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April 2001

THE BOATHOUSE



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



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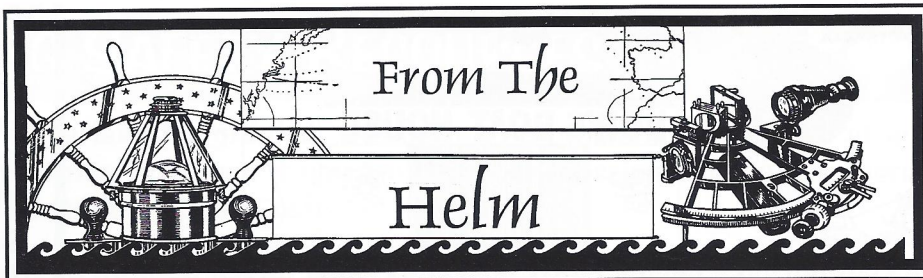
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With "hard water" still in Minnesota, it was a great uplift to attend the Annual Mount Dora Boat Show in Florida. A perfect weather weekend of 75 to 80 degrees enhanced the over 200 boats on display.

As always the Sunnyland Chapter did an excellent job of show management, and this year diffused concern about a low water problem. Outboard boats had the largest representation ever on-land and close to 40 vendors shared the same area. A record number of BSLOL "snowbirds" such as ourselves, enthusiastically attended in anticipation of "softened" Minnesota waters next month.

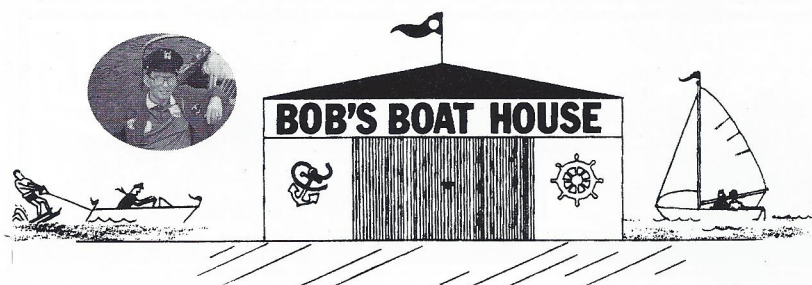
Traditionally, the Mount Dora Show kicks off the annual boating and boat show season. Why not combine a family trip to one or more of the over 50 ACBS shows this year as a vacation activity? A detailed list of shows can be found in the ACBS Rudder. Most of the larger shows are known for their beautiful surroundings such as Lake Tahoe, New York Finger Lakes, and Clayton Thousand Islands Shows. The Muskoka Lakes' Show in Canada is always great. However, don't overlook the Minnesota shows that can be enjoyed easily on a weekend, such as Grand Rapids (June 15), Cross Lake (July 28), Alexandria, (August) and Lake Vermillion (Labor Day). Other shows just a little farther away are Clear Lake, Iowa (July 21), Minocqua, Wisconsin (July 28), and the ones in Michigan, Traverse City (August 4) and Hessel (August 11). A long weekend is a perfect timeframe to enjoy these excellent events. And for those always wishing to stretch the boating season, many southern chapters have late fall shows. They culminate with Sunnyland's Cypress Gardens Show in November. We can attest to their beautiful surroundings and gracious activities.

Naturally, the premier event you'll want to attend is our Rendezvous at Treasure Island with the mini-cruises beginning on August 15 and show dates of the 18th and 19th. The Rendezvous Committee has done an excellent job of refining the best of previous shows with new displays, activities and fun. There are still many opportunities to serve as a volunteer both before and during the show, and we can use your help! Many tasks require only a couple hours of time. It's a great way to meet new people! See pages 15 and 18 for additional details.

More new vendors will be there as well. The Antique and Classic Boat Magazine is scheduled to attend the Rendezvous and will select a variety of material from the show. I recently subscribed to their new publication; it is a quality presentation. Check out their ad in this issue of The BoatHouse.

I believe the BSLOL Chapter has an excellent schedule of summer events (our summer ends with the December Holiday Party) and I hope everyone can take full advantage of each activity. The times we share with family and friends can be priceless. Please call any Board Member or myself with questions or suggestions for our activities. We look forward to "More Fun in '01!"

Jim Aamodt
 President



GETTING READY FOR LAUNCHING / BY ROBERT G. SPELTZ

Reprinted from the April 1983 Lakeland Boating magazine

April, busy month for wood boat buffs. Some months ago I promised mention of the story of the Midwest Antique and Classic Boat Association. It looks like April is a good month to cover this interesting club. An independent group, the MACBA began back in December of 1975 in Milwaukee. Anyone interested in forming an antique boat club in that area was invited. From the 21 people who started the club, things have grown to a point where memberships number well over 50 families.

The unique thing about this group is that members stage at least one club outing per month at a different lake, river, etc. As many boats as possible are trailered to the event, then launched and operated. Sometimes less than perfect launching facilities are encountered, but the ingenuity of members always overcomes the problem and boating aboard the ol' "woodies" is enjoyed by all.

As far as I can tell, the MACBA is the only antique boat club of its kind that relies on enjoyment of various waterways as a part of its activities. You know as well as I do that trailering an inboard around is not as easy as an I/O or outboard, but these hardy folks do it and would have things no other way. If you have a "woody" trailer size and want to get involved with some fine Midwestern folks, then please give the Midwest Antique and Classic Boat Association a call or letter today for more specific details on plans for the 1983 season. Contact Commodore Shirley Chatterton, 435 Lake St., Mukwonago, WI 53149 or call (414) 363-7212.

In other news, antique and classic boat owners are busying themselves getting their ol' beauties ready for launching. Some more new sources for parts and services which may be a big help right now include: E.R. Youngman, Sales Manager of TROY Marine Fasteners. If you are hunting around for all sorts of brass, silicon bronze or stainless steel fasteners, this firm is for you. Their experience goes back to 1912. Send a stamped, self-addressed envelope and they will mail you a copy of their current brochure and price sheet. Several things of interest shown in the catalog include cap (acorn nuts), thumb screws and countersunk finishing washers.

Does your prop still need repairs? Is it a job you have put off, or one that has just slipped your mind? If so, get that prop off and boxed up to ship to Big Sky Prop Company out at 5735 Highway 93 South in Whitefish, MT 59937, or call Paul Bloomquist at (406) 862-5181. You may have been as

Speltz - cont'd on page 34

As promised, this issue is dedicated to boating safety. Look for the life buoy!



Visit our Web Site at www.acbs-bslol.com

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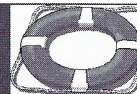
ON OUR COVER

From the cover of
YACHTING MAGAZINE,
 April, 1960

Painting by
 Ralph Heinzerling



BOATING SAFETY RESOURCES



Boating safety is something many of us take for granted. But beware; a problem can crop up at any moment when you are on or near the water. And even if you are the most conscientious boater, there's always someone else lurking in the wings that isn't so safe.

How many of us witnessed a boat speeding through the no-wake zone near Lord Fletcher's during the Fall Colour Cruise on Lake Minnetonka? Just goes to show ya, there's always someone on the water not paying attention. So you must always keep watch on you and your boat and its passengers PLUS watch out for the other guy! And let's be honest, it's not just the PWC operator or non-wood boater that's unsafe. There are plenty of cases of antique and classic boaters being below par.

Boating safety courses are taught at many locations throughout the year. A number of organizations offer classes at various times during the year. Most are free or have a nominal fee. The US Power Squadron has a series of classes, held in various locations in the Twin Cities. The various state's DNR also have classes. The US Coast Guard Auxiliary has course offerings throughout the winter and spring here in Minnesota. Listed below are a number of resources to help make your boating journey a safe and happy one!

Minnesota Dept. of Natural Resources
Boat & Water Safety Section
500 Lafayette Road
St. Paul, MN 55155-4046
651-296-3336
www.dnr.state.mn.us

Wisconsin Dept. of Natural Resources
Madison, WI
www.dnr.state.wi.us

Michigan Dept. of Natural Resources
www.dnr.state.mi.us

Iowa Dept. of Natural Resources

Boating Safety Program
Wallace State Office Building
Des Moines, IA 50319-0034
515-281-5918
www.state.ia.us/dnr

United States Coast Guard
800-368-5647
www.uscgboating.org

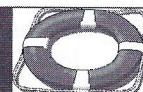
US Coast Guard Auxiliary
Erik Westgard
651-486-6441
www.safetyseal.net
National Safe Boating Council
www.safeboatingcouncil.org

United State Power Squadrons
P.O. Box 30423
Raleigh, NC 27622
888-367-8777
www.usps.org

Minnetonka Power Squadron
763-449-9389
www.sb.usps.org/minn

BOATING SAFETY TIPS

(in no particular order of importance)



1. Have a personal flotation device (PFD) for each occupant (we called these 'life jackets' in the olden days!)
2. Wear a PFD at all times while aboard.
3. If children are aboard, have a properly fitted PFD for them.
4. Boats over 16 ft. in length must have a throwable life saving device such as a Coast Guard approved seat cushion in addition to a PFD for each occupant.
5. Have a fire extinguisher aboard and know how to use it.
6. Make certain navigational lights are functioning properly and comply with local and federal regulations.
7. Be weather wise and aware of your surroundings.
8. Become familiar with local regulations.
9. If boating on the Mississippi River or Great Lakes, become familiar with federal regulations.
10. Have a float plan and tell someone where you are going and when you expect to return.
11. Ventilate after refueling and before starting engine. SNIFF for fumes. Fuel fumes are heavier than air, so they sink to the lowest points in the boat, i.e. your bilge and cabin. Open all hatches.

Safety Tips - cont'd on page 7

THE LOSS OF COEUR D'ALENE

by Jerry Valley

Editor's Note: In keeping with focus on safety this issue, this article is being reprinted. It appeared in a 1994 issue of "Dry Wrought" (BSL's predecessor to "The BoatHouse.") The author is our own Jerry Valley and he speaks from first-hand experience. The hope is everyone will read and remember this article - and never have the same experience.

Monday evening, July 18, 1994, is one that I shall not soon forget. It started out as a warm, sunny evening, perfect for a ride on the lake in a beautiful wooden boat. Normally, I kept the boat docked at Watergate Marina in St. Paul, but this evening it was still on the trailer, as some friends and I had spent the weekend at the Long Lake Boat Show near Rice Lake, Wisconsin. I had been asked by one of the Boat Club officers if I would like to put the boat on Lake Minnetonka for a few days so that it could be used to provide rides for Boat Club members as a part of our July meeting that Wednesday evening.



Coeur d'Alene
1948 Sport Sedan 22'

Some of you may be familiar with the boat which is the subject of this story. It was a 1948 Chris Craft 22' Sport Sedan with a white hull and a dark blue top and was named Coeur d'Alene in honor of the lake where it spent most of its life and where my wife and I purchased it four years ago. The boat was equipped with a 1955 Packard V8 installed by the previous owner.

Jeff Stebbins, who lives on the lake, offered to help me launch the boat that evening and to let me tie it up at his dock for a few days. I stopped by Jeff's house about 6:30 and we headed for Howard's Point Marina which was just down the road a short distance. I backed the boat and trailer part way down the mmp, climbed into the boat, turned on the blower for a few minutes, and then started the engine. It started immediately and idled normally. Jeff backed the trailer the rest of the way into the water and I launched the boat.

It took me a few minutes of maneuvering to get the boat turned around so I could head out of the Marina for what was intended to be just a short trip around the point to Jeff's place. As I began to leave the marina, the engine started to bog down. I interpreted this to mean the engine was still cold and needed more fuel. As a result, I pulled the choke part way out and applied more throttle, at which point the engine stalled. I put the transmission in neutral, gave a few more pumps on the throttle, and turned the key to start

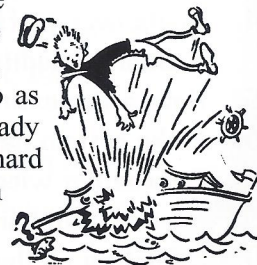
the engine. The next thing I knew, there was a tremendous blast like a stick of dynamite detonating.

I jumped up, turned and saw a huge wall of orange flame blocking my exit. I knew from the force of the explosion that gasoline was involved and I needed to get off the boat fast before there was another explosion. The only exit was through one of the side windows which was partially open. I dove head first through the opening, getting stuck part way out. I reached back, pushed with all my strength, broke the window (which, as it turns out, was plate glass), and fell into the water. As soon as I surfaced, I started putting distance between me and the boat. Luckily for me, a boat with four people on board was nearby, heard the explosion, saw me in the water, and came over to pick me up. In all the excitement, I never got their names, so if anyone reading this article knows who they were, please tell them that I thank them profusely for rescuing me and apologize for getting blood all over their boat.

Within what seemed like just a few minutes, the Sheriff's Water Patrol was at the boat with their portable water pump and began spraying it down. Just as they were beginning to make headway on the fire, their pump broke down so they had to go to shore for a replacement. By the time they returned, the interior of the Coeur d'Alene was totally engulfed in flames. After some time, they were able to subdue the fire. They then towed the boat back to the marina where it was loaded onto the trailer. Once more, the fire flared up, but the firemen quickly extinguished it and punched several holes in the bottom of the boat to let the resulting water drain out.

What a sad sight it was to look at this once beautiful boat sitting on the trailer; a totally burned out hulk. The only items left undamaged were the engine cover and the back seat cushion as both were blown off the boat and into the water by the force of the explosion. Nothing else remained of the interior. Thankfully, there was no one else on board at the time or this might have been a very serious tragedy. In reflecting back on this accident, I have a few observations which may help others to make their boats safer and hopefully avoid a similar catastrophe.

Once the boat was pulled out of the water, one could see that there was a huge ball of millfoil wrapped around the prop. Apparently, what I interpreted as a cold engine was actually an engine being bogged down by the millfoil. Since I didn't observe any millfoil floating on the surface in the marina, it didn't enter my mind as a possible problem. The actions I took in response to the engine bogging down, given the reason why it probably occurred, were exactly the wrong things to do as they poured more fuel into an already fuel-rich, cold engine. While it is hard for many of us to imagine that enough raw fuel could collect in the engine to cause such a tremendous explosion, there is no other reasonable explanation or apparent cause. The explosion blew the carburetor partially off the engine, as well as the flame arrestor part



Coeur d'Alene - cont'd page 7



way off the carburetor. Both would occur only if the initial explosion took place within the engine. The boat was equipped by the former owner with an electric fuel pump, which undoubtedly continued to feed fuel to the fire until the heat either melted the pump or interrupted the supply of power to it. This boat was also equipped with a Halon Fire Extinguishing System. However, the Halon bottle was mounted to the engine box, so when the box departed the boat, so did the Halon bottle. (Note: The Fire Department said the Halon System would not have helped in this situation but you may still want to think about where yours is mounted if you have one.)

Although it did not matter in this situation because it would have been futile to fight the fire, the fire extinguisher available to me at the driver's position was under the seat rather than immediately at hand. In addition to making sure your extinguishers are readily available, this accident also points out the wisdom of having an extinguisher both forward and aft of the engine box so that people at either location have access to one. The one piece of safety equipment this boat did not have is a gas fume detector in the bilge. I never did smell gas before the explosion, but one of these devices just might have picked it up and warned me not to attempt to start the engine.

One bright spot in this whole tragedy: in addition to not being seriously injured or worse, was that I was insured with Hagerty Marine Insurance of Traverse City, Michigan. I cannot say enough about their outstanding customer service. Two weeks to the day from when the accident occurred, I received a check in the mail for the full insured value of the boat. The Hagerty Insurance staff went out of its way to make sure that every detail was worked out to my satisfaction.



