ 39.95
The Real Runabouts - Volume VI \$ 59.95
The Real Runabouts - Volume VII \$ 26.95



L

From My Old Boat Shop \$ 49.95
Legend of Chris Craft \$ 49.95
Legend of Mercury \$ 49.95
Legend of Johnson/Evinrude \$ 49.95
Classic Speedboats 1916-1939 \$ 39.95
Cutwater \$ 29.95
Speedboat \$ 69.95
The Wooden Boat \$ 27.50
A Maritime Album \$ 45.00



E

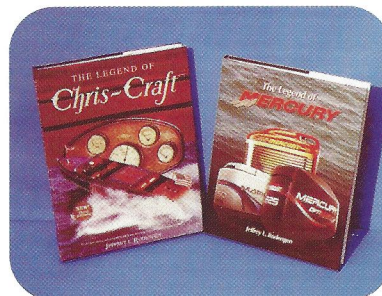


R



Y

Call the BSLOL Hotline and leave your request and phone number. We will contact you. Most orders shipped within five days.
952-934-9522 (local)
877-636-3111(toll free)



SET SAIL

FOR VILLAGE CHEVROLETS TRUCK CENTER!

- **NEW CK PICKUPS**
- **NEW SUBURBANS**
- **NEW TAHOES**
- **NEW S-10 PICKUPS**

OVER 200 NEW 1999 CHEVROLET TRUCKS... FOR ANY PURPOSE... TOWING... HAULING... OR JUST FAMILY PLEASURE DRIVING... VILLAGE IS YOUR #1 CHOICE!

612-473-5444 Village
 www.villagechev.com OF WAYZATA **CHEVY TRUCKS LIKE A ROCK**

A Wayzata Auto Center Dealer!

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

2000 BOATHOUSE COMMERCIAL AD RATES

Ad Size	Rendezvous OR Boat Show	Both Shows	All Issues One Year
1/8 page (business card)	\$ 125	\$225	\$ 300
1/6 page	\$ 150	\$275	\$ 400
1/4 page	\$ 200	\$350	\$ 550
1/3 page	\$ 250	\$400	\$ 650
1/2 page (Black & White)	\$ 300	\$500	\$ 750
1/2 page (Color)	n/a	\$800	\$ 900
Full page (Black & White)	\$ 450	\$800	\$ 900
Full pg color	\$ 600	\$900	\$1000
Full pg color (back cover)	n/a	n/a	\$1200

The BoatHouse is published 6 times a year on the even months. Distribution is as follows: August Rendezvous & January Boat Show editions: 5000 & 3000 copies respectively per show. The 4 bi-monthly issues: 1000 copies per issue. Ads must be camera-ready and paid when submitted. Ads with black and white photos are an additional \$10 per issue. Mail ad to: The BoatHouse, 18275 Hummingbird Rd. Deephaven, MN 55391. Send payment to: Bob Speltz Land-O-Lakes, P.O. Box 11, Hopkins, MN 55343-0011. Direct questions regarding ad rates to Dave Doner at 952-835-2549 fax 952-831-5074 email: ddoner9289@aol.com



We are especially pleased to announce that the Holiday Party will be Sunday, December 3rd at the exclusive University Club on Summit Avenue. Located in the famous St. Paul

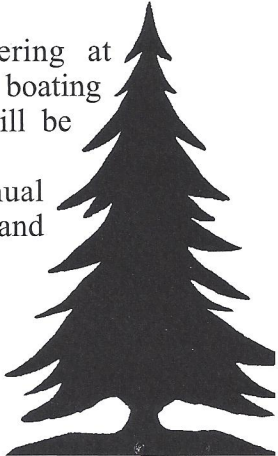
Historic District, the area features lovely mansions including those of railroad tycoon, James J. Hill, the Former Governor, Alexander Ramsey, and even Jesse Ventura. The Summit area has a special charm of its own during the holidays.

