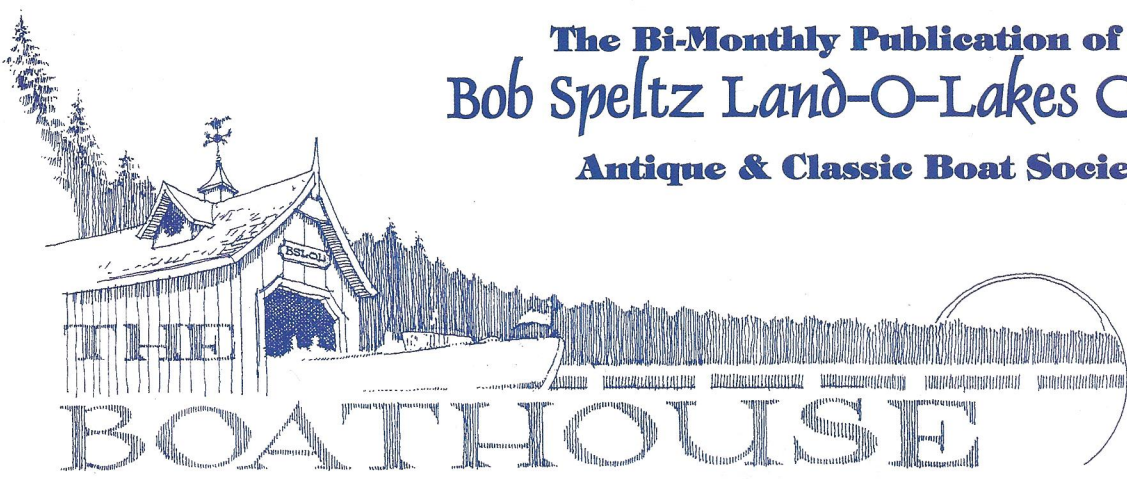
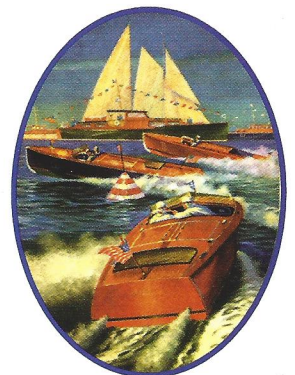


The Bi-Monthly Publication of the
Bob Speltz Land-O-Lakes Chapter
Antique & Classic Boat Society

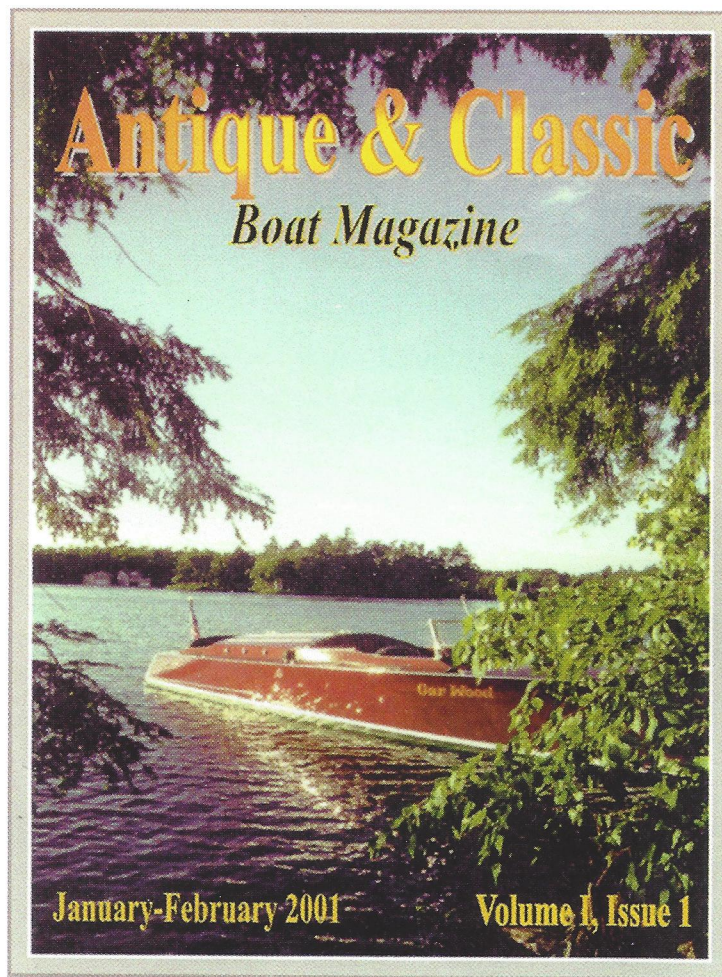


THROUGHOUT THIS ISSUE!
PREVIEWS OF OUR
27TH ANNUAL RENDEZVOUS

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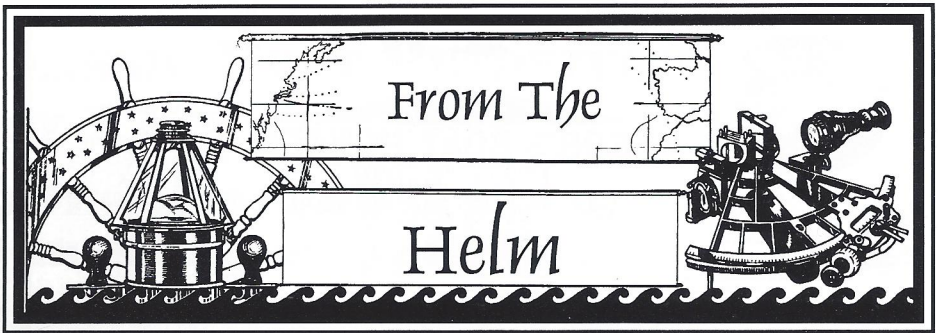
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After one of the warmest winters and coolest springs on record, we finally are into boating season, and the season of boat shows. The network of shows in the US and Canada provides over 40 events this year. They are opportunities to view a great variety of boats, gather information, make new friends, and have great family experiences.

As always, we are working on our premier event, the BSLOL Rendezvous. Pre-show daily mini cruises have grown immensely popular over the last four years. This year the dates are August 14, 15, and 16. The show days, Saturday, August 17 and Sunday, August 18, will provide a diverse display of over 140 boats. And this year we are finalizing some very special additions.

-  The Bob Speltz Toy Boat Show, headed by Paul Mikkelson and The Mikkelson Collection Inc., will be an integral part of the Rendezvous. They will be complimented by the Edina Model Yacht Club with their in-water and table displays. Demonstrations of model "Nitro Race Boats" will also be in-water.
-  Outboards will again be well represented by the Gopher Chapter of the Antique Outboard Motor Club (AOMC.) They might even need to retrieve some of the little "Nitro" models out of the weeds!
-  The extensive display of operating Red Wing engines will also be there in a larger format.
-  Historic automobiles, unlike previous years, will concentrate on the "Horseless Carriage Club" (1900-1915 vehicles), the "Packard Club," and select fabulous fifties vehicles. Antique bicycles and scooters will compliment the vehicles.
-  For the first time in 27 years, we will feature a marque series of boats. Our event will be a national gathering of the Century Boat Club, with boats from all over the US. Ron Goette has been working with the group for over two years to bring this together.

As in past years, we always strive to obtain a good selection of rare and unique boats, both well restored and preserved. We will continue to have those great examples. But more importantly, the basis of our show display is the boat that you or your family once had, may have now, or have come to admire. The cruisers, utilities, runabouts, fishing boats,

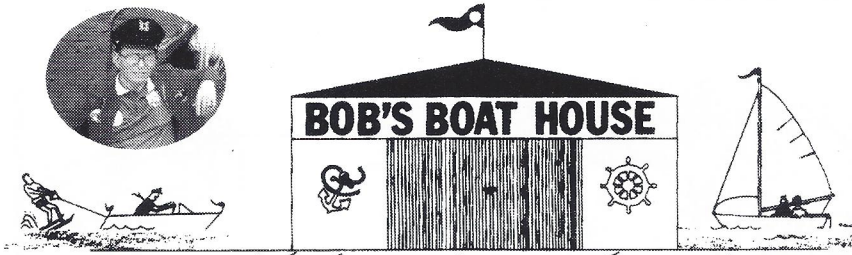
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RESTORATION OF BOB SPELTZ' CHETEK

*BSLOL received a check for \$350.00
 along with the following note:*

"Please accept the enclosed check to help support the restoration of the Bob Speltz chetek. Your chapter is commended for keeping this piece of history alive."

Sincerely,
 Stan & Darleen Petersen



Stan & Darleen Peterson
 & Bob Johnson on one
 of the mini-cruises last year

*Our thanks to you, Stan and Darleen,
 for your most generous donation
 toward the restoration of the Chetek.
 We agree that this is a most important
 project. We sure appreciate your
 support. -Editor*

In
 our last issue we
 identified those founding
 members of our chapter who are
 still members today. One very
 significant name was omitted....that of
 Gordon Millar. Gordy presently resides
 in sunny Florida, but continues his
 membership with BSLOL and he
 attends our Rendezvous each
 year. Our sincere apologies
 to you, Gordy!
 -Editor

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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.

ON OUR COVER

**Barry Cohen and Yvonne
 LaPottiere in Barry's
 15 foot runabout on
 its maiden voyage.
 (See article on page 14.)**

**27th Annual
ANTIQUE & CLASSIC BOAT RENDEZVOUS
AUGUST 17 & 18, 2002**

**ON THE MISSISSIPPI RIVER AT
TREASURE ISLAND RESORT & CASINO.**

All the great features you've come to expect ...and more!

Beginning with
the now-renowned
Mini-Cruises.

One each day,
3 days prior
to the show.



Then comes
the two big
days of our
show:

Boats!

Engines!

Demos!

Exhibits!

Awards!

Toy Boats!

Model Boats!

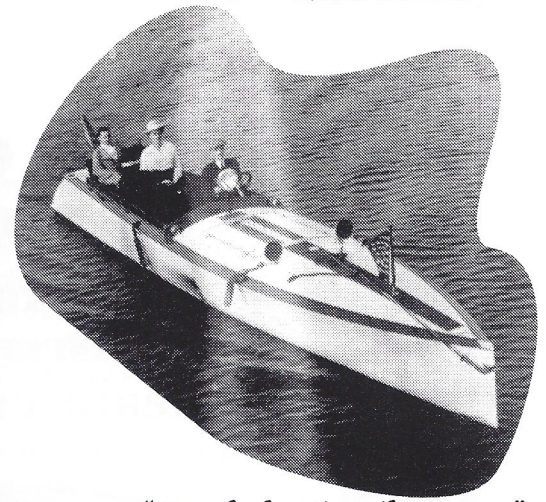
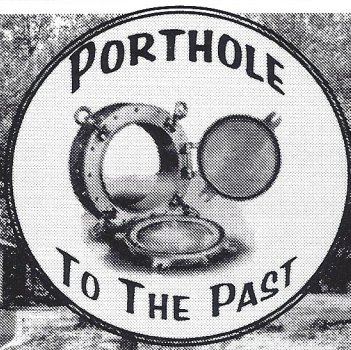
Ship's Store!

Vintage Cars!

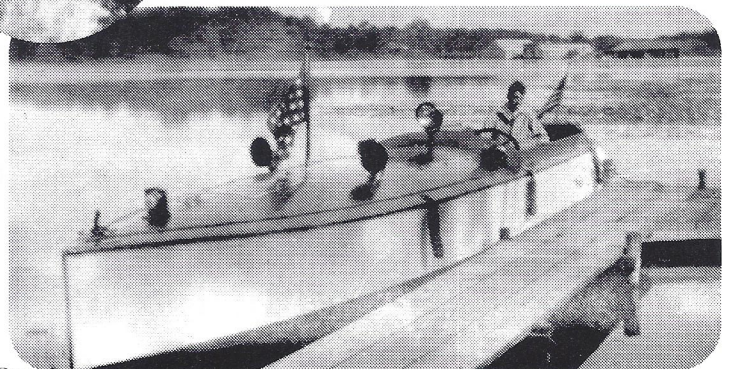
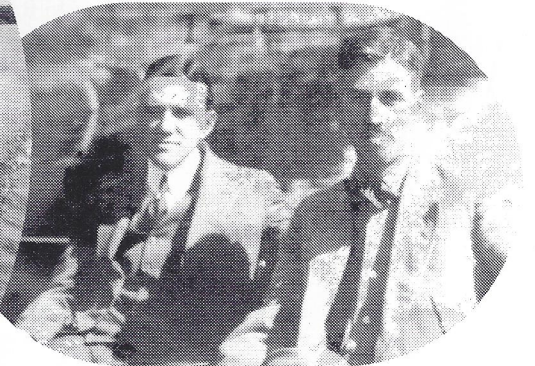
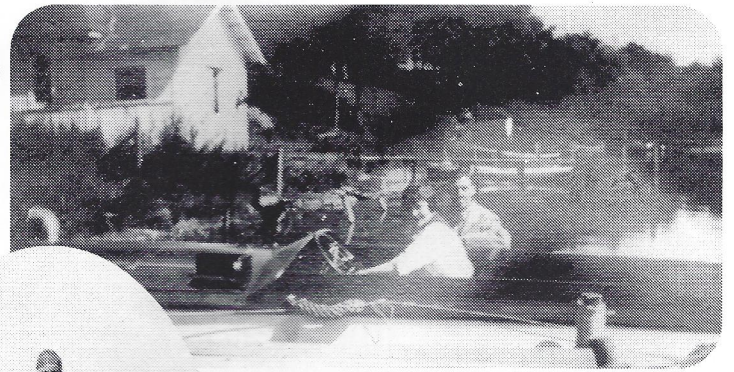
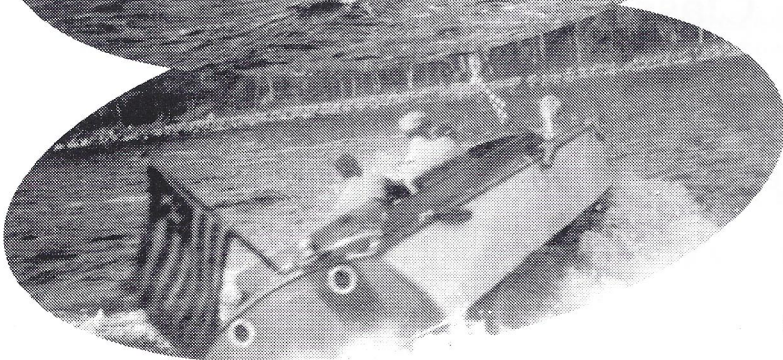
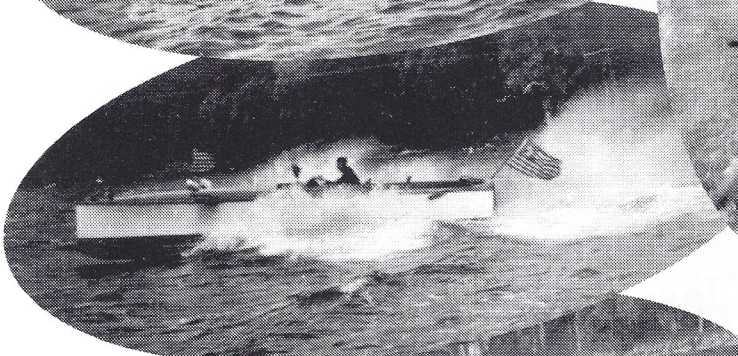
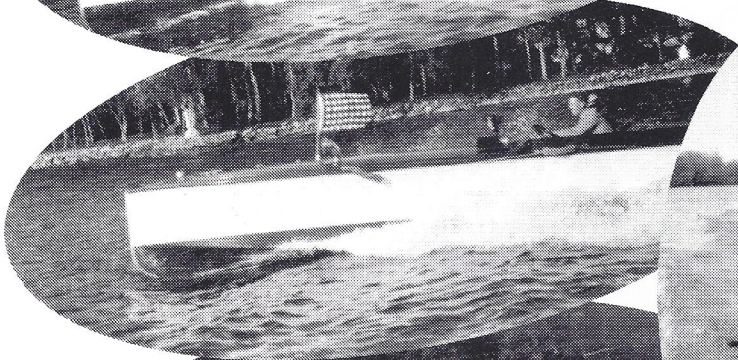
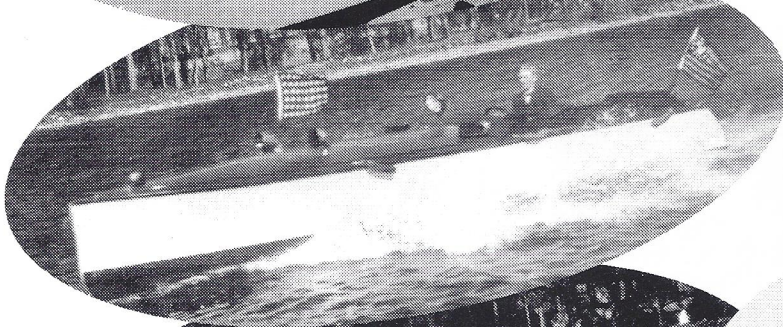
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Classic Boat Rides!

