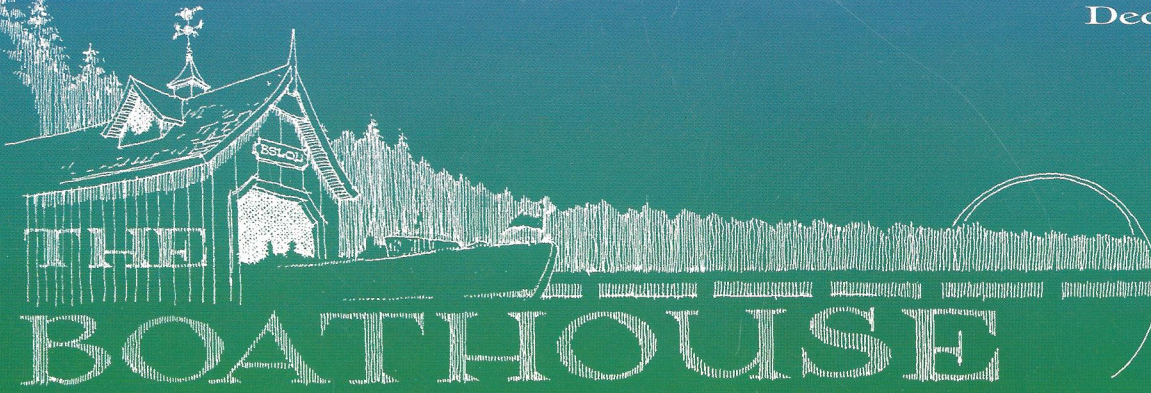


Vol. 24 No. 6
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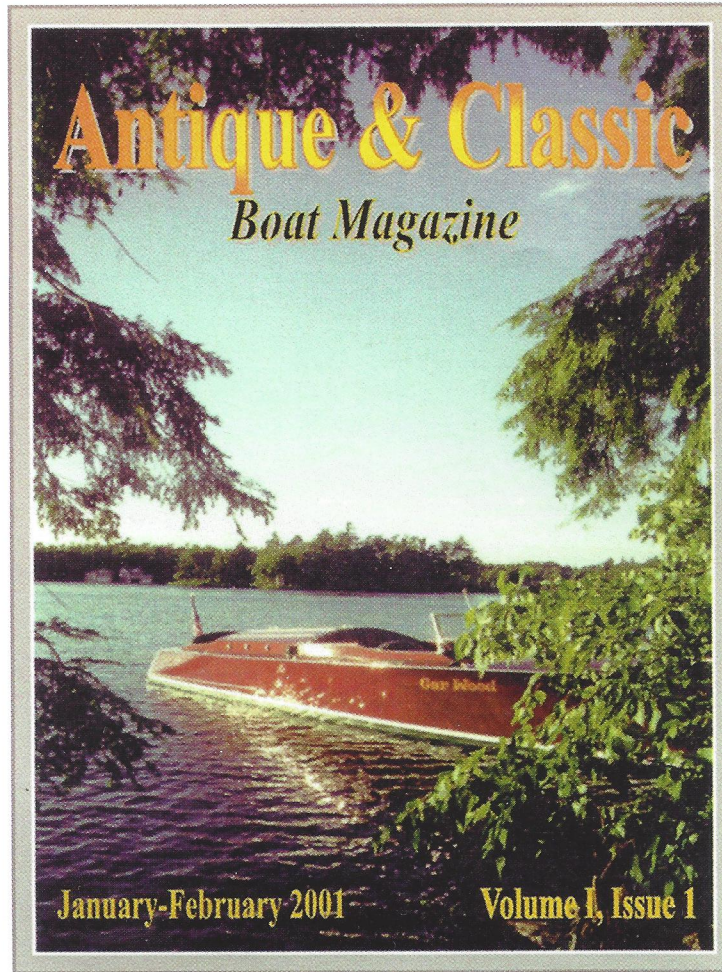


This is just one of seven
magnificent boats you
can see up close at the
Minneapolis Boat Show
January 23-27, 2002

(Details on page 5.)

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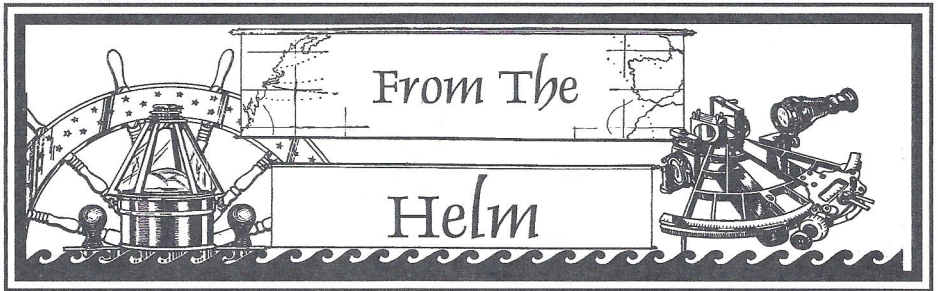
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This has been one of those rare Decembers when you could have a great boating day in sixty-five degree weather with beautiful white tree limbs and a foot of snow on the ground. But, alas, our season has come to an end.

Our Annual Holiday Party and Meeting at the Wayzata Country Club culminated our activities for the year with 112 persons attending. The year 2001 held a full schedule of events (about 14) in spite of the cancellation of two in-water get-togethers due to a late spring. We wish to thank the many members who helped with all of the year's events. They were well attended, including workshops (during snowstorms), our schedule of Summer Cruises, the Rendezvous (240 for Saturday dinner), our Fall Brunch and Color Cruise (over 75 attending), the Fall Potluck Dinner and the Holiday Party. Missing from our Holiday Party were Mary and Steve Beck. Their excuse for non-attendance was very convincing, however, as that morning was the arrival of their 8 pound 2 ounce son — Andrew.

Steve Beck and Bob Buttery have retired from the Board of Directors after several years of dedicated work. However, Steve continues with planning the 2002 Workshops, while Bob is still active on the Rendezvous Committee and will be helping on some new member orientation ideas. Thanks to both of you for your fine service.

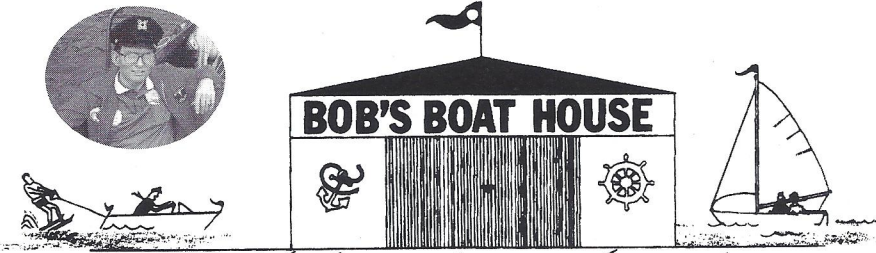
New Board Members include Lynn O'Connor, Secretary, and Directors John Laidlaw, John Tuttle, and Ron Goette. Clark Oltman and Andreas J. Rhude join the "Data Man," John Kinnard, in Vice President positions. Jim Camery as Treasurer enters his second, hard-working year as "number cruncher," while Ray Garin, Sharon and Dirk Gunder, Dave Doner, Randy Havel, Paul Mikkelson, Bob Johnson, Larry Quinn, Brad Ernst, Jayme Hines, Suza Gosh, Peggy Merjanian and Greg Benson are all on-board for 2002. We have a great group.

As 2001 ends, we will be contributing approximately \$3000 to the New York Firemen's Relief Fund from sales of our note cards. Additionally, we will again mark \$2000 toward our scholarship fund. We appreciate everyone's efforts in our fundraising to be able to do these gestures as well as supporting our own activities.

For 2001, we had two significant publishing events. First, our "Boathouse" editors, Peggy and Steve Merjanian, have done their usual outstanding job and have again won the Award of "Best Magazine Publication of an ACBS Chapter." The second event was the coverage in the nationally distributed independent "Antique and Classic Boat Magazine's" current issue (#6). It features Todd Warner's "GerryLo" on the cover (on Lake Minnetonka), 16 pages of his Mahogany Bay business, 12 pages of BSLOL pictures in the

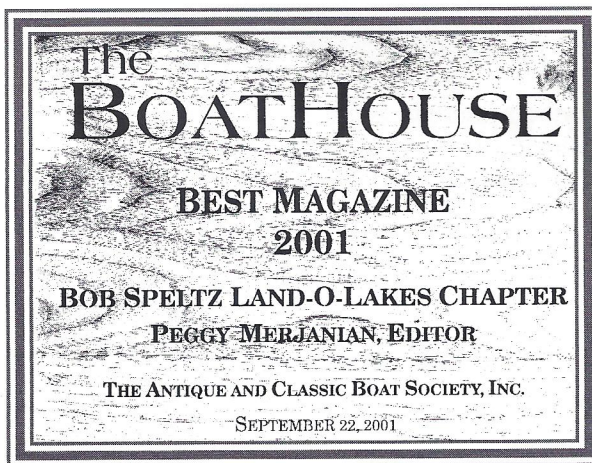
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Watch the February BoatHouse for an update on the progress of Bob Speltz's Chetek restoration.

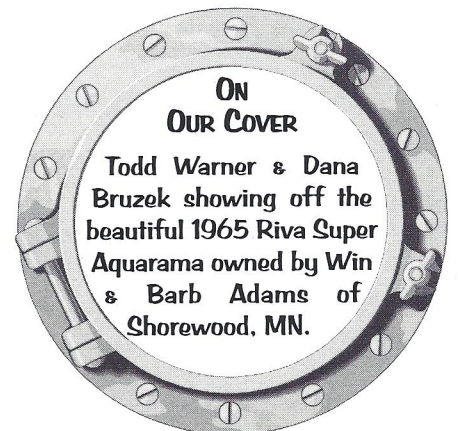
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BOB SPELTZ LAND-O-LAKES CHAPTER ANTIQUE & CLASSIC BOAT SOCIETY, INC. MISSION STATEMENT

To promote the preservation and enjoyment of antique, classic and special interest watercraft of all types, both powered and non-powered by:

- Promoting public display and use of our boats.
- Acting as an information and skill resource for our members.
- Providing social activities of interest of all members and their families.
- Acting as historical repository for boating-related information.
- Providing value for our members in the form of education, merchandise and service discounts, technical workshops and subject-matter experts.
- Promoting a positive image for our chapter and boating in general.
- Promoting boat safety in all of our activities.



BSLOL
FEATURED BOATS!

- 1929 Hackercraft 26' Dolphin
- 1932 Chris Craft 22' Custom
- 1954 Chris Craft 28' Sportsman
- 1954 Thompson 12' Take-along
- 1955 Thompson 14' Thomboy
- 1956 Shepherd 18' Runabout
- 1965 Riva 28' Aquarama



Minneapolis Convention Center
Wednesday - Sunday
January 23-27, 2002

Many hands are needed to set up our display, staff our booth, sell merchandise, promote BSLOL, and dismantle the display Sunday evening.

It all begins on Monday, January 21 during the day and evening. Our boats must be in place FIRST due to the floor plan of the display. If you can help on Monday, (or any of the days), PLEASE call Jeff Stebbins at 952-474-2954.

Ask anyone who has worked at the show. It's a great way to meet other boat enthusiasts, and an excellent opportunity to get to "talk boat"

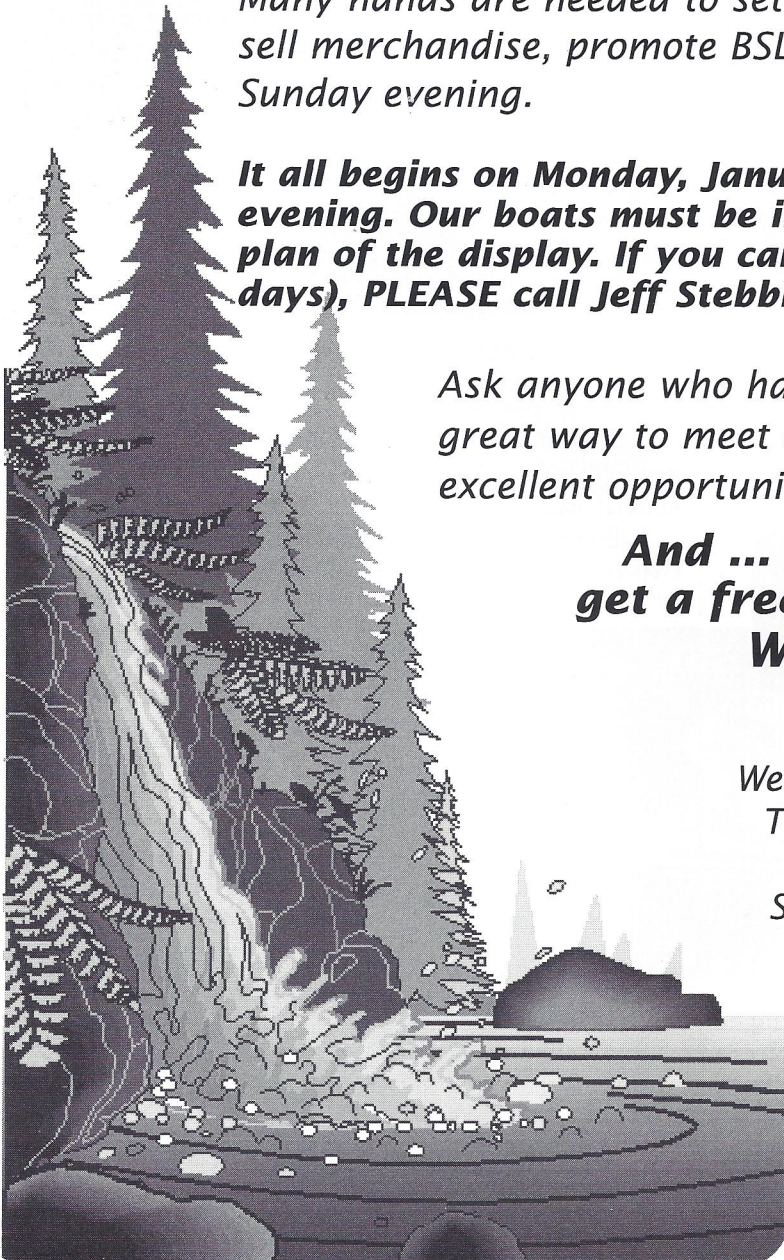
**And ... as a worker, you
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WHAT A DEAL!!**

Show Hours

| | | |
|-----------|---------|-----------------|
| Wednesday | Jan 23 | 5-10 p.m. |
| Thursday | Jan. 24 | 12-10 p.m. |
| Friday | Jan. 25 | 12-10 pm |
| Saturday | Jan. 26 | 10 a.m.-10 p.m. |
| Sunday | Jan. 27 | 10 a.m.-6 p.m. |

**Contact show coordinator
Jeff Stebbins at 952-474-2954**

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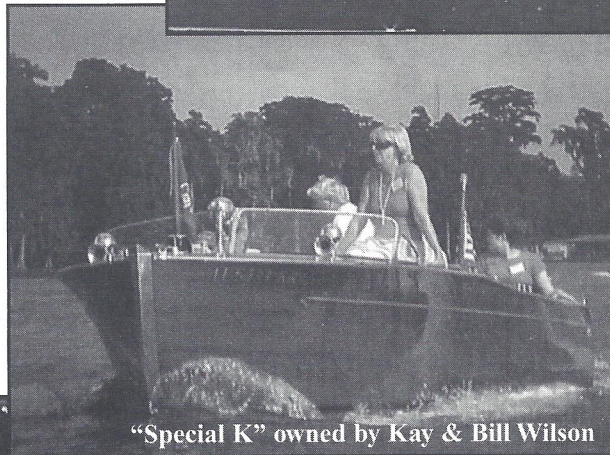
MAHOGANY AT THE GARDENS

by Maureen and Jerry Valley

The Sunnyland Chapter of the ACBS hosted "Mahogany at the Gardens" November 2-4 at Cypress Gardens. Last year we attended this show as spectators but this year, we entered our little 16.5' Lyman, "Reenie Anne" and participated in all the wonderful events of this show.