The **University Club of St. Paul**, known for its hospitality and charm, is steeped in tradition and rich in history. This private club has been catering to the city's business, professional and social community since 1912. It was modeled after the great city clubs of London at the turn of the century. Its decor reflects a quiet elegance from the moment you enter the gracious main entrance foyer. The fine English antiques, leaded glass windows and huge fireplaces set a beautiful stage for our nostalgic Antique and Classic Boat Society gathering.

Arrange your schedules for this event. Its location is conveniently accessible for all of our members. In addition, our-of-towners have a great opportunity to visit the Cities for the weekend and do their holiday shopping before our event.

Due to the exclusivity of this establishment, we must abide by their guarantee guidelines. Please be ready to make your reservations upon receipt of the special invitation which will be sent to all members. A choice of dinner entrees will be available at that time.

We will be gathering at 4:00 p.m. to enjoy our boating friendships. Dinner will be served at 6:00 p.m., followed by the annual election of officers and holiday surprises.



Join us for our 25th Anniversary Holiday Party!



BSLOL WAY POINTS!

NOVEMBER

➤ 18TH SATURDAY 8AM-2:30PM
TOY & MODEL BOATS SHOW & SWAP MEET
SEE BELOW FOR LOCATION INFORMATION
For further information, call 320-231-0384

DECEMBER

➤ 3RD SUNDAY
ANNUAL HOLIDAY PARTY
ELECTION OF OFFICERS
University Club, St. Paul
See article this page for more details!

JANUARY, 2001 HAPPY NEW YEAR!!

➤ 17-21ST WEDNESDAY-SUNDAY
MINNEAPOLIS BOAT SHOW
Minneapolis Convention Center
Details in December Boat House

☎ **BSLOL HOTLINE** ☎
952-934-9522 METRO AREA
877-636-3111 TOLL FREE

TOY & MODEL BOATS SHOW & SWAP MEET

Without informing the World Toy Boat Show, the Hopkins House is to be demolished this fall. As a result, it would be a poor location for the show.

The show will be moved to the Hopkins American Legion, 10 12th Ave. So. - only about a mile away. The search will continue to find a new location where the show can both stay and display. Your support of the show is appreciated! Questions? Call PAUL MIKKELSON 320-231-0384

BSLOL will be there with its exclusive line of clothing and other items. Here's your last chance to get a unique gift for the boat lover(s) on your Christmas list!



A RESCUE IN MISSOURI

by Maureen Valley

Jerry and Maureen Valley are long-time BSLOLers. For the past year, they have been touring the country and Canada in their motor home, watercraft in tow, catching as many boat shows as possible. We have been fortunate that they have documented their experiences and escapades for us to enjoy. Here is one of their more unusual encounters. - Editor

We rented a pontoon boat for five hours today and had a wonderful time. As we headed up the Taneycomo Lake, (used to be a river till they dammed it) we passed another pontoon with a young couple and two large dogs. Suddenly, we heard the screaming of one of the dogs that had just jumped into the water and appeared to be drowning. We thought that odd (don't dogs like the water?)...but then the driver of the pontoon jumped in after the dog to save it, as the dog appeared to be incapacitated for some reason. As it turned out, the dog had gotten caught in the prop and was slit from its neck, deep into its chest, and was bleeding profusely.

We floored it (in a pontoon, that is not very dramatic!!) over there and tried to get the dog and the owner onto our pontoon. At this point, the panicked dog is BITING its owner and BOTH are bleeding - there is blood EVERYWHERE in the water. Get this - in the meantime, the girlfriend (wife?) is holding onto the OTHER dog, screaming that she can't steer the boat to help him and hold onto the dog at the same time. I yelled at her to TIE THE DAMN DOG TO SOMETHING AND GET AT THE HELM and bring the boat to where we were. She DID, all right - at FULL SPEED - and Jerry swerved just in time before she rammed us broadside. Jerry is ALSO holding on to the man as he grips the side of our pontoon boat. Jerry and I were doing about a thousand things at once: me holding the boats together, holding the OTHER DOG, while the girlfriend grabs a towel to throw over the dog as it's beginning to droop from loss of blood. God...what a mess.

