

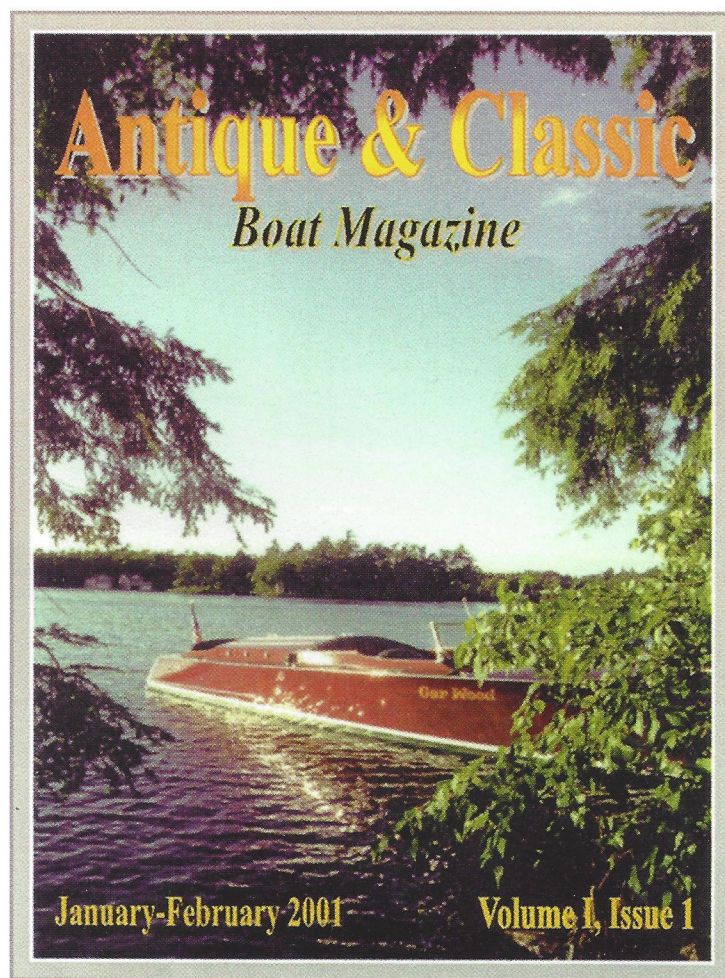
Vol. 25 No. 2
April 2002

THE BOATHOUSE



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

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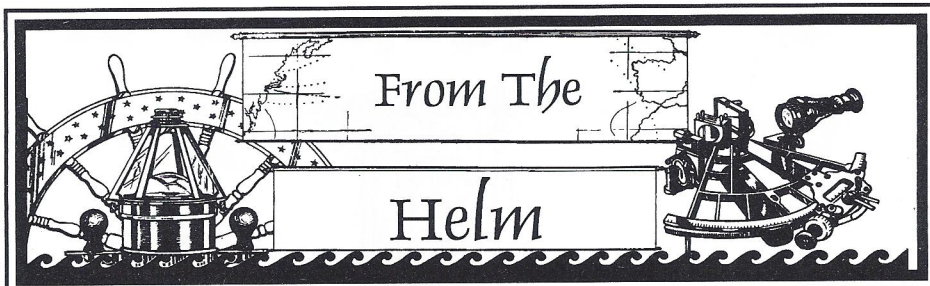
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Mother Nature wins again! Just when we thought we had beaten her by an extremely warm winter and early spring, we find her strategy was to exchange January for March. However, a good "R & R" from our chilliness is always a trip to the Sunnyland Chapter's Mount Dora Boat Show.

President and Show Captain Terry Fiest and his crew did their annual excellent job of organization and show production. Boat entrants were well over 200, with about 125 in the water. The vendor quality and attendance was also excellent, with over 40 commercial registrations. We did some campaigning for our Rendezvous, and have already received reservations by some of their vendors, and expect more.

BSLOL members Stan and Darleen Petersen, Lowell and Marcia Arnold, Gordy and Gina Millar, and our dependable BoatHouse reporters, Jerry and Maureen Valley, were all on hand. BSLOL visitors were easily identified by very white complexions, including Paul Mikkelson (who cheated and tried to get a three-month suntan in one day), Dr. Bob Johnson (to whom Paul was furnishing free lunches so as to have an attending physician), Mike Favilla, and Joel and Michelle Lemanski with their children and mother-in-law.

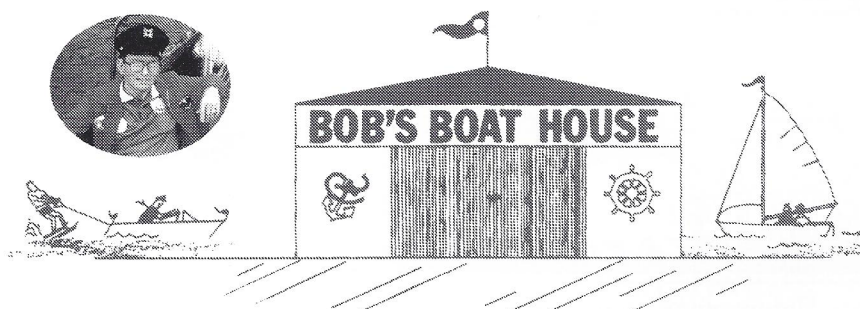
Mount Dora is an excellent place for not only the boat show, but concurrently has the street-wide antique festival and vintage train rides the same weekend. Marcia and I enjoyed all of the above and had the good fortune to spend several days with Bob and Carol Simpson of Mount Dora, attend a reception at the Yacht Club by Steve and Elisa Heitman, and dine with the Millars.

The Mount Dora Show is an excellent example of several ACBS events that offer a great vacation destination for the entire family. Our goal is to promote the entire ACBS system as providing great opportunities to spend quality family time, as well as to have our own Rendezvous continue to be an outstanding part of this entertainment package.

As I look out the window, my faint Florida tan has disappeared, but we are up to (almost) 50 degrees. Let's see... boat out of storage in two weeks, call for early reservations at Treasure Island, check the BoatHouse list of local events and shows, allow time to paint the bottom, make reservations for the National Show at Coeur d'Alene, order new bilge pump, list household projects... Well, we'll work on the household chores later.

Plan to have a great boating season and if there is some extra "boating time", join us in the enjoyment of helping at the Rendezvous, assisting at any event, or sorting out our new archives, etc. May the summer of 2002 be good to you!

Jim Aamodt
President



RESTORATION OF BOB SPELTZ' CHETEK

Our thanks to Mary & Ray Keating
for their continuing support of this project.

Certificate of Charter Land-O-Lakes

The Antique and Classic Boat Society Inc. — having received and duly voted upon acceptance of the petition of the required number of members in good standing of the Society, hereby grants chapter status to the aforementioned chapter, for the geographic area described in the petition.

In conveying this certificate of charter it is agreed that the recipient chapter shall abide by and uphold the constitution and by-laws of this Society and by so doing, is hereby entitled to all the rights and privileges of a recognized chapter of the Society.

In witness whereof, the great seal of the Society is hereto affixed and the authorized signatures of officers ascribed. This 23rd day of April 1977.

Ray Nelson
President



John H. Nelson
Secretary

www.acbs-bslol.com

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:

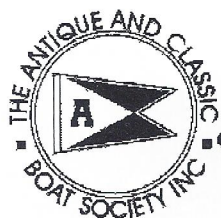
- Promoting public display and use of our boats.
- Acting as an information and skill resource for our members.
- Providing social activities of interest of all members and their families.
- Acting as historical repository for boating-related information.
- Providing value for our members in the form 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.

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ON OUR COVER

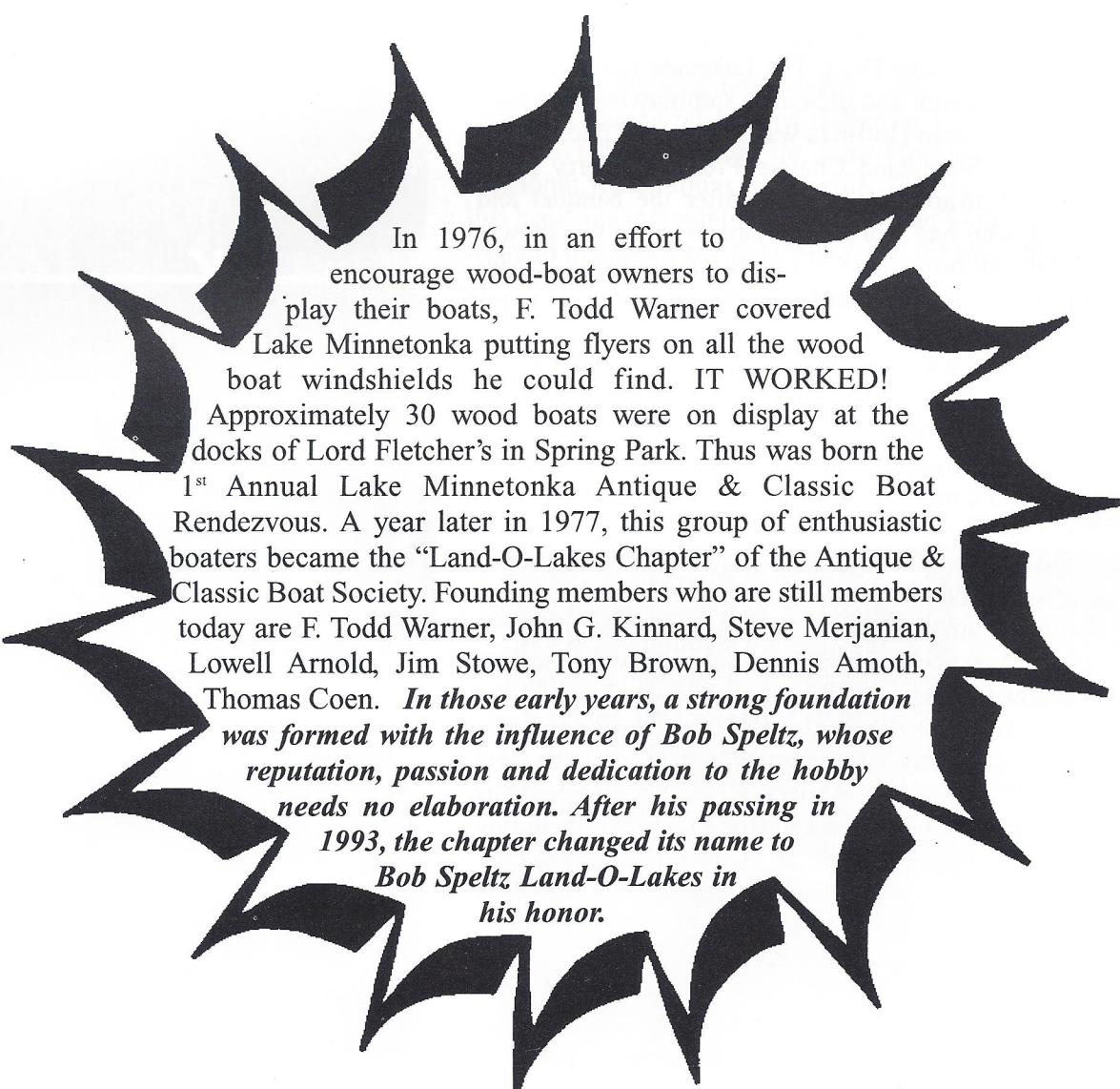
Copy of 1954
Johnson Outboard
Motor ad.



celebrates

25 Years as a Chapter of the
Antique & Classic Boat Society

(See charter on page 4)



In 1976, in an effort to encourage wood-boat owners to display their boats, F. Todd Warner covered Lake Minnetonka putting flyers on all the wood boat windshields he could find. IT WORKED! Approximately 30 wood boats were on display at the docks of Lord Fletcher's in Spring Park. Thus was born the 1st Annual Lake Minnetonka Antique & Classic Boat Rendezvous. A year later in 1977, this group of enthusiastic boaters became the "Land-O-Lakes Chapter" of the Antique & Classic Boat Society. Founding members who are still members today are F. Todd Warner, John G. Kinnard, Steve Merjanian, Lowell Arnold, Jim Stowe, Tony Brown, Dennis Amoth, Thomas Coen. *In those early years, a strong foundation was formed with the influence of Bob Speltz, whose reputation, passion and dedication to the hobby needs no elaboration. After his passing in 1993, the chapter changed its name to Bob Speltz Land-O-Lakes in his honor.*

15TH ANNUAL MT. DORA ANTIQUE BOAT FESTIVAL

by Maureen and Jerry Valley

The 15th Annual Mt. Dora Antique Boat Festival, sponsored jointly by the Mt. Dora Chamber of Commerce, the city of Mt. Dora and the Sunnyland Chapter of the ACBS, kicked off on Thursday, March 21, with early registration and arrival and setup of a number of the flea market vendors. Later in the day the St. Johns river trip participants rolled in, properly sunburned and dying to tell anyone who would listen what a wonderful time they had. By all accounts this was one of the best trips ever with the weather being nearly perfect every day.

Highlights of the show included a trip through the famous Dora Canal and picnic lunch at Ferrin Park in Eustis on Friday followed by a cocktail party that evening on the beautiful grounds of the Lakeside Inn on Lake Dora. The Lakeside Inn was again the location for the elegant and delicious Saturday evening banquet. ACBS President Jean Hoffman was an honored guest of the Sunnyland Chapter. Sunnyland Chapter President, Terry Fiest, made a number of award presentations after the banquet and thanked all those who had worked so hard to make the show a huge success. Sunday brought an old tradition of church services on the water in a quiet little cove near the show site.

