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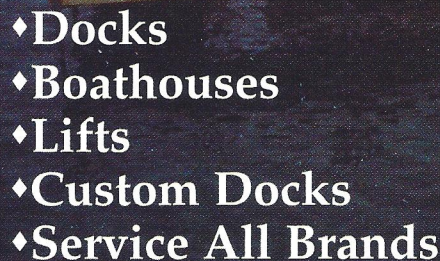


The Bi-Monthly Publication of the
Bob Speltz Land-O-Lakes Chapter
Antique & Classic Boat Society



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Peggy Merjanian
18275 Hummingbird Rd.
Deephaven, MN 55391-3226
952-473-4936 (h) 952-473-6601 (w)
email: datamerj@aol.com
email: pmerjanian@st-barts.org
Fax & Home Office: 952-475-1384

BOARD OF DIRECTORS

PRESIDENT JIM AAMODT
952-938-1211 (h)
612-378-1851 (w)
jaamodt@boyertrucks.com

VICE PRESIDENT STEVE BECK
651-702-7507 (h)
651-730-7695 (w)
msbeck97@aol.com

VICE PRESIDENT JOHN KINNARD
952-934-2584 (h)
952-933-6216 (w)
ccseaskiff@aol.com

VICE PRESIDENT TO BE NAMED

TREASURER JIM CAMERY
712-426-2022 (h)
952-688-1936 (w)
jcamery@presscenter.com

SECRETARY ANDREAS J. RHUDE
612-823-3990 (h/w)
ajrhude@aol.com

BOARD MEMBERS

Bob Buttery 763-427-1448 (h)
58century@msn.com

Dave Doner 612-835-2549 (h)
ddoner9289@aol.com

Ray Garin 952-495-0012 (h)
612-201-6918 (h)
mrcusapt@aol.com

Dirk Gunder 651-436-1555 (h)
612-363-2437 (w)

Sharon Gunder 651-436-1555 (h)
612-804-9118 (h)
gunders17@hotmail.com

Randy Havel 763-878-2118 (h)
763-263-8998 (w)

Jayme Hines 952-937-8699 (h)
952-495-0007 (w)
952-495-1267 (fx)
jayme@mahoganybay.net

Bob Johnson 952-380-1505 (h)

Peggy Merjanian 952-473-4936 (w)
952-473-6601 (h)
datamerj@aol.com
pmerjanian@st-barts.org

Paul Mikkelsen 320-235-0367 (h)
320-231-0384 (w/fx)
paultmei@clear.lakes.com

Clark Oltman 952-471-7635 (h)
952-948-4113 (w)

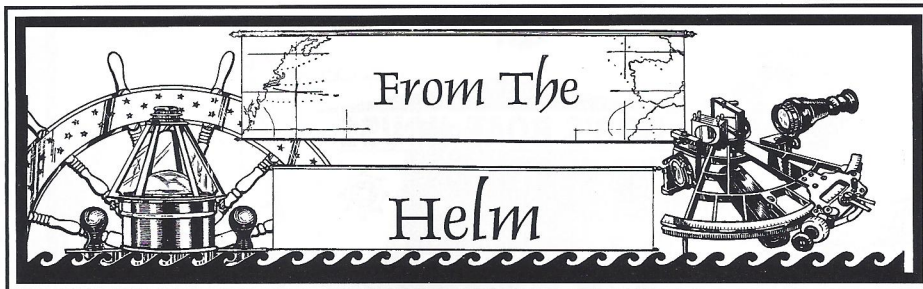
Larry Quinn 952-937-5891 (h)
320-587-5042 (w)

PAST PRESIDENT

Greg Benson 952-941-7882 (h)
612-713-4000 (w)
bslol@aol.com

BSLOL PHONE NUMBERS:

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



The lakes are frozen, most boats are in winter hibernation, and the Holiday Season is upon us. It is a time for families, friendships and fond memories of the "warmer days" of 2000.

Reflections of the BSLOL this year stir many thoughts. Our eight hundred plus membership is a very diverse and multi-talented group. Very different backgrounds, vocations, ages, interests and skills all seem to blend well and form a vibrant membership, sharing common desires to learn about, construct, preserve and enjoy old boats.

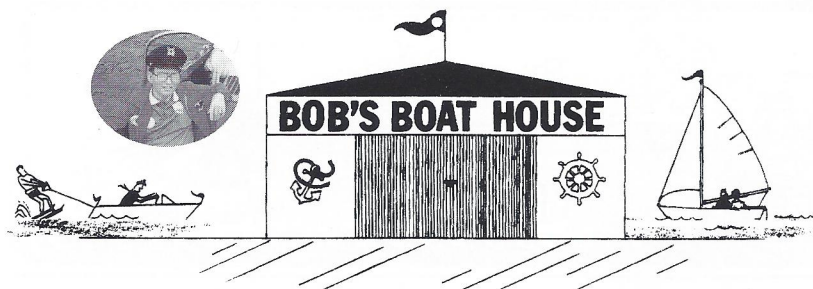
For the coming year, we encourage new and old members to benefit by becoming involved. To whatever extent you can, mid-winter workshops, special committees, social events, summer water outings and the Rendezvous offer great opportunities for involvement. Get a good taste of how much fun getting involved can be — volunteer a couple of hours to help at the January Boat Show. You will be richly rewarded.

Our goal this year is to better utilize the resources of our membership, thus offering more benefits and enjoyment to us all. Let our Board Members know your ideas, and plan to take part in whatever you can. New people and new ideas keep us "vibrant."

From the Board of Directors and myself, we wish you a most joyous holiday season — and see you soon!

Jim Aamodt
BSLOL President

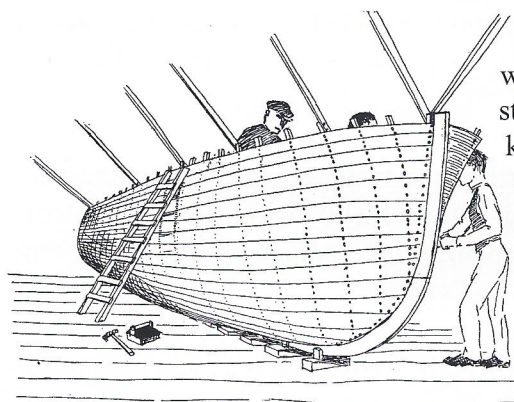




BOB SPELTZ CHETEK RESTORATION UPDATE

Club members got together on Thursday, November 16 to work on the Speltz boat. A new keel was cut and shaped out of mahogany. The material was purchased in Northeast Minneapolis from Youngblood Lumber Company which is a great source for rough-cut lumber. We also worked on removing some of the oak ribs, all of which will need to be replaced. Bob Buttery brought his steamer over, which we will use to steam bend the ribs.

I purchased some green rough-sawn white oak from a logger south of Cannon Falls. This lumber will have to be resawn with the wood grain and then cut and planed into a 1 1/4" x 3/8" size for ribs. Then it can be soaked for a week before steam bending.



On Thursday, December 14, we steamed the new outside stem and joined it to the new keel with a 30 degree angle cut and a brass bolt through both parts. By running a string line along the keel we were able to check the straight line and make adjustments as needed.

The following members participated at the last two meetings:

Bob Buttery,
Andreas Jordahl Rhude,
George Mitchell,
Dave Doner
Larry Quinn

Anyone with an interest in restoring a cedar-strip boat is welcome to call me. Our next get-together will be Thursday, January 25.

Bob Speltz 14' Chetek Runabout Club Project
Larry Quinn (952) 937-5891
(Located near Highway 7 and Woodland Road)

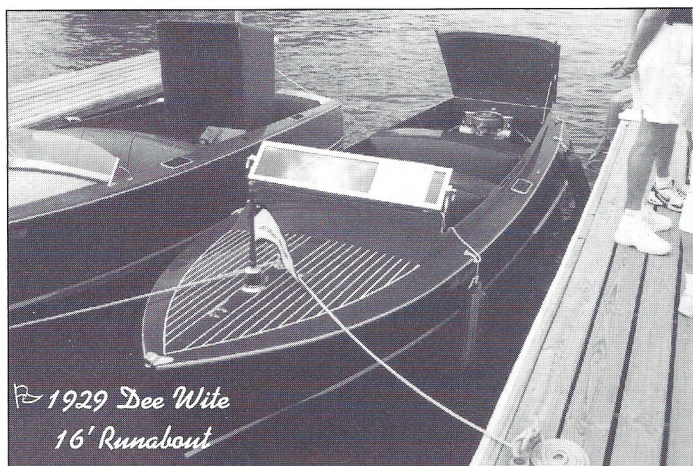
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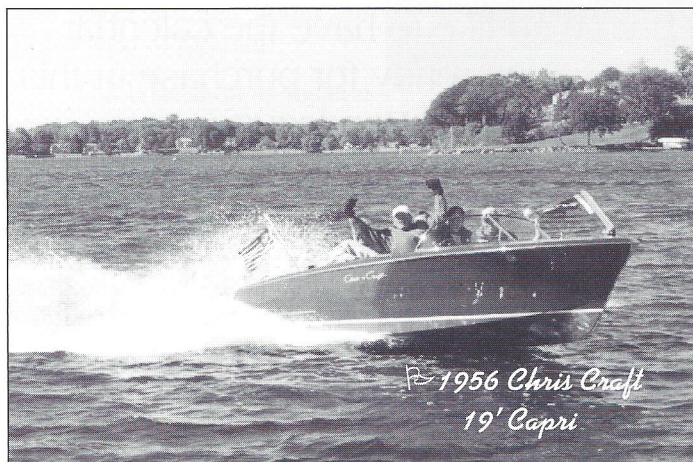
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ON OUR COVER

Greg Benson in his 1956 Chris Craft 19' Capri. He's seen here with as many as he could fit into his boat. This boat has been "in process" for several years and Greg could not contain his glee. He had the time of his life tooling around the waters of Lake Minnetonka at the Annual Fall Colors event.



1929 Dee Wite
16' Runabout



1956 Chris Craft
19' Capri



1949 Chris Craft
25' Sportsman



1949 Chris Craft
19' Racing Runabout

29TH ANNUAL
BOAT SHOW

Where else in the dead of winter, in the frozen Midwest, can you see awesome wood boats – eight of them – all in one place???

- 1929 Dee Wite 16' Runabout
- 1955 Chris Craft 19' Capri
- 1966 Century 17'6" Resorter
- 1955 Chris Craft 29' Day Cruiser
- 1949 Chris Craft 19' Racing Runabout
- 1949 Chris Craft 25' Sportsman
- 1948 Larson Falls Flyer
- 1956 Shepherd 22'

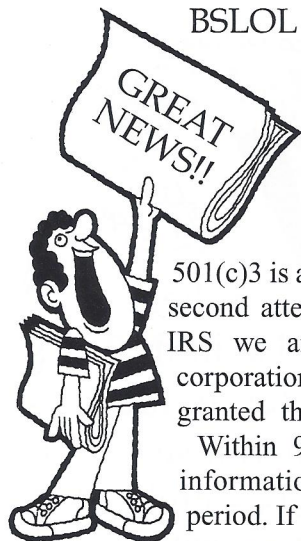
Minneapolis Boat Show
Wednesday - Sunday
January 17-21, 2001

Minneapolis Convention Center
Downtown Minneapolis

Many hands are needed to set up our display, staff our booth during the show, sell merchandise, promote BSLOL, and dismantle the display Sunday evening. Please contact coordinator, Greg Benson at 952-941-7882.

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? And ... all workers get a free pass to the show!

WHAT A DEAL!!



BSLOL IS A 501(c)3 CORPORATION!

by Greg Benson

What is 501(c)3
and
what does it mean to us?

501(c)3 is an IRS numerical designator. After our second attempt in four years, we convinced the IRS we are a non-profit, public supported corporation. As of July 1st, 2000 we have been granted this status until December 31, 2004.

Within 90 days of that date we must send information to support this advance ruling period. If accepted, this status will be granted to us permanently. If not, we revert back to a private corporation.

During this grace period we may accept monetary contributions from donors that are deductible from their yearly income tax. Under certain provisions of the Federal estate and gift tax guidelines, deductions for bequests, legacies, devises, transfers and gifts are authorized. The guidelines of this ruling are complicated in areas. They will be spelled out in an informational mailing to all members after the first of the year.

One of the benefits of acquiring this status is that it opens many doors for us to accumulate funds to pursue our goals — number one being the preservation and restoration of antique and classic boats. A primary long-term strategy as a chapter is the pursuit of our own museum. This is the most effective way we can inform and educate the public about our mission. This communication is now done through the public display of our boats. We are looking for other ways to save boats from the burn pile. The museum idea has been around for a long time, but now we have a much better chance to raise funds at an accelerated rate.

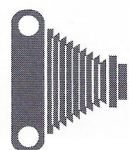
The Board of Directors is excited about this ruling. We have formed a 501(c)3 Committee that will set guidelines, develop strategies, inform members, monitor the progress and invest funds for our future museum. If you have any ideas about the course we should pursue, call us. We are open to new ideas and knowledge in this area. Look for mailings and updates in *The BoatHouse*. It's going to be another exciting year!



BSLOL CALENDAR RELEASE POSTPONED

Plans for a BSLOL Calendar featuring our members and their "mahogany prides" — one for each month — have been delayed.

We'd like to have the calendar for 2002 ready for purchase at this year's Rendezvous, so send that photo in ... NOW!



WE NEED YOUR PHOTO BY MAY 1!

Contact Greg Benson

612-941-7882

with questions.

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CYPRESS GARDENS ANTIQUE & CLASSIC BOAT RENDEZVOUS - NOVEMBER 4 & 5

by Maureen & Jerry Valley

Cypress Gardens is arguably one of the most beautiful settings for a boat show that we've had the pleasure of seeing, to date. Cypress Gardens is one of the earliest and oldest attractions in the state, dating back more than 50 years. Probably best known for its water ski show, the Gardens are situated on Lake Summit and Lake Eloise, about 30 miles west of Orlando.

The boat show is located in an area of the Gardens called Cypress Isles, a series of small palm-tree-covered islands connected to the mainland by arched wooden walking bridges and looking out over Lake Summit. The boats (75 in all) were displayed around the perimeter of the islands and along a boardwalk which skirts the shore. There were also a few boats displayed on land, including an absolutely beautiful 21 foot Cobra owned by Stan Wojciechowski of Tavarres, Florida.

The boats on display were, in general, of the highest quality and represented all of the major U.S. manufacturers including, from the LOL area, Thompson, Dunphy and Larson. Terry Feist, new president of the Sunnyland Chapter, had his 18 foot Cobra on display in the water. Stan and Darleen Petersen (formerly from Iowa but now Mt. Dora resi-

Tom Flood, Wilson Wright, Jerry Valley, Stan Peterson



dents), had their just-completed 1946, 25 foot Red and White, Little Nell II, on display. Stan did an outstanding job on this restoration.

There were also a number of reproduction race boats, including six Jersey Skiffs, which periodically went out onto the lake where a race course had been set up, and provided some exciting racing for the crowds.



Southern belle wearing earth shoes.

Wood beauties surrounding nature's beauty.



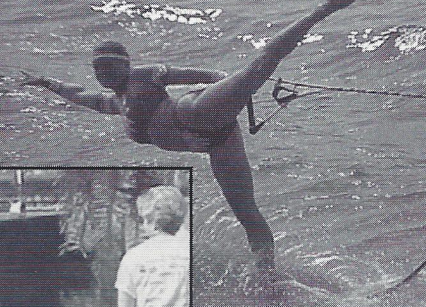
1962 Chris Craft
23' Sea Skiff
"Mayflower Madam"

grandstand to the delight of the crowd. As each boat approached the stands, its year, make, owners, and any interesting details were announced. They then generously offered rides to members of the audience and there were plenty of takers for a spin in one of these classic beauties. Of special interest were three Centurys that had formerly been used at Cypress Gardens to tow the skiers. We humbly submit that the Mastercrafts currently in use didn't hold a

candle to them in design and quality of workmanship.

A word about Cypress Gardens itself. Lovely southern 'belles' paraded in their lavender and pink tulle ball gowns amidst the boats (and throughout the gardens) providing an antebellum touch one only finds in the south. Cypress Gardens is a delight where one's eyes feast on topiary animals, waterfalls, meticulously manicured flower gardens and a Banyan tree that rivals that which is found on the island of Maui, in Hawaii!! The water ski show featuring gravity defying feats of water gymnastics (going a mere 50 mph) delighted the standing room only crowd.