Finally we got the man, his dog, and the girl onto our

pontoon, at which point the damn dog defecates all over our boat, in addition to bleeding on the carpet. I'm thinking - uh huh - when we bring this boat in, explaining the presence of dog "doo" and blood all over the bow isn't going to be easy!! (I picked up SOME of it with my cute little cocktail napkins that I always take boating - you know - for the Shiraz and the little tin of smoked oysters!!) Jerry told the guy to haul ass to the nearest marina, as the dog was dying and they BOTH seemed paralyzed with indecision.

After all this, Jerry's leg began hurting, so he did his "George Washington Crossing the Potomac" routine, standing at the bow of the boat, while I drove. Bear in mind, he was standing in all of the above mentioned body emissions, so it was quite a scene. All this with about four hours sleep the night before. When we get to Russellville, we may sleep for a week! More later...can it get any more fun???

Love,

Maureen and Mr. Walking Wounded

As a result of their experience, Maureen advises the following:

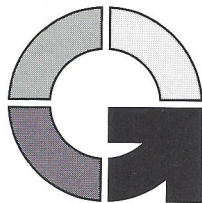
1. Keep dogs leashed, even in boats!
2. Don't jump into the water unless both parties can drive the boat.
3. Do not attempt to try to clean up doggy doo with expensive cocktail napkins.
4. Keep plenty of Shiraz/Chardonnay/Boones Farm on board for the recouping process.

Maureen and Captain Queeg

(How the h--- do I get this dog doo off my sandals??)

Note: Some revision of the original version was necessary. -Ed.

The above experience is a strong example of the need for a course in basic boating procedures for anyone who will be piloting or just riding in a watercraft. The United States Power Squadron offers such a course, along with many other very valuable courses for boaters. -- Steve Merjanian



*The Source
For All Your
Printing Needs*

Gopher Graphics, Inc.
Quality Quick Printing

3800 Williston Road
Minnetonka, MN 55345

(952) 933-1090 • Fax: (952) 933-8197
gopherg@spacestar.net

Creative Design & Layout • Full Color Printing
Pre-press Services • Full Bindery & Finishing
Color Copies • High Speed Copying

Brochures
Business Stationary
Flyers
Business Cards
Carbonless Forms
Newsletters

Labels
Programs
Announcements
Invitations
Menus
Custom Pocket Folders

SMITH & CO.

Industrial and Marine Synthetic Resins and Specialties

Inventors of world-famous Clear Penetrating Epoxy Sealer™ which selectively impregnates the deteriorated parts of wood. It is an excellent adhesion-promoting primer for paints, coatings and sealants.

Home of
 Five Year Clear™ polyurethane,
 The Modern Replacement for Varnish™

We also make:

- Tropical Hardwood Epoxy Glue™
- Fill-It™ Epoxy Filler
- two-component polysulfide rubber

home of the simple 1:1 mixing ratio !!



1-800-234-0330

5100 Channel Avenue
 Richmond, CA 94804

1-510-237-6842

www.woodrestoration.com
 www.fiveyearclear.com

Our patented process is an excellent way to repair virtually any tank:

- Antique tanks for restoration
- Boat tanks
- Motorcycle tanks
- Truck tanks
- Industrial tanks



GAS TANK RENU-USA

TANK RE-NU OF MN
 6390 CARLSON DRIVE
 EDEN PRAIRIE, MN 55346

(952) 937-0557
 1 (800) 633-TANK

Your one stop source for all your classic & antique restoration needs!



Classic Boat Connection

75 Navaho Avenue, Suite 5 ~ Mankato, MN 56001

Ph: 507-344-8024
 Fax: 507-344-8056

Hours: 9 a.m. - 4 p.m.

