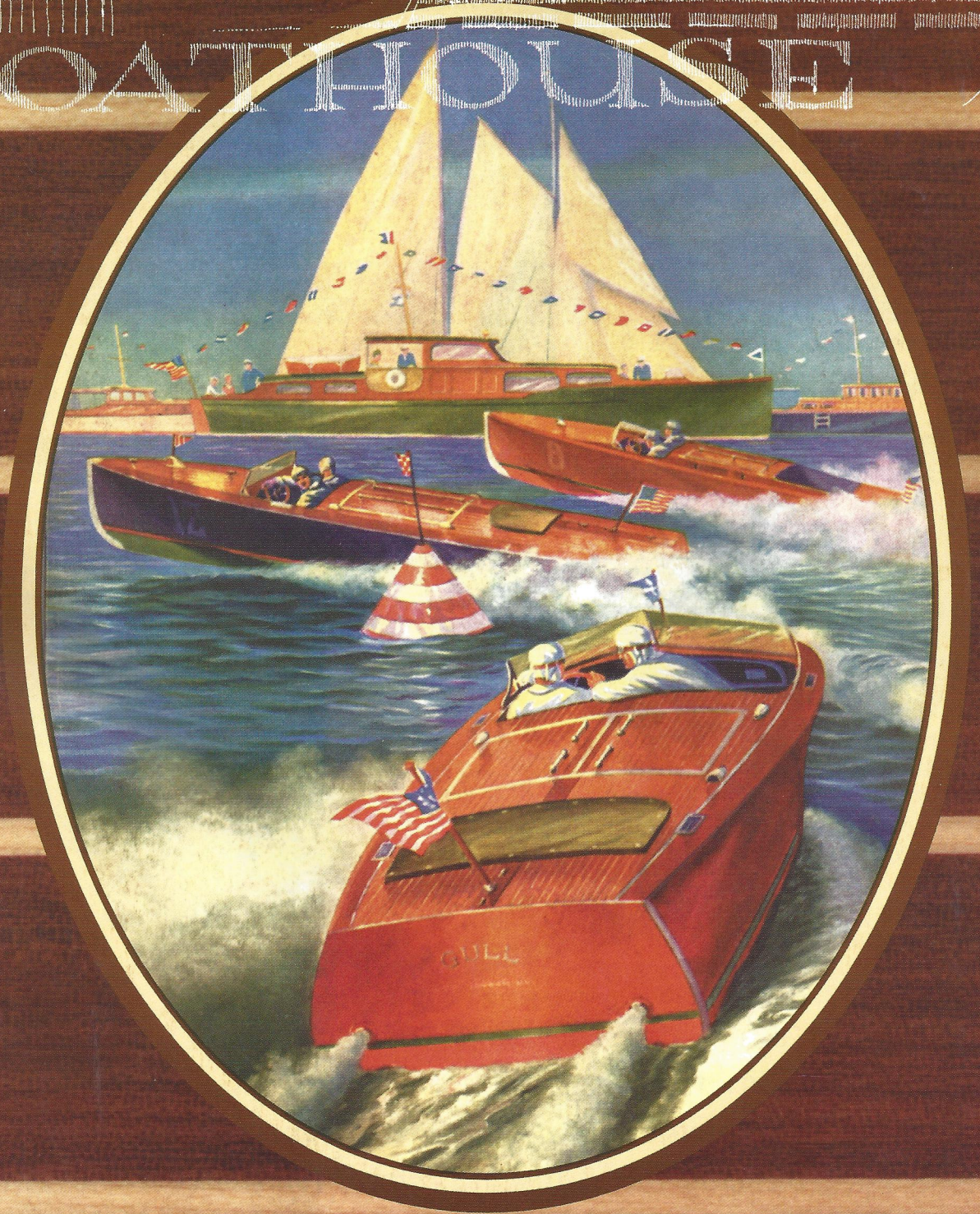


The Bi-Monthly Publication of the
Bob Speltz Land-O-Lakes Chapter
Antique & Classic Boat Society

THE
BOATHOUSE





We buy, sell, trade, restore, service and broker the finest vintage watercraft in the world. Over 100 boats available for ownership. Let our professional staff of 25 serve your every wood boat need, including four season, red carpet Minnetonka service.

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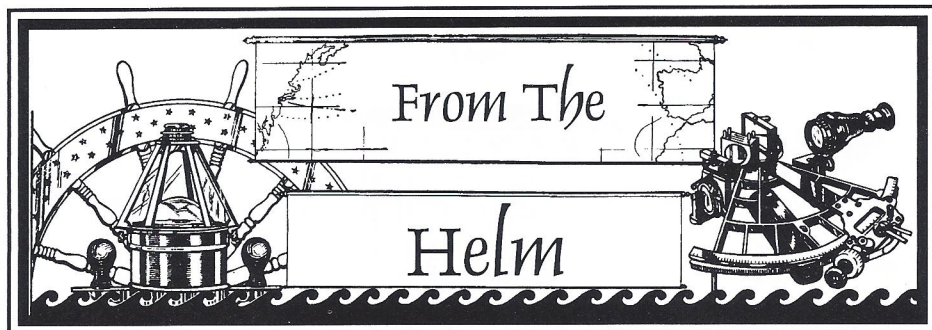
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As the summer is flying by (and not very dry!), Marcia and I decided to attend a few boat shows. July 17 was the Toronto Chapter's Annual Show at Gravenhurst on Lake Muskoka in Canada. The event was a total success!

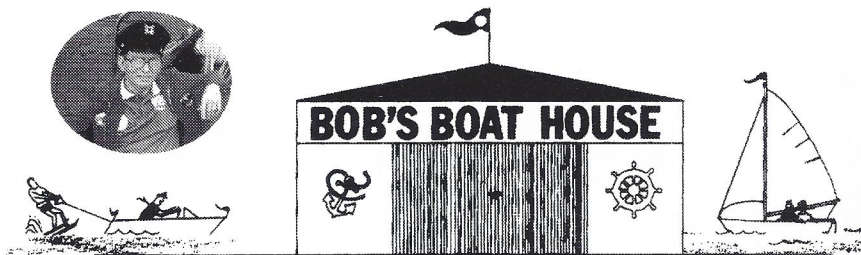
Duncan and Sharie Hawkins were our wonderful hosts as well as for Bill and Kay Joslyn of Mt. Dora, Florida and Doug and Dixie Robbie of Scarborough, Canada. Dunc's newly completed "Whisper" was not only the 2002 Poster Boat, and the "Captain's Choice" Award Winner, but one of the finest restorations I have seen. The 31'6" Ditchburn has a history of being a private launch, a true "bootlegger" boat, a union "scab boat chaser" in the late 40s, and a hotel launch. Naturally, it is powered by a Kermath Seawolf, and gave us a flawless ride to the show at 5:30 a.m. and for two days thereafter. Our home port was the gracious Hawkins' home and boat-house on Lake Muskoka, about an hour by water from Gravenhurst.

The show was located next to the original Ditchburn Boat Factory. This year they featured (26) Ditchburns as the marque builder. In total, there were over 100 boats in-water, 25 on-land, and 67 for sale in the "field of dreams." The day-long festivities with over 30 vendors, special displays, a Friday dinner cruise on the Wenonah II, an on-site Saturday evening dinner, a Sunday morning boating brunch at an historic club, and a Sunday evening private barbecue on an island created an exceptional and memorable weekend!

Writing late this evening, we have just returned from the 13th Annual Cross Lake Boat Show sponsored by Dennis and Judy Madigan. The Saturday rain set in about 10 a.m., but everyone's spirits were still bright; besides, the weather cleared by mid-afternoon. Over 50 boats (their capacity) were present, as well as Harry Munson and his Red Wing Engines. Crowds were excellent for the weather conditions. Greg Benson, Bob and Renee Clark, Jeff and Nancy Stebbins, Brad and Chris Ernst, Ray Ellis and Carol Watanabe, Wally and Renee Buchanan, and Mark, Janet and Katelin Pottenger represented the BSLLOL. The first four mentioned displayed their fine boats and the rest of us were appreciative spectators. The Cross Lake Show is always great!

Since our last BoatHouse issue, we have some show updates for our August Rendezvous. Our Saturday evening dinner will include an historic presentation by Dennis Evinrude...the name says it all! Friday evening's event will present the opportunity to chat with Chris Smith - grandson of Christopher Smith, the founder of Chris Craft. *The Glengarry* (the 1937 Dingle - the Anderson Window Co. private yacht) will be there, as well as Dr. Richard and Jackie Lindstrom newly-christened Riva, *Piranha*, whose former owner was Rita Hayworth.

Several boats from the marque Century Club will be present. They are new to our area, and it is a pleasure to have them designate this showing for their club. The Board of Directors of the Higgins Boat Club will be pres-



THE WORLD TOY BOAT SHOW

For many years, Bob Speltz' *Real Runabouts Boat Show* in Albert Lea was an eagerly anticipated summer event in the world of wood boats. In the spring of 1992, with his declining health, Bob could no longer put on his traditional show. A circle of friends convinced him to do a Toy Boat Show instead.

The show, held in a motel in Albert Lea, was such a hit, it was decided to do it again the next year. In the spring of 1993, with all the planning done, Bob passed away. The same group of friends along with Bob's mother, Angie, decided to do the show anyway in Bob's honor. And so it was.

The following year the show was held in East Alton, Illinois and in 1995 the show was brought to Minneapolis. Paul Mikkelsen of *The Mikkelsen Collection*, agreed to put on that show and the name was changed to *The World Toy Boat Show*. Paul has kept the tradition alive for twelve years.



Paul is a long time BSLOLer and is currently serving on the Board of Directors. He has agreed to bring his show to our Rendezvous and we are very excited about this unique addition. A display table will be set up in *The World Toy Boat Show* tent commemorating Bob Speltz and his Real Runabouts Shows and will feature Bob's ITO King Boat (see picture), lovingly restored by Bill Arick. Many toy boats, parts, and advice will be featured for sale, trade, or display. Make certain to make this feature of the show a sure stop! You will be amazed at the variety! See you there!