Water Ski Show

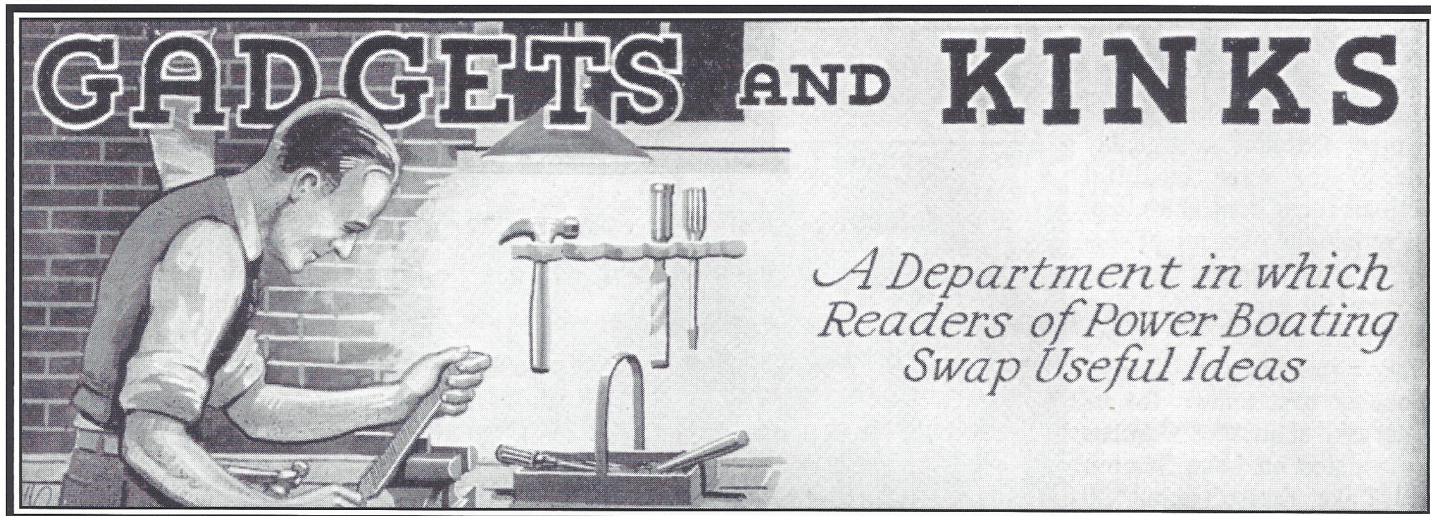


We carry with us images of shiny mahogany, bristol white hulls, majestic palm trees, Hibiscus blossoms the size of dinner plates and the graciousness of the Florida Sunnyland Chapter of the ACBS. This show is already on our calendar for next year!

Maureen and Jerry Valley
Still living on the road and loving it!



Following the ski show, all the boats paraded in front of the



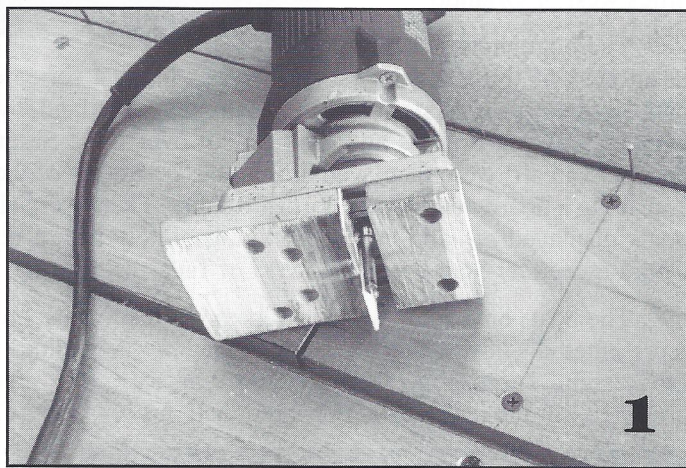
BOTTOM PLANKING MADE EASY (or How To Enjoy This Fitting Event)

by Sherwood Heggen

In recent 'Gadget and Kinks' articles regarding bottom restoration, we have gone through some major topics of restoring what time and use have destroyed. After wading through the mysteries of scarfing joints, cutting rabbets, and drilling a shaft hole, one would think all of the hard stuff is behind us. Have you considered replacing the bottom planks with new wood yet? Using the old planks is not a good idea because they are typically oil soaked, cracked, and have seen their useful life after 40+ years. Replacing with new wood appears to be a simple matter of copying the old planks and screwing them in place. Well, not so fast here. If there are new frames, keel, and chine installed, you can be sure that some dimensions have changed and the old planks are not going to be a true fit as they once were. Therefore, using them as an exact template is not a good idea. This 'Gadgets and Kinks' is going to describe a simple method of custom fitting planks with basic tools. The type of bottom used in this subject is a "soft bottom" where plywood is the sub-planking and the bottom planks are duplicates of the original in size and shape. The planks are bedded in 3M 5200 and are sealed with penetrating epoxy as described by Don Danenberg in *Classic Boating* magazine.

Before we get going on cutting new planks, let's discuss the method by which we are going to fit the new planks. Fitting a new plank can irritate the bilge water out of you if you don't know what you are doing. So, read on before you try anything so daring on your own. We are here to restore; not destroy.

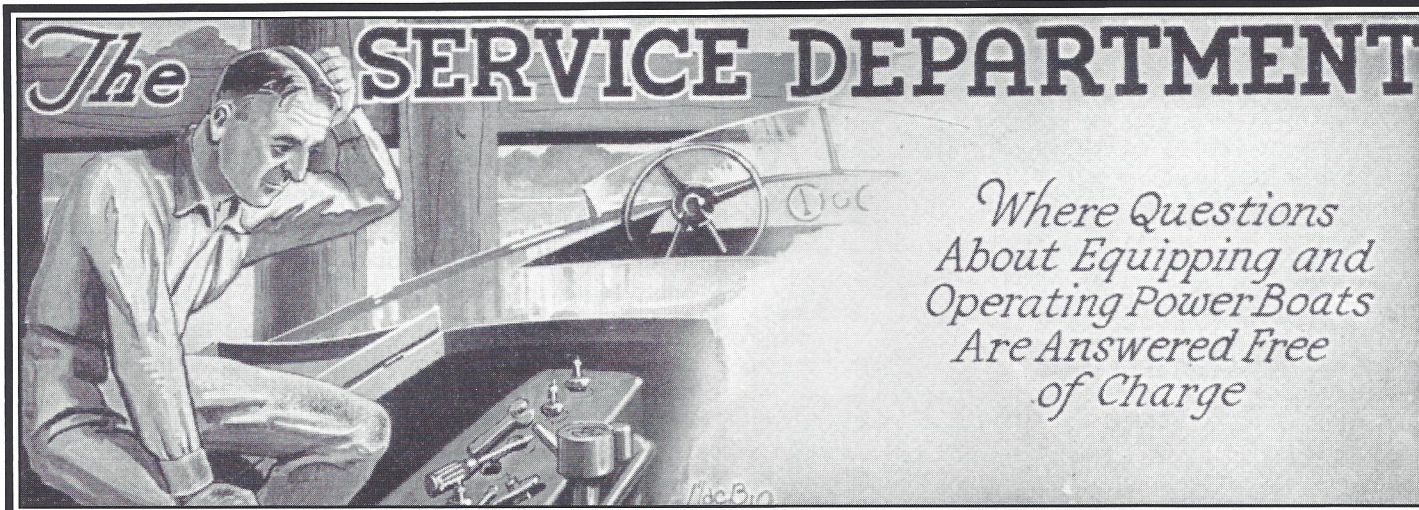
Picture #1 shows the old reliable router with an attachment used for fitting topside planks. The router uses a fair edge of the keel or a fixed plank as a guide as the bit cuts away the material of the adjacent plank for a perfect fit. It works well on topsides providing an almost seamless appearance. On bottom planks, this method provides a means for making an even seam gap for expansion with very little effort or skill with a plan. Fit the router with the attachment by sub-



stituting the router sole plate with scrap mahogany and some 1/16" aluminum as a guide plate per the picture. The guide plate is positioned to where the bit is just a hair above the fair edge used to guide the router. The plank to be trimmed is attached to the bottom about 3/16" away from the fair edge using sheet rock screws. Some 3/16" sub-planking plywood scrap make perfect spacers. As the router makes its pass, the router bit eliminates all of the material that doesn't belong leaving a perfectly matched edge. The newly trimmed plank can now be repositioned next to the adjacent plank using a 3/16" scrap plywood spacer. The board should now be temporarily drawn down to the frame with 1" sheet rock screws. In the forward section, a greater number of screws will be necessary to provide a flush fit to allow a true fit for the next plank. In all of this effort, especially in the forward section, it is a good idea to have a buddy help hold the plank in position while you screw things in place. The alternative is to be clever with clamps, braces, and wedges. In some cases, it would be best to steam the planks before attempting to bend them and screw them into position with sheet rock screws.

Picture #2 shows the router midway through its path. When making the pass with the router, be sure to move the router in the proper direction. Moving in the wrong

Gadgets & Kinks continued on page 10



Dear Dr. Motorhead,

I was watching ESPN last Sunday and was very pleased and excited to hear of Pistons great accomplishments and success as Captain of the University of Hawaii's hockey team. I couldn't believe how many goals and assists that he has accumulated in such a short time. You must be very proud and perhaps a little nervous that he won't follow his academia and become a professional hockey player. I know how busy you are and your desire for him to transition into your studies and continue with your writings. Continue the family tradition as it were. Notwithstanding, his future contributions to the greater internal combustion and gear head societies.

However, I need to discuss with you my problem. In fact, I think I may have a greater problem than I can possibly deal with. Especially, with my current Executive position as of the American Lung Association. Doctor... my engine is smoking!! I can't allow this story to leak to the public without first a positive outcome or a proactive position. My job and certainly my credibility are on the line. Please, I need your input more than you can imagine. I need to make a statement before this story gets leaked to the press. Even worse, CJ, the gossip reporter from the Star/Tribune may latch on to this like a pack of mad dogs.

The smoke emitting from my exhaust is white. The situation seems chronic. Doesn't matter if the engine was just started or has run for a while. In fact it gets worse the harder you work the engine. The smoke was at it's worst late this fall, while taking the boat out of the water on a very chilly Saturday morning for winter storage.

This story is true, however I have changed my name to protect my anonymity.

Signed,
Smoke Stack Lightning

Dear Lightning,

Seems to me I remember a song by that name. I hope you're not in trouble for any copyright infringement. I'll forward your letter to Piston. I know he will love to hear

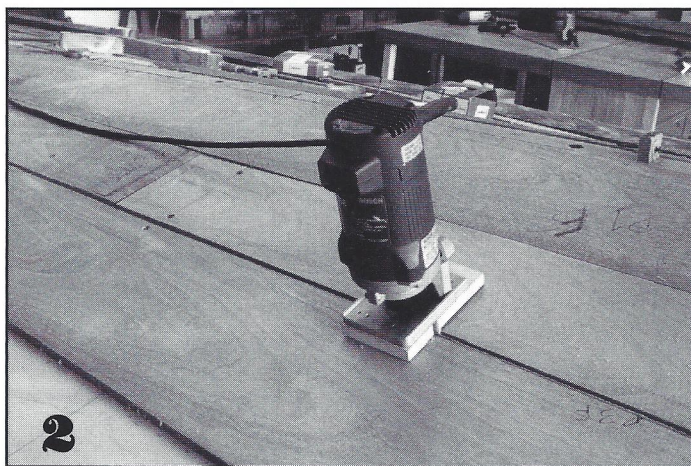
your thoughts. U of H is doing very well. They lead the whole South Pacific Collegiate Hockey League. The competition is fierce. All the kids are aware most of the major league scouts are keeping a close eye on the many prospects in this very competitive division. Follow his academia? I thought that was a kind of nut like a filbert, I'm not sure why he would follow these. However, I do know he will choose the best path for him. If he decides on a career in the NHL, perhaps I could solicit Steve Merjanian, Jack Dukes or even Tonka Bob to follow in his footsteps. One step at a time, I'll take on the challenge as it presents itself.

Now, let's deal with the smoke issue. There are three types of smoke that emit from an engine, white, black and blue. Actually there is a fourth, however this comes from Todd Warner's cigar. It's not uncommon to see smoke emitting from the strangest locations as Todd sneaks around, trying to scoop yet another deal.

We might as well start with the worst - blue smoke, or bad juju as they say in the South Pacific. What does this mean? Your engine is telling you something, just as our sparkplugs do. Blue smoke is the result of oil getting into the combustion chamber. The burning of this oil and gas is the blue emission. Although the smoke may vary from a light to a darker shade of blue, the make-up is the same. The darker the blue, the worse your engine's condition. This blue smoke may also be visible at the crankcase breather. This is the pipe that protrudes from the engine block to the carburetor on our older flathead motors. The oil gets into the combustion chamber through worn piston rings, cracks in pistons, or worn valve guides. Either way, it is time to get your engine into the shop for a rebuild.

Remember as a kid, the old outboard motor you had? It would leave behind little bubbles filled with a bluish oily mixture on the water. That's because you mixed oil with your gas in a very rich 20 to 1 gas to oil mixture. The underwater exhaust made all these little smoke filled traces. Not only was it very polluting, it made it easy to follow your trail back home when on a strange lake - kind

Dr. Motorhead - continued on page 11



direction will encourage the router bit to pull away from the guide ruining the edge being trimmed. Always cause the cutting edge of the router bit to force the router against the guide edge. Moving the router to the right would be the correct direction as shown in the picture above. Notice that the guide edge is at the back of the seam.

With that knowledge, it is time to cut planks starting with the forward garboard plank, either port or starboard. Let's consider that we have the bottom frame rebuilt and the plywood nailed down, bedded in a generous bead of 3M 5200. Lay out the new wood on the workbench and clamp the old plank to it. Using a black felt tip marker, trace the outline of the old plank. For planks that are beat up on the edges or have missing parts, you will have to draw between the missing points with a straight edge. Remove the old plank from the new stock and cut the keel side of the plank to the line with a band saw or saber saw. Next, follow the directions given above for trimming the edge of the plank with the router, and presto, you have matched edges.

Now, what about the other side of the plank? It will require a bit of your woodworking skill. Cut the plank to final rough size and trim the final shape to the line drawn with a plane. A great tool to use here is an edge plane that is available at the local woodworking stores such as Rockler or Woodcraft. This tool planes the edge of the plank at a perfect 90 degree angle to the surface while making a fair straight line. It is well worth the \$125. Once the edge is fair and straight, it is ready to use as the guide for trimming the next plank for a perfect fit. The next plank to fit is the companion aft garboard plank. With that finished, fit the fore and aft garboard planks on the other side. Alternate back and forth in fitting the planks to equalize the stress the planks will place on the hull frame.

Due to some new dimensions the hull took on with the new frames, keel, and chines, you may have to adjust plank width to some amount. Planning ahead by laying out all of the planks on the bottom will give you a good idea of how

much adjusting of size will be necessary. Keep an eye on the plank outer edge to assure that it is straight fore to aft. Don't be confused by the fact that the planks are wider in front than they are in back. This is a product of geometry. Looking straight down on the hull will reveal a straight line, but the greater "V" shape at the bow is going to create a longer line in dimension from side to side. The last cut at the chine on the chine plank should be trimmed to fit by hand. Place spacers between it and the previous plank and draw a line on the bottom of the plank using the outside of the chine as the marking template. Redraw the line to the inside of the first line to mark the outside edge that would allow the plank to lay in the rabbet, then cut to fit leaving a $\frac{1}{16}$ " gap.

When you have fit every board, drill all of the screw holes to the depth required for each area. Typically, frames screws are 2", chine and keel screws are $1\frac{1}{4}$ ", and transom base screws are $1\frac{1}{2}$ ". Check each seam for an even $\frac{1}{16}$ " gap. Clean up any problems with your edge plane and coarse sandpaper on a large radius sanding block for the forward inside curves next to the chine.

With the screw holes done, number all of the planks as they lay. Number the port forward garboard plank P1F. Number the companion port aft garboard plank P1A. The next planks out are P2F and P2A., etc. The other side is the same except use "S" for starboard. Now that you know exactly where every plank belongs, remove all of them and coat the backside, ends, and edges with a coat of clear penetrating epoxy sealer, or CPES. Also give the plywood sub-planking a coat of the same and let it dry for a couple of days. Then, using 3M 5200, spread a thin layer of this amazingly sticky stuff on both the bottom of the board and the plywood in the area where the board will be with a 6" spackle blade. How much is the right amount of 5200? If you scrape it off to the wood, you took off too much. If it lies in globs, you left on too much. About $\frac{1}{32}$ " on both surfaces is about right. Screwing the plank in place will cause some of the 5200 to ooze out. Wipe off the excess. Did I remind you to wear old clothes? This stuff will appear on everything around you if you don't work clean by wiping your hands frequently with paper towels and naphtha. Continue bedding the new planks in 5200 and continue driving home all 1500+ screws. Don't weaken. It is a long process, but it can be done. The whole process of cutting, fitting, and installing the bottom planks will take 30 - 40 hours of labor.

As part of the installation of the new planks on a Chris Craft, you need to install the $\frac{5}{8}$ " x 1" intermediate ribs between the frames. The biggest problem in installing these on the inside of the hull is centering them on the screw holes drilled through the hull bottom while you are work-

Gadgets & Kinks continued on page 12

Dr. Motorhead - continued from page 9

of like dropping bread crumbs in the woods.

Black smoke is a much less menacing problem, caused by an overly rich, or too much gas-to-air ratio burning in your engine. The air and gas mixture needs to be balanced properly. Too much gas and you get this black diesel-like emission. Don't worry, this is easy to fix; simply an adjustment to the carburetor or perhaps a carburetor rebuild. If you have a newer V8 engine with an automatic choke, your problem may also be here. Sometimes these chokes get stuck and don't allow enough air to get into the engine. This is easy to check on new engines as well as the older ones in case you are forgetful and forgot to push the choke cable back in on the manual models. Remove the flame arrestor from the top of your carburetor. Look into the choke; there is a large plate just inside the throat or opening. This plate should be in the open position, not closed off. If it is closed, it can usually be manually opened without too much trouble. Push it open and you should be good to go. If it is an automatic choke, don't forget to fix the problem.