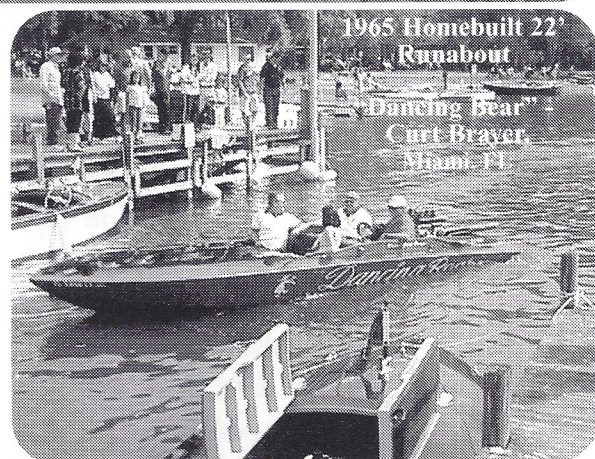
Once again, BSLOL was well represented by President Jim Aamodt and his wife Marcia, the Scandinavian contingent of Dr. Bob Johnson and Paul Mikkelsen, Mike Favilla, Lowell and Marcia Arnold, Maureen and Jerry Valley and Stan and Darleen Peterson, the latter 3 couples now residents of Florida.

This is the fourth consecutive year we have attended this show and each year it gets better. There were over 300 total entrants including about 140 boats in the water, 78 vendors and the balance of the entrants on shore display. I'm not sure how this show can get any bigger as every available space on land and in the water was filled to overflowing. The flea market was a parts-hunters' dream with many vendors displaying old, new and reproduction hardware for every variety of watercraft. Again this year there was an array of 13 beautiful woodie cars including 1938, 1941 and 1947 Buick wagons, all restored to like-new condition and belonging to one gentleman. A 1931 Ford Model A Huckster wagon was set up as a rolling bar complete with all the appropriate glass wear and alcoholic beverages.

The Amphicar contingent was 13 strong with one car from Canada. One enterprising and creative young man converted a Metro four-door sedan into an amphibious vehicle appropriately



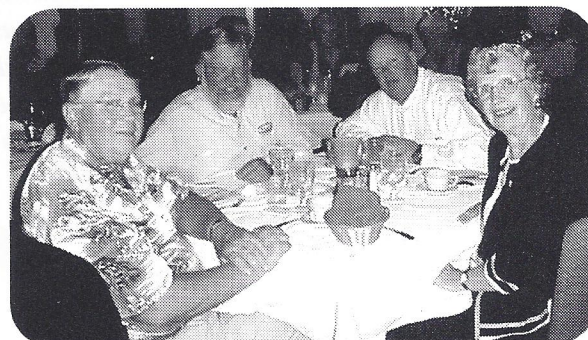
1947 Chris Craft 25' Red & White Express "Little Nell II" - Stan & Darleen Petersen, Mt. Dora, FL



1965 Homebuilt 22' Runabout "Dancing Bear" - Curt Brayer, Miami, FL



Dinner at the Lakeside Inn - Linda Brockway, Jim Beam, Maureen Valley, Lowell Arnold, Marcia Arnold & Jerry Valley (front & center.)

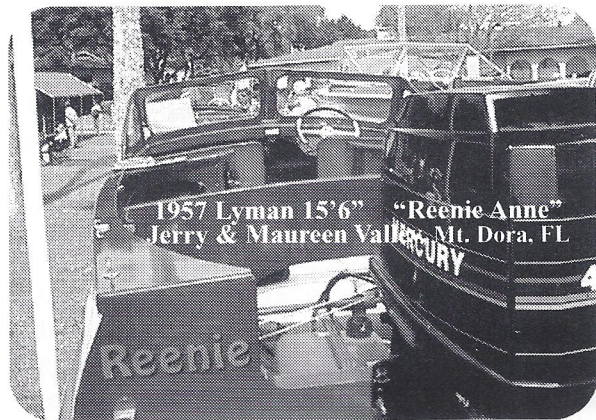


Stan Petersen, Paul Mikkelsen, Dr. Bob Johnson, Darleen Petersen enjoying dinner at the Lakeside Inn.

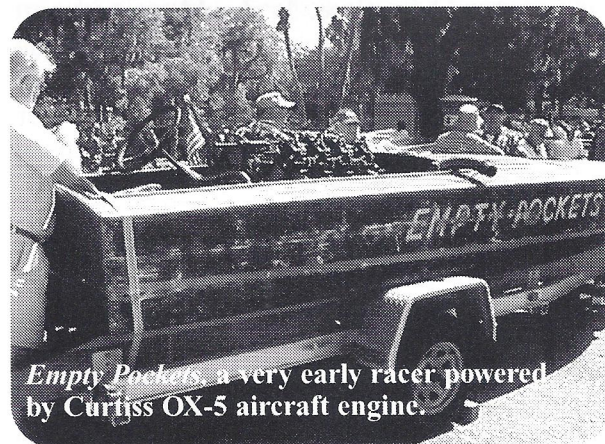
Mt. Dora - cont'd from page 6



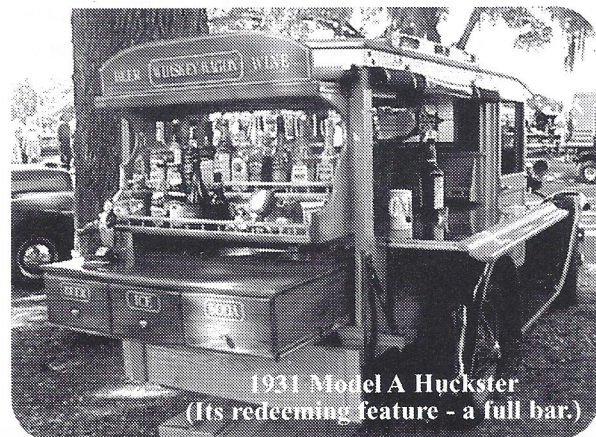
1925 Baby Gar 33' Racer



1957 Lyman 15'6" "Reenie Anne"
Jerry & Maureen Valleri Mt. Dora, FL



Empty Pockets, a very early racer powered by Curtiss OX-5 aircraft engine.



1931 Model A Huckster
(Its redeeming feature - a full bar.)

named the AmphiGeo which turned out to be a real crowded pleaser as it appeared on the verge of sinking at any moment.

This year the show organizers decided to feature a specific significant boat manufacturer ala the Tahoe show and it was only appropriate to select Ventnor on their 100th anniversary. Probably not known to most of us, Ventnor built twelve kamikaze boats for the Japanese during WWII. The only remaining boat, the thirteenth, was on display at the show. The boats were built to carry large amounts of explosives in the front for ramming, and obviously were not designed for longevity or round trips. In addition to this boat, there were five other vintage Ventnors and two reproductions now being manufacturer by Ventnor Boat Works of Atlanta.

In addition to the usual array of Chris Crafts, Centurys, Hackers and Gar Woods, this show played host to a number of other both rare and unusual watercraft. Included in this category were a 1925 Brainard Robbins Long Deck, a 1907 Truscott, a 1903 Grand Rapids, a 1907 racing runabout called Atosis, a 1948 Harley Davidson powered Feathercraft aluminum runabout, and the 1917 Hickman Sea Sled that will be raffled off at the annual meeting in Coeur d'Alene Idaho in September.

Several eye catching boats at the show were reproductions: 1925 Garwood Racing boat called Baby Gar V and a 26 foot Gold Cup racer "T-14" constructed for Terry Hoffman by Lance Wilson of Runabout Restorations in Umatilla Florida. The workmanship on this boat was incredible. It took one year to design and three years to build this awesome boat which can hit more than 60 MPH.

Not to be forgotten is the Antique Outboard Motor Club which had ten or more displays of beautifully-restored outboards from nearly every early manufacturer, and the race boat contingent with five or six Jersey Skiffs, and a number of other vintage race boats which managed to dazzle the crowds all weekend with both spontaneous and exhibition races. One vintage race boat of interest was

Mt. Dora - cont'd on page 10



John Into makes "to-scale" models of your boat. These are world class models made from scratch and can cost as much as \$3500. Check out his website: www.intothings.com

GADGETS AND KINKS



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

NICE BUTT.....JOINT (or How to Make Ends Meet)

by Sherwood Heggen

Some of the processes in boat restoration seem so simple until actually attempted. Then, the question comes to mind of how they actually did what you are trying to do. One of those processes is that of making close fitting butt joints on covering boards. You will find these joints typically at the windshield on the typical utility or runabout. They are very visible to the onlooker if done poorly. Plus, if they are not tight, water can easily enter only to remain and begin the rotting processes. In fact, the reason the covering board might need replacing is that it started to rot at a poorly done or poorly sealed butt joint. Rot at the joint will be apparent by peeling varnish and discolored wood. Usually if the forward covering board is affected, so is the aft covering board.

We are going to take a look at how to make close fitting butt joint which will ensure a watershed for the boat's structure below.

The butt joint exists to join two lengths of planking. Done well, the resulting joint is nearly invisible, making it appear as one piece. The ends of the adjoining pieces must be cut carefully to match perfectly. Cutting the joint to fit is actually the last on the list of things to do when making the new covering board.

Let's consider that the old covering boards are removed and are good only as a basic pattern. Cut the boards from new stock leaving the ends long that will be the butt joint. Fit them to the deck and screw them in place with a few screws to hold them flush to the deck, overlapping the ends to be cut by a couple of inches. To help keep things stable at the proposed joint, use clamps as necessary. Draw a line with a black felt tip pen where the butt joint will be. At this point it may be wise to set up a practice piece to see how this all works before committing to the one chance cut. With a back saw held at a slightly raked angle to the board, using a scrap piece of board as a guide, proceed with cutting the joint. The raked angle, which is angled back, is important to assist in holding the aft covering board down tight by the forward covering board when screwed in place. Take it slow, initially drawing the saw backwards until a kerf is

developed. Then carefully saw through both boards with long straight strokes. Now remove the scrap pieces and butt the two ends together to see how the joint looks. The board ends must be snug against each other to determine if there is any gap between the two. To get them

tight, slightly loosen the screws holding down the aft covering board and firmly clamp it in place. Then place a scrap piece at the end of the aft covering board and strike it with a hammer to move the board forward as far as it will go. You will know it is as far forward as it will go by a distinct change in sound as you strike the end of the plank through the scrap piece. Now, check the fit of the joint. You may see a perfectly fit joint. If any gap is detected, use a very sharp block plane to shave off the high spots and then recheck the joint, and snug it up as described above. Go slowly and you will be rewarded with a joint that nearly disappears.

To keep that joint in position and water tight, it is important to seal it, glue it, and screw it properly. Sealing can easily be done by treating the end grain with Smith's penetrating epoxy. Allow it to cure and then prior to screwing in position, apply a thin film of 3M 5200 on the butt ends of the planks. Wipe off any excess with naphtha after it is screwed in place. It should go with out saying that butt blocks and seam battens should be replaced if any hint of rot is detected before screwing everything back together. The end result will be a water proof, crack resistant joint that will look good for many years.

With all this done, stand back and admire your work. Things done well deserve admiring. Invite someone over to help you admire it if you feel you have done exceptionally well. Let them tell you how well you did. It will make the effort of restoring rather than destroying all worth it.

If you are reading this, you more than likely are one who cares about the preservation of old boats. Thanks for caring. Your efforts toward keeping them afloat and looking good says something very positive about you. I enjoy communicating with anyone who wishes to call me and talk restoration.

I have new contact information which is as follows: home phone 715-294-2415 and email Heggensj@centurytel.com. If you feel there should be an article written about certain restoration process, feel free to speak up and we'll get it in print for everyone to read. I look forward to hearing from you.



March 20, 2002
Mr. Steven C. Merjanian
18275 Hummingbird Lane
Wayzata, MN 55391

Dear Steve,

Good news, the University of Hawaii is doing very well here in Fiji. As you know Piston is the Captain of the team. They are in the midst of the annual Southern Pacific Hockey Championships. His team has made it to the final four. With their strongest team in years, we are hopeful they can come home with the trophy. However, they have some tuff competition to face: Marshall Islands, Bora Bora and Midway are the stalwarts and, year after year, the strong hold of this competition. It would be the Cinderella story if Hawaii could pull it off this year.

As I am on vacation in Fiji, and really kind of laid back, with anticipation of the spring boating season at our doorstep and the April edition of the Boathouse soon to be printed and delivered to our faithful readers, I have the following proposition. You write this month's Dr. Motorhead article. This request should be as easy for you as rolling off a log, especially, if you present your wonderful primer on springtime inboard motor tune-ups.

In anticipation that you will agree, here is the intro. Ladies and Gentlemen of the Antique and Classic Boat Society back by popular demand, I present Steve Merjanian's wonderful primer on spring tune-ups for your reading pleasure. See you after the tournament.

Sincerely,

Fred Motorhead

PS: Isn't Hummingbird Lane the same street Herman and Lilly Munster live on?

Dear Fred,

Nice to hear from you; it's been awhile. As for the Munsters, I've no idea what their address is, but mine is Hummingbird ROAD. No matter, even ACBS and BSL0L have it wrong.

I'm flattered that you're asking for my engine tune-up article. Gratefully, I have saved it. I am also including the chart of Chris Craft engines. I hope our readers find it helpful.