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952-934-9522 (local) or 877-636-3111 (toll free)
or email: bslolrendezvous@aol.com



In our "Porthole To The Past," we've taken a couple of pages from the family album of Gloria Johnson of Baxter, Minnesota. The boat in these pictures is a 1920's Ramaley that resided in Cottagewood, MN and was enjoyed by the Johnsons for many years on Lake Minnetonka. Our thanks to Gloria Johnson for allowing us to look back with her.



From the Helm - cont'd from page 3

canoes, launches, etc., are the backbones of "old boat memories." Condition is not important, just being able to view these artifacts revives memories, answers questions, and inspires projects. If viewing the boats of others inspires you, why not share the experience and bring your boat for others to enjoy? If it floats, the water is great, if not, there is plenty of land space. If you want it judged, great, if not, that is fine as well. Perhaps you will find out just how to finish yours, or perhaps just where to begin; grey boats and in-process boats are a major attraction for our "Field of Dreams." If transportation is a problem, call us, we can probably help.

Classic glass (into the 1970's) is becoming a significant part of boating history. From runabouts to cruisers, we want to see and enjoy your boat at the Rendezvous.

Other activities include the free Power Squadron safety inspections, children's mini boat building, restoration seminars, and a variety of vendors will all be there. Our Friday night reception, and Saturday evening dinner and silent auction are also highlights of the weekend.

If you have suggestions for the event, please contact Clark Oltman or anyone on the Rendezvous Committee. If you have a couple of hours to help at the Rendezvous, contact Brad Ernst. Their phone numbers are listed on the Boathouse title page. Most important, we look forward to seeing you at Treasure Island, and we appreciate your extra effort if you bring a boat.

*May boating be great
 for you in 2002!*

Jim Aamodt



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BE "BOAT SMART FROM THE START"



Get a
***Vessel Safety
 Check***
 at the Rendezvous!



In conjunction with the U.S. Coast Guard Auxiliary, a United States Power Squadron representative will be at the show all weekend offering **free Vessel Safety Checks**. This check will tell you if your boat equipment is in compliance with federal, state, and local safety requirements. Some of the items checked are:

- Proper display of numbers
- Personal Flotation Devices
- Fire extinguishers
- Backfire Flame Control
- Navigation Lights
- Registration/Documentation
- Visual Distress Signals
- Ventilation
- Sound-Producing Devices
- State and Local Requirements
- Overall Vessel Condition.

During the Safety Check, the examiner has an opportunity to

- discuss the purpose of the marine safety equipment.
- clarify various federal, state, and local regulations.
- review local boating conditions.
- answer any boating-related safety questions.
- encourage additional boater education.

Some of the topics are:

- Accident Reporting
- Survival Tips
- Float Plan
- Charts and Aids
- Fueling/Fuel Management
- Weather & Sea Conditions
- Safe Boating Classes

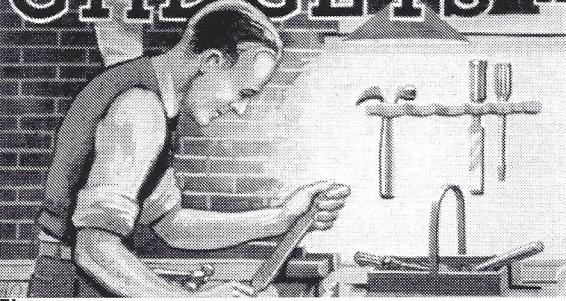
A Vessel Safety Check can identify SAFETY and money-saving opportunities:

- by preventing citations.
- by meeting federal and state and local safety equipment requirements.
- by identifying education and equipment-related possible boating insurance discounts.
- by increasing awareness of safety practices to avoid accidents and costly breakdowns..

A Vessel Safety Check can reduce accidents and injuries by educating the boater as to the value and use of marine safety equipment and other safe practices on the water.

You can arrange for one on your boat registration form or stop by the Power Squadron tent and sign up.

GADGETS AND KINKS



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

THE PERFECT VARNISH JOB (Or at least a good shot at it)

by Sherwood Heggen

The telephone rings. It is a fellow wood boater. The usual greetings are exchanged and then the purpose of the call comes out. The common question is asked, "How do you get such a smooth, dust free finish on your boat?" The question has an answer, but it isn't short. Let's explore that answer for getting a very respectable finish. Then, maybe you can answer the same question when someone admires the finish you put on your boat from the information below.

Let's say that it has been three years since you have applied a couple of coats of varnish to your boat. The varnish is showing signs of drying out by having a dull appearance and the appearance of what seems to be fine spider webs on the surface. You have decided to tackle the project. You know you can apply varnish but overcoming dust in the finish has been a problem. The answer to the problem is preparation.

There are a number of ways one can prepare the boat for varnish, but the method described here has become my favorite way to get the job done very well. That method is wet sanding and clean-up. The wet method used is preferred because it controls the varnish dust from getting into the air and your lungs. Arm yourself with the following:

- ◆ 320 and 400 grit wet/dry sandpaper
- ◆ a good sanding block,
- ◆ old terry cloth hand towels,
- ◆ a large bucket for water,
- ◆ high quality varnish,
- ◆ tack clothes,
- ◆ Jen brand foam brushes,
- ◆ a stiff tooth brush,
- ◆ a vacuum cleaner,
- ◆ a great deal of patience ... and
- ◆ a compulsive-obsessive attitude about getting things clean.

The first step almost goes without saying. Remove all of the hardware from the hull. Please don't tape around it. The end result looks so tacky. Take the time to do it right. The fewer obstructions you have to work around, the easier the varnishing will be.

Next, fill a bucket with water and load your sanding block with 320 sandpaper. Give the hull a good scrubbing

with the sandpaper, changing the paper as soon as it loads up. Using the block helps level any areas where the varnish is not level or smooth. If you don't mind dust in the air at this point, a random orbit sander works well. Don't get overly aggressive in this step to avoid sanding through the finish into the wood. After the entire hull is well scuffed, it is time to wash away the sanding debris. Thorough cleaning is necessary to get a dust free varnish job. Wet an old terry hand towel with water from your bucket and wipe off the sanding debris. Rinse out the towel often and also change the water as often as necessary. During the preparation for the first couple of coats of varnish, diligently practice the cleaning part. This practice will give you reference for how much more thorough you will need to be to get all of the dust before you varnish. Be on a constant dust hunt.

Where will the dust hide? On the surface, certainly, but there are many little dips and cracks and holes in the hull that protect the dust from being picked up. You need to go in and extract the dust from where ever it can be. Deck seams typically are recessed below the surface of the deck and will hold dust when the deck is wiped off. Wipe out each seam full length with a wet towel a couple of times to get absolutely all of the sanding dust. Butt joints or any crack can capture dust and hold it until the sticky varnish brush comes along and draws it out of its place and then spreads it all over. Check for indentations on the hull, such as caused by rub rails or other hardware where dust can collect. Let's not forget the hardware screw and bolt holes in the hull. Use a tooth brush to loosen and a vacuum cleaner to remove any signs of dust. As noted earlier, go on a dust hunt! Before varnishing, wipe down the hull again with a slightly damp towel at least a couple of times. When you can no longer see any dust haze remaining after the surface is dry, you are ready to use a tack rag to pick up any remaining dust. Yes, there is still dust remaining. Run the palm of your hand on the surface of the deck. You will feel minute pieces of dust which will seem to be boulders after the varnish is applied. How can that be?! You just cleaned up all of the dust! At this point, remove any clothing above your waist. Yeah, I know, that sounds weird, but, lint will continually be expelled from your shirt while actively moving about while varnishing. That lint will settle on the deck of the boat. Use your tack rag to wipe up the dust, gently passing the rag over the surface. Wipe in one direction like wiping crumbs off a table. Don't rub hard with the tack rag. It will leave residue on the surface which may affect the varnish, or it could actually cause particles of

Gadgets & Kinks - cont'd on page 10

The SERVICE DEPARTMENT

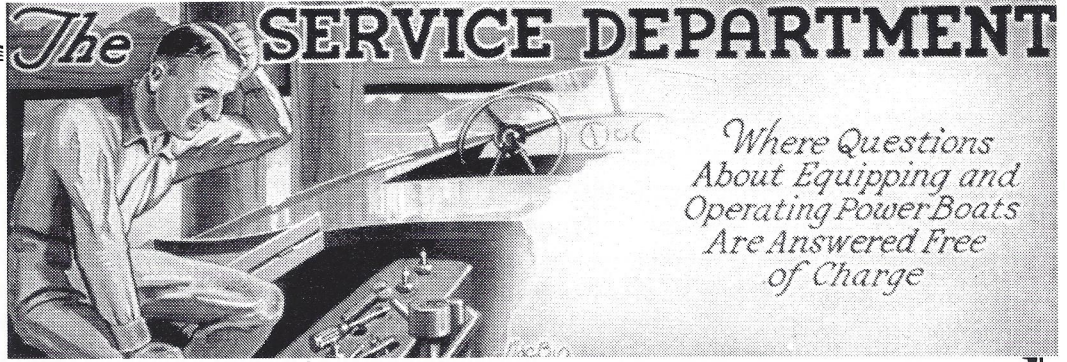
Dear Dr. Motorhead,

I have been sitting on the edge of my chair since the last issue of the *Boathouse*. Who won the tournament? Please tell me it was the Cinderella story and Pistons team took home the trophy. All of us here in Minnesota would be so proud to know that our very own Piston was able to win the 2002 Southern Pacific Hockey Association Championship. While I continue to wait, I have a pressing issue that needs your attention immediately, so I can get boating again. Here's the deal:

As spring finally came to us here in the great Midwest, land of the loon and the great mosquito, it was time to take my boat out of storage and get her ready for the summer ahead. By the way, that reminds me of a joke. Lena and her two workmates decide that they should go home early after they noticed that their boss would commonly do the same. So, as soon as she would leave they would also. Lena left early went home and found her boss in bed with Oly. She snuck out and went back to work. Returning to work the next day, Lena's friends were commenting on how much fun they had and said they should do that again given the chance. Lena said no way, it's too risky, I almost got caught yesterday.

Ok, back to my dilemma. I'll try to stay on track here. I pulled the boat out of the barn, dust and all, and proceeded to the gas station. Figured I would top off the tanks as you recommend. By the way, if you use "Sparky's Fill-Um-Up-Fast," watch out for the curb on the right; it's a tight fit and I bounced off the curb there ya know. Anyway, back behind the wheel, I got home OK except for the little incident at Sparky's and was ready to do all the cool stuff Steve Merjanian writes about every spring. Only one thing though, my engine quit after a few minutes of running. Stopped dead. Wouldn't start no mater what. Ok, Ok I thought, keep your cool, what would Dr. Motorhead do? Let me remember -- spark, oxygen, and fuel -- the three food groups for a healthy engine. Lets try spark first. Yeow! Plenty of spark there. I must remember next time not to hang on to that wire with my bare hand. Now I know what 15,000 volts feels like. What's next? Oxygen. The carburetor opening isn't blocked; the engine was running, and I'm breathing. That was solved painlessly. So far I have two out of the three. Must be the gas, Watson. But why would it be the gas? I just filled it up. Maybe the fuel pump, maybe the fuel filter. Couldn't be the fuel filter. I remembered I don't have one. Must be the fuel pump. But wait -- that was replaced last fall -- could it fail already? How do I check it? Oh, I lamented, life used to be so simple. I'm going to go take a nap maybe it will fix itself. I wish you were here.