BOB SPELTZ LAND-O-LAKES CHAPTER

ANTIQUE & CLASSIC BOAT SOCIETY, INC.

MISSION STATEMENT

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

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

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Following the events of September 11, the BSLOL board made the decision to direct all profits from the sale of our note cards through the end of the year to the NY City Firemen's Relief Fund. In response to our donation, the following letter was received from the American Red Cross.

Dear Friend of the Red Cross,

Compassionate individuals play an essential role in the quality of aid the American Red Cross is able to provide to those whose lives have been irreparably impacted by the events of September 11. Thank you so much for your generous gift of \$2,112.00 on April 24, 2002 to the American Red Cross September 11, 2001 relief efforts.

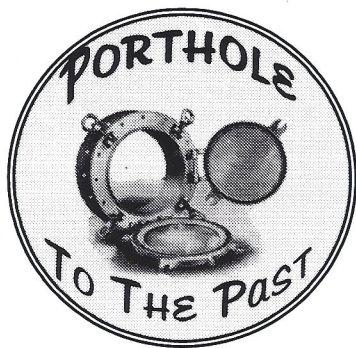
As you know, on that date the United States suffered the worst terrorist attacks on American soil in history. These horrific events have created needs that are unprecedented in American history. Responding immediately, the Red Cross served over six million meals to survivors, emergency personnel, volunteers and stranded passengers. Since the first days of this tragedy, we have provided mental health counseling to over 160,000 people and shelter to more than 4,000.

This catastrophic event has produced exceptional need, and requires an unprecedented response. The Red Cross created the Family Gift Program to assist families in covering such immediate needs as funeral costs. This fund also provided three months' basic living expenses for housing, food, utilities and healthcare. To date, more than 2,600 families have received direct assistance through emergency gifts. On November 14, the Family Gift Program was extended from three months to a full year's expenses with the Red Cross projecting an additional \$111 million in family gifts by year's end.

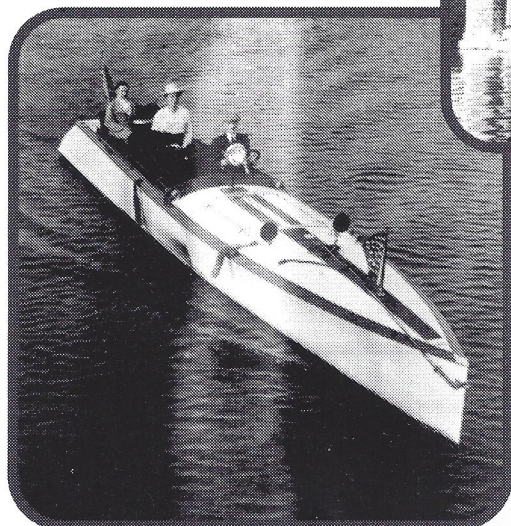
The generosity of the American public - individuals like you - makes these efforts possible yesterday, today and tomorrow. If you have any questions about the allocation of your contributions to the Liberty Disaster Relief Fund, I encourage you to call 1-866-GET-INFO (866-438-4636) or visit our web site, www.redcross.org.

Your heartfelt support is critical to our relief effort. As the nation struggles to return to its routine, the road to recovery will be long and difficult. The American Red Cross will be there every step of the way, and so will you, through your generous gift. Together, we can save a life.

**Sincerely,
J. Logan Seitz
Senior Vice President
American Red Cross**

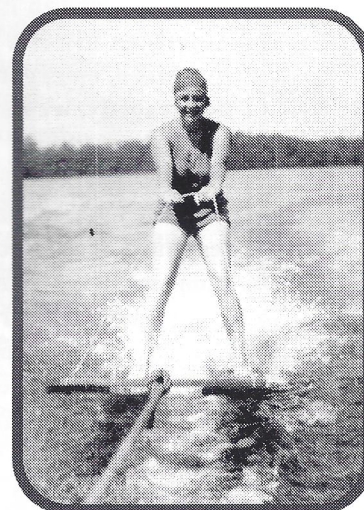


Cottage and boat house, located on Carsons Bay in Cottagewood, MN built prior to 1920.

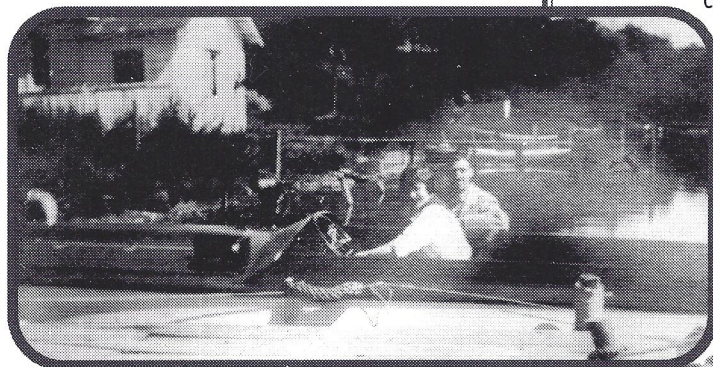


1920 Ramaley owned by Fred W. Abbott of Minneapolis.

Since running these pictures in the June issue, additional information has become available. Frances & Fred Abbot (pictured below) were the original owners of the Ramaley. Their daughter, Barbara Abbott Scott of Brainerd, has provided us with the identity of several of the pictures which we are reprinting. Our thanks to Barbara and her sister, Gloria Abbott Johnson, for allowing us to print these neat family memories. -- Editor



Doris Egge, first cousin of Fred Abbott, is seen here aquaplaning behind the Ramaley. Her daughter, Mary Belle Taylor, currently resides in Deephaven.



Frances & Fred Abbott, parents of Gloria Abbott Johnson, Baxter, MN and Barbara Abbott Scott of Brainerd, MN.



The Abbott Family and relatives from Nebraska.

50 BOATS NEEDED FOR ST. PAUL SHOW

by Andreas Jordahl Rhude

The St. Paul Yacht Club has invited BSLOL to attend the "Fillmore Picnic in the Park 2002" in St. Paul on September 7 & 8. This will be the inaugural event of a two-year celebration commemorating President Millard Fillmore's trip up the Mississippi River in 1854. In 1854 five steamboats departed from Rock Island, Illinois ferrying President Fillmore and his posse upstream. They arrived in present day St. Paul several days later. The trip helped to open up the Minnesota Territory to settlement and development. The GRAND EXCURSION 2004 will culminate in the summer of 2004 with a huge flotilla of boats and a celebration at Harriet and Raspberry Islands.

Fifty (50) antique and classic boats are sought for an on-land display Saturday and Sunday, September 7 & 8. The display will take place on the newly revamped Raspberry Island, on the banks of the great river, directly opposite downtown St. Paul. The location is near the St. Paul Yacht Club's Lower Harbor area. The celebration opens at noon on Saturday and closes mid-afternoon on Sunday. Boats must be in place by 10:00 a.m. on Saturday. Overnight security will be provided by the city of St. Paul.

The celebration also kicks off the opening of the new Schubert Club Band Shell on Raspberry Island. A free concert featuring the St. Paul Chamber Orchestra will be held on Sunday at 3:00 p.m. at the translucent glass arch shell band shell, a new architectural feature of the island. Concerts will be held throughout the weekend on Harriet Island including a performance by the Minnesota Orchestra Saturday evening. Fireworks on Saturday

evening will cap of the night's activities. The Rhein Fest will also be going on during the weekend. All activities are within easy walking distance from each other.

The Bob Speltz Land-O-Lakes chapter has been offered an excellent educational and promotional opportunity. With this exposure, we can increase the awareness of the general public to our cause. Let's pull out all the stops and make this a successful display of our hobby. A good showing will insure our participation in the September 2003 repeat activity and in the main event in 2004.

If you are willing to bring your boat to the **Fillmore Picnic in the Park**, please let me know. I'll need your name, complete address, phone numbers, etc..., along with the make, model, year, and length of your boat. The how, when, where details will be provided to those that express interest in participating.

Andreas Jordahl Rhude

Daytime Phone: 612-823-3990

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For additional information on the **September Weekend**
www.ilovesaintpaul.com.

For details of **Grand Excursion 2004**, visit their web-site:
www.grandexcursion.com

From the Helm - continued from page 3

ent to review plans for next year's Rendezvous. These are all in addition to the Outboard Club, Edina Model Yacht Club, Bob Speltz Toy Boat Show, Horseless Carriage Club, Packard Club, and many others.

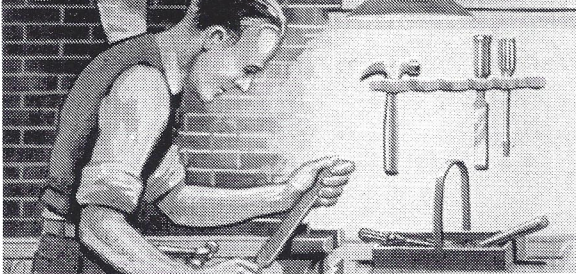
We are looking forward to a great show and can still use some help. Most important, bring your boat! We also need some "in-process" boats (about 10) to complete our display. Assistance is needed to haul smaller boats to and from the show, to set-up on Friday, and to work during the weekend at the Ship's Store. Call Brad Ernst if you can help, even for one or two hours. His phone numbers are listed on page three of this magazine under Board of Directors.

The fun and excitement of a boat show is seeing someone else's boat, and someone seeing yours. Don't forget something for Saturday's silent auction, and most important, we all look forward to seeing you there! Have a great show!