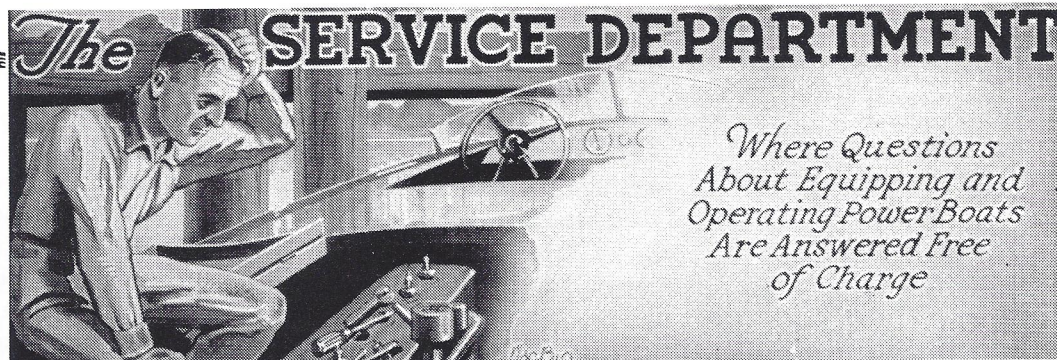
Let us know if your vacation on Fiji was all you expected. Keep in touch.

Steve

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

VALVES

The greatest initial concern should be valve adjustment, which assures adequate valve heat dissipation and engine



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

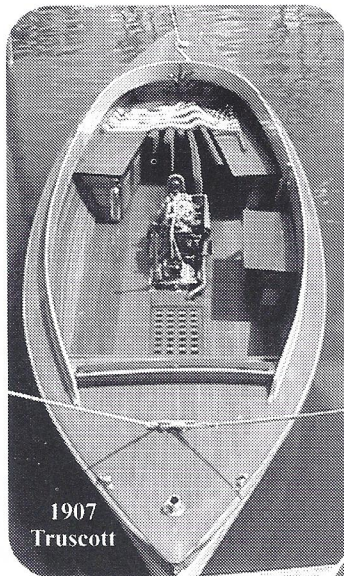
breathing. Consult the engine chart on page 17 to determine the intake and exhaust valve gap adjustments for your engine. With the engine cold, remove the valve covers which are underneath the exhaust manifold and behind the carburetor. The smaller blocks (i.e.: A, B, H & K types) use 7/16" nuts for the valve tappets while the larger blocks (i.e.: L, M & W types) use 1/2" nuts. Use a long thin section open end wrench which is specially made for adjusting valves. This valve wrench will fit the lifter while conventional open end wrenches (7/16" & 1/2") will fit the jamb nut and tappet. The lifter (two flats) is on the bottom of the assembly, next is the jamb nut (hexagonal nut) and the tappet is the (hexagonal bolt) on top. Between the tappet bolt face and the valve stem is the gap to be adjusted. The first valve at either end of the engine is an exhaust. The next two are intakes; the next two are exhausts, etc., etc. Have a friend turn over the engine by hand (a socket wrench on a flange coupling or flywheel bolt works fine) while you watch the intake and exhaust valves for a selected cylinder go up and down. Turn the engine an additional 90 degrees once both valves are down and seated. Use a feeler gauge to measure the exhaust and intake gaps. They will probably be tight. Put the thin section valve wrench on the lifter (bottom, two flats) and use another wrench to loosen the jamb nut (hexagonal nut). You can now turn the tappet (hexagonal bolt) to adjust the gap. If you tighten the jamb nut just enough to let the tappet turn; you can snug up the jamb nut without moving the tappet out of adjustment. Repeat this procedure for the remaining valves, doing a cylinder at a time.

IGNITION

The standard Kettering ignition system consists of a coil, condenser (capacitor), distributor, ballast resistor (12 volts only), ignition switch, spark plugs, high voltage ignition wires, low voltage primary wires and a battery. The battery should be fully charged. Check the spark plug wires for cracks, frays and tight connections at the distributor cap, spark plugs and coil. Use Champion UJ6 or J8J plugs for cast iron heads and H-10 or H-10J plugs for aluminum heads. The newer designations for the UJ6 & J8J are J6C (normal running) & J8C (hotter plug for low speed operation). All spark plugs are gapped to 0.028 inches and the points are adjusted to 0.022 inches after being filed clean. To adjust the point gap, first remove the distributor cap and rotor. Crank the engine with the starter in short bursts until the points are wide open (point-rubbing block on peak of cam). Adjust the point gap by loosening the jamb nut and

Dr. Motorhead - cont'd on page 10

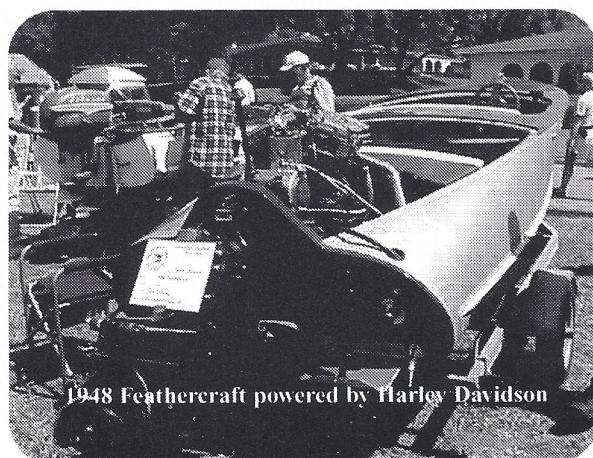
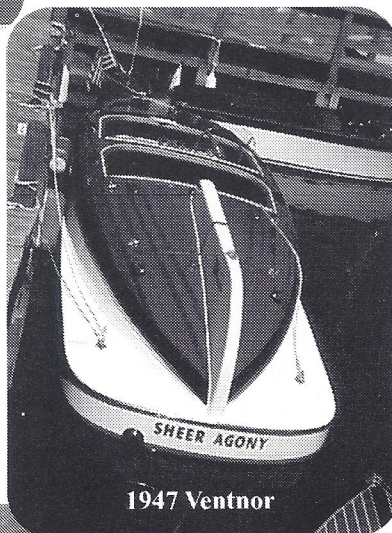
Mt. Dora - Cont'd from page 7



a very early one-of-a-kind called "Empty Pockets" powered by a WWI Curtis OX5 aircraft engine. While the boat needed restoration, it was all there and the engine ran very well as evidenced by periodic ear-shattering demonstrations.

Some statistics on the show: over 50,000 visitors, more than \$14,000 in ships store sales, in excess of \$2,000 in raffle tickets sold on the

Hickman Sea Sled, 300 plus total registrants, including 78 vendors. By any measure, this was a very successful show and what a kickoff for the 2002 wooden boat show season.



Dr. Motorhead - Cont'd from page 9

turning stationary point until a 0.022" feeler gauge just passes through the point gap. Reassemble the distributor rotor and cap. To check for spark, remove the coil wire from the center of the distributor cap and position this loose wire about 1/16 inch from a head bolt. Crank the engine starter with the ignition ON and look for a white spark at this 1/16-inch gap. If there is no spark, make sure the points are clean and try again. If again there is no spark, change the condenser (capacitor) and try again.

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

Another common problem is a short in the low voltage wire that goes from the negative side of the coil to the distributor. It usually shorts out where the wire passes through the distributor body because the insulating material has broken down. Replacement parts are hard to find, but carefully jury-rigged electricians tape, rubber washers and heat-shrink tubing will work. Some additional preventive maintenance includes filing the rotor tip clean, cleaning the inside of the distributor cap of any carbon tracks left by the rotor, checking the spark advance weights (below the distributor point plate) for free movement, lubricating the advance weights with a dry spray (e.g.) LPS, WD40, CRC, etc.) and lubricating the distributor shaft felt wick (under the rotor) with light machine oil. Ignition coils usually fail slowly and will generally give a red spark at the above cited 1/16-inch head bolt/coil wire gap, instead of a good white spark. Both oil filled and epoxy coils can be used with good results. Please refer to the following chart when selecting an ignition coil. For example, a six volt coil will eventually overheat and reduce its output when used with an eight-volt battery.

VOLTS DESCRIPTION PRIMARY RESISTANCE

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

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

CARBURETION

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

Dr. Motorhead - cont'd on page 11

Dr. Motorhead - Cont'd from page 10

the carburetor is probably set correctly.

STARTING UP

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

IN-THE-WATER TUNE-UP

Assuming the above steps regarding spark plugs, rotor, cap, coil, and points have been done, we can now adjust the engine. Allow sufficient time for the boat to soak up, which can vary from six hours to many days. A tachometer/dwell meter is very useful for the tune-up procedure. The six-(6) cylinder engines should be set for 35 degrees of dwell angle

and the four (4) cylinder engines should be set for 55 degrees of dwell angle. If necessary, re-adjust the points to achieve this dwell angle. Accelerate the engine up and down quickly. If the dwell angle varies more than four (4) degrees for the six (6) cylinder engines or six (6) degrees for the four (4) cylinder engines, change the points. This test indicates a weak point spring. Put the engine in gear and move away from the dock. Have a friend drive the boat. Loosen the clamp on the bottom of the distributor and run the boat at full throttle. Twist the distributor clockwise and counter clockwise until you achieve the maximum RPM. Back off the maximum by 50 RPM by twisting in the clockwise direction and tighten the distributor clamp. The engine is now timed. If the engine loses power during the season, check the dwell angle before changing the timing. While the boat is at full throttle, turn in the high-speed jet on the bottom of the carburetor until the RPM drops. Back out the high-speed jet to 1/4 turn beyond the maximum RPM. Slow the boat to an idle. Adjust the throttle stop screw to about 300 RPM over the recommended idle RPM from the chart below. Turn in the low speed jet (located midway up the carburetor, inboard of the throttle stop screw) until the RPM drops. Back out the low speed jet to 1/4 turn beyond maximum idle RPM. Readjust the throttle stop screw to the recommended idle RPM as noted on the chart below. Your engine is now properly tuned.

!!!! HAPPY ANTIQUE BOATING !!!!



CHRIS CRAFT 4 & 6 CYLINDER ENGINES

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

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

A note from the Editor

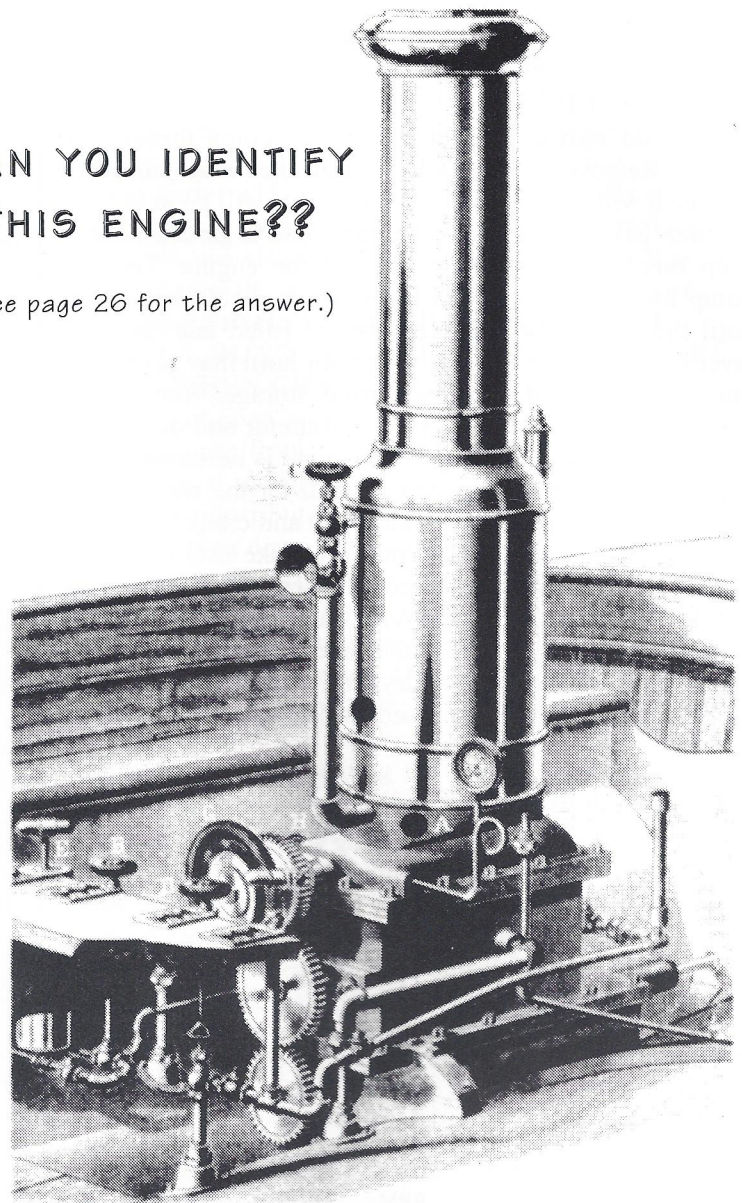
I'd like to officially acknowledge the work done in every issue of *The BoatHouse* by Steve Merjianian (my better half.) Behind the scenes, he works untiringly to scan ALL the pictures you see each issue; that represents a LOT of work.



In addition, he is an invaluable resource for "odds and ends" of information. Those who know Steve can relate to what I'm saying. He's a walking encyclopedia of knowledge. We have a myriad of books here at the house that he can (and does) go to for fillers when needed. An example is on this page. Another appears on page 21 - just marvelous stuff that adds so much to the publication. This all takes time and I definitely count on him. Steve is also the prime contact with our printer. He is my unsung hero every single day.

CAN YOU IDENTIFY THIS ENGINE??

(See page 26 for the answer.)