Signed,
Dopey



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

Dear Dopey,

Remember, I am always here or there - whichever the case might be - in spirit, watching over your shoulder, giving you direction and insight. You got through the first two issues fine; you just gave up a little too early.

But first, Pistons team won; it was a shut out, and best of all, Piston got the hat trick in the final game. What fun for us all. The celebration was fabulous. Dancing in the streets, bananas and coconuts for everyone.

By the way, great joke, but perhaps the bigger joke is that you don't have a fuel filter. My advice: get one and install it. The inline canister type is the best. It separates water and debris all in one, you can't go wrong. They even come with installation instructions.

Next thing, don't be so hard on yourself. I'll even bet Dopey isn't your real name, but that's how you feel right now. Life is simple and so is your engine. I will bet my bottom dollar that it is not your fuel pump. They rarely just fail. The diaphragm will leak a whole lot before it goes out, and you would have surely noted a leak. There are two little check valves inside the pump and they are almost

bullet proof. If you feel you need to check the pump

out, here is what you do. Take the fuel

line off the pump. Put your finger

over the hole and

move the bail back

and forth on the

bottom of the pump.

This will allow you to

pump by hand. If you have a

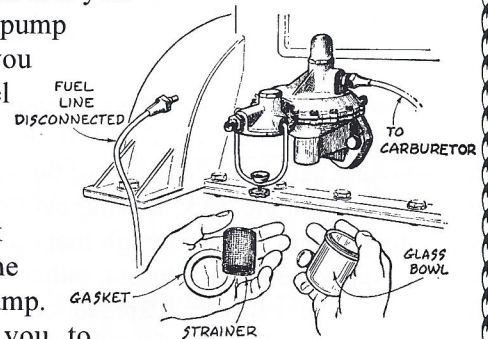
Chrysler motor, you will have to turn over the engine, as

they do not have these bails. The fuel pump should only

suck. It should pull your finger against the hole. If it pulls

and or pushes, the check valves are bad or if it does nothing, the pump is broken. Either way, you will need a new pump or a rebuild.

As I said, I am sure it is not your fuel pump. Here is what I want you to do. Take a flash light and look into your gas. I'll bet you your next pay check that you will see a copper line about 20 inches long lying in the bottom of your tank. That is the gas pick-up tube that has fallen off



Dr. Motorhead - cont'd on page 11

Gadgets & Kinks - Cont'd from page 8

dust to stick to the surface. Do this a couple of times. Now, wipe the tacky stuff from the rag off your hands with some naphtha and feel the surface again. It should feel like a clean piece of glass. If it does, you are ready for the varnishing.

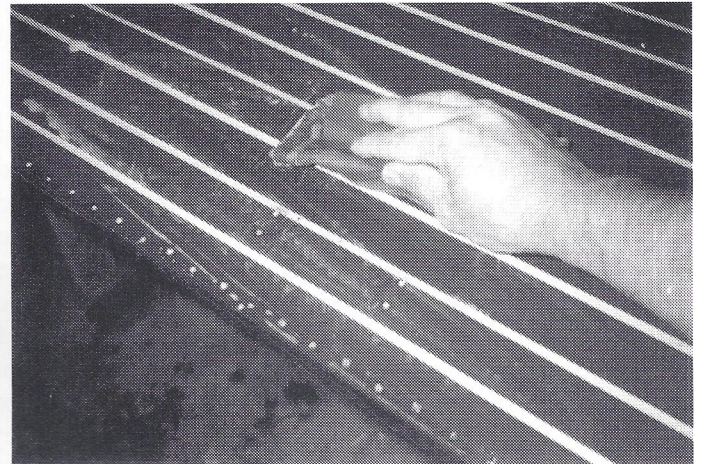
Again, go on a dust hunt regarding your varnishing equipment. The brush, the outside of the varnish can, the container into which you pour the varnish, the area on the work bench where you have the varnish equipment and certainly the area around the boat must be clean. If the floor around the varnishing area isn't already wet from the sanding and clean-up, wet it down now. This keeps dust from getting kicked up caused by the activity of walking around the area. The foam brush is cleaned with duct tape or a lint roller to pick up any particle of dust. Clean every portion of the brush. Go outside of the shop and blow any dust off the rim of the can. Wipe down the varnish can and the container for the varnish with a tack rag.

It is now time to varnish. At this point, it is not unusual to get a bit of an anxious feeling like before going on stage to perform. You just spent four hours sanding, cleaning and sweating and now it all comes down objective. Applying varnish to the hull to make a dust free finish. For the next 45 minutes or so, you must stay focused on laying the varnish on and spreading it out evenly and also stay in control of runs and sags.

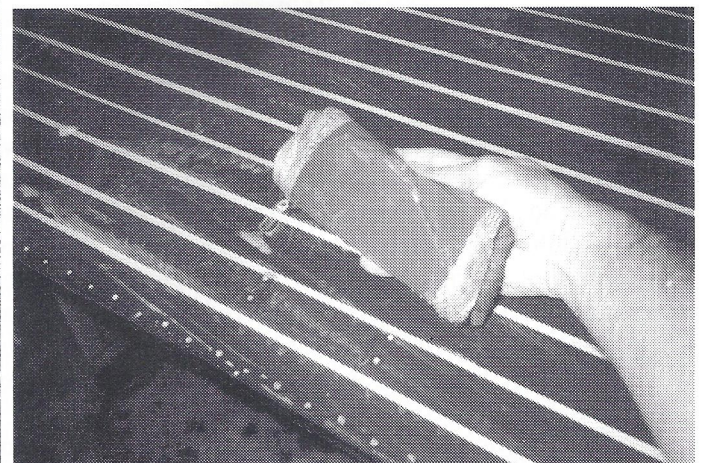
So, here we go. Pour fresh varnish into a container from which you will apply the varnish. Small plastic throw-away food containers work perfectly for this. Using a separate container to dip the brush into, rather than the can, eliminates the chance of contaminating the varnish supply with dust. Dip the first half inch or so of the foam brush into the varnish. Start the varnishing process at an area where there is a natural break, such as, a deck seam or butt joint, because by the time you have varnished full circle around the deck, the wet edge that allows blending of the varnish will be gone. Dab the brush on the deck, leaving marks of varnish at four-inch intervals and brush through them in a two by two foot section. Apply the varnish across, rather than in line with, the deck. Once the varnish is spread out, brush through the varnish in line with the deck, making the strokes as long as possible in one direction. Spreading the varnish in two directions, ninety degrees from each other, will help to eliminate what is known as a "holiday" or "skip" where accidentally no varnish is applied to an area. Be sure the varnish has been spread evenly, but don't try to eliminate all of the brush marks. The natural leveling qualities of the varnish will do that. It might take an hour before the varnish really settles to a flat smooth surface. Now move on to the next area and repeat what you did before. Your final brush strokes will always be into the wet varnish to blend the two areas. Continue this effort until the entire boat is covered with varnish. Be on the constant lookout for holidays and sags and fix them before the varnish has a chance to set up. When you have finished, leave the boat undisturbed to let the

varnish set up for at least 12 hours. When you come back, you should find a fairly dust free finish. If you do have dust, remember that was the first coat and there are at least two more coats to go to let you get it perfect. Try to determine what you failed to do thoroughly enough or what the conditions were that created the dust problem.

The second sanding will be done a little differently. Instead of using a sanding block, try using a wet hand towel folded to palm size with a half sheet of 400 wet or dry paper wrapped around it.



Why not use a hard sanding block? There are few straight, flat surfaces on most boats and the sandpaper will be effective only on the high points of the block. Using the towel wrapped with sandpaper, the paper will conform to the hull surfaces and will sand a lot of surface at once. Also, the towel should be dripping wet while you sand to help wash a way the sanding debris and keep the paper from loading up. It works great and only four to five sheets of paper are necessary for a complete sanding of the hull of a small runabout.



Sand the hull using this method and repeat the method for cleaning away the sanding debris. Apply the second coat of varnish in the same manner as before. Let it dry. Assess the results. Are things getting better in the matter of dust control? If so, remember what you did right and do it again, only better, for at least one or two more coats.

Gadgets & Kinks - cont'd on page 11

Gadgets & Kinks - Cont'd from page 10

Each additional coat will bring a deeper, richer looking glossy surface that you hoped for.

Now for a couple of tips on preparation for varnish. Sand the final coats by hand rather than a random orbit sander. Reason: Random orbit sanders can leave minute circles scratched in the surface. The varnish will conform to the scratches and reflect light. When looking at the surface, you can see something isn't quite right. Hand sand with clean sandpaper and follow the direction of the wood grain. An even, smooth surface that reflects light properly will be the result.

Sand very lightly on sharp edges such as cockpit and hatch openings, transom and deck edges, etc.. Reason: it is extremely easy to sand past the varnish into the wood leaving you with a difficult stain and varnish repair to do. As hard as you try, there will likely be a mark remaining you can't fix.

Occasionally, there will be small areas that need a bit more sanding after clean up is started. Rather than getting everything wet again, use a 3M scratch pad to lightly scuff the area and then wipe away the debris with a damp towel. Don't get the dust airborne by blowing it away!

If the varnish does not hold a wet edge or the brush marks don't level out, add a little Interlux 333 Brushing Liquid. Five or ten percent thinner to varnish is a good place to start for the proper amount.

Here is the best tip of all. Practice. From the very first coat and each successive coat you apply, you have an opportunity to practice to make the next coat of varnish perfect. By the 14th coat, you should be nearly a pro.

A great looking varnish job is definitely a challenge to accomplish. The rewards are great though as you see people at the dock lingering to admire your boat. Go for it. It will be good for your ego.

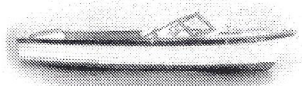
If you have any questions on this matter or other restoration questions, feel free to give me a call. I can be reached at 715-294-2415 or Heggensj@Centurytel.net.

As always, don't destroy; restore it. Good luck.



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 skhawkinson@msn.com

Dr. Motorhead - Cont'd from page 9

your fuel shut-off assembly. These pick-up tubes are known to fall off under normal use. However, in your case, that jolt at Sparky's probably did you in. Your engine started from the fuel in your carburetor and what was left in your gas line. Then, you simply ran out of gas.

Here is what you do. If you feel lucky try to rescue the line from the bottom of the tank. If you can't, no problem. Remove the gas line from the tank and unscrew the shut off assembly. If you could not retrieve the old one, go the hardware store and buy your self a piece of 3/8 inch ridged copper tubing. Measure the diameter of the tank and cut the tube about one inch shorter than the diameter. You want the pick-up to be off the bottom, this helps you avoid sucking in unwanted water or debris that resides on the bottom of your tank. Next, solder the new one onto the assembly. Reassemble everything and go boating. Just that simple

Pow wallow a mikki hoey. (see note)

Dr. Motorhead



Note: "Catch you on the rebound, dude!" --Tahitian

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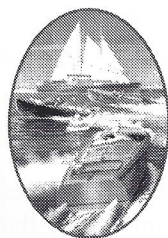
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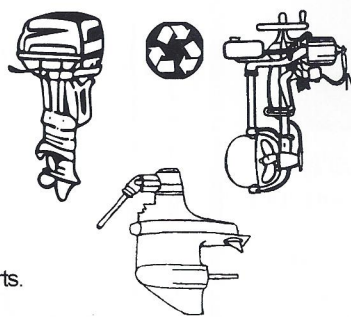
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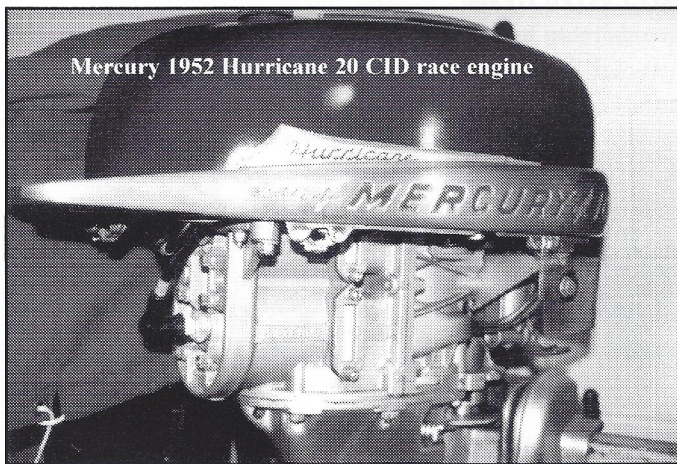
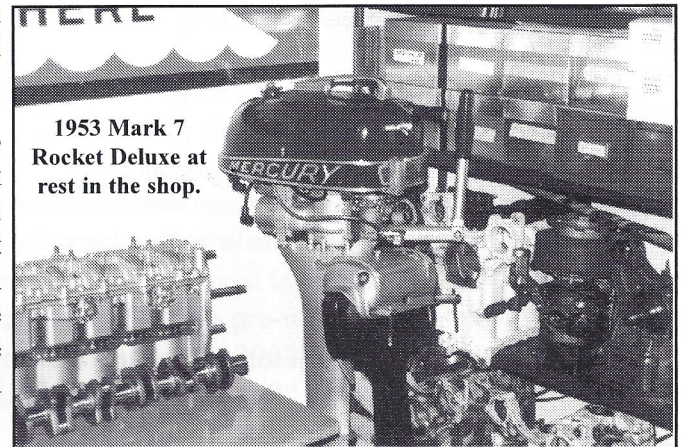
THE FIRST MERCURY LEGEND

By Chuck Petersen

Pre-World War II Kiekhaeffer outboards were basically improvements of existing two-cycle engines of the day. While better electronics and carburetion aided in reliability, the three and six horsepower models were not seen as a racing threat.

Experience gained building chainsaws and drone target aircraft motors during the war would be evidenced in the post-war Mercury "Comet" and "Lightening" outboard designs. Anti-friction ball and needle bearings in connecting rods, crankshaft and prop-shaft made for a high RPM capable mill. Abrasion resistant rubber rotor water pumps and streamlined housings and cowlings were the finishing touch.