The activities began on Friday as the boats arrived and took their places around the various little islands linked by bridges and covered with palm trees. The show is limited to about 75 boats because of the limited docking space. The organizers did a fantastic job of helping everyone launch their boats. Shuttle service was provided in a very nice (and fast, I might add) Century Coronado between the show site and the launch ramp. Friday evening there was a Dry Rot Cocktail Party, hosted by the Sunnyland Chapter and held at the Admiral's Inn. The Inn is located directly adjacent to Cypress Gardens and is where most of the attendees stayed.

While Friday was cool with on and off rain showers, Saturday was fabulous with



"Special K" owned by Kay & Bill Wilson

At noon on Saturday, all the boats went out to a floating breakwater opposite the water ski arena. This breakwater is made up of floating tires, onto which we powered our boats and watched the incredible Cypress Gardens Water Ski show. Immediately following the show we paraded our

boats in front of the grandstand as each boat and the owners were introduced to the audience.

At 2:00 there was a guided tour of the "Chain of Lakes" narrated over our marine VHF radios by one of the locals familiar with the history of the area. This worked quite well and allowed us to see many of the beautiful lakes surrounding Cypress Gardens and to learn about some of the local history.

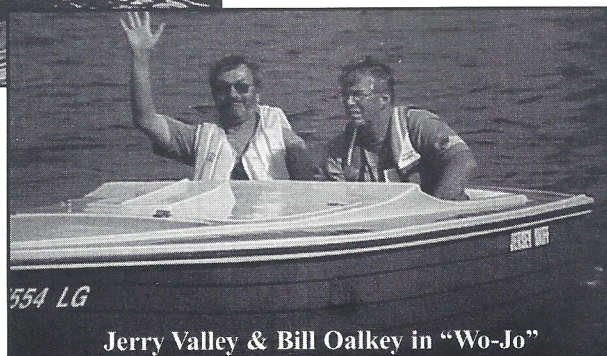
Saturday evening was the dinner and awards ceremony at the Village Fare in Cypress Gardens. Attendees were treated to an outstanding buffet of gastronomic delights followed by the awards ceremony. ACBS President Jean Hoffman presented two awards from

Gardens - cont'd on page 10



"Prowler" (F series boat) owned by Gary & Ingrid Sherb

sunny skies and temps in the 70's. A number of events were planned for Saturday, including an exhibition race by some Jersey Sea Skiffs and other vintage race boats. Included in the exhibition was "Dancing Bear," a 22' F-series racing runabout owned by Curt and Marjorie Brayer and "Prowler," another F-series boat owned by Gary and Ingrid Sherb. Yours truly was "forced" to ride in one of the Jersey Skiffs, Wo-Jo, owned by Bill Oakley of Pompano Beach. These boats do about 80 mph on the straightaway and corner on their sides because they have round bilges and no keels. It took a few fast turns to convince me that I wasn't about to go for a swim. Fantastic ride!



Jerry Valley & Bill Oakley in "Wo-Jo"

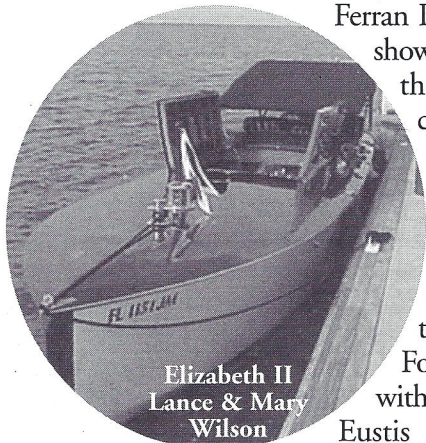


1910 E.M. White owned by Richard Mussehl

FIRST ANNUAL ANTIQUE & CLASSIC BOAT GATHERING - EUSTIS, FL

by Maureen & Jerry Valley

Saturday, October 6, the First Annual Antique and Classic Boat Gathering in Eustis, Florida was held in conjunction with the Antiques Anonymous Car Show. Eustis is uniquely equipped to host an event of this type with a new Lake Walk several blocks long and built over the water, parallel to the lake shore, as well as dockage for 50-60 boats.

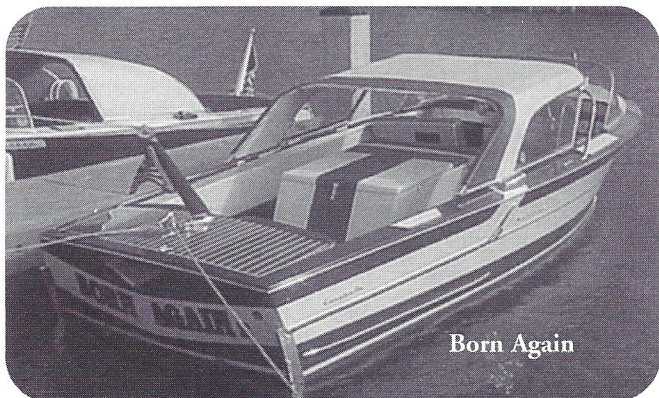


Elizabeth II
Lance & Mary
Wilson

Adjacent to the Lake Walk is Ferran Park which hosted the car show. Within two blocks of the waterfront area are countless shops and restaurants which provide an added dimension to the serious business of gazing upon shiny mahogany hulls and chrome trimmed continental kits!! For those who are familiar with Mt. Dora, the city of

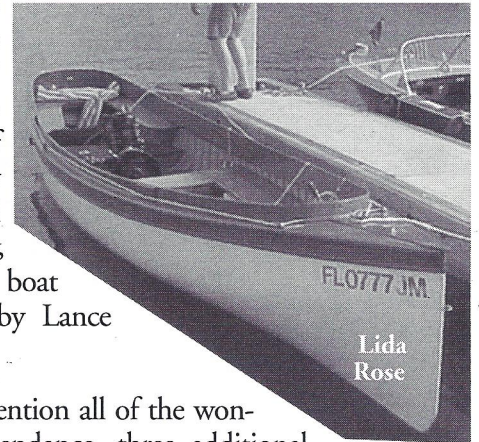
Eustis is located about ten miles north of Dora on Lake Eustis which, along with Lake Dora, make up two of the seven lakes of the Harris Chain.

Saturday was a triple 90's day - 90 degrees, 90 % relative humidity and 90% sunny - absolutely perfect weather for a boat show. In all, about 60 boats were in attendance, 10 on shore display and the balance in the water. The show attracted boats from across the spectrum, but there were several of special note including "Lida Rose," a 1904 Redwing 20' runabout powered by a 6 hp Redwing engine. This beautiful canoe-like vessel is owned by Rosemary and Jim Leroy of Eustis, FL. Another incredible boat was "Elizabeth II," a 1916, 28' launch powered by an 85hp Van Blerck engine and owned by Lance and Mary Wilson, also of Eustis. This boat made its debut at the 2001 Mt. Dora boat show, having just



Born Again

emerged from Lance's restoration shop in Umatilla, FL. This boat is absolutely breathtaking in not only appearance, but in the quality of restoration and attention to the smallest detail. Another rare and beautiful boat was the 1955 24' Greavette Streamliner, "Queen of D'Nile," owned by Dale and Cheryl Brintnall of Waverly, FL. I believe this boat was also restored by Lance Wilson's shop.



Lida
Rose

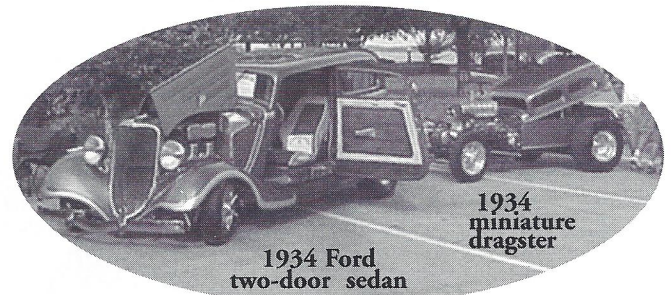
While we can't mention all of the wonderful boats in attendance, three additional standouts were a 1957 Century Coronado, "Born Again," owned by Don and Sharon Jochum of Stuart, FL, a 1939 Lyman 20' runabout, "Finale" owned and restored by Jim and Nancy Dunn of Apopka, FL, and a 1941 25' CC Sportsman, "Special K," owned by Bill and Kay Joslyn of Mt. Dora, FL. This boat was restored by Miller Potter in



Special K
Bill & Kay Josly
of Mt. Dora

Manotic, Canada, the same shop that did the beautiful restoration on "Pokey" owned by Jeff and Nancy Stebbins of Shorewood, MN.

Although this article is about boats, I don't want to completely overlook the antique and classic car show of the same event. Suffice it to say, there were about 100 cars in attendance covering the gamut from retored classics to rods. My favorite (see photo) was a 1934 Ford two-door sedan hot rod



1934 Ford
two-door sedan

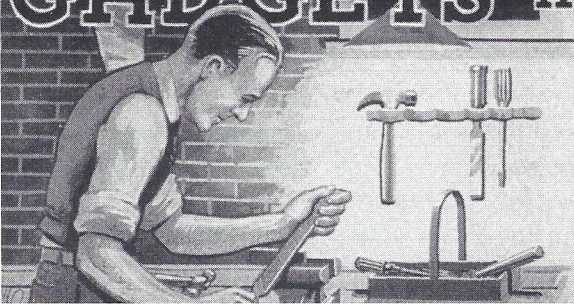
1934
miniature
dragster

towing a matching '34 miniature dragster. It was a show-stopping display of workmanship and design.

With the enthusiastic response shown by all who attended this event (no entrance fee and a free pancake breakfast at the "Crazy Gator" restaurant to boot!) there is little doubt that this will become an annual event to be placed on the boating calendar.



GADGETS AND KINKS



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

Some very basic tools are required to put a sharp edge back on a cutting tool that will be satisfactory for the common woodworker/boat restorer. They are a holding jig to maintain a constant bevel angle on the tool being sharpened, a flat surface such as a piece of glass or a cast iron saw table, and wet/dry sandpaper.

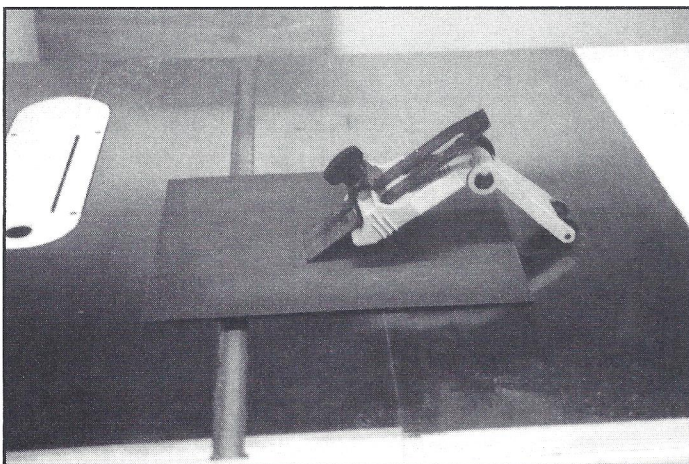
KEEPING THE EDGE (or Why Do You Look So Dull?) by Sherwood Heggen

So many would be excellent wood-workers have one common fault limiting their success. They don't keep their tools sharp. This is much the same as a person who thinks they take good care of their car and neglect maintenance of the constant wear items such as brakes, shocks, and exhaust system. Have you taken a good look at the cutting edges of your plane blades and chisels lately? In this Gadgets and Kinks, putting a sharp edge on those tools will be the subject.

To many, holding the tool to the spinning surface of a grinding wheel is sufficient to get a sharper edge. Actually, that would only be sufficient for damaging the tool. That method can cause overheating of the edge causing it to lose its temper, will cause an uneven edge and bevel to the tool, and will only shorten the life of a tool that could otherwise be made useful for years to come.

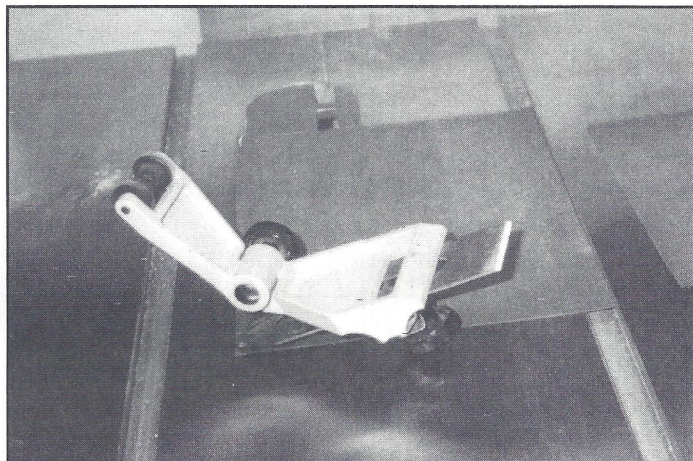
There are many fine articles printed and sources of information on sharpening tools available for those who seek them out. This article will serve to get the wood-worker interested in a making sharp tool edge with a minimum of equipment and expense. From there, the sky is the limit for investing in equipment for methods to produce the keenest edge possible.

How do you know when a tool needs sharpening? Understand that the face of the tool must have a perfect constant bevel and the back of the tool must be perfectly flat to create a razor sharp edge. Take a close look at the front and back edge the blade of a plane, for instance, to see if the edge as a rounded appearance or if it is nicked. Does the tool allow almost effortless work. If not, it is time to read on and then go put a sharp edge on it.



(Refer to picture #1.)

The holding jig is available at stores that cater to woodworkers. It is a necessary piece of equipment for holding the tool blade at a constant angle to produce correct results. Place the chisel or blade in the jig making sure that is secured squarely in place. Now adjust the angle of the blade so that the face of the bevel on the tool makes full contact with the flat surface. This will preserve the original bevel designed for the tool. Lay a piece of 320 grit wet/dry sandpaper on the flat surface. Proceed to draw the tool across the sandpaper with the edge in trail. Check the progress of the action after a number of passes. The surface of the bevel should have a consistent appearance to its surface as in the picture below. If not, continue to draw the tool across the sandpaper until a consistent surface



exists. Then switch to 400 grit paper and continue to draw the tool to produce an even finer edge.