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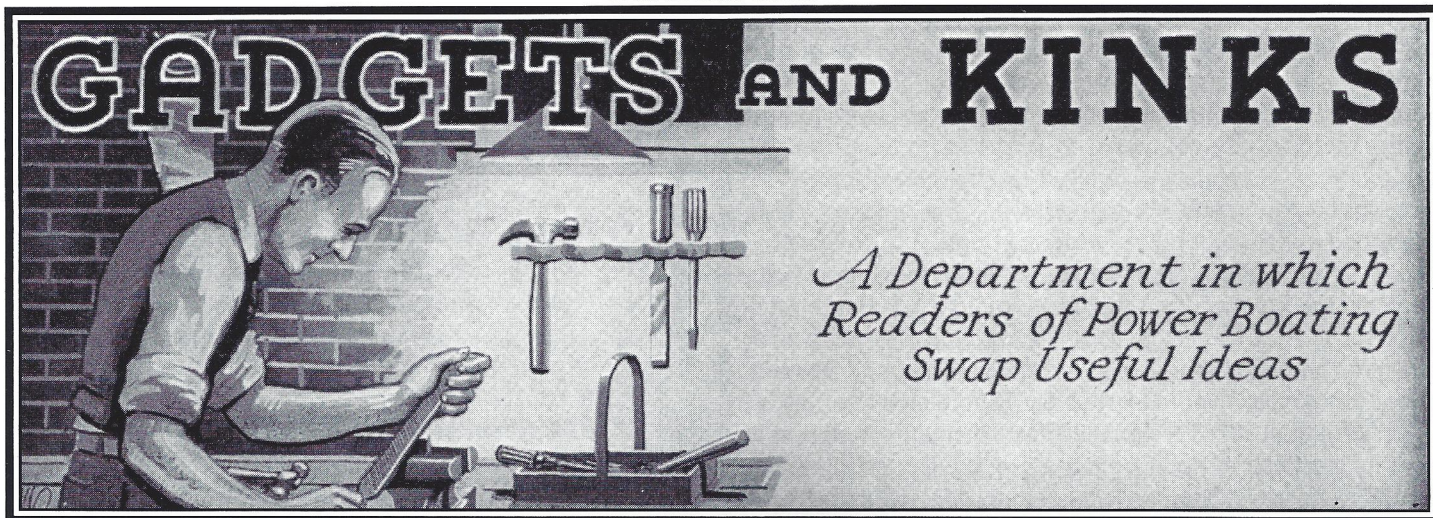
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Okume & Teak Marine Plywoods
Custom Mouldings & Millwork

12. Learn proper anchoring techniques.
13. Never consume alcohol or use drugs.
14. Have at least one person on board that can operate the boat safely and properly if the captain becomes incapacitated.
15. Have current registration.
16. Have proper and current insurance.
17. Practice launching techniques before you get to the ramp on a busy day.
18. Practice docking techniques.
19. Pay attention to no wake zones.
20. Become familiar with navigational buoys.
21. Have a navigational chart aboard.
22. Have plenty of fuel to get to and from your destination - a rule of thumb is to have 1/3 to get to the destination, 1/3 to return, and 1/3 in case of emergency.
23. If boat is equipped with a radio, learn how to use it and learn the proper etiquette of radio use. Do you know what PAN PAN indicates?
24. Learn how to tie a knot or better yet learn how to tie proper knots for mooring, docking, anchoring, rafting up with other boats, etc.
25. Have a signaling device (sound such as a whistle or horn) visual such as flags or flares)
26. Have a first aid kit aboard
27. Know your environment - watch out for navigational hazards and other watercraft.
28. Do not use your body as a fender-bumper.
29. Remove harmful exotic plant and animal species from the boat and trailer after leaving the body of water.
30. Be courteous.

The above tips may help you have a safe and happy boating season. They are by no means comprehensive.

Believe it or not, falling overboard from a boat is the number one reason for death on or near the water. And alcohol is the number one contributing factor. Not wearing a life jacket is a death sentence, as the second most prominent reason for a fatality on the water is not wearing the PFD. Hypothermia (losing body temperature due to the cold water), is the third largest cause of death in watersports.





NEW DECKS FOR YOUR OLD BOAT (or Give Your Old Lady a Face Lift)

By Sherwood Heggen

What is the first thing people see when they look at your boat at the dock. Of course, the decks. By what, then, will they judge the overall condition of your boat. Again, the deck. What are we going to talk about in this article. Uh-huh. New decks for the boat.

Here we will be referring to the decks of runabouts and utilities or almost any water craft that has planks for decks rather than plywood covered by canvas or Nautolex.

Now someone will say that all that is necessary to put on new decks is to cut planks to the same width and screw 'em down. Well, sort of. It isn't terribly difficult to do, but don't rush in to it blindly.

We are going to determine first why and if you should replace the planks. It is possible the decks on your boat have been sanded a couple of three times over the past fifty plus years and are rather thin. Thin can be recognized by the deck seams that have a depth of next to nothing and bungs that are wafer thin. Or, the decks may have full thickness, but badly weathered from sitting outside unprotected for years. It may be possible to sand to good wood but what you may not see is rot eating up the bottom of the planks and the battens to which they are fastened. That may be recognized by cupped planks or discolored wood at butt joints or seams. You will need to pull the deck to repair the damage but once you are that far, you might as well replace them with new wood. Other concerns in the form of cracks at butt joints, gouges, and breakage may be bigger problems to fix than what would be worth your effort. If some or all of the negatives mentioned above exist, the decision should lean toward new decks. The first order of business is to determine what wood you will need.

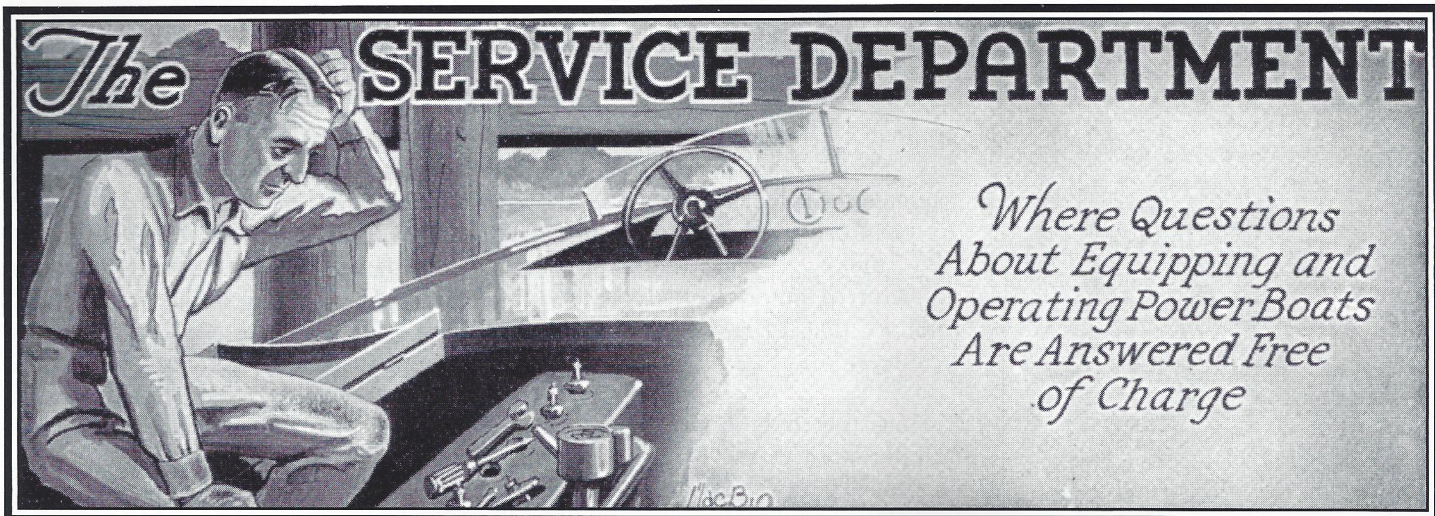
Measure the length and width of the planks you will be replacing. Choosing the wood is somewhat of a mind boggling experience because the lumber can't be purchased as you would 2x4's. The wood comes in the lengths that it comes in - sometimes 10 feet, sometimes 12, next time 14

feet. Occasionally you may get lucky and find the actual lengths that make up a combination of deck planks needed without any appreciable waste. Also, be on the lookout for cracks that can run a considerable distance into the plank. Even when you can't see the crack anymore, it continues a ways from there, so be forewarned. There is no sense in building crack into the deck. That is what we are trying to get rid of. You may want to cut off the "waste" around the crack to turn into bungs or other parts that require thicker pieces of wood before you send it out to resaw it. Economize where you can. Other times you must accept the waste factor to get the plank that you want.

Locally, you can run up to Youngblood Lumber in northeast Minneapolis and sort through their stock of Philippine, African, or Honduras. (*An solicited plug here for Youngblood. I love Youngblood Lumber. It has all of the wood I want. The people there are always "down to earth" and friendly and they let you sort through the whole stack of lumber to get the one piece you want. They will even get out the fork truck and move things around for you so that you can get at the stack you want to go through. When you get done sorting through the lumber, be sure you leave the pile neater than when you found it. They would appreciate that.*)

Your sorting skills to choose the right lumber becomes very important here because the wood you place on the deck will be the first thing most people look at. Study how the factory deck plank wood appears on your boat. It typically has nice straight grain. These planks are quarter-sawn where the grain in the wood is the edge of the annular rings of the tree. Looking at the end of the plank, you will see the grain running 90 degrees, or nearly so, to the surface of the plank. Steer away from slab cut planks which produces cathedral arches in the grain. This grain pattern doesn't give a good impression for a deck. Another quality to look for in the wood is its weight and color. Compare planks and you will see some have a pale appearance and/or may be very light in weight. Pick wood that is as dark in color as possible and has good density. In handling different planks you will quickly acquire a point of reference to compare

Gadgets & Kinks continued on page 13



Dear Doc,

As I sit and compose this letter, I wonder if winter will ever end. It seems I will never see water in its liquid form again. I know you can do nothing with the weather, but perhaps you can help me with preparing my boat for the summer ahead, assuming there will ever be one. What are the steps for de-winterizing? Do I need a tune up? Is there anything else I should do to ensure happy boating? I read your lay up article last fall, so what is the procedure to un-lay up if it were?

First, before you answer, I need to address something else if I may. Something that has bothered me since you began writing your wonderful column in the BoatHouse. I know that you say, "I am me", Dr. Motorhead. However, nobody ever seems to see you at any of the club functions that you say you have attended. A little fishy don't you think? At least nobody ever sees you as Dr. Motorhead. Therefore, I think you are operating under an alias. You know, like Superman and Clark Kent. I have been thinking about this for a very long time and have been studying every person at the workshops and social functions. I have kept copious notes on the members and their mannerisms, asking questions, trying to determine who is smart enough to write about the things you do, attempting to be sort of a Colombo or Agatha Christy, sleuthing and note taking. I have even purchased an old trench coat to help me solve this mystery of mysteries. Unfortunately for you and your anonymity, I have solved the mystery, cracked the case if you will, and discovered the true identity of Dr. Motorhead. I have succeeded where others have failed. Victory is mine! My only problem, dear Doctor, is whether or not this letter will be published. Whether Peggy will try and protect you from this critical discovery. Heed this warning: if this letter is not published in the next edition of the BoatHouse, I will go directly to the National Enquirer, or worse yet, The Skyway News. I have records and pictures, even if I should mysteriously disappear, I have given specific instructions to my CPA to provide copies of everything to the Tabloids. There is no escape!

I must say, where you really slipped was by using your professional title - saved me months of research. The

obvious is always under your nose. You see Dear Doctor; you are none other than Bob Johnson "The Old Tipster". Ha, Ha, Ha, Ha... victory is mine. Run if you must, hide if you can, from this day forward the world will know your true identity.

Signed,
Jimmy Hoffa

P.S. My compulsion, Dr. Johnson, begins with myself. I have my own secret identity to deal with.

Publishers Note: In fear of this story leaking to the Tabloids, we have acquiesced to the demands of this "mad man" and published this regretful letter.

Dear Jimmy,

Oh wait, please wait, no disrespect Sir... I mean Mr. Hoffa. You are correct I am Bob Johnson. This letter upsets me so, I can't even respond to the original question regarding the de-winterization of a classic boat. I... I must allow my dear friend Steve Merjanian to carry on with his wonderful epistle on this very subject.

Signed,
Doctor Motorhead. Take it away Steve...

Adjusting Chris Craft (Hercules) 4 & 6 cylinder engines is a simple and logical procedure. I shall assume there is fresh oil in the engine, the shaft is aligned, the transmission is adjusted, the propeller is in good shape, the fuel pump is functional and the fuel line and fuel sediment bowl are clean.

VALVES

The greatest initial concern should be valve adjustment, which assures adequate valve heat dissipation and engine breathing. Consult the engine chart on page 17 to determine the intake and exhaust valve gap adjustments for your engine. With the engine cold, remove the valve covers which are underneath the exhaust manifold and behind the carburetor. The smaller blocks (i.e.: A, B, H & K types) use 7/16" nuts for the valve tappets while the larger blocks (i.e.: L, M & W types) use 1/2" nuts. Use a long thin section open end wrench which is specially made

Dr. Motorhead - continued on page 11

Vendor Spotlight

CAPTAIN'S CARGO & GALLERY

by Andreas Jordahl Rhude

photography by Greg Benson



BSLOL member Jim Jurgens has always been interested in antiques. He also has an affinity for water sports such as sailing. "For twenty years I raced displacement boats on Lake Minnetonka and on Superior," said Jim in a recent interview. His sailing mettle was tested in late Fall of 1998 when sailing from Bayfield, Wisconsin to Port Huron, Michigan. Three gale force storms made for an interesting ride on Lake Superior! His nautical interest and that for antiques led to creating a specialized store dealing in maritime antiques and accessories.

Captain's Cargo & Gallery is his retail store located on Water Street in downtown Excelsior. He's been there since March 1999. The start came in March 1990 in Hopkins where the store was situated for about two years. The warehouse district of Minneapolis became home until the move to Excelsior.

At the present time there are 170 boat and ship models on display in the store - even more are in storage. Captain's Cargo has models ranging from a brand new barrel back runabout to a three-masted sailing ship built in Denmark in 1888. A five foot long model of a Navy ship sits proudly in a cabinet, awaiting placement in that just-right home or office. Walking into the store you are overwhelmed by the

number of models. One display case has three trophy cups of Lake Minnetonka's "Crystal Bay Outboard Association" from the 1930s. Wouldn't they make a great addition to a collector of outboard racing memorabilia or that of a Lake Minnetonka boating heritage collector?

"I am the only maritime nautical antique store in the Midwest," claims Jurgens. There are no other stores that have the authentic, old goods. "Many have replicas and reproductions, but I have the real McCoy." About 60 percent of the merchandise is antique;



the remainder is a mixture of new, nautical themed items, plus things such as several Mission clocks and cabinets. Until 1996, Captain's Cargo was strictly antique. The market has necessitated adding new items and Jurgens has slowly added lines that compliment the nautical antiques. Maritime pieces have become extremely popular in interior design and decorating. The demand for authentic antiques as well as reproductions has increased greatly.

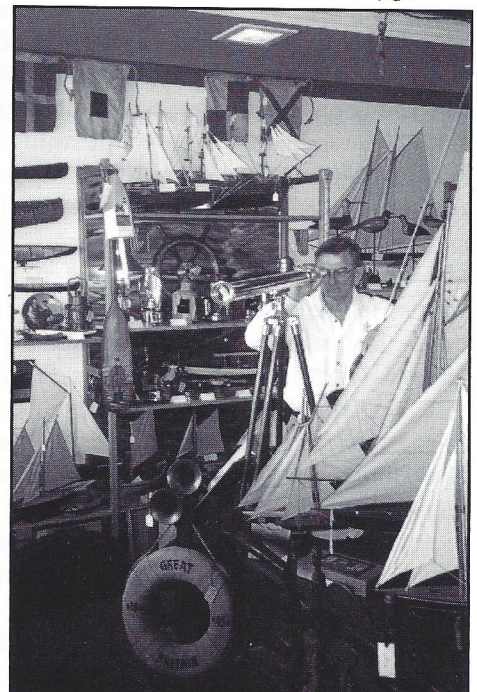
An old, strip-built wooden duck boat sits in the back portion of the store. She is filled with duck decoys and other

water-related items.

Captain's Cargo is not a toy store or children's store. You won't find Beanie Babies there! Its emphasis is on maritime pursuits and "men's toys." Men's toys can be items such as ship's models or an English crochet set from the nineteenth century. Medicine balls and boxing gloves can be found there too. A lot of the stock comes from garage and estate sales in the Lake Minnetonka area. He and his wife also scour the nation for items to add to the inventory.

In addition to retail sales, Captain's Cargo & Gallery has provided accessories for decorating restaurants coast to coast. A Santa Barbara, California restaurant has items from the store, as does one in Washington, DC. He has furnished items to Lord Fletchers, Shelly's Woodroast, Café Odyssey at the Mall of America, the Radisson South, and Famous Dave's in the greater Twin Cities area.

Next time you need a special gift for your water-sports-loving friend, give Captain's Cargo a look - and with the BSLOL member discount of 10 %, you can't go wrong!