I'm sure your cohorts at the American Lung Association would prefer you to be paddling a canoe or rowing a skiff, however your problem is the sign of a healthy engine. White smoke is formed by water vapor. Many refer to this vapor as steam, but it is not. If your boat is equipped with a thermostat, chances are you will have more white smoke or water vapor emitting from your exhaust pipe than those without. When you operate your boat in the early spring or late fall, this vapor becomes more visible as the air temperature is lower and cannot hold as much moisture. Then the vapor becomes more visible. It is the same as early morning fog above the low-lying valleys or swamps. As soon as the day warms up, the air has the ability to hold more moisture and this visible moisture or fog disappears, and is absorbed by the warmer air. Another way to look at this is, your breath is more visible in January than in July. No way is this steam. If it were, your body temperature would need to be 212 degrees fahrenheit. So, when the white smoke was worse on the cool fall morning, that is because it was just more visible. When you are working your engine hard, you're just producing more water vapor. In addition, the more moist the air, the more moisture-laden air you are pulling into your engine and the

more moisture you are expelling. For those of you who studied chemistry and physics, $P V = N R T$ is a good formula to remember when you have this discussion with a brain.

Need to know how an engine is performing at a glance? Take a look at the exhaust pipe. If the engine is running perfectly, the inside should be a shiny copper. Too rich, it will be black and sooty. Burning oil or experiencing blow-by, there will be an oily coating or residue.

There you have it, Smokey, it's just that easy. See you all at the Minneapolis Boat Show. You will recognize me as the one wearing the University of Hawaii hockey jersey. Gee I'm proud of that kid.

Signed
Dr. Motorhead.



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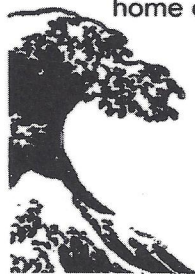
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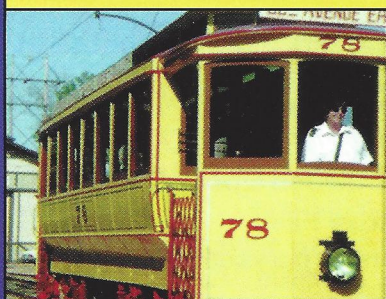
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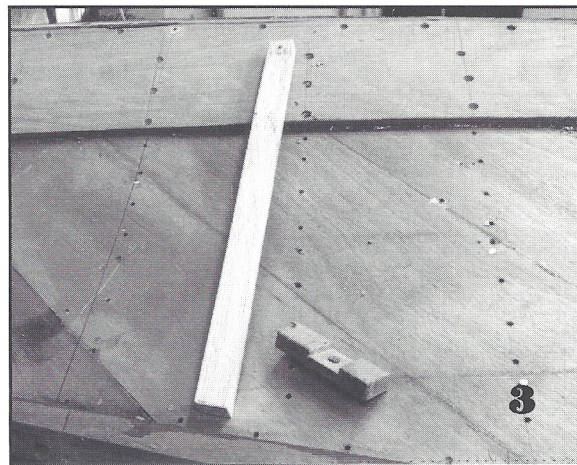
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Gadgets & Kinks continued from page 10

ing blind from outside of the boat. You need a 'gadget' to make this process go easier.

Take a look at picture #3 You see an intermediate rib and a block of wood with a notch and screw protruding through the block in the middle of the notch that will work magic for you. Now here is the process. Mark on the rib where the



inner most screw would be for holding the intermediate rib and drill the anchor hole. Insert a screw of the proper size through the plank at the inner most hole for that rib. Lay a bead of 5200 on the rib and insert it through the open area where the topside chine plank was. Put a finger on the screw to hold it in place while rubbing the rib on the screw searching for the hole. Once located, grab the screw gun and drive it home. The other end of the rib is still loose. Insert the screw in the notched block into the next to the outer most screw hole of the intermediate rib from the underside of the bottom. Now, place and hold the rib in the notch and drill an anchor hole through the outermost hole into the rib and put in a temporary short screw. You will replace it with the correct screw later when you install the plank over that area. So simple! It is really a no-brainer after you think about it for a while.

This has been a fairly general description of the process. With some thought about what is taking place at the various stages of the process, all should go well. Some final words of advice are: Measure it twice; cut it once. Use a straight edge to draw straight lines. Don't cut past the line. Keep your tools sharp. With this and some common sense applied, the new bottom should come out just fine. Got questions? Give me a call at 952-432-4345.



CLASSIC THOMPSON BOATS WIN AWARDS

by Andreas J. Rhude

Two classic wooden Thompson boats took top prizes at our Antique and Classic Boat Rendezvous this past August.

A special award for the "Best Original Boat" was presented to Nancy and Jeff Stebbins of Shorewood, Minnesota 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 to the Stebbins' 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.

Of the more than 150 boats exhibited at the Rendezvous, there were 10 Thompson boats.

This writer had four Thompsons (my passion) on display. Two are in show quality condition (a 1955 fourteen-foot Thompson Thomboy runabout and circa 1948 twelve-foot take-along rowboat) and two are awaiting restoration – my 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.



CROW'S NEST MOBILE MARINE



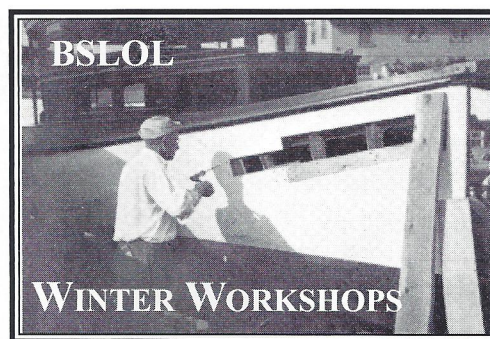
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Once more we slip into the non-boating season here in the upper Midwest. While we'd all love to be out on the water, Mother Nature has provided us with the perfect excuse to get to all those projects we put off when the lakes call our names.

Again this year, BSLOL is offering workshops to assist you in restoring that woodie sitting in your garage. Don't miss these sessions; they are conducted by experts in boat restoration who give of their time and talent.

SATURDAY, FEBRUARY 10, 11:00 A.M.

Topic: Signage and Gold-leafing
 Conducted by: Dan Nelson
 Location: Nelson Boatworks
 5850 Lynwood Blvd, Mound
 Other Info: Admission Free to BSLOL Members
 Non-Members: \$5.00
 Lunch Provided
 Please RSVP for food count to
 Dan Nelson: 952-472-3687

SATURDAY, FEBRUARY 24, 10:00 A.M.

Topic: Open Forum
All questions answered!! If we can't we'll find someone who can!!
If you have pictures of your boat/project, bring them with you.
 Conducted by: Mark Sauer, Fred Goghenour, Dan Nelson
 Location: F. Todd Warner's Mahogany Bay
 Lester Prairie, MN
 Other Info: Admission To Be Announced
 Non-Members: To Be Announced
 Sit-Down Meal...This is NOT a "box lunch"
 RSVP a must to Dan Nelson: 952-472-3687

Watch your mail for full details!

SATURDAY, MARCH 17, 11:00 A.M.

Topic: Drilling Shaft Holes
 Conducted by: Sherwood Heggen
 Location: F. Todd Warner's Mahogany Bay
 2642 Commerce Blvd, Mound
 Other Info: Admission Free to BSLOL Members
 Non-Members: \$5.00
 Lunch Provided
 Please RSVP for food count to
 Dan Nelson: 952-472-3687



MYSTIC SEAPORT BOAT SHOW

Next year's WoodenBoat Show will be held at the Michigan Maritime Museum, South Haven, MI, June 22-24, 2001. The show, normally held annually at Mystic Seaport, Mystic, CT, will now be rotating its location to various spots around the country. Every other year it will still be held at Mystic Seaport.

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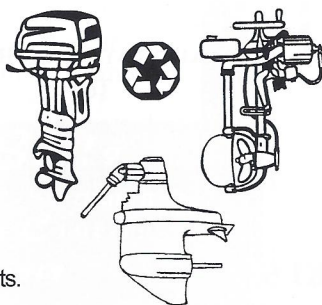
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Memories of MAC 2000

by Tom Kaul

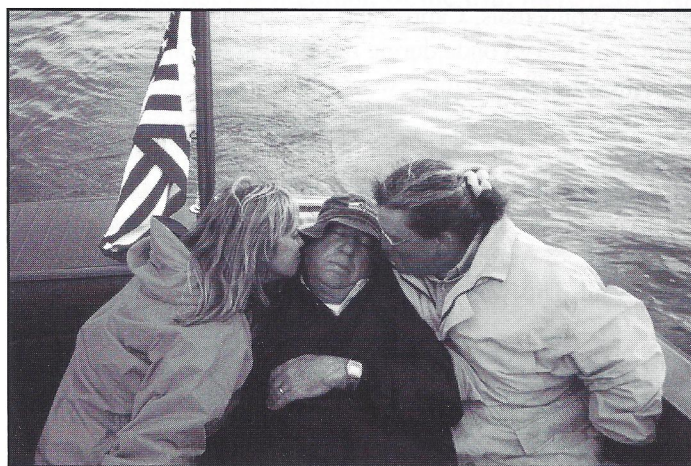
This year's annual ACBS national meeting was held in Mackinaw, Michigan in September. If you weren't fortunate enough to take part in the five-lake, five-day boat trip in northern Michigan preceding the event, here's what you missed.

The Food

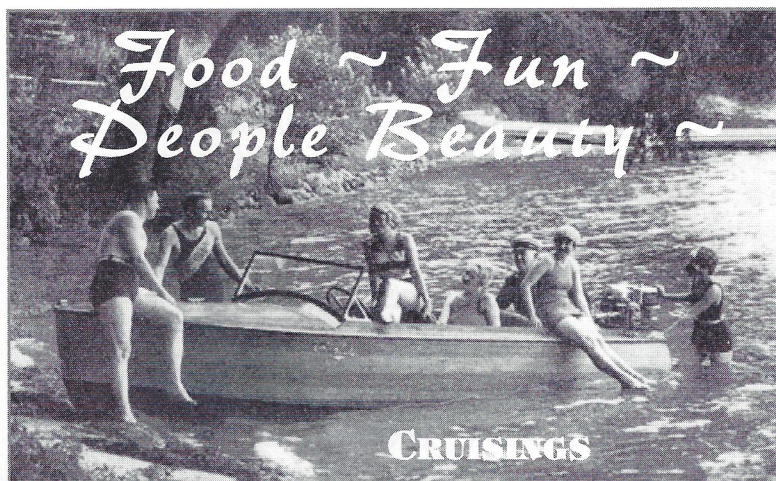
No less than three full meals a day with at least one buffet, usually two. Of course most vessels had snacks too; our Gage-Hacker was famous for olives stuffed with anchovies. We went from Boyne Mountain Lodge breakfasts to sea level lunches on the water. There were always plenty of choices suitable for every captain and crew.

The Fun

Everyday began officially and promptly at 7:30 a.m. with Michigan's water wonderlands, Captain Bill Ballard's plan for the day and Karen's social activities announcements. Each day a caravan of 28 of some of the country's finest classic and antique runabouts, launches and speedboats graced the countryside. The towns came alive as we arrived; the local people welcomed us at the landings and guided us in and out avoiding the little town obstacles.



Ray Keating flanked by wife, Mary (on the right) and Lori Poehler. Hey Ray...were you asleep or just enjoying the attention?



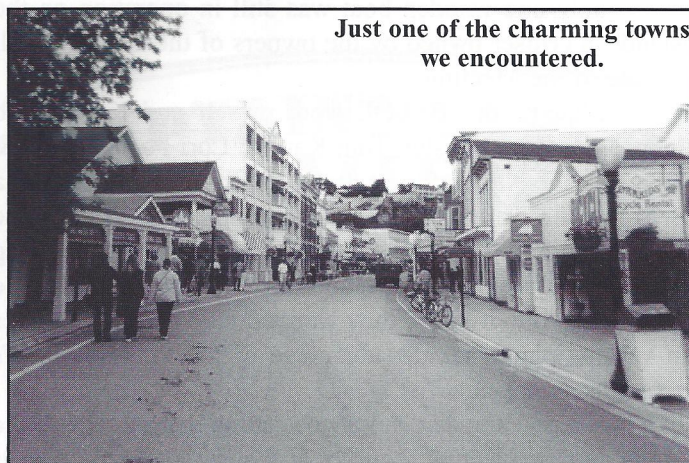
The People

There were eleven chapters represented with an impressive crew from California. Also represented were Texas, Alabama, Florida, the Northeast and Washington. We even had a few from Iowa. All together we were 100 passionate people. Chris Smith, grandson of the founder of Chris Craft, and some of his family were with us all week sharing stories about anything you wanted to know about his family's business. Chris grew up in the middle of this classic era and we cruised some of the lakes where it all began. Both Michigan chapters worked together for two years to plan this GRAND event and entertained us without a flaw.

The Beauty

We began our tour on Lake Charlevoix, which can be entered from Lake Michigan through a little channel and into Round Lake. This was the setting for our first day of shopping and lunch. The little Excelsior-like town of Charlaviox is nestled amongst many large in-water boathouses, unique cabins, and fancy lake homes with draping flowers everyplace you looked. That evening at dinner, Chris Smith shared some of his memories of the early days of Chris Craft.

Our second day we visited Walloon Lake which Ernest Hemingway called "a priceless place." We had a sit-down lunch for 100 on the shore in the front yard of the quaint bed and breakfast called Walloon Lake Inn.



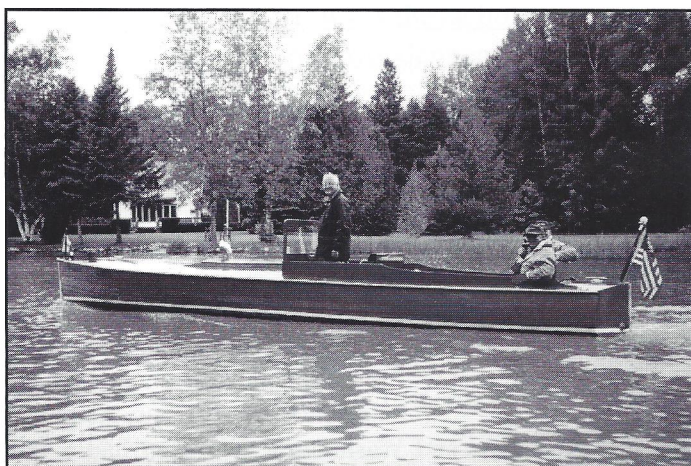
MAC Memories - continued on page 16



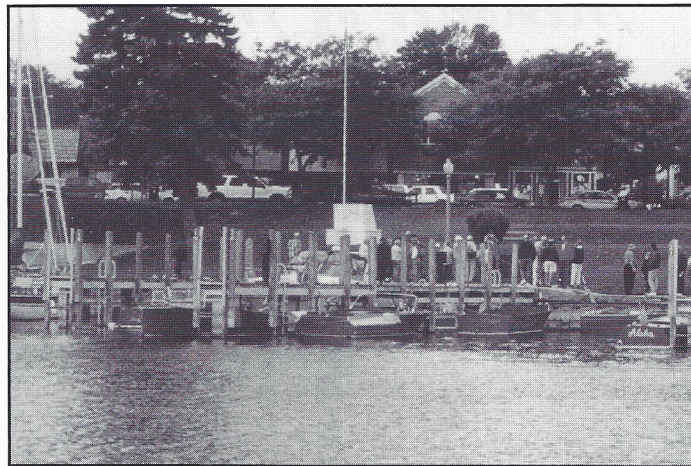
MAC Memories - continued from page 15

Day three took us on a ten-mile detour through enchanted rivers to arrive at Torch Lake, one of National Geographic most beautiful lakes in the world. The stunning turquoise water and white sands made us feel like we were in the Caribbean. On Tuesday, we cruised a chain of lakes and rivers that took some of us all the way to Lake Huron. This was the only day it rained but the sun came out in the afternoon. We didn't stop for lunch anywhere in particular. Boyne Mountain provided us with one of the best box lunches I'd ever had.

That night we crossed the Mighty MAC to Cedarville where the next day would put us on Les Châteaux Islands, said to be a paradise for wooden boat lovers. Lunch at the yacht club on Marquette Island, a cruise through Hessel, host of one of the largest (160) boat shows, and a tour of Mertaugh's, the first Chris Craft



Here's a captain "outstanding" in his "field."



The Boats!!

dealer, was the agenda. We ended our eating extravaganza with a home-cooked dinner provided by the ladies of First Union Church.

The Boats

Chris Craft was well represented with a green and red 27 foot Sea Skiff, 28 foot and 22 foot Sportsmans, Deluxe Utility, Cadet, Racing Runabout, Continentals, Capris, and a Custom that taxied Audrey Hepburn and Henry Fonda during the filming of *On Golden Pond*. Other names you'll recognize were GarWood, Century Resorters, Dodge, Gage Hacker, Hacker, Shepherd, and Grandcraft.

There was a 1917 26 foot L.E. Fry Long Deck Launch that did a pretty good job of keeping up, a 30 foot Sea Lion, and a beautiful deep red wood one-of-a-kind 1999 30 foot Fordcraft built by John Ford. There were races and gentle cruises all week and fun was had by all. This was a unique trip I will cherish all my life.

