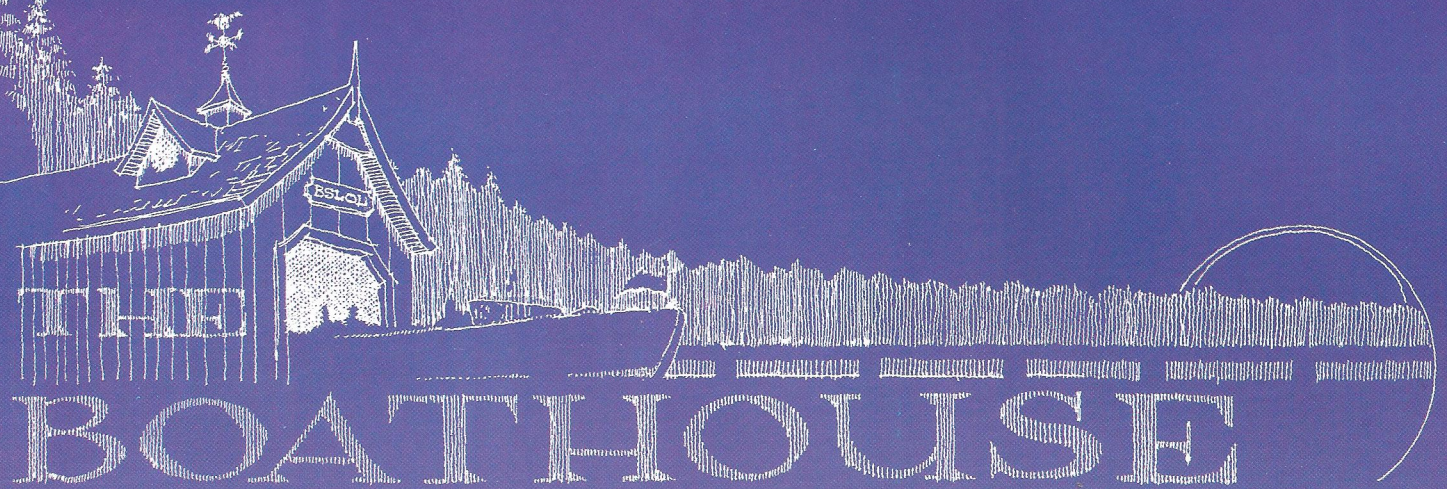


Vol. 24 No. 1
February 2001



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



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

Peggy Merjanian
18275 Hummingbird Rd.
Deephaven, MN 55391-3226
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)
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952-934-2584 (h)
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Ray Garin 952-495-0012 (h)
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mrcusapt@aol.com

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

Randy Havel 763-878-2118 (h)
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Jayme Hines 952-937-8699 (h)
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952-495-1267 (fx)
jayme@mahoganybay.net

Bob Johnson 952-380-1505

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

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)
clark.oltman@toro.com

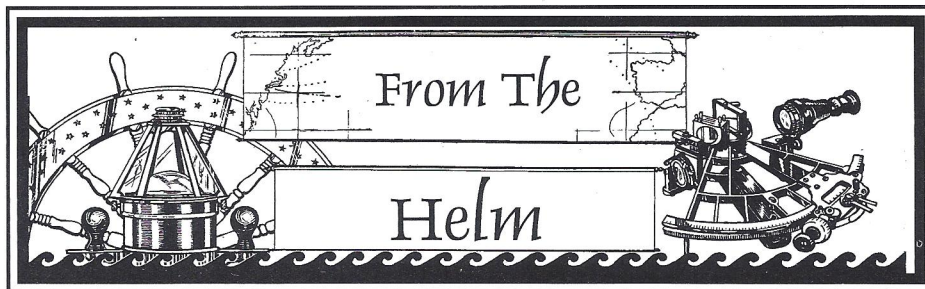
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PAST PRESIDENT

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612-713-4000 (w)
bslol@aol.com

BSLOL PHONE NUMBERS:

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Spring came early this year, with boats shined, poised for launching, and owners talking about their current projects and plans for the summer. Admittedly, some of this was a bit short-lived, as it was inside the Minneapolis Convention Center at the BSLOL display of the Annual Boat Show. However, warm weather is coming sometime!

Our display had not only record crowd attendance but also the greatest membership support and involvement yet in the operation of the BSLOL booth. We thank the over 150 people who assisted! There were over 60 volunteers for Saturday alone, and due to limitations of tickets and space, we had to limit our number of workers. End result: we had one of (if not "the") finest displays ever. The overall show attendance was up six percent over last year's record year. But most interesting was that the percentage of show visitors in attendance at our booth was greater and of longer duration than in past years. Most of the time, we were "packed". We sold over \$3,500 in merchandise, and registered over 20 new members. The management of the show was very complimentary of our efforts, and throughout the five day event, was extremely helpful.

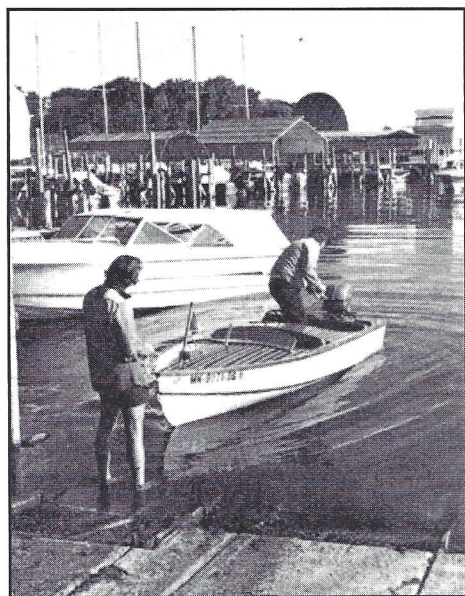
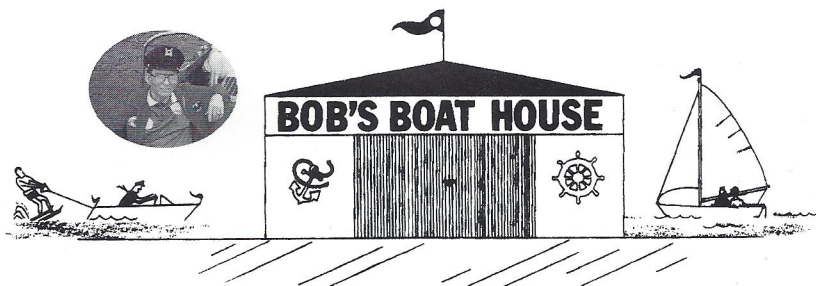
The best news from the January Boat Show is that with large number of BSLOL volunteers, workloads were lighter and easy to coordinate. It thus became more organized and enjoyable. I believe all of us there had more fun.

Seeking a continuation of our "spring fantasy with boating", Marcia and I left the day after the show headed for sunny, warm Florida, and the ACBS Quarterly Meeting in Key West. Spending the first three days in Fort Lauderdale with friends, we had one full day on the Intercoastal Waterway boating, with sweaters and warm jackets. Our arrival in Key West saw a heat wave with temperatures climbing to over 50 degrees! Before leaving on the last day, temperatures were headed in the mid 70's.

At the meetings, I was impressed by the sincerity and dedication of the entire ACBS Board, and in particular by Jean Hoffman. As the new President, she outlined creative ideas and enthusiastically expanded the vision for the organization. Although unable to attend, Jeff Stebbins' last two years with ACBS have made a great contribution to long-range planning, fund raising and national organizational work. Our Past President, Greg Benson, explained his current research to develop a fresh concept of value-added programs for ACBS membership. The program provides a long list of tangible benefits to chapter members directly. Jean Hoffman was very complimentary about BSLOL and our two ACBS "sparkplugs."

With our current calendar of events, we anticipate a great boating season. Our goal is to encourage everyone's participation so that all of us can experience and share "More Fun in '01!"

Jim Aamodt
President



**2ND ANNUAL
LAKE MINNETONKA
ANTIQUE & CLASSIC BOAT
RENDEZVOUS**

**Tony Brown assists
Bob Speltz in launching his
1949 Chetek 14' Seaman
7:30 a.m.
August 6, 1977**

**(Photo by Jean & Ray
Nelson)**

Bob Speltz launched his 1949 Chetek 14' Seaman outboard runabout with its 1951 Johnson 25 hp outboard motor without a formal ceremony. Repeating last year's theme of a fun show at the chapter, sponsors of the show welcomed all types of antique and classic boats, both pre and post-WW II. A parade around three-fourths of the Lake Minnetonka shoreline with a controlled "fly-by" passed Wayzata and ending at Big Island for a picnic, was the highlight of the Rendezvous.

Reprinted from Antique Boating
Vol. IV, No. 3....Ray Nelson, Editor

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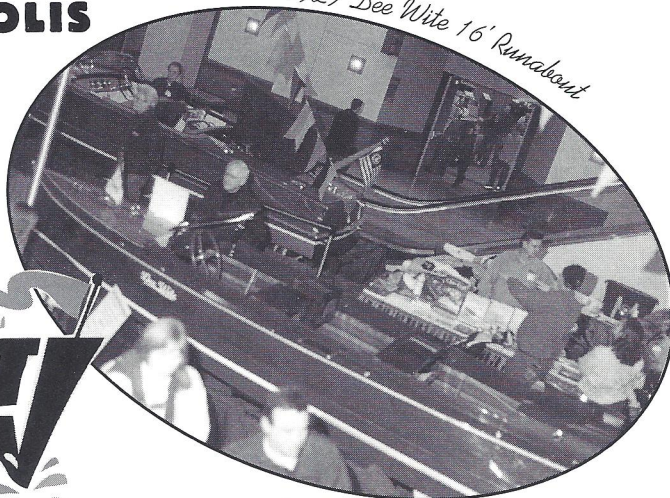
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ON OUR COVER

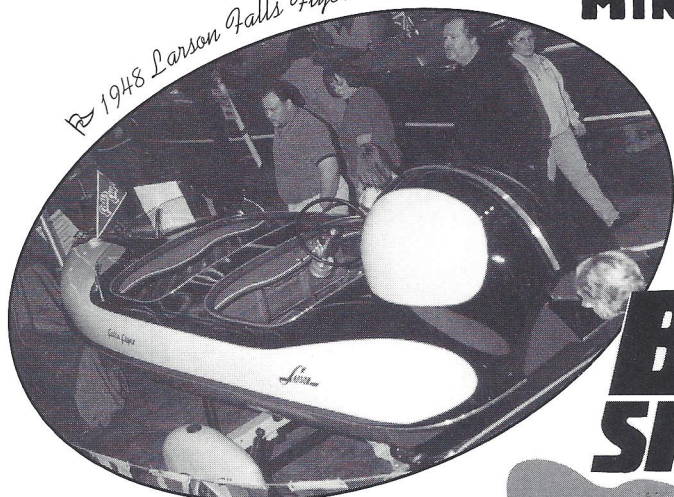
An end-of-season cruise on Lake Minnetonka brought out more than a dozen wood beauties! Here, Ray & Margot Garin's 1963 Owens 30' Flagship Cruiser, "Luv Is", majestically makes its way through the water with Bob Johnson's 1948 Chris Craft 22' Sportsman "Cowboy", nosing out Ray Ellis' 1940 Chris Craft 17' Deluxe Runabout, "Legatee". It doesn't get much better!