Jim Aamodt
President



GADGETS AND KINKS



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

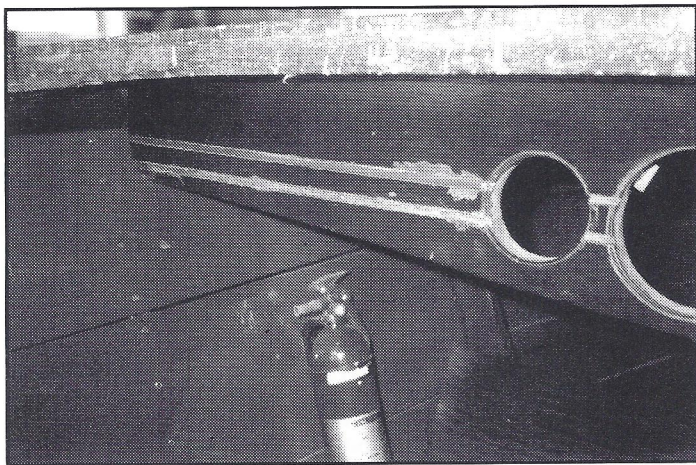
PAYING ATTENTION TO THE DETAILS

(or Little Things Mean a Lot)

by Sherwood Heggen

When others look at your boat, what typically strikes them most are the details that are wrong with it. You can have the shiniest boat out there, but if there is an ugly spot, that spot will be observed most critically and remembered by the observer. Lack of attention to detail and maybe some blatant laziness on your part can be the difference between hearing an onlooker's remark of "nice boat" or a sideways glance indicating "could be a nice boat". Whether you own a user boat or a show boat, this Gadgets and Kinks will serve as encouragement to pay attention to detail.

As an example of this lack of attention to detail, I recently came upon a Chris Craft runabout that has stainless steel trim strips inset in the dashboard. The boat had high value potential but was devalued greatly by the appearance of the dash. The previous varnish job was hastily done to cover bare wood at the trim strip slots. No thought was given to removing the stainless steel strips or to doing the varnish correctly. Instead, varnish was applied over the



strips, masking their effect as trim.

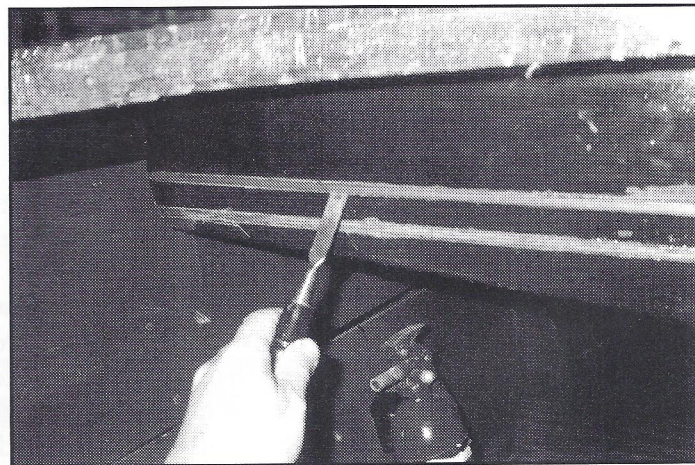
What an ugly sight! It was a zit on the forehead of a beauty pageant queen! The thought came to me that maybe the poor soul who did this seemingly in-excusable deed should not be criticized. Maybe no one was there to tell him how to remove the strips and he took the easy route. It is often a great mystery how things come apart when you don't know

how they went together. The point of detail we will discuss this time in Gadgets and Kinks is how to remove the trim strips to be able to varnish the dash properly.

First, to get the strips out, we need to know what is holding them in place. The trim strip cross section is "U" shaped with a lip facing inward on both sides to retain special tacks. The tacks are slid in from either end and spaced evenly about every 3 or 4 inches. The strip, with tacks in place, is positioned over the slot in the dash and tapped into place with a light hammer. So, how do you get it out? Putting it in is apparently easy.

Patience and care are the two virtues you will need to exercise during this task to prevent damage to these delicate strips. For tools, you will need a sharp utility knife, a pointed tool as minimal as a small nail, a broad faced tool such as an old wood chisel, a light hammer and a small block of wood. For access to remove the strip, you must first remove the instruments. Remove also the switches and knobs at this time to prepare for varnishing later.

More than likely, there will be varnish sealing the strip in place. Use the utility knife to cut through the film of varnish and then scrape away as much varnish as possible from the strip and the wood without cutting into the wood to make removal easier. Then, insert the pointed tool under the strip in the open end at the gauge hole. Gently lift the strip and begin to work it loose. Be very careful not to get



too eager about getting it out once the end is free from the slot or you might bend the strip badly. Instead, gently work it loose enough to get a mini crow bar (the chisel) under an edge to lift the strip along the slot.

Then with some pressure, with your finger on the loose end, begin prying the strip out of its slot. The finger pressure

Gadgets & Kinks - cont'd on page 10

Dear Dr. Motorhead,

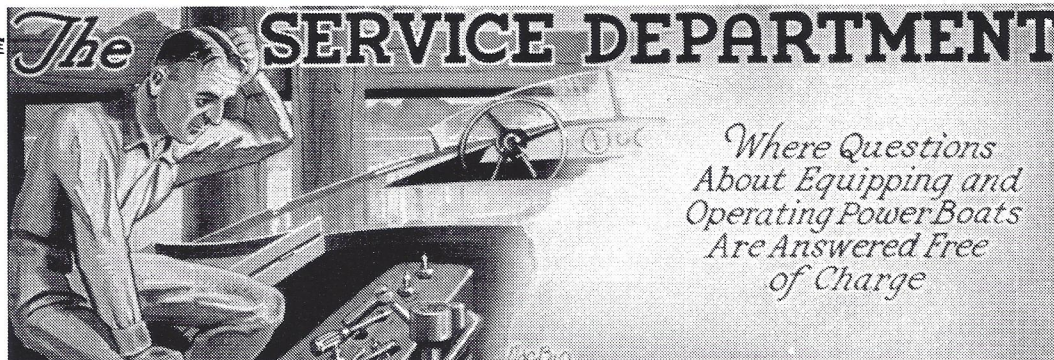
I have turned over a new leaf. After reading your column for years, I have the confidence and desire to do all my own engine repairs and maintenance. You have written on just about everything that can go wrong with our engines and how to make the repairs. I've saved all the articles and from time to time I will read them again just to refresh my memory. I have my wife quiz me on the problematic causes and the repairs to all the ailments. I know someday, for instance, I may be sitting over at Bob and Renee Clark's Estate in fashionable Somerset, Wisconsin sipping on a mint julep when Bob will ask me, "How do you adjust these *%#@ carburetors, especially the one on that troublesome port engine?" Bob tells me it has never worked properly since the rebuild that took place in Wisconsin. I know with your training Doctor, I can get in there and fix it like a pro. Well, enough about me and my new found confidence.

Here is my problem, and it is a big one. I went down to the boat and lifted my engine cover to check everything out. You know, check for leaks, smell for gas, and check the oil level. This is when I started to think to myself - dirty oil - time to give it a change. It was Saturday; no better time but the present. Oh, I forgot to tell you, I also bought a new tool bag and tools with the Dr. Motorhead seal of approval. So, with my new tools and my previous experience changing oil in my old cars when I was a kid, I was ready to get underway. I summoned my wife to help me pull the boat out of the water and on to the trailer. That being done and armed with my tool bag, I crawled under the boat to drain the oil and change the oil filter. But wait, I can't reach the drain plug or the filter from under here unless, of course, there was a hole in the bottom of the boat. Naturally, that can't be the case... I think. Then I thought, when the bottom was rebuilt, did they forget to put in an oil change plug to get to the engine? What else could it be? I must have forgotten to read one of your articles. Then I thought back on the quizzes and flash cards prepared by my wife. There are no articles on oil changes. Darn, if the restorer had only installed the oil drain plug in the bottom. How do I change the oil without this plug in the bottom? Do I have to send my boat back to the restorer to have one installed? Not to mention, upon further investigation, I think the engine rebuilder forgot to install my oil filter and bracket - can't find them anywhere. Here I thought I knew it all. Oh, I remember the "early times" when life was so simple. Help me quick Doc, I want to go boating.

Signed,
Oily McPherson

Dear Oily,

I get it, this is a joke, and I bet you are Todd Schultz just pretending to be Oily. Here is what you need to do. Call Dan Nelson and have him put a hole in the bottom of your boat so



you can change your oil immediately. He has the kit and knows how to install it properly. I know he has more time on his hands since Mike Favilla has slowed down the progress on his restoration. But make sure you hire an expert to do this delicate operation. I caution you, you do not want to install one of these plugs at home. Secondly, call your engine rebuilder and get your oil filter and oil filter bracket back. There is a huge and profitable secondary market for these pieces. The theft is serious. This market is even bigger than stolen air bag parts from your car. If your engine was rebuilt by a less-than-reputable business, they will say that these engines were manufactured without an oil filter. Be persistent. You will prevail. Threaten to leak this story to Peggy Merjanian and The Boathouse, you'll get your parts back. These crooks hate the press. Next, look under a mushroom for a Leprechaun; they bring you good luck and a pot of gold. You'll need both.

Back to reality - and your wife can thank me - you don't have to pull your boat out of the water. You have to pump the oil out of your engine and, believe it or not, the flat-head Chris Craft engines were not installed with an oil filter. This is why it is important to change your oil frequently. There is one and only one most important aspect to a happy and healthy engine; lubrication. You can do more for your engine than anything else by keeping the engine oil fresh. Remember in my last article I talked about the good old days with my Volkswagons? Those little bugs had a three-quart oil capacity without an oil filter. Engines would need rebuilding with 40,000 to 60,000 miles. This is because their owners did not change oil frequently. I used to change the oil every 1,000 miles on mine. The last one I owned had 130,000 miles on the original engine. Here is my calculation for oil changes: the average speed you travel in your car is 30 mph. Unless you live in Los Angeles it is 17 mph (seriously). That equates to 100 hours to travel 3000 miles. The recommended distance between oil changes is 3000 miles, so one might think you should change your oil every 100 hours on your boat. No, for two reasons: The first is, you don't have an oil filter; secondly, your engine is always under a load and needs proper lubrication. The correct answer is, at least every 50 hours and always in the fall before lay-up.