Dr. Motorhead - continued from page 9

for adjusting valves. This valve wrench will fit the lifter while conventional open end wrenches (7/16" & 1/2") will fit the jamb nut and tappet. The lifter (two flats) is on the bottom of the assembly, next is the jamb nut (hexagonal nut) and the tappet is the (hexagonal bolt) on top. Between the tappet bolt face and the valve stem is the gap to be adjusted. The first valve at either end of the engine is an exhaust. The next two are intakes; the next two are exhausts, etc., etc. Have a friend turn over the engine by hand (a socket wrench on a flange coupling or flywheel bolt works fine) while you watch the intake and exhaust valves for a selected cylinder go up and down. Turn the engine an additional 90 degrees once both valves are down and seated. Use a feeler gauge to measure the exhaust and intake gaps. They will probably be tight. Put the thin section valve wrench on the lifter (bottom, two flats) and use another wrench to loosen the jamb nut (hexagonal nut). You can now turn the tappet (hexagonal bolt) to adjust the gap. If you tighten the jamb nut just enough to let the tappet turn; you can snug up the jamb nut without moving the tappet out of adjustment. Repeat this procedure for the remaining valves, doing a cylinder at a time.

IGNITION

The standard Kettering ignition system consists of a coil, condenser (capacitor), distributor, ballast resistor (12 volts only), ignition switch, spark plugs, high voltage ignition wires, low voltage primary wires and a battery. The battery should be fully charged. Check the spark plug wires for cracks, frays and tight connections at the distributor cap, spark plugs and coil. Use Champion UJ6 or J8J plugs for cast iron heads and H-10 or H-10J plugs for aluminum heads. The newer designations for the UJ6 & J8J are J6C (normal running) & J8C (hotter plug for low speed operation). All spark plugs are gapped to 0.028 inches and the points are adjusted to 0.022 inches after being filed clean. To adjust the point gap, first remove the distributor cap and rotor. Crank the engine with the starter in short bursts until the points are wide open (point-rubbing block on peak of cam). Adjust the point gap by loosening the jamb nut and turning stationary point until a 0.022" feeler gauge just passes through the point gap. Reassemble the distributor rotor and cap. To check for spark, remove the coil wire from the center of the distributor cap and position this loose wire about 1/16 inch from a head bolt. Crank the engine starter with the ignition ON and look for a white spark at this 1/16-inch gap. If there is no spark, make sure the points are clean and try again. If again there is no spark, change the condenser (capacitor) and try again.

**WARNING: TO AVOID HIGH VOLTAGE SHOCKS,
DON'T HOLD ONTO THE COIL WIRE
WHEN CRANKING THE ENGINE.**

Another common problem is a short in the low voltage wire that goes from the negative side of the coil to the distributor. It usually shorts out where the wire passes through the distributor body because the insulating material has broken down. Replacement parts are hard to

find, but carefully jury-rigged electricians tape, rubber washers and heat-shrink tubing will work. Some additional preventive maintenance includes filing the rotor tip clean, cleaning the inside of the distributor cap of any carbon tracks left by the rotor, checking the spark advance weights (below the distributor point plate) for free movement, lubricating the advance weights with a dry spray (e.g.) LPS, WD40, CRC, etc.) and lubricating the distributor shaft felt wick (under the rotor) with light machine oil. Ignition coils usually fail slowly and will generally give a red spark at the above cited 1/16-inch head bolt/coil wire gap, instead of a good white spark. Both oil filled and epoxy coils can be used with good results. Please refer to the following chart when selecting an ignition coil. For example, a six volt coil will eventually overheat and reduce its output when used with an eight-volt battery.

VOLTS DESCRIPTION PRIMARY RESISTANCE

<u>VOLTS</u>	<u>TYPE</u>	<u>PRIMARY RESISTANCE</u>
Six	6 Volt Coil	1.6 ohms
Eight	12 Volt with Ballast	2.2 ohms
Twelve	12 Volt Coil	3.2 ohms

NOTES: I have not found ballast resistors in any of the early 1950's vintage twelve-volt boats. However, look for the ballast resistor if you have a newer twelve-volt boat. The primary winding resistance of the coil can be measured between the plus (+) and the minus (-) terminals.

CARBURETION

The carburetor atomizes the gasoline and mixes it with the incoming air so the engine can burn it. If the engine or carburetor has been rebuilt, a good approximate adjustment is 1.5 turns open from the fully closed position on both the idle and the high speed jets. The high-speed jet is near the bottom of the carburetor. The idle jet is closer to the intake manifold and is found inboard of the throttle linkage idle stop screw. If the engine ran before, the carburetor is probably set correctly.

STARTING UP

A dry-land start-up should have water going through the engine. Remove the intake hose from the water pump and replace it with a shorter piece of hose that will go in to a one to three gallon pail inside the boat. Use a garden hose to keep this pail filled while running the engine. The fuel pump has a hand operated lever which should be worked until the carburetor float chamber is filled and the hand lever has a soft feel. The carburetor air horn may have accumulated water and gasoline during storage. Remove the 7/16" plug on the bottom of the carburetor and drain away this fluid. Replace the plug. The engine is now ready for a dry land start. Run water into the pail for the water pump, close the choke (pull-out choke knob) and crank the engine until it pops. Open the choke (push-in choke knob), open the throttle about two-thirds and continue cranking. The

Dr. Motorhead - Continued on page 16

CAPTAIN'S CARGO & GALLERY

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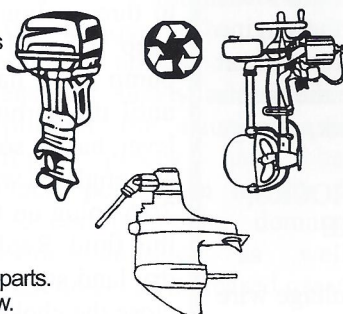
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Gadgets & Kinks continued from page 8

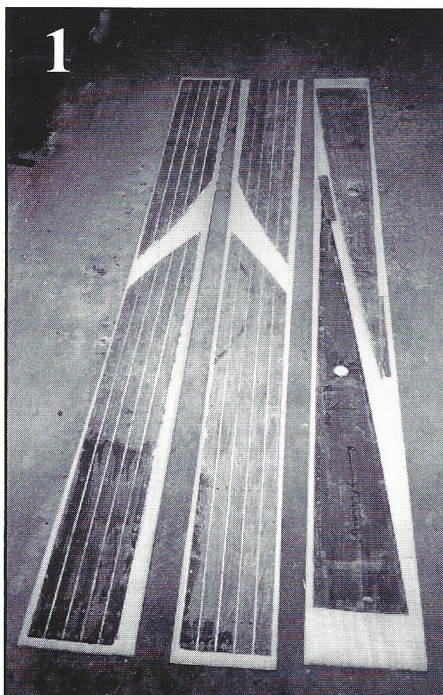
good and bad planks.

An attractive deck has another quality that must be built in by the restorer. It is book-matched planks. Book-matching is laying planks on port and starboard side of the deck that have a mirror image of each other. It is accomplished by selecting lumber stock of sufficient thickness to be able to saw the plank in two length-wise to lay open the plank for matched grain. This extra effort method brings an eye-appealing symmetry to the decks and covering boards that is professional looking. Stock of at least 5/4 thickness is required to obtain two planks 3/8th of an inch thick and 6/4 stock for up to 1/2" thick due to material wasted by the band saw blade kerf and drift plus planing.

Determine the amount of wood by measuring the lengths of the planks being replaced. With all the planks chosen, you will need to re-saw and plane them to the correct thickness. Again locally, both Siwek Lumber and Stewart Lumber in northeast Minneapolis will resaw to order. Youngblood planes the wood for a very reasonable price and they will saw a straight edge on one side of the planks if you request it. The straight edge saves a lot of time when it come time to rip the deck planks to width. While they are doing that service for you, get busy and remove the deck planks from the boat, if you haven't already.

When you get your planks home, you will want to begin laying out the old planks on the new lumber. Hopefully you kept some notes on which planks were chosen for the various deck planks. Arrange the new lumber on the floor side by side making sure the book-matched planks are in correct relation to each other. The picture below shows how the deck planks are laid out on book-matched lumber.

You will notice that the long triangle shaped parts are being cut from the same board. These are planks that lay on either side of the hatch. While they are not truly book-matched, they are cut from the same plank with a very consistent grain pattern. Any irregularities that exist are not going to be easily seen by any observer. Even true book-matched boards will not be a mirror image because of the angle of the grain through the plank and material removed. The planks on the deck, however, are so close



to each other that unmatched planks are more easily noticed. After you have determined what deck planks fit where on the new lumber, label their location with chalk. Let's say the #1 and #2 forward deck planks fit on the new lumber as in the above picture. Mark their location with 1PF and 2PF for the port side and 1SF and 2SF for the starboard side. The #1 plank would be the one closest to the center of the deck. The side of the plank you mark is understood from then on as the top side of the plank.

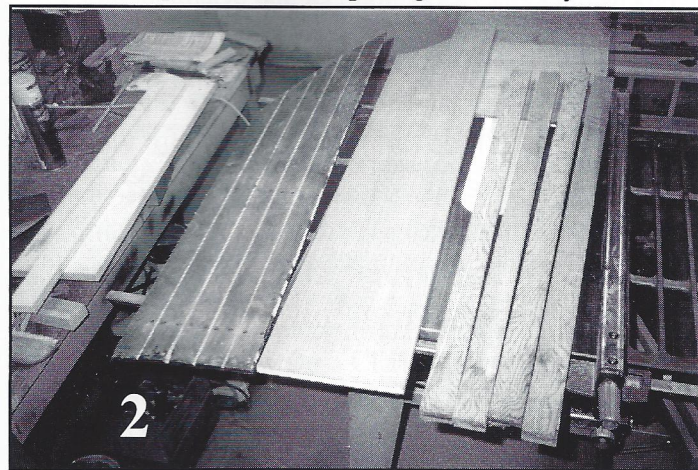
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Let's move to the table saw and make the lumber into deck planks. The following will describe how to saw the planks to the proper width and then saw the seams to the correct spacing.

First determine the width of the plank with a ruler making sure you aren't including in the measurement old caulking, varnish chunks, and dirt. Then measure the distance from one side of a seam to the same side of the next seam. In the example shown, the measurement was 1 13/16th of an inch. With five spaces between seams on the plank, the total of the measurement is 9 1/16th inches which should be exactly the actual width of the plank. To prepare for sawing the seams on the table saw, you will want to use the following gadget. In this picture you see strips

of plywood which were ripped on the table saw to the width of the seam spacing measured above. They are used as spacers to move the plank a seam spacing width away from the



fence on each successive cut. After you saw a seam on the plank, add a strip before you make another pass for the next seam. This eliminates having to reposition the fence each time you saw another seam, guaranteeing consistency in the spacing of the seams.

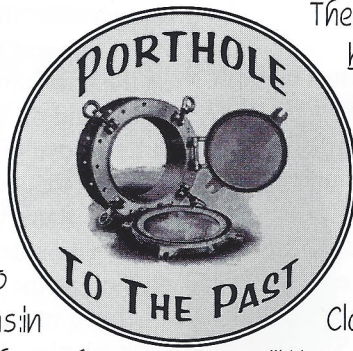
You are almost ready to start sawing except for one thing - the saw blade. It should be about a 40 tooth finish blade with a kerf no greater than 3/32nd of an inch which is the width of the actual factory seam in most cases.

Begin by sawing the plank to the exact width required. With that done, move the fence on the table saw in by exactly one saw kerf width. Adjust the cutting depth of the blade to about one-third of the thickness of the plank. Before you make that first pass to saw the edge seam, be

Gadgets & Kinks continued on page 21

A MAN AND HIS BOAT

By Charlotte Fardelmann



Frederick C. (Ted) Lyman, 85, of Orono, Minnesota is enjoying a fine summer on Lake Minnetonka. His two rowing boats offer him several options: in the quiet morning hours before breakfast, he likes to row the wherry and when the lake becomes rougher with wind or pow@cat waves, he prefers his rowing boat for greater stability and freeboard. This boat can be rowed alone from the aft seat where Ted has attached a sliding seat and outriggers, or she can be rowed from the forward seat with shorter oars when a passenger sits in the stern. Ted and his wife, Clara, often take a picnic and row to a picturesque spot in one of the myriad nearby bays and channels of Lake Minnetonka.

Before the turn of the century, Ted launched his rowing career at the age of seven. He recalls that his family owned a rowing boat with a wine-glass stern which he rowed on Lake Minnetonka, and in his teen years at Yale, he tried out for the crew, but was not successful. However, he takes consolation that his granddaughter, Mary Fardelmann of Portsmouth, N.H., rowed on the winning schoolgirls' crew in the National Regatta at Princeton, N.J. this summer.

The rowing boats which Ted now uses were both acquired in 1953. The wherry was purchased from a fellow who only used her once. His doctor had recommended rowing to him for exercise, so he bought the wherry, a very tippy boat; the poor fellow went out in his new boat, managed to get back to the dock, and announced: "I'd rather die on dry land than drown in Lake Superior" Consequently, Ted was able to purchase the wherry for less than \$100. She has served him well for 22 years, and even now leaks only about a teacupful each outing. About ten years ago, Ted used to time himself on courses which he set. His best time on 8.8 miles was 1 hour, 30 minutes, 16 seconds. His longest row was 16 miles.

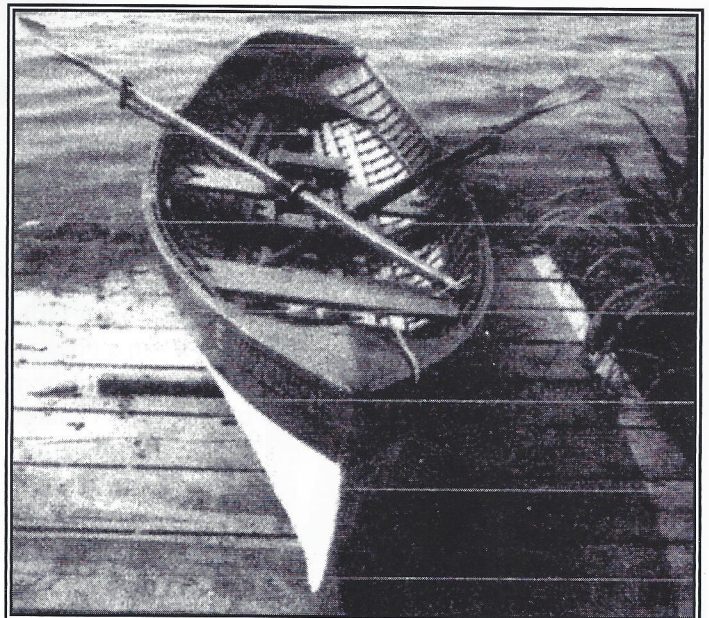
The wine-glass stern rowing boat was built by Amundsen of White Bear, Minnesota, in 1953. Ted added the sliding seat and the removable riggers. She moves so easily in the water that it is possible to row it side by side with the wherry over long distances, as Ted's grandchildren did this summer. Clara recalls this adventure in the rowing boat:

"We were on a picnic way up at the end of the North Arm when a motor boat came buzzing around us, making waves, going around and around, and causing one of our oars to slide into the water. The oarlock was not tied down so we lost it. We had to paddle three miles home with the long oars while everyone stared at us.

Clara sometimes takes all-girl picnics with her sister, Marion Cross and friends; all four rowing. She heads toward a pleasant shore where the group can drift along picking water lilies and spotting birds as they lunch.

This summer the boats have been enjoyed by Ted and Clara's son, Norton Lyman, of New Jersey, as well as by daughter Charlotte Fardelmann and grandchildren George and Mary Fardelmann of Portsmouth, N.H. In today's world of the plastic hull and screaming engine, a varnished hull gliding quietly across a mirror lake is a pleasure to behold, and this sight can still be seen by early risers this summer on Maxwell Bay, Lake Minnetonka.

Reprinted from "The Oarsman" Sept./Oct. 1975



2001 BSLOL RENDEZVOUS CAPTAINS

Take this opportunity to get involved in your chapter's largest event of the year. It can be before the event, during the Rendezvous or the break-down of the show — you decide. But do get involved! Your enjoyment of the show will increase ten-fold, and what a terrific way to meet fellow enthusiasts. Just select the area that interests you and contact its captain. You won't be sorry!!! Any questions? Call either show boss, Clark Oltman or Eric Gustavson.

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CALL TODAY!!!