Once satisfied with the effort, it is time to remove the tool from the holding jig to clean up the back side of the tool. A very slight burr will exist from working the bevel side against the sandpaper. Lay the tool's back side on the 400 grit sandpaper and work it in small circles to clean off the burr. Now, be careful how you handle the tool. It is sharp!

Alignment of the blade in the plane comes next to provide for a square cut. Place the plane on a piece of paper (to protect the blades edge) on a hard, flat surface and place the blade in its holder. The blade edge should rest squarely on the flat surface. Clamp the blade in place according to the devices of the plane. Adjust the depth of the blade for the slightest possible cut and do a trial run on the edge of a piece of wood. Now, can you say, "Wow, that is really some-

Gadgets & Kinks cont'd on page 12

The SERVICE DEPARTMENT



*Where Questions
About Equipping and
Operating Power Boats
Are Answered Free
of Charge*

Dear Dr. Motorhead,

I've read your articles for years, even before I owned a wood boat. I have been a club member networking, searching and trying to find the perfect boat for my family and me. I did. I finally found the perfect boat at the perfect price. I can't believe it has come true. My own wood boat; can you believe it? It got here kind of late in the season - not until September of this year. I had time to test it out, brought it home, and took the wife and kids for a number of rides. I was as excited and had more fun than a grown man should.

As with most things in life, all good things must come to an end, at least for this boating season anyway. Winter was coming and it was time for me to get her out of the water before old man winter arrived and the lake freezes solid. Who would know, I mean really, who would know that we would have such warm weather this late fall? Usually, when Thanksgiving rolls around most of the ponds are frozen and we all go ice-skating after our Thanksgiving dinner. All I could think about this year was our new boat. Everything reminded me of boating as I sat daydreaming at the table. Everyone even Grandma was wondering where my mind was. For an 89-year-old woman wondering where my mind was, well, you know it was bad. I tried to clear my thoughts as I pushed the food about my plate. Then I would look up and see the gravy boat, and thoughts of boating would return. My daydreaming would subside only for a moment, until I was asked if I would like more turkey. Did someone say, "turn key" like in starting an old engine. Then some one asked me if I would like some more stuffing. Then I remembered the stuffing box on old *Woody* was leaking on the last boat ride of the season.

What is a stuffing box anyway? How do I make sure it is working properly? Do I need to add oil or check it every once and a while? It seems like a silly thing, a big nut wrapped around the propeller shaft. I mean... like... why do we even need this crazy thing? Who invented it? What is a shaft log anyway? On another note, where is Deer River? Can you help me with these questions? Oh Doctor, I am so excited for next spring. Can I possibly last till then?

Signed,
Hopelessly lost in the meanderings of my own mind

Dr. Motorhead responds.

I know that can't be your real name - way too long. Besides, living in Minnesota, you should have a "son" at the end. So I will call you Sven - Sven Anonymousson - from Scandia, ya know. Really Sven, there is no need for you to not divulge your real name. Remember, there is no such thing as a dumb question; well, almost no such thing. Let me ask you one question. How would you profess to keep your boat from sinking if you didn't have a stuffing box? Remember, your propeller shaft goes through the bottom of your boat. kind of like asking a screen door to keep out the wind.

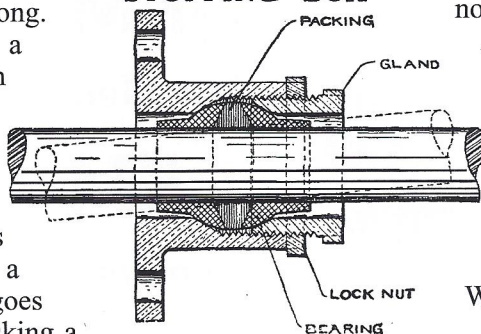
Before I answer your questions directly, lets go back in time and look at some of the great events in boating history. Do you know why the great Viking ships had oars and not propellers? They hadn't yet invented the shaft log. They tried using a propeller but their boats kept sinking. Never got out of the Fjords. How about the Venetians? They couldn't walk around Venice so they invented gondolas. Any propellers on these boats? Nope, weren't ready yet here either. How about Cleopatra? She had a barge with out oars or a propeller. She could only travel the Nile down stream. Imagine traveling all the way down river only having to walk back to Mesopotamia. The technology was there to propel these ancient watercraft with the efficient propeller or screw, but no one could figure out how to drill a whole in the bottom of his or her boat without having it sink. It wasn't until the late 1800's in industrialized America, that some one figure out you need to find a way to keep the water from coming in. At first a rigid box was built around the shaft, using a pine tar solution to form a tight glue like seal. That worked well sitting at the dock. That rigid seal broke when the engine was started and the boat was put into gear. Where? You guessed it; another boat on the bottom. All these sunken boats were getting expensive. Not many could afford to keep losing boats in those days, especially on an inventor's salary. People were getting discouraged. It was starting to look like the use of the propeller would never come of age, when out of nowhere, a young lad emerged with an idea. At first everyone laughed and guffawed at the concept. He said with great confidence, "why not have a tapered adjustable packing device that allows the propeller shaft to run through? Then you fill the device with some waxed cotton or, better yet, flax. Tighten it down just enough to keep the water out, but not too tight. You see, if you pack it too tight, you will wear a groove in the shaft. To prevent this, you let a little water in, the whole device stays cool and lubricated". Scratching his head in total

disbelief, he couldn't figure out why no one ever thought of this before.

As quickly and as quietly as the young lad emerged, he disappeared again.

Naval Architects and Engineers pondered; could this really work? It was time to give it a try. We could ill afford to sink another boat. Weeks went by, everyone sat in

STUFFING BOX



Dr. Motorhead - Cont'd on page 11



Gardens - cont'd from page 6

National that were very significant for the Sunnyland Chapter. Gordy Millar, editor of *The Sheerline*, was presented with the award for best newsletter. Gordy is well known to many in BSLOL and was an honorary judge at this year's Rendezvous. Dale Tassel was presented with the Mary Herwig award, given to a person demonstrating continuing dedication and support to our hobby. Dale is to the Sunnyland Chapter what John Kinnard is to BSLOL. Terry Feist, Sunnyland President, presented a number of other awards from the chapter and from some of the showsponsors.

Sunday was a casual day with a church service at the show site at 8:00 and a Sunnyland Chapter meeting from 9:00 to 11:00. The balance of the day, participants could either cruise the lakes or tour Cypress Gardens.

The Cypress Gardens show is more a social event than a show of antique wooden boats for the public. It is a chance to meet old friends and make new ones. It is also a chance to explore some of the most beautiful lakes in this state if not the country and to enjoy our wonderful old wooden boats.



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We mixed it up with new and "old" members. An evening of great conversation and a lot of food. We really have some great cooks in BSLOL!

NM

New Member

NM

November Mixer



Carol Watanabee, Ray Ellis, Ron Goette



Andreas Rhude, Jim Aamodt & Steve Merjanian



Dr. Motorhead - Cont'd from page 9

great anticipation waiting, waiting for the day this new device could be tested. (Kind of like you waiting for spring, Sven) The day finally came and the boat was launched. While tied to the dock, everyone peered in with wide eyes in amazement. It didn't leak. The boat was floating. Ok, said the naysayers, start it up and pull away from the dock. Tentatively, the builders agreed. You see, their budget had run out and they could not afford to lose another boat. "It's working," they screamed from across the bay. We've done it! The young lad was right! Hooray, Hooray (a term used in those days.) All the marine architects and engineers sang in rejoice. There was dancing in the streets. How could such a simple idea have gone without recognition or invention for so many years? Think of it, even Noah's Ark was built without a propeller. Everyone asked for years, who was this young lad, a Messiah? Perhaps an extra terrestrial sent from the heavens, or even someone sent back in time through the aid of a time machine. No, none of these, as you see, that young lad was my namesake. He was my great, great grandfather, Fred Motorhead Sr. I know this now, as his early writings and tabloids were just recently unearthed from the original Motorhead homestead, in New England.

So Sven, here is how it works. If you have a little water dripping from the stuffing box leave it alone. This is good. If you have a lot of water, do the following: There is a thin "jamb" nut wedged against the big stuffing box nut. Loosen this and tighten down the big nut on the end of the stuffing box - not too tight - no need to reef on the thing. This should stop the leak. If it doesn't, you need to put new stuffing material in the box. Here is a hint; learn from your elders. Take the boat out of the water before pulling your stuffing box apart to change the material. (Remember, boats have a tendency to sink when they have a hole in the bottom.) You can purchase the stuffing material at any marine supply store. Take out the old; see how it is wrapped around the inside. Tighten the nuts down, both outside and jamb, and then go boating. No need to add oil. It's probably one of the most simple and low-maintenance items on your boat. Thanks great-great Granddad.

There are three parts to the device: the shaft log that attaches to the inside bottom of the boat, the Stuffing box, (the topic of this article) and the flexible hose connector that attaches the two together. Keep an eye on this rubber connector. Check it in the spring; cracks and breaks can occur after a time. Easy to replace, but I want to talk about this a little more next time. When cracks develop in the hose, your boat has tendency to leak and you could be like the early inventors.

Do I know where Deer River is? Alas, I guess I don't have all the answers, but I bet if you ask Denny Smith, he'll have the answer to this.

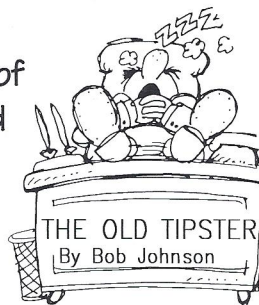
I got to go, Peggy is waiting for this article.
Keep cool Dudes,

Dr. Motorhead



HE'S BACK!

We've coaxed him out of "retirement." He's agreed to add to the diversity of The BoatHouse. Bob Johnson's "Old Tipster" was a fixture in the days of the *Dry Wrought* newsletter and we thought it would be great to have him back. After all, there are so many new members who've not had the pleasure of his vast knowledge. Look for Bob's "Tips" in the February BoatHouse!



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BOAT BUILDING EDUCATION OPPORTUNITIES

by Andreas Jordahl Rhude

The North House Folk School at Grand Marais, Minnesota is again offering a number of short-term courses appropriate for wooden boat enthusiasts. Located on the shores of Lake Superior, the "people school" is a perfect backdrop for honing ones wood-working knowledge and skills. Some of the offerings include: Building a Nutshell Pram, a week-long course in February.

Do you want to learn how to make a canoe paddle of boat oar? Try their two-day classes on this subject next June. Two classes are offered on the construction of kayaks and four-day class on building a plywood canoe will take place in June, 2002. Several classes revolve around the sailing schooner "Hjordis," the 50 foot gaff-rigged boat operated by the North House Folk School.

The folk school tradition traces its origins to Denmark in the nineteenth century. Founded by N.F.S. Grundtvig, they were schools meant for everyday folk in an age when education was reserved for the wealthy. The idea took off and today there are hundreds of folk schools in Scandinavia. The North House Folk School at Grand Marais was formed several years ago along these same principles.

For a complete class listing and additional information, contact the school via phone: 888-387-9762; email: info@northhouse.org, or write North House Folk School, P.O. Box 759, Grand Marais, MN 55604. Their website is: www.northhouse.org.



Gadgets & Kinks - cont'd from page 8

thing"? You should be able to remove wood shavings thin enough to see through.

This method is very simple, but effective. For the purist, oil stones of different grades, water cooled grinding stones, strops, etc, would be the essential equipment to create the microscopically perfect edge with which one could do microsurgery. It would be nice to have such a privileged edge on a tool, but isn't necessary to produce excellent results with our chisels and planes to get through the restoration project at hand.

Keeping a sharp edge takes some understanding of the process of planing. Most woodworkers make the mistake of drawing the plane back with the blade resting on the planed surface after each cutting pass. As it is drawn back, the backside of the blade is being honed by the abrasive qualities of the wood and the perfect flat edge becomes rounded off. To make the plane sharp again, material must be removed past the rounded portion to bring the edge back. Also, be sure the material you are planing or chiseling has no screws or nails in the path of the cutting edge of the tool that will nick the edge. Pretty basic, but so often overlooked.

Go out into the shop and see what is dull and give this a try. I assure you once you properly sharpen one tool and find out what a difference a real sharp edge makes, you will be sharpening every tool you have. Here again the phrase of "don't destroy it; restore it" rings true. Many cutting tools are set aside because the edge is gone. Well, now you know how to take care of that. Enjoy!



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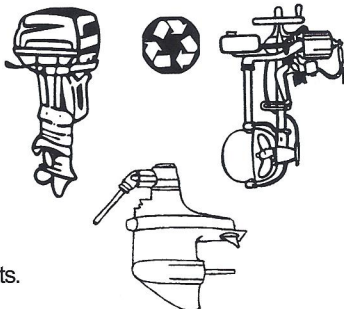
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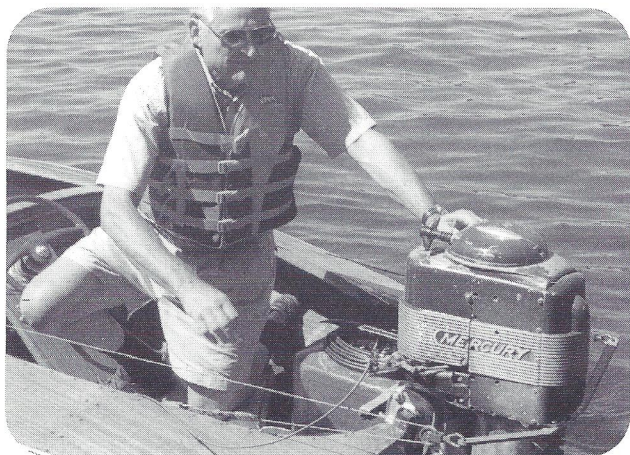
Outboard Corner

WHAT DEFINES A CLASSIC?

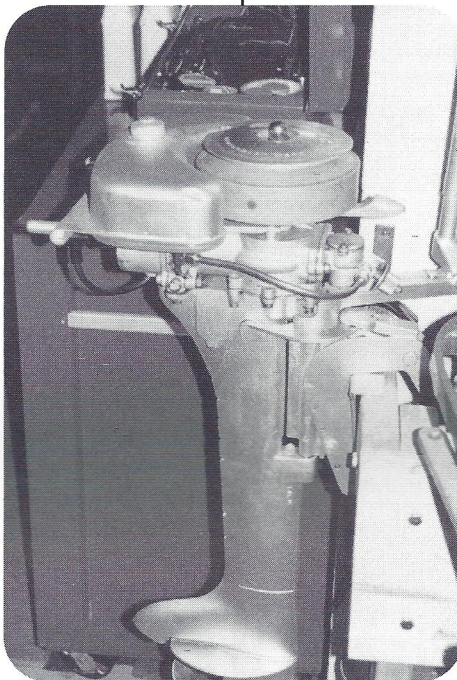
by Chuck Petersen

The wonderful inboard boats judged at our shows fall into four basic chronological categories: historic boats built prior to 1920 include launches and other low-production craft produced in an era when steam power was replaced by early gas engines. Antique craft, including the first production christ Crafts and others built prior to WWII. Post-war or Classic boats then picked up and left the scene in 1968 with the last Chris Craft and century models. Wood was used for a longer period of time in larger cruisers like Chris Craft Constellations built into the early 1970's. Finally, Contemporary Classics are newer hulls built along traditional lines such as Grand Craft and the Morgan Hackers.