Racing for Mercury truly began in 1947 when their 10 hp "Lightening" dominated their class in the Albany-New York marathon. In the day, these long distance races received national media attention. The most famous race of its kind in the Midwest was the "Winnebago-Land" marathon along the Fox River chain near Oshkosh, Wisconsin. In 1948, Mercury again dominated the first five places. Out of 200 entrants, 141 completed the 134 mile course in the Albany race. This feat would have been considered impossible before the war.

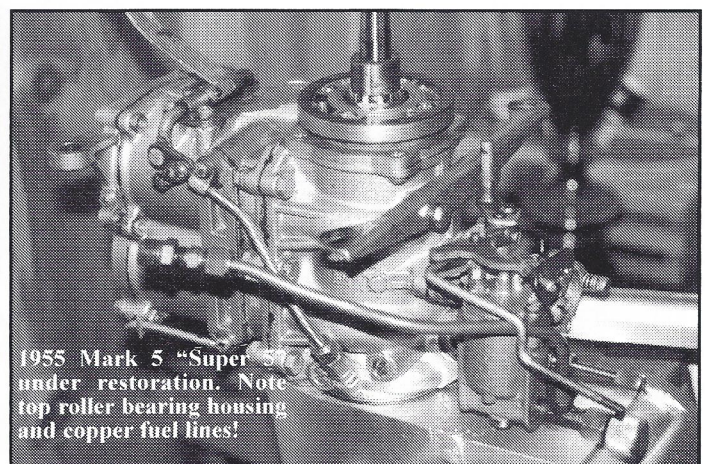


To give their motors further boost in speed and handling, Mercury developed a streamlined lower unit or "Quick Silver" bullet gear case in 1950. One important design feature developed by the Mercury engineers was to match the bolt pattern and water pump feature found in the standard gear case models. Lake hot-rod artists like my dad, Silver Fox Petersen, would purchase the Quicksilver unit as a factory upgrade for their standard motors. One could keep the original units for water skiing or multiple-passenger applications while bolting on the racing case for high speed running.

Bear in mind that these were all non-shift models. You pulled the string and were instantly in motion!! This did not win over the fishing crowd when OMC offered full-shift models in the early 1950's. The low-revving power heads with large shift lower units were not designed for speed; however, so Kiekhaeffer retained their place in the outboard industry for the performance minded boater.

It is still amazing to me today how light and streamlined these Merc units were. My 1952 KG-7H model class B engine will run 50mph on a small runabout while feeling of similar weight to my 5 hp 1950 Johnson fishing friend!! One word of caution: Restorers finding an old Merc will need to completely disassemble the power head to check for rust pitting on the connecting rod/crankshaft surfaces. This will most often spell the end of service for older motors left sitting around for years with out proper storage lubrication.

Happy summer 2002 to all at BSLOL. I hope to see you in Red Wing!!!



PRE-SHOW MINI CRUISES 2002

by Bob Johnson, Cruise Director



Welcome back to the "nice and easy" mini cruises - three day cruises out of Treasure Island Resort and Casino prior to our Rendezvous.

Wednesday, August 14

We travel north to our lunch destination, the "Mildred Pierce Cafe" which is on a floating barge docked at the new municipal pier opposite downtown St. Paul. The offer indoor and outdoor dining with very good food. There is a lock at Hastings which may cause some delays, but we can handle it.

Thursday, August 15

We head south, passing through historic Red Wing and into Lake Pepin, Wisconsin. About three-quarters down Lake Pepin, we lunch at the fabulous and world-renown "Harbor View Restaurant." Many believe they have the best food in the five-state area.

Friday, August 16

We boat to Stillwater, Minnesota, via the scenic St. Croix River, for lunch at the "Dock Cafe," along the shores of the river next to the "Andiamo" tour boat docks - also where we slip the boats.

Besides the fantastic boating and scenery, we have the "nice and easy" aspects of the cruises:

1. Fantastic lunch spots.
2. Safe, secure slips each night with first class docks.
3. Nice, big, clean rooms.
4. Same room each night. No moving luggage, repacking etc.
5. Access to your car each night to ride to more great eating spots or for a rain day.
6. Your trailer is always available should you need it.
7. No driving trailer and tow vehicle to your final destination and taking a bus back to the starting point, which could take a whole day.
8. You can go on any or all three of the cruises.
9. It's free.
10. It's NICE AND EASY!

Again, there will be some availability of rides for those who don't have their own boat to use each day. Our boaters have been generous in the past by taking some extra people we affectionately call "free-loaders," but please don't let this possibility deter you from using your own boat.

Call to register: 952-934-9522 (metro area) or 877-636-6111 (toll free.) Email: bslolrendezvous@aol.com. Hope to see you on the water at our "Nice and Easy Mini Cruise(s).



GOING ONCE... GOING TWICE... SOLD!

The 27th Annual Rendezvous is quickly approaching! Among the many activities being planned for this event is the Silent Auction to be held during dinner on both Friday and Saturday evenings.

All items donated to the Silent Auction are tax deductible contributions to the BSLOL chapter of the Antique & Classic Boat Society. Last year was our first foray into this activity and it was an exciting addition to the cocktail/dinner festivities. Donations are being requested. Some items donated last year were:

- framed print of three Chris Craft boats
- unframed print of Mississippi Queen Riverboat Red Wing
- Toro Leaf blower
- Minnehaha Streetcar Boat Souvenir Plate
- two-day stay at Bayfield Cottage
- two-hour cocktail cruise on "Ugh the Tug"
- full set of "Real Runabouts"
- single copies of "Real Runabouts"
- gift packages of wine
- stationery
- Italian Dinner
- greeting cards
- cleaning and care kit
- natural gas 25,000 btu heater (shop heater)



SOME SUGGESTED ITEMS:

- membership to BSLOL
- gift certificates to your favorite restaurant
- gift baskets that have a theme
- cruises on your boat
- home decorations
- boat accessories
- re-gift an item you received in duplicate

The ideas are unlimited! We are ready and willing to accept all types of items in usable condition. Please call Elizabeth Hvam with any questions or contributions: 1-651-388-5784.



Where can you see
 a restored 1911 Herreschoff
 designed and built two-seater -
 one of two remaining examples?

At the BSLOL Rendezvous!
 (Yet another unique attraction.)

This boat is the former
 naval architect's attempt
 in the automobile
 manufacturing business.

On May 18, 2002, Jim Aamodt, Tim Ashenfelter and this writer attended the launching of Barry Cohen's home-built outboard runabout at the Hennepin County Regional Park in Minnetrista, MN. The park is located on the property once owned by Verne Gagne.

Barry learned the basics of boat building at the Wooden Boat School in Brooklin, Maine. He bought a set of plans for his 15' runabout and set about building it in November of 1999. The major advantage of this design is it fits in the standard garage and it is a doable challenge for a first boat. The construction of this hot rod is double planked epoxy/staple which makes for a light yet very strong hull.

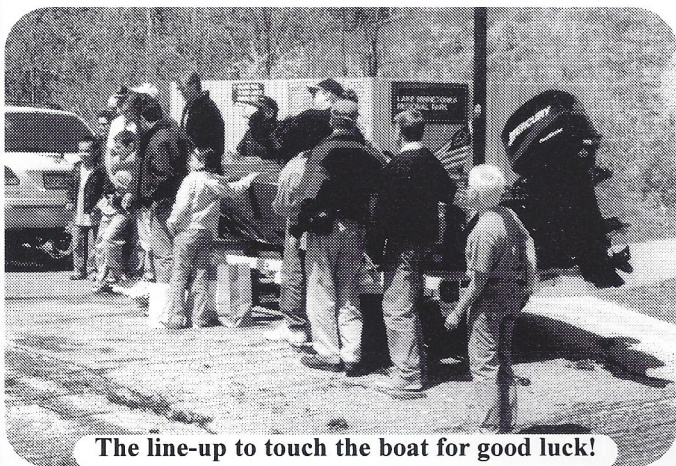
At about noon, Barry and Yvonne La Penottiere described their adventure of building and fitting out this boat to the invited guests. The pre-launch rituals involved pouring champagne on the fore deck (no one breaks a bottle on furniture-

grade mahogany), putting herbs on the bow and asking all the guys to touch the boat at once for good luck. Yvonne then removed the covering from the boat's name that is "Lil Woodie."

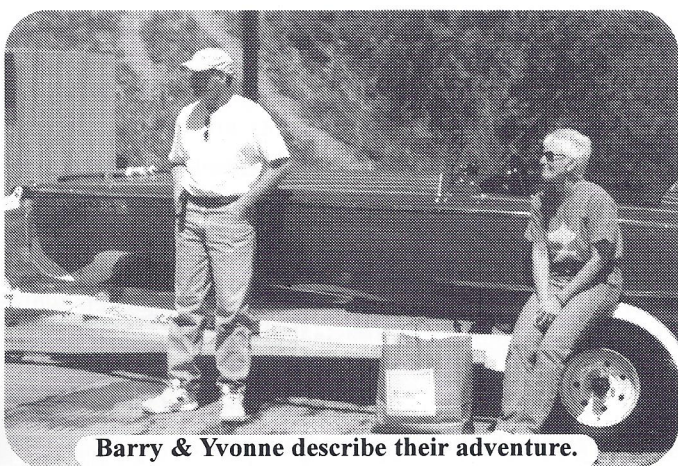
It was now time for the launch and surprise, surprise, it floated beautifully. Barry had varnished the bottom which garnered all sorts of comments such as: "How will you know if it is floating at the designed waterline" and "Will I need skin diving equipment to appreciate the pristine varnish." I told Barry it was a "Selfish Boat", because it only sat two. Barry and Yvonne fired up the 60 hp motor and took off for a brief spin on Lake Minnetonka.

After returning to the dock Barry took his mom for a leisurely ride. The boat is reminiscent of the Century Thunderbolts of the pre-war years. Barry intends to bring the boat to the 2002 Rendezvous and I suggest you look for it.

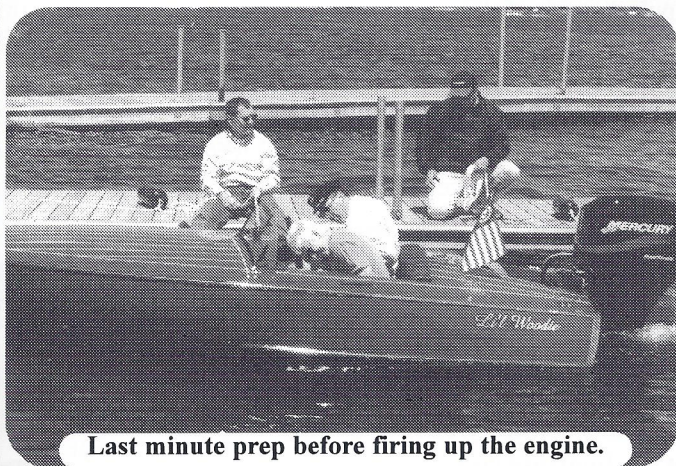
**BARRY COHEN'S
HOME-BUILT
OUTBOARD**
By Steve Merjanian



The line-up to touch the boat for good luck!



Barry & Yvonne describe their adventure.



Last minute prep before firing up the engine.



First high-speed run.

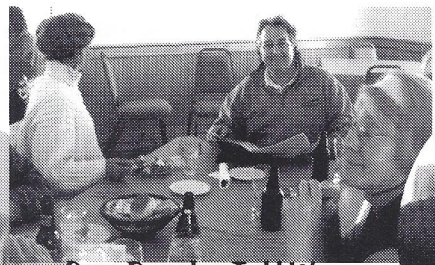
A New Member Mixer was held at Al & Alma's Restaurant on May 26. After a great dinner, many headed out to the boats for an early evening cruise on Lake Minnetonka. Our thanks to the new members who were there: Barbra Burgum, Mark Williams, Vern & Sandy Starkey and "John", a firefighter who came up from Rochester. Our humble apologies for not getting this gentleman's name. He stood up and shared some of his boat story. If we missed anyone's name, we're truly sorry. Please don't let that keep you from attending our functions, all our members are a valuable part of the chapter.



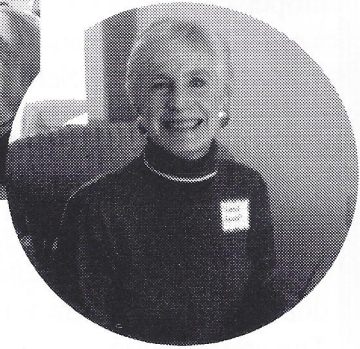
L-R: Marcia Aamodt, Joanne Ashenfelter, Jim Aamodt, Suza Gosh, Steve Merjanian & Tim Ahsenfelter



Karen Hawks & Nancy Hoy



Dana Bruzek & Todd Warner



Marcia Aamodt

A BOATER'S DUFFEL BAG

Alicia Rice, Hagerty Insurance

The safe operation of a boat is significantly dependant upon the boater's level of knowledge, skill, judgment, and maturity. This includes having required safety equipment on board. Goody Thomas, ACBS Safety Officer, and Hagerty Classic Insurance have compiled a list of safety equipment you should consider having on hand before leaving the dock. Whether you plan to be out for an hour or a whole day, the safety requirements are the same. You must always have: One personal flotation device for each person on board. (As of April 1999, cushions or lifebuoys were deemed insufficient personal flotation devices. You must have life jackets. There are currently 37 states and territories that mandate that children wear life jackets while on board.) In addition to life jackets, you need to have a throw-able cushion or ring, located close to the steering station, three current-dated, hand-held Coast Guard approved flares, both inshore and offshore.

The correct number of fire extinguishers readily available for use, based on the size of your vessel. (Check the Coast Guard website for specific requirements). If your boat is equipped with fuel burning cooking, heating or refrigeration, you must keep an extra 10BC fire extinguisher on your vessel. You must also have a sound device, such as a bell or whistle, and of course, working running lights.