MINNEAPOLIS

1929 Deere White 16' Runabout

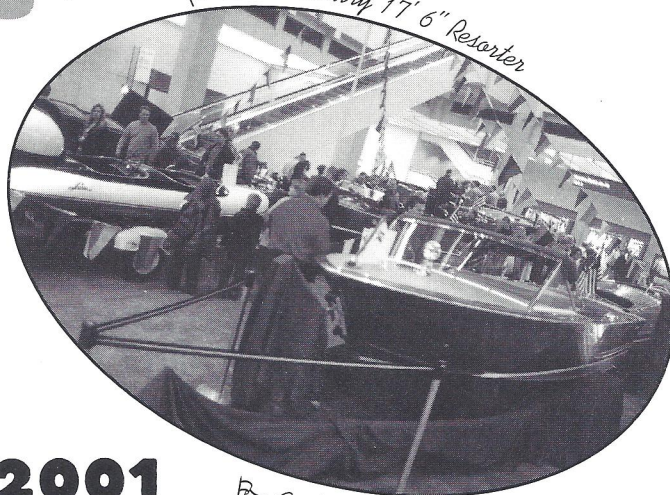


1948 Larson Falls Flyer



29TH ANNUAL BOAT SHOW

1966 Century 17' 6" Resorter

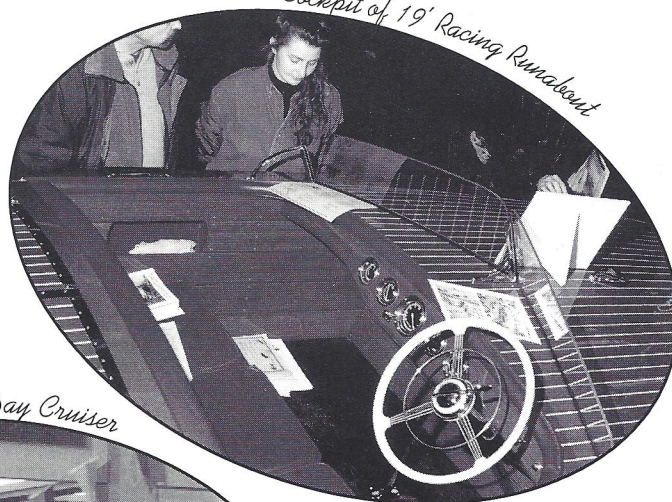


1956 Shepherd 22'

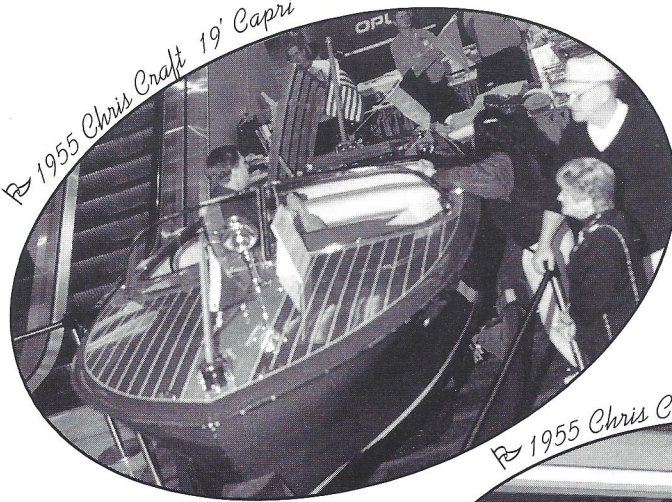


JANUARY 2001

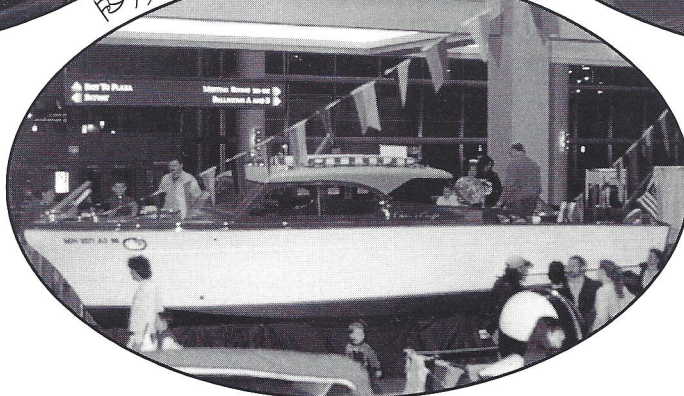
Cockpit of 19' Racing Runabout



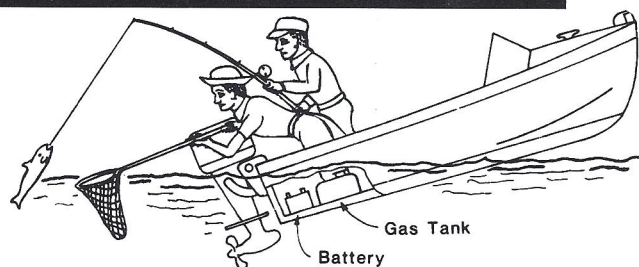
1955 Chris Craft 19' Capri



1955 Chris Craft 29' Day Cruiser

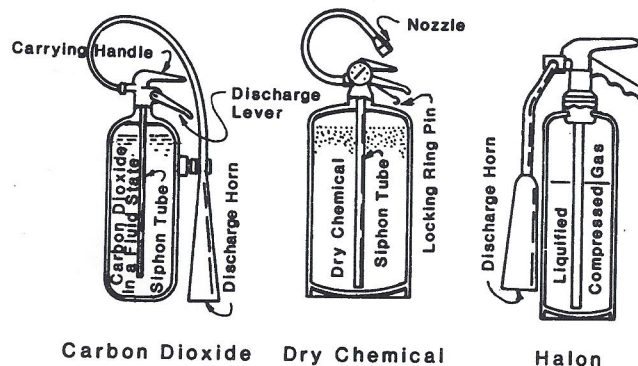


What's wrong with this picture??



Do I really need one of these?

PORTABLE EXTINGUISHERS

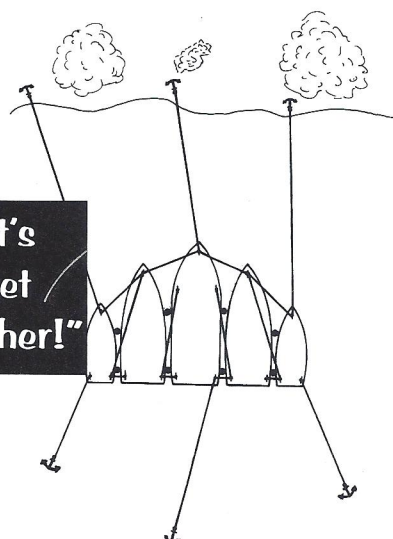


Carbon Dioxide

Dry Chemical

Halon

Let's
"get
together!"



The **APRIL BOATHOUSE** will be devoted in large part 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.

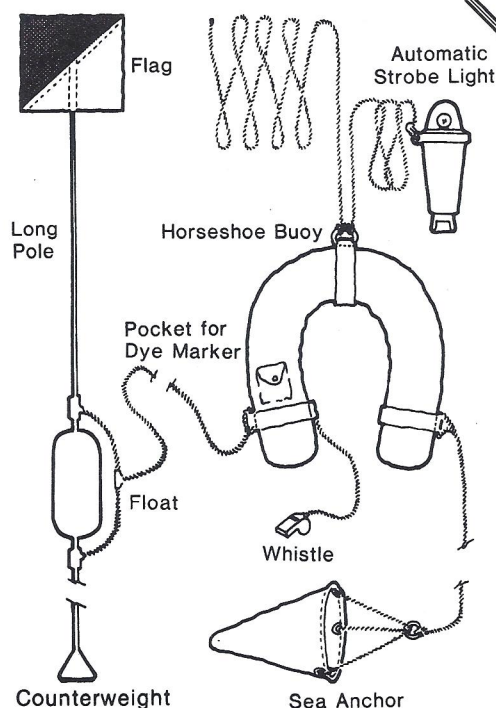
What is your personal safety secret?
Why not share it with fellow boaters?

Contact Andreas Jordahl Rhude

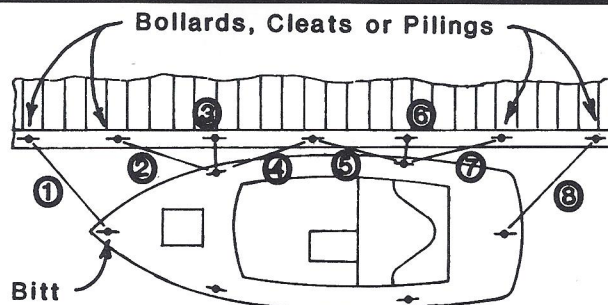
Phone: 612-823-3990

Email: ajhude@aol.com

So — what's all this stuff?



Is this part of your routine??



- | | |
|-------------------------|---------------------------|
| 1. Bow Line | 5. Forward Quarter Spring |
| 2. Forward Bow Spring | 6. After (Quarter) Breast |
| 3. Forward (Bow) Breast | 7. After Quarter Spring |
| 4. After Bow Spring | 8. Stern Line |

BSLOL CALENDAR 2002

featuring our members and their

"mahogany prides"

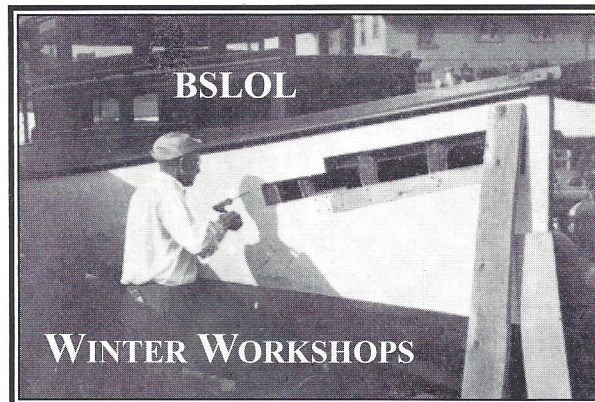
- one for each month -

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WE NEED YOUR PHOTO BY MAY 1!

Contact Greg Benson, 612-941-7882
 with questions.



THE FINAL WORKSHOP FOR WINTER 2001

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

A Very Special Thank You To all who contribute in any way to *The BoatHouse*. In particular:

Andreas Jordahl Rhude - for his untiring support in so many areas of BSLOL - all of which he does extremely well. The focus here is his diligent pursuit of material for the *Porthole To The Past* feature. He has supplied virtually every article printed in *The BoatHouse*. Several are yet to come.

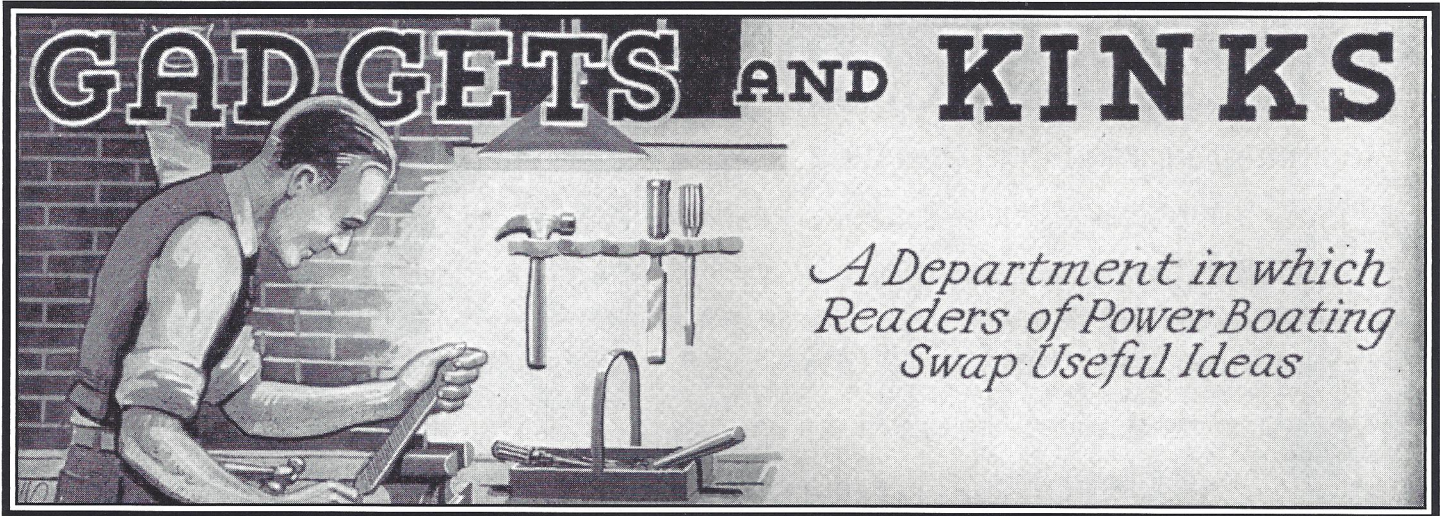
Sherwood Heggen - whose *Gadgets & Kinks* has been a regular feature since day one. His vast knowledge has been invaluable to so many. What a gold mine!