More from Mackinac Island.....

by Gary Baker

Unlike boat shows, and some previous annual meetings, anyone expecting to see antique and classic boats might have been a titch disappointed. To my count, only one wooden boat was still in operation on the island - a cruiser owned by the owners of the Grand Hotel, the site of the Meeting.

On hand from BSLOL were myself and Kathy, Bob Johnson & Beth Kessler, Tom Kaul & Lori Poehler, Sue & Mike Favilla, Nancy & Jeff Stebbins, Todd Warner & Dana Bruzek (who were the only ones at the meeting to brave the channel crossing in the Gage-Hacker) and a solo Greg Benson. Although never in the same place at the same time for a photo opportunity, they were spotted at various times in various places taking advantage of the long weekend's activities.

Much of Thursday was spent getting accustomed to the island and the meeting facilities at the Grand Hotel. Guests began arriving at Mackinac Island on the only mode of transportation to the island, the passenger ferry. Since no automobile traffic is allowed on the island, all guests

selected a ferry line from among the three competitors serving the island, and sped on a 16-minute trip through the Straits of Mackinac. Since the only thing on the agenda for Thursday was an Executive Committee Meeting, ACBS members were seen in abundance in their name-tagged glory, clutching their wonderful bag of goodies provided by the host chapters. Truly, we looked the part of good conventioners. Stopping by the Ship's Store also gave us a preview of Friday's auction and first look at the new ACBS apparel. Business was obviously brisk.

Under an overcast Friday morning, the main event activity was an excursion through Les Cheneaux Islands with a stop at Mertaugh's Boat Works — with at least Bob Johnson spending that day on the tour. Reluctantly, Kathy and I passed on this trip, seeking to maximize our time by exploring the island. On our travels, we saw other ACBS members in rented carriages, on tours, or sampling fudge in the many Mackinac Island fudge shops. A nice surprise Friday night was an indoor/outdoor reception

More From Mackinac - continued on page 17



More From Mackinac - continued from page 16

sponsored by Hagerty Classic Marine Insurance with a great spread of hors d'oeuvres, food and drink. No world-shaking business going on here; a good time was had by all. Truth be known, more than one of us was late to dinner that night at the hotel.

After stuffing down our five-course dinner at the Grand, Friday evening saw the first major group event — the cocktail reception and auction at the Grand Hotel. There were many items up for grabs in the silent auction, with avid ACBS members poring over each item. Featured in the live bidding were many items too numerous to mention, highlighted by a large pencil drawing cross-section of a V-12 Liberty (I think) engine found in an old factory, beautifully framed and available for bid. There was also a quilt that was drawing attention, along with several posters from BSLOL.

Saturday dawned, again overcast and cool over the island, with a President's Round table from 8:00 to 10:00 and the annual meeting afterward. Breakfast talk noted that the quilt and the drawing went for a substantial sum, along with the other items.

Although not the highlight of the trip, there really was an annual meeting. The society's business was transacted with some important highlights: (Most of the reports are available on line **if you have registered for the Members Only page at the national ACBS site.**

<http://www.acbs.org/MembersOnly/InsideACBS/NatlMeeting/Agenda.htm>

Included in the business conducted was:

- ❖ Approval of two new ACBS Chapters.
- ❖ Announcement of Board Election results and transfer of gavel to new ACBS President, Jean Hoffman of the Adirondack Chapter.
- ❖ Report of all standing committees, highlighted by the appointment of our own Greg Benson to the Marketing Development Committee and the snappy reports of Jeff Stebbins' committee chairs.
- ❖ Report of the budget.
- ❖ Announcement of the 2001 Annual Meeting site at Chattanooga, Tennessee.
- ❖ The afternoon featured several round table discussions with guest speakers/moderators on the history of the wooden boat evolution, Great Lakes ship wreck diving, expert restoration topics by Don Dannenberg, and reminisces of Chris Smith, the grandson of the founder of Chris Craft.

Evening found all the visiting ACBS members from around the country gathered in the Theater Room of the

Grand Hotel for the Grand Ball, celebrating the 25th Anniversary of the ACBS. Many Michigan and Water Wonderland Chapter members added their numbers to the packed hall. Following an hour and a half of socializing, outgoing ACBS president John Harvey initiated the ceremonies with thanks to our wonderful hosts for the event, introduced members of the Board and Executive Committee, and announced the awards.

Ending on Sunday was the usual scrambling to get arrangements made to get back home. Along with the other masses ending their weekend stay, the streets were awash with horse carts burdened with luggage and passengers waiting for the ferry back to the mainland and airport connections. Somewhat weary, but happy to be heading home, there were numerous mini-reunions at the airports as there were only a few flights outbound to the rest of the world. I would guess that as much ACBS business was transacted at the airport as at the Annual Meeting.

Although recognizing that some people have more to do in their lives than to time their annual vacations to the ACBS annual meetings, after three years of attending them, we are struck by the fun juxtaposition of antique and classic boats, interesting destinations and activities, and "old" friends that you only see once a year. Although it was the boats that initially drew us into the ACBS and our connection to BSLOL, it is the people that make us come back year after year. Not much is known yet of the exact plans for the next annual meeting other than the location in Chattanooga, Tennessee, and the dates, September 20-23, 2001. Why not pencil it into your calendar now?



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MEMBER SPOTLIGHT

RON GOETTE

I grew up in Bald Eagle, three blocks from Bald Eagle Lake and about a mile north of White Bear Lake, MN. so I got my orientation to water at a very young age. However, boats didn't enter the picture until my early teen years, which also happened to be the early 50's. That's when my older brother purchased a brand new 12' Chetek cedar strip runabout (sure would love to find one someday) and equipped it with a 10 hp Merc Hurricane, windshield, front cockpit steering and controls, and the usual trim hardware.

Thus started my love affair with wood boats at a very special time – the '50's: emerging styles, colors, speeds, performance, and modernization. The age: teens/high school; the era: Rock-N-Roll; and place: Bald Eagle/White Bear – birthplace and home of the Bald Eagle Water Ski Club, White Bear Water Skis, and Johnson Boat Works, makers of fine, wood sailboats.

I graduated from high school in 1956, right in the heart of all this excitement and part of me still resides there. The 50's were good times and happy memories for me. When Peggy asked me about doing this article, I was reluctant, as I'm not totally comfortable writing about myself and I felt there were probably many other members more interesting to read about than me. However, I'm nostalgic by nature, as I'm sure many of you fellow wood boat enthusiasts are, so when I started thinking about all those good times in the past, I realized what a great experience this would be -- drumming up the past. I hope when Peggy taps you on the shoulder with a similar request, you'll think about it in this light, 'cause it's a fun exercise and I also love to read about other folks special times and involvement with boats. The Merc Hurricane did an admirable job on that 12 footer, but wasn't great for water skiing, so brother Bub upgraded to a 25 hp. Evinrude the second year, which also made us a little faster than the 14 footers. There were several friends that also got boats at this time, so a nice group emerged on Bald Eagle. There was a Dunphy, another Chetek, Thompson, Larson, Bowman, Correct Craft inboard, blue CC inboard utility, and a few others. Boating really caught fire with all of us and every weekend, everybody just showed up at Al Lindholms dock for a weekend of boating fun. The owner of the blue CC

skier was a gentleman named Tommy Weinhausen who lived on the west shore of the lake. Tommy started making water skis in his basement and soon his neighbor asked Tom to make a pair for him. Word got around and soon everyone was asking Tommy to make skis for them -- and the White Bear Water Ski company was born.

It didn't take long for Tom's business to grow, and soon he moved to a shop in White Bear Beach. He would make new products and bring them to our group to use and try out before production, so water skiing also exploded in our group. I remember his first saucer; it was flat. It didn't take long to figure out how difficult this was to ride, so they soon became dishd. He had a problem with some of the first generation skis flattening out at the tips after a while. Since this could also be hazardous to your health, he started putting a cut in the forward tip for gluing as he bent them – solved the problem.

Tommy brought us a wide variety of skis, including the first short three footers for doing 360s, surf boards, trick skis, saucers, etc. Al's garage became the community storage area for all the equipment, including everybody's private skis. Everything was everybody's to use and this is where my (limited) water skiing skills were born. Our third year into boating, brother Bub stepped up to a 1948 20' CC Custom that became available due to a tragic accident the previous owner had. This was a lesson none of us ever forgot: NEVER back a boat up to a skier in the water. That Custom had the big six in it and could pull eight skiers with several people in the boat. This was the fastest boat on the



1958 Century Coronado

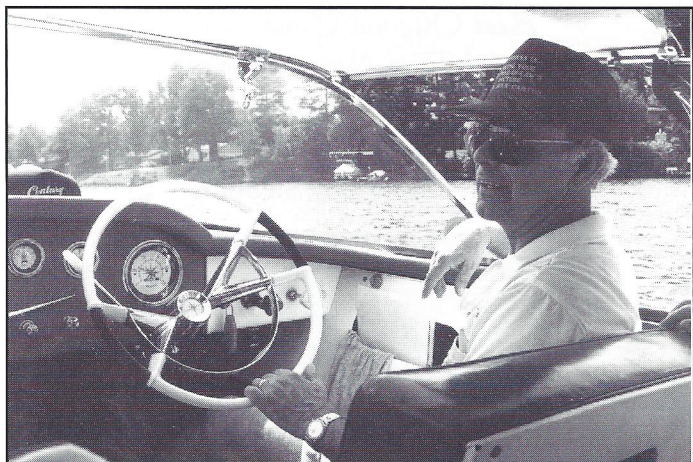
lake until Tommy traded his old blue CC for a Century Resorter. Now this opened up my world to a whole different joy in skiing as well as to mahogany inboards. My senior year in high school was about to arrive. Every weekend was a party at the dock. We skied morning till dark, then we'd play boat hide-and-seek after dark. Amazing we never had an accident. That Custom was thirsty. Every Saturday morning, we'd carry six five-gallon cans of gas down to the boat, and do it again on Sunday. Out of all this skiing, the Bald Eagle Water Ski Club was formed by our group to help keep peace with the fisherman and home-

Member Spotlight - cont'd on page 19

Member Spotlight - cont'd from page 18

owners on the lake, and to pool all the ski equipment. Soon, a ski jump was built. Thoughts of putting on a show were started and ski routines were developed. Brother Bub's Custom was a highlight, as he pulled eight ladies (including my older sister and future sister-in-law) in matching swim suits with flags and the trick skiers over the jump. The first paid show was at Howard Lake when Howard Lake paid the club \$400 to put the show on; the rest is history. As the club became more commercially oriented, many of us charter members dropped out. The purpose of the club had changed but many excellent skiers emerged from that group.

Problems with the Custom (rotted leaking transom, cracked engine) led to its sale, but Bub went on to own two other inboards: a GarWood and a home-built stepped hull with a four banger. Neither captured the glamour or fun of the earlier years, and the old group was losing interest, so we left boating behind. Now, I also developed a deep love of cars during this same time, so the seeds of old cars as well as old boats were deeply planted in me, and emerged in 1978 when I got back into old cars. Although I never stopped thinking about owning a woodie someday, raising



"Captain" Goette at the helm.

family and career kept me from it until 1994 when we acquired our first; remember - the early boats were all my brother's. It was a nice, mostly original, 1958 Century Coronado with a 238 Graymarine and hardtop. Why Century with CC in my past? I love 'em all. We put some objective thinking into what we wanted in a boat and decided we can't take the sun all day, so we needed a top. It had to be large enough to be comfortable on the river and accommodate six to ten people, yet small enough to trailer wherever we wanted to go. It needed to allow us to move around and stretch when out for long periods. I'm a mid-50's to mid-60's era fan, so it had to be V-8 powered, (fast,) and great looking. I've always loved the first two generations of Coronados and thought they were the best looking boats ever made with a top, so it was an easy choice. Besides, after being king of the lake for so long with that old Custom, I never forgot the humiliation we experienced at the hands of Tommy's Century. It wasn't just faster, it was no contest.

I had a custom trailer made in Holy Cross, Iowa and

went to pick up the boat in Grand Rapids, MI Thanksgiving weekend of '94. Love that boat and love that trailer. We enjoyed some nice trips the first two years with it, but due to health problems in '96/'97, it hasn't been in the water since. I'm currently considering rolling it over and putting on a new bottom. It still has the original, but there are some other Centurys to consider also.

Other Centurys??? Yep, they seem to follow me home like stray dogs. "Look, honey, there's another one in the yard; wonder who dropped that one there?" I've been fortunate to have a beautiful, loving, patient, tolerant, understanding wife, Dianne, who has blessed me with two wonderful daughters, Kim and Lynda, and a great son, Steve, but I think I've discovered the absolute limits of all their wonderful qualities.

The interesting thing is that with all the deliberate, objective planning that went into acquiring the first one, absolutely none of that applied to any of the others, but I'm sure none of you other woodie owners can relate to that. Could I be impulsive?? Although we love the '58, my first love is the '55/'56 style Coronado, and we've managed to bring home a few of those including Chrysler Hemi and Cadillac powered. Mix in a couple 16' Resorters and a real derelict '56 Arabian (originally blue and gray) that I went all the way to South Carolina to drag home, along with a variety of marine engines, and you get the picture. If you are interested, you can read Part I about my South Carolina trip in the last issue (summer) of the Century newsletter *The Thoroughbred*. What am I doing with all these boats or remnants of?

Well, the plan was to have a few to refurbish in my retirement (1997), but major renovations on the house and other sidetracks have kept me from it so far. You sure can't pass up the real bargains when they come along as they won't be there later when you go to find them. Right, dear? I agree with Sherwood Heggen that any woody in any condition is worth saving. Sometimes it's about more than just dollars and cents.

Seems I'm better at the hunt and find than at getting them done. I absolutely love the adventure of finding a treasure someplace, hooking up the trailer to the truck, and taking off on the trip. I also love to network on these trips. I have met some fabulous people and seen some great collections. I find a lot of satisfaction in watching others with their projects and it has been most enjoyable watching Jerry Klopp's Sea Maid evolve. Jerry is a fellow BSLOL member, neighbor, and old high school classmate, and his boat is stunning. If you are not motivated or feel intimidated by your project, talk to Jerry and go look at his boat. We're in good shape as far as having acquired tools - African Mahogany and some White Oak along the way - so hopefully this winter we'll get the woodshop set up. Our immediate goal is to be back in the water next summer. Hey, at the end of the day, all that matters in this or any other hobby is that you are having fun and not feeling like you have to fit someone else's mold.





ALL THOMPSON ANTIQUE & CLASSIC BOAT RALLY

The first ever **ALL THOMPSON ANTIQUE & CLASSIC BOAT RALLY** will take place Friday-Sunday August 10-12, 2001. The gathering of boats will be at Nest Egg Marine in Marinette, Wisconsin on the banks of the Menominee River. Just one mile inland from the waters of Lake Michigan's Green Bay, Nest Egg is a perfect backdrop for a get together of old boats built by the various Thompson companies. The Rally location is just six miles from Peshtigo, Wisconsin, the home base of operations of the original Thompson boat enterprises. Boats built by the Thompsons and their numerous spin-offs include:

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Thompson by Chris-Craft	Cortland, NY
Cruisers, Inc.	Oconto, WI
T & T Boats, Inc.	Wausaukee, WI
Grady-White Boats	Greenville, NC
Thompson Skis, Inc. (water skis)	Crivitz, WI

Wooden boats as well as classic vessels made of fiberglass will be displayed both in the water and on land. Presentations on the history of the Thompson marine endeavors will be included as part of the show. The Rally location is just a short walk from a major hotel, restaurants, a public library and a logging museum. Marinette County is considered the waterfall capital of the Midwest with twelve major waterfalls within a short drive of the marina. The Green Bay Packers Hall of Fame is 55 miles away and several maritime museums are close by as well. Program subject to change. For additional information contact:

❖ Andreas Jordahl Rhude
Ph: 612-823-3990 Fx: 612-823-3990
Email: ajrhude@aol.com
www.thompsondockside.com

❖ Nest Egg Marine, Jon & Sue Kukuk
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Marinette, WI 54143
Ph: 715-732-4466 or 888-NESTEGG
Fx: 715-732-4448
Email: jon@nesteggmarine.com
www.nesteggmarine.com

❖ Marinette Area Chamber of
Commerce
P.O. Box 512/601 Marinette Ave.
Marinette, WI 54143
Ph: 715-735-6681 or 800-236-6681
Email: marinette@mari.net
www.mari.net/marinette



☹ OOPS!

In the October, 2000 *BoatHouse*, the pictures of two winning boats were incorrect. The correct boats are shown BELOW. We apologize for the errors.