Outboard motors can be grouped in a similar fashion, albeit with slightly different timeframes, in my opinion. Historic motors were produced in small numbers beginning with the Waterman "Porto" in 1905. Even earlier models date to 1896 from the American Motor Company, Long Island City, NY, but the Waterman was the first commercially viable effort. Ole Evinrude ushered in the Antique era with his first mass-produced outboards in 1911. (See "Porthole to the Past" in this issue for the story of Evinrude.) The Evinrude Motor Co. at 220 Lake St. Milwaukee, WI saw rapid growth in sales of the "Detachable Row Boat Motor." The industry



Gerald "Silver Fox" Petersen starting his 1953 Merc MK 40 on Lauderdale Lakes, Wisconsin.



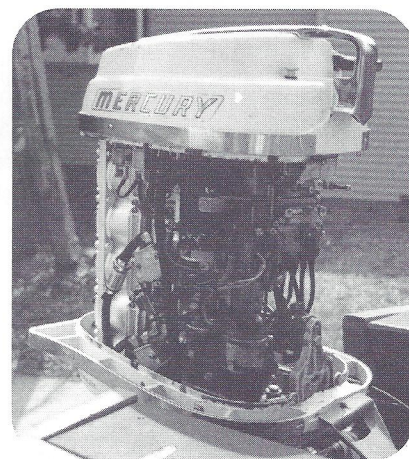
1940 Mercury Montgomery Ward "Sea King" strokes.

continued to expand after WWI with Johnson in 1921 and Kiekhaffer Mercury in 1939-40.

Unlike their inboard counterparts, however, I feel the "Classic" period did not begin until about 1954. Post WWII motors offered by both Mercury and OMC were still fairly crude by today's standards. Most lacked full gear-shift remote controls, electric start with charging system, and fully covered power heads. Mercury offered all of the above with their 1954 MK50 model. The following year completed the transition from the fast but spartan MK40 to the MK55 with a crankcase-activated fuel pump. This allowed for any gas tank configuration the owner desired including fixed mounted tanks with higher capacity than the six or three-gallon standard pressure tanks. OMC also began to move away from the pressure feed fuel systems at this time.

While I feel the "Classic" outboard era started late, I feel it ended well before 1968. In 1964, OMC dropped the venerable 10 hp Johnson from their line in favor of the 9 1/2 hp low profile "Baby Bubble" model. Mercury shed their white paint scheme for the current all-black line. Most models were equipped with thru-hub exhaust and rubber mounted cowls for quieter operation. These motors were changed very little from this time until quite recently with the advent of computer controlled ignition and direct fuel injection replacing carburetors. Indeed, the two-cycle engine seems doomed with the 2006 SPA rules prompting manufacturers to limit future production of small hp models to four

I really enjoyed judging at the 2001 BSLOL Rendezvous in Red Wing. Many excellent outboard entries made for tough work. The last BoatHouse covered pictured my dad and I enlisting the expert advice of Tom Juul to narrow down the last few entries. I wish more of the fiberglass classics would have included period power.



1962 Merc 700 model 70 hp

The late 1950's through early 1960's engines are very reliable and easy to restore. Please check out the great coverage of the show in the new *Antique and Classic Boat* magazine. They really went all out including a well-deserved feature of F. Todd Warner. Happy Holidays to all at BSLOL.



This interesting piece was submitted by John Rantala who writes:

These are from one of the older boating books I have. I get a chuckle out of how everything stays the same. If you consider that 1910 was about the time steam engines and naphtha engines were giving way to primitive gasoline (or as the author called it, gasolene) engines and disregard their peculiarities...there is a lot left that hasn't changed! How much has this changed since 1910 (besides being politically correct or non-gender specific?)

Thanks for thinking of us, John. If you find any more of "Captain Thomas'" words of wisdom, please share them with us.

"Captain" Thomas's Safety and Guidance for using your boat.

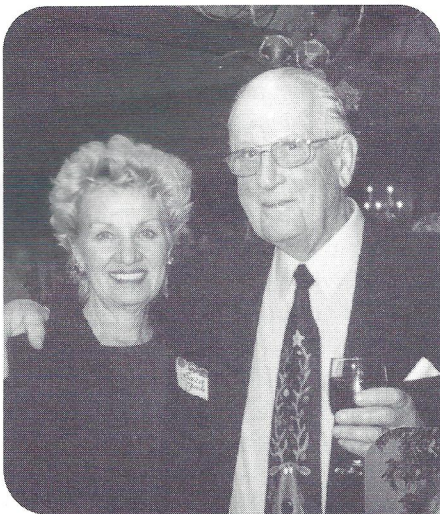
DON'TS FOR MOTOR BOATMEN.

Don't fill gasolene tank by artificial light.
Don't put gasolene in tank without straining.
Don't try to run engine without gasolene in tank.
Don't try to start the engine with gasolene valve closed.
Don't try to start engine with worn out batteries.
Don't try to run engine with soot fouled spark plugs.
Don't go without tools in the boat.
Don't cast off until engine is started.
Don't start without lubricating oil.
Don't neglect opening lubricators.
Don't allow base of motor to get out of oil.
Don't put too much oil in base.
Don't fail to observe if water pump works.
Don't neglect to oil clutch.
Don't adjust clutch unless it needs it.
Don't let batteries get wet.
Don't let wires run through bilge water.
Don't let wire connections get loose.
Don't stop motor until boat reaches mooring.
Don't stop motor and leave charging switch in contact.
Don't forget to close lubricator and gasolene valves when motor is stopped.
Don't hesitate to write or ask for needed information.
Don't use lighted match to examine contents of gasolene tank.
Don't pack stern stuffing box with asbestos.
Don't let bare wires come in contact with the motor.
Don't let wire connections and terminals get loose.
Don't blame the manufacturer or the motor for every little thing that happens.
Don't forget that you are a factor in the successful running of the motor.
Don't get nervous or excited-sit down and think a minute.
Don't forget that the builders are as much interested in the performance of the motor as you are.
Don't forget that eighty-five percent of motor failure can be traced to electric trouble; either in the battery or the coil or the wiring or the plugs.
Don't try to start the motor with any "lead" on.
Don't run at too high speed just to show off, as you might burn out bearings.
Don't fool with adjustment of spark coil. The vibrator is properly adjusted at factory and seldom needs readjustment.

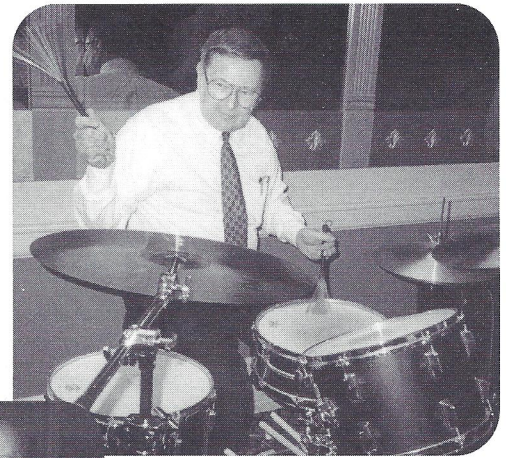
Don't take engine apart unless absolutely necessary and if you have to do so to get at inside of crank-case, simply tip cylinder over, not removing piston.
Don't expect to get best results from an engine working on a shaky foundation.
Don't forget to turn down grease cups every hour or so, forcing grease upon your bearings. Be sure there is plenty of grease in the cups.
Don't forget that extra can of oil if you are going on a long trip.
Don't try to start engine with the draining plug out of the bottom of crank-case or with drain cock open.
Don't try to use batteries after they are played out; it is a good plan to purchase an extra set of batteries after the ones you are using have been in service about two months. We have seen batteries that will run for six months and still be in good condition; but we have also seen them played out in a few weeks.
Don't forget to open seacock to pump, if you have one.
Don't try to start without first making sure that the spark lever, timer or commutator is retarded.
Don't try to start without the switch turned on.
Don't try to start an engine which has a reverse gear or clutch without making sure the lever is set neutral.
Don't screw the spark plug in too tightly but only just enough to prevent leakage and hold firmly. You may want to take it out again.
Don't put your wrench on upper nut on spark plug when plug is in cylinder. You may destroy it.
Don't use other than the best gas engine oil. The best steam engine oil will not do.
Don't think that because too much oil is bad that too little is better.
Don't forget to throw out the switch or pull the button and put in your pocket when not running.
Don't run engine unless the pump is working.
Don't expect engine to run if wire connections get loose, batteries weak, spark plug dirty or wire poorly insulated.
Don't put your face close to an opening in gas engine when switch is on, or to see the spark take place.
Don't run an engine if a hammering or knocking noise is heard; find the trouble.
Don't forget to turn on gasolene cocks both at tank and engine before starting.
Don't think it waste of time to clean the ignition points occasionally.
Don't wear yourself out cranking an engine; if it does not start after three or four turns after priming some-

Don'ts for Motor Boatmen - cont'd on page 26

Holiday Party 2001



Suza Gosh & Carl Weisser.
(Is that mistletoe above Carl's Head?)



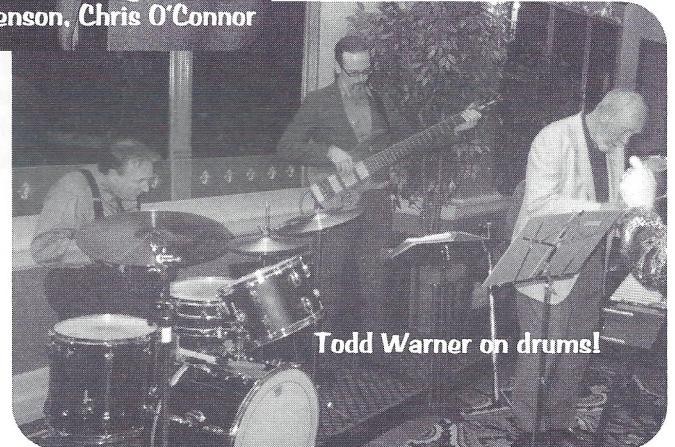
Jim Aamodt on drums!



Deborah Benson, Lynn O'Connor, Greg Benson, Sherwood Heggen, Chris Benson, Chris O'Connor



Chris Ernst, Andreas Rhude, Jim Camery, Brad Ernst



Todd Warner on drums!



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Not Pictured: Ron Goette, Ray Garin, Peggy Merjanian, Larry Quinn, Bob Johnson, Suza Gosh

Larson Boat Works Little Falls, Minn.

A MINNESOTA INSTITUTION

by Andreas Jordahl Rhude

Second in a series of articles on Larson, Larson Watercraft, and Crestliner boats.

Minnesota has been and is home to numerous boat builders and one that has made a reputable name for itself is Larson. Larson Boats has managed to survive the quirks of the tumultuous boating industry and has thrived in recent years. Wood, fiberglass and even aluminum; buyouts, mergers; bankruptcies; failed endeavors into making snowmobiles and ping-pong tables; wars; peacetime; boom and bust; fire; Larson has been through it all.

It all goes back to around 1905 when Paul G. Larson built his first boat at his parent's home near Little Falls, Minnesota. He was only eleven years of age at the time and he used his boat on the waters in the area. Scrap lumber and nails salvaged from the fire of a nearby farm home were utilized to build the boat. By the age of 19, in 1913, he sold his first boat. It was a 14-foot long double-ended duck boat that weighed 80 pounds. Paul used steam bent white oak for the frames and clear Minnesota white pine for the hull planking. The cockpit was 9 feet in length and 28 inches wide and could accommodate two men.

He built the duck boats in his spare time during the winter months using nothing but hand tools – no power tools. He sawed the planks and drilled the holes by hand. Paul worked at various jobs in the summertime when it was available. About 1915 Larson earned enough profits from fur trapping to purchase his first power woodworking equipment. "This really put me in the boat building business for it had jointer, rip saw and band saw." he wrote in a remembrance of his business genesis (Paul Larson letter).

With his new multi-purpose tool he started making 14 and 16-foot boats for lake cottages. They were built for use with the outboard motors such as Evinrude, Koban, and Caille; the heavy one cylinder outboard engines. His first major market were cottage owners on Lake Alexander, about 22 miles northwest of Little Falls.

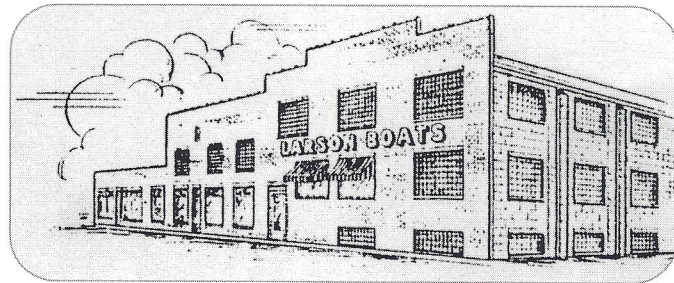
He constructed his first shop, a small 18 x 24 foot [432 square feet] building, in 1915. Compare that to Thompson Brothers Boat Mfg. Company of Peshtigo, Wisconsin which had a three story 60 x 120 foot building encompassing 31,600 square feet of floor space as early as 1913 (Peshtigo Times, 27 June 1912).

World War I raged in Europe and the

United States became entrenched in the conflict in the summer of 1917. Larson was struggling through its earliest years during this period.

In March of 1922, Larson and fellow Little Falls resident, Sherman Levis joined a group of sports-persons on a 150 miles dog sled trek through northern Minnesota. Amongst the team were State Game and Fish Commissioner Jay Gould and a few wardens. He struck up a friendship with the wardens and this resulted in Paul selling a few boats to them for use in their assignments. Paul designed a special lightweight vessel he called the "Game Warden Special" for them. Constructed of cedar strip planking over white oak ribs, she was covered with canvas below the waterline. Many years later he commented that it was some of the best advertising he could ever have dreamed up.

Larson made a coup in 1922 when he became the first dealer in the state of Minnesota for Johnson outboard motors. He packaged boat and motor making one stop



shopping for consumers. This marriage enabled Larson to grab a strong market share for the boating world in central Minnesota. In those early days Larson made wooden strip-built fishing and rowboats. By 1925 a larger factory was built, 24 x 40 feet, along the banks of the Mississippi River. Their cedar strip boats were typical of the era. They were similar to those made by other builders such as Shell Lake Boats; Thompson; Alexandria Boat Works; and Penn

Row Boats
Hunting Boats
Detachable Motor Boats

Agent For
JOHNSON Motor
"Water Bug"

Little Falls, Minn., Feb. 17, 1925.

Mr. George Stevens.
Minneapolis, Minn.

Dear Friend George,

your letter of the 14th received, and I am assure you that this order for boat and motor will get my best attention. The cost of decking with $\$20.00$ which will make the total cost of the boat $\$100.00$. To deck a boat in this manner requires considerable time and material. The coaming and molding must be steam bent and well braced. A boat finished in this way resembles a small launch and will stand a very rough sea as the decking makes the boat several inches deeper.