Twin City Outboard

OUTBOARDS

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Scott-McCulloch
Seaking
Waterwitch
Champion
Neptune-Muncie
Elgin
Majestic
Voyager
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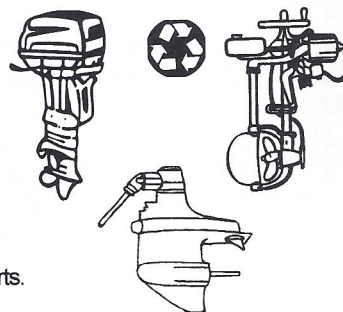
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etc...



THE QUEST FOR SPEED - ASSAULT ON 100 MPH

By Chuck Petersen

Pre-WWII outboard speed records were largely held by wealthy Europeans running low production, hand built race engines that resembled small automotive plants. Many family boaters during the 1930's were not running a 987cc supercharged dual overhead cam Soriano opposed six cylinder rig!!!

This all changed in 1957 with the introduction of the Mercury MK75 60hp "tower of power". Chief engineer, Charlie Strang had conducted a secret development program in 1956 ignoring boss, Carl Kiekhaefer's orders to focus 100% on the NASCAR auto racing hobby/obsession of Carl's at that time.

Jeff Rodengen's book "Iron Fist, the Lives of Carl Kiekhaefer" outlines many such interesting details of this influential man's life. The rapid development of the in-line 6 cylinder was one of many Mercury milestones fostered by a uniquely talented core of executives willing to risk the wrath of Carl to prove their ideas would work and in turn benefit the company.

In January, 1957, Charlie Strang was contacted by Jack Leek and Hugh Entrop of Seattle, WA who felt they could set a new world outboard speed record in excess of 100 mph if allowed access to a Merc. MK75H engine. Like the smaller MK55H, the 6 cylinder brute was essentially a stock powerhead mounted on a "Hydro Quick" short tower and bullet gear case. Charlie Strang agreed and he modified the stock engine to burn pure alcohol via special carburetors. Two other key players in this effort were boat builder Ted


Jones and prop wizard Don Henrich. Think about this fact: A stock MK75 was rated at 60hp at 5500 rpm. Charlie managed to coax 83hp at 7500rpm from the MK75H. Even with these impressive numbers the Americans were running about half the horse power then being produced by the exotic French/Italian Soriano mill.

The key advantages needed to set the record would involve better hp/weight ratio and superior boat and prop design. I raced Hydroplanes in the 1980's and saw marked increase in performance/records during the period with essentially the same power plants run in the 1960's. The difference came from prop and hull design improvements.

On June 7, 1958, Entrop literally flew the Jones's designed "cab-over" hydro through the time traps at an average speed of 107.821 mph. Close inspection of photos taken show a telltale pattern of "chop marks" in the spray behind Entrop's boat. This "prop-riding" had, until then, only been achieved on inboard hydroplanes like the Slo-Mo-Shun unlimited. This marked the first time the outboard record rested in America in 21 years.

While Carl Kiekhaefer initially tried to shift the focus away from the principles involved and toward the Mercury Corporation, eventually he acknowledged the truly amazing team effort and driving skills of Hugh Entrop. This event would signal the start of continuing wars between Mercury and OMC for horsepower and speed records. It must have been an exciting time to be involved in the industry.





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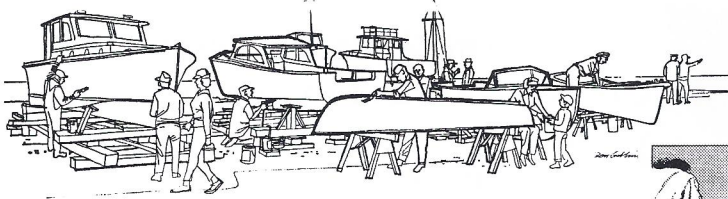
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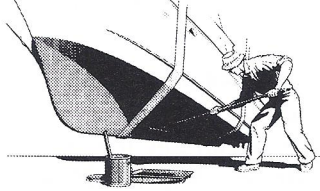
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IT'S NOT TOO EARLY TO THINK ABOUT SUMMER AND BOATING!

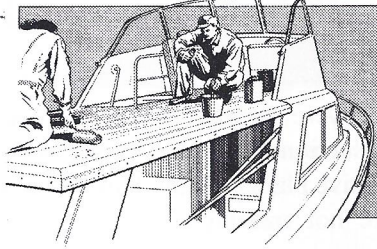


Are the varnish cans
and brushes ready to go?

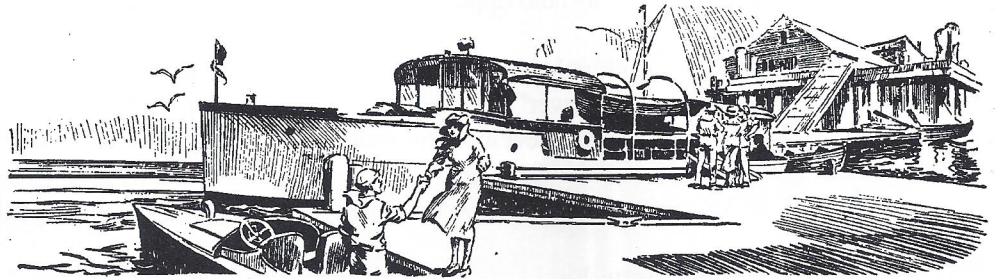


When was the last time we
had a 91 degree day with ice
still on Lake Minnetonka?

IT WAS APRIL 15!



Is your sander working?



As of April 16, THE ICE WAS OUT! LET'S GO BOATING!

A WORD FROM RENDEZVOUS CHAIRMAN, CLARK OLTMAN

The Rendezvous Committee began working on the plans for our 27th Annual Rendezvous shortly after last year's tremendously successful weekend. At this point, things are beginning to switch to a higher gear.

Some of you may have heard that, due to the events of September 11, all pleasure boating near the Red Wing nuclear power plant has been blocked. During the national emergency, no pleasure boating was allowed for a five-mile radius around the plant. We were highly concerned that federal policy would eliminate our mini-cruises before the show and prevent many boats from even getting to Sturgeon Lake. Notice I have used past tense. The Treasure Island staff has informed us that the federal restriction has been lifted. Pleasure boating is back on the river. Whew!! We can start breathing again.

I'd like to address a couple of issues that presented problems. There were complaints last year from people who did not pre-register for dinner and wanted to join us at the last minute. While I don't pretend to understand the difficulties of feeding over 200 people at the same time, I do realize no facility can just add 20 more dinners at the last minute. We heard: "can't you do something? I am just one person," or "there are just two of us," or "I have a guest that I really want to join us - I will even pay for their meal." Be assured we would like to have accommodated you. But in a situation like this, there is a point in time that the number of meals is set. This may be two to four days before the event. When someone walks in ten minutes before dinner - or even that day - and wants to join us, there is no way to adjust for that. All meals were made and assigned to those who

registered in advance. Extra meals simply do not exist. The same applies in reverse if you cancel at the last minute. The facility must be paid for the meals that were ordered, even if you don't show up. In either case, we will make every effort to adjust, given sufficient time. A few hours before the meal is simply not enough. Please, make every effort to register promptly. We will do our part if given the opportunity.

Another problem was boats that did not stay at their slip or land displays that arrived late or wanted to leave early. As this is a show and visitors pay admission to see the displays, it is not fair to them if your boat is not in place. The hours of the show for both days is advertised. It is not unreasonable to expect all displays and vendors to adhere to those hours.

The gates will be closed during show hours. Land displays must be in place when the show starts and must stay there for the day, unless part of a scheduled event. The same applies to boat in the slips. Unless you are participating in the boat parades or are signed up to give rides, your boat must remain in the slip. You can join the pre-show mini cruises or can give personal rides after show hours. If your boat has left the slip or your land display is not in place, you disqualify yourself for any awards.

As you can see, these are tough issues. While serving on the rendezvous committee is fun and rewarding, there are also situations that must be dealt with. We are doing our best to balance the concerns of everyone.

If you have any comments or issues to pass along, contact me, any member of the board of directors (see page 4 for numbers, or anyone on the rendezvous committee. We welcome your input.



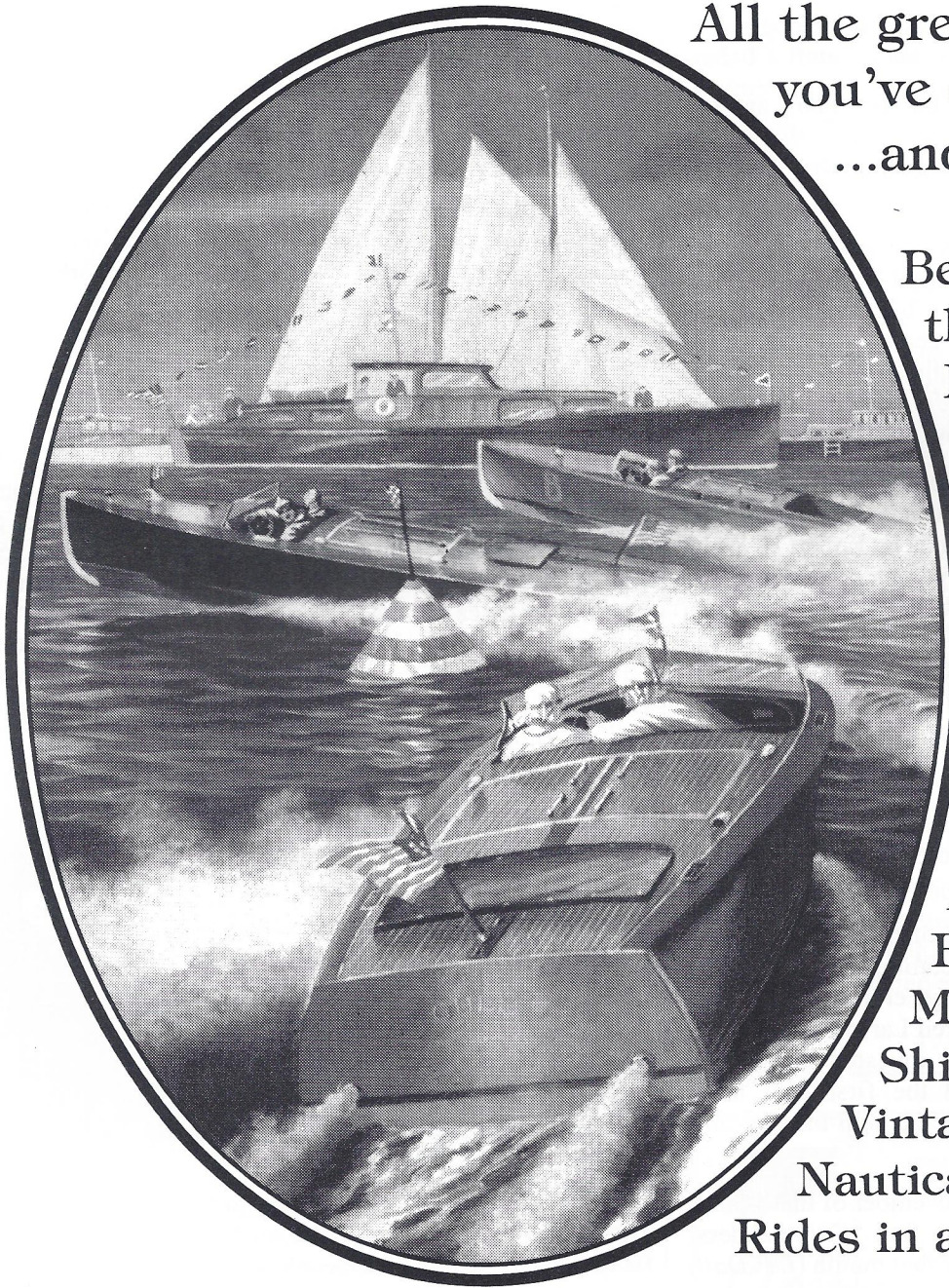
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LARSON WATERCRAFT & CRESTLINER

by Andreas Jordahl Rhude

Fourth in a series of articles about Larson,
Larson Watercraft, and Crestliner boats.

Larson Watercraft is a brand name that few know and one that faded into obscurity. It is however, a name that sprang from a noted boat builder and a designation that led to the familiar Crestliner name.

"Larson Watercraft" was a boat building enterprise that started soon after the end of the Second World War. It was formed to use a fairly new boat building material – aluminum. After the hostilities ceased there was an abundance of surplus, inexpensive aluminum. They seized the opportunity to capitalize on the growing recreation field and used new methods and raw materials.

Paul G. Larson and his Larson Boat Works of Little Falls, Minnesota decided to try their luck at making aluminum boats after being introduced to the idea by Robert H. Wold. Wold, an ex-serviceman with experience in aluminum aircraft construction, sought out Larson in the summer of 1946 to present his idea for making aluminum boats. A separate company was formed called Larson Watercraft, Inc., chartered with the state of Minnesota on 08 August 1946 (*L.F. Daily Transcript*, 09 Aug. 1946). The original aluminum boats were constructed in a portion of Larson's warehouse. The Larson Watercraft plant was ultimately built adjacent to Larson Boat Works on First Street in Little Falls, just off the banks of the mighty Mississippi River.

Paul Larson was elected president of the new enterprise with Dr. Chester H. Longley becoming vice-president; Wold was secretary-treasurer and general manager; with Dr. C.J. Olsen and Paul's brother Fred Larson as directors. About twenty Little Falls men invested in Larson Watercraft. Paul Larson designed the first boat using sheets of plywood as a model with the help of long-time co-worker Jack Oestrich.

They were shipping out boats by November of that year. A truckload with forty of their twelve foot "Commanders" was shipped to a dealer in Idaho late that month (*L.F. Daily Transcript*, 26 November 1946). Twenty workers were kept busy making the new boats.