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



Best Original Condition Boat
(ACBS National Award)

Best Outboard <16'
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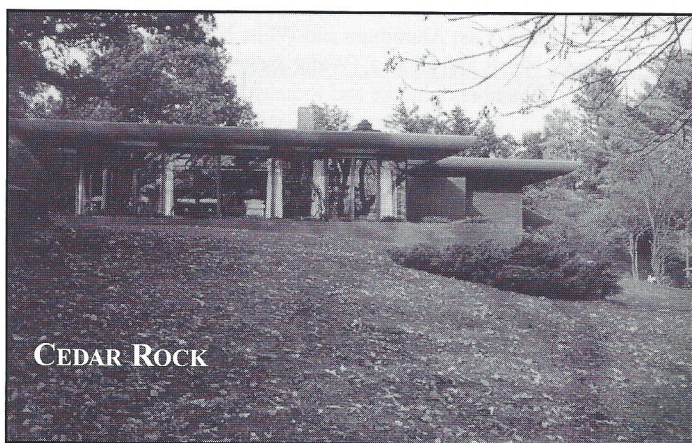
A Man Of His Times

Lowell Walter, his Frank Lloyd Wright House,
and his Thompson TVT

by Gary Baker

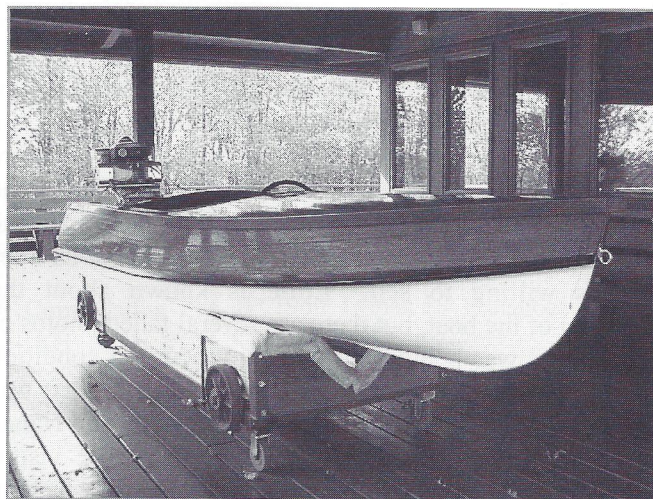
Walter was a trendsetter in many ways, not in the least being his friendship with the noted architect Frank Lloyd Wright. In 1948 construction started on Cedar Rock. The site overlooks the spot where two Indian lovers, "Wapsie" and "Pinicon," were ambushed and drowned according to local legend. By then Wright was well into his Usonian (taken from United States of North America) period. These houses were intended to be an affordable, stylish design for the working American family. The Usonian style is made up entirely of blocks, its roof having no pitches, dormers or gables; completely flat actually. Usonian homes have an open living area, with the bedrooms in another section of the house, and a kitchen designed for use without servants.

Cedar Rock was one of only 19 signature homes designed by Wright, the "signature" being a "Cherokee Red" ceramic tile with his initials embossed in the tile. This designation meant that virtually everything in, on, and around the home was designed by Wright, down to the coasters on the coffee table. Although the Walters were allowed to bring food, clothing, and books into the home, by contract with Wright, they were restricted as to furniture location, type, and layout. Even the pots, pans, and tableware were specified in the contract. According to tour guides at the site, the only thing allowed on the property that was not designed by Wright was the Thompson TVT.



CEDAR ROCK

as an avid hunter and fisherman in the area. Friends would often see him out on the Wapsipinicon trolling for the "big one" while feeding some of the critters that had grown used to his surreptitious mid-river feedings. Knowing that Walter was only 5'4" tall and slightly built, there was nothing to weigh down this particular Thompson.



With its non-standard white bottom, forest green spray rails, and varnished decks, this Thompson cut a stylish swath through the Wapsipinicon.

Described similarly in both 1933 and 1949 Thompson catalogues, the Thompson V-Type (TVT) outboard motor boats were made with a round bilge, but having a V-type bottom. According to the factory, these made the boats ride level and plane easily, but also enabled the boat to bank in a turn and make "full speed turns" in "perfect safety." This particular Thompson was a double-cockpit sixteen footer, with a white bottom, green spray rails and varnished sides and transom. BSLOL's own resident Thompson expert, Andreas Jordahl Rhude, suspects this is a Thompson Deluxe Speedster model. This particular model of boat was shown in the 1942, 1943, and 1945 catalogs, but not in 1944. If Thompson described its boats accurately in their catalog, this would fit nicely with what we know of Lowell Walter. The words "speedster" and "deluxe" definitely fit the man.

Walter's Thompson was powered by an Evinrude four cylinder "Speedifour," repudiated to be the fastest stock outboard made at the time. This engine, serial # 7033-00008, developed an advertised 33 horsepower and cost over \$400 1940's dollars to buy. Equipped with all the latest gadgets — electric start, center-mounted cable-drum steering, F-N-R gearing and remote spark advance, this bad-boy must have been the terror of the county with speeds in excess of 30 mph in the narrow Wapsipinicon. The Evinrude lacks only a set of decals to be ready for a show.

With all due respect to the boathouses of the Muskoka, no antique or classic boat ever had a more suitable boathouse than that provided for Walter Lowell by Frank Lloyd

Lowell Walter's boat was as special as his house. Built by the Thompson Brothers Boat Manufacturing Co of Peshtigo, Wisconsin, it was regarded as one of the best and fastest boats on the market at that time. Built sometime between 1930 and 1942, this Thompson was acquired by Lowell Walter sometime in the early '40s from Charles Roberts of Independence Iowa. During that period, the Thompson was frequently seen in Lowell's hunting and fishing trips up and down Wapsipinicon. Walter was known

Man of His Times - Cont'd on page 22

Man of His Times - Cont'd from page 21

Wright. A hundred yards or so from the house Wright built a boathouse and guest quarters for the Walters. Jutting from the riverbank, the boathouse replicated all the elements of the main house. It boasted the same horizontal brick elements, a large fireplace that would hold logs five inches long and small sleeping quarters. A specially designed dolly and pulley system was located on a ramp underneath the boathouse guest room for the Thompson.

Walter kept the boat until the early 1970's, when he sold it to Dwight Burghart. Burghart is said to have run the Evinrude for the first season, then swapped it for a more modern version until it was retired in 1979. Pat Lewis, the chief tour guide at the Visitor Center, explained, "One time Mr. Walter flipped the boat over in the river and soon after that was willing to sell." Little is known about the restoration of the boat, but there are several faded photos of the boat as it was being updated into its current condition locked in a glass case in the visitor center. In 1991 it was donated to the Cedar Rock State Park by Dwight and Nancy Burghart, quickly becoming the highlight of the visitor center. All appears ready to go for an afternoon spin, as long as you are willing to re-thread the steering cables beforehand and charge the vintage Delco battery. This is one nice vintage Thompson. The last step on the closing checklist at the park is to take out the old boat cover and cover up the Thompson on its cradle outside.

Cedar Rock was left to the State of Iowa, along with a substantial endowment for its maintenance and expenses by Lowell and Agnes Walter in 1981. In a sentiment taken from the plaque at the park, "There are very few of these beautiful boats left to admire." Why not admire this one on your next trip to Iowa? The Walter residence is open to the public and free of charge from May 1 through October 31, located two miles from Quasqueton off Highway 20 in



northeastern Iowa. Closed Mondays, they may be reached at 319-934-3572 or at their website:

<http://www.state.ia.us/dnr/organiza/ppd/cedarrock.htm>.

There are guided tours on the half hour with ample time to tour the home, boathouse, and inspect the Thompson. The visitor center contains considerable documentation and literature of interest to both boating and Frank Lloyd Wright fans.



SAFETY FIRST!

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The April BoatHouse will be devoted largely to safety issues relating to antique and classic boats and boating in general. If you have suggestions for particular articles that can be reprinted, please let us know. Contact Andreas Jordahl Rhude and let him in on your safety secrets so they can be shared with all our readers.

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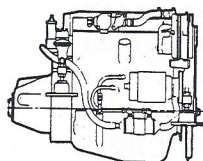
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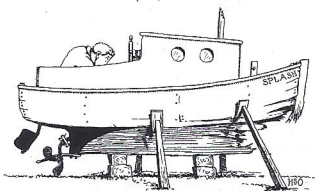


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This feature will continue with boat(s), owner, and contact numbers only.
If updates are submitted, they will appear in the next issue.

Contact the editor at 952-473-4936
or email datamerj@aol.com

☞ 1956 Chris Craft 18' Sea Skiff
Mark Pottenger
763-425-4643/h 287-6505/w
74143.3437@compuserve.com

☞ 1955 Dunphy 12' Perch
1957 Thompson 17'6" Lancer
Fred Pospeschil Two Rivers, WI
920-794-7844 fwp@excel.net

☞ 1960 Shell Lake 16' Runabout
1963 Lonestar 23' Cruiser
George Spires 651-257-4717 (ph/fx)
gws@progworks.net

☞ 1948 Ventnor 21' Racing Runabout
Duane Kurth: itsame@skypoint.com

☞ 1947 Century 16' Sea Maid
Dirk & Sharon Gunder 651-436-1555

☞ 1950 Chris Craft 17' Special Runabout
fklewanovich@cs.com

☞ 1960 Chris Craft 25' Cavalier
Gary Baker gebaker@attglobal.net

☞ 1946 GarWood 17'6" Runabout
John Bergstrom 218-722-7818/day
218-729-8734/eve jbnh@earthlink.net

☞ 1929 Hacker Craft 26' Triple
1952 Higgins 17' Speedster
Jim Aamodt 952-612-938-1211

☞ 1966 Chris Craft 48' Constellation
Gary Nordness 651-482-1871

☞ 1958 Century 19' Resorter
Bob Buttery 763-427-1448
bbutteryk@aol.com

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

☞ 1949 Chris Craft Sportsman 22'
William Ecklund wecklund@pro-ns.net

☞ 1930 Chris Craft 38' Commuter
Guy Warner 952-472-4585
guytool@aol.com

☞ 1950 Century Seamaid 18'
Jerry Klopp 651-430-3608
jerryklopp@cs.com

☞ 1959 Thompson 17' Sea Lancer
Andreas J. Rhude 612-823-3990
ajrhude@aol.com

☞ 1960 Lyman 15' Runabout
Clark Oltman

☞ Bob Speltz' Chetek
Details on page 4

☞ 1948 Mays-Craft 23'x8' Utility
Ron Witte 612-591-1918 or 763-504-6141
danceland67@aol.com

☞ 1956 Chris Craft 18' Holiday
Ron Fishback 651-647-0143/w
651-429-3460/h ronf@nbds.com

☞ 1961 Owens 29' Express Cruiser
John Nermyr, 952-920-4217
john.nermyr@famousdaves.com



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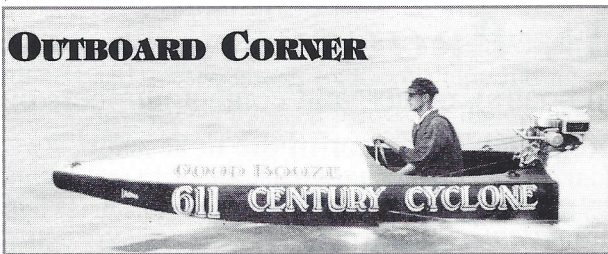
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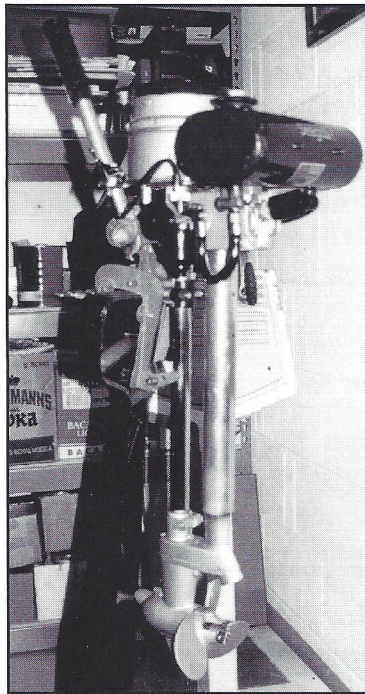
OUTBOARD CORNER



BRITISH SEA GULL OUTBOARDS

by Chuck Petersen

Few imports have made an impact on the outboard market in the U.S. with giants Mercury and OMC dominating post WWII sales, a niche market was the most any import could hope for. In the racing venue, Japanese Yamato and German Konig motors have found a home. The British Sea Gull



found such a market with the sailing crowd looking for an upscale, quality brand for auxiliary or dinghy power. The primitive looking motors often are confused for antiques with their non-shrouded gas tanks and simple controls. The basic design however, was produced well into the 1990's.

Beginning in the 1920's, the Marsten (designer) Sea Gull was produced in Woverhampton, England by the Sunbeam Motor Company. Sea Gulls soon gained a reputation among sailing clubs for reliability and saltwater resistance.

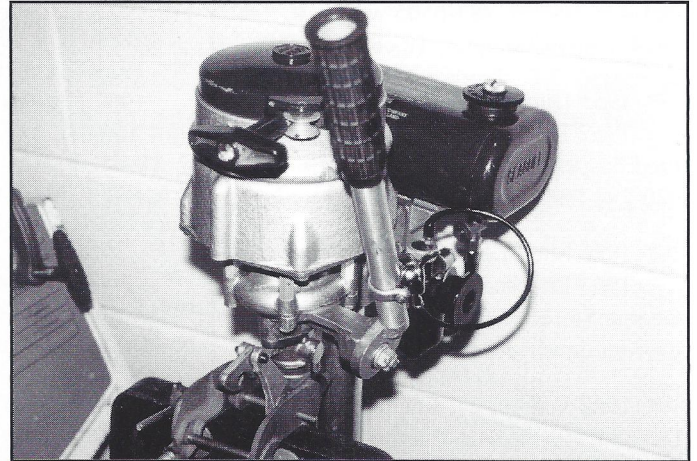
Sunbeam later sold the Marque to the Sea Gull Company, Ltd. Of Poole, Dorset. American sailors in WWII were exposed to the product, fostering a market in the U.S. during the 1950's.

Features like a brass fuel tank, bronze clamp brackets and chrome exhaust housing bespoke quality and attention to detail. Geared for low rpm, high thrust applications, they work best on displacement or non-planing hulls. Four basic models were available, the prime difference being displacement, carburetion and gear ratio. All Sea Gulls use single cylinder blocks with one carburetor and magneto ignition. Horsepower varied from 2-3 hp with the "Forty Plus" model to 4-5 hp with the "Century" model. Later "Silver Century Plus" models were rated at 5 hp.

Interesting features include a side mounted carb., bicycle type butterfly throttle (no spark advance control) and a

spring loaded propeller. The heavy conical shaped spring replaced the traditional shear pin found in U.S. motors. The idea was to absorb minor impact without shearing. Champion model D-16 spark plugs are standard.

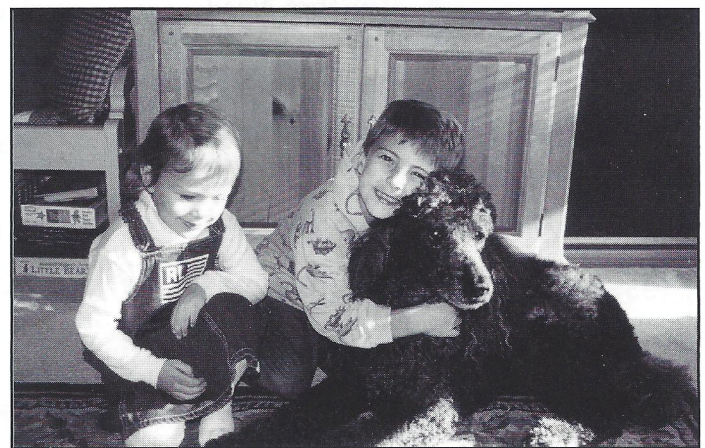
One frustrating factor encountered by restorers involves the fasteners used. The British Whitworth thread was used prior to 1973. Neither SAE or Metric tools will work. British Motorbikes like Triumph and cars such as the MG share this issue. Restorers looking for spares, tools, etc. should consider Ron Battistan in Victoria, BC, Canada. His



website is easy to find and the only one specializing in Sea Gulls I was able to find.

The only example of the Sea Gull I have run across is sitting in my shop looking for a home. A fellow church member was cleaning out his basement prior to moving and asked if I would look it over and sell it for him. While not the high speed type of engine I specialize in, I must admit a certain fondness for this gleaming, like-new condition 1969 4 hp model. What a nice living room conversation piece. Are you reading this Dr. Bob?

Hello to all my friends at BSLOL. The 2000 Rendezvous was a resounding success. The number and quality of boats keeps getting better and better. This is particularly true of the outboard class. Those judges really had their hands full! I hope to see some of you at the Mt. Dora, Florida show.

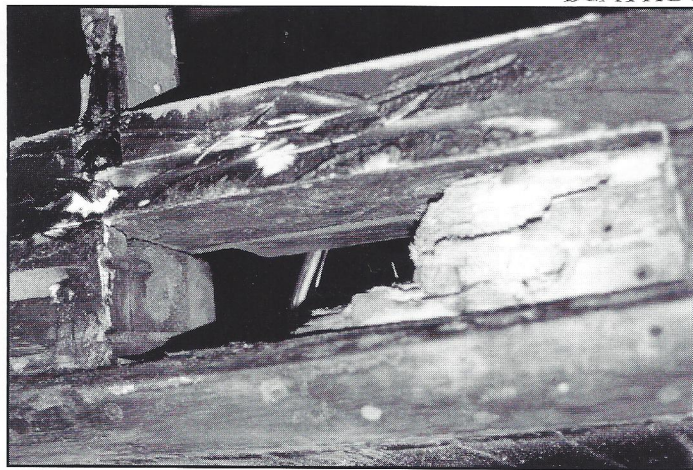


Two future Petersen "outboarders."