Always keep in mind that you may be exposed for prolonged periods to sun, wind, rain or cold temperatures. What will keep you comfortable so that you can be attentive while operating your boat? Sunscreen, a hat, sunglasses, extra dry clothing for both hot and cool weather, and foul weather gear. These are some of the basics that most people don't leave home without, but what about additional

safety equipment for the unknown, or for a trip planned for more than a day? We suggest you keep the following things stored on your vessel:

- | | | |
|------------|-------------------------|-----------------|
| VHF Radio | Visual Distress Signals | First Aid Kit |
| Flashlight | Mirror | Sunburn Lotion |
| Tool Kit | Ring Buoy | Whistle or Horn |

Float Plan (let someone know when your're leaving, where you're going, when to expect your return and a description of your boat)

- | | | |
|-----------------|-----------------|----------------|
| Spare Fuel | Chart & Compass | Boat Hook |
| Mooring Line | Food & Water | Binoculars |
| Spare Batteries | Marine Hardware | Extra Clothing |
| Paddles | Pump or Bailer | |

More people are heading to the water for recreation and relaxation as the opportunities for on-the-water activities increase each year. With this growth comes additional responsibility. It is essential that both novice and experienced boaters practice safe boating habits. Each year, hundreds of avoidable accidents occur on the water, including the following (numbers are averages): capsizing (200), collision with a fixed object (50), collision with another vessel (80), falls overboard (200), sinking (20). In addition, approximately 700 people die in boating-related accidents annually. Nine out of ten victims were not wearing a life jacket. Don't let yourself become one of these statistics – be prepared!

Remember your ACBS Membership Benefits! All ACBS members receive a 10% discount on their policy from Hagerty Classic Insurance.

Sources: www.commanderbob.com

Federal Requirement book from the US Coast Guard

Boating & Safety book from the US Coast Guard

www.boatsafe.com





CENTURY PRIDE

by Ron Goette

What started out as an individual effort on my part to rally as many Century owners and boats as I could at our Antique & Classic Boat Rendezvous in August, has resulted in Century being selected as the featured marque for the event.

Show boss, Clark Oltman and President, Jim Aamodt, graciously and enthusiastically, have reserved blocks of space together, both on land and in water, for displays of Century boats. All vintage Centurys through 1977 are invited and welcome, including user boats as well as show quality, on the trailer or in the water. Our goal is to not only gather a large number of Centurys, but to display a wide variety of models and years including some rare specimens and classic early glass. My personal goal, is to gather Century owners to enjoy some Century camaraderie, promote Century Pride, and to promote the high quality of Century boats.

So, clean 'em up, reserve the dates, and get registered so all of us can enjoy your boat(s).

ABOUT OUR SHOW

- ◆ August 17 & 18 at Treasure Island Resort & Casino, Sturgeon Lake on the Mississippi River, near Red Wing, MN (about 30 miles SE of St. Paul).
- ◆ August 14, 15, 16: Daily "Nice 'N Easy" Mini-

Cruises that start and end at the show site – no in and out daily.

- ◆ Rooms (limited), RV Park, drive-thru campsites, dining available at Treasure Island Casino
Tel: 952 472-8046 X 4.
- ◆ August 17, Saturday evening banquet
- ◆ 130 + boats each of last two years; cabin cruisers to canoes, inboards/outboards
- ◆ Displays in water and on land; classic cars and motorcycles, engines, RC toy and model boats, vendors, boats for sale and "in progress," food/music, old-boat rides for spectators.

This is a large, premier, family-oriented show at a beautiful site designed for fun. Something for everybody! For additional show info or registration packet, call the BSLQL hotline;

952-934-9522 Twin Cities Metro area
877-636-3111 Toll free

E-mail: bslolrendezvous@aol.com

Note: To be assured of parking with the Century displays, you **must register by July 20.**

To help me plan for or if you have questions about the Century gathering,

email me at WDCentury@aol.com

Call 651-436-8359, or write

Ron Goette 1620 Olene Ct., Stillwater, MN 55082.

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Where members help members by sharing what they've learned while working on their boats

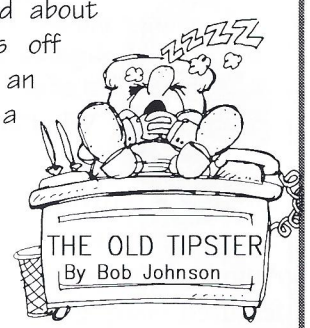
Anyone who has ever tried to install silicone bronze wood screws knows how easily they twist off and how frustrating this can be. After having drilled the hole to the proper size and depth to accept the screw, lubrication of the screw is a must. What I have found works best is a wax toilet bowl seal. This permanently soft wax has the perfect consistency for sticking to the threads of the screw, is readily available, and best of all, it's cheap (\$1.00 at Menards). Just stick the screws into the ring and you are ready to go.

Brad Ernst

Thanks for the tip, Brad - sounds like it worked real well for you. I'm sure others will find it helpful.

-- Editor

Lets hear from other members with simple shop tips that you've "tripped" on. It could be a great time saver for someone else too! Contact the editor at datamerj@aol.com



In the last issue, we talked about how to get mildew stains off upholstery. This is fine, but an ounce of prevention is worth a pound of cure.

Mildew is a fungal type of growth that results from a combination of heat, humidity and lack of ventilation. All three components must be eliminated or ameliorated.

Heat is caused by the sun beating on an enclosed structure such as a boat house or a boat with a cover on it. Try to shade your boat house with trees or put your trailered boat in a shaded area. Heat also rises, so let it out by putting a vent in the top of your boat cover and in the peak of the roof of your boat house. Roof vent fans are available to assist the natural hot air rising with suction. Thermal switches are available which turn the fan on automatically when the temperature reaches a predetermined level, and shut it off when it cools down.


Humidity comes from the water in the bilge, so you trailer-boaters, drain this out by pulling the plug or sponging it up after a run on the lake. Humidity is also in the ambient air and obviously, in the lake water in the boat house. Ventilation will help get rid of this. Screen doors, vents, and windows in the boat house should be left open to facilitate ventilation through the house and out the rooftop vent.

Ventilation in the boat itself is helped by leaving the seat bottoms ajar and putting something under the engine box or hatch cover to allow air to move around. Pull up a section of floor board if it's easy. If you really want to get serious about ventilation in the boat, follow this tip which my friend Jimmy swears by: Go to the salvage/surplus store and buy three used computer fans. they are compact, powerful, and efficient. He puts one under the back deck and another under the front deck areas to keep air moving in these two trouble spots. The third goes in the stovepipe ventilation tube about amidships, which creates a draft, sucking air into the boat down through the bilges, up and out the deck vent. I've crawled around inspecting these spaces and the bilge in his boat and it's bone dry and pristine. The one downside to these fans is that when he plugs in after a run on the river, it sounds like an airplane taking off until the fans reach their full revs.

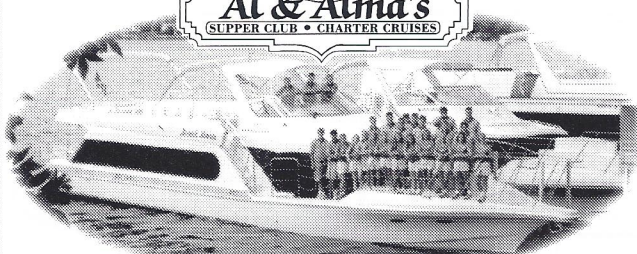
Remember, where there is mildew, rot is sure to follow, so get on this problem right away. Well, I think I've "vented" enough on this subject, so a tip of the Old Tipster's hat to you and happy boating!



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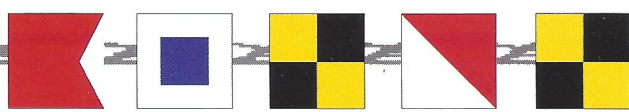


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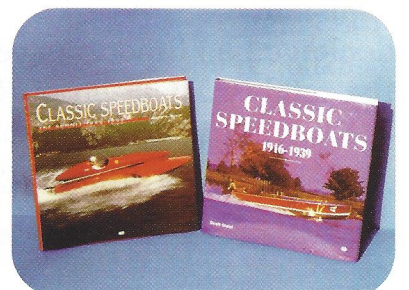
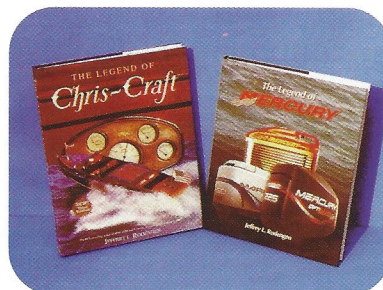
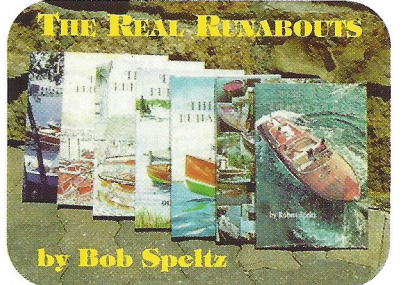
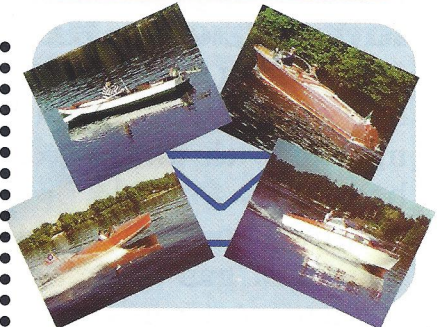
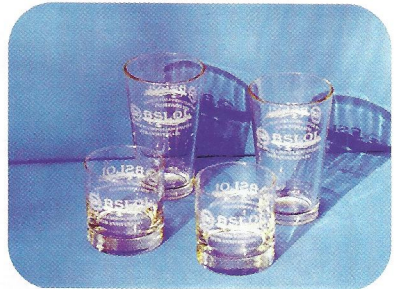
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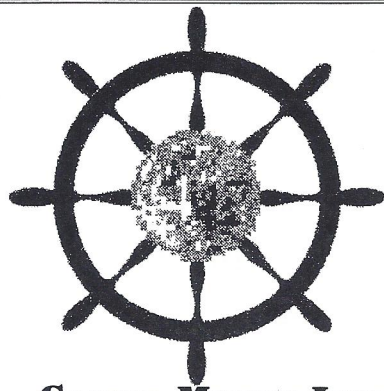
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RENDEZVOUS AWARDS AND JUDGING -2002

by Bob Johnson

I'm happy to be in charge of awards and judging again this year. My thanks to John Kinnard and Greg Benson for their assistance in planning and making changes. One change in the awards is the addition of a third category for classic utilities. Otherwise, all the awards categories remain the same.



Our award categories are similar, but not the same, as the ACBS formal classification. They evolved over the years to suit our own unique needs - such as the addition mentioned above - and the national ACBS has actually borrowed from us. Most recently, they've added a new category - "Most Original boat" award, an award we have had for as long as I can remember. We're trend setters "don't ya know."

Again this year, judging will be done in teams of two. Most of last year's judges have volunteered to work again, but we always have room for more. No experience is necessary.

Those with little or no experience will be paired with our most experienced people as mentors. Please call me if you would like to help out as a judge. The more we have, the easier the task becomes.

We also have professional restorers who have signed on to be consultants to the judges. In cases of difficult decisions, a consultant will go with a judging team to help sort out the problems. A series of "chalk talks" are held on Saturday and Sunday as we determine the winners in the various categories.

Anyone interested in an informal evaluation of their boat at the show can let me know and one of our consultant professionals will go over your boat with you.

That's it for awards and judging. See you at the show!



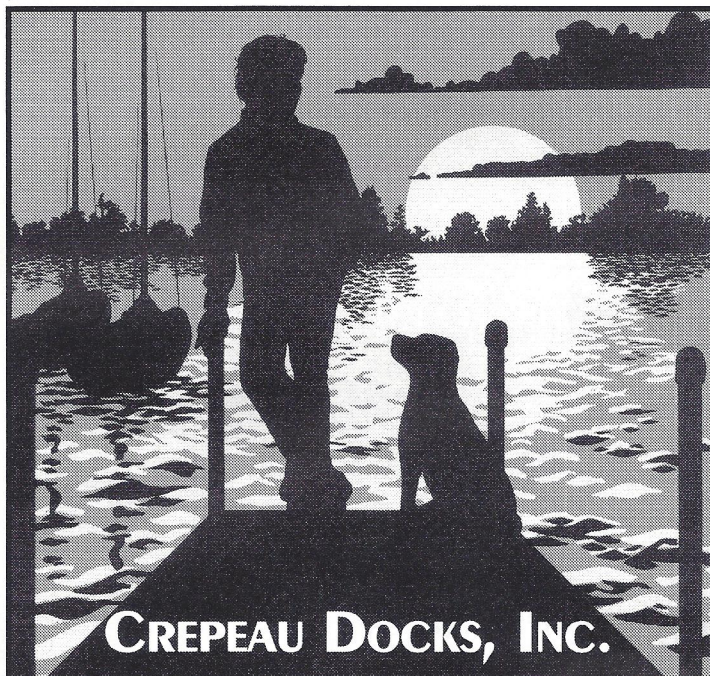
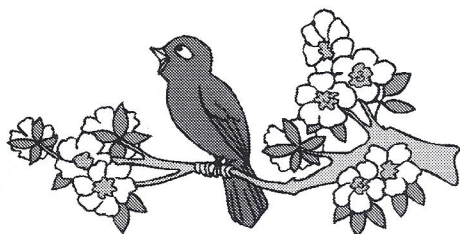
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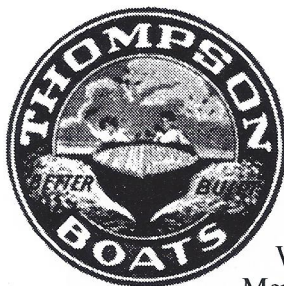
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THOMPSON ANTIQUE & CLASSIC BOAT RALLY



The second annual **Thompson Antique & Classic Boat Rally** will take place Friday, Saturday, Sunday, August 9, 10, 11, 2002. The gathering of boats will be at Nestegg Marine in Marinette, Wisconsin on the banks of the Menominee River. Just one mile inland from the waters of Lake Michigan's Green Bay, Nestegg is a perfect backdrop for a get together of old boats built by the various Thompson companies. The Rally location is only six miles from Peshtigo, Wisconsin, the home base of operations of the original Thompson boat enterprises.