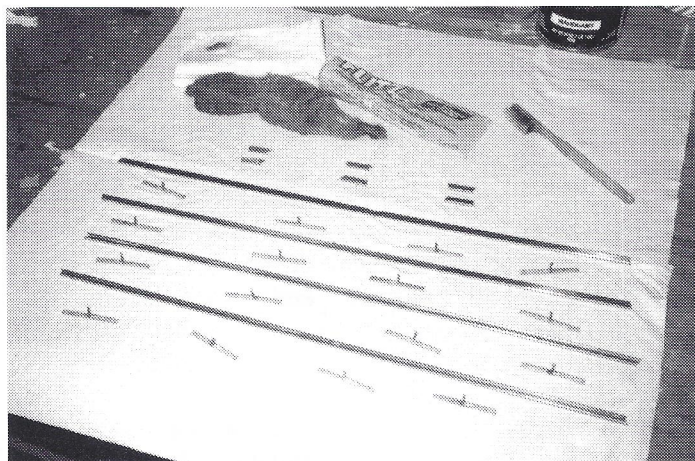
Oil filters can be installed to your old engine if you desire. However, I think this practice only takes place in Southern Wisconsin. Does it help to have an oil filter? You bet! I won't argue that point. Do you need it? Not if you keep your oil fresh and change it often. By the way, Chrysler

Dr. Motorhead - cont'd on page 11

Gadgets & Kinks - Cont'd from page 8

helps keep the strip straight as you pry. The trim strip in the picture doesn't appear to be out of the slot at all only because it is coming out almost perfectly straight. Any minor curling back can be gently bent back to straight. Continue to pry and wiggle the trim strip and watch the progress while patiently prying and lifting. You may be so lucky that some strips are loose and it could come out easily. Others may take more of the patience and care you possess to get them from the bed they have been in for the past 50 or 60 years.

OK. You have them all out. What next? Varnish the dash, of course, but how do you clean the strips of varnish and grime? It is likely that the tacks might be lodged in place with dirt or rust. Removal for cleaning might be difficult. To make things move easier, use the lubricant in a spray can called "PB Blaster". It is available in most auto parts stores. Squirt a little on the tacks and wiggle them



loose and remove them from the strip. Then, determine if they are useable or if they are brittle and worthless due to rust. If they are useable, clean them as well as possible and set them aside. Now, take the strips and remove the varnish with some paint remover. If they appear dull or scratched,

rub them briskly with Flitz polish or 000 steel wool followed by polishing with Flitz on a paper towel. The strip will come up bright and shiny after the polishing residue is wiped away.

When the varnishing is complete, be sure that there isn't a build up of varnish in the slot that would restrict the strip from going in place. If so, use sandpaper on a small strip of wood to sand away any excess varnish restricting the slot. Do not sand through to the wood. Trial fit the strips in the respective slots to be sure that they will all fit once they are finally installed. Slide the tacks in place on the strips and position the strips over the slot. When satisfied of their position, lightly tap the tacks in place one at a time. Once all tacks are lightly holding, lay a small block of wood over the strip and gently pound the strip in place. The wood evenly distributes the blows from the hammer to protect the strip from bending. With that done, go on to the next strip until all are in place.

What if the tacks were not useable? Spots of 3M101 Sealant can be substituted for the tacks to hold the strips. Just don't use gobs of it that would ooze out, restrict the placement of the strip, or make it impossible for the next restorer to remove the strips for varnishing.

So, there you have it. Rather than destroying the beauty of the boat, you have restored it, if only by a small detail. Your boat may have small details that need attention. How about that rusty steering column, or the screws that are either too big or too small for the hardware. Go take a look at your boat and see what detail needs attention. Hopefully, your boat's admirers will give you a "nice boat" remark as you would deserve for that little extra effort.

As always, questions or comments about restoration of the old wooden treasures are welcome. Give me a call at 715-294-2415 or e-mail me at

Heggensj@Centurytel.net.

Your concern or idea may be the perfect spring board for the next topic in Gadgets and Kinks!



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SHOP TOUR FOR 2003?

BSLOL winter workshops have become an expected activity during the non-boating season. We've had remarkable success in both interest and attendance. Topics covered range from visits to unique museums, electrical & wiring, safety checks, signage &

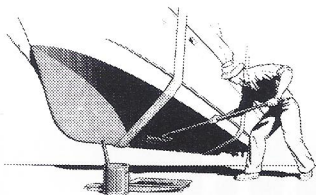
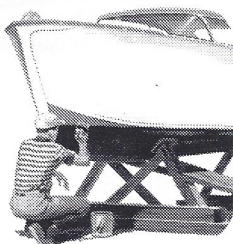
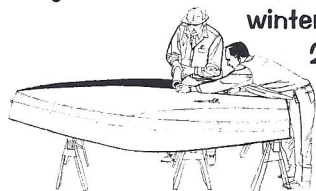
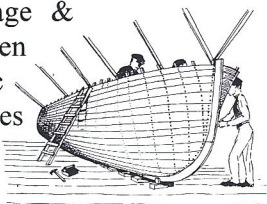
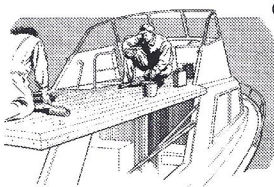
gold-leafing, drilling shaft holes, open forums where you picked the topic and even elaborate sit-down lunches surrounded by mahogany and sawdust. All of these workshops were hosted by a BSLOL member - most of them professionals. But what about your fellow boat enthusiasts - the average "Joe" or "Jo" who works on his/her boat in their own garage or shop?

Why not have a BSLOL SHOP TOUR to cap off the winter workshops in the spring of 2003? We could go to three, four, or maybe five home shops in the same general vicinity on some Saturday. Stopping at a restaurant for a lunch could be incorporated

into the schedule. This could be a great means to get to know what others are up to and see what they are working on. It would be a nice way to share tips, to network, and to make new friends.

Possibilities are to have folks drive themselves to the various shops (car pooling is a plus) or to have a rented bus so that everyone is together throughout the day. What do YOU think of this idea? Are you willing to include your "shop" on the tour?

Do you want to help coordinate such an event? Contact any of the Board members (listed on page 3) to discuss this with them. This could be a fun and rewarding experience.



Hawkinson Wooden Boats

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Dr. Motorhead - Cont'd from page 9

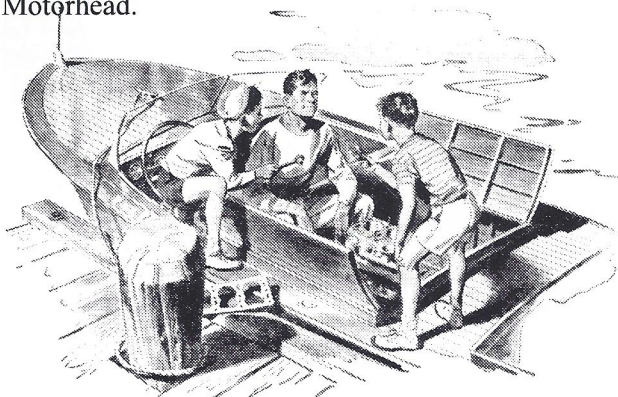
engine owners are one up on the rest of us. Chrysler installed oil filters on their engines from early on.

Here is how you change your engine oil. Jabsco makes the electric oil pump with the Dr. Motorhead seal of approval. It is a little over \$100.00 dollars. Expensive yes, however, if I add up all the money I have spent on electric drill and hand vacuum pumps that don't work, I would have had my Jabsco for free. First, by warming up your engine, you will allow the oil to become thinner and easier to pump. Connect the two wires from the pump to your battery. Remove the dipstick, install the oil pump tube and suck out the old oil. When the oil stops pumping through the hose, push the suction tube in and out and around the bottom of the oil pan. This will insure that you get all the oil out. Well, perhaps not all the oil, as there will be a small amount of oil left in your transmission housing if you have a manual transmission. No need if you have a hydraulic type transmission, such as a Velvet Drive. The best way to clean out all the oil is to remove the inspection plate from the top of the transmission, and draw the oil out from there. Or, if you are from Southern Wisconsin you have already installed an oil filter so you may want to install a plug in your transmission inspection plate. Then you can remove the plug and not the whole plate to remove all the oil.

What type of oil should you use? Some argue that you should use straight 30-weight non-detergent oil. The argument being, without an oil filter, you don't want the lubricant to clean the internal engine components as well as detergent oil will. If you don't have an oil filter, this non-detergent oil will leave sludge in the bottom of your oil pan. To me it doesn't matter, and the performance you get from high quality detergent 10W-30 oil is far better than a straight 30-weight non-detergent. Now, Les Mahlstedt from Lester Prairie Engine Rebuilders, might argue, as he is the one who has to clean out the sludge in the oil pan after 20 years of use.

Keep your engine well oiled, valves adjusted, and ignition timed properly, and it is not inconceivable that you will get 20 years use without any trouble. Remember my formula? Twenty years of use would equate to 60,000 hard working miles from your motor, specifically for you and your families pleasure. When was the last time you thanked your engine? Don't delay change today. See you on the boat show circuit.

Dr. Motorhead.



"WE
START
'EM
YOUNG"

A New Feature!

A page dedicated to the kids!
Send us a picture of your child, or grandchild, or friend's child, riding in a boat, helping you work on your boat, drawing a boat, on the docks, in a nautical outfit - even playing with a boat in the tub! Be creative! We'll see that he and/or she makes a splash in The Boathouse!

Email or snail mail
your picture(s) to the editor.
Be sure to indicate names(s),
location, situation of the shot.
All pictures returned.