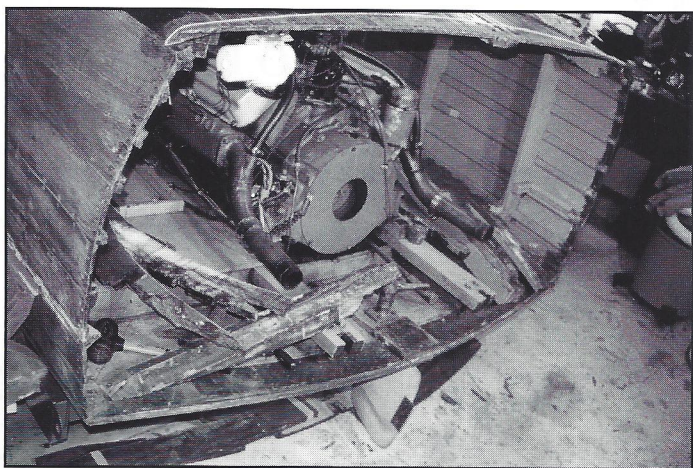
YET ANOTHER PROJECT

by Jerry Petersen

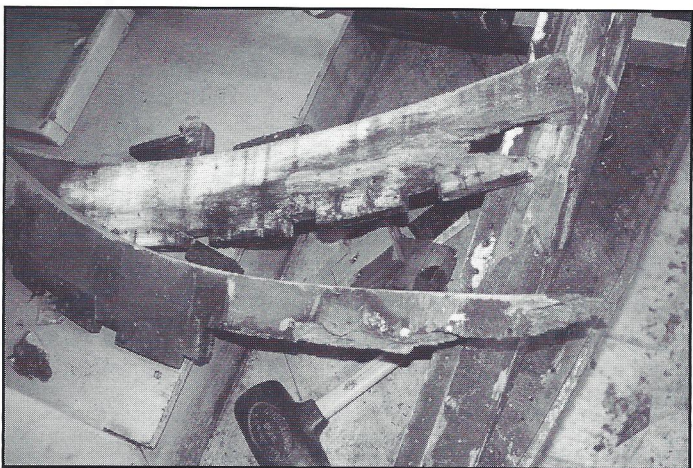
I acquired a 1954 Shepherd 24' Hardtop earlier this year and used it on the pre-MAC2000 cruise without problems. When I started preparing the bottom for a coat of paint this fall, I found the transom boards to be loose and the bottom one had a bad crack. I originally planned to limit my "fix" to replacement of only the bottom transom board, but upon its removal, a badly rotten bottom transom frame was exposed. After removing all the transom boards, it was clear that the entire transom frame was beyond repair; hence total replacement was called for.



Evidently, Shepherd build their frames out of layered four-quarter mahogany planks screwed together without sealing any of the wood. This was not very farsighted!! It assured that the inner frame surfaces would stay moist and that rot be a sure thing in the timeframe we now have for using their classics. I guess back then, if a boat lasted ten years, that was good enough. Fortunately, the keel, stringers, and chines are white oak and seem to be in excellent shape.



As the photos show, I currently have nothing but a gaping hole at the stern of the boat! I will be replacing all of the original unsealed mahogany transom frames with white oak frames sealed with CEPS. It will be an all-winter project. There are lots of bends and curves, hence I'm taking my "Carol K" GarWood utility that I had at the 2000 Rendezvous, to Mt. Dora in March instead of the "Swingin' Shepherd." My project deadline is to have Shepherd ready for the Tennessee River Cruise in conjunction with the ACBS National Meeting in Chattanooga, TN in September 2001.



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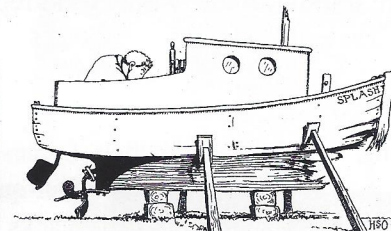


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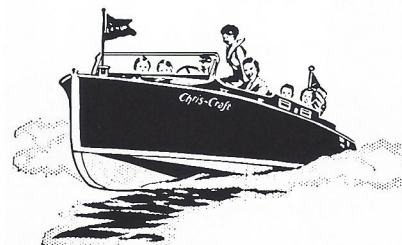
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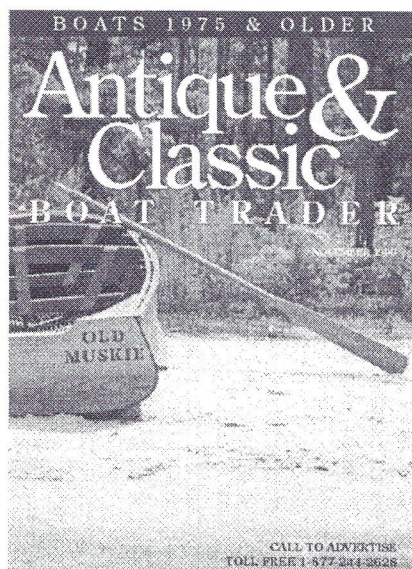
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(Details on Page 13)

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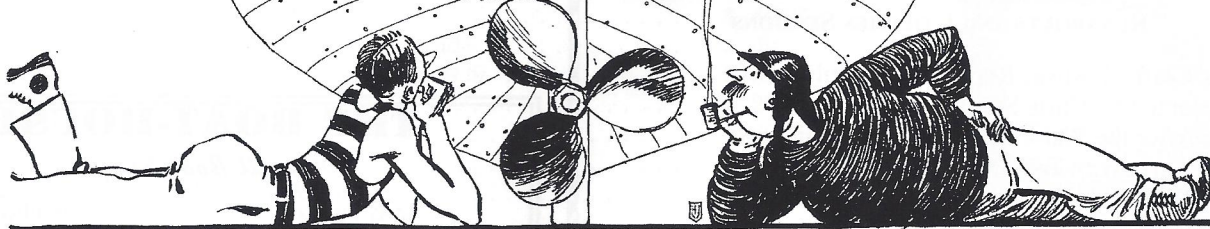
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BSLOL members are invited to express their views on any club-related issue. Articles should be no more than 1,000 words, preferably e-mailed to the editor or submitted on disk. The editor reserves the right to edit articles as necessary. Any changes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



NATIONAL BOATING HISTORY SYMPOSIUM SET FOR MARCH 16-18, 2001

Sponsored by: The National Boating Museum and Educational Center, The Chris-Craft Boat Club, The Century Boat Club, The Gar Wood Society and Classic Boating Magazine

More than 100 classic boat owners, restorers, historians and authors are expected to gather on the banks of the Ohio River for this special conference, featuring some of boating's most knowledgeable presenters. The theme of this year's symposium is "Beautiful Lines: America's Greatest Boats and Their Designers," with two full days of multiple sessions about the most collectible 20th century motorboats.

The symposium, held at the Clarion Riverview Hotel in Cincinnati, Ohio, will begin on Friday afternoon with Nat Hammond and Lou Rauh presenting a one-of-a-kind slide show of finest classic boat advertising and literature from the teens through the 1960s. Chris Craft Club Executive Director Wilson Wright anchors the next session on "The Most Collectible Chris Crafts from 1922 to 1972." Friday evening, all registrants are invited to a reception and dinner at the Antique Boat Connection, housed in two buildings with over 50 antique and classic boats on display.

The keynote session on Saturday morning focuses on the symposium theme: "Beautiful Lines: Greatest Industrial Designers and their Boats," presented by Boating World's Classic Boat Columnist Lee Wangstad, will feature marvelous marine designs from Raymond Loewy, Brooks Stevens, Norman Bel Geddes and others. Some of these boats may actually be found in your garage or marina. The plenary session that follows showcases "Gentleman's Racers," which were small, fast and beautiful boats designed for both racing and pleasure. Seattle-based boating enthusiast and historian Craig Magnusson will illustrate this session with rarely-seen images of these classic sport models.

The Saturday luncheon features Hampton Wyatt, collector and author, presenting some of the fabulous designs of Richard Arbib, one of America's most talented designers who produced outstanding work for Packard/Henney, Century Boats and others. The balance of the day is chock full of fascinating break-out sessions within three separate tracks. Registrants may choose whatever session is most appealing to their interests.

RUNABOUTS AND UTILITIES SESSIONS

- ⌘ Chris Craft's Postwar Runabouts & Utilities presented by Chris Smith
- ⌘ Gar's After the War - Gar Wood, Gar Plane and Gar Form with Tony Mollica
- ⌘ Chris Craft's Unique Style Leaders: Cobra, Silver Arrow & Golden Arrow
- ⌘ The Fabulous Century Coronados with Century Historian Paul Miklos

OUTBOARDS AND CRUISERS SESSIONS:

- ⌘ Lapstrake Boats - CC Sea Skiffs, Lyman & Thompson
- ⌘ Top 12 Collectible Small Cruisers from 1930 to 1970 with Jeff Beard

- ⌘ Switzer Craft - High Style in Plywood Boats
- ⌘ Classic Plastic: Glasspar, Lone Star, Larson and Glastron with Lee Wangstad

PRESERVATION, ACCESSORIES AND ACCENTS SESSIONS:

- ⌘ Classic Toy and Model Boats presented by Terry Topjun
- ⌘ Most Popular Classic Outboard Motors with Old Outboard Book's Peter Hunn
- ⌘ Hardware and Instruments: Techniques and Sources
- ⌘ Saving or Replacing Wood? - A Preservationist's Guide with Don Danenberg

A fabulous banquet with special guest speaker is planned for Saturday evening at the Clarion Riverview. Network with all other attendees and speakers at the reception, and then join one of the 20th century's greatest boatbuilders as he describes his fascinating experiences. On Sunday morning, two parallel open forums (held at the same time in separate rooms) will offer in-depth discussions about triple cockpit boats of the 20s, 30s and 40s and reveal outstanding classic glass boats of the 50s and 60s. Both will dive into the most common and the most rare models and features. The attendee will gain keen insights into the changing classic boat hobby.

A special bonus package will be given to every attendee: a compilation of never-before-published production figures. The compilation will include: postwar Chris Craft production; selected Century production from the 1940s to 1970; and Gar Wood production from an award-winning author. The information contained in this handout, along with the dinners, luncheon and receptions, make the National Boating Symposium (\$189 early registration by February 15; \$239 regular registration that includes all sessions, meals and amenities) an incredible value.

A block of hotel rooms are available at the Clarion Riverview at a special rate of \$96.00 per night for Symposium attendees (call 859-491-1200 to book your room). The Symposium begins on Friday, March 16, 2001 at 1:30 p.m. and concludes on Sunday morning, March 18 at 11:00 a.m.

To register, please contact Laura Prevord or Lou Rauh at the Antique Boat Connection (513) 242-0808. All proceeds will go to non-profit boating organizations.

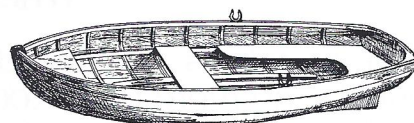


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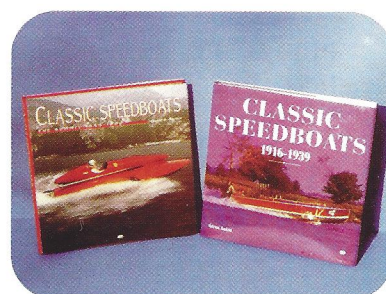
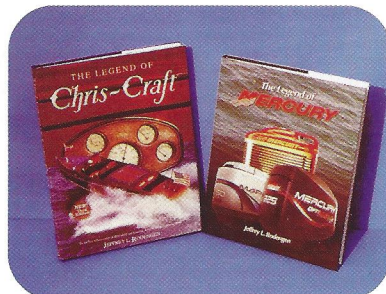
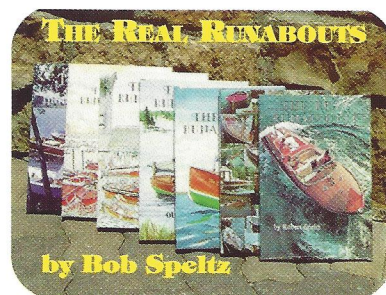
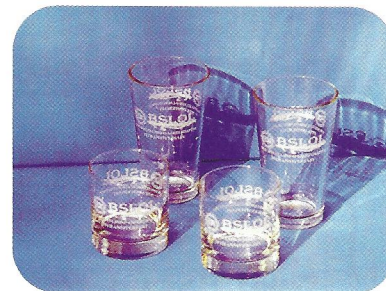
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WHAT HAVE YOU DONE FOR YOUR CLUB LATELY?

by Clark Oltman

This is being written the day after the holiday party. As I sat there after dinner looking around the room, there was the usual group that attend every function, and a surprising number of faces I had never seen before. I realize not everyone can attend every event, but of the several I attended last summer, there were still many I did not recognize.

An organization such as BSLOL does not run on money; its lifeblood is time. The time of its members is necessary to function. Without that time, the organization will not survive. We are all short of time: our jobs, the commute, family needs and all the "little jobs" around the house — and of course, boat maintenance. Yet your boat club needs some of your time too.

My personal area of interest is the Rendezvous, so that is what I'm addressing here. I am not asking for hundreds of hours of your time. Depending on what you volunteer for, you may not even need to come to the meetings. What can you offer? Time to make a few calls, help with the mini-cruises, awards, judging, boat rides, the boat parade, the displays, working at a booth? The captains of the various areas are listed here. I urge you to select one that interests you, and see how you can help. Even if you commit to a small amount of time, I will guarantee one thing: you will get ten times more out of the Rendezvous and maybe make a new friend or two. Y'all come over and join us!

2001 BSLOL RENDEZVOUS COMMITTEE

SHOW BOSS/ MEETING CHAIR: Clark Oltman

Phone: H/ 952- 471-7635 W/ 952-948-4113

Cell: 612-210-5380 clark.oltman@toro.com

SHOW BOSS: Eric Gustavson

H/ 952-472-4478 W/ 952-472-1416 Cell: 612-859-3924

Fax/ 952-472-2126 EricGustavson@stjohnsofmound.org

CHIEF LIASON WITH TREASURE ISLAND CASINO:

Suza Gosh 320-398-2858 PO Box 466, Watkins, MN 55389

CHAPTER PRESIDENT: Jim Aamodt 952-938-1211

PAST CHAPTER PRESIDENT: Greg Benson

Phone: H/ 952-941-7882 W/612-725-4230 Fx/952-941-2650

BSLOL@aol.com

REGISTRATION: John Kinnard, Captain

H/ 952-934-2584 W/ 952-933-6216

Fax: 952-906-9414: ccseaskiff@aol.com

Volunteers: Open

PUBLICITY: Andreas Jordahl Rhude, Captain

H/823-3990 Fax/ 823-3990 AJRhude@aol.com

Volunteers: Eric Richards eric@mahoganybay.net

VENDORS AND DISPLAYS: George Mitchell, Captain

H: 612-533-4863 geomitchell@usinternet.com

Volunteers: Jim Aamodt, H/952-938-1211 W/612-378-1851
Fax/952-938-0843

Dave Doner Ddoner9289@aol.com 952-835-2549

CORPORATE SPONSORSHIPS: Eric Gustavson, Captain

H/952-472-4478 W/952-472-1416 Cell/612-859-3924

Fax: 952-472-2126 EricGustavson@stjohnsofmound.org

Volunteers: Jayme Hines: 952 937-2584 jhines1@qwest.net

HOSPITALITY: Karen Buttery

763-427-1448 58century@msn.com

Volunteers: Margot Garin: H: 952-495-0021 mrrcusapt@aol.com

Lynn O'Connor 952-473-5210 oconls@aol.com

MERCHANDISE: Dirk Gunder

651-436-1555 gunders17@hotmail.com

Volunteers: Open

RAMP AND DOCK:

Ray Garin, Co-Captain 952- 495-0021 mrcusabt@aol.com

Bob Buttery, Co-Captain 763-427-1448 58century@msn.com

Volunteers: Open

EDUCATION/CHILDREN'S ACTIVITIES

Sherwood Heggen, Captain

H/952-432-4345 W/612-316-0822 Heggensj@aol.com

Volunteers: Open

JUDGING: Bob Johnson, Captain 952-380-1505

TELEPHONE COMMITTEE Brad and Chris Ernst, Captains
1-320-395-2854

Volunteers: Jane Ann Davis 952-472-1556

BOATHOUSE Peggy Merjanian, Captain

H/952-473-4936 W/952-473-6601

pmerjanian@st-barts.org

PHOTOGRAPHY Steve Merjanian, Captain

H/952-473-4936 W/Fax/952-475-1384 datamerj@aol.com

BOAT RIDES: OPEN

RIVER CRUISE Bob Johnson, Captain 952-380-1505

BUDGET Jayme Hines, Captain

952-937-8669 jhines1@quest.net

SECRETARY: OPEN

(Takes notes at the monthly meetings. Needs computer & Email)

OPEN COMMITTEE MEMBERS

(Available to any committee)

Marcia Aamodt 952-938-1211

Dennis & Liz Hvam

Carl H Weisser 952-475-8493

Suza Gosh 651-345-3022

Edina Model Yacht Club: George Pfeiffer H/952-854-0233

Antique Outboard Motor Club: Mary (President) and Paul

Reardon 763-658-4819 pdrmkrwm@1kdllink.net

Paul Jacobsen 763-493-5522 pejacobsen@peoplepc.com

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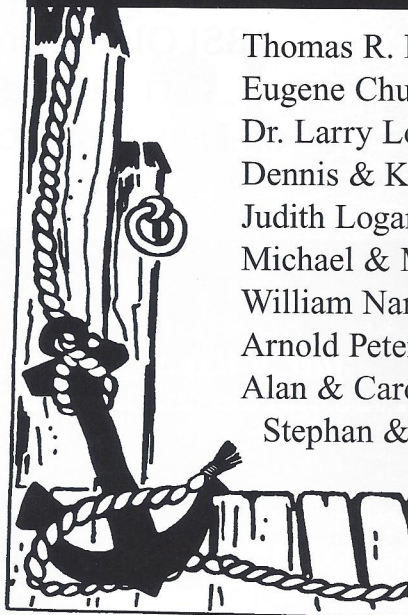
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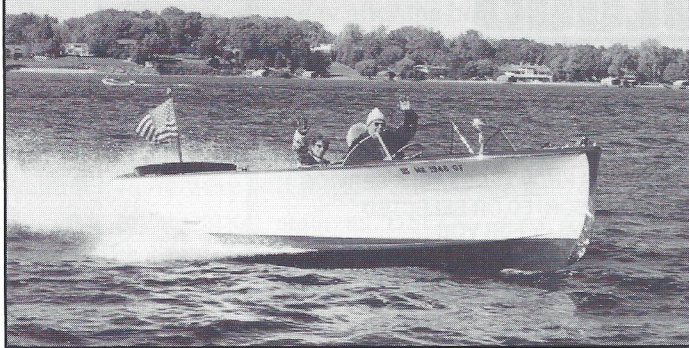
WELCOME ABOARD!