At the first ever Rally last August; there were 61 boats and canoes on display. It was a whopping success and enthusiasm was high. This year it is hoped that there will be even more watercraft participating. Some highlights of this year's event are:

- ❖ Tony Palabrica of Interlux will present a talk on the use of Interlux marine products in restoring classic boats and finishing new boats. From paints and varnishes, he will inform us about what to use and where to use it. This will take place on Saturday at 10:30 AM in Nestegg's ship store.

- ❖ Saturday August 10, 2002 is NATIONAL MARINA DAY. Nestegg Marine will participate in this activity. The *Thompson Antique & Classic Boat Rally* is a perfect activity for this event. The Rally will help Nestegg be a contender in the award for "Best Overall Event."

- ❖ At 2:00 PM on Saturday, all former employees of Thompson, T & T Boats, Cruisers, etc. are invited to get together and reminisce about days gone by. Meet at the picnic shelter across the pedestrian bridge at Nestegg Marine.

- ❖ The Marinette Downtown Development Assoc. will have the Johnsonville Bratmobile at Nestegg on Saturday. They will sell Wisconsin bratwursts and other food and drink.

- ❖ The "Down & Dirty" boat building contest and race will be back by popular demand. Teams of two will have four hours on Saturday to build a boat with lumber and plywood and 3M 5200 marine adhesive. Creative outfitting of the "boat" is encouraged. On Sunday, after the adhesive has cured overnight, the boats will be raced.

- ❖ Andreas Jordahl Rhude, Rally founder and coordinator, will present more Thompson marine endeavor history accompanied by slides. This year the discussion will focus on Cruisers, Inc.; T & T Boats; Grady-White Boats; Thompson Royal-Craft, and Thompson Boat Co. New York.

- ❖ The in-water boat parade will also take place on Saturday afternoon. Boats will convoy down the river into Green Bay and proceed to the M & M Yacht Club at the Menominee Marina in Menominee, Michigan.

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

Wooden boats as well as classic vessels made of fiberglass will be displayed both in the water and on land. An informal swap meet will take place. There will be plenty of time to share restoration stories with others and to go for boat rides. A guided tour of Cruisers Yachts at Oconto, Wisconsin will be a part of the event (reservations required).

The Rally location is just a short walk from a major hotel, restaurants, a public library and a logging museum. Marinette County is considered the waterfall capital of the Midwest with twelve major waterfalls within a short drive of the marina. The Green Bay Packers Hall of Fame is 55 miles away and several maritime museums are close by as well.

Note: Program subject to change

For additional information contact:

Mr. Andreas Jordahl Rhude
 4054 Wentworth Avenue South
 Minneapolis, MN 55409-1522
 Phone: 612-823-3990 Fax: 612-823-3990
 Email: ajrhude@aol.com
 Web Page: www.thompsondockside.com

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By Stephen C. Merjanian, Jr.

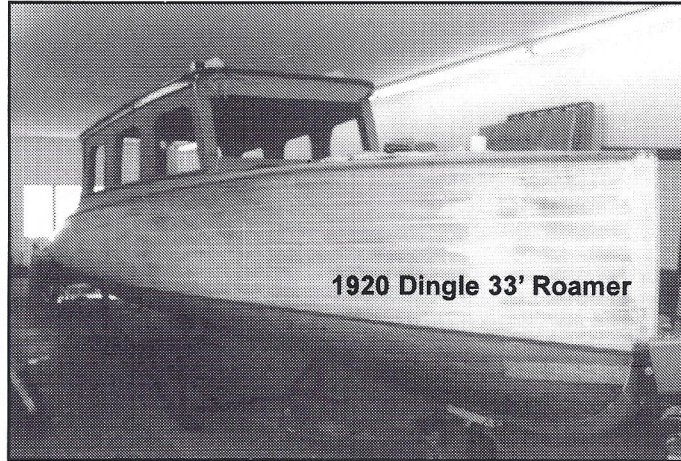
This is the lead article of a series we intend to do that highlights the professional restorers who are also members of BSLOL. We are defining a professional as an individual who earns his/her living by restoring boats. We don't endorse any individual restorer, however we will attempt to factually record some of their accomplishments.

TOM JUUL started restoring boats as a hobby some twenty years ago. He was fortunate to be hired by the Sierra Boat Company, Lake Tahoe, CA around 1983 where he further honed his skills. After working there for about a year he returned to Alexandria, MN and started Alexandria Classic Boats. It was at this time that the BSLOL membership got to know Tom when he kept winning awards at our annual rendezvous. In 1989 he moved his business to a five-acre farmstead in Evansville, MN. This property has a number of out buildings for storage, a large converted barn for his primary shop and a new building with a large refinishing booth.

Tom works with one helper to do about three major restorations each year along with maintenance work on client boats. He also stores and maintains the boats he has restored. The majority of his clients own more than one boat. This factor has given him repeat business. His reputation spreads by word of mouth and he brags that he has spent a total of \$35 dollars on advertising since starting his business. He uses mostly local people to do engine work, upholstery and hardware plating. Tom does mostly inboard boats, a few non-powered boats and no outboards.

He says his most ambitious restoration was a 1929 Chris Craft 24' Sedan Triple. This boat was a basket case or pattern boat, however it had all its hardware. The restoration was done from photos, since a sister ship was not

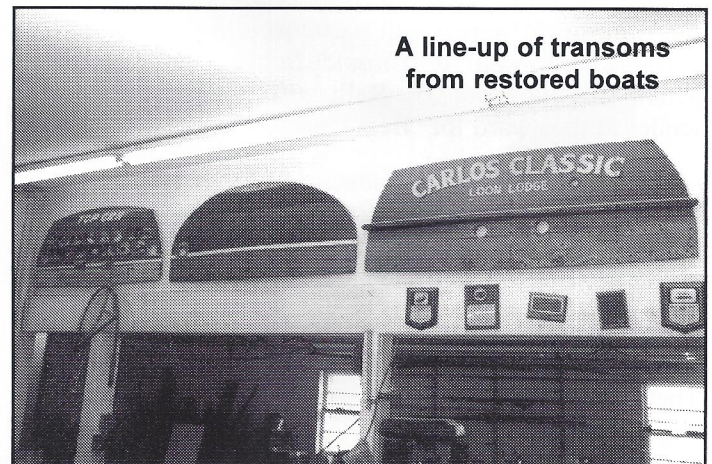
known. This effort was a major reconstruction that consumed some 1600 hours.



1920 Dingle 33' Roamer

I remember a beautiful 1950 Chris Craft 16' Riviera that he brought to our rendezvous in 1989. It had the 4 cyl 60 hp Model B engine which provided a less than thrilling 26 mph. It won the Director's Award. This model was only made in 1950 and is now considered to be rare and collectable. For the 1996 rendezvous he provided a magnificent 1940 Chris Craft 23' Triple Cockpit runabout (*Sans Souci* owned by Carl and Joyce Mammel) that had been restored with the originally specified green leather upholstery, green striping on the decks and a

Cockpit runabout (*Sans Souci* owned by Carl and Joyce Mammel) that had been restored with the originally specified green leather upholstery, green striping on the decks and a



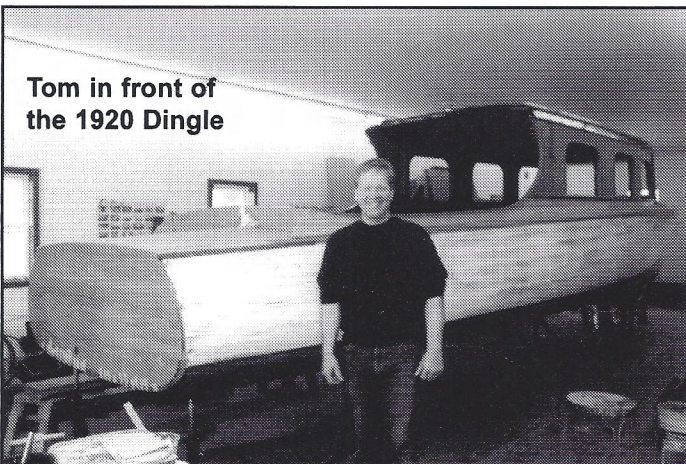
A line-up of transoms from restored boats

birds eye maple dash board. It won the Best Antique Runabout 20' and Over Award. Interestingly, there were two other similar vintage 23' triples at this show and Tom's restoration outclassed both of them.

At present Tom is working on the "Roamer", a 1920 Dingle 33' semi-enclosed launch owned by Tom Coen. This boat has a Universal 6 cyl 45 hp engine. It has been used for 81 years on Cass Lake, MN. This is a major restoration (many steam bent ribs were replaced) that will soon be completed. An additional photo can be found on page 32 of the August, 2000 Boathouse.

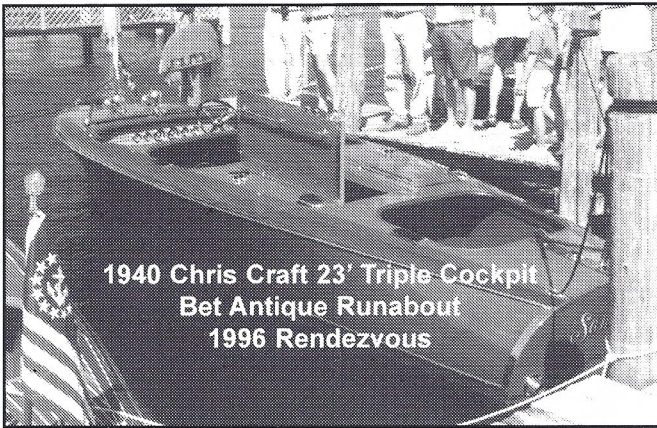
Tom Juul also organizes the Chain of Lakes Classic

Restorers - cont'd on page 25



Tom in front of the 1920 Dingle

Restorers - cont'd from page 24

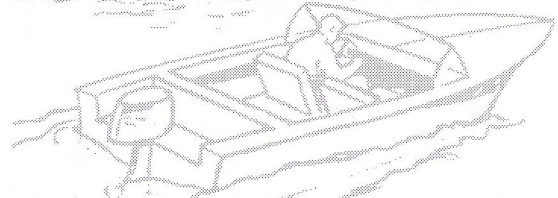


1940 Chris Craft 23' Triple Cockpit
Bet Antique Runabout
1996 Rendezvous

Boat Show that will take place on July 6, 2002, at Arrowwood Resort on Lake Darling near Alexandria, MN. There are more details on page 34 in this issue. To read Tom's own member spotlight, go to page 18 of the October 1998 Boathouse or the web site at www.acbs-bslol.com.



MINOCQUA ANTIQUE & CLASSIC WOODEN BOAT SHOW JULY, 26, 27, AND 28



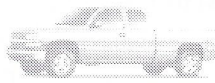
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(See article in April, 2002 Boathouse)

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TO ALL WOOD CANOE ENTHUSIASTS
from Barry Christenson
Wooden Canoe Heritage Association (WCHA)

This note is a reminder to all who have indicated an interest in this fledgling Minnesota Chapter, that another paddling season ahead of us and we hope to see you at some of our planned events. Although the summer/fall schedule is far from complete, here's what is planned to date. We are looking for more ideas.



Lake, he is planning a two hour paddle into Hegman Lake where we can explore and appreciate Native American pictographs. Contact Dan for more information at 763-784-7776.

There is plenty of time remaining to schedule your idea into a fine fall paddle. Just send your idea to Barry Christenson, but be prepared to be listed as the paddle organizer. We will try to get details on upcoming paddles out about a month ahead of time, but contact the paddle leader anytime for more information.

JUNE - No definite date set yet, but let's paddle the Rum River while the spring water makes optimal conditions. Contact Barry Christenson at 320-593-1041 or bchriste@hutchtel.net. I'll be checking water levels and a route over the next few weeks.

JUNE 21-23: We have been invited to the North House Folk School Boat Show and Summer Solstice Festival in Grand Marais. Details are still being worked out but I expect we will be given a spot to show our canoes and talk with interested boat lovers. Sounds like great fun. Festivities include a boat auction, sailing regatta, the Great Lakes Chowder Challenge, and boat building and paddle making demonstrations. Contact Dan Strootman or Barry Christenson for more information or check out North House Folk School at www.northhouse.org.

JULY - No date set yet, but Sue Plankis is betting on a good turnout for a get together, lunch, and paddle on Lake Nakomis in Minneapolis. Bring a lunch and your boat(s) to show and paddle. Contact Sue at 952-469-6062 or splankis@msn.com for more information.

AUGUST - Dan Lindberg is inviting us to canoe country where he has a cabin on Burntside Lake. He can offer rough cabin accommodations to a few of us, yard camping for more, or send the overflow (should we be that lucky) to nearby Bear Head Lake State Park. In addition to Burntside

Those of you interested in learning more about or helping with restoration are welcome to join Barry Christenson and Dan Strootman as they continue their efforts to restore a 1929 Old Town HW AA Grade sponson sailing canoe. Progress this winter has been good, but there remains plenty to do. If you are interested in seeing ribs bent or canvassing, this is your chance.

On the more routine side of life, active chapter members last summer decided to collect \$5 per membership (whether single or family) to help support mailing and organization costs. If you want to remain on the mailing list for this year, please send your contribution to Minnesota Chapter, WCHA, c/o Barry Christenson, 709 W. 6th St., Litchfield, MN 55355. Makes checks payable to Barry Christenson. Periodic letters will be sent out during the summer to keep everyone informed of upcoming events.

Those of you who are members of the national organization, hopefully saw our chapter news in the April edition of *Wooden Canoe*. For those who are not, but who would like to see a copy to evaluate joining the parent organization, please let me know of your interest and I will send you the latest edition. *Wooden Canoe* is a fine publication with a mix of historical and current stories highlighting wood and canvas canoes specifically, and all wooden canoes generally. Hope to see you soon on the water.