Dr. Motorhead - the anonymous guru of engines whose wry humor adds so much to his wisdom in *The Service Department*. And then there's his command of the written word... also strong in the humor department.

Chuck Petersen - the outboard enthusiast. Chuck's *Outboard Corner* is always great reading - and all from personal experience. What a resource!

Steve Merjanian - the master of the lens and "scan." Every photo, clip art and header has been enhanced by his magic touch. His presence is evident on virtually every page of this publication ... and he's ALWAYS available (grin.)

- Editor



Two Things: Get a Load Off & Measure Up

by Sherwood Heggen

In this Gadgets and Kinks, we are going to cover a couple of simple items that hopefully will make your time in the workshop more enjoyable.

The first item is that somewhat overwhelming thought of getting the new project boat safely off the trailer so that the restoration process can begin. The boat weighs over a ton and one wishes for such a thing as levitation at a time like this. Maybe some day that will be, but the real world says the boat will require physical effort to remove it. The concern is: how much physical effort? Actually, not much. When water is available, you just untie, back in, and the boat floats off the trailer. In the shop, you have to replace water with cinder blocks and a full size two-ton floor jack. This is about a ten minute project if you don't dawdle and worry a lot. **It is important that you take this task seriously and use utmost caution.** You will be moving a boat around that weighs between 2000 - 3000 pounds and gravity will be your enemy. If you have any concerns about your ability to take on a task like this, call for help from someone who has had experience. It is nice to have some help anyway, even though this can be a one-man task.

HERE'S HOW TO UNLOAD THE BOAT:

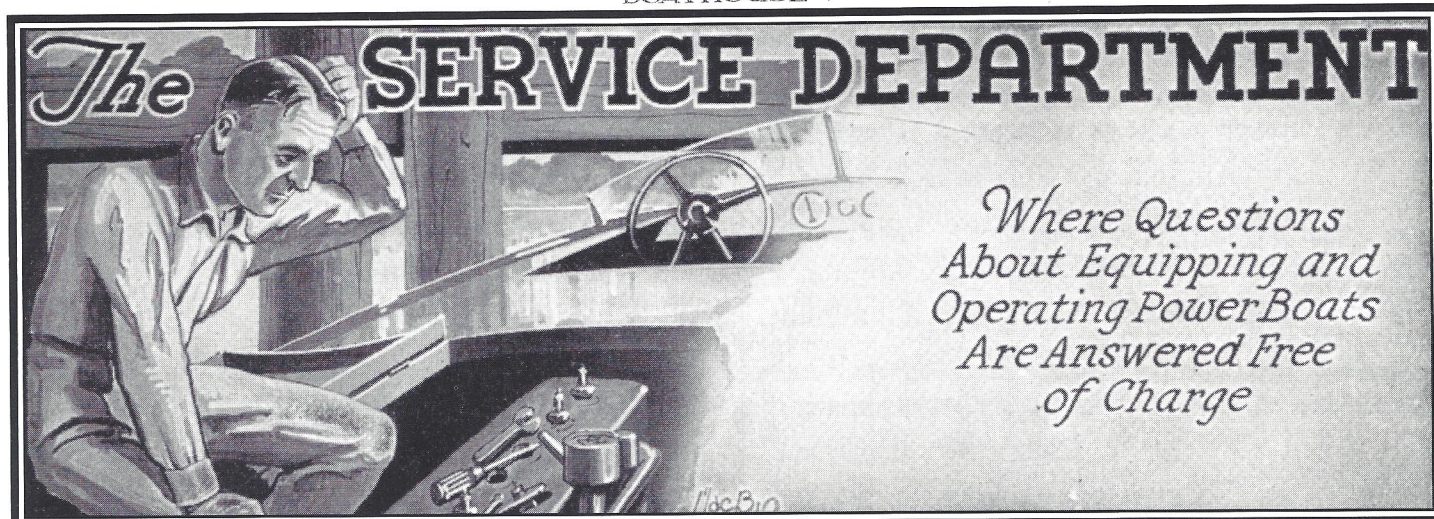
Position the trailer in the shop where you want to unload the boat. Unhook the tow vehicle and move it out of the way. Lower the trailer tongue to the floor. Place cinder blocks, such as used in house foundations, under the corners of the transom. Stack as many blocks as possible to achieve sufficient height. Typically, you will need two to three blocks on each side. Place a 1ft foot long 2x4 on top of the blocks as padding for the hull bottom. Each 2x4

should be angled to support the transom and chine at the same time to spread the weight. Position the floor jack under the keel at about the location of the forward lift ring. Place a short 2x4 on the jack for padding where it will come in contact with the keel. Now jack up the boat until it clears the trailer at all points with the transom corners supported by the cinder blocks. Pull the trailer forward until a cross member or the axle bumps up against the jack. Slowly lower the boat back down onto the trailer. Be forewarned that the trailer tongue will come up as the boat comes to rest again farther aft. Keep kids, dogs and anyone else not involved away. Reposition the jack so that you can move the trailer forward after the boat is jacked clear of the trailer again. Again, be careful. As you jack the boat up, the trailer tongue will drop. A few quick operations like this and the boat will soon be sitting on cinder blocks and a jack.

Once the boat is off the trailer, it may stand a bit tall for restoration activity, so it may be necessary to remove a cinder block or two, one block at a time. Substitute the jack under the keel for cinder blocks and move the jack to a transom corner. Jack up the boat enough to take the weight off of the block. Pull the block and lower the boat to rest on the block. Repeat the process for the other side. That is all there is to it. Now get on with the restoration.

Speaking of restoration, what favorite tools do you have while doing your work? I find the most unique tool in my shop is a dial caliper used for measuring smaller dimensions when accuracy is important. Lets say you are planing wood for a couple of new deck planks and it is an odd dimension to match of 23/64^{ths}. No problem. With a dial caliper you can read the measurement to 1/1000th of an inch. There is no way that tight of a dimension can be measured with anything but a dial caliper. Not only do they measure outside dimension up to eight inches, but they also

Gadgets & Kinks continued on page 12



Dear Dr. Motorhead,

I am responding to the article "Laying Up" I saw in the *Service Department* on the BSLOL Web Site. There are 2 suggestions which in my opinion are wrong. (1) Blowing exhaust gases through your engine's water jacket to remove excess water, may achieve this goal, but it also causes various acids (from the exhaust gasses) to be condensed inside the water jacket. This is not a good idea if you want to protect your engine. (2) Gas tanks should be filled full. This is very important for the following reason: An empty gas tank is more dangerous than a full one! The reason being is that an empty tank has a much greater volume of gasoline vapor, thus has a greater potential for ignition and explosion. A tank filled full of the way helps prevent condensation of water, reduces the amount of vapor that is contained in the tank, and also leaves room for expansion.

Signed,

Scott W. Edward

Dear Scott,

The spirit of this article is to have some fun, tease those who contribute to this segment with their questions a little, while trying to remove much of the mystique concerning the maintenance and repairs of our antique and classic motors. I have to confess, my undergraduate studies prepared me with a major in English and grammar. Although our esteemed editor, Peggy Merjanian, may contest my ability to construct a proper sentence without a dangling participle, run-on sentences, or appropriate punctuation, I must suggest your second sentence should read "suggestions that" rather than "suggestions which." That being said, what you have written is exactly correct; however, with everything in life, there are compromises. With this in mind I offer you the following:

GAS TANKS: It is true that gas vapors are much, much more volatile than the gasoline itself. It is also true that

today's gasolines do not hold or maintain their octane rating worth a damn. In addition, gasolines, like most liquids, expand and contract with temperature fluctuations. With warmer temperatures it expands, while the converse is true when it gets colder. Let us not forget that water is in part corrosive to metals, however the key ingredient to rust or corrosion is oxygen (oxidation.) With these facts in mind, here is where my "Lay Up" article has its origins.

In my experience the octane rating loss has created more problems for me than not. I prefer to top off the tank in the spring with fresh gas. If you are fortunate enough to have more than one boat, you may leave your less favorites in the barn for more than one season. I have found it very difficult to properly adjust engines and perform a spring tune-up with something less than the required octane rating. I know that there are gas stabilizers and octane re-boosters on the market, however, I feel these are nothing more than "snake oils" getting the marketers rich.

COMPROMISE NUMBER ONE: Leave the tank empty rather than full. Why? Because the fresh good gas is, in my opinion, better than the old marginal gas. In fact, I have emptied tanks where the old gas from the tank will hardly burn. Gas vapors are and will be present in our tank whether three-quarters full or almost empty. These vapors are almost benign if there is not sufficient oxygen and a source for ignition (the proverbial spark.) Your boat is on a trailer with the battery removed or disconnected, probably on a dirt floor in somebody's barn. The likelihood of an ignition source is much greater while you are using the boat on the water. Therefore -

COMPROMISE NUMBER TWO: I feel you are at no greater risk with an empty tank. I have never heard of or seen an explosion and/or fire originating from the gas tank - not to say this won't happen. Gasoline and gas vapors in

Dr. Motorhead - continued on page 11

MUSEUMS & NONPROFIT ORGANIZATIONS

Antique Boat Museum, Clayton, NY:	http://www.abm.org
Antique and Classic Boat Society:	http://acbs.org/indexalt.htm
Antique Outboard Motor Club:	http://www.aomci.org/aomc.htm
Boat Building Community:	http://boatbuilding.com/
Boat Classics - Fiberglass & Aluminum:	http://www.boatclassics.com
Center For Wooden Boats:	http://www.cwb.org
Classic Yacht Association:	http://www.classicyacht.org/
Classic Wooden Boats:	http://www.adirondack.net/products/mahogany/
Cutwaters Woodies on the Web:	http://www.cutwater.com/
Classic Fiberglass Boats:	http://www.fiberglassclassics.com/
Great Lakes Museums:	http://www.oakland.edu/boatnerd/museums/
New Hampshire Antique & Classic Boat Museum:	http://www.nhacbm.org
Hydroplane & Raceboat Museum:	http://www.thunderboats.org/
International Yacht Restoration School:	http://www.iyrs.com/
John's Nautical & Boat Building Page:	http://www.boat-links.com/index.htm
Mariners Museum, Newport News:	http://www.mariner.org
Maritime Museum at Lake Okoboji:	http://www.ncn.net/~curator/
Mystic Seaport Museum:	http://www.mystic.org/

MARQUE ORGANIZATIONS/WEB SITES

Chris-Craft Antique Boat Club:	http://www.chris-craft.org/
Chris-Craft Roamers:	http://www.geocities.com/alloyed2sea/
Chris Craft Downloads:	http://www.crosswinds.net/~ccmanuals/
Century Boat Club:	http://www.centuryboatclub.com/
Fay & Bowen by John Hilton:	http://www.faybowen.com
Higgins Classic Boats:	http://www.higginsclassicboats.com
Gar Wood Society:	http://www.garwood.com/
Lyman Boat Society of NA:	http://www.lbsna.org
Lyman Boat Owners Association:	http://www.lymanboatownersassoc.org/
Mathews Boat Owners Association:	http://www.geocities.com/mboaglc/
Mullins Boats:	http://home.neo.rr.com/mullins/MullinsBoats.html
Old Town Canoe Catalog Collection:	http://www.dragonflycanoe.com/otcd/
The Richardson Boat Company:	http://members.xoom.com/rbcboats/
Shepherd Boats:	http://www.shepherdboats.com
Thompson Dockside:	http://www.thompsondockside.com



Dr. Motorhead - continued from page 9

the bilge create the greater hazard. In my opinion, if there were a greater risk of explosions and fires with empty tanks, the insurance companies would certainly require boat storage operators to top off all the tanks on their customers' boats.