AUCTION AT RENDEZVOUS

Something new will be happening at this summer's Rendezvous. Crawl in your attic, look in the nooks in your basement, and clean that garage. Why? It's AUCTION time. For the first time ever, we will have an auction of "stuff" to help raise funds for the club and also for the great fun and social interaction intrinsic in such an activity.

We need you to donate things that can be used in the auction. Have any surplus boat hardware that's just been collecting dust? Have some old magazines that need a new home? Old water skis sitting in the corner? Got a wad of sandpaper that you won't use? Want to donate a gift certificate for diner, merchandise, boat cleaning, flying lessons? WE NEED IT. We can accept virtually anything to be auctioned off during the Rendezvous. New or old, no matter. Boating related or not, no matter. Just make a donation and let the bidding begin.

And remember, we are a 501(c) 3 tax-exempt organization, so that means that your donations are tax deductible! Help make this AUCTION a success, and donate to your heart's content!

RENDEZVOUS RAFFLE

Toro will once again be donating a lawn mower OR snow blower to be raffled off during the Rendezvous. We need a Raffle Coordinator to make certain that tickets are being sold. If you want to help out, let Show Boss Clark Oltman know.

VOLUNTEER COORDINATOR NEEDED

A person to help with coordinating all the volunteers at the Rendezvous is needed. This is a person to assign the "inventory" of helpers to various tasks during the show. It isn't a person to do all the work nor is this person required to find volunteers. It's to assign those that have already indicated that they will help to areas of need. What is required? Nothing more than a bit of organizing skills to assign volunteers to places where they are needed during the show. Give Show Boss Clark Oltman a call if you can take on this assignment.





Dr. Motorhead - Cont'd from Page 11


engine should start. Run the engine with water going through it to clear out any storage oil and condensation. Some tuning adjustments can be made on dry land (e.g. idle jet and throttle stop) and they are discussed as part of the in-the-water tune-up.

IN-THE-WATER TUNE-UP

Assuming the above steps regarding spark plugs, rotor, cap, coil, and points have been done, we can now adjust the engine. Allow sufficient time for the boat to soak up, which can vary from six hours to many days. A tachometer/dwell meter is very useful for the tune-up procedure. The six-(6) cylinder engines should be set for 35 degrees of dwell angle and the four (4) cylinder engines should be set for 55 degrees of dwell angle. If necessary, re-adjust the points to achieve this dwell angle. Accelerate the engine up and down quickly. If the dwell angle varies more than four (4) degrees for the six (6) cylinder engines or six (6) degrees for the four (4) cylinder engines, change the points. This test indicates a weak point spring. Put the engine in gear and move away from the dock. Have a friend drive the boat. Loosen the clamp on the bottom of the distributor and run the boat at full throttle. Twist the distributor clockwise and counter clockwise until you achieve the maximum RPM. Back off the maximum by 50 RPM by twisting in the clockwise direction and tighten the distributor clamp. The engine is now timed. If the engine loses power during the season, check the dwell angle before changing the timing. While the boat is at full throttle, turn in the high-speed jet on the bottom of the carburetor until the RPM drops. Back out the high-speed jet to 1/4 turn beyond the maximum RPM. Slow the boat to an idle. Adjust the throttle stop screw to about 300 RPM over the recommended idle RPM from the CHART ON PAGE 17. Turn in the low speed jet (located midway up the carburetor, inboard of the throttle stop screw) until the RPM drops. Back out the low speed jet to 1/4 turn beyond maximum idle RPM. Readjust the throttle stop screw to the recommended idle RPM from the CHART ON PAGE 17. Your engine is now properly tuned.



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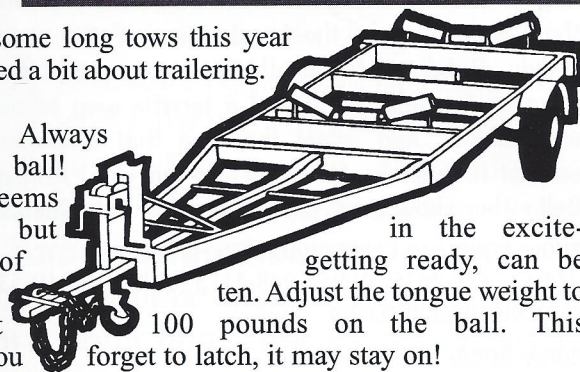
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TRAILER TIPS By "Outboardman" aka Howard Percival Johnson, Jr.



We had some long tows this year and learned a bit about trailering.

FIRST: Always latch the ball! This seems obvious but in the excitement of getting ready, can be forgotten. Adjust the tongue weight to at least 100 pounds on the ball. This way if you forget to latch, it may stay on!



SECOND: Get rid of the hooks and use anchor shackles. Why not have really safe safety chains? I used to have to stop on the road to put the chains back on.

THIRD: Adjust the latch clamp for a snug fit on the ball (look underneath hitch). This keeps it from rattling.

FOURTH: Grease the ball. I could not believe how smooth this makes everything feel. The hitch/ball are moving the whole time the rig is in motion. Include extra rags; it's messy but worthwhile.

FIFTH: Bolt up any hinge, a rattling trailer wears the nerves and we seldom use a trailer hinge today.

SIXTH: Consider putting stalk light on the guide posts. They are more visible by everyone. Tom Donley made a set this year. It puts the lights at eye level and makes the rig seem bigger. Aim the lenses correctly so the light intensity is magnified.

SEVENTH: Unplug the lights before going in the water! Good connections are fried immediately in salt water; hot bulbs sometimes burst.

EIGHTH: Grease bearings when you arrive. Centrifugal force throws grease out. You don't want salt water in there do you? On the way home, they mix into a salt paste. No wonder we're always replacing bearings.

NINTH: Before you leave take a small floor jack and listen to each bearing before greasing. Put the jack in the vehicle, along with the trailer spare and lug wrench.

TENTH: When you wash the boat, completely rinse the inside and outside of the trailer and the rear of the tow. Trailers rust out from the inside.

All this effort adds to your peace of mind while towing and the chances of a trouble free trip. See you out on the lake!

*Reprinted from The Stuffing Box, 1997 Spring Issue (Vol. 3 No. 1),
Newsletter of the Chesapeake Bay Chapter,
Antique & Classic Boat Society*



CHRIS CRAFT 4 & 6 CYLINDER ENGINES

(Hercules) Models A & B are 4 cylinders All the rest are 6 cylinders)

MODEL	HP	MAX RPM	IDLE RPM	BORE INCHES	STROKE INCHES	C.R.	C.I.D.	BLOCK MODEL	INTAKE VALVE	EXHAUST VALVE	COMMENTS_
A	60	3200	500	3 1/4	4	6.8	132.7	IXBR5W	0.010	0.010	
B	60	3200	500	3 1/4	4	6.8	132.7	IXBR5W	0.010	0.010	
H	75	3200	500	3 1/4	4 1/8	6.5	205.3	QXB	0.010	0.014	
HA	85	3500?	500	3 1/4	4 1/8	6.5?	205.3	QXB	0.010	0.014	
K3 3/8	85	3200	500	3 3/8	4 1/8	6.2	221.4	QXC5M	0.010	0.012	1937 to 1939
KA	95	3500	500	3 3/8	4 1/8	?	221.4	QXC5M	0.010	0.012	1937 to 1939
K3 7/16	95	3200	500	3 7/16	4 1/8	7.2	229.7	QXD5M	0.010	0.012	1940 to 1958
K	100	3200	500	3 7/16	4 1/8	7.6	229.7	QXD5M	0.010	0.014	1959 to 1963
KL	105	3200	500	3 7/16	4 1/4	7.4	236.6	QXLDML	0.010	0.014	1949 to 1960
KLC	120	3800	650	3 7/16	4 1/4	7.0	236.6	QXLDMB	0.010	0.014	1951 to 1956
KB	121	3800	650	3 7/16	4 1/8	7.5	229.7	QXD5M	0.010	0.014	1937 to 1947
KBL	131	3800	750	3 7/16	4 1/4	7.0	236.6	QXLDMB	0.010	0.014	1948 to 1956
KFL	131	3800	600	3 7/16	4 1/4	7.4	236.6	QXLDMB	0.010	0.016	1957 to 1960
L	110	3200	500	3 5/8	4 1/4	7.5	263.3	JXBM	0.010	0.018	
M	130	3000	500	4	4 1/4	7.0	320.4	JXDMM	0.010	0.018	
ML	145	3000	500	4	4 1/2	7.3	339.2	JXLDML	0.010	0.018	
MB	145	3400	500	4	4 1/4	8.0	320.4	JXDM	0.010	0.018	
MBL	158	3400	700	4	4 1/2	7.3	339.4	JXLDMB	0.010	0.018	
MCL	175	3400	500	4	4 1/2	7.2	339.4	JXLDMCL	0.010	0.018	
W	160	3000	500	4 1/4	4 3/4	6.4	404.3	CWC	0.010	0.018	
WB	200	3200	500	4 1/4	4 3/4	6.9	404.3	CWC?	0.012	0.018	

OMC AND CHRIS-CRAFT FATE

by Andreas Jordahl Rhude

As of early March 2001, the fate of Chris Craft remains uncertain. The Bankruptcy Court of Illinois, in early February, approved the sale of the assets of Outboard Marine Corporation (OMC). OMC declared chapter 11 bankruptcy protection on 22 December 2000. Bombardier Motor Corporation of America and JTC Acquisitions, LLC purchased OMC in a joint venture for \$95 million.

Bombardier has received the engine assets of OMC including the Johnson and Evinrude brands. The boat manufacturing areas of OMC have been obtained by JTC. JTC is the investment arm of Genmar Holdings, Inc., the Minneapolis based firm headed by Irwin Jacobs.

OMC boat brands include Chris Craft, Four Winns, Hydra Sports, Javelin, Lowe, Seaswirl, and Stratos. Manufacturing operations of all these firms have been reopened by Genmar with the exception of the Sarasota, Florida plant of Chris Craft. The Chris-Craft situation continues to be under review by Genmar.

Genmar brand name boats also include: Aquasport, Carver, Crestliner, Glastron, Hatteras, Larson, Logic, Lund, Nova, Ranger, Trojan, and Wellcraft. With the addition of the former OMC brands, Genmar is now the largest boat builder in the world.

The Chris-Craft brand name is probably the most recognizable to enthusiasts in the antique and classic boating world.

NEWS FLASH — JTC Acquisitions, LLC (Genmar) has sold the Chris Craft assets. On 21 March, JTC announced that London based Stellican Ltd. purchased Chris Craft. British entrepreneur Stephen Julius heads Stellican. He successfully turned the fate of boat builder Riva around before selling the company last year. He hopes to do the same with the Sarasota based boat maker. New president of Chris Craft is Stephen Hesse. It may soon be that the boat builder will expand its line to include larger boats in the range of 35 to 60 feet. In the year 2000 the company's largest model was 32 feet. They sold 1,400 boats for an estimated value of about \$50 million last year.

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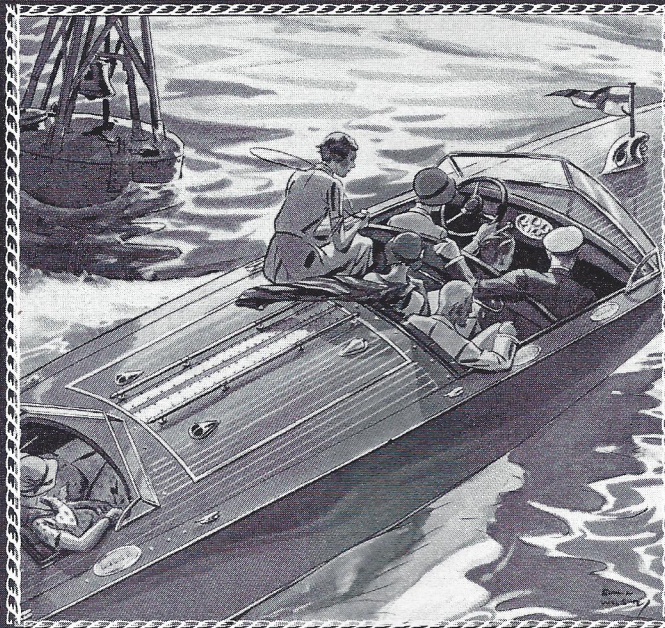
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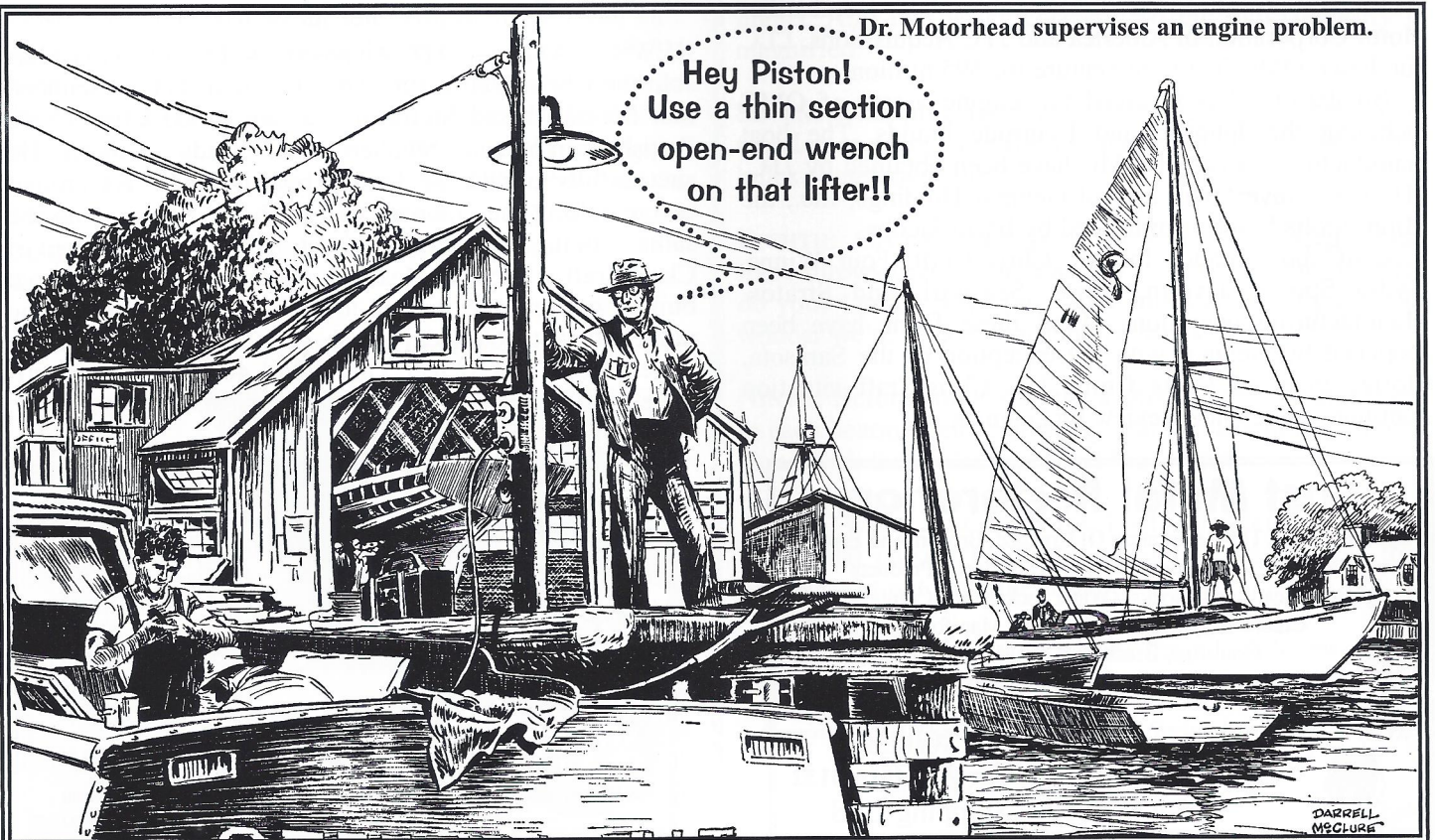
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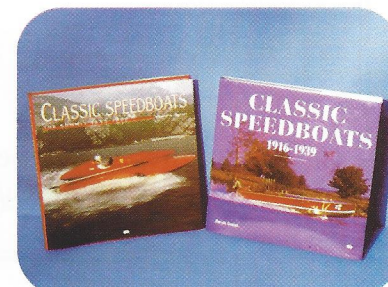
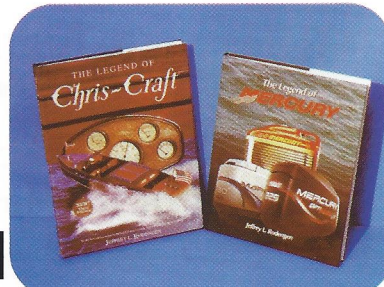
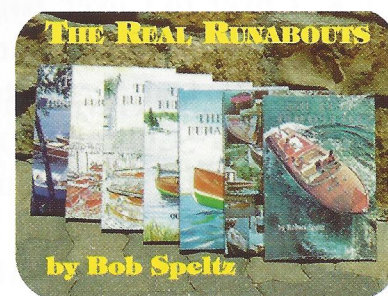
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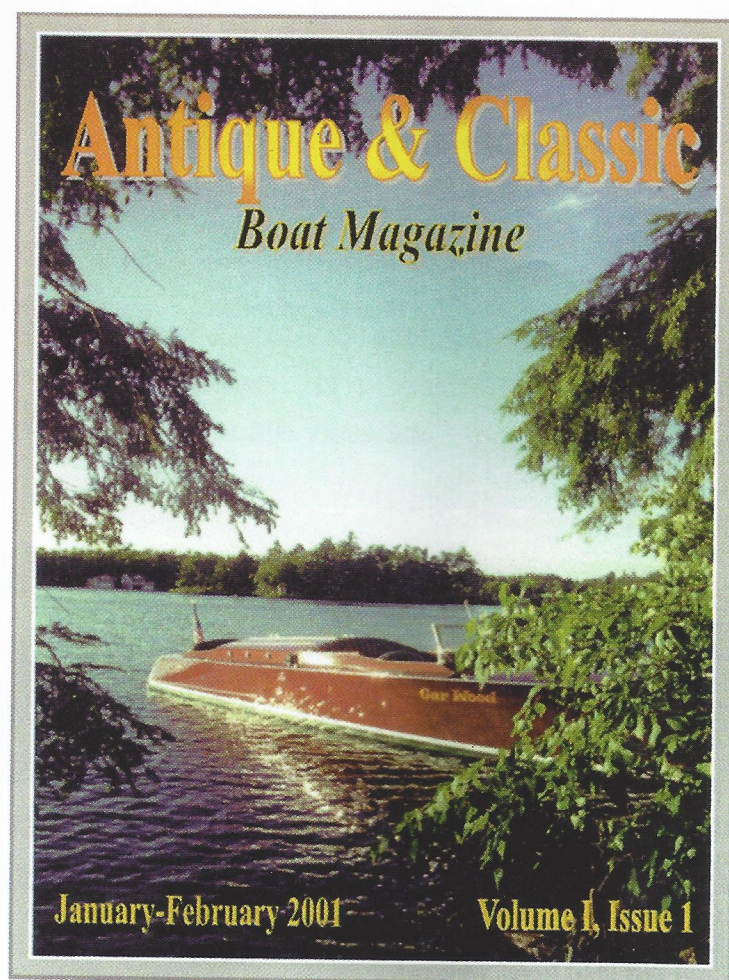
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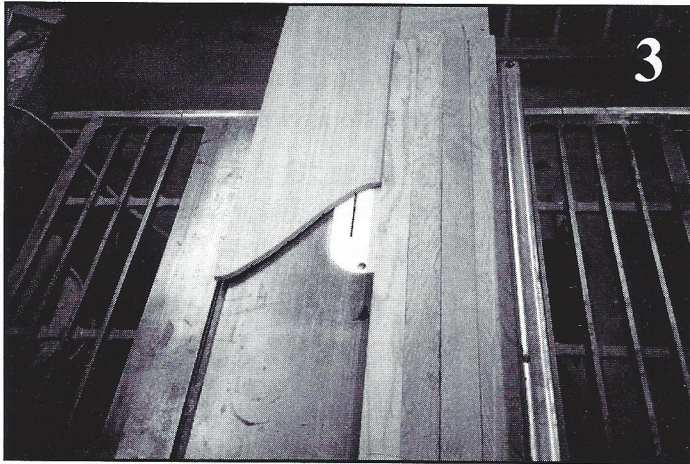
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Gadgets & Kinks - cont'd from page 13