Twin City Outboard

OUTBOARDS

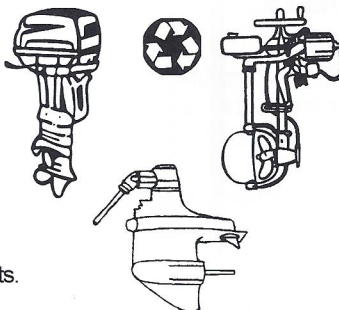
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MAKING SHEPHERD GLOVE BOXES

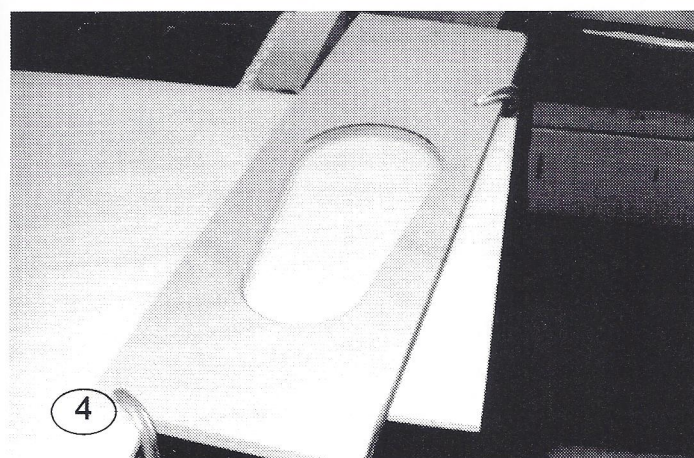
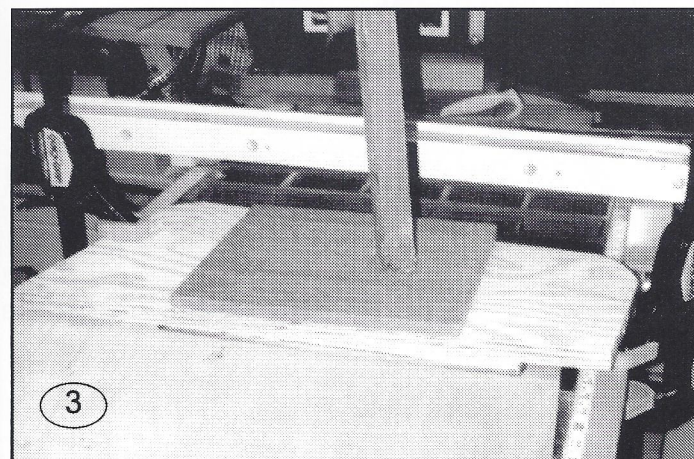
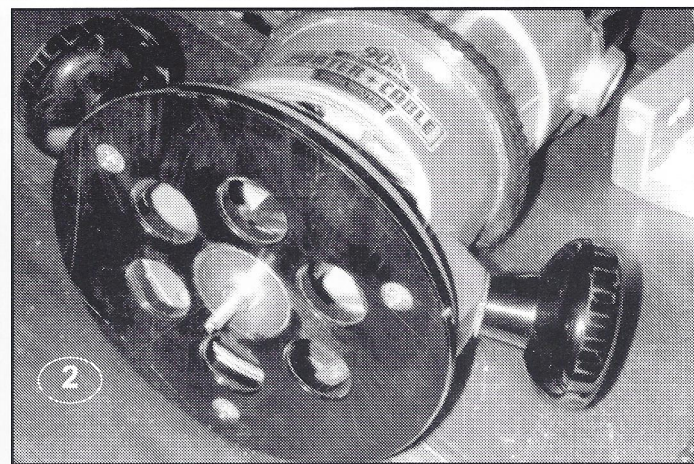
by Jerry Petersen

I continue to wind my way through the total restoration of *Swinging Shepherd*, my 24 foot, 1954 Shepherd hardtop cruiser. Recently, I have focused on the mystique of the Shepherd glove box. I had seen interior covering board oval glove boxes on smaller Shepherds, but my 24 foot cruiser appeared to have left the factory without this convenience. However, to my surprise, when I removed the aft interior covering boards, I found that there were indeed originally glove boxes on both sides of the back bench seat. They had been covered over by replacement covering boards. **Figure 1** shows the factory framing of one of these boxes. I immediately decided that my new covering boards would have the traditional Shepherd tear-drop oval openings to access these boxes! I also decided that I would make similar glove boxes for the front row of seats. If it were not for the crank down windows amidships, I would have done the same for the second row of seats.

Last August, I measured the tear drop openings in one of the smaller Shepherds at the Rendezvous. The Shepherd tear-drop shape consists of a four inch circle aft connected to a three inch circle forward. I decided the best way to cut the opening in my new covering boards was to use my router with a thimble guide installed. **Figure 2** shows my router with the cutter and thimble installed. The next step was to make a template to guide the router. I did this using half inch stock and an adjustable circle cutter in my drill press to make the end circles. The circles were then connected using a straight edge guide and my hand held jig saw. I finished the template by hand sanding the interior edges to get smooth straight lines between the circles.

I am using 6 mil Okoume mahogany, marine grade plywood (made in Greece) for the new covering boards. The relatively thin 6 mil thickness is needed to permit the boards to be bent to match the curves of the hull. However, I didn't want a 6 mil edge on the oval openings. Hence, I bonded a second piece of Okoume over the area in which I planned to cut the oval openings. **Figure 3** shows this extra piece of Okoume pressed in place on top of my table saw while the bonding West System epoxy cured. **Figure 4** shows the template in place for the cut, and **Figure 5** shows the opening after the cut. I then used my router, and a 1/8 inch round over bit, to ease both the outside and inside edges of the opening. The remaining task for the front boxes was framing the interior with 6 mil Okoume. **Figure 6** shows the frame strips installed for the port side box, and **Figure 7** shows the box with all the interior Okoume in place.

Overall, my restoration progress has been slowed by spring landscaping jobs and hot weather, since my shop is not the most comfortable place to enjoy 90 degree summer days.



Glove Boxes - Cont'd on page 17

~ Don Hult's Opus ~

There are probably as many stories about owning, restoring, or rebuilding a wood boat as there are wood boats. In April of this year, Jim Aamodt, President of BSLOL, received an email. It read:

I am a new member of ACBS and have a great interest in wood boats. In the 50's, my brother and I built the Hult Craft boats in Wausa, Nebraska. We shipped in boat hulls by rail from Industrial Shipping Co. of Mahone Bay, Nova Scotia. These hulls were the basis of our boat building.

Gavins Point dam was under construction at this time and I, having been a boat enthusiast prior to Gavins Point, thought this opened a unique opportunity and thus, went into the boat building business.

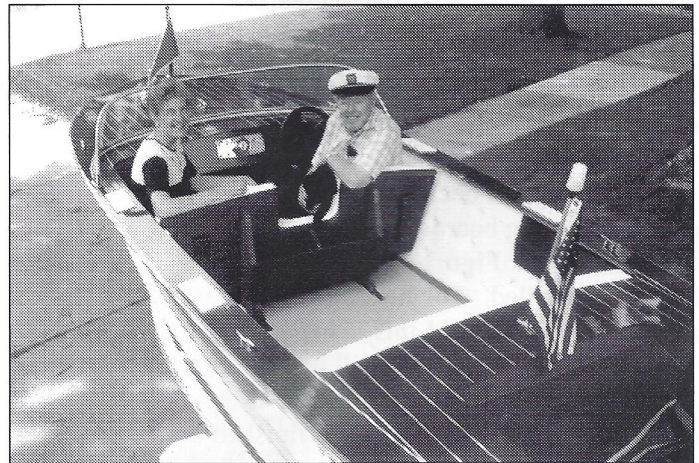
About nine years ago, my wife and I were in Americus, Georgia working on a Habitat for Humanity building sight, where I met a man, Frederick Wagner, of Des Moines, Iowa. He informed me that he too had purchased a few boat hulls from Industrial and built a couple of boats for his family. Here is where the conversation got interesting. He had one untouched boat hull hanging in his garage ceiling since the late 50's. I immediately asked him to please not let that hull out of his sight without first contacting me. I thought, "Wouldn't it be fun to build one last Hult Craft boat for nostalgia's sake."

It took me about eight or nine years to get off my duff because of all the problems rounding up all the various items needed to build and complete the boat. A year ago last fall, I went to Des Moines and brought the hull home to Wausa, and I now have one last 16 foot Hult Craft sitting in my garage.

She is a beauty. It sets on a new Shorelander boat trailer, and last fall I had a 40 hp Mercury, four-stroke motor hung on the transom. As yet the motor has not been started, nor has the boat seen the water. I am planning on selling my treasure. I didn't build the boat because I needed a boat, as I already had a boat. However, I had a ball building the boat, and am amazed at the oo-oo's and aahs when people view my boat.

Brothers Don and Harlan Hult began Hult Craft Boat Works in the mid-1950's. They made and sold wood boats and also offered kits to customers who preferred to build their own. The business was very successful. Their biggest production year was 1957 when they sold 100 boats. About that time, fiberglass was beginning to take over the industry and Hult Boats had to close its doors.

When out of the blue a hull became available, Don was hooked. Now began the search for parts. He had to search around the country for the components he needed. Not only was this not easy, he discovered what inflation had done to prices. A windshield used to cost \$25; this time Don had to pay \$515 plus freight. A stern light cost \$45 - he remembers paying \$2 or \$3. "I've got more money in the metal trim and the windshield than what we used to sell the whole boat for," said Hult.



Early this year, after 360 hours of labor, Don completed the final Hult Craft Boat. While there's always the possibility of another hull from Nova Scotia out there, still hanging in someone's garage, just waiting to be used, chances are there will be no more Hult Craft Boats built.



Editor's Note: Don and wife Marilyn will be bringing their unique craft to the 27th Rendezvous in Red Wing. Be sure not to miss it!

More Hult on page 15



I received my first BOATHOUSE yesterday, and I am really enjoying it. It was interesting to read *The Restorer of BSLOL*, particularly because I was in Alexandria last Saturday and met Tom Juul and his lovely wife. Also, the Barry Cohen's Outboard story was interesting.