Condensation occurs when water vapor is cooled sufficiently to return it back to the liquid state. Where does this vapor come from? The air we breath and gasoline itself. How does it get into our tank? The breather hole located on the side of your boat, the gas pump, and every time you remove your gas cap. You are correct in saying the less gas in the tank, the more potential for condensation to occur. Most of the time however, whatever condensation is present in our tanks will be frozen during the long cold winters in Minnesota.

COMPROMISE NUMBER THREE: I feel the small amount of condensation does not pose a real threat to our tanks and will dissipate into the gasoline in the spring when you top off the tank. It has been my experience that gas tanks go bad on boats that are stored for many many years. The boats that are used on a regular basis seldom have problems. In fact, when a boat comes out of many years of storage for restoration, the damage seems to occur below the level of any remaining old gas, not above. The expansion and contraction of gas in your tank does and will occur to some degree. If you choose to fill your tank in the fall prior to storage even to the top doesn't bother me a whole lot. It's been so long since I studied the physical properties of benzenes and their coefficient of expansion and contraction as it relates to temperature, I honestly can't remember for instance, how much expansion you will have in a typical 20 gallon marine tank. I do know one thing for sure, it is warmer in the fall and in the spring than in the winter, therefore, the volume will decrease in the winter. In the spring it will expand to the volume you had in the fall. If you are contemplating having a three-fourths tank of gas, you might as well top it off. I will admit, on the outside chance you will not use your boat all next year and have the need to store your boat with an abundance of gas, leave a little room at the top. One inch should do it.

Let me address your concern regarding the potential acids being deposited in the water jacket and water passages throughout the block. To this I have to say "boo hoo." It is true, the combustion process produces a small amount of a type of hydrochloric acid. But never have I seen any affects on the water passages of an older engine. To begin with, these passages are usually so full of mineral and rust deposits, any small amount of acid will never penetrate to the cast iron. Rust is your greatest enemy - especially while operating in salt water. One options is to circulate antifreeze throughout your engine

in the fall. Antifreeze has rust inhibitors that help prevent damage to your cooling system. My concern here is, what do you do in the spring? Antifreeze (ethylene glycol) is pretty tough on the environment. In addition, the sweet smell and taste is pretty enticing and deadly to our four-legged friends. If you choose to use the antifreeze method, make sure the thermostat (if you have one) is open, otherwise this stuff will bypass the block and go right out the exhaust onto the ground and not your engine. Remember what I said about most liquids contracting when they get colder. Water expands with tremendous force when frozen. It will expand and break or crack even the toughest cast iron block or water jacket. Either way you choose, make sure you get all the water out, especially the smaller "K" blocks. This is why I say blowing it out gives me that insurance. If you have a large enough compressor, you could use this source as well.

Are you wrong? No. Compromise means there is no exact answer, only what I might suggest as my observations, not the definitive. Remember one man's opinion, one man's methods. Thank you for your letter.

Signed,

Dr. Motorhead

PS: Scott, I would encourage you to become a member of the ACBS & BSLOL There are many benefits and it's a lot of fun.





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MYSTIC SEAPORT BOAT SHOW

The 2001 WoodenBoat Show will be held at the Michigan Maritime Museum, South Haven, Michigan, June 22-24. The show normally held annually at Mystic Seaport in 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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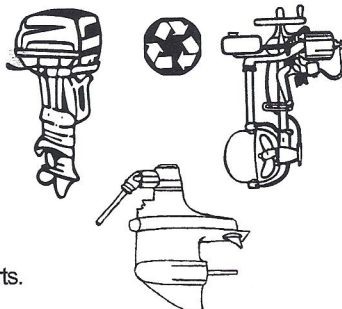
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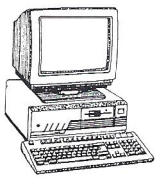
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Buying & Selling Antique & Classic Boat Parts on the Internet

WHAT ARE WE COMING TO?

by Gary Baker

This article deals with using auction websites like e-Bay and Yahoo to buy and sell antique and classic boat parts, literature, and even whole boats over the internet. Over the last six months, I have been stocking up on hardware parts to build a reproduction launch - with a small budget and high expectations. To date, I have almost all the hardware I will need for this project, including the engine, for less than \$600 total investment. Most of these parts are period pieces from the 30's and 40's and are all bronze, authentic, acquired one at a time using the internet. Each was delivered by UPS or truck freight directly to my outdoor backyard boathouse before my wife got home from work.

By providing a venue for buyers and sellers from all parts of the country to offer their wares at auction, eBay and the other auction sites actually create great potential for finding items that would be unavailable to you anywhere else at a competitive price. Some listings are not always recognizable as antique boat experts like Lowell Arnold using spouse Marcia's E-mail address (marciaarn) or Jim Staib (drrot), not to mention Andreas Jordahl Rhude's ongoing search for Thompson literature and parts. Others are as obscure as "Y-3" and "Dick3g", sources of some great listings for Chris Craft and Gar Wood items.

Although some items are inexpensive, others are not. It all depends on the day, the other bidders, and sometimes just plain luck. Whether looking for vintage advertisements, parts, trailers or even whole boats, there are a large variety of boating items at all price points. If nothing else, it's great fun and educational too.

ABOUT E-BAY

E-Bay is the internet's pre-eminent auction site, with over 5,000,000 transactions worldwide. In order to bid, you have only to go to their site at: www.ebay.com and find the "Welcome New Users" menu. If you are new to computers and the internet, you might prowl around the "New to eBay" or "Why is eBay safe" links, or just plunge in and REGISTER. The registration process is very simple. You will need only an e-mail address and the usual name, address, and phone information normally required to insure that you are who you say you are. After submitting the registration form, you will receive e-mail back from eBay with your user name and password. That makes you ready to either buy or sell.

If you are not quite ready to register but just want to see what is available, look for the **What are you looking for?** text box on the first page. This is a search feature that will allow you to conduct an internet search for the items you are seeking or are interested in. (While reading ahead, fire up your computer and connect to the internet.) Although there are several strategies for locating

ing items, let's start with the basic strategies as I see them.

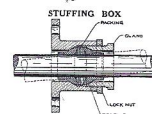
BUYING STRATEGIES

The "Everything interesting in boating is a Chris Craft" strategy. Remember that we are dealing with the general public that thinks every old boat is a Chris. Being that, you will find just about any listing for an old boat item with the word Chris Craft in the description. This search normally brings about 5-7 pages of listings. You have a choice in how you want to view them:

* items ending first * newly-listed
first

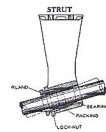
* lowest prices first * highest prices first.

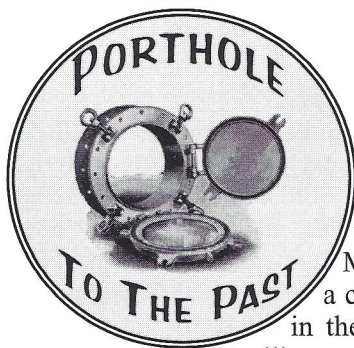
Items ending first are those whose auction is soon to end. If you want to bid on those items, you have to bid quickly and firmly. For those who plan ahead, newly listed first lets you have first look at the items that have been listed within the last 24 hours. As most auctions last seven days, this gives you time to plot your strategy or review your budget. For the bargain hunter there is lowest prices first. These are the smaller items that are often offered as low as a dollar. The last category of listing is highest prices first. This usually gets you whole boats listed at the top, followed by engines and other expensive items, and all the smaller items afterward.



The entire process of scanning the items for sale takes hardly over 10-15 minutes, depending on your level of interest and the speed of your internet connection. Since the auctions normally last seven days, you only need to perform this search every week to keep up on the latest listings.

The "I want a particular item, and only that item" strategy. This can be either an easy or difficult strategy. Let's say you want a pair of Chrome Vents off a 1962 Chris Craft Super Sport. You might try that search, entering "1962 Chris Craft Super Sport Chrome Vents" in the search box. Finding nothing, you might give up. On the other hand, you might try "Chrome Vents" or "Chris Craft Vents." Generally, the more specific your search, the less chance you will have in locating an item the first time. The reasons for this are two-fold: 1) Most of the sellers are not boat experts. They rarely have the exact description you might expect, although sometimes they may surprise you. 2) Some boat items have multiple uses across several manufacturers and years. In my experience, it is best to be slightly general in your search requests. That will give you more hits to search through, but normally a significantly greater chance of success. Not only that, but even if you do locate an item with a complicated multi-word search, you are more than likely to find the seller is a knowledgeable boating person who knows the full value of the item you are looking to purchase. In this particular case of the vents, there was a nice pair of aluminum reproduction vents waiting to be polished that may have fit the bill, given you have conducted a larger search for those items.





Built FOR WAR

By Melanie Torbett

If you have a chance to visit the newly opened D-Day Museum in New Orleans, take a close look at the big gray boat in the cavernous, sunlit Louisiana Pavilion on the first floor.

It's a duplicate of the World War II era LCPV or Landing Craft Vehicle Personnel boat, commonly referred to by soldiers as the Higgins boat. Down to its 1944 marine diesel engine, it's a carefully constructed clone of the famous boats that effectively delivered men and machines to the beaches of Normandy, other European shores and the Pacific Islands. Renowned for their ability to quickly and reliably get in and out of beachheads, the Higgins ramped boats were credited by military men as having a direct effect on the Allies winning World War II and ending Hitler's march across Europe.

Interestingly, trees from Louisiana forests - specifically old-growth, long leaf yellow pine - were an important ingredient in these boats that made successful amphibious military operations possible. Prized for its strength and durability, yellow pine was coupled with oak, mahogany and steel to build the boxy, unlovely boats that were churned out by the thousands in Higgins Industries' New Orleans plants during the war years.

The company, led by a colorful entrepreneur and former timber businessman named Andrew Jackson Higgins, once employed more than 20,000 and built a total of 20,094 boats for the Allied cause. By 1943, nine out of every 10 U.S. Navy vessels had been designed by Higgins. In addition to the LCPV craft, the company built various other landing craft as well as high-speed PT boats, antisubmarine boats, dispatch boats, supply vessels and other specialized patrol craft.

The landing craft, for which Higgins is best known, were used in transporting fully armed troops, light tanks, field artillery and other mechanized equipment and supplies essential to amphibious operations, explains the author of *Andrew Jackson Higgins and the Boats that Won World War II* (LSU Press). "Without Higgins' uniquely designed craft,"



Higgins on the move during World War II

writes Kenner, La. based author Jerry Strahan, "there could not have been a mass landing of troops and material on European shores or the beaches of the Pacific islands, at least not without a tremendously higher rate of Allied casualties. During July 1943, Higgins' plants produced more landing craft than all the other shipyards in the nation combined."

The Higgins Industries 36 foot LCPV design evolved from a rugged, shallow draft workboat, the "Eureka," which Higgins produced in the 1930s for use by trappers and oil companies in the swamps and marshes of south Louisiana. The boat "could operate in only 18 inches of water, running through vegetation and over logs and debris without fouling its propeller. It could also run right up on shore and extract itself without damage." Higgins often had the boats run up on the Lake Pontchartrain seawall to demonstrate their capabilities.

The reproduction of the Higgins boat that visitors to the D-Day Museum can now view was built in New Orleans with volunteer labor and donated materials over a two-year period. The reproduction project was headed by Lt. Jimmy Duckworth, a Metairie, La. businessman and Coast Guard reservist, who was asked by museum organizers to find an original Higgins boat for display.

Bill Phelps, who worked for Higgins Industries, came one day to Duckworth's office and challenged him to build a Higgins boat from scratch. Duckworth gives Phelps credit for getting the project started. "I never would have kicked that rock down the mountain if he hadn't sat on my desk and told me to do it. He made me mad."

Duckworth eventually assembled a crew of volunteers that included World War II veterans, former Higgins employees and other naval enthusiasts who worked on weekends to construct an authentic Higgins landing craft. The boat, which is seaworthy, is valued for insurance purposes at more than \$11.2 million, and is owned by the University of New Orleans Foundations. (During World War II, each Higgins ramp boat cost the government \$12,000 - \$13,000.)