Visit us on the web
classicboatconnection.com

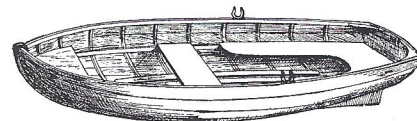
THE BOAT-HOUSE

Small Boat Shop

MAS Epoxy
 CLC Kayak & Dinghy Kits

Marine Plywood
 Klepper Folding Kayaks

937 W. 7th St.
 St Paul, 55102
 651-292-1448



www.boat-house.com

ACBS member discount available!

YOUNGBLOOD

LUMBER CO.

Supplier to the *Craftsman*

FAST SHIPMENT AND DELIVERY
 FINE QUALITY CABINET GRADE MATERIALS
 ONE ON ONE SERVICE REPRESENTATIVES

WIDE RANGE OF INVENTORY
 COURTEOUS KNOWLEDGEABLE SERVICE
 MATERIALS SORTED OR SELECTED SPECIFICALLY FOR YOU

THE INDUSTRY LEADER . . . SERVING THE UPPER MIDWEST

1335 CENTRAL AVE. • MINNEAPOLIS, MN 55413
 612/789-3521 • 1-800-933-1335 • FAX 612/789-9625

Visit us on the Web @ www.youngbloodlumber.com

Email: yblmpis@aol.com

THE MIRACULOUS MANATEE EXPERIENCE

by Maureen Valley

We went boating today and had the most extraordinary experience — an experience of a lifetime.

We were crossing Lake George and thought we saw a bunch of raggedy carpeting floating in the water. The carpeting suddenly dove, and we realized we were in the midst of several Manatee - about eight of them. They were gigantic — bigger than ones we had seen last winter at Sanibel.

We cut the engine and floated while they came closer and closer, boiling the water around us and surfacing and blowing spray in the air. We were spellbound! Suddenly we felt bumping on the bottom of the boat. The churning water which caused the boat to rock and roll all over the place, was also beginning to come into the transom of the boat. (We had a bilge pump, so there was no danger there.)

At one point, four of them stuck their heads out of the water at our bow as if to see what the topside of this intrusion into their world looked like. We weren't sure about their intent; but the continuous bumping of the boat was a little disarming. I suggested to Jerry we start our engine again and get out of there. We had cut the engine so as not to endanger them with our prop. Several of them had pink/white slashes across their backs and their fins were tattered, presumably from incidents with boats and props. So when we did start our motor again, we CREPT away at a very slow speed to clear the area before revving up again.

This was the most amazing wildlife encounter of our lives. They appeared so friendly and, above all, CURIOUS about us and our boat. They were NOT afraid of us. The scary part was that we really couldn't see how many there were, as they appeared to be everywhere at once. Suddenly, the Reenie Anne became a very little boat in a very big body of water. In all probability, there were more than only eight. Unfortunately we didn't even think of grabbing a camera - rather, we chose to just watch and listen to what was going on around us...it was so awesome. We were speechless at the end of this episode which lasted about a half hour. We feel we've been handed a very special 'Welcome to Florida' by these giant, gentle creatures that eat only greens and algae from the water. Wish you could have seen them.



CLARIFICATION OF MEMBERSHIP COUNT

In the last issue of "The BoatHouse," membership was stated to be 440 at the present time. That is not quite accurate. As of 07 September 2000, BSLOL has 836 members. This is the total number of heads or individuals we have listed in our membership roster. These 836 people represent 462 memberships. In other words, the 462 number reflects the number of mailings we send out to households. Many of the households have more than one person as a member of BSLOL. This latter number represents our total membership. So...our 836 members make us one of the largest chapters within the Antique and Classic Boat Society.

CLASSIC BOAT INSURANCE

You deserve...

X World Class Service

X Agreed Value Coverage

X Boat Show Coverage

X In-House Claims Department

X Land Transit Coverage

X Courteous, Knowledgeable Staff

X Competitive Rates

Call 800-748-0224 Today!



GLOBAL
MARINE
INSURANCE
AGENCY

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



CONTEMPORARY

Fireplace Products, Inc.