I certainly agree with you that a boat will sell better on its merits of good materials

Yan.

In the twenties Paul began racing his boats. He made the race circuit in Minnesota and Wisconsin making a name for himself and his boats. He was seriously injured in a crash during a race at Red Wing, Minnesota on 24 August 1929. His boat was named the "Spirit of 770" and was sponsored by the local Elks Lodge No. 770. Aviator Charles Lindbergh's "Spirit of St. Louis" inspired the first portion of Paul's boat name! Lindbergh was a long time Little Falls resident. This Lindbergh connection continued to be a part of Paul's boating career for years to come.

More deluxe models that came with decks, windshields, running lights, and upholstered seats were added. Larson Boat Works did make a few inboard utility models in the 1930s and '40s. The hulls were made of strips of mahogany similar to those used in the manufacture of fishing boats. This was lieu of wide planks as was commonly used by Chris-Craft and others. A fully restored one sits in John Monahan's Boat Works museum in Little Falls.

The stock market crash of October 1929 effected Larson. Paul had to obtain a \$1,000.00 loan to survive. That was a large amount at the time, especially considering the depressed economy. Things looked brighter by the end of the thirties as manufacturing space was doubled.

The 3,000th Larson boat was built in January, 1939 when the firm had twenty woodworkers on the payroll. Over the company's first 26 years, this averaged to 115 boats annually. Contrast this to Thompson Brothers Boat that was building over 2,000 boats each year during the same period (*Marinette Eagle Star*, 22 July 1937).

During World War II the company built 26-foot long training rowboats for the Navy along with a few inboard boats used for shore patrol. They even made wooden beer

cases; beer being considered an essential war staple!

One of the most unique of all Larson models ever made was the Falls Flyer.

Designed and later patented by Paul Larson, the first Flyer came off the production line in 1939 (patent number 126,588 dated 15 April 1941). It first appeared in the 1938 Larson catalog. The early models had cedar strip planking over white oak framing. The exterior was covered in canvas, similar to a wood-canvas canoe. The red, cream white, and black paint job was



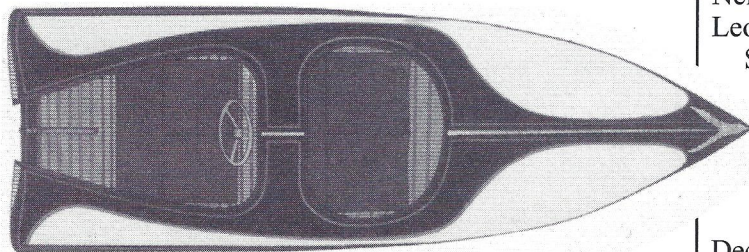
also a departure from conventional boat design. In 1954 they made their first fiberglass Falls Flyer. In the early 1960s the model was dropped from the Larson line after major redesign occurred circa 1958.

Soon after the cessation of hostilities of the Second World War, Larson was involved in the formation of "Aluminum Boat Company," which made aluminum fishing boats. The name became Larson Watercraft, Inc. in 1948 when Loiel S. Ryan, Sr. and Jr. took over management of the operation. One of their models was called the Crestliner, the name the company adopted as its identity on 16 September 1957.

Paul's brother K.L. "Lem" Larson joined the firm and was a long time vice president. In 1948 some of the employees with at least ten years tenure included: Iver Nelson; Elmer Byllemos; John McGuire; Jack Oestreich; Leonard Ring; Arnold Nagel; Leonard Smith; Conrad Sunstrom; Howard Barden; and Lyle Tuller. At that time nearly 100 workers were employed by Larson Boat Works and Larson Watercraft (the aluminum boat builder). They made about 1,700 wooden boats each year and close to 800 aluminum ones.

Disaster struck on the thirteenth of December 1949 when fire demolished the entire Larson

Larson Boat Works - cont'd on page 21



1938 Falls Flyer

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RARE BOAT TO BE RAFFLED

by Jerry Valley

A very rare 1929 16' dual cockpit Hickman Sea Sled is to be raffled off to benefit the ACBS education fund. The drawing for the raffle will be held in September of 2002 at the annual meeting in Coeur d'Alene, Idaho.

This boat was originally found on Lake George. It was purchased in 1989 by Joel Bedell and underwent a complete keel up restoration by Ken Bassett of the Onion River Boat Works. The boat was eventually purchased by Lindsey Hopkins of Atlanta, Georgia, a member of the Blue Ridge chapter of ACBS. I have seen the boat and it is still in outstanding condition and rides on a custom trailer. The boat is equipped with a restored 1929 Johnson V-45, which develops 32 HP at 5000 rpm. To keep track of those RPM's the motor is equipped with a rare flywheel-driven tachometer.

This boat was very generously donated to ACBS by Mr. Hopkins and will make appearances at a number of shows during the next year. A storyboard is also being developed and will be made available at shows where it is not possible to display the boat. The Hickman Sea Sled made its first appearance at the Cypress Gardens Boat Show, "Mahogany Weekend at the Gardens" and the raffle got off to a very good start. Tickets will be on sale at shows for \$5.00 per ticket, are tax deductible, and will benefit a very worthy cause. The boat is valued at \$18,500 so the eventual winner will get a very nice return on their investment. You need not be present at Coeur d'Alene to win, but if you've never been there you might want to consider a trip to this fantastic and beautiful city for the annual meeting.



BOOK REVIEW

"WOMEN OF THE LAKES:

UNTOLD GREAT LAKES MARITIME TALES".

Great Lakes history has long been the domain of men. But the women – mostly forgotten if not unknown – clearly played important roles in the life and times of the Great Lakes.

Although women were generally not employed in the maritime trade, there were some notable exceptions. In "Women and the Lakes: Untold Great Lakes Maritime Tales," Frederick Stonehouse, who has brought to life many other aspects of Great Lakes maritime history in his numerous books, turns his attention to the women who should not be forgotten.

Whether by circumstances or choice, women were certainly a part of the Great Lakes maritime activities. From deep sea diver to ship's captain, lighthouse keeper and rescuer, on-board cook, nurse, and stewardess, women did what needed to be done.

Women and the Lakes: Untold Great Lakes Maritime Tales has 192 pages, with black-and-white photographs and drawings, and retails for \$15.95. For additional information contact Avery Color Studios, Inc., 511 D Avenue, Gwinn, Michigan 49841 or telephone 800-722-9925.

Reprinted from *Great Lakes Boating* magazine
October/November 2001

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Owner

Jay Soule
Manager

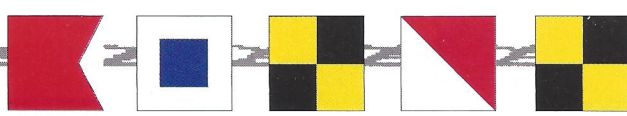
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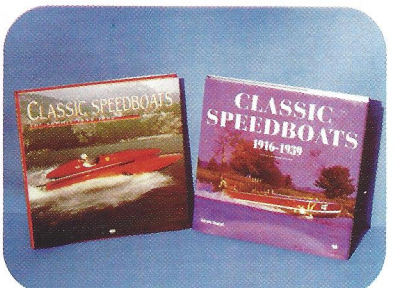
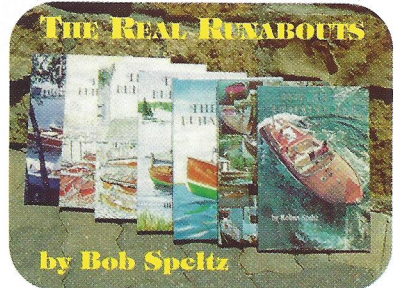
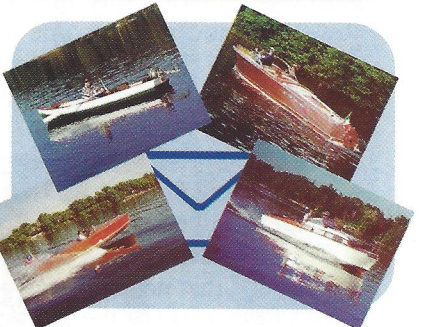
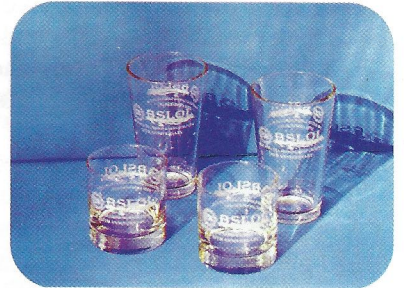
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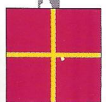
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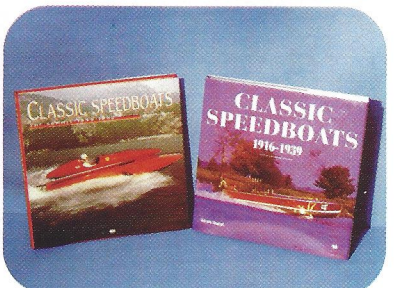
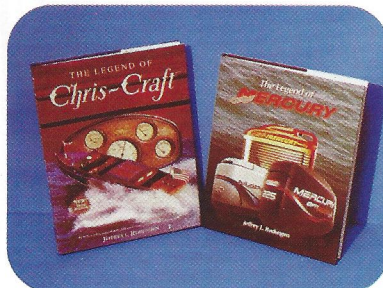
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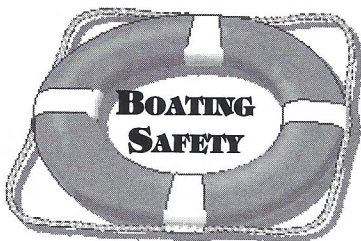
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FOR CRUISER OWNERS

Would you or any of your family/friends be able to locate emergency gear on your boat? Would they even know how to operate the VHF? Maybe.

If you have an accident on the water and need your passengers to pull you out of a fire, a "maybe" is not good enough. Even if you do boat with knowledgeable people, will they know where to find that well-stowed gear in a matter of moments? Considering all the different stowage compartments on an average 30' cruiser, it's a long shot at best.

The piece of mind knowing your passengers are able to handle or assist in a situation is so obvious - so obvious that most don't take the time to do it. It could be the difference between a bad experience or a disaster. It's a three-minute safety talk and mini-tour of the boat. Here is what your passengers should know every time you head out for a cruise:

- ⊗ The location and simple instruction in the use of safety gear, including fire extinguisher(s), flares, sound signals, life jackets, throw cushions, and any other important safety feature.

- ⊗ The proper way to put on a life jacket. For those who've never worn one before, it can take several minutes to figure out which straps go where. These are several minutes you may not be able to afford.

- ⊗ Use of the VHF. Specifically, make sure people know that channel 16 is for emergency and how to change the channel to 16. Also, go over the use of a squelch button or they may never hear a reply.

- ⊗ The location of the refuse container. Make sure to tell everyone that nothing, except bait, gets tossed overboard.

- ⊗ Proper use of the marine head. This may sound silly, but many people don't know how to use a head. Fail to explain its use and someone might clog, flood, or break it - and you'll have to clean it.

- ⊗ "Man Overboard" procedure. Instruct people to yell "man overboard," toss out the throw cushion, point to the person in the water, and keep their eyes glued to him or her until the boat can be turned around. The key here is to make it perfectly clear that they should not turn around and look at you. If they do, they may never spot the person in the water again.

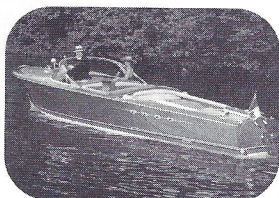
- ⊗ Basic rule: No running, no jumping, no roughhousing, and no playing with the bait knife. If you have a boat with no bow rail, you should also keep passengers aft while underway.



BSLLOL's Fundraising a Success

We accomplished two "firsts" this year. One was the creation of our own unique line of note cards featuring members' antique and classic boats. The other, was the decision to donate all the monies collected through the end of 2001 to the New York City Firemen's Relief Fund. Thanks to the popularity of the note cards, we will be contributing approximately \$3000 to this most worthy cause. Additionally, we will be able to put \$2000 toward our scholarship fund.

Our thanks to everyone who purchased cards allowing us to do our part in helping in the aftermath of September 11. The note cards are still available through The Chandlery.



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Larson Boat Works - cont'd from page 17

facility. It was a total loss with forms; inventory; equipment; and records being destroyed. Sadly, one dedicated Larson employee was lost in the fire; night watchman Jake Ringwelski. He went back into the burning building several times in an attempt to save materials. The factory was ultimately rebuilt on the same spot. The fire did not affect the Larson Watercraft plant, adjacent to the main Larson Boat Works facility.

The destruction of records lends to the mystery of the early era of Larson Boat Works. Very little is known of early models, employees, and production statistics.

In 1953 the company offered a fiberglass coating on the bottom of several of their strip built models as an option. They called it "armorglass." By the following year they made their first molded fiberglass hull, a Falls Flyer. Larson quickly made the metamorphosis from wooden to fiberglass reinforced plastic construction. The new Laker Line of 'glass boats soon came to dominate their output.

1956 was a pivotal year at Larson with the introduction of the "All American" fiberglass model. Larson used that particular model name into the 1990s. Their earliest fiberglass boats had plastic hulls but wooden decks and covering boards over the gunwales. By 1957 when the company was incorporated, ninety percent of their production was in fiberglass. Sales were increasing in the decade and additional financing was needed to help build more production space. A local industrial development corporation was established to sell shares to raise capital for



Larson. They built a new plant on the west side of the Mississippi River in 1958-59.

Larson was one of the first fiberglass boat builders to use the Rand chopper gun fiberglass spray method of building up hull thickness.

There were 300 workers at the Little Falls plant by 1959. Larson Boats were being built at Ontario, California; Nashville, Georgia; Casper, Wyoming; and Cornwall, Ontario, Canada under various licensing agreements with other builders. A nation-wide dealer network was well established by that time.

Paul G. Larson was born in Chicago on 10 January 1894 and he died at the age of 89 in Little Falls on 20 January 1983. His Swedish born parents brought the family to Minnesota while Paul was just shy of five years. Growing up near the forests, streams and lakes, and the Mighty Mississippi it was no wonder that he grew to love the outdoors. He became an avid sportsman and making boats fit in well with his genre.

Larson Boat Works started out as a humble, one man operation and became a major force in the boating industry in the United States and Canada. It made a successful transition from wood to fiberglass, a much more smooth switch than other builders. Minnesota is lucky to have two privately funded maritime museums dedicated to Larson Boats: The Mikkelson Collection at Willmar and The Boat Works at Little Falls.

Continued in the next issue.

Sources:

- ▶ Paul G. Larson letter, undated (from files of Shirley Hanson, daughter of Paul Larson)
- ▶ *The Real Runabouts* by Bob Speltz
- ▶ *Peshtigo (WI) Times*
- ▶ *Little Falls (MN) Daily Transcript*
- ▶ Paul Mikkelson, Willmar, MN
- ▶ *Marinette (WI) Eagle Star*
- ▶ John Monahan, Little Falls, MN
- ▶ Larson Boats history, undated unpublished timeline
- ▶ *American Dreamboats: An illustrated History of Larson Boats - The Company, The Boats, and Their Times* by Laura Sommers



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From the Helm - cont'd from page 3

Photo Gallery, and 10 pages exclusively of description and photos of our Rendezvous this year! This is our first national coverage! If you want to subscribe, or get additional copies, call them toll free at 1-866-262-8624.