In 1998, project volunteers salvaged an old Higgins boat from the brackish waters of Irish Bayou south of New Orleans and used it as the model. Though blackened by age and years of being submerged, the boat's pine components "fared very well," Duckworth says. Workers were able to reassemble the old boat's pine members, examine the cuts and duplicate them for the new boat.

Though Duckworth and his compatriots were working with Higgins' boat plans (which were almost trashed by a successor company now-defunct Higgins Industries, and are now safely stored at the University of New Orleans) "no one really knows how accurate the plans were "because of modifications made on the construction floor at the time. Thus, the salvaged 1940's-era boat was a precious find. "We couldn't have done it without that old wreck," says Duckworth.

Southern yellow pine was used in several areas of the boat, most importantly as the head log, the main member that ties the boat's bow together. This solid block of pine at the bow was the strongest part of the boat, enabling it to run

Built for War...cont'd on page 16



February 2001

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Built for War...cont'd from page 14

at full speed over floating obstacles, sandbars and right up onto the beach without damaging the hull. Also called the transverse member, "it gives a blunt, skiff-type appearance to the boat. It takes the brunt of anything the boat's going to hit," explains Duckworth. In the LCVP, the head log is located just underneath the hinged bow ramp.

Pine also went into manufacture of the Higgins boats' forward and aft keels, skegs, bow posts, stemposts, shear and chine (spine) longitudinals. For the reproduction vessel, the requisite "big pieces" of wellaged pine were donated by Albany Woodworks near Hammond, La.

One of Higgins long-time key employees, Graham Haddock, worked on many of the boat designs for the company, beginning in 1937. Pine was specified for many of the boats' components, he says, because "it's the best boat-building lumber there is. Long leaf pine will last forever." Still living in New Orleans, he remembers that Mr. Higgins employed a couple of timber cruisers who would walk timber tracts to personally select pine trees of the particular size and curvature required for keels in the PT boats the company was building.

Haddock worked on the new Higgins boat at the D-Day Museum, and calls it an "exact reproduction" of the original Higgins landing craft he helped design 60 years ago. The only deviations from the old specifications were to use treated lumber in some components, new wiring and substituting two joined pieces of pine for one 40 ft. long member.

Though it's assumed that many Louisiana sawmills supplied Higgins with lumber during the company's wartime building frenzy, there is apparently little documentation left. A handful of old correspondence and requisition forms have been found that describe the commerce between one central Louisiana lumber operation and Higgins.

Henry Taves, site manager at the Southern Forest Heritage Museum in Long Leaf near Alexandria, recently discovered original files related to business between Higgins and the Crowell Long Leaf Lumber Co., which operated from 1892 until 1969. Crowell mills at both Long Leaf and Alco cut pine to specification for Higgins boats, and shipped to New Orleans.

"As you well know, the Higgins Industries have always preferred the use of Crowell Long Leaf Yellow Pine. In fact, we find that with your lumber, it helps us to cut down our handling and reworking time, and increase production," states a May 17, 1943 letter from Nelson P. Brown, Jr., lumber purchasing agent for Higgins Industries, to R.D. Crowell, Jr. A letter from Crowell to the federal Office of Price Administration in 1942 makes the point that the Higgins' orders were atypical for the sawmill, "...not only the various restrictions placed on these timbers but most of the sizes are not practical to manufacture and we only produce these grades for the Higgins Industries as a patriotic measure..."

An October 1942 letter from Crowell to several of his superintendents instructed them to begin saving high-grade lumber for later use in anticipated orders from Higgins. One October 1942 requisition sheet from Higgins to Crowell specifies 300 pieces of 12 in. x 12 in. x 8 ft. tim-

bers for use as head logs.

"The ramp boats required very high grades of timber, often Select #1 with 90% or higher heart content. This material was found in original growth virgin trees, though not in unlimited quantity. The sawmill workers squeezed all high-grade lumber they could out of each log, sometimes sacrificing a greater volume of a lower grade..." notes an article in the Southern Forest Heritage Museum newsletter.



Duplicate Higgins LVP cruises Lake Pontchartrain

"We're fortunate that not only did the Crowells preserve this mill, but also we have all these old documents. It's just fascinating," says Taves.

Historical documents and artifacts at the forestry museum and the D-Day Museum help preserve and honor World War II memories. They are reminders of how Louisiana's people and products - including the celebrated Higgins boat-helped determine the war's outcome.

EDITOR'S NOTE:

This article appeared in the Third Quarter 2000 issue of Forests and People, a publication of Louisiana Forestry Assn.

IKE SAID BUILDER WON WAR

Anyone who wonders why the newly opened National D-Day Museum is located in New Orleans need look no further than to a memorable quote given by former President and World War II Gen. Dwight D. Eisenhower.

In a 1964 conversation between Eisenhower and noted author Stephen Ambrose, Ike noted that the biographer lived in New Orleans and asked Ambrose if he had known boat-builder Andrew Jackson Higgins. When Ambrose replied that he had not, the former president said, "That's too bad. You know, he is the man who won the war for us."

Eisenhower went on to explain that without the highly maneuverable, shallow-draft landing craft "we could never have gone in over an open beach. It would have changed the whole strategy of the war." Ambrose never forgot that exchange with Eisenhower and vowed to "do something in New Orleans to honor Higgins."

Today, more than three decades later, there is a museum on Magazine Street in New Orleans that honors not only Higgins and his famous World War II boats, but also the thousands of men and women whose courage and sacrifice won the war. For more information, call 504-527-6012 or go to www.ddmuseum.org



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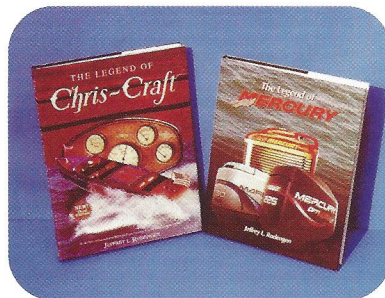
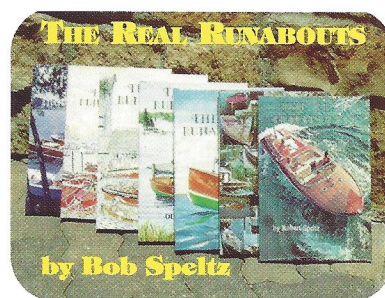
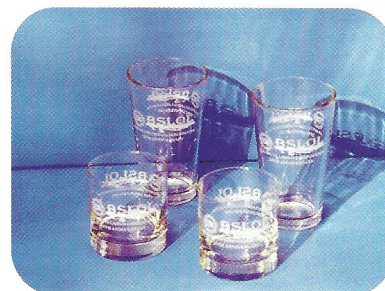
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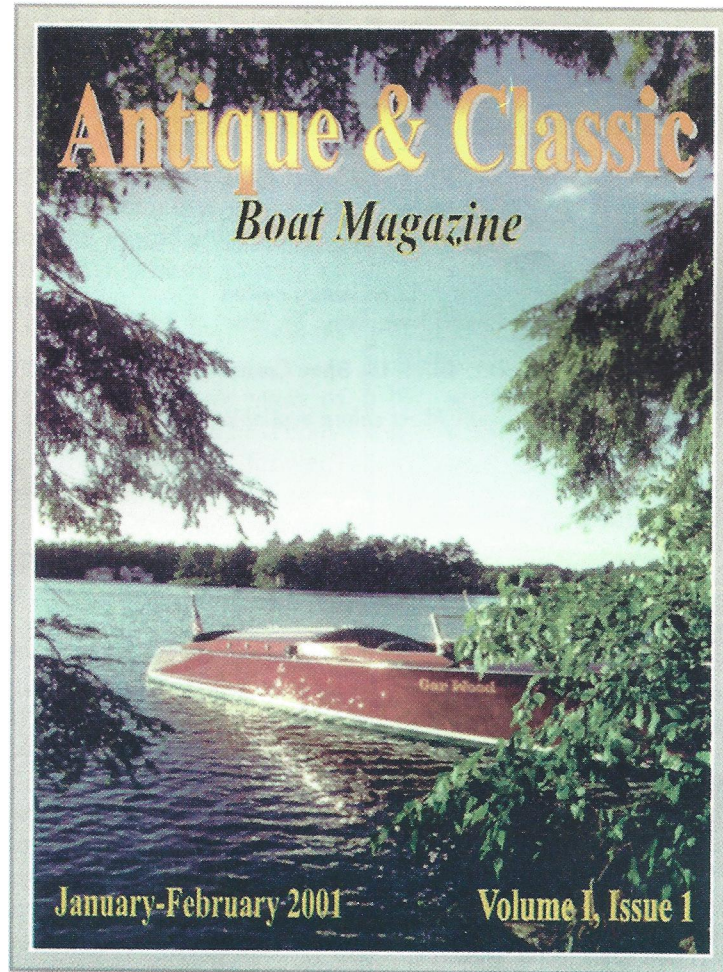


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"Bottom feeding"- my strategy of choice. If by chance you have more time than money, you might cast a wider search net. Assuming that the cheapest parts are the ones the seller is ignorant of and knows few, if any, details on; why not search under "Old Boat" or something equally generic? Although at the minute this article is being written, this gets you 35 pages of items to search through; you just might get lucky. My best day as a bidder occurred when searching under "old boat parts, bronze." For \$9.99 + \$6.75 shipping, I obtained a 30's bronze fairleader, bronze burgee staff holder and a fantastic bronze stern light holder - each perfect for my launch project. When things get really slow, you can use your imagination to plot bid strategies. As I write this, a search for a "baot" gets me one hit. Today it was a "baot" ashtray; tomorrow, maybe a Gar Wood Windshield.

The variety of items available for sale is incredible. There are items you would never find at any price unless by blind luck: a 1923 Truscott launch owner finding an original Truscott brochure for \$18.50; my finding a 1960 12 hp Albin sailboat auxiliary for my new launch replica; Kent O. Smith locating 26 old boat photographs for the ACBS archives (although outbid due to not having a budget.) I have seen all varieties of vents, bow lights, stern lights, Iva-lights, an original Chris Craft Bicycle (\$335), an occasional Chris Craft refrigerator (\$1995), even a 30's bronze cruiser toilet. I even witnessed a "new in crate" Hercules K engine block sold last month (now for sale in *Rudder*). It's actually great fun to watch even if you don't bid.

SELLING STRATEGIES

Not only are auction sites places to locate and purchase that last item to finish your restoration, they are also wonderful places to sell stuff you no longer need to finance your boat habit. In the last six months alone, I have sold over \$800 of basement and garage junk to finance my boat purchases. Although selling is slightly more complicated than buying, it is easily in the capability of the internet novice.

Once registered with the auction firm as a seller (same as bidder) you can click on the "Sell" button. Depending on the auction service, you will have to choose an item category, enter a headline, an item description, price, shipping policy, and types of payment accepted. Better yet (and mandatory in my opinion) are photos of the items you have to sell. As a seller, the better the photo, the higher the bidding. As a buyer hoping for a great deal, the worse the picture the better. If there is further interest in this topic, I can provide more information on how you can easily list, sell, and post photographs of your items for bidding at a later time, as well as strategies for shipping and packing, and accepting and receiving payment for merchandise.

RECEIVING AND PAYING FOR PURCHASES

People are understandably nervous about paying for merchandise they haven't seen, or shipping merchandise they haven't been paid for. All auction sites have taken great pains to ensure that your satisfaction is guaranteed. Once a buyer or seller starts to conduct transactions using

an auction service, they acquire a "user profile." Each time a transaction is completed, both the buyer and seller involved in the transaction have the option of providing feedback about the transaction that is compiled under a user's member profile. A positive result garners a "1" feedback rating, a negative, a (-1) rating, and neutral an "O." For most eBay users, even one or two negative feedback responses are enough to enable you to reject a bid as a seller, or have a seller reject you as a bidder. Great care and importance is placed on a user's satisfaction profile.

There are lots of payment options. The simplest is a personal check. You send the seller a check. When it clears, they ship the merchandise. Sending a money order gets your order shipped on receipt of the money order by the seller, cutting down the turn-around time of the transaction. For those users with more experience or those in a hurry, there are other services that can create immediate payment to the seller, resulting in an immediate turnaround of the merchandise. Although it sounds complicated, with a little practice and a few transactions under your belt, you can become an avid internet auctioneer.