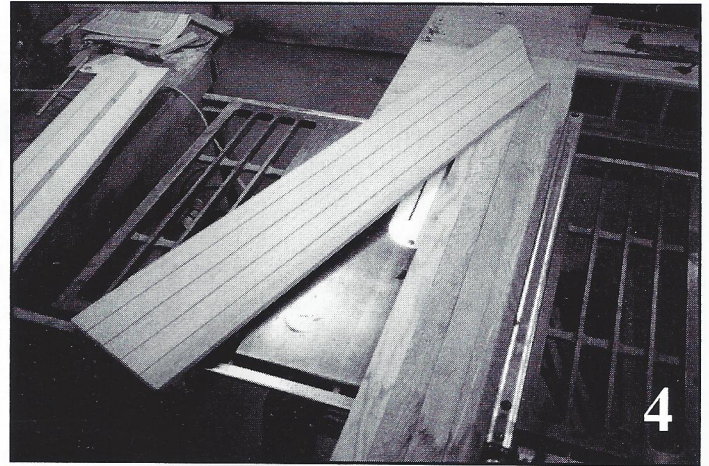
sure you will be sawing the seam on the correct side of the plank. Look at the original plank. The edge that butts up to the king plank will have the first seam at the very edge. Mark that side on the plank and orient the plank to have the saw cut that edge seam first. Now, pass the plank through and you will have cut the first seam. To saw the next seam, place the first spacer next to the fence and pass the plank through a second time. Continue adding spacers with each successive pass until all seams are cut as pictured below.

When sawing the seams, it is wise to use a feather board to maintain pressure on the plank against the fence and spacers. This will assure the plank doesn't drift back and forth and a clean, straight seam will result.



There are the basics. Certainly, use all of the safety equipment available to you and think through what you will be doing to be sure the end result is the expected result. Doing so you will have some really good looking deck planks.

What about the covering boards? At this point, match your lumber and cut the parts out oversize except for the inside curve on the forward covering boards. Trace the inside curve using the old covering board as a pattern and



cut the curve carefully. Sand the curve fair by sanding it with a long, flexible sanding board made from a thin 1-1/2 x 12" piece of plywood. Screw a handle in the middle and attach adhesive back sandpaper to it and sand to the line. If you don't have adhesive back paper, there is a sanding disk spray adhesive available for attaching dry-back paper.

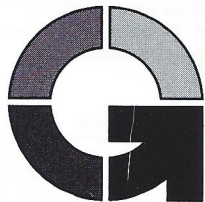
Go for it and do good work. Each part made and step taken needs to be done with the best of your skills at hand. It is amazing how easy it is to see the detail that you gave up on stick out like a sore thumb. Your basic reward for a job well done will be pride in your finished product.

Next time we will fitting the planks and covering boards to get that perfect fit. Until then, don't destroy it; restore it. Or, a least repair it.

OOPS!

In the February BoatHouse, Gadgets & Kinks and Service Department articles, you may have noticed "strange" text in several places. Where there is "fi" (page 8, bottom of first column) should be 1/2; where there is "fl" (page 9, first column) it should read 3/4; and on page 20, just above the picture of the caliper, it reads "exactly /" . . . it should be "exactly 1/4."

(It's a software problem I will be glad to explain if you're interested, just call me. -Editor)



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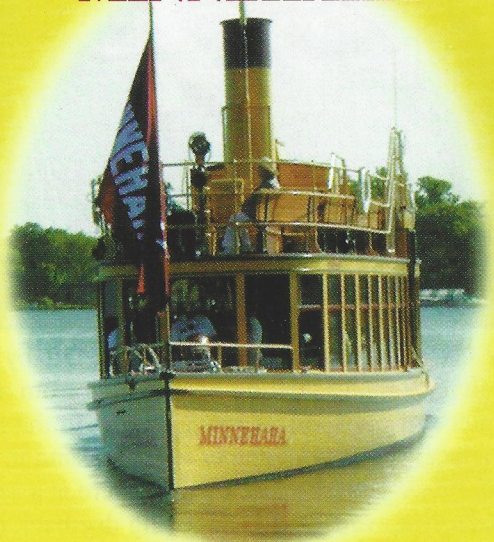
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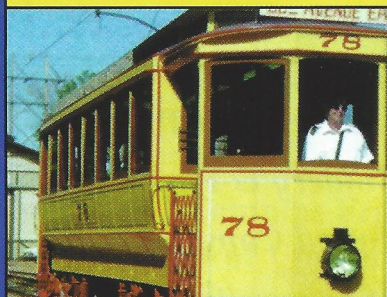
Experience the rich history of beautiful Lake Minnetonka aboard the 1906 Steamboat Minnehaha.

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

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SCHEDULE OF EVENTS ~ SUMMER 2001.

MAY 5/6 ~ SATURDAY/SUNDAY

Tours of the Minnehaha at its home dock behind the Bayview Event Center, Excelsior.

MAY 11 ~ FRIDAY

"An Evening on Excelsior Bay"

The annual fundraiser for the Lake Minnetonka Division, MTM Bayview Event Center, Excelsior.

Featured silent auction items include a 1965 Cruisers, Inc. 12' Wooden C-Skow and a Fourth of July Fireworks Cruise aboard the Minnehaha.

MAY 26 ~ SATURDAY

Minnehaha and Streetcar 78 season begins. Saturdays, Sunday, Holidays.

Wednesdays: June 13-27; July 11-August 8;

Thursday, July 5 ~ Round trips on the Minnehaha to the Wayzata Concert Series.

FOR ALL EVENTS

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Saturday, 8 AM - 4 PM

Boat & car viewing, concessions, People's Choice voting, live music

Sunday, 8 AM - 2 PM

Boat & car viewing, concessions, Skipper's Choice voting, live music

Sunday, 1 PM

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Have old boating magazines or books hanging around and don't know what to do with them? What about old boat show posters? Some old meeting minutes? Don't toss them out or sell them at your garage sale. Donate them to BSLOL! Now that we have a space to store and display them, we can become your donation recipient. And don't forget, we are 501(c)3 charitable entity, so you can write a donation off of your taxes! More incentive!

LIBRARY-ARCHIVE ESTABLISHED

BSLOL finally has a space to set up a library-archive! Members Sharon and Dirk Gunder have been extremely generous and have cleared out a room in their house. They have offered the space as a central repository for the group's library and archive.

So what does this mean? It helps BSLOL greatly. We can get all of our magazines, books, videos and other items put in one location, up and out of harms way. Many of our long time members have BSLOL items sitting in boxes in their garage or basement. I'm guilty; I have some old *WoodenBoat* magazines that belong to BSLOL on the shelf in my office. We can now get all this "stuff" in one location.

So...if you have some BSLOL things such as magazines, books, videos, etc. get them to Dirk and Sharon. Any other Board member can receive the materials too. Call the Gundersons at 651-436-1555 or fax them at 651-436-1555.

SAFETY DIRECTOR NEEDED

The BSLOL Board has voted to establish a Safety Director position and Safety Committee. Why? Safe boating is vitally important to the continued success of this and any watercraft related organization. It only makes sense to promote safe water activities and educate our members as well as the general public on these issues. It's also a great opportunity for positive public relations for the organization.

If you wish to help out on the Committee or have a desire to learn more about the Safety Director's position, please give president Jim Aamodt a call at 952-938-1211. Your suggestions are also solicited. We need your input.

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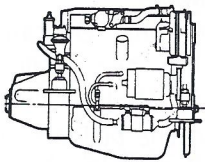


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THE SCHOONER SULTANA

by Dave Doner

When we think back to the boat shows we have attended or read about, we naturally recall the wonderful display of fine watercraft that devoted owners spent so much time and effort on. Well, I attended a boat show over the weekend of March 23-25 out in Chestertown, Maryland with a different flavor to it. Boat shows aren't foreign to this part of the country as the popular St. Michael's show is but a few miles away. But what made this show unique in my book, was that fact that it had but one entry, yet thousands flocked to the site in order to live the experience first hand.

History and the provenance of our boats is important. Some boats may have been discovered in or behind the proverbial old barn whose doors hadn't been opened to the light of day for half a century; others found behind some long-abandoned gas station in the middle of nowhere. Each of our boats has a history and for some the dynamics of owning a Woodie (or a Glassie for others), include tracing the steps of ownership backwards as best we can. The history of the boat we are going to be reviewing here goes back to 1768. That's 233 years ago! This is about the schooner Sultana.

Chestertown, Maryland is located on the upper eastern shore of the Chesapeake Bay, more or less across from Baltimore, and is located on the Chester River which flows into the Chesapeake. It is a few miles from Quaker Neck Landing, Goose Hill and Dave's Hill Road, a geographic area rich in Civil War and Revolutionary War history. This area has direct connections in one way or another to these times and the direct connection the city of Chestertown has had with the past is "the rest of the story."

In 1767 a boat named the Sultana was built in Boston as a cargo schooner. Her sharp, seaworthy lines and solid construction caught the eye of the British Admiralty and was purchased by the Royal Navy in 1768. During the summer of 1768, Sultana was refitted, armed, and provisioned in preparation for service to the British, initially intercepting smugglers along the North American coast. This lasted until the start of the American Revolution. Early Sultana crews were comprised of mainly English and Irish sailors but these were transformed over time to British, European and American-born sailors, some of whom were freed slaves.

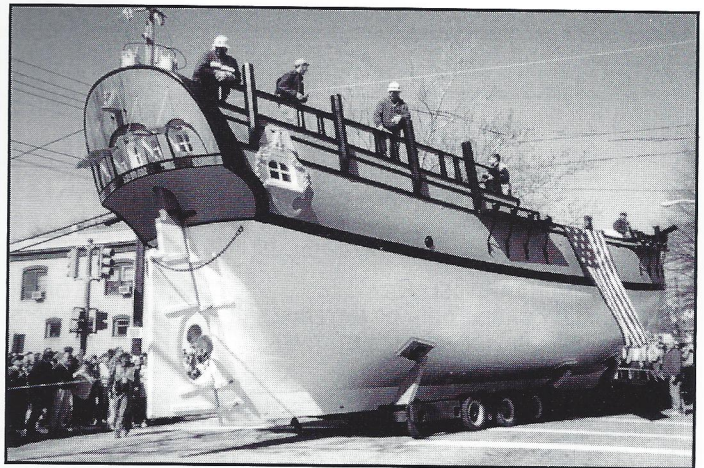
With an overall deck length of only 53 feet, the twin-masted Sultana was the smallest schooner to have ever served the Royal Navy. Technically a man-of-war, her small size and limited firepower meant the she encountered continual resistance when attempting to stop larger American ships. It was decided to reposition Sultana at the mouth of the Chesapeake Bay. From this

location, Sultana searched ships from all over the world coming into the Bay as well as outgoing vessels from various ports along the Chesapeake, as well as the smaller ports of Maryland's eastern shore.

Over the next several years the Sultana continued to serve the British in various functions and at various locations up and down the coasts. In May, 1772 Sultana had a huge fire fight with the men of the American brig Carolina after seizing smuggled goods found in her hold. With her limits as a warship being tested, Sultana was relieved of her station in August 1772. She sailed to England and was sold out of the Royal Navy. There is speculation as to what happened to her, but Sultana's true fate remains a mystery. We now jump ahead 225 years to continue this story.

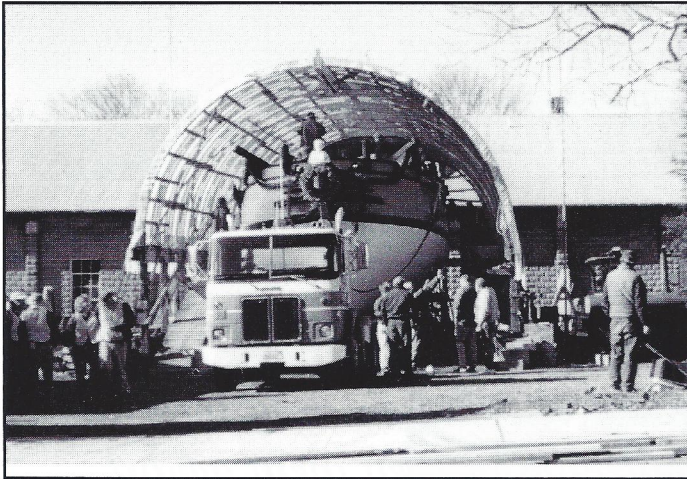
A master boat builder from the east by the name of John Swain, along with several others with vision, and including the community of Chestertown, decided back in 1997 that it would be an important historical event to build a replica of the schooner Sultana. Swain was the one most responsible for getting the project off the ground but much of the success of the rebuilding effort also goes to a Drew McMullen who was a Coast Guard Captain and environmentalist and, like Swain, also a restorer of historical boats. The idea was to recreate Sultana as an educational vessel in the town whose shores she once patrolled in search of tax dodgers and others whom the British deemed scalawags.