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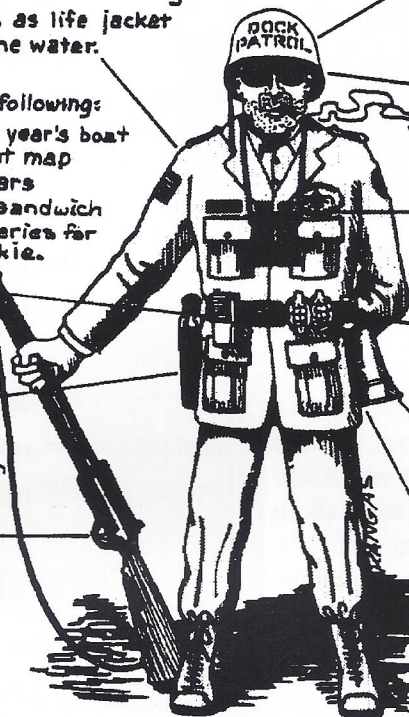
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Useful for boat identification and bikini watching.

HAND GRENADES

For clearing docks of any unauthorized watercraft.

BULLHORN

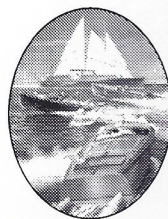
For hailing boats and Rudy Vallee impersonations.

KNIFE

For cutting loose and freeing any unauthorized boats.

Required Dock Duty Equipment

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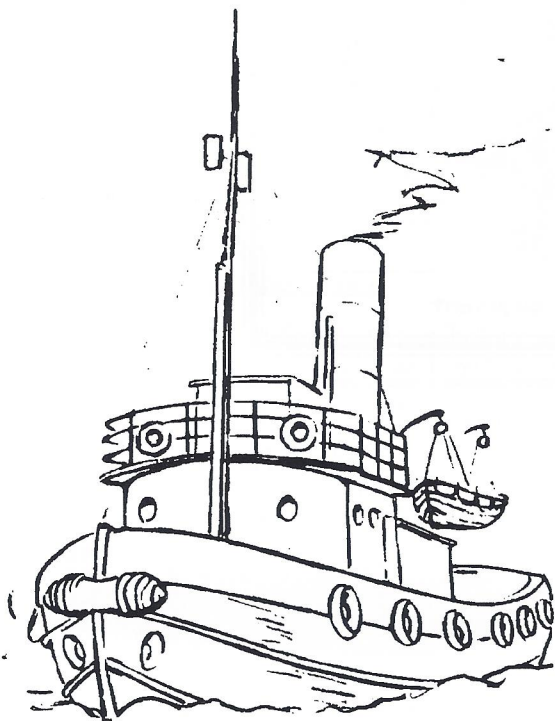
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 BOB SPELTZ LAND-O-LAKES CHAPTER

CLUB CALENDAR

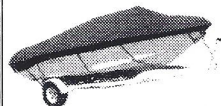
JULY		10	Club Cruise Night, Lake Mtka
AUGUST		7	Club Cruise on the Mississippi Details to follow.
		14,15,16	PRE-RENDEZVOUS MINI-CRUISES
		17,18	27th ANNUAL RENDEZVOUS
SEPTEMBER		11	Club Cruise Night, Lake Mtka
OCTOBER		6	Fall Colors Cruise
		26	Pot Luck Dinner
NOVEMBER		TBA	Mixer
DECEMBER		TBA	Holiday Party

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NOTE:

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 Bring a dish to share.
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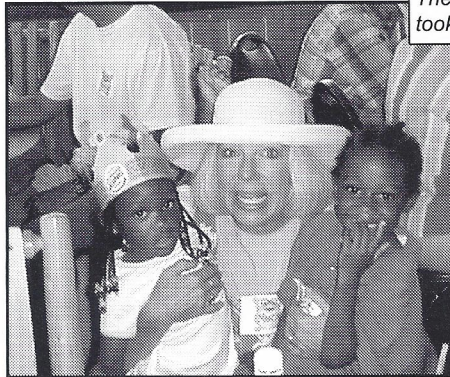
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SUNNYLAND CHAPTER TREATS BOGGY CREEK GANG CAMP TO BOAT RIDES

Article and photos by Maureen and Jerry Valley

Saturday, May 11, was a special day for some very special kids and their parents from the Boggy Creek Gang Camp. This camp is not at all what its name might first imply. The camp was cofounded in 1996 by retired General H. Norman Schwartzkopf and actor Paul Newman. The camp, which is located about 40 miles north of Orlando serves kids ages 7-17 with chronic or life-threatening illnesses. It serves children from all over the state of Florida. Each week during the summer, a different disease group is hosted free of charge at the camp. The Boggy Creek Gang serves children and their families from the following disease groups: asthma, cancer, diabetes, epilepsy, heart disease, hemophilia, HIV/AIDS, kidney disease, rheumatic diseases, sickle cell anemia, and spina bifida, as well as disorders requiring ventilator assistance.



Marcia Arnold with two of the children during lunch after the boat ride.

The mission of the Boggy Creek Gang is to "enrich the lives of children who have chronic or life-threatening illnesses by creating camping experiences that are memorable, exciting, fun, empowering, physically safe, and medically sound." The camp is located on 232 acres and offers activities such as boating and fishing, theater, horseback riding, swimming, archery, arts and crafts, dances, wood shop, sports, ropes course adventure, creative writing and just plain fun for the kids. The Saturday boat rides came about as a result of a dinner invitation at the camp extended to local Sunnyland chapter members several months ago when we had an opportunity to tour the camp and its facilities, meet its director, Roger Murtie, and be treated to a gourmet dinner.

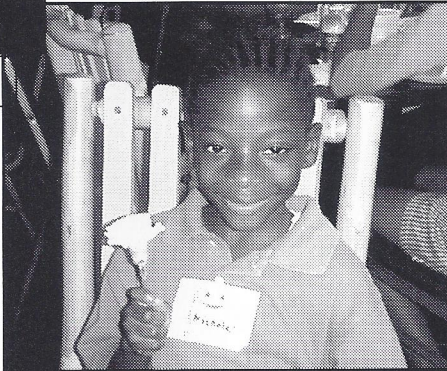
In past years, the May get-together had been called the Lake Hop and involved club members touring the various lakes of the Harris Chain of Lakes which includes Lake Dora. This year, because of the extremely low water levels, the event was going to be cancelled. Instead, several of the members thought this would be a perfect opportunity to organize boat rides for some of the Boggy Creek Gang kids, their parents and staff. Invitations were prepared and sent out to Boggy



As you can see, we brought our "Tupperware" boat that's been named COOL CHANGE after the song by The Little River Band. The kids LOVED it and each took a turn driving.

Creek and to Sunnyland Chapter members. The result was 15 boats which provided rides for 35 kids, parents and staff and about 45 Sunnyland club members. Participants met at the city docks in Eustis, located on Lake Eustis, at 10 a.m.. After getting everyone assigned to boats we all took off for a tour of the lake and adjoining Haines Creek, one of the few waterways with sufficient water to accommodate the boats.

The cruise on the creek provided numerous gator sightings and other wildlife experiences to the delight of our guests. Maureen and I brought our 21 foot Monterey and left the Reenie Anne at home. We happened to draw three teenagers from the camp guests and they each took turns making 360's in the middle of Lake Eustis at 40 MPH!!



Each child was given a rose for their mom as it was Mother's Day. Here's one child who enjoyed the boat ride that day.

After cruising the lake and creek for several hours we returned to the docks and were treated to a delicious buffet lunch,

hosted by the Sunnyland Chapter, of hot dogs, barbecues, chips and baked beans at Gator Joes restaurant. We then bid farewell to our newfound and delighted friends, agreeing that this was a very successful and rewarding event which should be repeated again in the future.

Perhaps BSLOL could organize a similar event in the Minneapolis area for an organization whose mission is as worthy as that of the Boggy Creek Gang. We all came away feeling good about the



Here's one of the boats roaring up Haines Creek. Sorry, don't know the driver.

day and are in touch with some of the kids via email. One has to realize that some of these kids have never been on a boat, so we're very happy to have provided them with that experience and will surely make this a yearly event in conjunction with the May Lake Hop.





1983 Skipper's Choice
1915 Hutchinson 30' Launch - Frolic
Dr. Dick Clark



1979 People's Choice
1938 Larson 17' D.V. - Who Knows
Ed Lewin



1978 People's Choice & 1979 Skipper's Choice
1958 Century 18' Resorter - O'Henry
Jon & Tim Paske

LAND-O-LAKES
ANTIQUUE &
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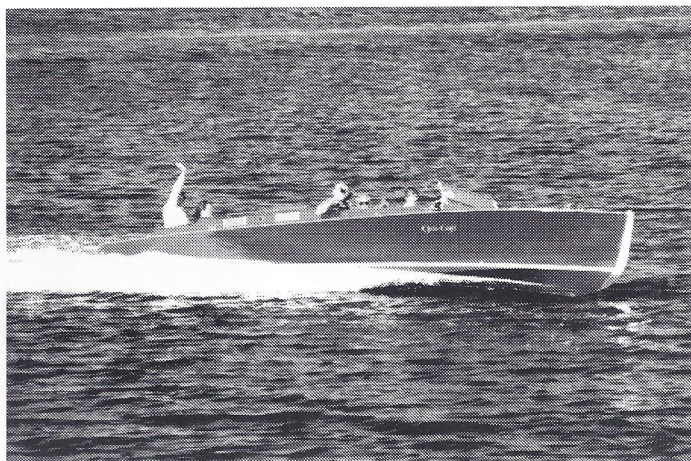
1980 People's Choice
1952 Chris Craft 20' Riviera - Endangered Species
David Hansen



1983 People's Choice
1958 Riva 26' Tritone - Magnificent II
Phil Denherder



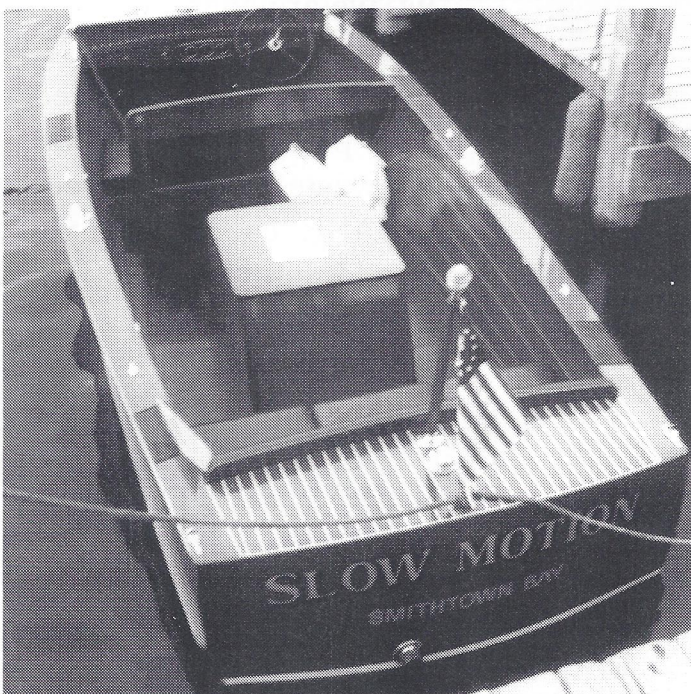
1984 People's Choice
1928 B.N. Morris 29' Launch
Jim Emison



1985 Skipper's Choice
1929 Chris Craft 28' Triple
Ed Lewin



1984 Skipper's Choice
1929 Garwood 27' Triple - Rag Top
Dennis Schauer

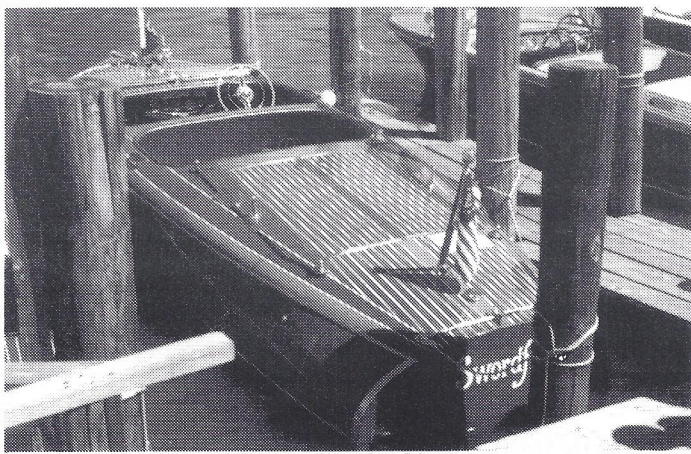


1980 Skipper's Choice
1939 Chris Craft 17' Deluxe Utility - *Slow Motion*
Jon Menth

THE EARLY YEARS



1985 People's Choice
1955 Chris Craft 28' Sportsman - *Acapulco's Revenge*
Al Mahaney

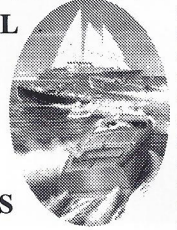


1978 Best In Show
1939 Chris Craft 19' Barrel Stern - *Swordfish*
Tony & Rita Brown

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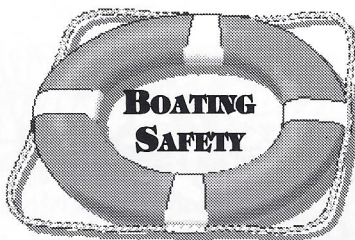
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**PROTECT YOURSELF
 AND YOUR BOAT FROM FIRE**

This is one segment in a series of protection and safety articles provided to you by ACBS Safety Officer Goody Thomas and Hagerty Classic Insurance with the expert assistance of the United States Coast Guard. Please boat safely and have fun!



SHIPSHAPE IS FIRESAFE!

Fire safety is something that everyone who owns or operates a boat should practice. Each year, boating fires and explosions injure hundreds of individuals and cause millions of dollars in property damage. Did you know that there is a greater chance of fire or explosion on a boat than on land? And many of these tragedies are preventable. **Fuel and fuel vapors** are two of the **leading ingredients** in all boating accidents involving fires and explosions. Keep fuel and vapors in their proper places and make all of your boating trips firesafe.

FIRE PROTECTION TIPS
 In general and seasonal

Be alert for damage to your boat's fuel system

Over time fuel fittings and fuel hoses wear out. Inspect these fittings and hoses regularly, especially near the engine where engine heat and vibration can accelerate deterioration. Conduct a **bow to stern inspection** checking for fuel leaks. If a hose or fuel tank is leaking, **replace** it before using your boat.