For those who are still suspicious of the internet, I can only add this commentary. With only 80 transactions under my belt, I am still a relative novice at auctioning on the internet, but I can honestly say that virtually EVERY transaction is conducted honestly and cordially whether as a buyer or seller. I have made people's day with some of my sales, and others have made mine with my purchase. My questions to sellers are almost always answered promptly and politely, and I try to do the same. Although I have had a few payments arrive late, I've had others where my purchase arrived before I even had a chance to buy a money order and mail it out. I have returned a couple of items to the seller where there were problems with the description of the item not visible in the picture (I collect pelicans, not storks, ducks, or flamingoes), have had an item broken in transit (replaced with no questions asked), and both bought and sold to Sweden, England, Korea, Canada, and Mexico. I'm sure there may be some transactions that will turn sour in the future, I am confident those will be few and far between. For those worried about those kinds of transactions, following the in-place safeguards of the auction sites should cause you to be completely protected. All in all, the auction participants are normally as friendly as those you might find in a BSLOL boat show.

In closing, here are my last two tips for getting started on internet auctions: 1) Never, ever, *bid against a user named pelicanroost@home.com* for any item, for any reason. This e-mail address gets a free pass for all items available for sale. 2) Similarly, if selling items, generously offer a 20% discount + free shipping for that same address immediately above. Happy Bidding!



Editor's Note: If you have any questions for Gary, send an e-mail to datamerj@aol.com - your answer will appear in the next issue of The BoatHouse.



LAKE MINNETONKA DIVISION STEAMBOAT MINNEHAHA



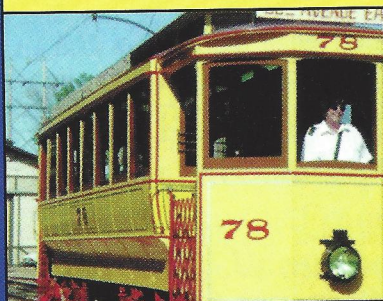
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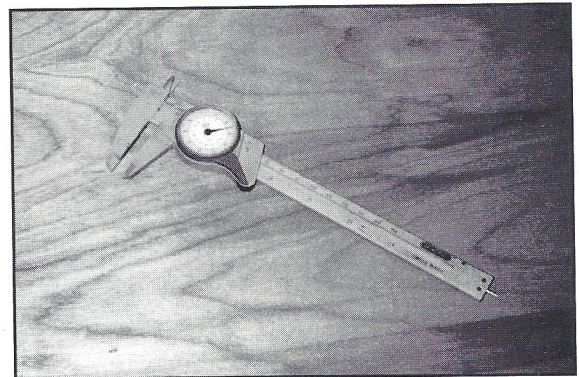
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measure inside dimensions and depth. Below is a picture of the less-expensive plastic model which has seen a lot of service and still measures accurately. In this case, the dial reads exactly 7".



They are available in woodworking and home improvement stores and carry a price tag of about \$25 to \$45. The cost difference is dependent on whether it is made of plastic or metal and the maximum dimension it will measure. It is a worthwhile investment for the precision that gets put into your restoration, and the ease of measuring small dimensions. Give one a try; I would be lost without mine.

And now one final thought: If you would rather be in a workshop restoring an old wood boat, you are not unusual. Really, you are very normal. It's too bad about every one else.

And, oh, I almost forgot -

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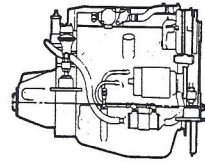
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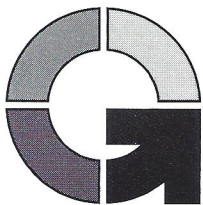
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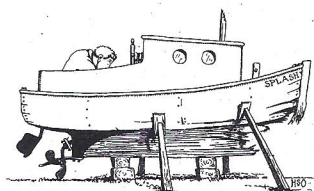
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AN IN-DEPTH BOAT IN PROCESS (and a challenge?? --Editor)

Work started early spring 2000 on the finned **CAPRI**, which is the rarest of post-war **CHRIS CRAFT** runabouts with a total build of 44. Once lifted off the trailer and on to a dolly, the boat was stripped of engine, interior and hardware. The first step was to clean out the bilge and the accumulated oil, grease & debris from 42 years. That accomplished, it was degreased and pressure washed. Framework was then constructed from 2x6's and attached to the inside of the boat. Wheels were attached so the boat could be easily moved while upside down, and beer acquired for the roll-over get-together.

Twelve muscle men arrived one evening, and the mission was accomplished with only a few tense moments. The bottom was then scraped, filler drilled and picked out of the screws, and the entire bottom refastened. Re-filled, sanded, and soaked with clear oil-based wood preservative, the bottom was then ready for Smith and Co.'s epoxy. The sides were then stripped, soaked with wood preservative, re-stained and also coated with Smith & Co. The bottom seams were caulked, and three coats for hard racing bronze brushed on.

Eight months had gone by, but we were now ready to roll it over again. There isn't enough room in my shop to accomplish the task, so outside the boat had to go. Did I mention it was still winter? The appointed day arrived with gusty winds and high temps of 3 above. The crew arrived after their work

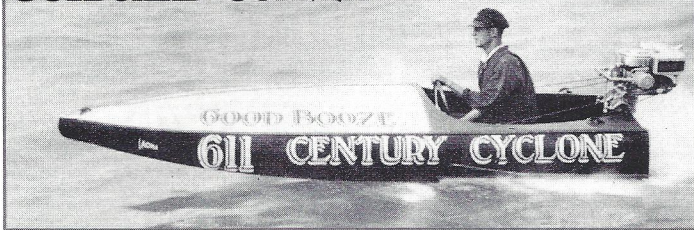
day, we positioned hay bales at key spots, and over it went. Once resting on the bales, we slowly worked the bunk with caster wheels underneath it, and rolled it into the shop accompanied by a sigh of relief from yours truly.

As of this early February writing, the decks are stripped, the caulk dug out of the seams, and sanding is underway on the top-side. More wood preservative will follow, staining and Smith & Co. The bilge is ready for paint, and varnishing and painting will be next on the list. Mechanically, the velvet drive is rebuilt, and the 413 cu Chrysler Golden Commando is on the engine stand. The motor only has 70 hours after a total block boil down, so I'm replacing gaskets and planning some engine detailing. The Carter AFB has been rebuilt, a new high rise intake is on the way to boost horsepower to 300 or better, and with polish, paint and some extra chrome, the big block will be ready to drop back in the not too distant future. I might add that the boat was in excellent original condition, and we had used it a summer before it was put into storage. There wasn't a broken frame or plank, and I will not replace one piece of wood. Although the original interior is still intact, a new one will be stitched, and with a little luck everything will come together by early summer. The brochures of the era describe the boat as "heavy and fast". . .and it is certainly both. Big Bob and "Cowboy" beware, we'll be looking for you at the lake this summer.

Ross Pfund, way up north in Ada



OUTBOARD CORNER



DUNPHY BOAT COMPANY

by Chuck Petersen

Discussion of the history of outboard pleasure craft would be incomplete without mention of molded plywood hulls. An evolutionary link between carved planked and cedar strip built boats of the pre and post WWII era and the fiberglass classics of the early 1960's, molded plywood boats gained a huge following. As plywood veneer technology evolved in the 1950's, the idea of molded hulls that could be produced in volume with a variety of trim features took off in the mid 1950's. 1/16 inch mahogany or spruce veneers were bonded together under heat and pressure over a "mandrel" or form. The thin, pliable nature of the veneers made molding extreme curves and tumble home an easy process compared to steam bending conventional planked hulls. The primary difference in finished hull quality among various builders resided in the use of oak stringers to reduce "flex" or hull movement and the use of hardwood deck trim.

The Dunphy Boat Company started in 1854 building planked row boats in Eau Claire, Wisconsin. The firm moved to Oshkosh in the mid 1930's. The 1934 line included fishing boats, sailboats and canoes. At this time, all Dunphy boats were of strip-built cedar construction.

The first molded hulls were developed in 1946. Open or partially decked fishing boats were the mainstay of the company. My dad's first real boat was a 14' Dunphy Dolphin with a Mercury "Super 10 Hurricane" engine complete with a set of Quincy open exhaust pipes. The total number of complaints registered by neighbors has never been fully documented. The light weight afforded by the molded plywood construction made for a fast ride. Dunphy did enjoy a brief bout of success in 1949 - 1950 with utility class race hulls. Several excellent photos of those may be seen in the Bob Speltz Volume IV page 110. Flat bottom plywood hulls by Switzer and Speedliner soon took over the race scene.

The height of Dunphy popularity came in 1955 - 1957 with the 12 ft - 16 foot line of runabouts. A major styling change occurred during this period. The 1955 15'10" Deluxe Muskie sported two piece glass windshields curved to fit a barrel-bow with rear mounted steering. By 1957, flat two-tone decks, plexiglass windshields and front mounted steering were found seeking a wider platform to appeal to family boaters and fishermen, the 1958 decks reassembled small aircraft carriers. One common feature during the entire period was the "unique" 'Sea Foam Green' bottom paint. The company would switch to lapstrake hulls in 1961 and go out of business in 1963.

The boat pictured here is a 1955 Muskie I found in

Cedar Lake, Wisconsin area. The original power was a rare 1954 Mercury mk50 model I needed badly for my collection. I purchased the boat in the late 1980's, re-powered it with my Merc 200 and sold it the next year. The light, displacement type hull did not need much power to get on plane and seemed at peace cruising in the 15-20 mph range. My favorite feature was the elegant glass windshield and rear steering set up. The main problem with the hull design came from the limited use of the oak stringers. The center keel was aided only by two short half-length stringers in the aft section. The result was a severe degree of hull-flex



when on plane. Unfortunately, West System type epoxy was not available in 1955. Very few of these hulls have survived the elements. The hull-transom joint is often an area for rot and leaking. Other makes such as Delta and Wolverine may have had superior design features but did not have nearly the impact on local boating industry. Dunphy became a victim of the times, never producing aluminum or fiberglass hulls. Yet many, including my dad, have fond memories of these unique boats.



THOMPSON RALLY UPDATE DATE

by Andreas Jordahl Rhude

Hello one and all. Yes, plans for the first ever **Thompson Antique and Classic Boat Rally** are slowly progressing. Mark your calendars for the weekend of 10-12 August 2001 to come to NestEgg Marine at Marinette, Wisconsin.

For those of you who want to find Marinette on a map it is located in northeastern Wisconsin, about 50 miles directly north of the city of Green Bay. It is 6 miles northeast of Peshtigo and across the river from Menominee, Michigan. The airport is located at Menominee, Michigan (YES - Michigan, NOT Menomonie, Wisconsin). NestEgg Marine is located on the Menominee River, about one mile inland from Lake Michigan's Green Bay.

Since some of you may desire to make lodging reservations now, I will give you some information at this time. The closest lodging to the Rally site (literally three blocks away) is the Best Western Riverfront Inn, 1821 Riverside Ave., Marinette, WI 54143. phone: 715-732-1000 or 800-338-3305. It has 120 sleeping rooms, an indoor pool, on premises laundry, etc... There are several other hotels and motels in the nearby area as well as campsites. The Marinette Chamber of Commerce can direct you to lodging.

www.mari.net/marinette and phone: 715-735-6681 or 800-236-6681. The Menominee Chamber of Commerce may be reached at 906-863-2679. A campground is located directly across the river from the Rally site: Menominee River Park Camp, 906-863-5101.