215 W. 78th St. Bloomington, MN 55420

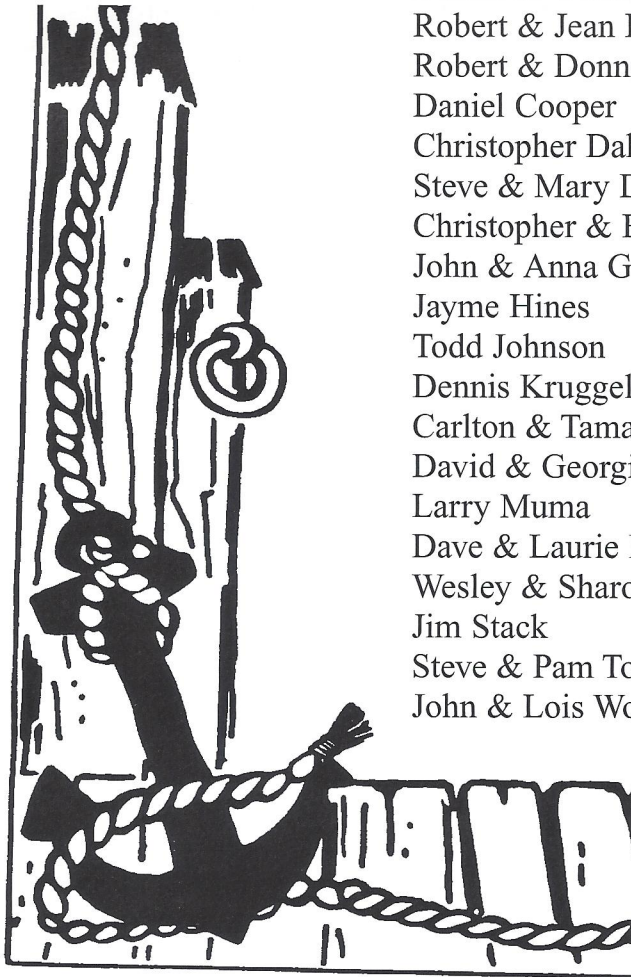
*Antique & Classic Boat Owners!
We can help you with your project!*

- Brass, Stainless Steel, Copper, Bronze
- Repair & Fabricating
- Welding, Polishing, Scratch Removal, Clear Coating

Phone: 952-888-7511

Fax: 952-888-7516

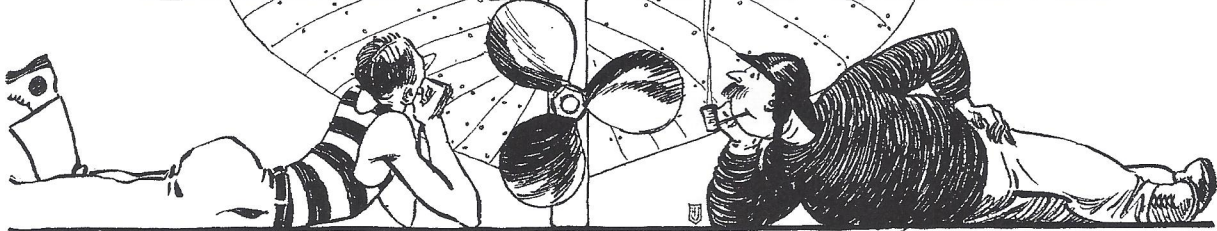
WELCOME ABOARD!