The story on the Kiekhaeffer Hurricane (10 hp) really stirred my memory. This motor was my second outboard motor to own. In 1949 I built my first boat in my dad's basement. (yes I could get it out) It was of oak framing members, covered with 1/4" ext. fir plywood, from a small drawing in the Sports Illustrated, if my memory doesn't fail me. It was a 12 foot boat with about a 3 foot plus deck. I was proud of it, and I named in Marli Ann, after my wife.

Money was short at that time. I made the steering wheel from an old hub cap, with a pipe welded to the back with a small drum to wind the tiller cable on. The first motor on the boat was a 7 1/2 hp Firestone motor. The owner of the Firestone store told me, "You crazy kid, you will kill yourself with that big motor." Remember, this was in '49 or '50.

I then met a great fellow, who is since deceased. He was Leonard Lenz, who worked in the basement of Sportsmen, Inc. in Sioux City, Iowa, as their head outboard motor mechanic and boat salesman. He introduced me to the 10 hp Hurricane motor, and that was the second motor to go on the Marli Ann.

Man-o-manny, did I have fun with that one. Leonard sold me a special manifold that could be opened up above water as that would give you more speed, as the motor wouldn't have to force the exhaust out into the water. Boy oh boy was it noisy, but I loved it at that stage in my life. I never raced the boat, but had a ball cruising it around in State Lake, just north of Yankton, S. D., Crystal Lake by Sioux City, and many others; even in a creek just west of Wausa that had a small dam on it. If you didn't do your corner at top speed just right, you might end up on the bank. This happened on one occasion, and it was brought to my attention as to how the body continues to go forward at a rapid rate when the boat comes to a sudden stop on land.

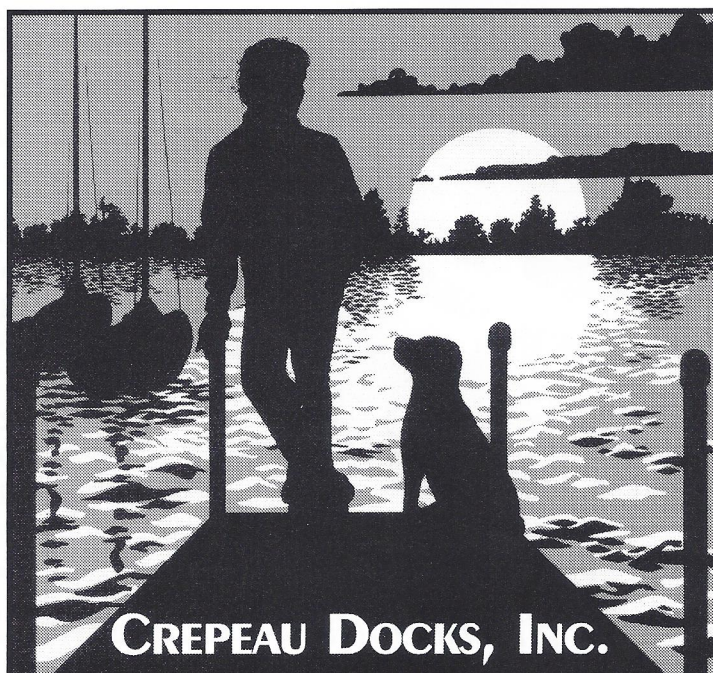
Using a choke wire, I hooked it up somehow to the throttle for wide open speed only, the only speed I used. When it came time to cut the power, I would hurry to the

back of the boat, and throw the mag arm way back to stop.

Anyway, the article brought back a pile of memories. None the less, I was hooked on boating. and then when visiting the Chicago International Boat Show, and after struggling bending the plywood, etc. on my first boat, and then discovered the Industrial Shipping Company's moulded plywood hulls, and with Gavins Point Dam on the Missouri being formed, Hult Craft Boat Works was born.

By the way, if you give any acknowledgment on those pictures I have sent to you, the credit should go to my good neighbor Bill Wiese.

Thanks for sharing, Don, and thanks also to your neighbor, Bill Wiese. We love to get pictures. -- Editor



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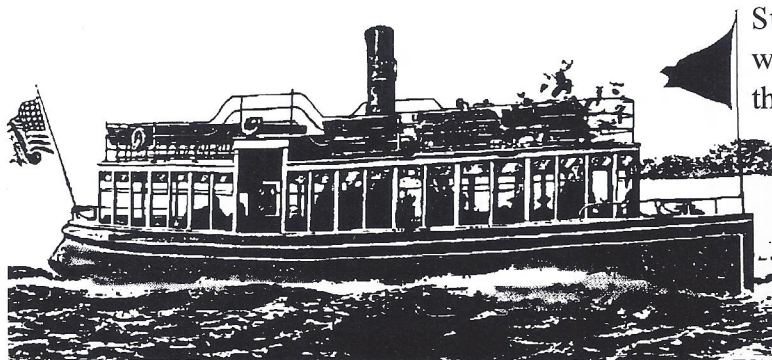
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A tour of the amusement park site guided by Jim Ogland, active volunteer for the Minnesota Transportation Museum, and author of "Picturing Lake Minnetonka A Postcard History."

Each guest will receive a complimentary book of Big Island, also authored by James Ogland, and a packet of reproduction antique post cards.

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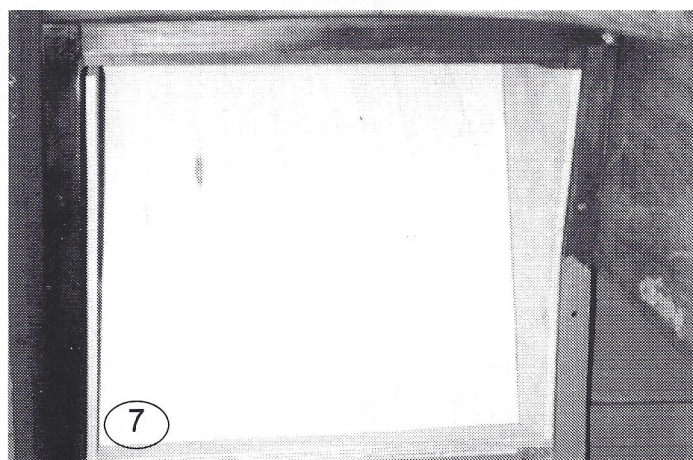
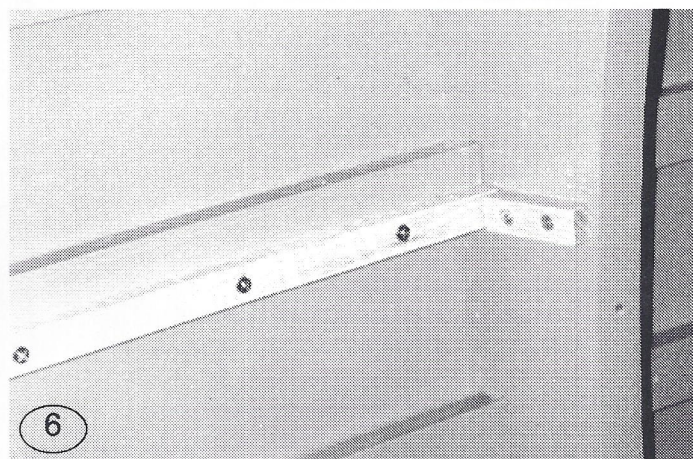
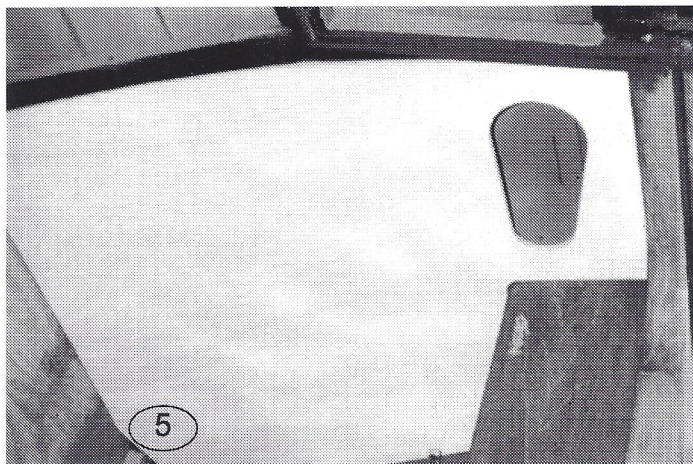
Period dress encouraged.
(Late 19th - early 20th Century)

Glove Boxes - Cont'd from page 13

However, as weather permits, I am returning to my task list. To date, I have: made and installed new transom frames, repaired most of the other frames and both chines, replaced a dozen side planks, fitted sealed and installed new floor boards, treated all of the interior to three coats of fresh bilge paint, fitted a new GPS antenna to the hard top and refinished the hard top's interior with three coats of white gloss marine paint.

My critical path now includes staining and refinishing the dash so that the instruments can be re-installed and re-wiring initiated. I don't want to put my new transom planks on until rewiring is complete, since the engine compartment is much easier to access with the planks off. Once the rewiring is complete, the transom planks will be installed and the exterior refinished. I plan to stain and varnish the interior covering boards and seat supports out of the boat. Covering new stainless, or chrome plated brass, screws with varnish just doesn't make any sense. I have the seats back from the upholsterer with pleated dark green leather-type fabric installed, and a roll of matching marbleized battleship linoleum on hand for the floor. I plan to use 1 fi inch wide mirror surface stainless steel strips to cover the cracks between in the floor panels, and install lifting rings in the four panels that can be readily-removed. The strips will be secured on the removable panel edges with oval head stainless screws. This worked well on my GarWood utility, and will allow the bilge to be much more accessible than with the carpet covering that was in the boat.