Our congratulations also go to Gina and Gordy Millar, members of the BSLOL since 1976. As editors of the *Sheerline*, for the Sunnyland Chapter, they have been awarded by the ACBS "The Best Newsletter for 2001." They frequently also contribute articles to *The Boathouse* and have been constant boat participants at the Rendezvous, each time bringing their boat from Florida.

For 2002, we again have a full schedule of events, beginning with the January 23-27 Minneapolis Boat Show, February 9th Mikkelson Museum Tour, Winter Workshops, Summer Cruises, the Rendezvous, Fall Color Cruise, the Fall Potluck Dinner and Holiday Party. (See calendar in this issue. Some changes for 2002 will be the addition of a new member get-together in the spring, possibly combined with the celebration of the 25th Anniversary of the BSLOL being a Chapter of the ACBS (we are actually entering our 27th year as a boat

club). Our late year business meeting will not be in conjunction with the Holiday Party (allowing a more social evening), but will be conducted by mail, with an open forum at the Potluck Dinner for any questions. James J. Hill Days at Wayzata has been dropped from our schedule due to several past problems, but will be replaced with an informal on-water event. We will have more interactions with both the Power Squadron and the Minnetonka Yacht Club with our water activities and we are also looking forward to getting together as a group with the MN Transportation Museum/Minnehaha Division. To facilitate this, the Board of Directors is working hard to streamline our communication system (especially your E-Mail), and updating a database of volunteers. In addition, Dirk and Sharon Gunder are providing space for club archives, and later this year we will have our information cataloged and available on a check-out system.

We look forward to a great 2002 and hope this is the year that each of our members will make it a point to bring one new member into the BSLOL. We need your support and thank you for your great enthusiasm. From all of us, have a meaningful and joyous Holiday Season.

Jim Aamodt



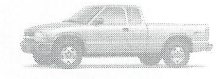
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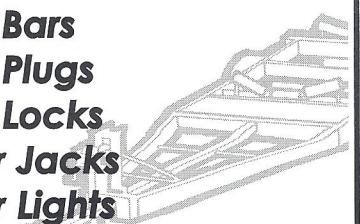


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OLE EVINRUDE AND THE OUTBOARD MOTOR

by Kenneth Bjørk (Volume XII: Page 167)

The Norwegian-American Historical Assoc., Northfield, MN

Submitted by *Andreas Jordahl Rhude*

Ole Evinrude was several things at once that carry weight with the American public. A self-made inventor, engineer, and businessman, he also lived the success story par excellence. Though of humble immigrant origin he founded in his adopted country, after years of hardship and disappointment, a new and important industry. Big and genial - a veritable mountain of a man - he graciously attributed all success to his frail wife, Bess, who was also his partner in business. But more important still, he won the enduring gratitude of thousands of hunters, fishermen, and vacationers, who were freed by him from the drudgery of rowing a boat. For Evinrude designed and produced the first practical outboard motor, which must be considered a piece with the automobile and therefore a part of this motor age. He belongs to the saga of the out-of-doors, of sports, and of fun, but he also has written his name large in the story of the American economic revolution.

The fact that for a great many people "Evinrude" and "outboard" are synonymous is proof that no detailed description of the outboard is necessary. The many thousands who each summer fish the inland lakes and rivers of America, the hunters who lie in wait of ducks and geese, the crowds who watch the outboard races in the newsreels, or the fishermen in salt water whose livelihood itself in a large measure depends on the performance of their motors - all these know the outboard. For those, however, who may never have seen one, it is a two-cycle, internal-combustion engine that burns a mixture of gasoline and oil and is usually attached by clamps to the rear of a rowboat. One starts the outboard by wrapping a knotted cord around a groove in the flywheel and pulling the free end. In the recent motors, one merely pulls at a handle, which internally is connected, with the flywheel. Once started, the motor's speed is regulated by a lever. Steering is simple; a tiller arm is easily held in

one hand, and when moved from side to side, it turns the whole motor. The noise of the early outboards has been reduced in the new models by placing the exhaust under water, just above the propeller. While some of the largest models will push a boat at the speed of thirty-five miles an hour, the average small model does well if it attains to a speed of ten miles.

In price the outboard is within the reach of the average man. Fortune speaks of the "put-puts" or outboards as the petite bourgeoisie of the nautical world, and well it might. One can buy an Evinrude Mate for \$34.50, f.o.b. Milwaukee, and prices go up, not too speedily, from this figure. Attached to an ordinary rowboat, the outboard will do what the average person wants it to do - take one across a lake or up a stream to a favorite fishing spot or spin one smoothly over the water on a cooling ride. It is light enough to be carried by hand and compact enough to fit into an automobile trunk. In short, it meets the needs and ability to pay of the typical American who takes a two weeks' vacation and wants to spend this time doing other things than rowing.

The inventor of the first practical outboard motor was born April 19, 1877, on a farm about sixty miles north of Oslo, Norway. The father took his family to Wisconsin when Ole, the oldest son, was five, and the family acquired a homestead at Cambridge, near Lake Ripley. Here Ole worked on his father's farm during the summer, and in the winter he found employment as a sorter in a near-by tobacco warehouse. But Ole's real life began at a very early age to center about ships and engines. It is said that during the crossing to America his mother and grandmother had to rescue him repeatedly from the engine room of the ship on which they were traveling. An uncle, a sailor, taught the boy the different kinds of ships, models of which Ole carefully carved from wood. At the age of sixteen the boy made a

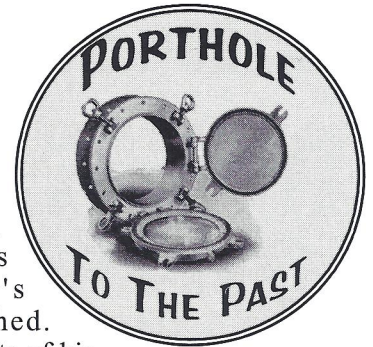
sailboat in his father's woodshed.

The parts of his first boat found their way into the family stove, but his second attempt was successful, and the boat was launched on Lake Ripley. The curious who crowded about the boat were charged a quarter a ride, with the result that Ole became a capitalist in a small but significant way.

Life on the family farm was no easy one. In all there were eleven hungry boys to feed. It is little wonder that his father frowned on Ole's somewhat unorthodox ways. What was needed, the father insisted, was heavy farm work in the summer and a steady job for the slack season, not tinkering in the machine shop or woodshed. The launching of the sailboat, however, and its surprising earning power overcame all paternal opposition to a mechanical career for the brilliant young tinkerer.

Ole, as a result, went to Madison in the fall of the same year that he built the sailboat. He obtained a job as apprentice machinist in the farm-machinery shop of Fuller and Johnson and received a salary of fifty cents a day. Quickly mastering his trade, he soon found work in other shops and studied engineering during his spare time. From Madison he went to Pittsburgh, where he worked in the great steel rolling mills. Next we find him in Chicago, gaining experience in a machine-tool works. For five years he jumped from job to job, learning about steel at one plant, motors at another, designing at a third, testing at a fourth, until by experience and study he had become a first-rate machinist and a self-taught mechanical engineer.

At the age of twenty-three, or in 1900, Ole was back in Wisconsin, where he opened a pattern shop and was at the



RESTORATION PROJECT

by Gary Baker

Pictured below is the Baker's newest (and hopefully last) acquisition, a 23' 1933(?) Lake Champlain, Vermont Rescue/Patrol boat. I recently purchased this boat on eBay and spent the Thanksgiving holiday driving almost 3,000 miles round trip to New Hampshire to pick up this latest project.

I have been working on boats virtually non-stop for the last six years. Since being interested in boats and boat shows, I have known that somewhere there was a boat that was unique enough to suit my fancy and affordable enough to own. I finally found that boat.

As a cruiser, it is significantly narrower than Olderthanus, our 23' 1947 Chris Craft Express Cruiser. The beam is only five feet wide narrowing at the transom to only 4 foot 3 inches, making for a close seating arrangement for those in the stern. The cabin has room for two berths, still containing the original ceramic sink and toilet, each with a hand pump like the water well on grandma's farm. Speaking of original, although you can't tell it from the photos, all of the original hardware – bow and stern lights, poles, chocks, steering and instruments – everything I can think of to look for, was included. That alone makes the boat worth the trip, knowing what replacement 30's hardware costs. Although you can't see it in the photos, there is a permanent wood windshield that is removed and will need to be rebuilt. Over the windshield is a six foot long hardtop, on which are a horn, searchlight, and running light. All are there and in relatively good, and all salvageable condition. I was amazed that someone had carefully saved all the parts intending to start the restoration and they were included and saved with the boat. It makes for a better and more authentic restoration. I felt at any time I would be stopped at the border for removing a statewide treasure. This boat is powered by a 25 hp Universal Motor Model BN 4 cylinder inboard. This model motor was initially built in 1933 and was built until mid WWII and was used in thousands of lifeboats and smaller military vessels. It has a cable steering with a giant transom mounted rudder that may or may not be original. Looks to be a slow, but steady boat. Watch out Dr. Bob. On inspecting the bottom, it appears that once in its life it had a professionally installed plywood bottom installed, as the plywood appears to need only a little



sanding and a couple of coats of bottom paint. To the best of my knowledge, the boat is older than plywood, the basis of my supposition of bottom replacement. The trailer alone was worth the trip – also a 1930's wood and metal trailer. Mounted on what appears to be a Model "A" axle with leaf springs, coil helpers and lever shocks this trailer made the 1400-mile return trip with hardly any effort, once the correct tires were installed. Although I had arranged to have

new tires and tubes installed prior to my arrival, after only 40 miles one had rolled off the old rim, at night, in Concord, NH. That doesn't mean anything unless I add that a rescheduled NASCAR event was to be held the next day and even at the going rate of \$200 per night in a Super 8 there were no rooms available. Setting out on the wrong-sized bald spare to the next town 50 miles through the mountains at 30 mph

on a Friday night was not an experience I would care to repeat. Needless to say I lucked out, if you can say that the need to purchase another set of modern tires AND new rims this time was lucky. At least this is a keeper boat and trailer. By now I have more in the tires and wheels than the boat.

Having never been to that part of the East, I had a wonderful time. En-route I passed the territory of many ACBS Chapters – North Coast Ohio, Finger Lakes, Adirondack – and at one time was only three hours from the ACBS Headquarters. I even saw many of the lakes and bodies of water that we read about in Rudder and Classic Boating, coming away with a much better appreciation of why there is so much boating activity in the Northeast. The weather was way better than I had a right to expect sweater weather at the end of November. My only advice to others making that trip concerns toll roads. As I set out, my wife Kathy filled the van with all manner of change in anticipation of toll roads. Change? No-way. No toll was less than \$4.50, just crossing New York State cost over \$20 one way.

I am looking forward to both keeping and restoring this boat. Dannenberg be damned, I will save every last piece of original wood from the cabin top and keep all else that is good as is. It will be fun to use, is easily trailerable, and a strong candidate for the "weirdest" boat trophy in 2003 at the Rendezvous.



Ole Evinrude - cont'd from page 23

same-time master patternmaker and consulting engineer for the E. P. Allis Company in Milwaukee. Ole at this time became intensely interested in internal-combustion engines, which were attracting considerable attention at the beginning of the present century. He worked for several of the early motor makers in Milwaukee, and took to designing engines and parts, seeking improvements here and discarding unsuitable ideas there. The results of his intense activity were several very good engines. His biggest troubles were financial rather than mechanical. Seeking to market his products, he succeeded, after several fruitless efforts, in founding the partnership of Clemiek and Evinrude, which was to produce internal-combustion engines to order and to make parts and castings. The venture proved successful, the tiny firm expanding its facilities to half a dozen shops within a few months. Included in its orders was one from the federal government for fifty portable motors.

In the firm of Clemiek and Evinrude, the book work was done by a Bess Cary, whom Ole had first met when he began to tinker in a rented shed near the Cary home. Bess had watched the big, serious Ole slowly put a horseless carriage together. When he finally found a suitable partner for marketing his engine, the shed remained his headquarters and Bess offered to write letters for the firm. This she did in the evenings, for her days were spent as a student at a local business college.

The story of how Ole turned his thoughts to the outboard motor has been told a good many times, but it will bear another telling. With some friends their own age, Ole and Bess were picnicking near Milwaukee on a Sunday in August 1906. The

temperature was well above ninety degrees. The group was on an island about two and a half miles from the shore of an inland lake when, as the story goes, Bess decided that she would like a dish of ice cream. Ole, romantically devoted to his young helper, rowed to shore for the ice cream. Besides severely testing his emotions, this grueling experience gave Ole an idea which he carried to a successful completion three years later. Somewhere along the hot five-mile stretch he asked himself, Why not a motor for these boats? He also recalled the fifty portable motors ordered by the government. Why not a portable motor for rowboats?


It was some time, however, before Evinrude produced his first outboard motor. In the meantime he parted company with Clemick and entered into partnership with a retired furniture dealer and his son under the firm name of Motor Car Power Equipment Company. The purpose of the company was to manufacture a standardized motor that could be installed in any carriage. This firm, like the other, was successful until Ole proposed that it market a complete automobile that he had built. His partner was unwilling to spend the amount necessary for advertising; as a result Ole got out of the firm. The following year Evinrude built another car, which he called the "Eclipse." He secured the consent of two men, who were brothers, to finance production of the new automobile.

Difficulties arose, however, and the venture was dropped. Ole as a possible competitor to Henry Ford thus disappears from the scene, though there was nothing wrong with his automobiles. Back on Milwaukee's south side, he opened a little shop and returned to the trade of pattern making. He made engine patterns of all kinds on order from machine shops. With five or six men working under him, he had plenty to occupy his time, and Bess, now Mrs. Evinrude, and mother of Ole's child, typed his letters in her kitchen while waiting for dinner to cook.

But Ole had more on his mind than a busy shop, a none-too-strong wife, and a son. He was, in fact, hard at work on his first outboard motor. Working day and night, he came near to ruining his health. He suffered terribly from rheumatism, and finally, unable to stay on his feet, he had to take to bed. But his drawing board was brought to his bed and the work continued. With the return of warm weather he went back to his shop, where one day, his blue eyes shining, he proudly showed a strange creation to his wife. After first scolding him for spending time on a "coffee grinder" when they desperately needed money, she was quick to see the possibilities in the new motor and virtually assumed all responsibility for the business activities attendant on the invention.

End Part I





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Don'ts for Motor Boatmen - cont'd from page 14

thing is wrong.

Don't think that a thump, pound or thud about your engine is always due to some trouble in the cylinder or connecting rod.

Don't put a check valve between carburetor or vaporizer on a three-port engine.

Don't use 90-degree elbows, when possible to use two 45-degree, especially on exhaust pipe.

Don't forget that a union on each pipe as near to end as possible is good practice.

Don't try to start with carburetor throttle "entirely closed or entirely open.