What made the rebuilding of the Sultana ultimately possible was the fact that the original survey plans, ships logs, muster books and other kinds of information were made available to the builders by the British. They had been preserved over these many years in the public Records office in London. The lines of the reproduction are exactly the same as the original and the interior laid out according to the original draft.



The 130,000 lb. schooner Sultana during her two hour move through the streets of Chestertown enroute to the launch site five blocks away. The workers aboard had to lift power and telephone lines along the route.

Construction of the shipyard used to build Sultana began in 1998. The yard was located on a dirt parking lot in the middle of the downtown area. This served as a great vantage point for the locals as well as visitors who wanted to keep track of the shipbuilding project. The shipwrights assembled to work on the project first had the job of lofting Sultana – the process of precisely drawing out all the lines as well as the timbers that would comprise the boat. The 42 foot keel of the



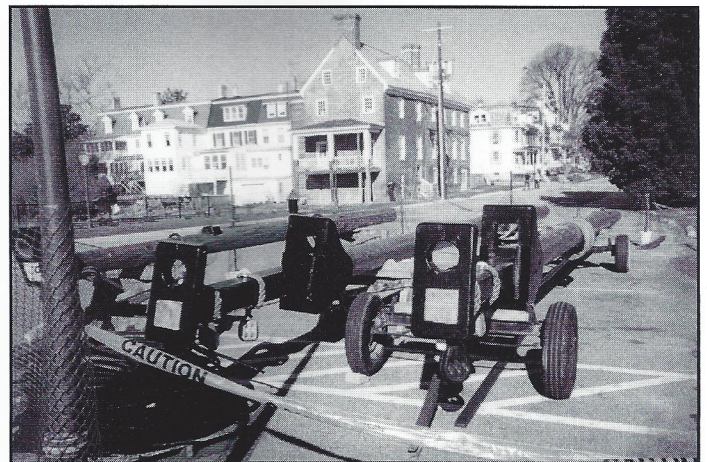
Sultana leaving the downtown Chestertown shipbuilding site on March 23, 2001 after her nearly four-year construction effort.

Sultana was crafted from a single 140 year old white oak tree whose trunk weighed nearly 8,000 pounds. Lead ballast attached to the bottom of the keel weighed 11,000 pounds. There is an additional 15,000 pounds of internal ballast. Each of the 39 frames were made from four-inch thick slabs of the very dense Osage Orange wood which is native to the area. Hull planks were of white oak and between two and three inches thick. They were steam bent onto the boat and fastened with thousands of trunnels (tree nails) made of Osage and Locust. Hull plank seams were caulked with cotton, oakum, and seam compound. There are over six miles of caulking on the hull alone. The transom was framed with Osage and covered inside and out with cedar planking. Deck beams were constructed of Osage and the knees of Larch. Deck planks are douglas fir from the West Coast. Many, many other details such as gun posts, the windlass, hatch combings and gratings, the bowsprit, masts, spars, unique and beautiful carvings required specialized woods and treatments. A beautiful ornamental figurehead, named I'lean, is mounted on the prow of Sultana and was carved by a local artisan.

With the schooner nearing completion, plans were made to move the 130,000 pound vessel from the boatyard to its launching site some five blocks away. My brother, Landis and his wife, Janet live near Philadelphia but maintain a second residence in Betterton, Maryland, along the shores of the Sassafras River and the Chesapeake Bay. They have kept a steady eye on the

shipbuilding progress throughout and naturally wanted to observe and participate in the festivities planned for the launching. I was invited to join them for the weekend activities, which I gladly accepted.

Finally, after several years of painstaking construction, the schooner was completed and ready for her maiden voyage from the shipyard, through the streets of Chestertown, and down to the Chester River. It took a bit less than two hours on Friday, March 23rd, to position the trailer under Sultana and another two hours or so to make the five block journey to the river. On Saturday, the U.S. Army Corps of Army Engineers placed slings under Sultana and slowly lifted her into the water with the assistance of an enormous 200 foot long, 80 foot wide 400-ton floating crane/barge. Once the Sultana was in the water, the Corps assisted with the stepping of the ship's masts and bowsprit. With the bowsprit in place Sultana now had an overall length of 97 feet. The 130,000 pound Sultana is now undergoing the fitting of her nine sails as well as other details that will be required to make her ready for duty and in compliance with Coast Guard regulations. Her home port will be Chestertown where she will reside between tours with other historic sailing vessels and restored working boats.



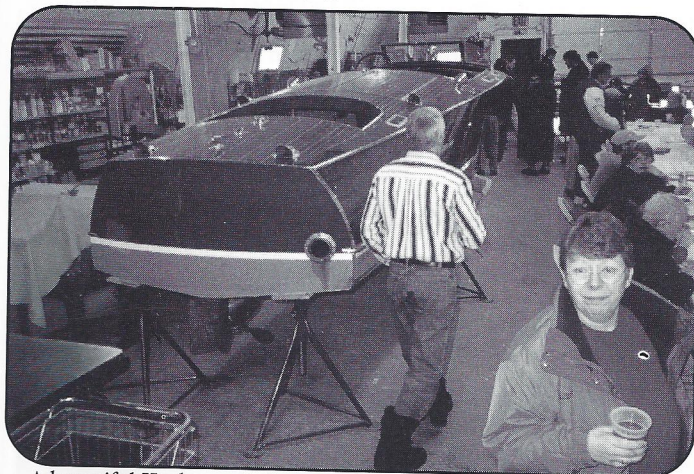
The masts at the launch site awaiting lifting onto the Sultana. Sails and rigging were later installed as part of her fitting out.

The weekend festivities included thousands of observers who paraded along with Sultana as she slowly moved through the streets of Chestertown. At the launching site we were met by the spirited Kent County Marching Band whose members performed a concert of tunes appropriate to the occasion as well as local and state officials who gave short talks regarding this momentous event. Comments by Shipbuilder Swain gave appropriate credit to all those who willingly gave of their time and talent to see this project through. Four major television stations covered the event as did National Public Radio.

Sultana - cont'd on page 33

BSLOL WINTER WORKSHOPS - 2001

In February, more than 80 enthusiastic members and friends traveled to Lester Prairie for a tour of Mahogany Bay's storage facilities and a sumptuous lunch.

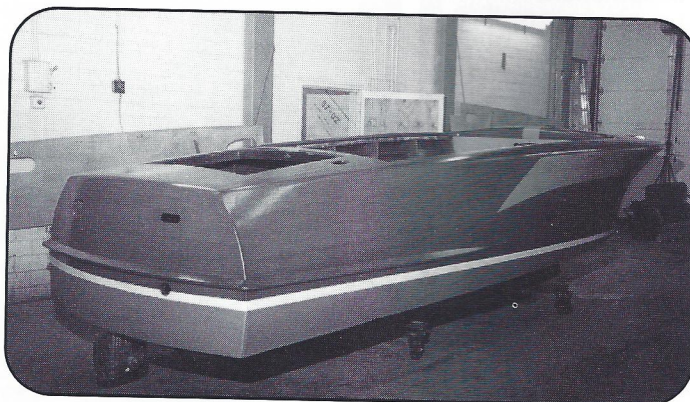
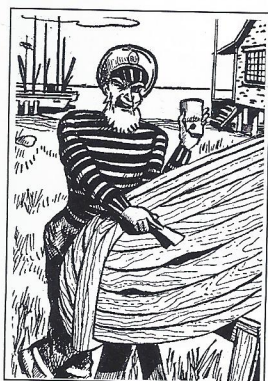


A beautiful Hackercraft about ready for the water provides a great view for the diners along the right side of the picture.



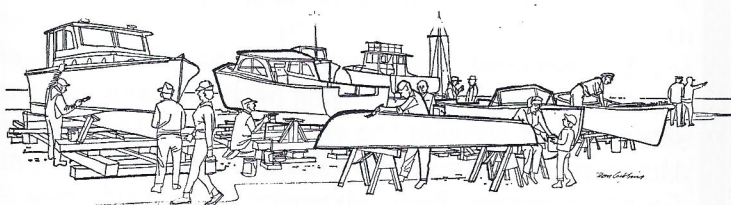
Todd Warner in conversation with a guest.

Who but wood boat lovers would consider eating lunch in the midst of sawdust & varnish? Consider it? You couldn't keep them away!

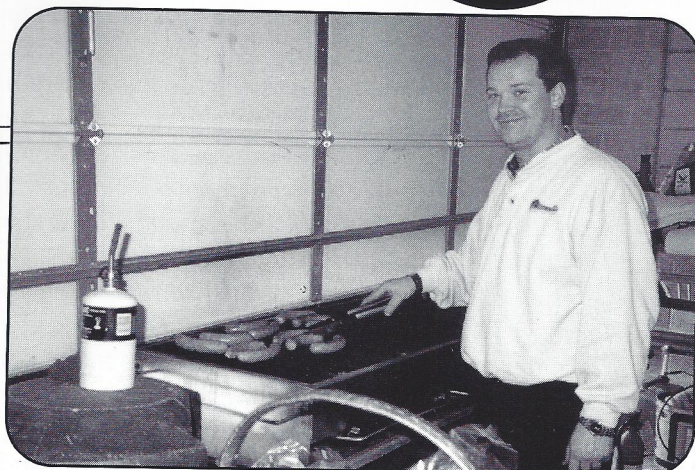


An 18 foot Shepherd in process of restoration.

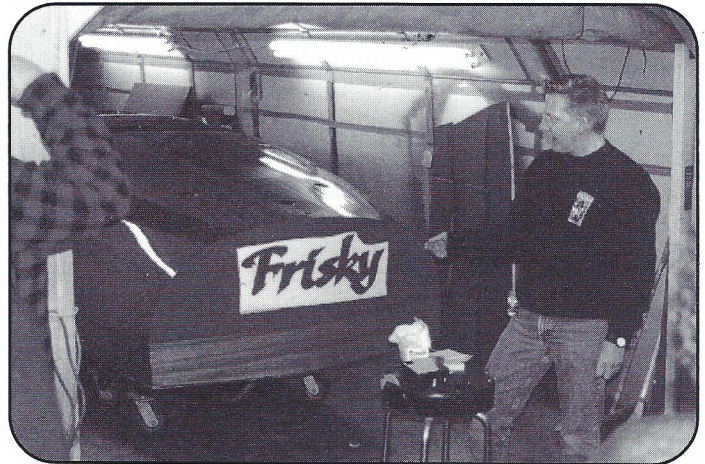
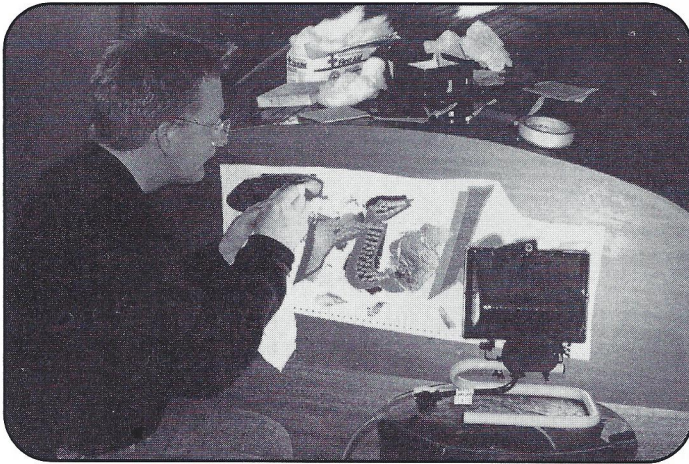
Our
gratitude
to each of
our hosts
for their
hospitality and
use of their
facilities



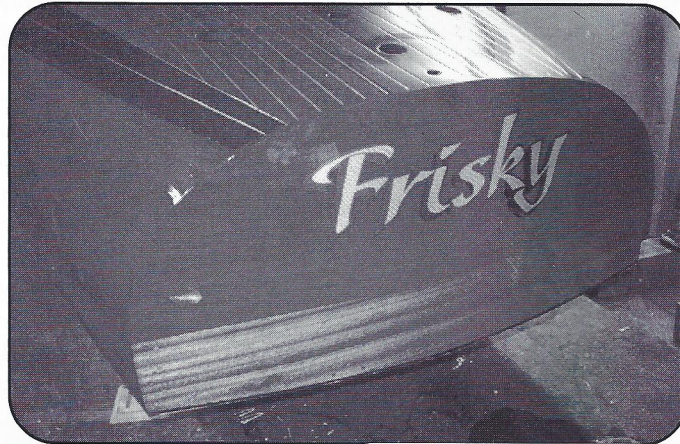
Many thanks to Todd Warner and his staff for a terrific day!



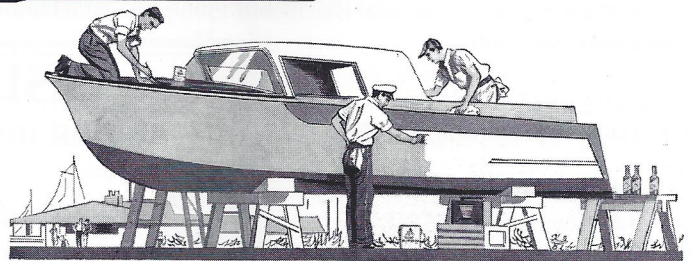
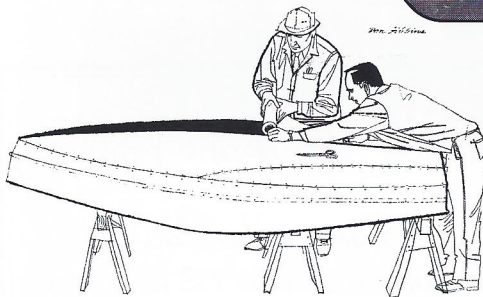
Jayme Hines at the grill. Good job, Jayme!



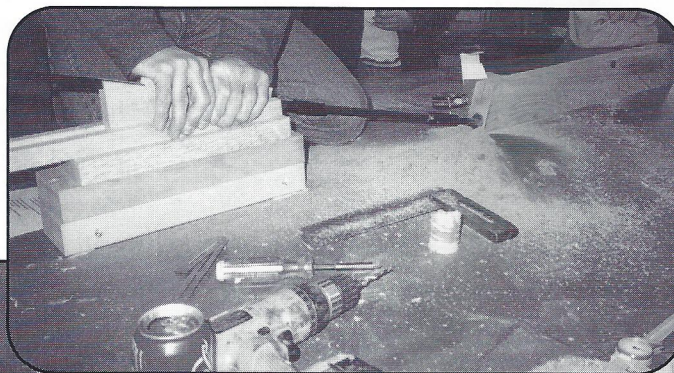
BSLOL
WINTER
WORKSHOPS
2001



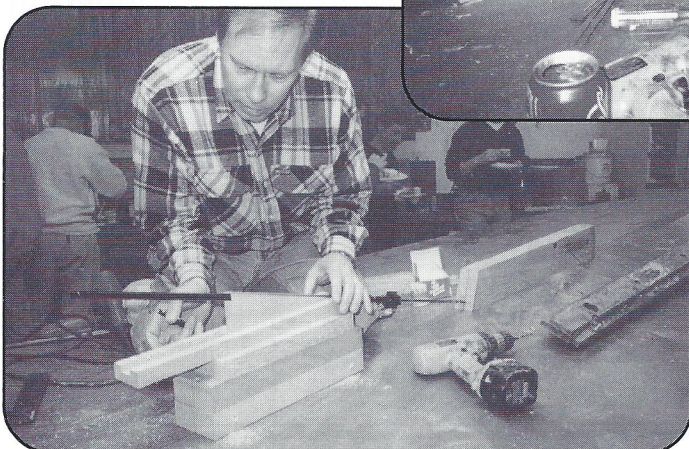
*Signage and
Gold-Leafing
expertly
demonstrated
at Dan Nelson's
Restoration shop.*

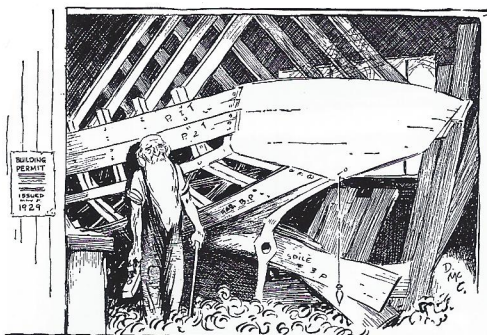


*Sherwood Heggen
demonstrates
Drilling Shaft Holes.*



*Thanks, Sherwood
for sharing your
wealth of knowledge
at this session.*





No project is too big... if you live long enough.