David & Carissa Bishop
Robert & Jean Bozich
Robert & Donna Chadfield
Daniel Cooper
Christopher Dahl
Steve & Mary Decatur
Christopher & Britt Dougall
John & Anna Gallagher
Jayme Hines
Todd Johnson
Dennis Kruggel
Carlton & Tamara Kunath
David & Georgia McDonald
Larry Muma
Dave & Laurie Polsfull
Wesley & Sharon Poynter
Jim Stack
Steve & Pam Towle
John & Lois Wojack

Newport
Eveleth
Chaska
Minneapolis
Medina
Minnistrista
Minneapolis
Amery, WI
Eden Prairie
Duluth
Winthrop
Waterloo, IA
Ironwood, MI
Burnsville
Delano
Champlin
Woodbury
Cook
Isanti

The FORUM



WHERE MEMBERS EXPRESS THEIR VIEWS

BSLOL members are invited to express their views on any club-related issue. Articles should be no more than 1,000 words, preferably e-mailed to the editor or submitted on disk. The editor reserves the right to edit articles as necessary. Any changes affecting content will be done with the consent of the writer.

ANNUAL ELECTION OF BSLOL OFFICERS ~ DECEMBER 3, 2000 BALLOT

If you are unable to attend the Holiday Party, please cast your vote by completing the Absentee Ballot on the inside of the mailing cover and returning it before November 24.

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

BOARD OF DIRECTORS

BOARD MEMBERS

President	Greg Benson/O	Steve Beck/O	Paul Mikkelson
Vice President	Jim Aamodt/O	Randy Havel	Dan Nelson/O
Vice President	John Kinnard/O	Ray Garin	Larry Quinn
Vice President	Eric Gustavson/O	Bob Buttery	Dave Doner/O
Treasurer	Steve Davis/O	Jayne Hines/O	Sharon Gunder
Secretary	Andreas Jordahl Rhude/O	Peggy Merjanian/O	Dirk Gunder/O
Membership	John Kinnard		

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

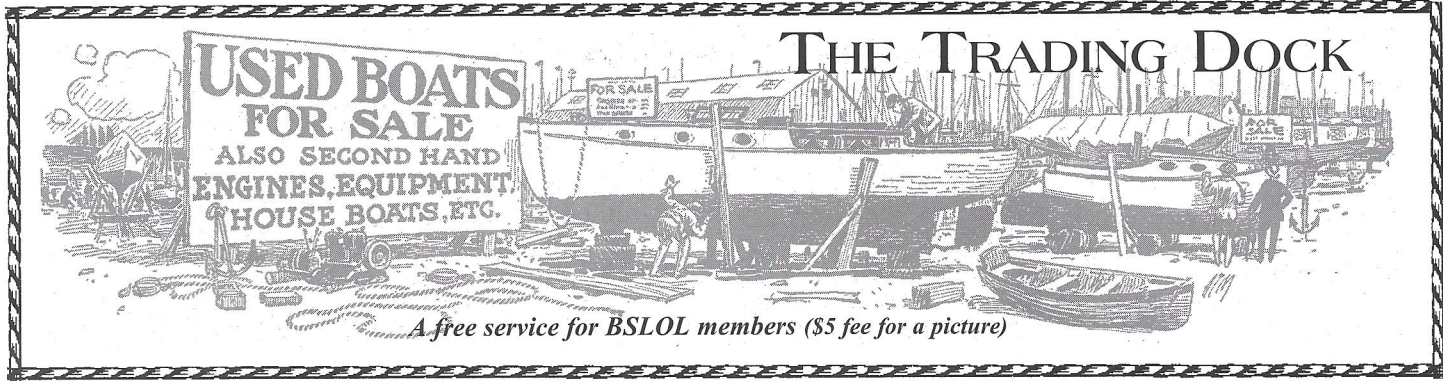
VOTE FOR SIX (6)

- | | | | |
|---------------------|--------------------|-----------|-------|
| ___ President: | Jim Aamodt | Write-In | _____ |
| ___ Vice President: | Eric Gustavson | Write-In | _____ |
| ___ Vice President: | John Kinnard/R | Write-In | _____ |
| ___ Vice President: | Steve Beck | Write-In | _____ |
| ___ Secretary: | Andreas J. Rhude/R | Write-In | _____ |
| ___ Treasurer: | Jim Camry | Write-In: | _____ |