Don't adjust the carburetor as soon as the engine works badly; it may be poor ignition, poorly seated valves, poor water circulation, etc.

Don't expect gasoline to run up-hill.

Don't expect an engine installed below the waterline with underwater exhaust to run, unless the exhaust pipe is carried above the water line, before entering the water line, and an air valve or relief cock placed at highest point.

Don't think a dirty, rusty engine will run as well or last as long as a well-kept one.

Don't forget that success or failure depends upon yourself.

Don't forget to turn off the gasoline cock when not running.

Don't forget to fill gasoline tank.

Don't forget to draw water out of cylinder in cold weather.

Don't wipe engine while running.

Don't use too much gasoline; more power is developed with smokeless mixture.

Don't pile anything on batteries.

Don't be afraid to fix your engine.

Don't get excited, but go carefully.

Don't trust wire screen strainer, but use chamois skin, and save trouble. If chamois skin is not handy, use a handkerchief.

Don't look for the opening in your gasoline tank or a leak with a match.

Don't reduce the size of pipe after leaving the engine.

Don't have any more turns in exhaust pipe than possible.

Don't see how close you can run to another boat.

Don't cut in ahead of a ferry boat or any other boat just because you have the right of way. They may not respect any rule except the rule of might.

Don't forget that all sail craft, big or small, have right of way over power craft.

Don't forget to offer assistance to a boat in distress, and always ask it or accept it when offered when in distress yourself.

*Chapter XXVI, pgs 283-287, MOTOR BOATS-CONSTRUCTION and OPERATION,

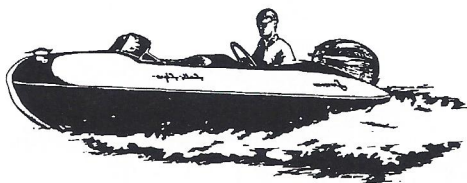
Thomas H. Russell, M.E., LL. B.; The Charles C. Thompson Co, Chicago, IL, c1910



Winter Workshops

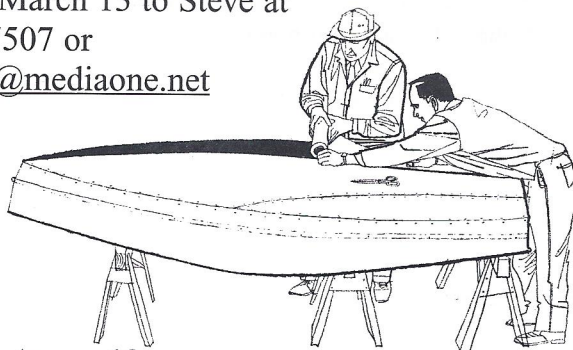
SATURDAY, FEBRUARY 9

Mikkelson Museum Tour & Lunch
 Larson boats, toy boats/outboard motors
 9:00 a.m. - 4:00 p.m. Lunch @ 12:30
 \$11.00 per person
 includes admission, lunch & beverage
 418 Benson Ave. SE, Willmar
 RSVP by Feb. 4 to Paul @ 320-231-0384
 or paulmci@clear.lakes.com



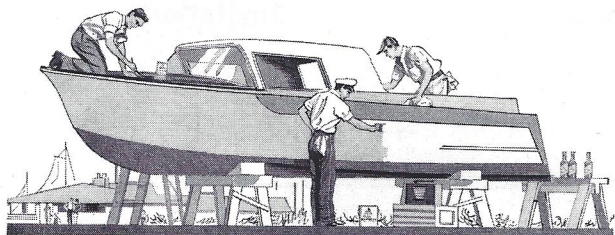
SATURDAY, MARCH 16

Contemporary Fireplace Products
 Wiring & electrical - Clark Oltman
 Boating & vessel safety checks - Dave Wiborg
 10 am - 2 pm Lunch @ 12 noon
 \$5 members - \$10 non members
 215 W 78th St, Bloomington
 952-888-7511
 RSVP by March 13 to Steve at
 651-702-7507 or
beck7695@mediaone.net



SATURDAY, APRIL 13

St. Paul Shipwrights
 Keel, Stem & Gripe - Mark Sauer
 Lunch @ 12 noon
 \$5 members - \$10 non members
 Fire Hall 21, 643 Ohio, St Paul
 612-227-7069
 RSVP by April 10 to Steve at 651-702-7507
 or beck7695@mediaone.net





BSLOL
BOB SPETZ LAND-O-LAKES CHAPTER

CLUB CALENDAR

| | | |
|-----------|------------|---|
| JANUARY | R 23-27 | MINNEAPOLIS BOAT SHOW - Details on page 5 |
| FEBRUARY | R 9 | Mikkelson Museum & Tour Details this page. |
| MARCH | R 16 | Winter Workshop - Details this page. |
| APRIL | R 13 | Winter Workshop - Details this page. |
| MAY | R 19 | On-the-water Picnic Lake Minnetonka |
| JUNE | R 12 | Lake Mtkka Club Cruise |
| JULY | R 10 | Lake Mtkka Club Cruise |
| AUGUST | R 14,15,16 | PRE-RENDEZVOUS RIVER CRUISE |
| | R 17,18 | 27 th ANNUAL RENDEZVOUS |
| SEPTEMBER | R 11 | Lake Mtkka Club Cruise |
| OCTOBER | R 6 | Fall Colors Cruise |
| | R 26 | Pot Luck Dinner |
| NOVEMBER | R TBA | Mixer |
| DECEMBER | R TBA | Holiday Party |

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DAVE DONER'S BOAT IN PROCESS

Several months ago Suza Gosh mentioned to me that she had met a fellow at the Rendezvous who had a couple of wood boats for sale. I decided to check this out and eventually traveled over to the Ellsworth, WI area to meet the fellow and see what he had. It looked as though the 15' Chetek lapstrake (80" beam) he had would make for a good winter garage project.

Once I had the boat home and the hardware, seats and floorboards removed, I was able to determine that all of the ribs and the inner portion of the keel would have to be replaced along with one area of rotted plywood bottom. The front deck as well as hull sides, seats, etc. are in excellent condition, which is going to be a big time saver.

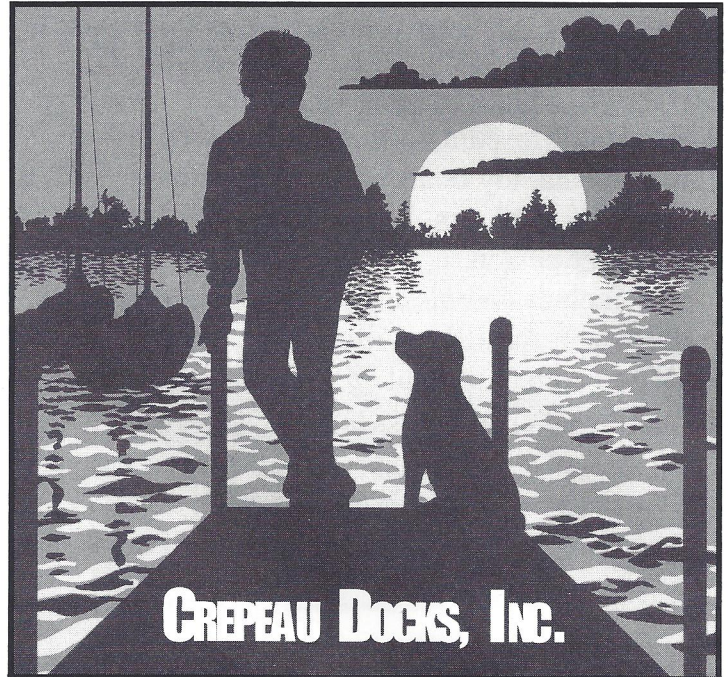
So far I have stripped the paint and applied CPES to the hull exterior and removed the screws holding the remnants of the ribs. The fiberglass covering the bottom has also been removed. I have purchased the white oak planks I will use for the ribs and have replaced the inner keel piece with

white oak. I have also replaced the 8" X 40" piece of deteriorated bottom. In January I plan to cut my ribs

and install them with the aid of a steam bending setup.

Does anyone know if Chetek used hull numbers? Can't find them!

If you do, I'd appreciate a call: 952-835-2549.



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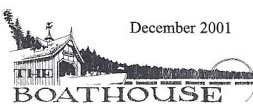
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THE MIKKELSON COLLECTION, INC.

by Peggy Merjanian

(Portions taken from an article by T.J. Bartlett, Staff Writer for West Central Tribune, Willmar, MN, September 29, 2001.

If you've heard of Falls Flyers, it's a pretty safe bet you've heard of The Mikkelson Collection. And if you know of The Mikkelson Collection, you probably know of Paul Mikkelson. One doesn't think of one without connecting to the other two.

A BSLOL board member, Paul has had a passion for Falls Flyers for many years beginning when he was a boy rowing a Larson boat. He "dabbled" for many years while raising a family and building a successful business. With his children old enough to take over the business, Paul now devotes all his time to his "hobby."

He began by restoring his old boat which, over the years, had become somewhat of a collector's item. He had such a good time, he decided to find another one. The rest, as the saying goes, is history. He kept finding and restoring boat after boat until his collection grew to the point where he needed more room.

That took him to Willmar, Minnesota where he found an old building which was so run down as to be barely standing. It was a disaster, but he bought it and began bringing it to a usable condition. Paul was merely looking for a place to store and work on his beloved Falls Flyers, but without realizing it, the seeds of a museum were beginning to grow. His collection blossomed, as did the museum concept.

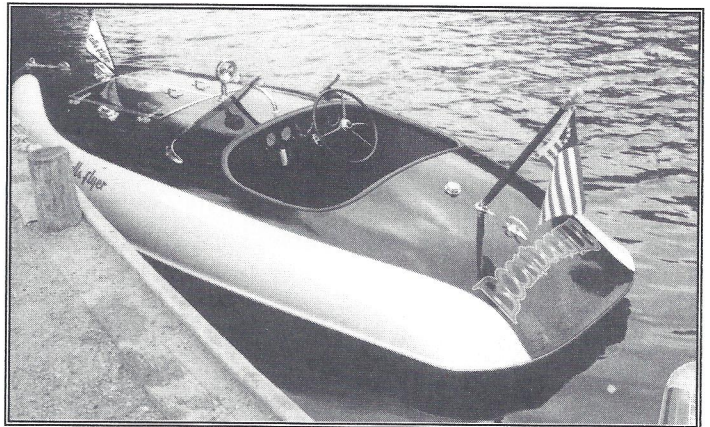
Paul has other passions...like motors - big and small. His collection consists of motors from the first half of the 20th century and an unbelievable 500 toy boats, both inboard and outboard motors - all of which are still in working condition.

The building housing The Mikkelson Collection has recently undergone a \$200,000 renovation and expansion with its focus centering on the collection of more than

25 Larson Falls Flyers. Paul has tried to preserve some of the history of Minnesota and upper midwest boating. There are spectacular mahogany boats at other museums, but they're not the Minnesota boating experience Paul wants to depict. The boats in his display are what he grew up with and used on the lake. His boat has spent its whole life on Eagle Lake.

The Mikkelson Collection, Inc., Antique & Classic Boat Museum & Shop houses a range of boats from one of the first Falls Flyers to be commercially produced in Little Falls by Paul Larson, (see *Larson Boat Works* article, page 16) to one of the last models from Larson before the company was sold in the 1960's.

Mikkelson says, "I have - no question about it - the largest collection of Falls Flyers in the world. I'm talking about very rare boats. *Boondoggle* was the only speedster Larson ever built. *Carnival* was only one of two split-cock-pit inboards and I own them both."



Boondoggle, a 1939 Falls Flyer single cock-pit inboard, believed to be the only one ever built.

Paul's tribute to the Falls Flyer, named after Charles A. Lindbergh, a native of Little Falls, continues to grow and if we know Paul, what started out as a hobby will be one of the premier boating museums in the world.

Be sure to leave February 9, 2002 open on your calendar. Our first Winter Workshop offering is a tour of the Mikkelson Museum. Details are on page 27. Call in your reservation today. Don't miss out on this great experience!



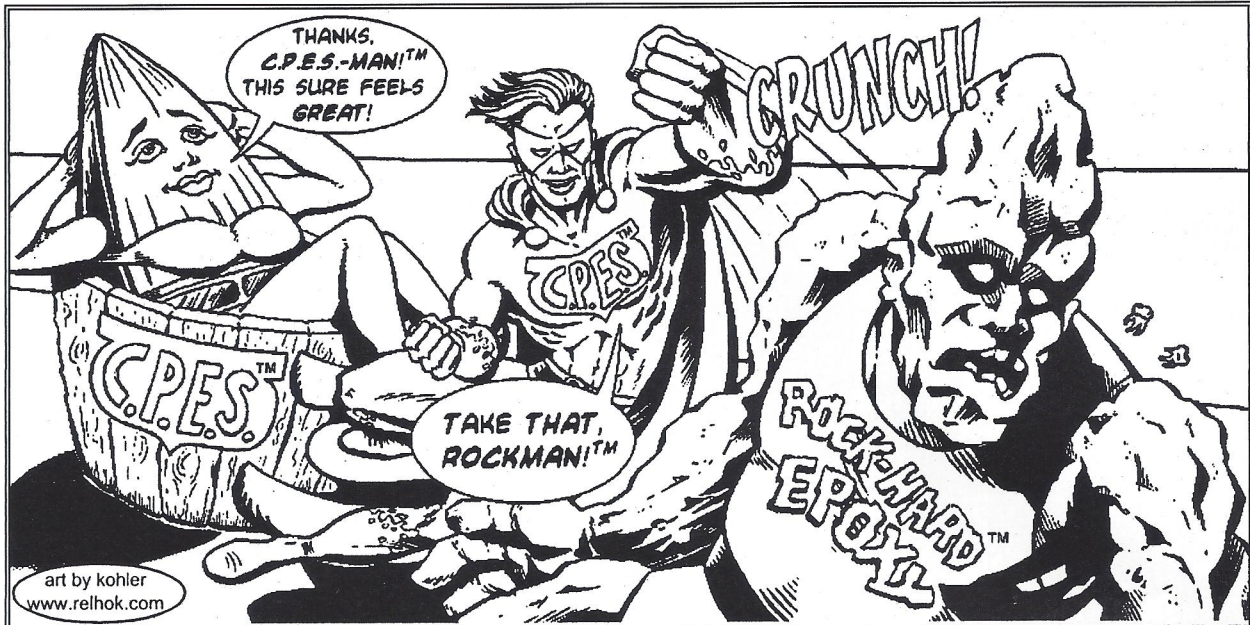
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| Full pg color | \$ 600 | \$900 | \$1000 |
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BSLOL reserves the right to refuse any advertisement.

Classic Boat Connection

by Andreas Jordahl Rhude
 Photography by A.J. Rhude



IN THE SPOTLIGHT IN THE SPOTLIGHT

“Supplier to the antique and classic boat enthusiast.” That’s a good down-and-dirty description of *Classic Boat Connection*. Located at Mankato, Minnesota, the business has more than a decade of history of helping bring about successful restorations of our pride and joys: old boats. Many of us are familiar with the Classic Boat Connection black and white catalog.