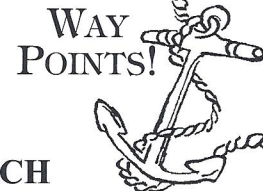
Make this a destination vacation. The Green Bay Packer Hall of Fame is a one hour drive south of Marinette. Maritime museums are close by too: Sturgeon Bay; Manitowoc; Paradise, Michigan; Marquette, Michigan (apparently has a Thompson boat on display). Visit the Marinette Logging Museum and the Peshtigo Fire Museum (with two Thompson boats on display). Door County is just a hop, skip, and jump away it has more lighthouses than any other county in the United States. Take a plunge into the Iron Mountain Mine at Iron Mountain, Michigan. Marinette County is known as the waterfall capital of the Midwest - take a half day driving tour of the numerous falls. There are four golf courses in the Tri-City area (Marinette-Menominee-Peshtigo). Macinac Island is close by as are the Soo Locks at Sault Ste. Marie, Michigan and Ontario. And of course, there are tons of water for your boating enjoyment!

A mailing will be sent out in the near future giving details. As many of you on this email listing are NOT including on the mailing list — it will be appreciated that if you have a genuine interest in this event, you provide me with your full name and complete mailing address. I look forward to hearing from you and seeing you in August! Spread the word!

Mr. Andreas Jordahl Rhude 4054 Wentworth Ave. S.
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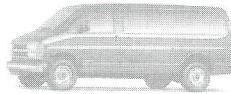
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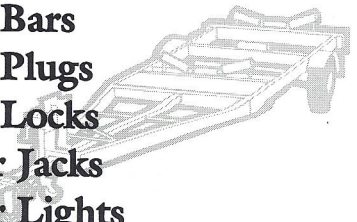


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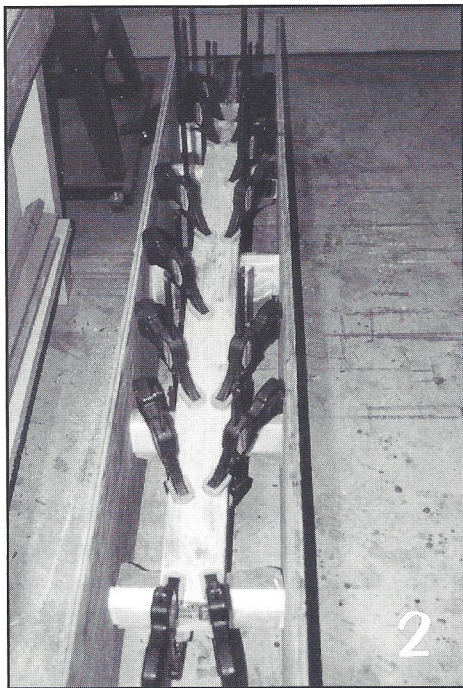
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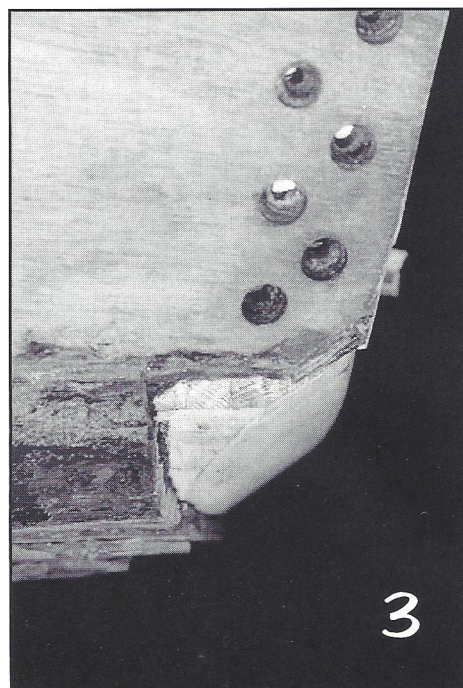
THE SHOW'S ON THE ROAD

by Jerry Petersen

Last fall, my BOATHOUSE article showed the gaping hole at the back of my 24 foot Shepherd hardtop. At that point, I had removed all the decayed old wood. I have a lot ahead of me in the restoration, but I now have my new transom frame basically done. As I mentioned last fall, Shepherd used four quarter laminated unsealed mahogany for the transom frame. As shown by the old side frame in **Figure 1**, this wet sandwich was a focal point for rot. Hence, I am replacing it with CPES sealed white oak. I am also using eight quarter (2 inch thick) oak for the side frames, rather than a sandwich of two, four quarter boards..



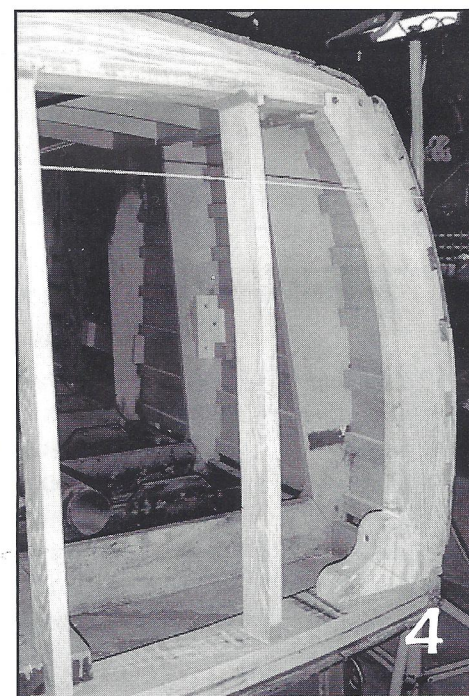
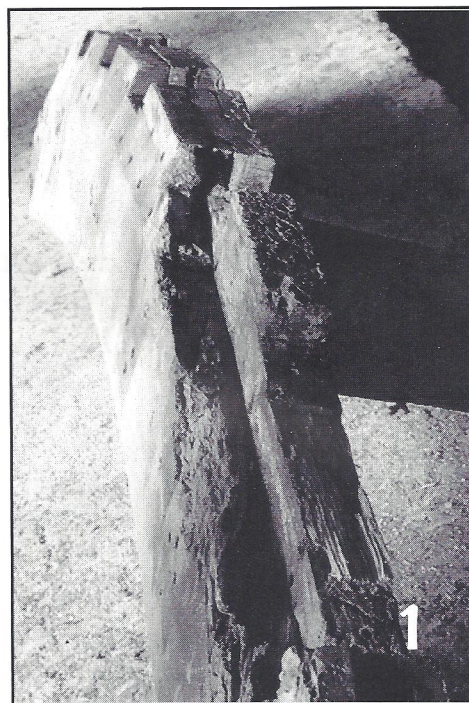
in the jig. I just added another plank each day until all seven were laminated. As you can see, it's easy to run out of clamps in a task like this. The next step was to cut the horizontal curve on my band saw. This worked



I started with the top transom frame or bow. This was the trickiest piece, since it has curves in all three dimensions. First, I make cardboard templates to record both the horizontal and vertical curvatures. I then decided to handle the horizontal curvature by laminating seven, two quarter (half inch) white oak planks with West System epoxy in a jig made to the exact curvature needed.

Figure 2 shows planks being bonded in the jig. I just added another plank each day until all seven were laminated. As you can see, it's easy to run out of clamps in a task like this. The next step was to cut the horizontal curve on my band saw. This worked well, but there were two more shaping details required. The top outboard edge of the bow has a 45 degree bevel (**Figure 3**) where a mahogany transition piece between the aft deck and the top transom plant is secured. I formed that with a hand power plane. Finally, there was an eleven degree taper needed on the outboard vertical surface, since the transom is not at right angles to the deck. I also managed that with my hand power plane. My new top frame (bow) is now secured to the deck stringers with new eight quarter angle brackets. Shepherd used end grain screws.

Figure 4 shows one new side frame. The eight quarter angle bracket securing it to the lower transom frame is also visible.



Show's On The Road - cont'd on page 29

Show's On The Road - cont'd from page 28

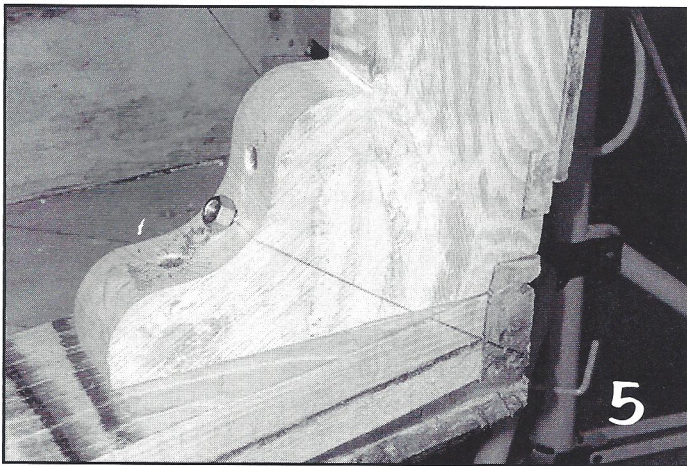
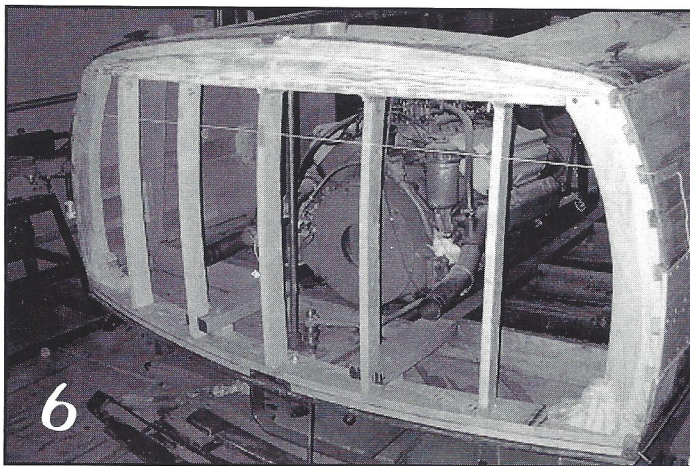


Figure 5 shows that I am installing an eight inch long, three eighth's inch diameter, silicon bronze bolt all the way through the chine, the side frame, the bottom frame, and the angle bracket. This is the construction GarWood used in his transom framing. It makes sense to me, since it really ties everything together. **Figure 6** shows all the basic transom frame members in place. Before installing the new transom mahogany exterior



planks, I have a lot of interior work to do. Rewiring, bilge painting, and replacing some of the side angle frame brackets. I've also decided to replace the lowest mahogany planks on each side to get better sealing at the chine, and to get a chance to do some epoxy protection of the chine while I have the boat open. However, before that, I'm taking a six week break in Florida. I'm taking my 19 foot GarWood to Mt. Dora, however, I understand the water level is really low (a 100 year record drought). I'm also told, boating through many of the canals is questionable. This is probably not the year to do the St. John. Anyway, it'll be a good break from our northern winter. More later.

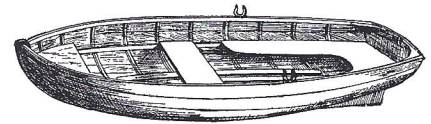


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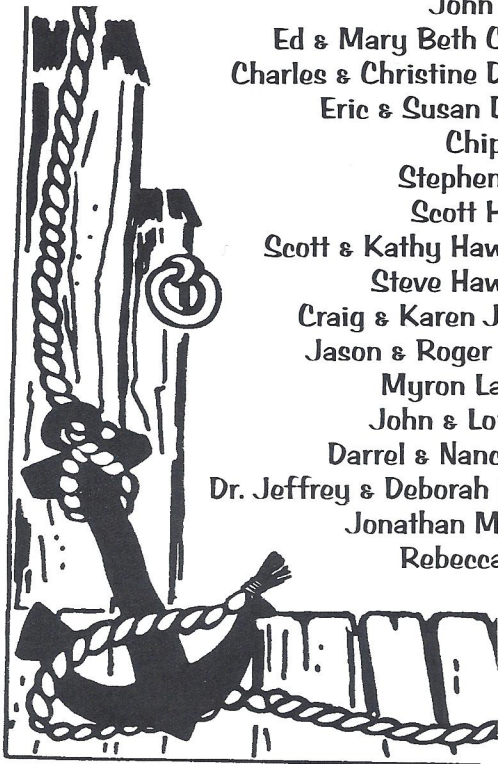
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In each issue of *The BoatHouse* we strive to have a "Member Spotlight" article featuring one of our members. This is a great way to help us all get to know one another. And admit it, who amongst us doesn't like to blow their own horn now and again? 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."