- | | |
|------------------|-------------------|
| ___ Board Member | Dave Doner/R |
| ___ Board Member | Brad Ernst |
| ___ Board Member | Randy Havel/R |
| ___ Board Member | Jayne Hines/R |
| ___ Board Member | Dirk Gunder/R |
| ___ Board Member | Peggy Merjanian/R |

- Write-In: _____
- Write-In: _____
- Write-In: _____
- Write-In: _____

Return to: **BSLOL Elections ~ P.O. Box 11 ~ Hopkins, MN 55343-0011**



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)

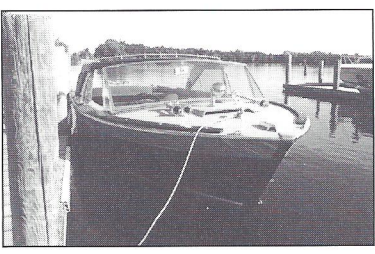
(circa) **1948 THOMPSON 12' TAKE-ALONG** ~ wood and canvas hull, mahogany, spruce and cedar, new canvas & Kirby's Bottle Green paint, original interior varnish. Weighs 90 lbs, rated for up to 10 hp - A little gem! Make an offer to Andreas J. Rhude (Minneapolis), email: ajrhude@aol.com phone: 612-823-3990. (M10/00)

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)

1959 CENTURY RESORTER - Pattern boat, all parts included, all hardware re-chromed. Bob Daniel 612-890-2550 fax: 612-808-1184. (M10/00)

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

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

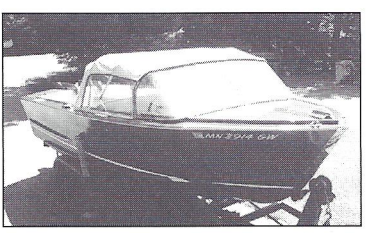
FEATHERCRAFT 13' - double cockpit runabout, fair condition, \$1,895.

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

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

CRUISERS, INC. 18' LAPSTRAKE MODEL 1302 - Fair-good condition with no woodwork needed. Needs fresh hull paint, interior bright-work refinish, new nautilex 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)

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)



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)

1938 CHRIS CRAFT 30' DECK HOUSE CRUISER ~ Very original. Roll-up windows, stove in galley and a boating scene on the instrument panel. All running gear professionally rebuild \$12,000 offers. Mark Theissen 651-738-5998 (M10/00)



1956 MERCURY MK25 18 HP ~ Complete restoration, multiple award winner, including "First Place," "Best Classic Motor," AOMCI Nationals. \$1650.

Dave Wiborg, 952-473-3269 email: classicoutboard@aol.com (NM10/00)

1966 CENTURY 17' RESORTER ~ 238 hp Gray Marine/velvet drive, 200 hours, rebuilt transmission, strip, stain & varnish Spring, 2000. Optional Ivalite, soft top, ski tow & ladder, nice upholstery, cover, single axel galvanized surge brake trailer, 100% original. Looks & runs great. \$10,000/offer 651-702-7507 or msbeck97@aol.com (M10/00)

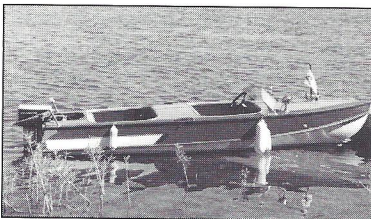


Trading Dock - continued on page 34

Trading Dock - continued from page 33

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)

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)



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)

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.