Inspect fuel tanks annually

Pay particular attention to bottom surfaces that may have been in contact with bilge water. Also check to see if any part of the tank is rusted or damaged due to rubbing and abrasion. Permanently installed fuel tanks and closed compartments that contain engine or fuel tanks must be vented to the outside. On a boat with **portable fuel tanks** make sure the vents can be closed and the tanks have a vapor-tight, leak-proof cap. The vent on a portable tank should be open when the motor is running, but when the tank is not in use, the vent and the cap should be tightly closed.

Check your fuel fill pipe

Is it securely mounted, grounded, and located where spilled fuel would be directed overboard? Fuel fill houses that are dry and

cracked or soft and mushy should be replaced **immediately**.

General tips

Use only marine-rated parts for repairs.

Make sure any powered ventilation (a bilge blower) is operating properly. Be sure heating and cooking appliances on board are secured and operate properly. Refer to the appliance owner's manual for guidance on inspecting for

leaks in valves and connections; **NEVER USE A MATCH!** Make sure flammable items are stowed safely and cannot come into contact with cooking or heating appliances or hot engine parts. Make sure **fire extinguishers** are Coast Guard approved and in **working order** -- that gauges register and nozzles are clear. Take a boating safety course and learn the correct use of a fire extinguisher aboard a boat. **Repair all bare wires and loose electrical connections;** they might cause a short in your boat's electrical system, which could start a fire. Do not store disposable propane cylinders or charcoal lighting fluid on board.

BEFORE CASTING OFF AND AFTER REFUELING

Get in the habit of performing these brief steps:

"Sniff" your bilges. Usually your nose is the best fuel/vapor detector. It will mean getting down on your hands and knees, but it's the most effective way to do it.

Operate the bilge blower for **AT LEAST 2 MINUTES** for dual blowers and **3 TO 4 MINUTES** for a single blower before turning the ignition key of inboard engines. If you still smell fumes, try to locate the source and make repairs before starting the engine.

Make sure **ALL OF YOUR PASSENGERS KNOW** the location of your fire extinguishers **and** that they also know how to operate them.

When refueling close all hatches, ports, and other openings; shut off all engines and motors; and refrain from smoking. Fill all portable tanks on the dock. Touch the fuel hand-held nozzle to the fuel pipe before removing the fuel cap. This will "ground" the possible static spark that is sometimes caused by the sliding of the fuel hose.



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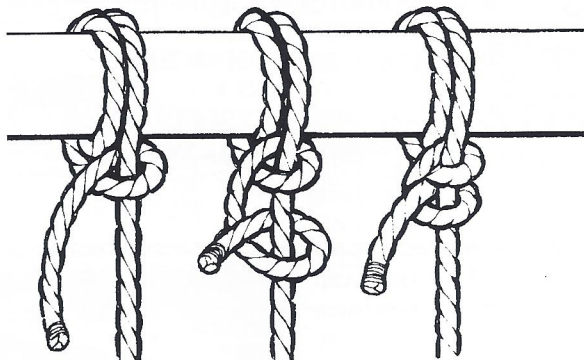
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1/4 page	\$ 200	\$350	\$ 550
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1/2 page (Black & White)	\$ 300	\$500	\$ 750
1/2 page (Color)	n/a	\$800	\$ 900
Full page (Black & White)	\$ 450	\$800	\$ 900
Full pg color	\$ 600	\$900	\$1000
Full pg color (back cover)	n/a	n/a	\$1200

The BoatHouse is published 6 times a year on the even months. Ads must be camera-ready and paid when submitted. Send **PAYMENT TO:** Jim Camery, W11860 County Road FF, River Falls, WI 54022. Direct questions regarding ad rates to Dave Doner at 952-835-2549 fax 952-831-5074 email: ddoner9289@aol.com

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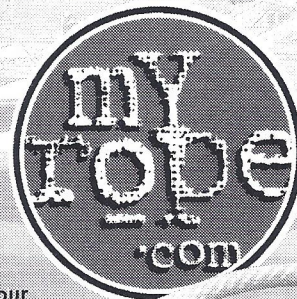
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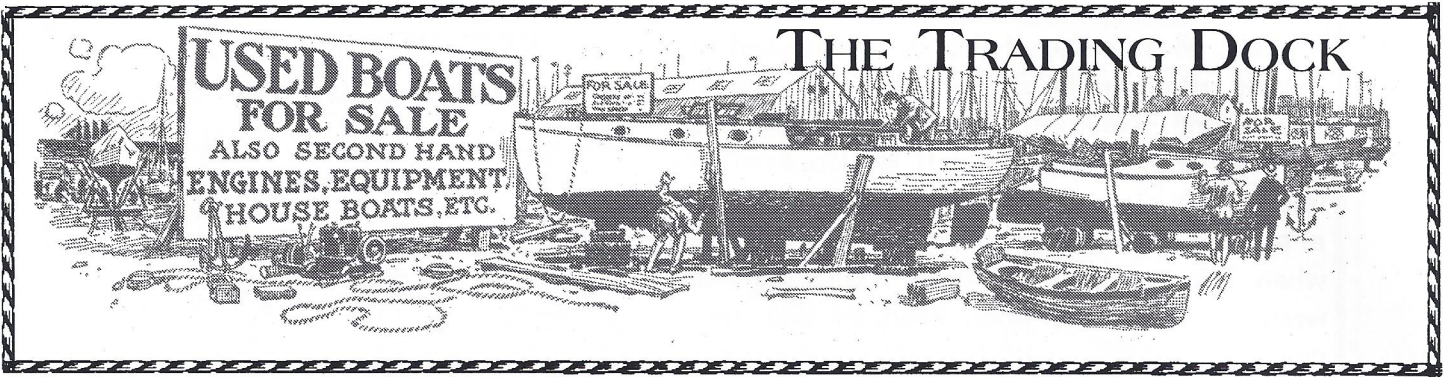
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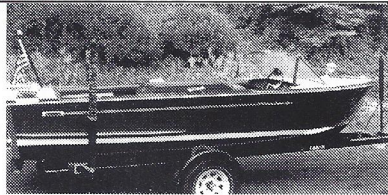
●**1955 CENTURY 20' CORONADO**
 Complete boat minus bow/stern poles. Non-hard top version. Repowered with Chrysler 318/250 hp and velvet drive. Trailer. Needs restoration \$2,500
 Contact Steve 651-702-7507.
 (M1201)



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

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

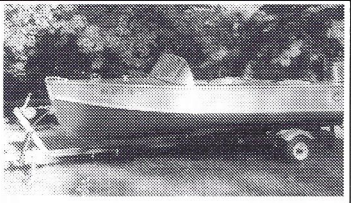
●**1968 CENTURY 17' RESORTER** - 235 hp Chrysler, bought from original family that bought it new in '68. Stored for most of first 16 years. Very original, excellent condition - even original flooring in excellent condition. Trailer and cover included \$13,900. Call 651-653-9642 (NM0402/2)



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

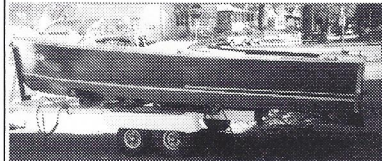
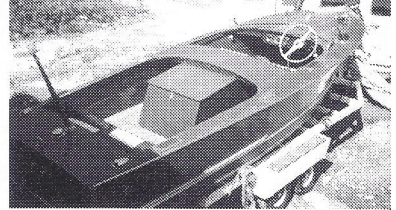
●**WANTED** ~ Windshield wiper assemblies, six volt, chromed brass, for through deck mounting. G. Petersen 262-742-2367 (M1001)

●**1957 CRESTLINER 14' VIKING**
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 (M0402)



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 gauges, 4-cylinder exhaust manifold and carb.
 ●**WANTED -- FOR 1959 CHRIS CRAFT CAVALIER**
 283 timing cover/engine mount, paragon reverse gear
 Steve Benjaminson: ph: 715-394-4481 fx: 715-394-3288
 (M0602)

●**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)

●**1968 CHRIS CRAFT 20' GRAND PRIX** - This boat is all original with 128 hours. It has a 427 Ford, 300 HP and original shipping cradle. It needs varnish and rub rails. Serial # CUG-20-0012 (1 of 22 built) Asking \$28,000. 715-835-5014 weekdays (WI)
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●**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)

●**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)

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 No charge for BSLOL members (\$5 for photo) Ad runs one year (6 issues) For non-members. \$5 per ad + \$5 for photo - one issue.
 Please let us know when you've sold your boat. Just email the editor at datamerj@aol.com or call 952-473-4936. Thanks!

Trading Dock continued from page 32

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 - 1969 MELGES 28' E-SCOW SAILBOAT - new sails, ready to go, with trailer, \$2,500.00
 - 1940 OLD TOWN 20' SPONSON CANOE - needs restoration \$500.00
 - Chrysler straight "8" Royal \$1,200.00
- Jeff Stebbins 952-474-2954 jstebbins@gentryconstruction.net

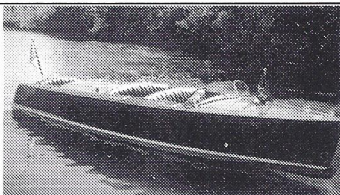
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(M1001)

●1932 CHRIS CRAFT 22' TRIPLE COCKPIT - This Chris has had a total resotration and is equipped with extras. Priced to sell - in upper \$40s Contact Denis Smith, 218-246-8868

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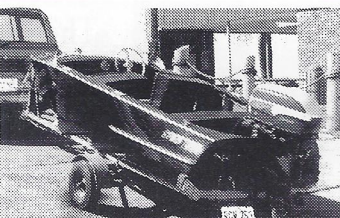


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| ●1965 CENTURY 17' RESORTER | \$11,800 |
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| ●1965 CHRIS CRAFT 17' SUPERSPORT | \$9,800 |
| ●1964 CHRIS CRAFT 18' SUPERSPORT | \$10,000 |
| ●1961 CHRIS CRAFT 19' CONTINENTAL | \$11,800 |
| ●1957 CHRIS CRAFT 18' CONTINENTAL | \$10,000 |
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●1956 SPEEDLINER - with 1956 Javelin E. Last year of the "cute butt" transom. \$2,800. Glassed hull. Other Speedliners, Wolver-ine, 12' Cedarstrip Deluxe. \$1,800. Ray Stockwell 816-587-7484

(M0402)



●1955 CENTURY CORONADO - complete top, good trim and dash, windshield in good condition, interior complete - fair condition. Bottom planking off, needs replacing - have old planks. Engine 351 Ford Waukasha (Pleasure Craft now) new but apart. Also velvet drive transmission. \$3000 or offer

●Century parts. Top, good cond: \$500. Complete dash and instruments: \$300. Windshield: \$200. Also large collection of mahogany long wide planks: \$400. 14' glass-over-ply double cockpit runabout solid and cute. No rot, needs paint and TLC with 35 hp Evinrude that fires...should run: \$400

Bob Moodie, Balsam Lake, WI 715-485-9020

(NM0602)

● MID-50s HIGGINS UTILITY INBOARD - Needs restoration. Appears to have just about all the hardware including original Chrysler marine engine, transmission, seats, dash, gauges, step pads, Higgins bow piece, steering wheel, bow light. Heavy duty trailer included. Dave Doner 952-835-2549 ddoner9269@aol.com

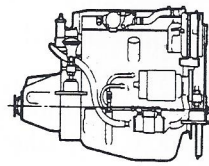
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**AN IMPORTANT MESSAGE FROM THE
LAKE MINNETONKA ASSOCIATION (LMA)**

Zebra mussels are coming to Lake Minnetonka. Zebra mussels are in the St. Croix River, the Mississippi River and numerous water bodies in Wisconsin. For the same reasons Lake Minnetonka was the first lake in Minnesota to be infested with Eurasian water milfoil, it is also likely to be one of the first to get zebra mussels. Unlike milfoil, once a lake gets zebra mussels, **THERE ARE NO KNOWN REMEDIES!**

About a third of a million boats enter Lake Minnetonka each year. Even though most of these boats are clean, it only takes one accidental infestation to seed the lake. So, even if these boats are 99.9% clean, there are about 300 boats each year that may be contaminated. No one knows the exact percentage of clean and contaminated boats, but with these numbers, the lack of proactive action is tempting fate.

Zebra mussels damage boat engines, increase drag on the bottom of boats and jam centerboard wells. Boats with zebra mussel encrustations require frequent and costly scraping and painting. Beaches and shorelines in lakes with zebra mussels are often covered with sharp broken shells and the rotting mussels stink.

**THERE IS NO PLAN IN PLACE TO PREVENT
ZEBRA MUSSELS FROM ENTERING
LAKE MINNETONKA**

The LMA, in cooperation with the Lake Minnetonka Conservation District (LMCD), initiated a series of stakeholder meetings last fall with the purpose of developing a plan to keep zebra mussels out of Lake Minnetonka. Unfortunately, these meetings were poorly attended and became unproductive. As a result, the LMA and LMCD suspended these meetings and directed staff to develop a comprehensive plan to protect Lake Minnetonka.

There are numerous education and awareness activities being conducted in Minnesota aimed at educating boaters, especially those leaving waters with known zebra mussel infestations. These efforts are supported by the LMCD because they will help reduce the spread of exotic species. These efforts have also been shown to increase boater awareness of exotic species concerns as well as self-reported cleaning actions.

A prevention program specifically designed for Lake Minnetonka is also required if we hope to keep zebra mussels from infesting Lake Minnetonka. Right now, there is no plan in place to protect Lake Minnetonka. The LMA is working with the LMCD to develop and implement a protection plan for the lake.

"Boating Trends on Lake Minnetonka, 1984 to 2000" published by the MN Department of Natural Resources (DNR), reports that Lake Minnetonka is the busiest recreation boating lake in the State of Minnesota. All who use Lake Minnetonka should be extremely concerned about this very real threat. The LMA and LMCD would welcome anyone who would be willing to help with a solution. As a chapter, BSLOL has an intense interest in this problem and would like to see as many members as possible get involved.

To contact the LMA call 952-470-4449 or
email minnetonka@mnlakes.org.

Visit their website at www.mnlakes.org/minnetonka

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