Jeff Hanten bought the operation from Kathy and Mitch LaPointe two years ago and the 2002 boating season will be Hanten’s third as owner. The LaPointe’s started and ran Classic Boat Connection from their Lake Minnetonka location. Hanten spent three months training under the watchful eyes of Mitch and Kathy before taking full control of the firm and moving it to Mankato. Jeff is a South Dakota native and has been involved in Mankato businesses for about fifteen years. He owns and operates “Merry Maids” in addition to *Classic Boat Connection*. “I was looking for a home based business that would give me flexible hours,” says Jeff when asked why he decided to buy the company. “It’s turned out to be a full time job,” he continued “and a rewarding one.”

Classic Boat Connection has three full time employees plus one part time summer helper. Long time employee David Peifer came along with the business when it was obtained by Hanten. Their warehouse is more than double the space the LaPointes had and more space would be nice. The walls are lined with shelves which are stacked to the ceiling with paints, stains, varnishes, epoxy, chrome plated logos, screws, books, engine and electrical parts, burgees and pennants, stern light poles, and all sorts of other goodies. It’s a one-source shopping mall for anyone restoring or refinishing a classic wooden boat. Jeff and David are quick to point out their customer service pledge. They take great pride in the quickness in which they fill orders. If it’s

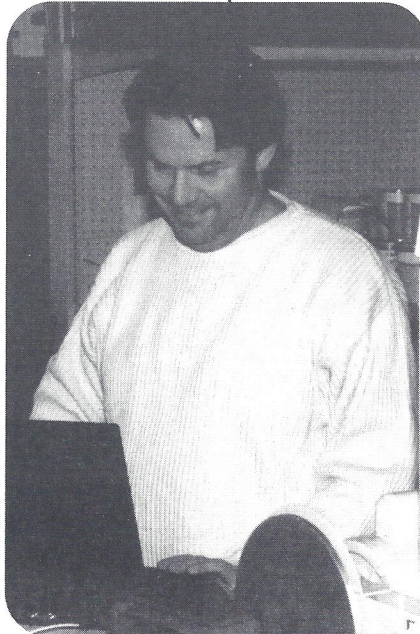
in stock and the order is placed before 4:00 pm, it will be shipped that same day. If they don’t have it in stock, they will search nation wide to find it. “We love getting phone calls or emails and helping people find what they need to outfit their boats,” says David and Jeff. Sometimes it’s a challenge to find the appropriate piece of hardware, but they have sources all over the place that will join in the search. Classic Boat Connection has a huge network of sources that is ever growing. Jeff pointed out an example: “We just received an email from a gentleman in Germany looking for a specific stain.” “He couldn’t find it in Germany, so found us through our website”

www.classicboatconnection.com

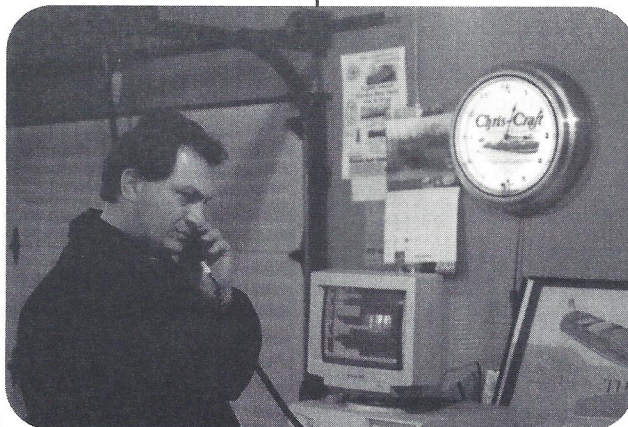
They are happily assisting the customer.

About one-third of their sales are items that do not appear in the catalog. They have been increasing the search for specialty items. A few years ago most of their products were geared towards 1940s and 1950s Chris-Crafts. They have been expanding the years of coverage plus adding products suitable to other brand name boats. They have even found a niche market for 1980s and 1990s Chris-Craft parts that are no longer available through dealers. Classic fiberglass boats are another area of expanding market and Classic Boat Connection reaches out to them as well. Some items have been discontinued by manufacturers or for other reasons the source has become scarce. For this reason, Hanten and Peifer have gotten into the manufacture of reproduction parts. They are

making stern lights. A gentleman near LeSueur, Minnesota turns the mahogany poles and Jeff and David do the wiring and install the globe and base components. They’ve gotten castings made of brass windshield brackets and are having a foundry make them. They will soon be making their own



Dave Peifer



Jeff Hanten



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●**PRE-WWII LARSON 21' FALLS FLYER** - Last of four in existence. Extensive restoration needed \$2,900
 ●**193? LARSON 16' DELUXE UTILITY** - Some deck restoration needed. 4 cyl Gray \$2,900
 Lewis McGonagle 952-934-3722 (M1201)

●**1955 CENTURY 20' CORONADO**
 Complete boat minus bow/stern poles. Non-hardtop version. Repowered with Chrysler 318/250 hp and velvet drive. Trailer. Needs restoration \$2,500
 Contact Steve 651-702-7507 (M1201)



●**LOOKING FOR A CUTWATER FOR 1950 CHRIS CRAFT 17' SPECIAL RUNABOUT.** Ed 320-255-1759
 email:esheldon@uslink.net (M1201)

●**1966 OWENS 37' WOOD CLASSIC CRUISER** - Must sell due to health reasons....Two 225 Flagship V-8 engines, low hours, good condition, slip available. \$12,000 or best offer. 1-320-634-0753 (M0601)

●**WANTED** ~ Windshield wiper assemblies, six volt, chromed brass, for through deck mounting. G. Petersen 262-742-2367 (M1001)

●**HOME BUILT STORAGE TRAILER** - straight bunkers, single axle, 3000 lb appx. 16'-17' boat \$100.00 Mark Pottenger 763-287-6505 (M0601)

●**1955 CHRIS CRAFT 18' COBRA** - KBL engine, Hull #41, Total restoration completed in 2000. Trailer and cover included. Pictures available. David Selvig 701-232-1625 Fargo, North Dakota (M1001)

TOO-MUCH-STUFF BIG SALE

- 1948 CHRIS CRAFT 22' SPORTSMAN** - white sided, needs refinishing "M" 130 HP, new engine \$6,500.00, trailer available
- 195? TONKA CRAFT FISHERMAN** needs restoration, \$200.00
- 1969 MELGES 28' E-SCOW SAILBOAT** - new sails, ready to go, with trailer, \$2,500.00;
- 1940 OLD TOWN SAILING CANOE** with complete rigging, needs restoration \$750.00; Chrysler "straight 8", \$1,200.00
- OUTBOARD MOTORS** - too many to list. Contact Jeff Stebbins for more details 952-474-2954 jstebbins@gentry.ac (M1001)

●**WOLVERINE 12' DELUXE RUNABOUT** deck & front steering, cedar strip...cute -- \$1,700 ●**1955 CHRIS CRAFT BARACUDA** good shape but needs deck work. Neat boat to finish. On a Chris Craft trailer, rare - \$1,000 ●**GLASPAR 13'8" SPORT LIDO** - complete but no front seat. All fittings & '62 Johnson Elect 40 on trailer - \$1,000 ●**1956 TO 1959 SPEEDLINERS, 14'** - On trailers Ray Stockwell 816-587-7484 (M0201)

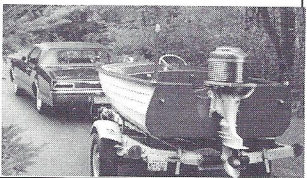
●**1939 CHRIS CRAFT 19' CUSTOM** ~ \$52,000 mint
 ●**1946 CHRIS CRAFT 25' SPORTSMAN** ~ Waterline cover and trailer included. \$60,000
 ●**1959 CHRIS CRAFT 18' CAPRI** ~ 283 Corvette engine. Waterline cover and trailer included. \$35,000
 ●**1963 CHRIS CRAFT 30' CAVALIER** ~ 25 hours since refinish. Rebuilt twin 283 V8 engine. Trailer included. \$40,000
 ●**1967 CHRIS CRAFT 21' SUPER SPORT** ~ 429 Ford V8. Trailer included. \$25,000 *Prices reflect the quality of the restoration.* Tom Juul, 20936 Sunrise NW, Evansville, MN 56326, 320-834-4569 (M0601)

●**FOR SALE** - Parts for 327 ci Gray V8, std rot. flywheel fwd, starter, alternator, regulator, fuel pump, Rochester 2bl carb, sherwood water pump, oil coolers, Velvet Dr tran, exhaust headers and tubes, brass fittings. Dental cabs for tool chests. Call Fred at 952-927-9269 (M1001)

●**1932 CHRIS CRAFT 22' TRIPLE** ●**1953 BUICK WOODY ESTATE WAGON** Quality restorations w/documentation, very rare units. Denny Smith 218-246-8868 Prices, water test, parts & delivery negotiable. (M0401)



●**MID-50s TONKA CRAFT 14'** w/fresh mark 50 Merc. Comes w/trailer & cover \$3,500 ●**'67 OLDS 425 ci convt** also available. Recent restorations on both Denny Smith 218-246-8868. (M1201)

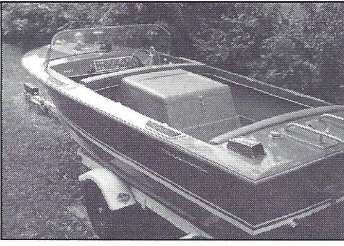


●**1963 CENTURY 17' RESORTER** - 327ci - 238 hp Gray Marine. Low hours. Velvet Drive. Good boat, original condition including interior, w/optional ski ring, suntop and waterline cover. Some wood repair needed. Bunk trailer. Includes additional 327ci-225 hp Gray Marine & Velvet Drive for parts. \$8,500 obo. 906-932-0400 (9-5) MI (M0601)

Trading Dock continued on page 33

Trading Dock continued from page 32

●1963 CENTURY 16' "CHETAH" FIBERGLASS RUNABOUT - Chrysler V8 210 hp hydraulic transmission, mounted stern ladder & tow ring for skiing. Spare wheel & prop. Trailer & all support equipment. Low hours. Very good condition. Comes with



1977 Shorelander Trailer serial 72512 - includes: spare wheel, 8 assorted sizes of life jackets, 1 stern trailer binder, 1 anchor w/rope, dock landing pole, 1 pr Lund slalom water skis, 2 slalom ski tow ropes, 1 canoe paddle, 4 dock tie ropes, 1 tether rope, 5 gal. gas can, 1 hydraulic jack, 1 Star lug wrench, 1 spare propeller, 2 tarp supports, 1 rear flag, 1 front flag, 2 drink holders, 1 water pump impeller \$8800.00 call 763-509-9393 (M0601)

CEDAR STRIP BOATS FOR SALE. ●1957 Larson 12' runabout - needs some work. For information call Larry Quinn 952-937-5891 (M0601)

●GRAYMARINE FIREBALL FOUR-90 - Needs rebuilding. Complete engine with reverse gear and dual downdraft carbs. Also some V8-60 parts. Larry Crilly 507-433-9394 Austin, MN (M0601)

●1956 SWITZER-CRAFT "SHOOTING STAR" - Flawless restoration. West System with PPG Deltron paint. 75 hp flying Scott "custom" (quickie gear case) New trailer. Estate sale \$12,500 Located in Miami FL Gary 954-443-9031 email: carsboatsstuff@aol.com.



(NM1001)

●1959 CHRIS CRAFT 23' CONTINENTAL - Complete restoration required. MCL engine, convertible top \$6900. ●1952 CHRIS CRAFT 22' SPORTSMAN - #1852, great project boat with MBL, convertible top and 3/4 seat \$7800 Call John at 952-474-6406 (M0201)



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MEMBER HELPER

by Peggy Merjanian

You've heard of Hamburger Helper. Well, here's another "helper." It's for the "Focus On" section of The BoatHouse, where we introduce members of BSLOL via *The BoatHouse*. Typically, we "focus on" how members got into wood boating. Maybe it involved family history, maybe a friend has a wood boat. What keeps you interested? How are you involved today? Since getting together isn't always possible, this is a way to get to know you a bit.

Every article we've done to date has been great reading and helpful in getting yet another perspective on our common passion for wood boats. Picture(s) are requested - just a snapshot. It could be of your boat, you and your boat, on the water with family or friends, in the garage - wherever. Our goal is to have (at least) one member featured per issue. With more than 500 members, we'd have articles for at least 85 years!

Reaction from some we have approached has been: "I don't know how to write." We're not looking for literary perfection here; it's more what you have to say than how you say it. We're interested in content. Maybe you are not comfortable putting together an article. Here's where the "helper" part comes in.

Following are a few simple questions that would provide enough material for an article. We'll do the composing. If you want to embellish on any or all points, we welcome it. Nothing would be published without your approval. Here are the questions to get you started:

1. Your name
2. How you got into "wood?"
3. Where/how did you hear about BSLOL?
4. How long have you been a member?
5. Do you own a boat? What kind? What condition is it in?
6. Have you attended any of our annual Rendezvous?
 - Did you bring your boat? Tell us about that experience - positive OR negative.
 - We'd like to hear it all.
7. Is your boat "In Process?" Where are you in that project? Would you like any help?
8. Is your family interested or involved in your love of wood boats?

Feel free to add more information. You'll be surprised how one thought leads to another once you get started. Just pretend you're talking to a friend (we are, you know.) Whatever you would say in conversation, write it down. Before you know it, you've written an article.

Let's hear from YOU!

Feel free to contact me with any questions, concerns, or for help. I'd like to see YOUR story in the February issue. -Editor
Call Peggy at 952-473-4936 or email: datamerj@aol.com



In The Spotlight - continued from page 31

bow lights. A sixteen-month search found a new source for bow light lenses that are appropriate to antique boats. No doubt about it, they go the extra mile to insure quality products and a continuous supply. Peifer said "It's fun and a challenge to find a hard to locate item for a customer. And it's rewarding to see it installed on a completed boat." He added, "We don't say NO very easily." If they can't find that elusive steering wheel or engine part they throw out their search web until the job's done.

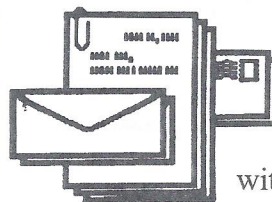
They created their web site inhouse and it is ever expanding. They hope to add images of their customers' boats to their web site. It's something that would work well to spread the word of their resourcefulness. A nice thing about their web page is that it is in colour whereas the catalog is black and white. If you want to take a peak at the Dumas models in full colour, or see colours of hats and shirts, check out the web page:

www.classicboatconnection.com

So, give them a call and they'll be pleased to chat with you. You may be pleasantly surprised at their knowledge and depth of interest in your boat and engine.



In Our Mailbag



I am a new member and don't have contact with other members. I would like one-on-one contact with other members to discuss their projects and procedures.

I feel the club does a good job. I wish more out-state people would get involved so we could have activities in (our) area. As I do, I feel most members share their love for old boats.

Edwin Sheldon

How about it all you out-staters? Got any ideas? What can we do to help? Let's hear from you. Your ideas will be printed here (with your permission, of course) or we can pass them along to Edwin.

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