CAPTAIN'S CARGO & GALLERY
 PORT OF EXCELSIOR
 EST. 1990

**Nautical Antiques,
 Art, Boat Models,
 Instruments &
 Decorating Accessories**

**Jim Jurgens
 261 Water St.
 Excelsior, MN
 952-474-8963**

ACBS Member Discount

ELMOS' (651) 777-1431

Lumber & Plywood

3481 Laverne Ave. N.
 Lake Elmo, Mn 55042

**Domestic & Foreign Hardwoods
 Okume & Teak Marine Plywoods
 Custom Mouldings & Millwork**

CROW'S NEST MOBILE MARINE



SPECIALIZING IN CLASSIC WOOD BOATS

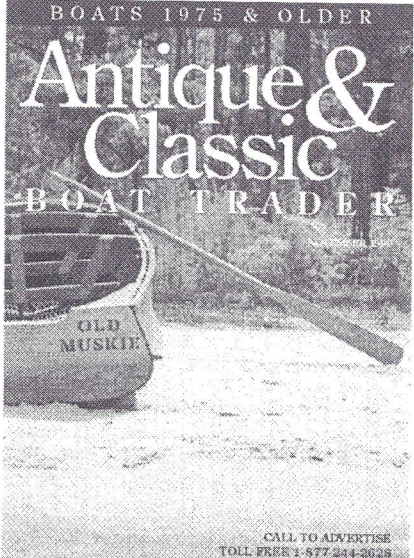
- ♦25 Years River Experience
- ♦Major & Minor Repair
- ♦Lower Units Rebuilt
- ♦Tune-ups & Winterizing
- ♦Storage

JACK DUKES
 763-479-3145

We'll come to you with fair prices and the best service we can give.

BOATS 1975 & OLDER

Antique & Classic BOAT TRADER



CALL TO ADVERTISE
 TOLL FREE 1-877-244-2628

Right now you can find *Antique & Classic Boat Trader* inserted into *Yacht Trader* magazine. Subscribe today and each month we'll bring you photos and features directed to the antique boating enthusiast. Everything from products and services to maintenance tips from professionals. Call toll free to subscribe. 1-877-244-2628.

**Antique & Classic
 BOAT TRADER** **YACHT
 TRADER**

100 W. Plume Street • Norfolk, VA 23510
 Toll free 1-877-244-2628



WHERE CLASSIC DREAMS
COME TRUE

AWARD WINNING RESTORATIONS

~20 FULL TIME CRAFTSMEN~
INCLUDING
~MASTER SHIPWRIGHTS~
~ENGINE WORK~
~UPHOLSTERY & CHROME~

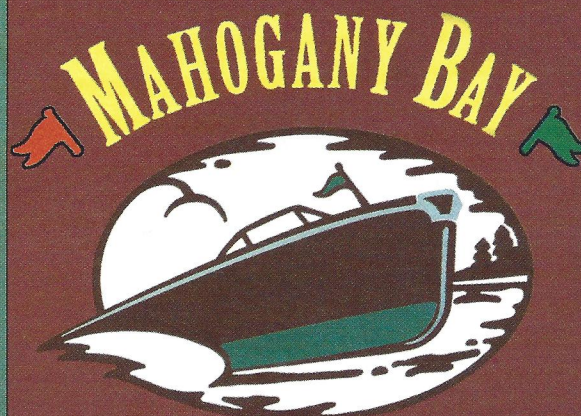
NEW CORPORATE OFFICE
AND SHOWROOM

2642 COMMERCE BLVD
MOUND MN 55364

WEBSITE

www.mahoganybay.net

F. Todd Warner's



952-495-0007

WORLDWIDE

~ BUY ~
~ SELL ~
~ BROKERAGE ~
~ SERVICE ~
~ STORAGE ~
~ INSURANCE ~
~ TRANSPORTATION ~
~ FINANCING AVAILABLE ~

E-MAIL

sales@mahoganybay.net

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



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

At last. You can now get a boat insurance policy designed specifically to meet the needs of classic boat owners and restorers. And it's from Ski-Safe, one of the nation's most highly respected boat insurance providers.

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

Best of all, this Ski-Safe policy is competitively priced, easy to get, and available for just about any classic or antique craft.

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

Remember, the number is 800.225.6560. The company is Ski-Safe. And the protection is just like your boat. Incomparable.

Ski-Safe
Lake Success, New York
800.225.6560



The Chris-Craft Antique Boat Club insurance program is administered by the Sullivan & Strauss Agency, Inc.
1 Hollow Lane, Lake Success, NY 11042