With a little luck, I'll have the finished boat at the 2003 Rendezvous. I also plan to take it to the ACBS Annual Meeting in Ottawa, Canada in September, 2003, and participate in the related Ottawa River Cruise. I had the joy of doing that cruise on a friend's boat a few years ago when the Annual Meeting was at Muskoka. The Ottawa River is truly spectacular with mountains coming right to the waters edge. I can't wait to cruise it in the totally restored *Swingin' Shepherd!*



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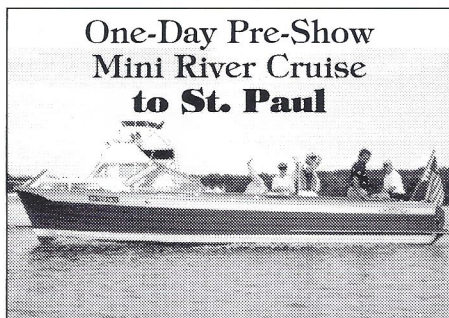
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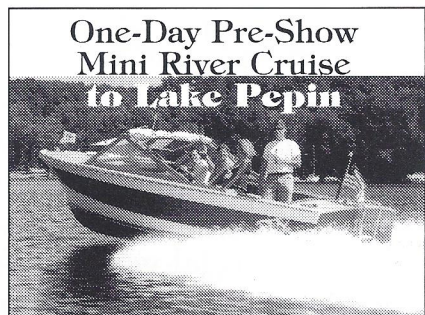
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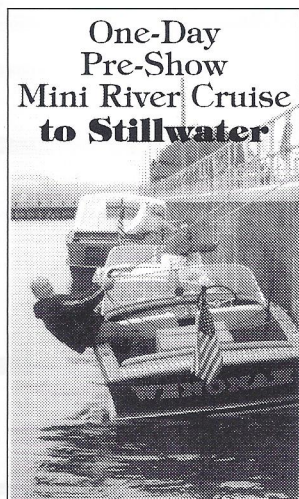
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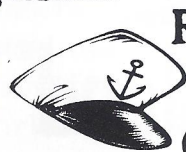


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So many worked so hard for
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success of our Rendezvous.

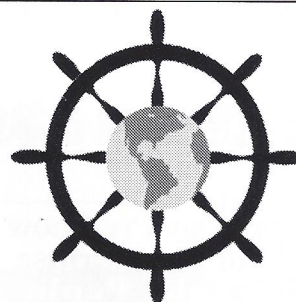
Once again the dedication and
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have done themselves proud.

Their efforts are evident in every aspect
of the show. Our thanks to each and
every individual who gave of their time
and talent toward this phenomenal team
effort.



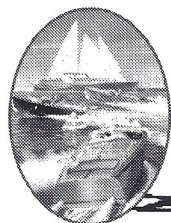
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2002 RENDEZVOUS

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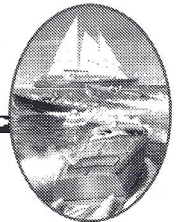
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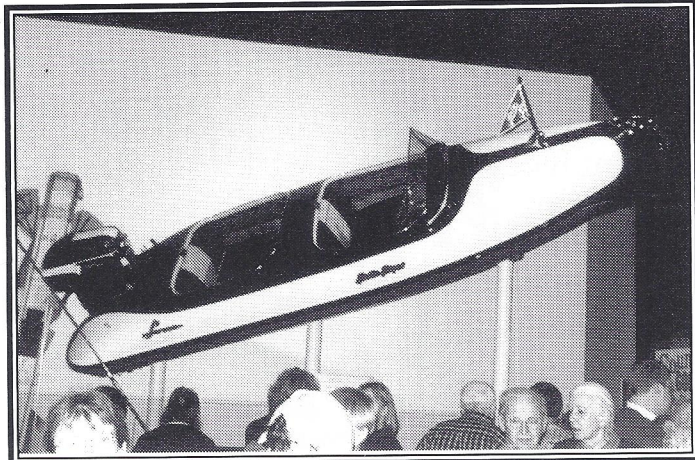


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CAPTAIN'S CARGO & GALLERY

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EST. 1990

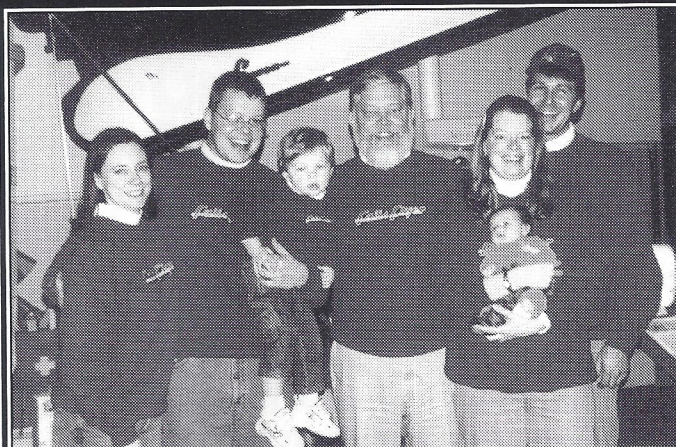
From antiques to modern decorating accessories, **CAPTAIN'S CARGO** is the only maritime, nautical antique store in the Midwest that carries authentic old goods. Sixty percent of its merchandise is antique and the rest is a mixture of new, nautical-themed pieces. Owner Jim Jurgens scours the nation for items to add to his inventory. He has supplied decorating items to restaurants coast to coast. If you're looking for that special gift, or unique piece to decorate your home, you'll probably have to look no further than Captain's Cargo.



1956 Larson Falls Flyer on display at the Minnesota History Center in St. Paul

The Mikkelson Collection Boat Museum in Willmar, Minnesota has entered into a five-year loan agreement with the Minnesota Historical Society. The Museum has placed on loan, a 1956 Larson Falls Flyer boat to be a part of the Historical Society's "Weather Permitting" exhibit which opened in January, 2002. The boat is displayed flying through the air, thanks to a unique mount, constructed by the Historical Society. The display will be open until 2007.

THIS FLYER REALLY FLIES



The Mikkelson Family at the grand opening of "Weather Permitting" exhibit in January.





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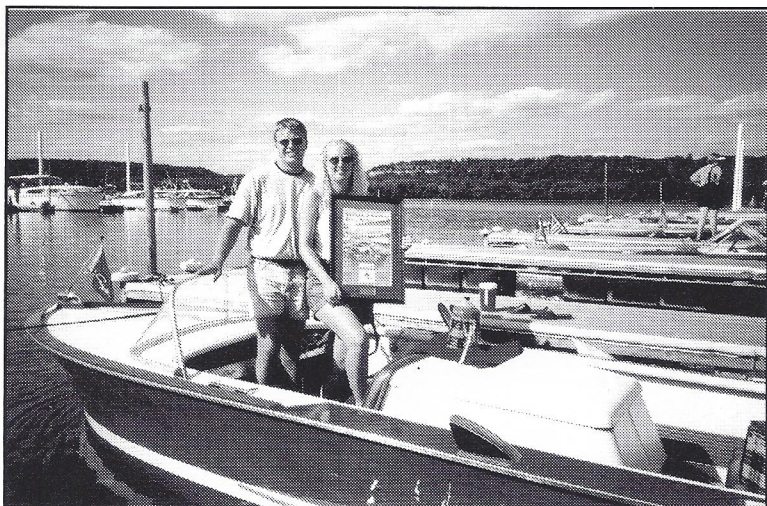
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MEMBER SPOTLIGHT

Brad & Chris Ernst

Living with an avid woodworker, my husband Brad, I was taught to appreciate the hard work that goes into building a wood boat. For the first few times I went to a wood boat show, I didn't pay any attention to the differences from one boat to another. I didn't realize at that time that the "wood boat bug" had hit him. It took another year or so of persistent discussions, to convince me that we would take a look at a few boats. When we decided to look at some, Brad joined the BSLOL chapter first to get some information on what to get. After about a year of talking & buying four Bob Speltz books, and selling my Camaro, (ouch!) we decided to look for a ski boat. We decided on that model since Brad has been water skiing since he was seven, and he had taught me how to ski when we began dating. His motto is "live to ski."

Our first criteria was to find a Chris Craft ski boat with wood decks from the 50's era, but finding one was a different matter. Places that we went to that said the boat was "water ready" looked like they did not have any chance of staying afloat for even five minutes. One day we decided to buy a *Boat Trader* at the local gas station. Amidst all of the "plastic" boats was a 1966 17 foot Chris Craft Custom Ski boat. In the picture we could see that this boat had vinyl decks and it was newer than we wanted, but we wanted to take a look at it anyway.

When we arrived at the seller's home, the house was packed with people. The seller was having a garage sale and he was getting rid of all his worldly possessions. It seemed he had to liquidate, or give up half of his assets. The seller led us into his garage, and when Brad saw the boat for the first time, I could see the glee in his eyes. Only I could see the subtle hints he was giving that he approved of the boat. On the hour and a half drive back home, we decided to buy it. As soon as we walked through the door, we called the seller and made the deal. The next night we drove through a severe thunderstorm warning to put that boat in our garage.

The previous owner of our boat told us that it took about a week to soak up the bottom before putting it in the water for the first time. He also told us it could take a little more time

because he hadn't used it for two years. We took his advice and put a water hose in the boat the day after we brought it home. Now I did not know a whole lot about wood boats, and when I saw how fast the water was pouring out of the bottom, I was not going to ride in that thing! Brad told me to calm down and he reassured me that it is very common to have that much water coming out. I told him that we should let it soak for two weeks so it will be fully swelled shut to use. Well, that wasn't going to happen. After about four days of soaking, Brad decided to take the boat to a local lake to try it out.

When we arrived at the lake, Brad saw a couple of friends and told them to come aboard for a ride. We all took off in the boat and were impressed with its performance. I remembered the previous owners tip and told Brad to turn on the two bilge pumps. He told me "No problem Chris, we'll know when to kick them in!" Not even five minutes later, we started to notice the boat swaying from side to side and its performance was slowing down. I looked to the stern where our friends were sitting and saw water splashing on the backs of their feet. We were taking on water fast! I screamed to Brad to turn on the pumps, but the water was coming in too fast. We were pretty far away from the landing, but Brad went as fast as he could. When we got close to the dock, I and our friends jumped into the water - clothes and all - to get more weight out of the boat. Luckily we put the boat on the trailer just in time. It took about 20 minutes to pump all the water out of the boat. We all learn from our mistakes the hard way.