BOATS IN PROCESS...

Spring is (finally) in the air!!!

Can open water be far behind? Is your boat ready?

Call 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
fkewanovich@cs.com

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

1946 GarWood 17'6" Runabout
 John Bergstom 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
butteryk@aol.com

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 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

1961 Century 19' Resorter Square
 Nose Don Moberg 608-723-7051

Update: Don's plan for this boat is very ambitious -- and different. He's giving it a complete makeover (such that is no longer looks like a "hammerhead shark.") When done, it will look REALLY different - more like a "CC racing runabout!" The hull is in good shape - he has 3/4 of it refastened and various parts done and all over the place. *To avoid getting bored, Don works on one part until he's tired of it and switches to another.* The reconstruction includes extending the deck two feet on the inboard side, tapering both sides 6 inches, making the transom narrower and 4 inches lower - resembling a barrelback. Don promises continued updates and pictures of his progress. Thanks, Don! We're looking forward to it.

BSLOL CALENDAR 2002

featuring our members and their "mahogany prides"

We've had a good response for our calendar and we need just a few more to complete the 12 months of 2002. Don't miss the chance to show off that great boat. Send a snapshot to the editor by July 1. Then look for the 2002 calendar at our Rendezvous in August.

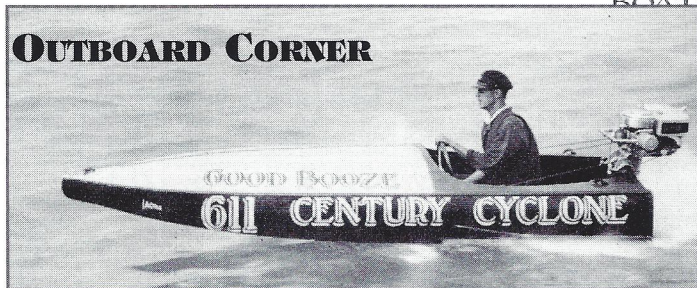
A photo-shoot on Lake Minnetonka is planned for June.

(Hopefully the ice will be out by that time.) Just show up bright and early in the morning to get your boat included. To get details, contact Greg Benson at 612-941-7882.





OUTBOARD CORNER



READY FOR SPRING!!

By Chuck Petersen

Even though the winter of 2000/2001 was about average for our area, the extremely mild conditions of the past two years made this season seem long indeed! While ice still grips our lake in Southern Wisconsin, the first 50 degree days get the blood going as thoughts pass from snowmobile rides to boating. Is your outboard ready? I have found that a little attention to detail now can help prevent "down time" in July.

Three main areas need attention:

First, the lower unit or gearcase should have fresh gear lube. I change this every fall to rid the system of water and/or deposits gathered during the summer season. This is a must if the motor is to be stored in an unheated environment. I use Mercury Quicksilver High Performance oil. It costs a little more, smells really bad, but is worth



Chuck and Nick Petersen enjoy a 1954 AristoCraft "14" Torpedo on Lauderdale Lakes, WI

every penny. In addition, replace the drain plugs and vent screw gaskets regularly. They are readily available in after market and are cheap insurance against leakage. Remove prop and grease shaft with anti-corrosion type water-proof grease every year. Inspect prop for damage to internal rubber hub or shear pin if so equipped. If the prop nut and/or washers seem worn, replace them.

Second, grease all tower housing fittings, throttle linkage and steering linkage. Check co-pilot integrity on tiller models. Be sure throttle cables operate freely before motor is remounted to hull.

Finally, to the powerhead. Clean all exterior surfaces. If equipped with recoil starter, check for wear to mechanism

and rope. Replace starter rope if even slightly worn! With last season's spark plugs installed start and run motor in test tank or with fresh water "ear muffs" to clear excess storage oil. Replace plugs every season. I like NGK brand if available for your model. I spent my first "serious" hours on a snowmobile this past season. They seem prone to fouling plugs as spares are standard equipment. All major snowmobile lines use NGK plugs exclusively. Inspect and wipe wires and boots with silicone spray. Formula 2001 works well here. Clean and/or replace fuel filter if so



Nick Petersen inspects throttle linkage on his 1969 GW Invader model 10.

(How soon before Nick has his own column?? --Editor)

equipped. I use a separate water-separating unit mounted to the boat transom between the fuel tank and the motor. Finally, never, ever use RFG (reformulated gas) if prevalent in your area. The lakeshore counties around Milwaukee and Chicago mandate this junk and I avoid it at all costs. Fortunately, our lake is far enough inland to get decent gas. Racers actually transport their own gas to avoid bad surprises using local brew.

If you are like me, the outsides are important too! Wax painted cowlings with a high quality brand. If mineral deposits have formed around exhaust areas, Lime Away product works well to clean deposits prior to waxing. I really enjoy spending an afternoon in the sun getting my boat/motor ready for service. Don't skimp on the details!!

I hope to see you at the Rendezvous this summer!



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WANGSTAD ELECTED

reported by Andreas Jordahl Rhude

Covington, KY ACBS member Lee Wangstad from Nisswa, Minnesota has been elected vice chairperson of the National Boating Museum and Education Center. The organizational meeting of the recently established museum was held at Covington, Kentucky on 18 March. This was held in conjunction with the National Boating History Symposium.

The Museum's covenant is to "...foster research, education, and historic conservation for America's watercraft, designers, builders and all other participants in the nation's marine cultural heritage." Education is a key component of this mission. The newly elected Board will now actively pursue 501(c)3 tax-exempt status. They will also be soliciting donations and searching for a suitable site for the museum and educational center. At the present time, the greater Washington, DC area is focus of the site search committee.

Wangstad is a leading historian on the boating boom of the 1950s and sixties. His special area of interest is in non-wood boats. Congratulations Lee!

BOAT HISTORY DISCUSSED

reported by Andreas Jordahl Rhude

Covington, KY Some 160 folks from all around North America (and two from England) converged on Covington, Kentucky on the banks of the Ohio River on 16-18 March. The reason? To attend the National Boating History Symposium. The conference theme was "Beautiful lines: greatest 20th century boats and their designers."

Expert speakers in many fields presented sessions on topics from "Gentlemen's racers" to "Classic outboard motors." Boat designers and builders Bob Switzer of Switzer Craft and Al Hegg gave presentations on their design and construction philosophies. Hegg was with Larson Boats for many years and became owner of Century Boats in 1968 and led them into the fiberglass era. Switzer made an outrageously funny interpretation of how he and his older brother stumbled into boat production after World War II.

Lee Wangstad, an ACBS member, gave the keynote address on industrial designers Brooks Stevens, Norman Bell Geddes, Raymond Lowey and others. Lyman boat expert and historian Tom Koroknay gave an excellent slide illustrated presentation on the construction of Lyman's lapstrake boats. His illustrations showed factory production techniques of the late 1960s.

The conference chair was Jeff Beard, president of the Chesapeake Bay chapter of the Antique and Classic Boat Society. Wangstad was vice chair of the conference. Sponsors included the National Boating Museum; the Chris-Craft Antique Boat Club; Century Boat Club; Gar Wood Society; *Classic Boating* magazine; and the Antique Boat Connection. Beard was instrumental in making the gathering a success.

Plenty of opportunity was afforded attendees to network with one another. This is one of the most enjoyable and rewarding benefits of activities such as this. The Friday evening reception and meal was held at Lou Rauh's Antique Boat Connection in nearby Cincinnati. Tables were interspersed between dozens and antique and classic boats. What a backdrop for diner and socializing!

The next symposium is tentatively slated for 2003, potentially in the Seattle area.



BSLOL
BOB SPELTZ LAND-O-LAKES CHAPTER

WAY POINTS

MAY

- **NEW-MEMBER MIXER ON LAKE MTKA**
(Depends on open water. Post cards will be mailed out if we get boating weather.)

JUNE

- **13 - WEDNESDAY**
Club Cruise Night, Lake Mtka *

JULY

- **11 - WEDNESDAY**
Club Cruise Night, Lake Mtka*

AUGUST

- **8 - WEDNESDAY**
Club Cruise Night, Mississippi River*

- **15, 16, 17 - WED, THU, FRI**
Pre-Rendezvous "Nice 'n Easy"
Mini-Cruises

- **18, 19 - SAT, SUN**
26th Annual Rendezvous

SEPTEMBER

- **8 - SATURDAY**
J.J. Hill Days Boat Show-Lake Mtka

- **12 - SATURDAY**
Club Cruise Night - Lake Mtka*
(weather permitting)

OCTOBER

- **7 - SUNDAY**
Fall Color Cruise, Lake Minnetonka

DECEMBER

- **1 OR 2**
Holiday Party & Annual Meeting
(Details Pending)

Lake Minnetonka Cruise nights meet at Wayzata Depot docks. For Mississippi River cruise or any other questions, call Ray Garin at 612-201-6918

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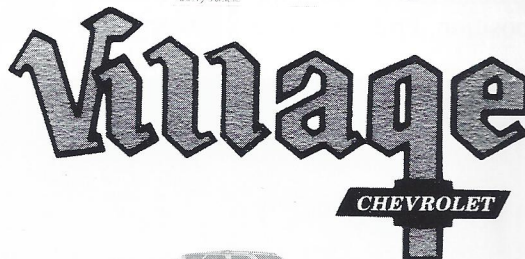
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1/4 page	\$ 200	\$350	\$ 550
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Full page (Black & White)	\$ 450	\$800	\$ 900
Full pg color	\$ 600	\$900	\$1000
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The FORUM



WHERE MEMBERS EXPRESS THEIR VIEWS

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

Visit our Web Site at www.acbs-bslol.com

14TH ANNUAL MT. DORA ANTIQUE BOAT FESTIVAL

by Jerry and Maureen Valley

The Mt. Dora Antique Boat Festival, sponsored jointly by the local Chamber of Commerce and the Sunnyland Chapter of the ACBS, officially kicked off the 2001 boat show season and what a kick off it was. Despite the lowest water levels in recorded history for this area, a record number of boats - approaching 200 - were on display both on land and in the water. According to the organizers, nearly 70% of the boats were making their first appearance at the show, with attendees from as far away as Canada. While this is billed as a two day show, it really begins on Thursday as the flea market vendors set up their displays, the St. Johns River trip boats arrive and some of the land displays are moved into position. Friday is more of the same and then the show officially kicks off with an elegant cocktail party on the lawn of the historic Lakeside Inn that evening. This show is held in conjunction with the annual Mt. Dora antique and flea market, which brings tens of thousands of visitors to the city. As you might guess, parking is almost non-existent and traffic is a nightmare during this very festive and busy weekend.

The show this year hosted an incredible representation of boat manufacturers. In addition to the big four of Chris Craft, Century, Hacker and Garwood, such names as Greavette, Hickman, Higgins, Ditchburn, Dunphy, Dodge, Shepherd, Riva, Switzer Craft, Aristocraft, Dispro, Correct Craft and Lyman could also be seen displayed on land and in the water. Two particular standouts were the freshly restored 1917 Hickman 30' Sea Sled and a Greavette Streamliner. (See photos) The Hickman Sea Sled had twin Van Blerk engines, propellers befitting a much larger boat and a very unique external rack and pinion system to control twin outboard rudders located flush at either side of the hull. This boat was on land display and always had a crowd around it, many trying to figure out how the rudders worked.

The BSLOL was well represented again this year. In attendance were BSLOL President Jim Aamodt and his wife Marcia, Mitch and Cathy Lapointe, Lowell and Marcia Arnold, Mike and Nancy Domaille (Nancy on crutches with her broken ankle in a cast from a car accident the previous Monday), Jerry and Maureen Valley, Bob Johnson, Mike Favilla, John and Linda Bergstrom, Gerry and Chuck

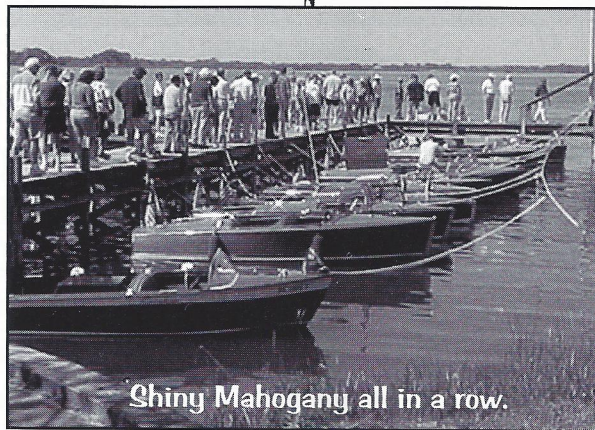
Petersen and their wives. I apologize if I overlooked any other members who were in attendance.

The excellent Saturday evening dinner, also at the

Lakeside Inn, provided an opportunity for all of us to renew old friendships and play catch up. It was great to see everyone again. Stan and Darleen Petersen, formerly from Iowa and now Mt. Dora residents, and known to many BSLOL members, picked up an award for their beautifully restored 1946, 25' red and white Chris Craft, "Little Nell II". Stan just recently completed the restoration on this boat and did an outstanding job. Barbara Hoffman, new President of the ACBS, was

in attendance and spoke briefly, commending the Sunnyland Chapter on the outstanding show.

Chris Smith, a direct descendent of the founders of Chris Craft, was also an honored guest at the dinner and presented the "Best Chris Craft" award.



Shing Mahogany all in a row.



Side view of the Hickman Sea Sled

BSLOL members also had three boats at the show. Gerry Petersen had his 19', 1939 Garwood, "Carol K" on display in the water while the Arnolds had "Cherry Bomb", their 1948 Chris Craft red and white racing runabout on display in the For Sale area. We had our 1957 16.5' Lyman "Reenie Anne" on land display as well.

Other crowd pleasers at this show included at least six Amphicars, many offering rides to spectators, eight beautifully restored Ford and Mercury woodie wagons, a

number of antique outboard displays, a huge marine flea market and a varied contingent of antique and modern race boats that thrilled spectators with high speed runs around an oval set up directly in front of the show on Lake Dora.

In spite of the low water which prevented the traditional Friday boat parade through the Dora Canal and limited the number of boats that could be accommodated in the water, the weather was picture perfect - sunny and mid- 70's every day, and made for what many deemed the best Mt. Dora show ever. Kudos to all who helped make this show a great success.

Side note from Maureen:

On a personal note, we have decided to make the Harris Chain of Lakes our home.....at least for the winter months. The motor home is for sale and we have purchased a small house on Haines Creek, offering us dockage for our two boats, and a drop dead view of the creek. Our days will be

Mt. Dora - cont'd on page 33

Mt. Dora - cont'd from page 32

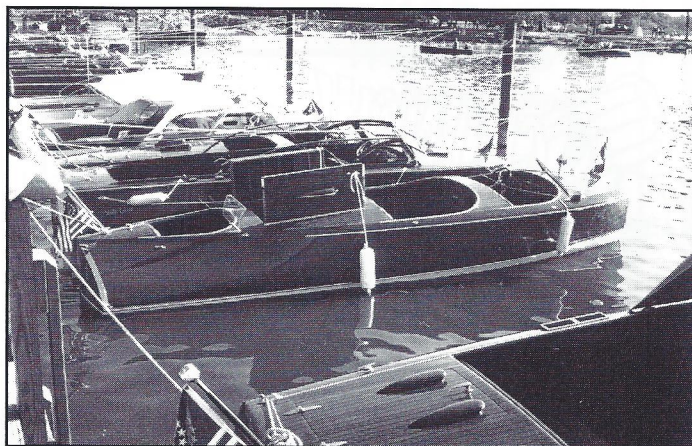
spent amusing ourselves by watching the Blue Heron's nest across from our dock and the alligators cruising by – most of whom are named Bubba due to their size and their apparent lack of aesthetics in addition to the fact that they make Florida their home. I find them fascinating, if not inspirational, as they can lay for hours, motionless, staring unblinkingly at anything that crosses their paths.