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Eugene Church
Dr. Larry Loppola
Dennis & Karyl Hanish
Judith Logan
Michael & Miriam Noss
William Nanfield
Arnold Peterson
Alan & Carolyn Sheppard
Stephan & Debra Tanner

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St. Louis Park
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**Bob Johnson in his 1948 Chris Craft
22' Sportsman "Cowboy"**



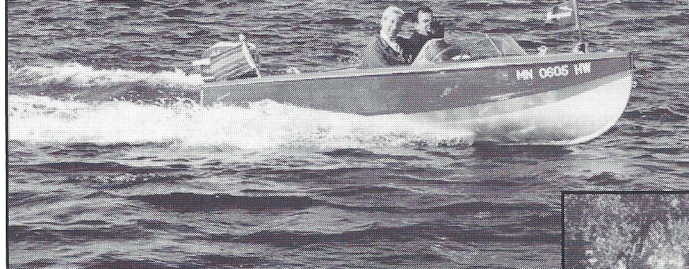
**Ray & Margot Garin's
1963 Owens 30' Flagship Cruiser
"Luv Is"**



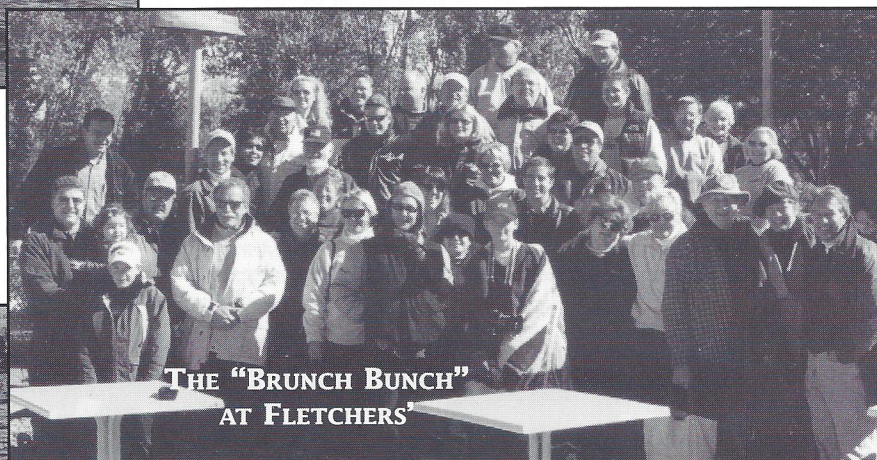
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**Andreas Rhude in his 1940's Thompson
14' Cedar Strip**

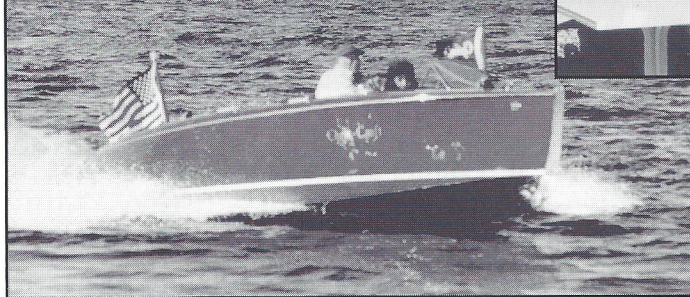


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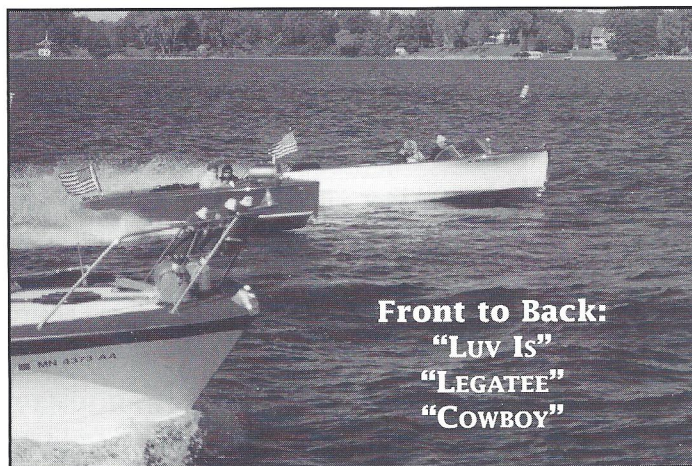


**THE "BRUNCH BUNCH"
AT FLETCHERS**

**Ray Ellis in his 1940 Chris Craft
17' Deluxe Runabout "Legatee"**

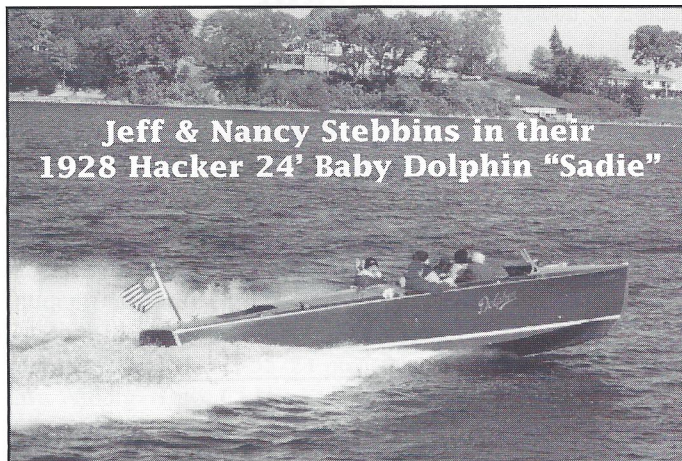


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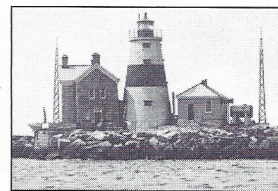
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In each issue of *The BoatHouse* we strive to have a "Member Spotlight" article featuring one of our members. This is a great way to help us all get to know one another. And admit it, who amongst us doesn't like to blow their own horn now and again? So, please consider submitting a brief article about you and your interests in antique and classic boats and boating. The following questions may serve as a guideline to help you out. Please do not think you have to follow this format; do as you see fit. If you don't feel you are a writer, no problem, we can help out. We just need the "bare facts."



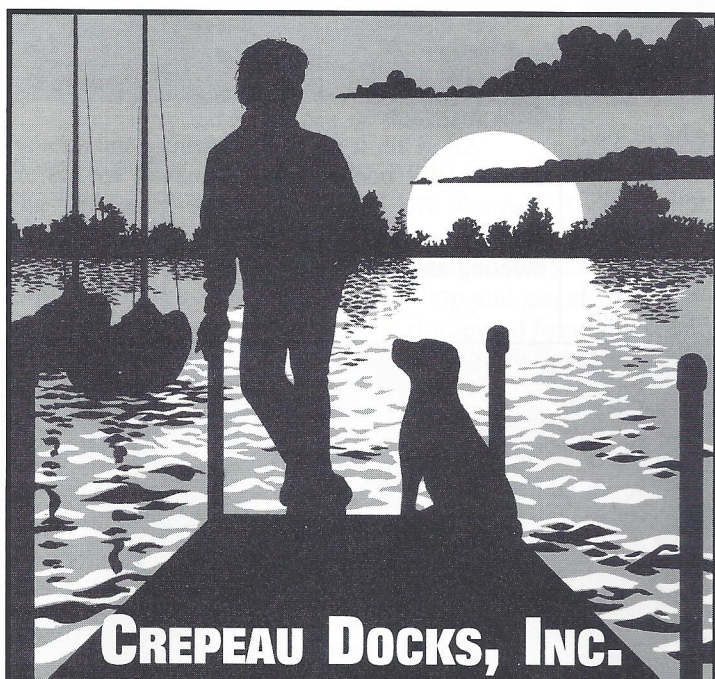
- * Did you inherit your love and appreciation for antique/classic boats? Is it "in the genes?"
- * Did or does your family or a relative have antique/classic boats that you remember with fondness?
- * When did you first begin to appreciate antique-classic boats and when did the "affliction" take hold?
- * What boat(s) have you owned over the years and what do you currently own?
- * Does your boat have a "history" that may be of interest to our readers?
- * How did your boat get its name?
- * What do you like best about owning an antique/classic boat...restoration, displaying, daily use, camaraderie with fellow enthusiasts, etc.
- * Any particular pitfalls/frustrations or joys you have encountered in owning an antique-classic boat?
- * Where do you do most of your boating?
- * What BSLOL activities do you participate in and enjoy the most?

And remember, a few pictures, whether old or more recent, will help to add spice to the text.

The BoatHouse is published in February, April, June, August, October, and December. Please send your article and pictures to:

Peggy Merjanian, Editor
The BoatHouse
18275 Hummingbird Road
Deephaven, MN 55391-3226
Ph: 952-473-4936 Fx: 952-475-1384
Email: datamerj@aol.com

If you are computer literate and have Internet access, it is simplest to email your article to the editor (it saves retyping and lessens the chance of errors). If not, send it the old fashioned way...via the mail! Don't hesitate to call if you have any questions or concerns!



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Suza Gosh is recognized for her diligent and dedicated efforts on this year's Rendezvous.

HOLIDAY PARTY & ANNUAL MEETING

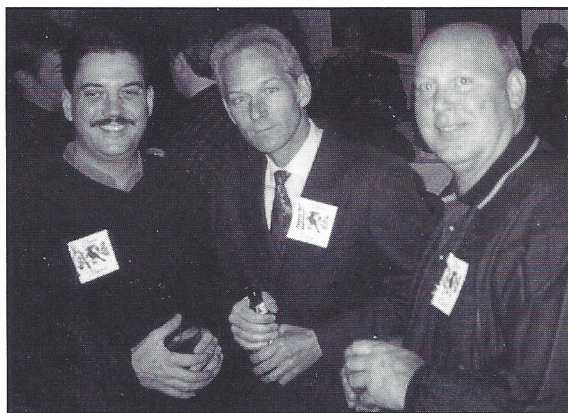
by Andreas Jordahl Rhude

The 25th Annual Meeting and Holiday Party was held December 3 at the posh University Club in St. Paul. This was the first time the event was held east of Lake Minnetonka. It must have been a good decision on the part of the planners, because we had the best attendance in many years. One hundred and nineteen BSLOL members and

guests were on hand to renew old acquaintances and make new friends.

After a social hour, a delicious meal was served in the richly-decorated dinning room.

A string duet serenaded us during the cocktail hour and meal – what a grand touch! The holiday regalia made a beautiful and intimate backdrop. Mistress of ceremonies, Sharon Gunder, introduced President Greg Benson who gave an enthusiast recap of the year's events. All the many selfless hours of dedication by members was recognized through



Smiles from Steve Davis, Dave Flory and Bob Clark

the presentation of awards. THANK YOU to the many volunteers who helped make BSLOL the biggest and BEST chapter of the ACBS.

Special recognition was given to three founding members of our chapter who were in attendance: F. Todd Warner; John Kinnard; and Steve Merjanian. We've come a long way baby! Even though there was some grumbling about dimpled ballots and chads and a call for a recount, the newly elected officers and board members were announced. Newly-crowned president, Jim Aamodt,



Dave Doner accepts a well-deserved award from Greg Benson for his outstanding work in obtaining advertising for The BoatHouse

thanked our outgoing leader Greg Benson for his two years of steering us in the right direction. Outgoing board members were also thanked for their efforts and include Eric Gustavson, Dan Nelson, and treasurer Steve Davis. As a parting gift, Greg was presented with a hand-held GPS – something he's "always wanted!" Past chapter presidents, John Kinnard; F. Todd Warner; Ray Ellis; Sherwood Heggen; Chris O'Conner; Jeff Stebbins; Greg Benson, were asked to rise. Thanks guys, for all your leadership efforts! Toro (through the efforts of Clark Oltman) and Border Foods (thanks to Dirk Gunder) donated a number of door prizes including deck light sets, leaf blowers, and t-shirts. The BSLOL merchandise department provided several sets of drinking glasses.

All in all, it was a fun evening and another one for the books. Special thanks to Marcia Aamodt for heading up the planning and implementation of the Silver Anniversary meeting and party!



THE NEWLY-ELECTED BOARD OF DIRECTORS FOR 2001

Front Row: Larry Quinn, Peggy Merjanian, Dave Doner, Greg Benson, Jim Aamodt, John Kinnard, Ray Garin
Back Row: Bob Buttery, Dirk Gunder, Jayme Hines, Jim Camery, Brad Ernst, Andreas Rhude, Randy Havel, Steve Beck, Paul Mikkelsen



VENDOR SPOTLIGHT

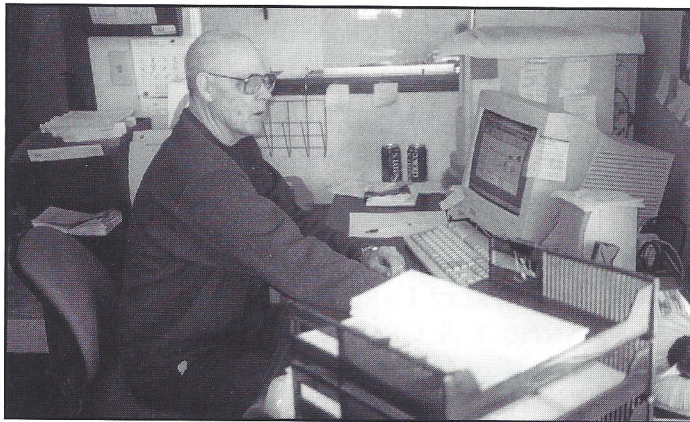
GAS TANK RENU-USA

by Andreas Jordahl Rhude
Photography by Greg Benson

"Who thinks of all this stuff?" "What stuff," you ask? "All those little details necessary to get you antique and classic boat up and running again." Well, did you

remember the fuel tank? "Details, details." Just like the wood in the hull construction and the upholstery for the seating and the rebuilding of the engine, fuel tanks need a once-over before the entire restoration is complete. And this is where GAS TANK RENU – USA comes into the picture.

Gas Tank Renu of Eden Prairie is a small business with four employees including Mike Tesch and his father Don, Ed Burke, and Joe Reller. This is a franchise of the interna-



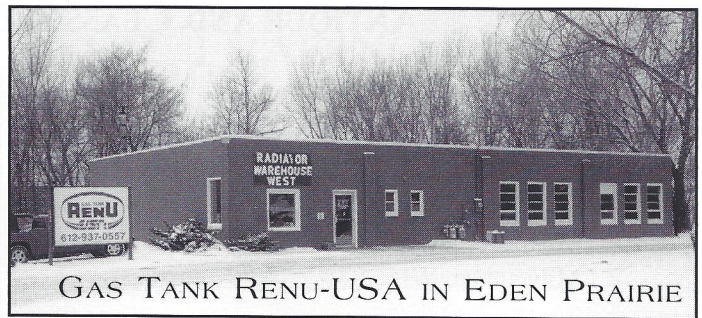
Ed Burke busy at the computer.

tional group with sixty dealers worldwide. There are 39 in the United States and twelve in Canada. Motor City, a.k.a. Detroit, is the world headquarters.

Don Tesch started the local franchise ten years ago. He had been in the automobile repair shop and gas station business at Baker Road and Excelsior Boulevard for many years. He decided that revival of gas tanks was a good business prospect, so that's where it all started.

Mike Tesch says that about a quarter of their work is on tanks for boats. Another twenty-five percent of the business comes from automobiles and the remainder is a mixture of tractors, motorcycles, snowmobiles, lawn mowers and other miscellaneous internal combustion engine driven devices. F. Todd Warner's Mahogany Bay and Dan Nelson's Nelson Boat Works both have a fair number of marine tanks restored and made ship shape by Gas Tank Renu.

To renew a fuel tank, the basic process is as follows: The tank is emptied and then sand blasted on the interior and exterior. The sandblasting removes any rust and gunk (called varnish – not the stuff you use to finish wood) from the inside surfaces. Any holes and hairline cracks are sealed shut by welding. A pressure test afterwards insures a good seal. The interior walls of the tank are then covered with a polyvinyl coating. And finally the entire tank is placed into an oven where it is baked at a temperature of 400 degrees Fahrenheit. Talk about a baking a cake!