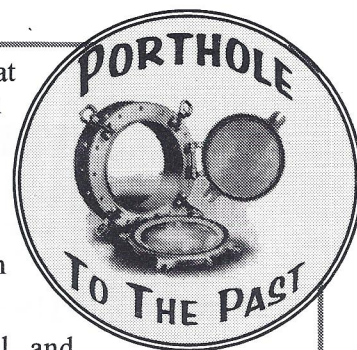
28 March 1947 found consummation of a contract between Paul Larson and Larson Watercraft. Retroactive to 08 August 1946, it guaranteed Mr. Larson's full efforts in making Watercraft a success. In effect for a decade, it put

assets of Larson Boat Works at the disposal of the aluminum boat plant. It also contained a non-compete clause for Paul. He signed away any possibility of working for other boat firms with the exception of Larson Boat Works.

On 05 December 1951 Paul and Watercraft signed another contract. He was paid 2 percent of net sales for the fiscal year; sales were approximately \$564,000.00 that year. In addition he was to receive annual payments of \$10,000.00 for ten years. Ed Anderson, office manager in the fifties, recalls writing those checks to Paul (Ed Anderson Interview, 08 February 2002).

While Larson Watercraft-Crestliner was not the first to successfully make aluminum boats, they were one of the leaders of their industry. Howard Lund of New York Mills, Minnesota began making aluminum fishing boats in 1948. Just sixty miles to the northwest of Little Falls, there was undoubtedly some exchange of ideas and technology between Larson and Lund. Aluma Craft Boat Company of Minneapolis was in full production of twelve and fourteen-foot aluminum boats by 1946-47 (*Motorboat*, May 1947). Harwill, Inc. of St. Charles, Michigan began making their Aero-Craft aluminum boats and canoes in the summer of 1946 (*St. Charles Union*, 16 May 1946). In June 1959 Aero-Craft advertised that they built the first aluminum boats in America (*Boats*, June 1959).

According to a June 1959 article in *Boats* magazine, one out of three pleasure boats in the United States was aluminum (*Boats*, June 1959, p. 16). This is proof that Larson and fellow founders of Larson Watercraft-



Model 951 Del Rio

Crestliner were wise in their decision to use this medium. The earliest Larson Watercraft models were small, open fishing boats with plank bench seats. Painted red decks and bottoms and natural finished aluminum colour schemes were typical. The early promotional flyers stated that the Larson Watercraft's were "first of a series of aeronautical inspired aluminum watercraft...the family boat with an aircraft heritage."

Larson Boats - cont'd on page 17

Larson Boats - cont'd from page 16

In 1948 additional capital was needed to keep the company afloat. Little Falls businessman Loiel S. Ryan, Sr. was asked to help. He agreed with the condition that he gain fifty-one percent interest in the company and that his son L.S., Jr. be named manager. Wold was forced out and the younger Ryan, "Pete," became general manager. 800 boats were made that year. By 1954-1955 the trade name Crestliner was adopted for all products. On 16 September 1957 the company name was unceremoniously changed from Larson Watercraft to Crestliner, Inc., a name to which many fisherman became familiar. The moniker Larson Watercraft went the way of the Passenger Pigeon and was forgotten.

Paul Larson indicated that one reason for the name change was the continual confusion amongst dealers and customers between Larson Boat Works and Larson Watercraft, not to mention Larson Motor Service. All were located in the same area of Little Falls.

The "Ply-A-Lume" model was introduced in January 1952. It was made of sheets of marine grade plywood that were joined by aluminum strips. The wood-aluminum combination boat was in response to material shortages due to the Korean War. In March of fifty-two, Larson Watercraft employed sixty workers; as many as were on the payroll of Larson Boat Works. By the spring of 1953 about fifteen percent of their production were Ply-A-Lume models.

A new, large factory was opened for production in the summer of 1954. Built on the north edge of town, it is today's site of the Crestliner facility.

On 15 April 1955 Larson Watercraft announced the opening of a branch assembly plant at Strasburg, Virginia. Business was booming and the expansions at Little Falls could not keep up with sales. There were 230 employees at the Little Falls plant at that time. The Virginia facility assembled components that were made at Little Falls into finished boats. Robert Price became plant manager at Strasburg (*L.F. Daily Transcript*, 15 April 1955).

In February 1956 some of the employees in the newly renovated painting department at Little Falls were Anthony

Szczodroski; Ivan Bucholz; and Norbert Armstrong. Their supervisor was Louis Anders. When the company added 10,000 square feet of production and warehouse space in the summer of 1956 L.S. Ryan, Jr. was still at the helm. The expansion allowed consolidation from three to two locations in Little Falls. By that time their main facility had been moved to the north edge of town and the plant covered 50,000 square feet of production space. 310 workers were on the payroll in July 1956 and Crestliner was the largest employer in town (*L.F. Daily Transcript*, 14 July 1956).

A new model in 1957 was the 21-foot Vagabond Cruiser. It included a flying bridge; sink, stove, and freshwater storage; toilet; portable icebox; and sleeping bunks. In response to the increased demand for more luxurious models Larson Watercraft introduced several models with full upholstery and two-toned green and white painted hulls. The firm had 25 models in their 1957 line-up. (*L.F. Daily Transcript*, 24 January 1957).

Three hundred Crestliner workers went out on strike on the ninth of January 1958. Union president Art Jelinski stated that wages were the principal sticking point that caused the breakdown of contract negotiations (*L.F. Daily Transcript*, 10 January 1958). Federal mediator Charles LaValley of St. Paul was called in to assist in the talks. The picketing ceased on 17 February, nearly six weeks after it commenced and the workers went back to the production line.

Crestliner added a line of fiberglass boats in 1958. They also, around 1959, started making hulls from U.S. Rubber Company's "Royalite" sandwich material. Royalite was a five-layer composite that was quite flexible. Test were conducted wherein a bullet was shot through the hull and the resultant hole closed itself up. The material proved to be too flexible and hulls deformed under their own weight and with sun exposure. Thompson Royal-Craft, Inc. of Cortland, New York was another builder to use Royalite for a number of years. Have any of these hulls survived?

By the fall of 1959, the company had opened its third manufacturing plant and one in Canada was in the pipeline. The Morrilton, Arkansas plant got underway that fall and a newly created entity, Canada Crestliner, Inc. was

Larson Boat Works - cont'd on page 20

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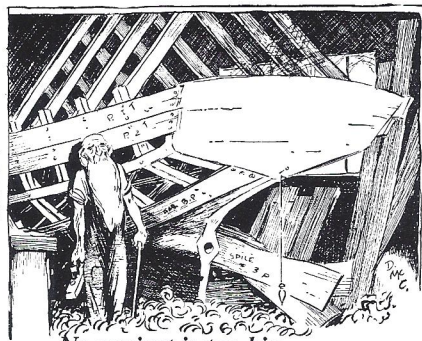
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BOATS IN PROCESS



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1957 Wolverine 15' Wagemaker

1959 40 hp McCulloch

The boat has been stripped - everything removed - and new wood put on. Am in the middle of varnishing the exterior hull.

What's left to do is install and varnish a new deck and work on the engine. Am willing to share my experience.

Doyle Herman, 952-838-8195 (days)

doyle.herman@rbcdain.com

Thanks for sharing, Doyle. Would love to see your boat at this year's Rendezvous
-Editor

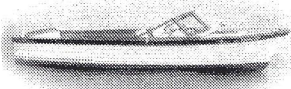
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Hawkinson Wooden Boats

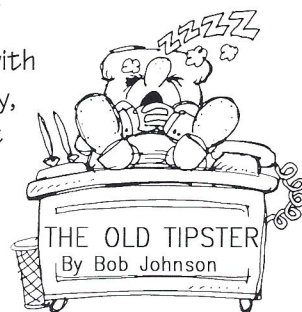
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"The Old Tipster" was at breakfast with of boat show/boat nuts the other day, when one guy asked how he could treat his mildew-stained upholstery. Being dedicated and helpful boat buddies, everybody launched into their personal mildew remover treatment.



While many things work, my personal favorite is "Tilex" which is available at most grocery and hardware stores. The directions on the bottle are very good, so read and follow them.

A few tips on its use. Take the seats and cushions out of the boat and put them outside on a table. Spray the stuff on a limited area and brush lightly and briskly with a "white wall brush," which is a large, soft-bristle brush, available at your NAPA store. After 15-20 seconds, rinse completely and well and observe the results in the bright sunlight. If you leave it on too long, it can fade or streak on colored and white upholstery. Error on the side of not leaving it on long enough, and repeat the process a second or third time. This is not a difficult or physically exerting process. The chemicals do the work.

- ◆ A note of caution on any chemical treatment:
Be sure to rinse well because your bare skin will be in contact with it in the future. Any chemical residue could affect your brain and other "delicate areas."
- ◆ A second note of caution:
"Tilex" and other chemicals produce noxious fumes, so if you don't have a fume mask respirator, be sure to stand "up wind" or, if there's no wind, set a fan behind you so the fumes never get to you.

Back to the breakfast table. After talking this problem to death, we were ready for some talk about special girls from the boys who stopped by "Cafe Resque" at the turn-off to the show. We forgot to discuss the root cause of the mildew problem, but that's a story for another time.

Stay tuned for the next exciting article when "The Tipster" explains it all for you!



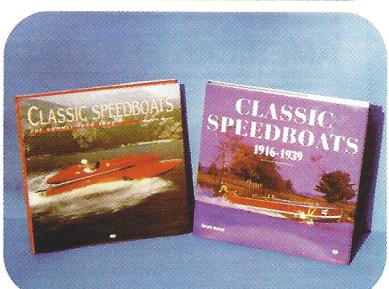
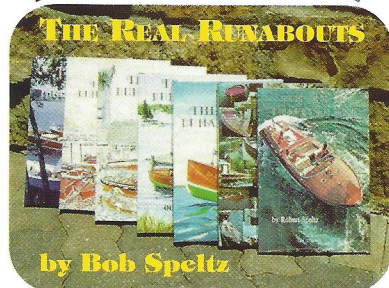
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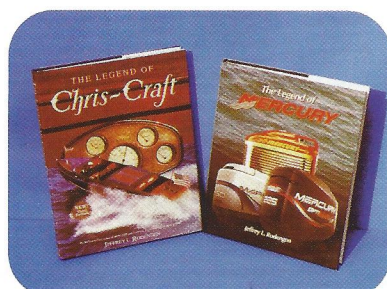
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Larson Boat Works - cont'd from page 17

chartered for operation at Waterloo, Ontario. They had 450 employees in the two American plants in 1958. 1,300 dealers were selling in excess of 15,000 boats annually (*L.F. Daily Transcript*, 29 September 1959). Pete Ryan was chairman and sales manager with Edson Williams holding the position of president at that time.



Flying Crest "17" circa 1959

Bigelow-Sanford, Inc. purchased Crestliner in 1960. At that time, Paul Larson was a member of the board of directors. The Ryans ceased their association at Crestliner with the sale to Bigelow-Sanford. A plant was opened at Thompsonville, Connecticut which operated for only one year. The 1962 model line included a twenty-foot fiberglass cuddy cabin boat called the Viking Deluxe (*Motor Boat*, January 1962). On 02 March 1964 the firm was sold again, this time to Molded Fiber Glass Body Company (MFG) of Ashtabula, Ohio. MFG was a major builder of fiberglass boats and they moved Crestliner's fiberglass production from Little Falls to Virginia after their purchase.

For a short period, Crestliner boats were being made at Como, Italy under a licensing agreement.

Crestliner continued to build both aluminum and fiberglass boats and both lines were broadened throughout the sixties. They were sold in May 1970 to North American Rockwell Corporation and became part of their marine division alongside Hatteras Yachts and Whitehouse houseboats. Sale of the company took place in late 1972 to AMF. AMF also obtained Hatteras at that time. The AMF Crestliner name was applied to hullsides during this period.

With the economic slow down of the late 1970s and early 1980s, AMF desired to divest itself of the aluminum boat building operations. Eighteen prospective buyers looked at the Little Falls business. Most would have moved the plant operations out of town. At the eleventh hour a number of employees with the aid of local banks and the Minnesota Department of Economic Development purchased the plant. The new enterprise, Nordic Boat Company was headed by Del Smith, president. After production ceased for a short time, it commenced again in May 1981 with 50 workers. (*L.F. Daily Transcript*, 15 June 1981).

Features of the revitalized Nordic line claimed as superior to competitors were the welded aluminum construction and acrylic baked enamel paint. The company also revised a full line of fiberglass boats.

In May 1988 Genmar purchased Nordic and the name reverted to Crestliner, Inc. Genmar also owned cross-town rival Larson Boats. A year later the fiberglass line was dropped and all energies went into the aluminum boats.

There are plenty of classic aluminum boats on the waters today. They deserve the same respect as is given to classic wooden vessels. Many folks have a great deal of interest in the old aluminum boats, those that were built for the common man.