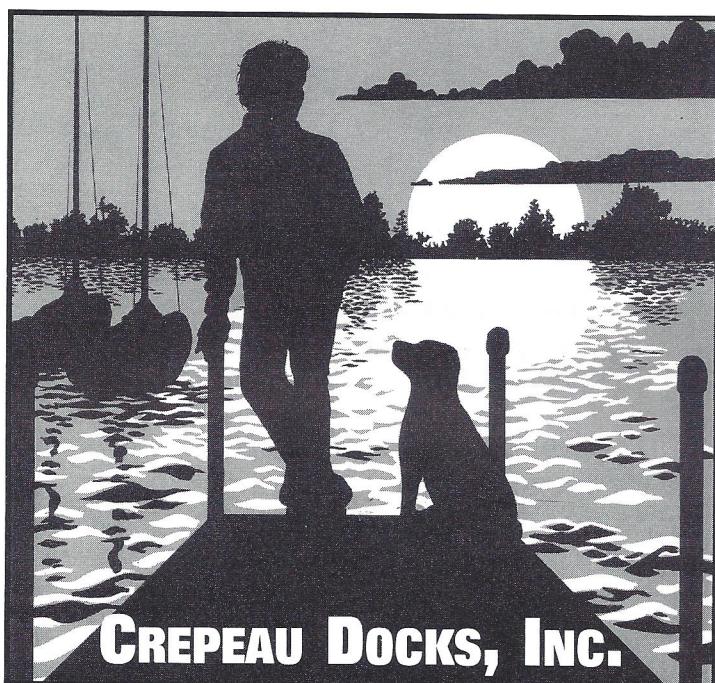
- * Did you inherit your love and appreciation for antique/classic boats? Is it "in the genes?"
- * Did or does your family or a relative have antique/classic boats that you remember with fondness?
- * When did you first begin to appreciate antique/classic boats and when did the "affliction" take hold?
- * 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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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 Superior WI "Woodies on the Water"
Wooden Boat Show featuring canoes to classics "People's Choice" & "Skippers' Choice voting form best boat in four classes plus "Best of Show." Boat Parade. Barker's Island Marina. 10a.m. - 5 p.m. Bob Trygg, 5923 North Shore Drive, Duluth, MN 55804 (218) 834-5958
On line at woodiesonthewater.com
email: paulvg@vgvh.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

AUGUST

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
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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



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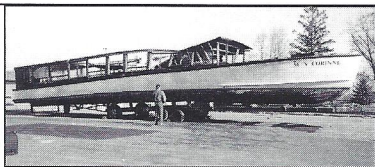
A free service for BSOLO members (\$5 fee for a picture)

FOR SALE - Montgomery Ward 8" contractor's table saw. Cast iron table 27"x 40" 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)

1923 ERIE CANAL BOAT 60'

CYPRESS HULL - FREE to interested party/ Motor later model 471 Detroit Deisel w/all controls, etc. Runs good. Trailer included. Paul Meisel, Mound MN 952-472-2097/h 763-479-2138/w (NM02/0401)



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)

1960 ALUMACRAFT 15' FLYING "C" '57 Johnson Javelin - tilt trailer ..very nice \$2,250.00

1968 ALUMACRAFT 14' Side Console - front deck - very nice -. \$950. Gene Church 952-929-9125 (M0201)



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)

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)

1961 CENTURY 18' 327 Gray marine 235 hp, AM block, excellent runner, complete w/gull wing top and tandem trailer. Even the clock works.....\$8,500.00 Little Rock Boat Works 320-393-3370 (NM0201)

1957 WOLVERINE 14'

outboard w/40 hp Scott-Atwater and trailer \$1500. Little Rock Boat Works 320-393-3370 (NM0201)



WOLVERINE 12' DELUXE RUNABOUT deck & front steering, cedar strip...cute -- \$1,700

1955 CHRIS CRAFT BARACUDA good shape but needs deck work. Neat boat to finish. On a Chris Craft trailer, rare -- \$1,000

GLASPAR 13'8" SPORT LIDO - complete but no front seat. All fittings & '62 Johnson Elect 40 on trailer -- \$1,000

1956 TO 1959 SPEEDLINERS, 14' - On trailers
Ray Stockwell 816-587-7484 (M0201)

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)

CHRIS CRAFT MODEL 283 V-8 marine engine. This engine is complete and has 0 hours on it since it was professionally rebuilt in late 2000. Dave Doner 952-835-2549 (M0201)

1958 HERTER'S CHROME FIBERGLASS DUOFOIL FLYING FISH

This boat has been restored and is in beautiful condition. It comes with a running 33 hp Evinrude BiG Twin engine and Tee Nee trailer with correct fenders and fresh paint. The catalog states that "it literally churns up the water into a froth,...it has head-snapping acceleration and it will turn on a dime." Wow! \$3,600

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1966 CENTURY 17' RESORTER ~ 238 hp Gray Marine/velvet drive, 200 hours, rebuilt transmission, strip, stain & varnish Spring, 2000. Optional Ivalite, soft top, ski tow & ladder, nice upholstery, cover, single 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 34



Trading Dock continued from page 33

1960 CHESTNUT 17' SAILING CANOE - Green canvas over cedar strip. Leeboards, rudder with yoke and rope, 40 foot sail. User condition. \$1500 Mike Peterson 952-474-4953
Tahitinui@ispchannel.com or Tahitinui@home.com (after April 1)
(M0201)

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

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)

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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)



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

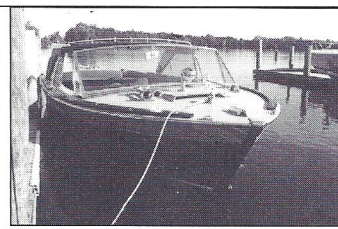
Lewis McGonagle, 952-934-3722 or 218-543-4551
(M0600)

1947 CHRIS CRAFT 16' RUNABOUT

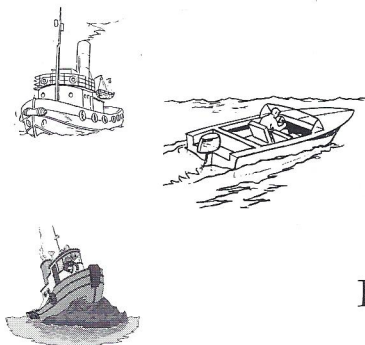
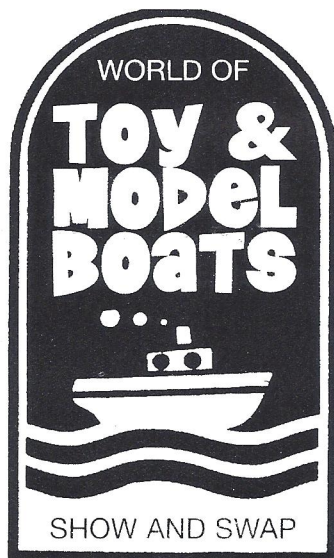
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(M1200)

1965 CENTURY CORONADO 21'

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(M0400)



13th Semi-Annual



Saturday, April 28, 2001

8a.m. - 2:30 p.m.

Hopkins House Hotel

1501 Highway 7, Hopkins, MN

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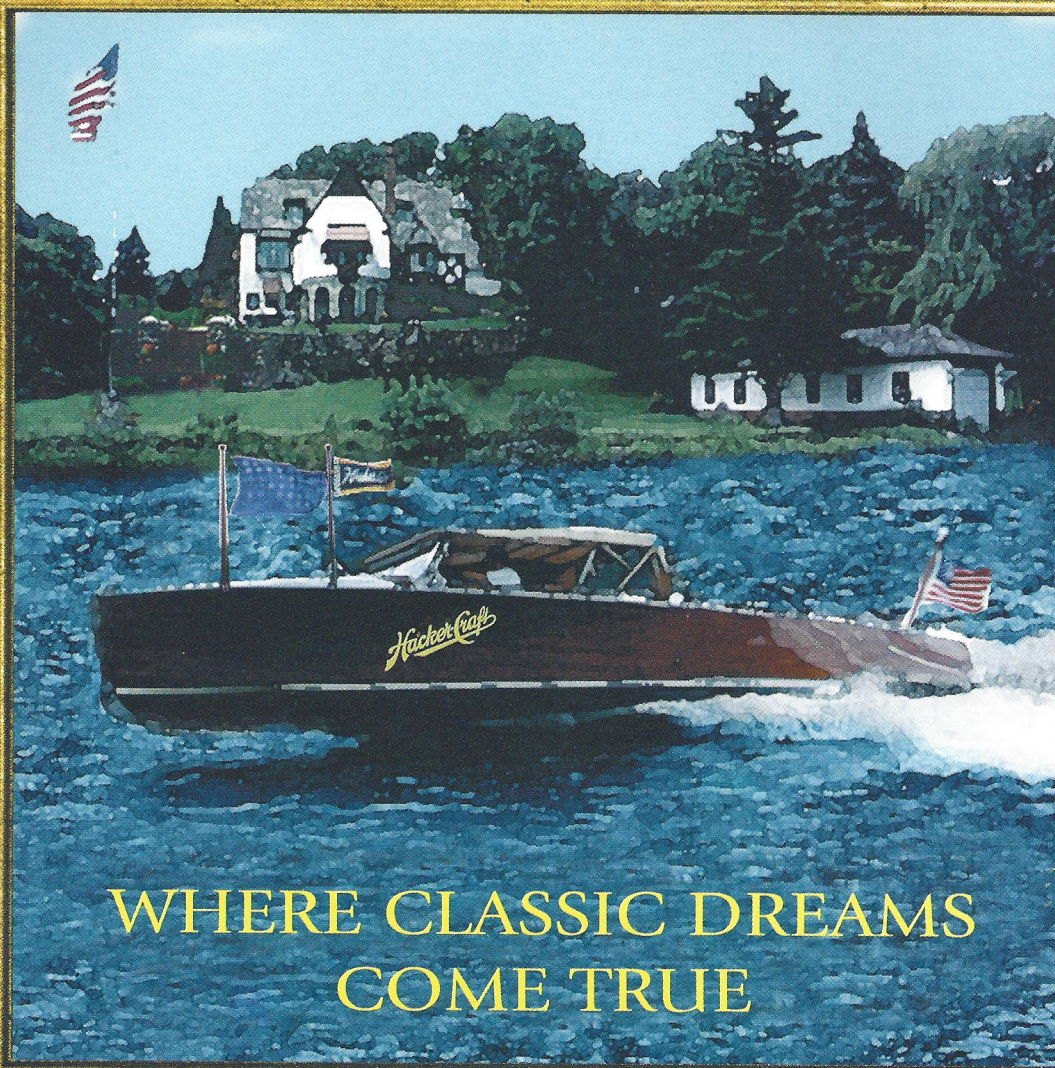
MUSEUM TOUR AND CATERED SIT-DOWN DINNER AT THE MUSEUM !

Depart: Hopkins House: 4:00 p.m.
on April 28 (after the show closes)
Arrive Willmar: 6:00 p.m.

Depart Willmar: 8:00 p.m.
Arrive Hopkins House: 10:00 p.m.

Cost: \$40/person
Limit: 50 persons
first come, first served

Questions?
Want more detail?
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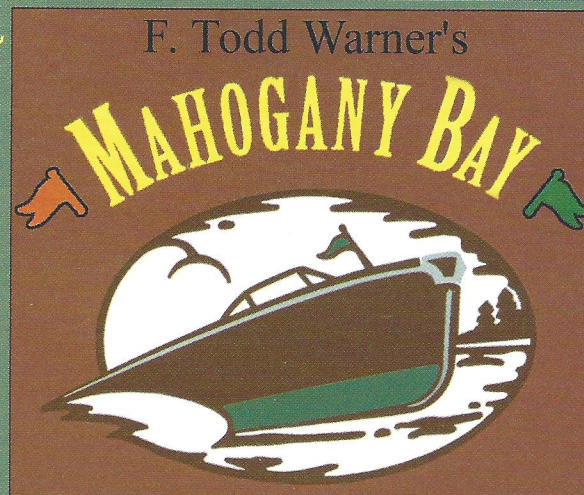
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