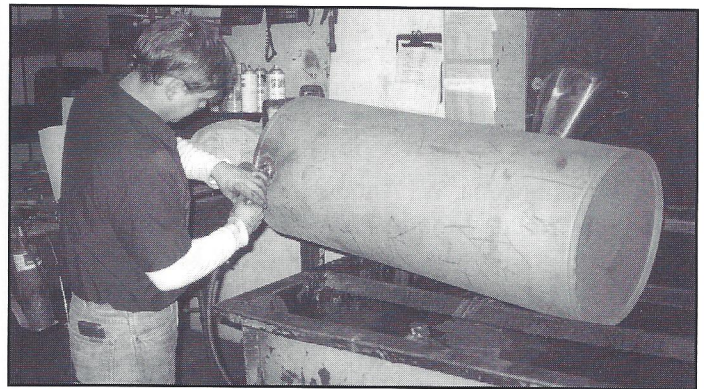
GAS TANK RENU-USA IN EDEN PRAIRIE

The polyvinyl coating is a rubber-like material that has been used with great success by Tank Renu for over a quarter of a century. It is impervious to all fuels types commonly available today. Most tanks are coated on the inside only and the customer then repaints the exterior. Sometimes they also coat the exterior of the tank with the same poly material – all per customer instructions.

Virtually any type of tank can be repaired – from portable outboard motor tanks to those found in inboard and inboard-outboard boats. Small tanks for motorcycles and lawn mowers have been worked on as well. The largest they can handle with their current curing oven is about a 200 gallon tank. Somewhere between 1500-2000 tanks go through their shop annually.

Turn-around from the time a customer drops off a tank until it's completed can be as quick as 24 or 48 hours, depending upon the type of tank, the services required and backlog. Mike Tesch says that their warranty is that if something is wrong due to their workmanship or materials, "we'll take care of it."

If you need a brand new tank custom built, Gas Tank Renu is the place to go. The Anoka County Water Patrol recently picked up a new fuel tank custom made for them. And they even have the capability to repair plastic gas tanks. Some other services such as sandblasting and sales of radiators are also offered. However, emphasis is on fuel tank revival.



Joe Reller working on a tank.

Gas Tank Renu is located in Eden Prairie at 6390 Carlson Drive just southwest of the intersection of Baker Road and Highway 62. Hours of operation are Monday through Friday 7:00 a.m. to 5:00 p.m. and 8:00 a.m. to 11:00 p.m. on Saturdays.

Whether you need the tank on your boat, auto, four wheeler, or motorcycle fixed up, this is the place to go!





ANTIQUE AND CLASSIC BOAT SHOWS - YEAR 2001

MARCH

22-25 Mt. Dora, FL

MAY

19 MACBA* Swap Meet - TBA Generally by Milwaukee, WI

JUNE

2-4 Lake Delton/WI Dells, WI MACBA Petran

17 Beaver Dam Lake, WI MACBA

22-24 South Haven, MI 10th Annual *WoodenBoat* magazine Boat Show www.woodenboat.com

JULY

6-8 Fond du Lac, WI Fond du Lac Yacht Club
P.O.Box 281, Fond du Lac, WI 54936

14 Sarona WI Long Lake Wood Boat Show and
Fletch's Reel 'em Inn, south end of Long Lake.
Dockside display 11-4, awards and fly-by 4-5
Contact A.J. or Trish Rieschl, 715-354-3333/ho
715-234-8031/ofc

20-21 Clear Lake, Iowa City Beach
Annual Rendezvous. Participants' picnic Fri.,
show on Sat - Tom Smidt, 641-823-4310 or
Rae Eighmey, 641-357-7317

21 Eagle River, WI MACBA

28-29 Superior WI "Woodies on the Water"
Wooden Boat Show featuring canoes to classics
at Barker's Island Marina. Bob Trygg, 5923
North Shore Drive, Duluth, MN 55804
(218) 834-5958 btrygg@lakenet.com,
<[mailto: btrygg@lakenet.com](mailto:btrygg@lakenet.com)>

27-29 Minocqua, WI Antique & Classic Boat Show
Gordon Moore 727-448-0813 Jan-Apr
715-356-4218 May - July.

AUGUST

4 Green Lake WI Wooden Boat Show and
Norton's Marine Dining Room.
Rain date: Aug 5. Bill Doyle, 920-294-6080

4-5 Sturgeon Bay WI Door County
Maritime Museum Classic Wooden Boat Show.
Door County Maritime Museum
920-743-5958 www.dcm.org
(always first weekend of August)

4-5 Manitowoc WI Model Ships & Boats Contest
at the Wisconsin Maritime Museum.
Sara Waters, Curator, 920-684-0218
maritime@lakefield.net

4-5 Traverse City, MI (always 1st weekend August)

4-5 Clayton, NY Antique Boat Show & Auction
Okoboji, IA

11-12 Hessel, MI (always 2nd weekend of Aug)

10-12 Marinette, WI First annual ALL-THOMPSON
ANTIQUE & CLASSIC RALLY for boats built by
Thompson, Cruisers, Inc., T & T Boats,
Grady-White Boats. Held at Nest Egg Marine
on the Menominee River. Contact
Andreas Jordahl Rhude 612-823-3990,
email: ajrhude@aol.com

11-13 Winneconne WI Jechorts's Antique & Classic
Wood Boat Show at Winneconne County Park.
Dianne Barkey 920-582-8644

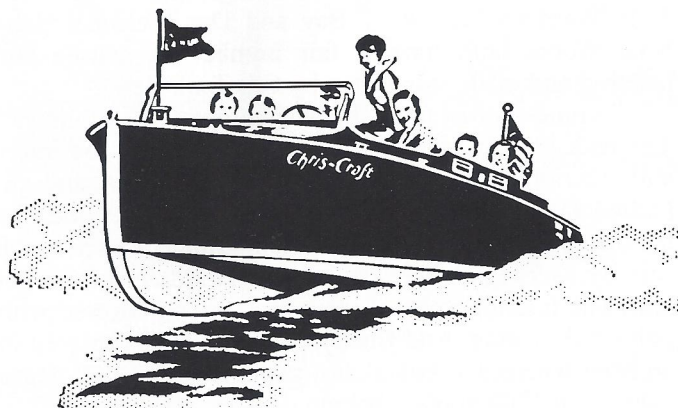
18-19 RED WING MN
BOB SPELTZ LAND-O-LAKES
ANTIQUE & CLASSIC BOAT RENDEZVOUS
Treasure Island Resort and Casino.
Metro twin cities area 952-934-9522
National toll free 1-877-636-6111
www.acbs-bsol.com

20 Little Muskego Lake, WI MACBA

SEPTEMBER

8-10 Lake Wisconsin, WI Invitational ??

8 -14 Dixieland Chapter, ACBS, Tennessee River
Cruise. Fifth Excursion - Tennessee River Cruise.
Contact Tim Brown, 3293 Hoot Owl Ln,
Birmingham, AL 35210 205-956-9304 or
ravinmad@worldnet.att.net





USED BOATS FOR SALE

ALSO SECOND HAND
ENGINES, EQUIPMENT,
HOUSE BOATS, ETC.

THE TRADING DOCK

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

FOR SALE - Montgomery Ward 8" contractor's table saw. Cast iron table 27"x40" 3/4 hp motor and stand....\$200
Sherwood Heggen @ 952-432-4345 (M1200)

(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. (M1000)

1942/97 **CHRIS CRAFT 19' BARREL BACK** - Multiple award winner. 100% cold molded construction. Leather interior, MBL engine (47mph). Includes custom tandem axle torsion suspension trailer and two waterline covers. Serious inquiries only. 952-472-3687 day or eve. (M0400)

1959 **CENTURY RESORTER** - Pattern boat, all parts included, all hardware re-chromed. Bob Daniel 952-890-2550 fax: 952-808-1184. (M1000)

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 (M1000)

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

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 axle 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)

1962 **MERC 700 SHORT SHAFT ELECTRIC** Six, full shift. Ground up restoration, many new parts and extras \$1450.00

1962 **MERC 500 SHORT SHAFT ELECTRIC** Four, unrestored, parts, motor, good Gear Case (thru hub) \$250.00

1969 **BRITISH SEA GULL FOUR H.P.** Rare collectors item in like new original condition with tools, spares. \$425.00

Contact Chuck Petersen @ 262-242-0783 (M1200)

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)

1966 **CENTURY 17' RESORTER** ~ 238 hp Gray Marine/velvet drive, 200 hours, rebuilt transmission, strip, stain & varnish Spring, 2000. Optional lvalite, soft top, ski tow & ladder, nice upholstery, cover, single axle galvanized surge brake trailer, 100% original. Looks & runs great. \$10,000/offer 651-702-7507 or msbeck97@aol.com (M1000)



Trading Dock continued on page 38



Trading Dock continued from page 37

1947 CHRIS CRAFT 16' RUNABOUT

Call Scott 715-247-3526 days or 952-937-5775 eves (M1200)

WANTED!! 2 cylinder (or appropriate) 15-30 hp classic inboard for 19' classic launch replica project. Prefer running engine, transmission, shaft and prop. Contact Gary Baker at 641-752-8354 or email gebaker@attglobal.net (M1200)

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)

1968 TROJAN 33' EXPRESS - 2 engines, wood hull - \$2500 Ask for Richard @ 651-739-7948 (NM1200)



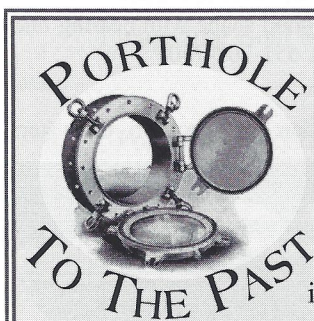
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"THE MAN WHO WON THE WAR"

Dwight Eisenhower commanded a huge army in England. Getting that army to France was the problem.

To solve it, the soldiers of the Normandy invasion, as well as those in North Africa and the Pacific, disembarked from their destroyers and cruisers onto LCAs (Landing Craft, Assault.)

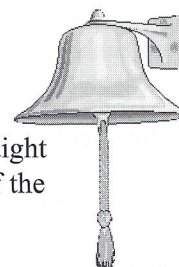
The LCAs, or "Higgins boats," were invented and manufactured by Andrew Jackson Higgins of New Orleans. Eisenhower was so impressed by their success in getting men ashore that 20 years later he praised Higgins as "the man who won the war for us."

Andrew Higgins was an unlikely war hero. Before Pearl Harbor his company had not amounted to much. He drank heavily and had a ferocious temper, but when it came to designing small boats, he had few equals. The cigar-box-shaped LCAs were 36 feet long and 10 1/2 feet wide. Their sides were made of plywood. A metal ramp in the front brought a full platoon of 36 men to the shoreline, then the craft would quickly return for another load.

Higgins eventually employed 30,000 workers to manufacture 20,094 Higgins boats and PT boats. Over his factory floor hung a sign proclaiming "The Man Who Relaxes is Helping the Axis."

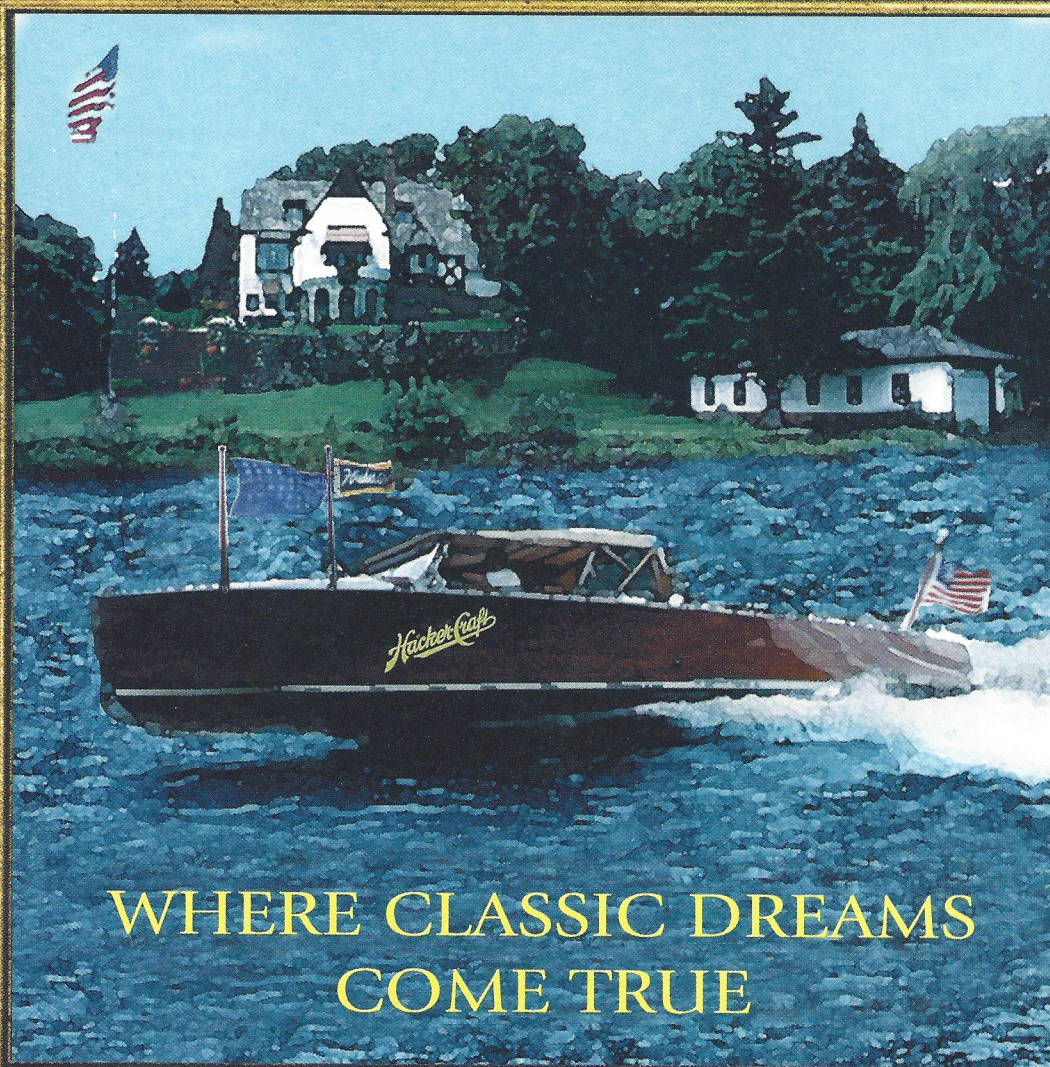
However, the men who actually rode Higgins boats on D day were not as impressed as Eisenhower. They were tossed about by giant waves and more often than not, were violently seasick. One 4th Division GI, weak and sick, spoke for many. "That guy Higgins," he moaned, "ain't got nothin' to be proud of inventin' this goddamned boat."

HOW'S YOUR NAUTICAL "NAU-LEDGE"



- BILGE:** Part of the underwater body of a ship between the flat of the bottom and the straight vertical sides. Internally, the lower part of the hull, next to the keelson.
- BULKHEAD:** An upright partition separating compartments in a ship.
- CABIN:** An enclosed compartment in a ship, used as shelter or living quarters.
- CAPSTAN:** A vertical spool-shaped rotating drum which cable or chain is wound for hoisting anchors, sails and other heavy weights.
- CROSS BRACING:** Iron or steel straps fastened diagonally across a ship's frames to make a rigid framework.
- DECK:** Horizontal of cambered and sloping surfaces on a ship, like floors in a building.
- FANTAIL:** The area of the upper deck of a ship that is nearest the stern. More specifically, a rounded afterdeck that overhangs the propeller and rudder.
- FITTINGS:** Equipment and consumable goods placed on a ship in preparation for its active service and required by it allowance list or for operation.
- FLUKE:** The broad end of each arm of an anchor.
- FORE:** The front part of a ship. In the direction of or toward the bow.
- GPS (Global Positioning System):** A navigation system that uses satellites to provide a receiver anywhere on earth with extremely accurate measurements of its three-dimensional position, velocity and time.
- GUNWALE:** The upper edge of the side of a boat. Also spelled (and pronounced) gunnel.
- HANGING KNEES:** Vertical wooden brackets shaped somewhat like human knees; used to support deck beams.
- HEEL:** For a ship to incline or be inclined to one side.
- HOLD:** The interior of a ship or plane, usually referring to the cargo compartment.
- HULL:** The body or shell of a ship.





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COME TRUE

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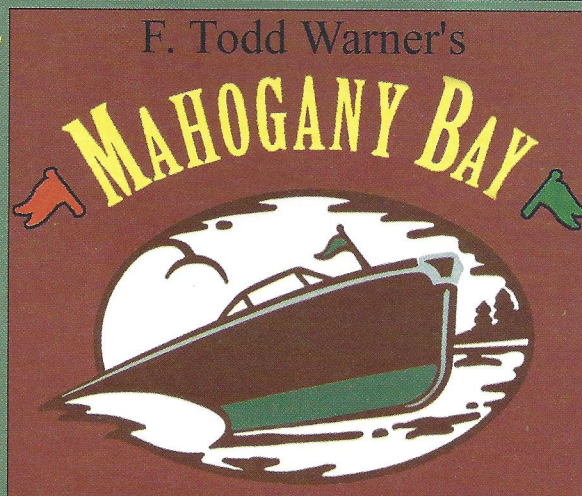
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Ski-Safe thinks your boat insurance policy should be built along classic lines, too.



"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.

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