For additional information on Crestliner, see the Lee Wangstad article "A Family Classic: Crestliner Voyager" in *Boating World* magazine and an article on the Crestliner Jetsreak in the September 1998 issue of the same publication. A Crestliner owner's group exists and it can be accessed via a webpage: www.retrocrestliner.com

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Sources:

Little Falls (MN) Daily Transcript

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John Monahan, Little Falls, MN

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"My Early History and What I Remember of It" by Paul Larson, unpublished, manuscript

Morrison County Historical Society

American Dreamboats: An Illustrated History of Larson Boats - The Company, The Boats and Their Times by Laura Sommers, © 2000

Minnesota Manufacturers Directories

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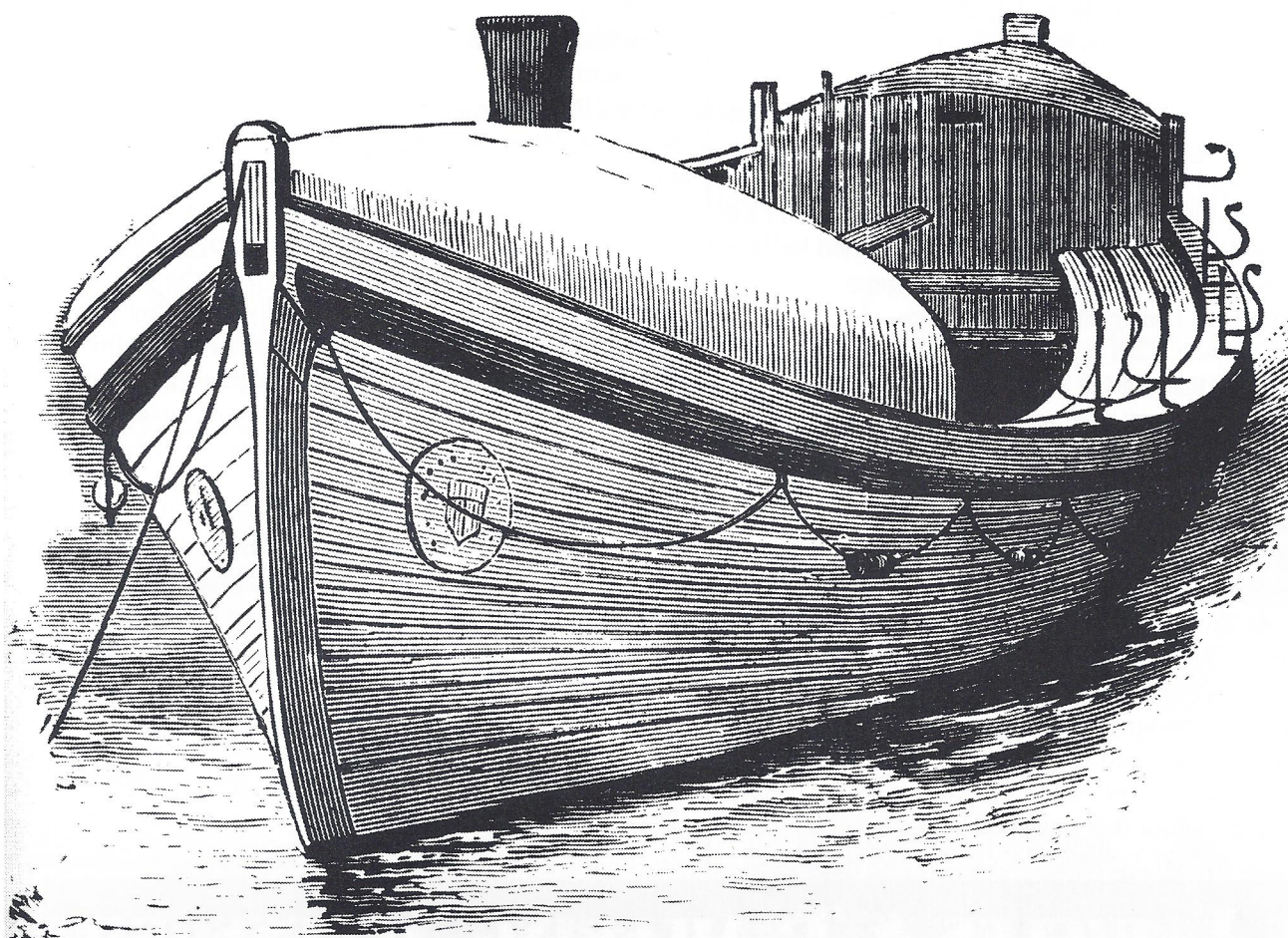
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Sketch of the self-righting lifeboat built of galvanized iron from an 1874 design by Capt. J.H. Merryman, U.S.R.C.S. From Leslie's Illustrated Register of the United States Centennial Exposition, 1876. Copy by the Mariner's Museum.

SHOP TIP

Carburetors need cleaning and/or rebuilding every few seasons; it's a yucky, messy job. A not-quite-full load in the kitchen dishwasher can be a real timesaver.

Jim in River Falls

Editor's Note:

Thanks for your tip, Jim. I've heard of cooking a whole fish in the dishwasher (no joke) but never motor parts. Do you have a tip you'd can share with members?

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by Dave Doner

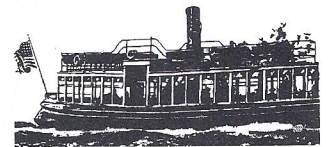
As we all know, the foundation of the Bob Speltz Land-O-Lakes Chapter rests on many people who volunteer their time, services, and talents. There is no way organizations such as ours could hope to grow and prosper if it weren't for the generous nature of its members. I was corralled by Bob Johnson at the Minneapolis Boat Show to become a member of the Minnesota Transportation Museum (MTM)-Lake Minnetonka Division. This organization is involved in many civic-minded pursuits, not the least of which is the operation and care of the steamboat Minnehaha. Just as our boat club relies heavily on volunteerism, so does the MTM. It turns out that Bob is a volunteer of some significance in that organization as well. He is a volunteer of major proportions!

Bob has a major role in overseeing the ongoing yearly maintenance schedule of this historic boat. He promised me that if I joined the Transportation Museum and wanted to help work on the Minnehaha, I could do the sanding of the hull sides and if I did a really good job, he would also let me sand the seams. Offers such as these don't come along every day; so of course I jumped at the opportunity to help Bob out. Kidding aside, this has been a lot of fun, and I have learned quite a bit about this great old boat. I have not been

able to devote the hours I initially intended to, but Bob is flexible and appreciated any assistance I was able to provide.

Shortly after joining the MTM, I received the late winter 2002 copy of the "Steamboat and Trolly," which is their newsletter. In paging through my copy, it became apparent that Dr. Bob is one of the largest (no pun intended) contributors of his time and talents. In a listing of those who were acknowledged as volunteers at their annual appreciation dinner, Bob was named "volunteer of the year." Bob has hundreds and hundreds of hours (only one other person has more) of volunteer time credited to him. I am surmising that virtually all of these hours are devoted to the Minnehaha, either in the preservation of the hull or to his duties behind the wheel during the Minnehaha summer cruises out of Excelsior.

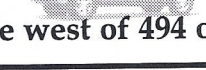
I can attest to the fact that Bob handles the work on the Minnehaha as if the boat were his own. He is fussy and nit-picky (an excellent trait in this situation!) Bob has given freely of this time and many talents and I thought he should be recognized since he is, by nature, modest and unassuming and certainly reluctant to blow his own horn!



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WINTER WORKSHOPS WRAP UP

Winters in Minnesota are tough on boaters. Boating takes a back seat for altogether too long; our winters typically run from October to May - 8 long months out of the water. Many take advantage of this forced "vacation" by working on their boats. It's the perfect time to get into the more-involved areas needed for the wood boat. For the past several years, BSLOL has offered its members workshops during these months, covering a wide variety of maintenance tasks. These sessions are conducted by members and many of our advertisers who give of their time and facilities. They are well received and attendance increases each year. Here a snapshot of the three 2002 workshops.



Restored 40 foot Matthews is ready for the water.



Mark Sauer Shows the assembly of keel to stem to gripe.

Saturday, February 9, 2002

About 80 BSLOL members made the drive to Willmar, Minnesota to attend the **Mikkelson Museum Tour**.

Although the weather was marginal, those who made the trek were greeted with an extensive collection of original and restored Larson Falls Flyer boats dating back to the 1930's. Included were some of the rarest inboard examples of Larson manufacture. Host Paul Mikkelson provided tours of the newly remodeled and expanded museum, which includes many restored outboard motors and an extensive collection of



The Mikkelson Collection, Willmar MN

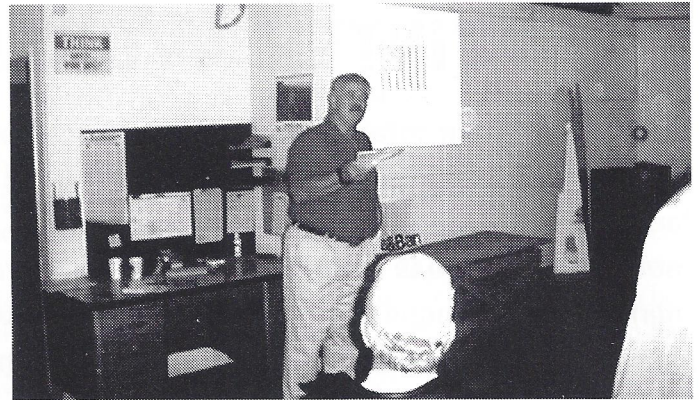
toy boats as well. Members also enjoyed a sit down lunch among the various boats and displays. The Mikkelson Collection telephone number is 320-231-0384 or at www.fallsflyer.com

Winter Workshops - cont'd on page 24

Winter Workshops - cont'd from page 23

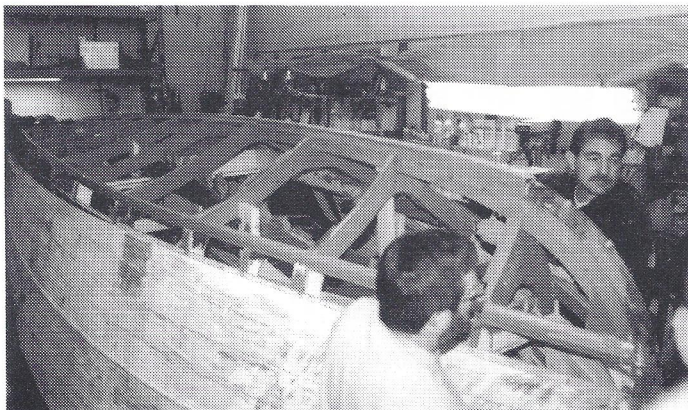
Saturday, March 16, 2002

Contemporary Fireplace Products in Bloomington was the site of the this workshop on wiring, electrical and safety. Lenny Larson at Contemporary Fireplace hosted the event and provided a shop tour of their fabrication facility, fireplace products and services. BSLOL members have been going to Contemporary Fireplace for various metal needs such as fabrication, buffing and polishing, welding and trailer work. Clark Oltman presented an educational program on basic wiring and electrical applications within our boats. The Hiawatha Chapter of the Power Squadron presented on boating safety, regulations and benefits of becoming a Power Squadron member. Some benefits include insurance discounts, vessel checks and Coast Guard approval. BSLOL members will be offered a special education class this Fall to become a Power Squadron member. Look for the sign up board at this year's rendezvous.

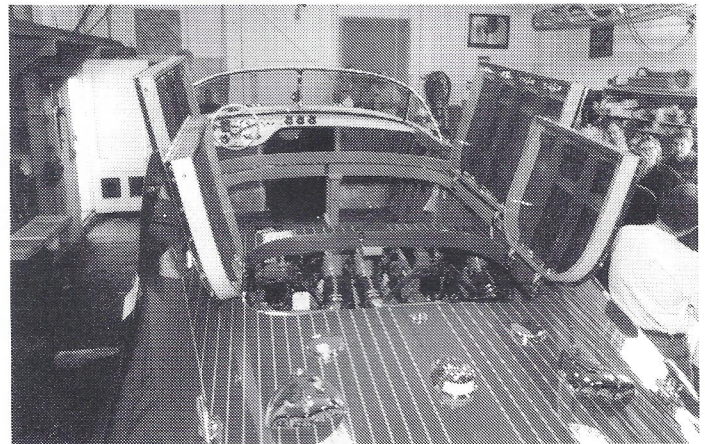


Power Squadron presentation of boating safety.

Our thanks to those who
opened the doors to their shops
for these workshops and to the
professionals who gave us the
benefit of their knowledge!



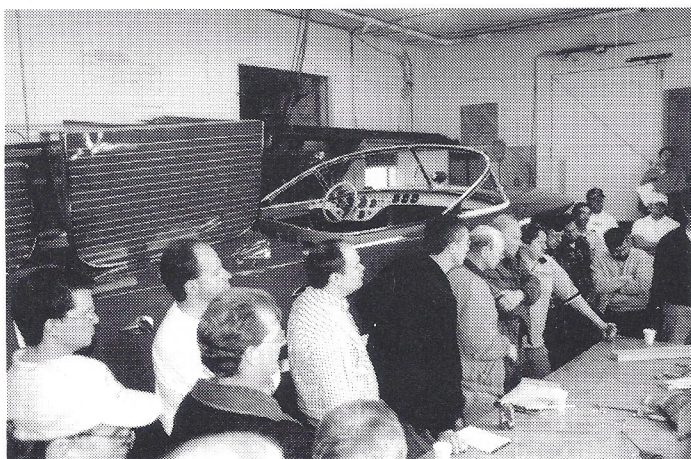
Late 30s 24 ft. GarWood with beefed up scantlings at Watergate.



The Rita Hayworth Riva with two new 350 ci engines.

April 13, 2002

Mark Sauer of **Saint Paul Shipwrights** and his staff of eight hosted a seminar on replacing the stem, gripe and keel of wooden boats. 45 members attended the event at his restoration shop on Ohio Street in Saint Paul, formerly an early 1900's two story fire hall. Members were greeted by a beautifully restored Riva Tritone formerly owned by Actress Rita Hayworth. Mark covered the basics of selecting correct wood, tracing and replicating each piece and reassembly. BSLOL members also toured St. Paul Shipwrights restoration facility at Watergate Marina to view some of his larger projects.