Our regards to all,
Jerry and Maureen Valley

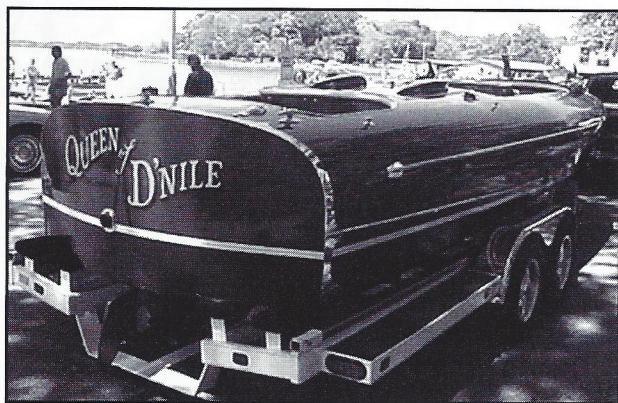
(The latter, as we speak, staring unblinkingly, motionless at the still waters of Haines Creek, watching for her 12 foot long mentor.)



Left to Right: Mike & Nance Domaille, Maureen & Jerry Valley



More boats at the dock.



Greavette Streamliner "Queen of D'Nile"

Sultana - cont'd from page 25

We were all very impressed by the activities of the weekend. This was an important historical event which likely will not soon be repeated. There was an impressive effort required to set the wheels in motion and to see the entire process through over a period of nearly four years. The people of this area were very gracious and have been keenly interested in the project since its inception. We were able to visit and learn from a number of individuals who were key players throughout the entire process, among them the woman who will serve as Sultana's first captain, Gioia Blitz. Others included Jim and Cooky McClung whom we got to know quite well over the weekend. Cooky is a staff writer for the Kent County News and, as such, has written numerous articles chronicling the construction progress of Sultana. We were especially delighted to be invited into their home and participate in a reception they hosted for visiting dignitaries. We thoroughly enjoyed ourselves and met some very interesting people associated with the rebirth of Sultana.

Before the building of the schooner Sultana started, it was apparent that this was going to be an area-wide undertaking. Many thousands of hours of the actual work was accomplished by many volunteers, young and old alike, who contributed 60% of the actual manpower and worked alongside the professional shipwrights. The project was undertaken by Chester River Craft and Art, a 501 (c) (3) organization at a cost of 1.3 million dollars.

The mission of Sultana is to provide educational programs and seminars that emphasize colonial history as well as cultural and environmental topics pertinent to the Chesapeake and Chester River Watersheds. The Sultana will serve as the principal classroom and will be available to children as well as adults. Sultana will be commissioned on July 4, 2001 and will then begin an inaugural tour of major cities throughout the Chesapeake bay area.

Yes, this was a boat show unlike any other that I will likely attend. Despite the fact there was but one entry, it was nonetheless an entry that has captured the imagination of an entire city and, for that matter, an entire state. The wheels are in motion to consider having Chestertown serve as a center for

Sultana - cont'd on page 35

Speltz - cont'd from page 4

surprised to hear of a prop repair firm located in Montana as I was, but Paul tells me he does props all the way east to Minnesota, west to Hawaii and south to Arizona and New Mexico. Big Sky offers reconditioned, new and rebuilt props and one-week service on all makes of props.

Looks like another new antique boat club will be starting soon. A good friend, Alan Mann of 171 Margaret Ave., Wallaceburg, Ontario, Canada N8A 2A3, wishes to hear from others and/or former owners of famous Mac Craft mahogany inboards that were built in his city back in the 1930s and '40s. Alan has already discovered a half dozen other owners and procured for himself an older Mac Craft which he is carefully "bringing back to life" in his shop at Wallaceburg. Good luck Alan, if anyone can get this Mac Craft Club off the ground, you will.

Volume V of "The Real Runabouts" will carry an illustrated story of Mac Craft. Many of you are going to be surprised when you read about and see photos of these remarkable speedboats and cruisers.

Got a current list of boats for sale from Skip Gauger, of BOATS II out in Silver Bay, NY 12874. Skip has been in this business for years and currently offers a fine variety of boats for sale ranging in size from a 1948 20-foot Chris Craft custom runabout without engine and needing work for \$1,800, up to a 1932 Hacker 26-foot runabout, all redone in excellent shape for \$30,000. Skip maintains a fine variety of craft on hand all the time, and if he doesn't have what

you want, he will find it for you. Give Skip a call at (518) 644-5411.

The Motorboat Historical Society has recently ceased operations. It was made known by founder-operator David Eastman. Dave is currently between employment and promises to get this fine little group of marine historians back in business as soon as possible.

Also in the news this month, word out of the Lyman Owners Group is that things are going well. It is hoped that by summer a new administration team will have been set up to run the club. If you own a Lyman and wish to join a fine organization, drop a line to the Lyman Owners Group, 600 Crawford Ave., Syracuse, NY 13224 for more details.

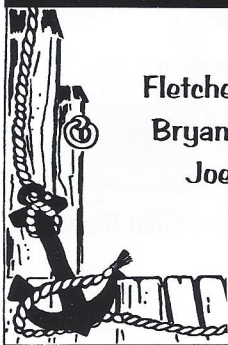
If you need an original style pre-1940 Lyman burgee, contact Neil Swendsboe, 46 Fox Meadow Lane, Dedham, MA 02022 or call (617) 496-8126. They sell for \$20.50 each and are hand-stitched, not silk-screen on nylon.

If all goes well, many of us should be nearing the time when our boats slide into the lake, river or stream once more for another summer of fun. Here in Minnesota, little boating activity occurs until at least the end of the month. Depending on weather and water conditions, a few marinas start launching a few boats in ice-free harbors about now, but that can vary greatly from place to place and year to year. Better cut this short for this time. Keep the cards, letters and news coming.



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Sultana - cont'd from page 33

the restoration of additional historic ships which can be found throughout the region, thus saving them from an inglorious future and preserving them for generations to come. In the end, we all have the same end in mind, don't we?

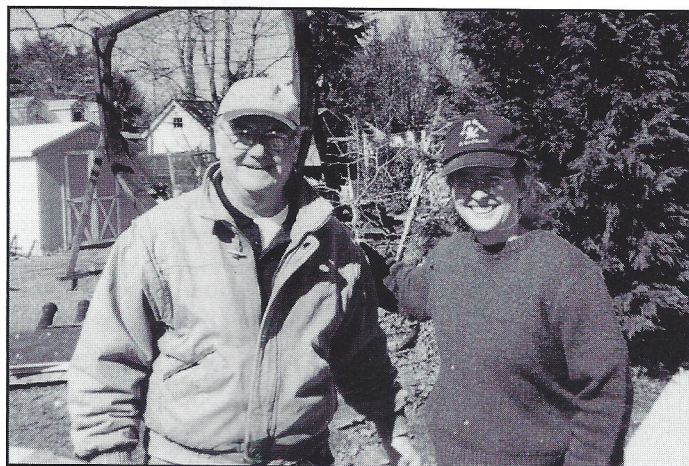




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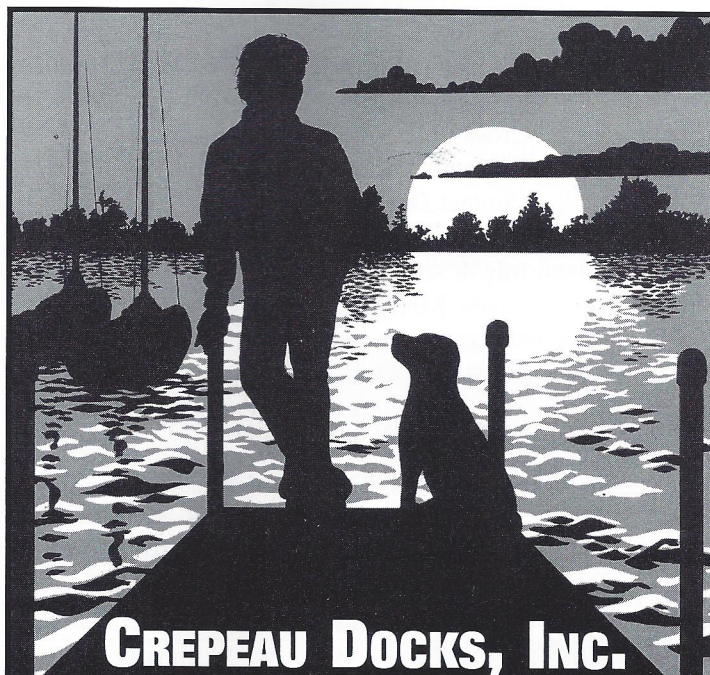
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Belay: To make fast, secure, tie or stop.
Sea Room: The necessary space on the water for a vessel to maneuver safely.
Navigation: Trying to find the rocks
Piloting: Trying to stay off the rocks.
APU: Auxillary Propulsion Unit (aka paddle)
Breeches Buoy: A life ring with a canvas seat that looks like a pair of breeches. (pants)



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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 Whitefish Chain Antique & Classic Wood Boat Rendezvous, 9am-5pm, Moonlight Bay, Cross Lake, MN. Awards presented. Skippers' Dinner Friday night 27th.
 Contact Dennis Madigan, 9122 Adams St., Omaha, NE 68127 402-331-6235 before July 4. After July 4: P.O. Box 519, Pequot Lakes, MN 56472 218-543-6657.
 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 10th Annual Minocqua, WI Antique & Classic Boat Show benefitting Multiple Sclerosis Gordon Moore 727-448-0813 Jan-Apr 715-356-4218 May - July. (See Details, Page 22)

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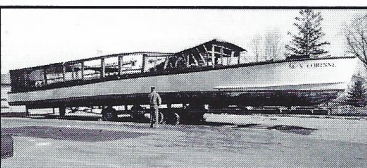
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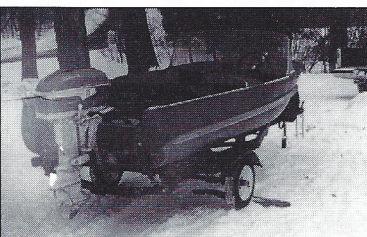
(circa)1948 **THOMPSON 12' TAKE-ALONG** ~ wood and canvas hull, mahogany, spruce and cedar, new canvas & Kirby's Bottle Green paint, original interior varnish. Weighs 90 lbs, rated for up to 10 hp - A little gem! Make an offer to Andreas J. Rhude (Minneapolis) email: ajrhude@aol.com phone: 612-823-3990.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

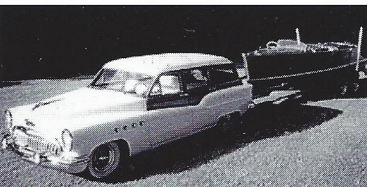
1960 ALUMACRAFT 15'
FLYING "C" '57 Johnson Javelin - tilt trailer ..very nice \$2,250.00
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Tahitinui@ispchannel.com or Tahitinui@home.com (after April 1) (M0201)

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Quality restorations - "good to go" Contact Denny Smith @218-246-8868 (M0401)



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.
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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

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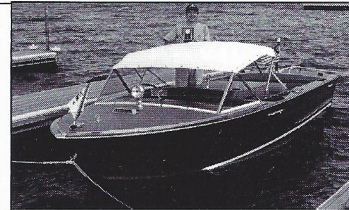
CHRIS CRAFT MODEL 283 V-8 marine engine. This engine is complete and has 0 hours on it since it was professionally rebuilt in late 2000. Dave Doner 952-835-2549 (M0201)

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Trading Dock continued on page 38

Trading Dock continued from page 37

FEATHERCRAFT 13' - double cockpit runabout, fair condition, \$1,895.
 Ron Melick 715-235-2999 litsourz@wwt.net (M0800)

1959 CENTURY RESORTER - Pattern boat, all parts included, all hardware re-chromed. Bob Daniel 952-890-2550
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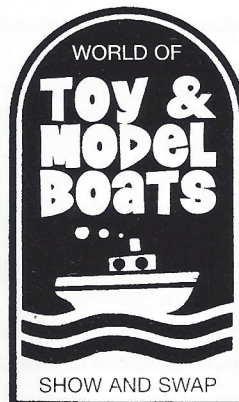
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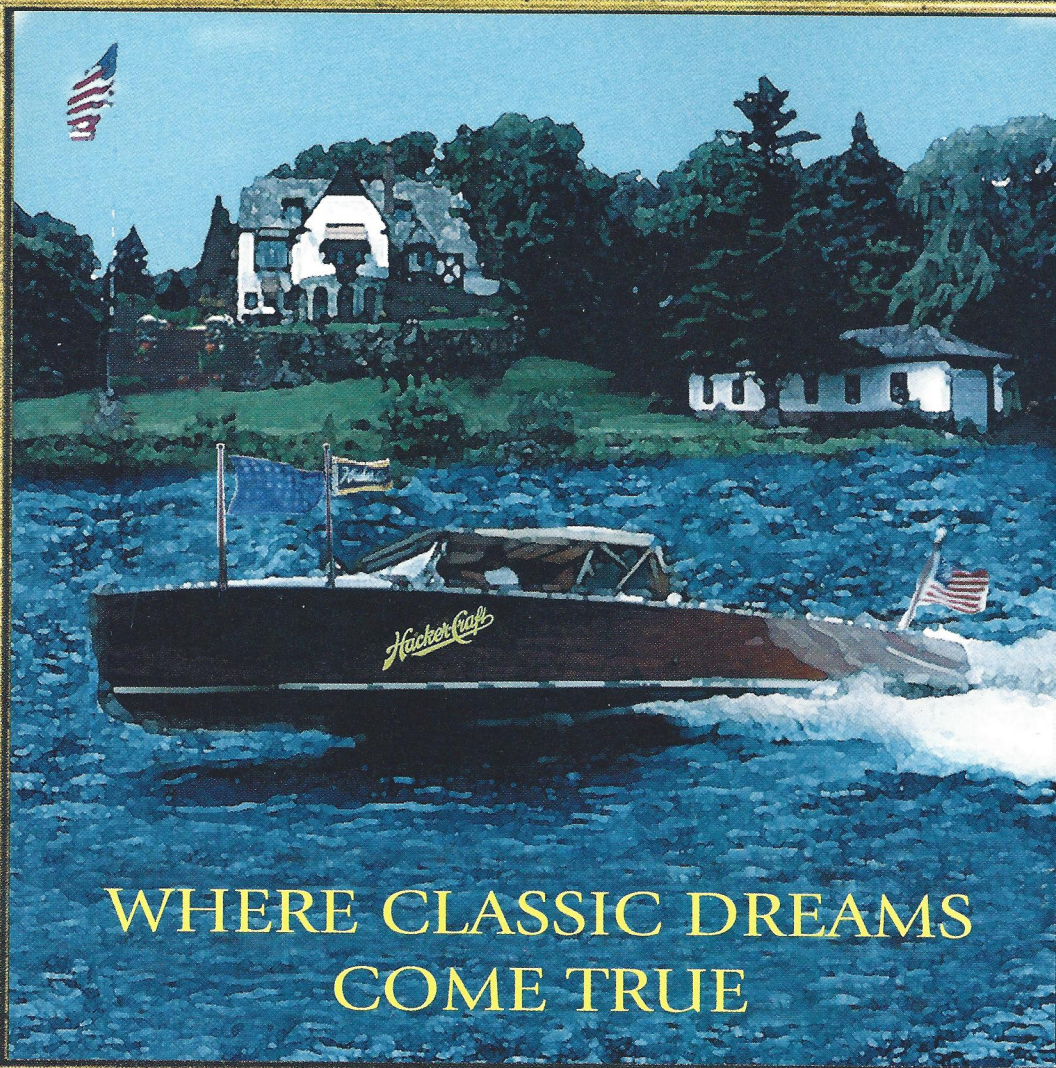
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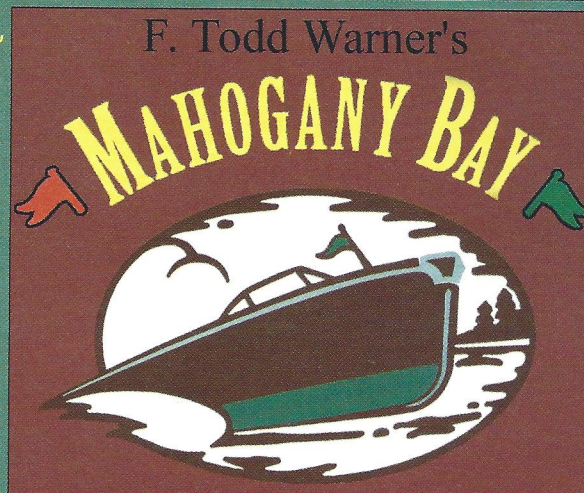
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