BSLOL members listen to Mark Sauer in front of the Riva.

MINOCQUA ANTIQUE & CLASSIC BOAT SHOW

by Gordon Moore

The Minocqua Antique & Classic Boat Show was started in 1991 by your truly, as just a "whim" to see how many antique and classic boats we could get together at one time from the local area. The turnout was great and so were the crowds that came to view the boats. From this very amateurish start, the Minocqua Boat Show was born.

For the next few years, I pretty much ran the show by myself with the help of a few friends, not the least of which was Larry Bosacki, who owns Bosacki Boat House where we hold the show. We usually had 25-35 boats in the show and the size of the crowds grow each year.

By the mid-90s, I was looking for some help to take the show to the next level, and to that end, I invited the Minocqua/Woodruff/Arbor Vita Chamber of Commerce to get involved. With their help, we were able to improve our advertising and publicity efforts and the show continued to grow.

In 1997 I wanted a way to give some real purpose to the show, so I decided to add some food concessions to the event, open it up to 'woodie' cars, and turn the whole show into a fundraiser for multiple sclerosis. The first year we raised about \$800. My son and daughter-in-law and our three grandchildren all pitch in to help during the event by manning the concession stand and doing the thousand and one things that make a show a success.

In 2001 we had over 40 boats and four 'woodie' cars in the show and, even though the weather was less than great, the crowds were outstanding and we raised over \$3500 for multiple sclerosis.

The Minocqua Antique and Classic Boat Show is not a judged event. I want to keep the show just for the fun of the boat owners and the enjoyment we all get in sharing and showing off our 'woodies' to the general public. The boat captains vote for the trophy awards which are Best Pre-War Chris Craft, Best Post-War Chris Craft, Best Century and Best "Other." The public is invited to vote for the "Peoples' Choice" award. The program for the show is very simple:

- FRIDAY 6:30 P.M.** Boat Parade which takes place before the Friday night ski show. We usually have an audience of 400-500 people.
- SATURDAY 8:00 A.M.** Check in
9:00 A.M. Show opens. Admission is free.
5:00 P.M. Show closes. Many take this opportunity to cruise the chain of lakes and dine at one of the five different restaurants on the chain.
- SUNDAY 9:00 A.M.** Show opens.
1:00 P.M. Awards
4:00 P.M. Show Closes

During the show, boat owners can just kick back and relax with the other owners, talk to the many interested spectators, or go on a cruise around the over 6000 acres of water that make up the Minocqua chain of lakes.

In my view, a boat show needs three things:

1. BOATS

We do limit our show to the antique or classics but that in no way excludes someone with a late model reproduction, vintage fiberglass boat, outboard or canoe; all are welcome. Boats can be displayed either in the water or on land.

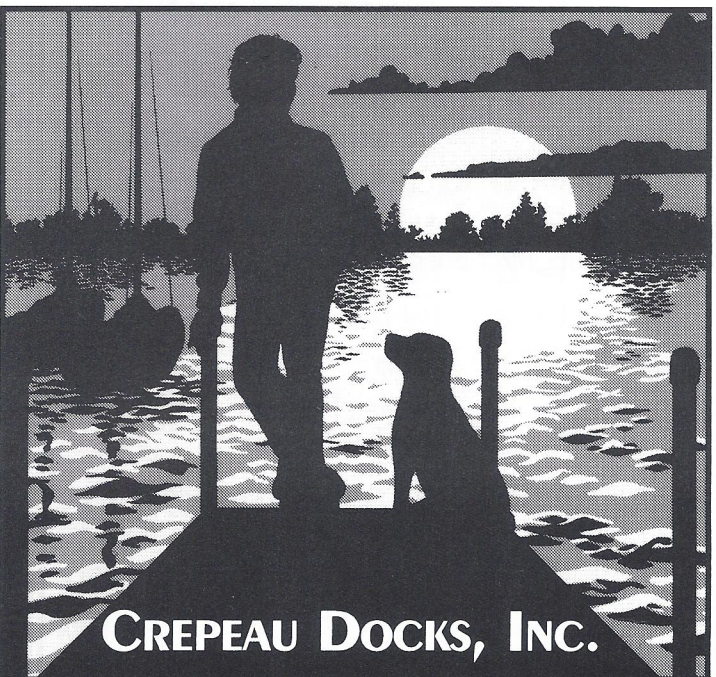
2. PUBLICITY

We do an extensive job of promoting the show through radio, TV, and newspaper advertising, and the fact that the show is free doesn't hurt.

3. GOOD WEATHER

We can't do anything about this, but through the years, we have been blessed with excellent weather.

The show has always been held on the last weekend in July, which this year is the 26th, 27th and 28th. Please join us for a fun weekend.

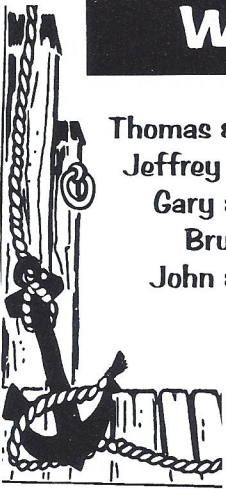
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		17,18	27th ANNUAL RENDEZVOUS
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Can You Identify This Engine Answer from Page 12

Frank Ofeldt of Newark, New Jersey, patented the naphtha engine in 1883. The naphtha serves not only as fuel, but recirculates as a heat transfer fluid through the engine, condenser, retort (boiler) and other parts of the power system, much the same as steam does in a steam plant. Its operation is simple compared to steam and no license is required to run it. Compared to contemporary gasoline engines, it was trouble-free and quiet. Naphtha launches proliferated in sizes up to 50 feet during the years 1885, when the first one was built, to around 1903, when there were over 3000 in use. Production dropped off with the coming refinements in gasoline engines, but it is notable that one company, The Gas Engine and Power Company, of Morris Heights, New York, held patent rights to the naphtha engine and was the exclusive builder of naphtha launches and engines. It is also interesting that this company, under its later name of Consolidated, went on to design and build some of the finest stock power yachts ever produced in the country.

*(Excerpts from Mystic Seaport Museum Watercraft
by Maynard Bray, 1979.)*

We mourn the passing of Christine Doner, wife of BSLOL Board Member, Dave Doner, who lost her courageous and determined battle against pancreatic cancer on March 16, 2002. Christy recently completed a 35 year career as a flight attendant with Northwest Airlines. She cherished her family and friends and consistently put the needs and happiness of others before hers. A people person, she was known by many as the "picture lady" for her practice of taking extra pictures of people's special events, then preparing a photo book for them to enjoy. Christy leaves her husband of 33 years, Dave and sons Brian and Jason. Her grandson Ryan was the light of her life these last few years. She will be sorely missed by all who knew her.



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The following is reprinted from the Spring 2002 Channel Marker, Newsletter of the Michigan Chapter. I enjoyed it so much, I wanted to share with all our members. Thanks Captain Michael Hainen. --Editor

THE BRASS MONKEY

In the heyday of sailing ships, every ship had to have cannons for protection. Cannons of the times required round iron cannon balls. The master wanted to store them such that they could be on instant use when needed, yet not roll around the gun deck.

The solution was to stack them in a square-base pyramid next to the cannons. The top level of the stack had one ball, the next level down had four, the next nine, the next sixteen and so on. Four levels would provide a stack of 30 cannon balls. The only real problem was how to keep the bottom level from sliding out from under (due to) the weight of the higher levels. To do this, they devised a small plate (monkey) with one rounded indentation for each ball on the bottom layer.

When iron was used, the cannon balls would rust to the plate. As a result, these plates were made of brass to prevent this problem - thus the "brass monkey." When the temperature falls, brass contracts in size faster than iron. As it got cold on the gun decks, the indentations in the brass monkey would get smaller than the iron cannonballs they were holding. If temperatures got cold enough, the bottom layer would pop out of the indentations, spilling the entire pyramid over the deck. Thus it was, quite literally, "COLD ENOUGH TO FREEZE THE BALLS OFF A BRASS MONKEY." And all this time, some of you thought we were talking dirty.

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Just as a car or motorcycle needs lights to travel at night, so do boats. Vehicle lights not only increase your vision of what's ahead, they allow you to be seen by others — both absolutely necessary. In a boat, it's being seen by others that is most critical. Chances are you've never seen your boat at night unless you were in it, so you've no idea how effective yours is.

Before you venture out again at night, turn on all your lights and walk around the marina or slip. You'll probably be shocked at what you see (or not see.) If others can't see you, you and your passengers are in real danger. Don't take for granted that the navigation lights installed by the manufacturer are (1) bright enough and (2) installed correctly. This is not their focus. Lights mounted incorrectly could cause you to be invisible or cause other boats to misinterpret the direction you are traveling... both disastrous situations. So, how should you go about checking your boat to be absolutely sure you can be seen at night? One good way is to see if you can read a newspaper from five feet away. If you can't, they'll do you no good.

Minimum legal requirements for small powerboats: (1980 Inland Rules, Effective 24 December 1981):

Less than 39 feet must show sidelights of red (port) and green (starboard) from dead ahead to 112.5 degrees aft on each side as well as a white all-around light visible for 360°. The colored sidelights must be visible for at least one nautical mile, while the white light must be visible for two nautical miles.

On most powerboats, a bi-color light on the bow combines both the sidelights into a snug fitting with one bulb and a white light mounted on a staff at the stern or on

top of a radar arch or hardtop.

Our antique and classic powerboats follow the Inland Rule from the 1930's. Boats 26 feet or less use a combination red and green bow light covering 112.5 degrees (10 points) from dead ahead to both the left (red) or right (green) side of the boat. On the stern is an all-around white range light covering 360 degrees (32 points) mounted high enough to clear windshields, bimini tops, etc. On boats 26 to 65 feet there is a white bow or mast light covering 225 degrees, separated red and green side lights and an all around white forward range mast light. The side lights should be visible for one mile and the white lights visible for two miles.



WHY NAVIGATION LIGHTS??

Begin by making sure your lights are correctly mounted. Often the bi-color light may be aimed incorrectly so the red or green lights "leak" to the wrong side. Only when headed directly toward another boat should both the red and green lights be visible. Otherwise, you're giving the other boat bad information and action may be taken because of it that could jeopardize your boat.

On runabouts, the all-around light is often mounted on a post at the stern. Under ideal conditions, this may meet legal requirements, however, if you put up your Bimini top and cockpit enclosure, you may be blocking the white light from view forward.

Next, check the visibility range. Here, your concern is likely to be the colored sidelights, since the colored lenses reduce the apparent power of your bulbs. The white stern light usually provides sufficient visibility, but in many cases, you don't have to walk a mile away from your boat to know those little red and green pinpoints won't meet the one nautical mile requirement. Even if they did meet that requirement, think about the crew on the bridge of a big ship peering through a spray-encrusted pilothouse window. Can they see you and your family clearly? If you can't answer yes to all of these points, then it's time to upgrade your navigation lights with those that will make you almost impossible to miss.

If yours is a bi-color light mounted on the deck at the bow, you may want to replace it with individual sidelights mounted on cabin or covering boards. This not only provides better separation, but gives additional height for easier visibility.

Consider two things when upgrading sidelights: wattage and lens. Get the most powerful bulb you can. They range from up to 25 watts for 12-volt systems with both powerful halogen and conventional filament bulbs. Lighthouses amplify the power of their lights by using fresnel (fren-nay) lenses that focus the beam. More sophisticated navigation light lenses also provide this effect. Less expensive lights rely on plain plastic lenses.

Whether you've installed new lights or are using those that came with your boat, remember to include them as part of your regular maintenance program. Always carry spare bulbs of the proper size and power. Most lights are sealed against moisture, but be sure the rubber or foam gasket is in good condition. If you see condensation inside the light, you can be sure you have a leak. Spray the electrical connection for the bulb with corrosion protection such as WD-40 or Corrosion Block. If there is a metal reflector inside the light, polish it to a shine. When underway at night, you can usually see the colored glow from each of your bow lights. If you can't, check to make sure both are working.

Remember, navigation lights are your first line of defense when using your boat at night. Make absolutely sure they're powerful, and keep them in good condition.





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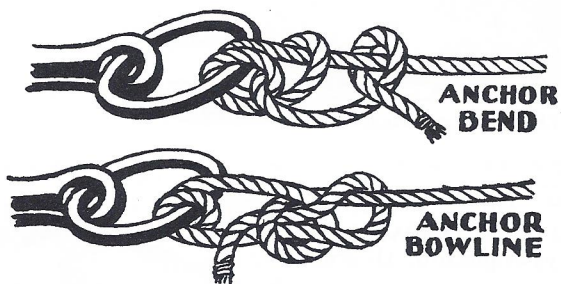
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Knot of the Month



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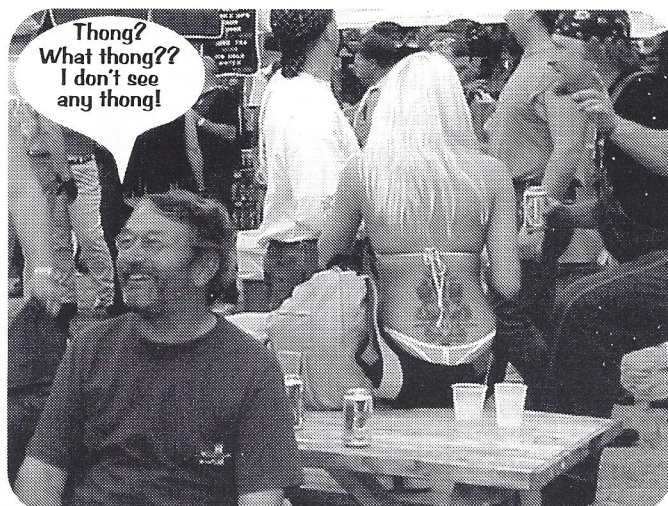
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Some boaters diversify...here's Jerry Valley at the Daytona Beach Biker Week Show. If it's not wood, some don't know where the "sights" really are. Jerry, look behind you.!

Editor's Note: Thanks to Maureen Valley who submitted this photo. Obviously, she's not limited to photographing mahogany.

USED BOATS FOR SALE

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

THE TRADING DOCK

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

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

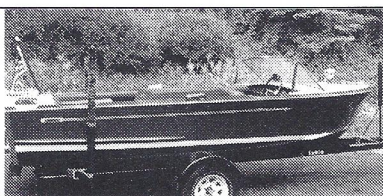


•**DOCKAGE WANTED ON LAKE MINNETONKA** for 1963 Chris Craft 23' Sea Skiff. B. Kokal 952-473-0659
(M0402)

•**CEDAR STRIP BOATS FOR SALE.** 1957 Larson 12' runabout - needs some work. Call Larry Quinn 952-937-5891
(M0601)

•**1940s & '50s Cedar Strip & lapstrake canoe, runabouts & rowboats.** Hugo, Larson, Thompson, Lyman, Lucious, Shell Lake, etc. 952-476-4364 or 715-779-5904
(M0202)

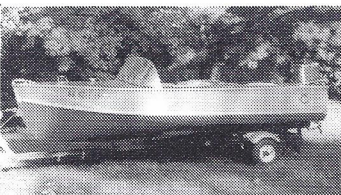
•**1968 CENTURY 17' RESORTER** - 235 hp Chrysler, bought from original family that bought it new in '68. Stored for most of first 16 years. Very original, excellent condition - even original flooring in excellent condition. Trailer and cover included \$13,900. Call 651-653-9642
(NM0402/2)



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

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

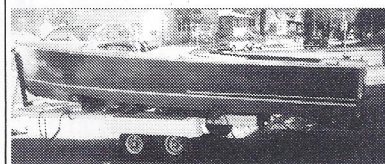
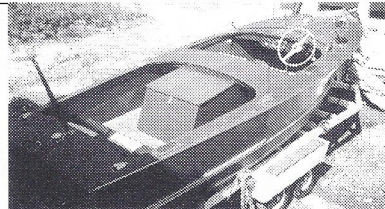
•**1957 CRESTLINER 14' VIKING**
Aluminum dual cockpit runabout. Restored Mark '55 Merc. Newer trailer. All in excellent condition. \$3500 will separate. Paul Wiborg, 952-476-0398.
(M0402)



•**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)

•**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)

•**1947 CHRIS CRAFT 17' SPECIAL SPEEDBOAT** - 6 cyl Chrysler inboard. All original. No rot. Runs great, constant inside storage. Has not been in water since 1968. Custom made 4 wheel trailer. Needs TLC



owner! \$9,850. Contact Loyd at 763-561-3747/h or 612-287-9188/w. Additional pictures upon request.
(NM0402)

•**1969 CHRIS CRAFT 26' CUTLASS** - Twin 283 inboards, all new cockpit upholstery, cabin upholstery & headliner. New Nautolex Yacht Plank flooring & all white vinyl decking. Has red suntop with side & aft curtains and cockpit cover. Red bottom paint, white hull with red water line. Looks & runs great \$25,000/offer 612-269-3698

•**1950s PACKARD FLATHEAD SIX** - Complete engine & transmission. Single Zenith updraft carb, only info came from plate on transmission. Model # 1M-245, serial #MA1810R Gear Reduction 2.04. motor mounts included. Ran great when pulled from 1950s Steel Craft boat that was converted to an ice breaker with a modern V-8. \$1000/offer.
Lake Lovers, Skipp & Heidi LaJoy
(M0402)

•**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)

•**1940 CHRIS CRAFT 17' BARRELBACK RUNABOUT** ~ Rare orange boot stripe, 6 cyl K eng. This boat is original & in excellent condition. Always stored inside. \$23,500/best offer

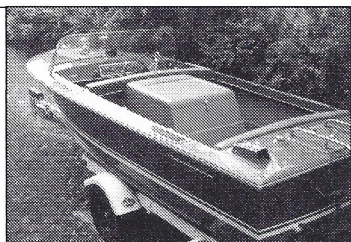
•**1958 CHRIS CRAFT 18' CONTINENTAL UTILITY.** ~ KFL 6 cyl eng. 2-tone wood, Ivalite, 12 volt system, very nice original. \$10,000 with storage trailer

•**1947 CHRIS CRAFT 16' UTILITY** ~ Chrysler ACE 6 cyl eng. Original boat with trailer. \$6950/best offer.
Call 712-336-1374
(M0202)

•**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)

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)

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;

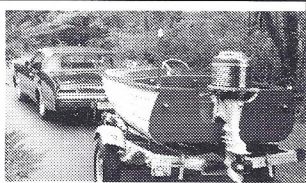
●1940 OLD TOWN SAILING CANOE with complete rigging, needs restoration \$750.00; Chrysler "straight 8", \$1,200.00

●OUTBOARD MOTORS - too many to list. Contact Jeff Stebbins for more details 952-474-2954 jstebbins@gentry.ac (M1001)

●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 & tubes, brass fittings. Dental cabs for tool chests. Call Fred at 952-927-9269 (M1001)

●MID-50s TONKA CRAFT 14' w/fresh mark 50 Merc. Comes w/trailer & cover - \$3,500

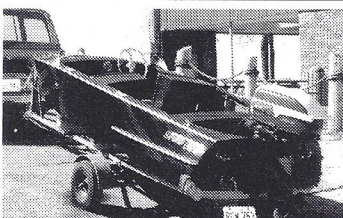
●'67 OLDS 425 ci convt also available. Recent restorations on both. Denny Smith 218-246-8868. (M1201)



●WANTED - FOR 1951 CHRIS CRAFT RIVIERA Windshield brackets, gauges, deck hardware. Exhaust manifold, exhaust elbow, carb: for B, 4 cylinder. (M0402)

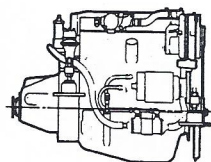
●1965 CENTURY 17' RESORTER	\$11,800
●1963 CENTURY 18' SABER	\$9,500
●1965 CHRIS CRAFT 17' SUPERSPORT	\$9,800
●1964 CHRIS CRAFT 18' SUPERSPORT	\$10,000
●1961 CHRIS CRAFT 19' CONTINENTAL	\$11,800
●1957 CHRIS CRAFT 18' CONTINENTAL	\$10,000
All have been completely restored.	
Contact Gordon Moore 715-356-4218 (M0402)	

●1956 SPEEDLINER - with 1956 Javelin E. Last year of the "cute butt" transom. \$2,800. Glassed hull. Other Speedliners, Wolverine, 12' Cedarstrip Deluxe. \$1,800. Ray Stockwell 816-587-7484 (M0402)



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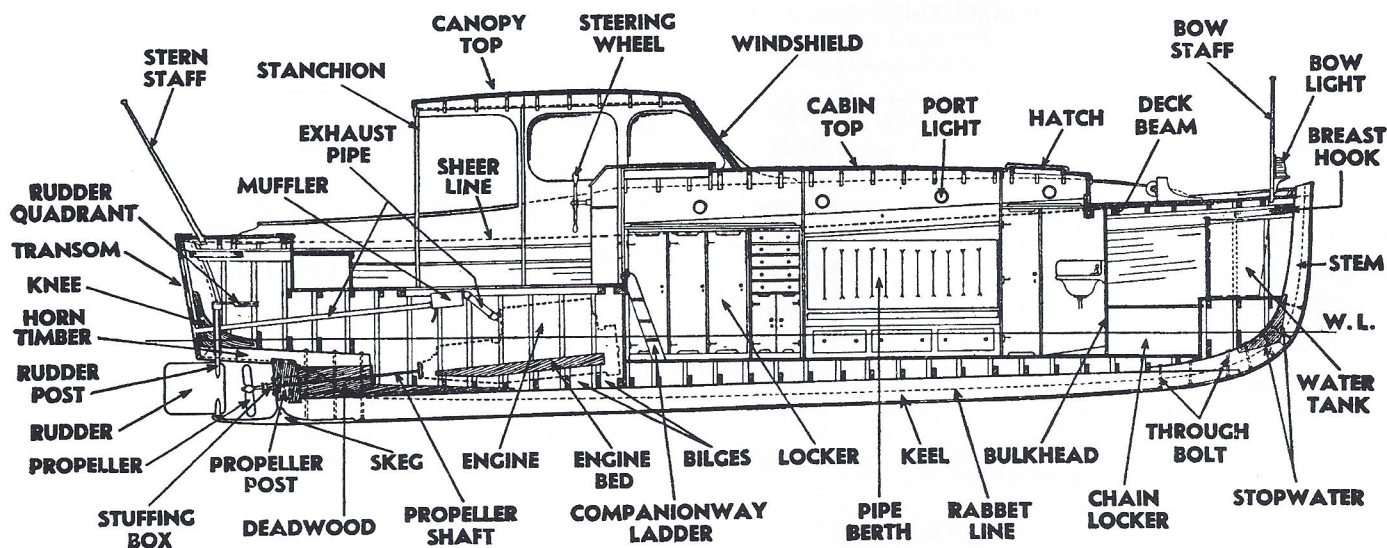
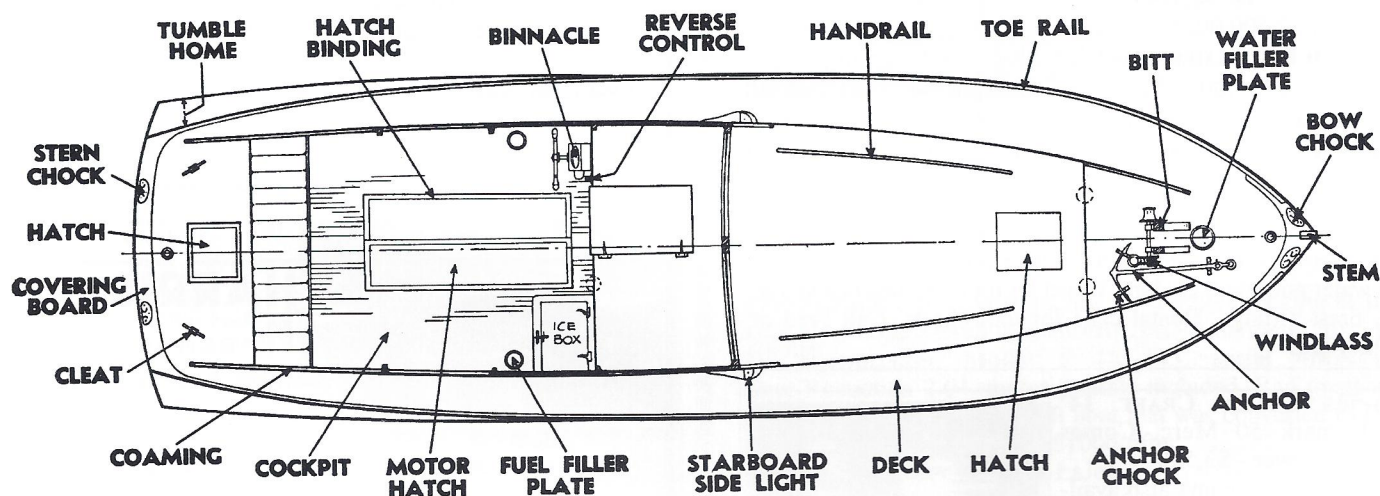
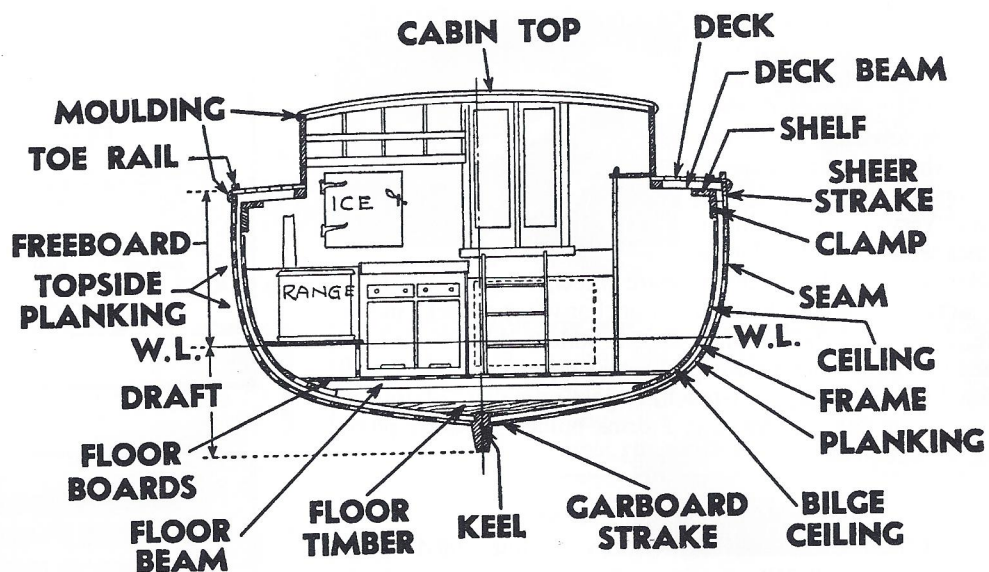
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