We have now spent six summers enjoying our boat. Brad put a new bottom on and now we don't have to worry about soaking it up anymore. We entered our boat in the Rendezvous every year since we first purchased it. We have since renamed our boat from *Ciao Baby* to *Try Again*. The new name is a constant reminder of my first times of learning to water ski.

We have since purchased two more boats. One is a 1930 custom built runabout with a 1930 Johnson outboard motor. We found it sitting in an airplane hangar outside our town. The original builder was from the area and the guy we bought it from was a good friend of his. The boat is in original condition, and we enjoy using it a few times a year at Brad's parents' cabin.

I decided that we needed a bigger boat than the two we have. My all-time favorite boat is a Chris Craft 22 foot Sportsman. I took on the hard task of locating a boat that

Member Spotlight - Cont'd on page 26

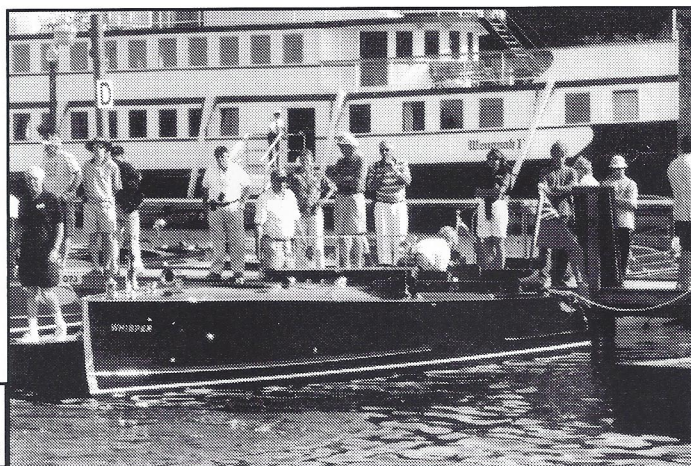


WHISPER

by Duncan Hawkins

This 1929 Ditchburn is 31 feet, 6 inches long, has a beam of 7 feet, 6 inches, and is powered with an original 1959 overhead cam Kermath Sea Wolf engine with six cylinders, 225 horsepower and a displacement of 681 cubic inches. The Kermath engine was restored by Jim Aamodt and Les Mahlsteadt.

*1929 Ditchburn 31'6"
with original
1959 Kermath Sea Wolf engine*



Whisper is the original name of the boat and dozens of newspaper articles refer to it by name since the 1930's. She was built for P.J. Myler of Hamilton and Gibraltar Island in Lake Muskoka. *Whisper* was sold to "Gunner" Joe Begley, Hamilton's Premier Bootlegger in the mid-thirties and spent ten years in the illegal booze business on the Great Lakes and in Hamilton harbour.

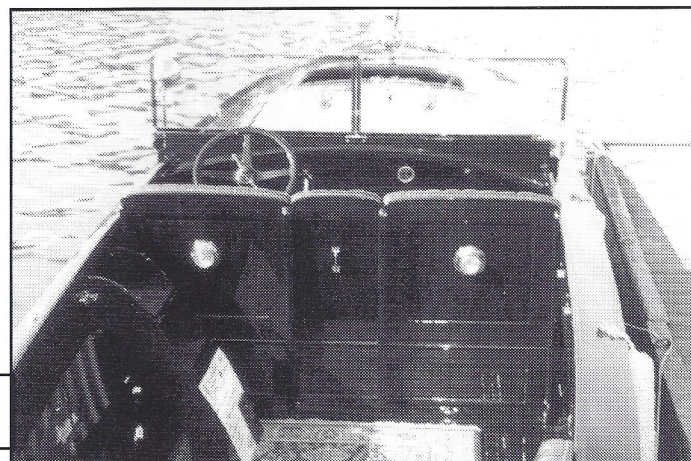
She was acquired in 1946 by Local 1005 of the United Steel Workers of America to become their picket boat in Hamilton harbour during the infamous Stelco strike of that year. *Whisper* was used to chase down 'scab' boats and swamp them before they could reach the plant with strike labour. She was stoned and shot at during an extremely bitter and violent strike lasting three months.

*A beautiful presentation
of the "Whisper"*



Whisper was raffled off at the end of the strike, was subsequently sold to Hamilton businessman, Francis Farwell, and later to Roger Morris a partner in the Muskoka Sands. She was last seen on Lake Muskoka in the seventies and up until 1985 as the Muskoka Sands hotel boat.

*View of the Main Cockpit
in the 1929 Ditchburn*

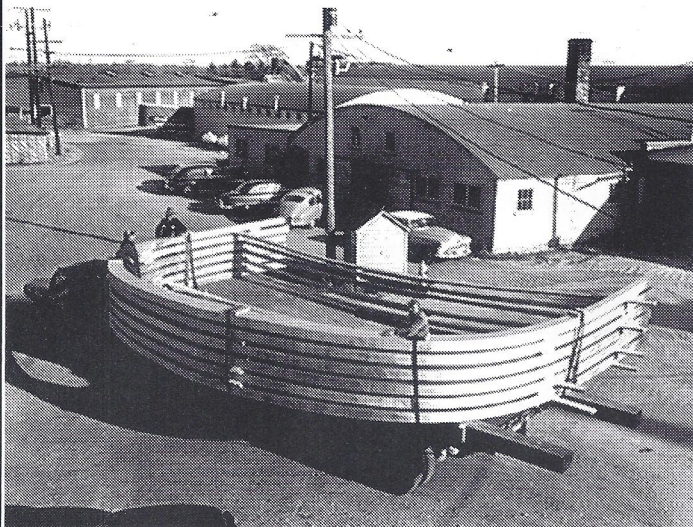


She lay derelict at Clift's in Gravenhurst until bought by a Michigan physician in 1993. She sat in Bay City until retrieved in 1998 by Dunc and Sharie Hawkins and returned to Muskoka where she was in restoration by Gary Clark and Pete Stanfield of Clark Wooden Boats until her relaunch into Lake Muskoka at the Ditchburn factory site in August of 2001.

*Duncan & Sharie Hawkins
receiving 1st Place Award*



Can you identify what's in these two pictures?

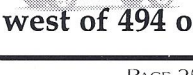


Turn to page 35 for the answers.

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Member Spotlight - Cont'd from page 23

won't break the bank. It took me six months of searching on the internet to find the right one. It was a coincidence that this particular boat was in Minnesota. When I called the owners, they told me that two people from out East wanted it, but they couldn't find a trailer to tow it home. I asked them why they didn't have a trailer. They told me that it would be hard to store one since they lived on an island on Lake Vermillion. I asked them if we could come up and see it anyway. (I'd never been on an island in that lake.) The journey was fun, and after eating many cookies and drinking lots of pop, we did strike up a deal and bought the boat.

Our 1952 Sportsman is now "under restoration" and will be done (hopefully) by next summer. It was supposed to be just spruced up and used right away, but when you start fixing one thing, it leads to another, and then the whole boat has to be redone. But that is okay, we have more time than money anyway.

There is something we both have learned in the few years we've had wood boats. It

takes determination, hard work, and a love of wood boats to maintain these pieces of history. There is always something to do and fix, but the work does pay off when someone stops by to recall their time with wood boats. If Brad wasn't into woodworking, and we didn't enjoy the work, it would have taken us two years to re-varnish a 17 foot long boat.

We really appreciate the help from the boat club, because one person doesn't know everything. There is a lot of information our members have to give each other. All it takes is to get to know one person; that person will find another, and so on until you have your answer. The club is

a good way to get to know one another, and also to see more wood boats. Getting involved in the committees is a great way to know other people and get information in smaller settings.

I am glad Brad had been bitten by the "bug" years ago. It has taken a few experiences to tell me that I had been infected by that same bug too.



Brad & Chris and their 22' Chris Craft Sportsman

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ON-THE-WATER PHOTOGRAPHY

by Steve Merjianian

I have been photographing our antique and classic boats since 1976. Through self-study, trial and error, and self-criticism, I have learned some basics to assure good images. What follows are a few of the techniques specific to on-the-water photography.

EQUIPMENT

A 35mm single-lens reflex (SLR) camera with an assortment of lenses will give you the flexibility to meet different lighting conditions. I suggest using a wide-angle lens (28mm - 35mm) or wide-angle zoom lens for the dockside shot. Some of the newer zoom lenses have zoom ranges from 28mm to 80mm or more. This type of lens is handy for shooting a boat up close and also a boat running between the docks. A telephoto zoom lens that ranges from 70mm to 200mm is an excellent choice for the fly-by shots. A circular polarizing filter on each of your lenses will enable you to control glare. The SLR camera allows you to see the relative glare reduction prior to shooting the picture.

Digital cameras are becoming more popular for general photography. They are rated in mega-pixels or millions of picture elements. They typically have built-in auto focus zoom lenses, an LCD viewfinder, and memory cards or disks to record images. Many of them have as many program features as the contemporary SLR cameras. More pixels will translate to larger printed images. One half of a mega-pixel (800 x 600) is suitable for sending images in email. Four mega-pixels will give you good 8 x 10 prints, will be more expensive, and require larger memory cards or disks. Once the memory card is filled the images can be down loaded to a computer or taken to a one-hour film processor that prints digital files.

FILM

Today's color negative films rated up to 400 ASA have a wide exposure latitude, excellent resolution, fine grain, and sufficient color saturation to capture finely varnished surfaces. My personal choice is Kodak Royal Gold 400 that is known for its snappy color and 65 lines per mm resolution. A sharp negative will allow prints up to 11 x 14 without much degradation. Fuji, Agfa, 3M, and others offer similar films. A good 100 ASA color film, when shot from a steady tripod, can give an equivalent resolution of 40 million pixels.

THE DOCKSIDE SHOT

The 35mm wide-angle lens will allow you to get most boats within the frame without too much distortion. The wide-angle lens has a very wide depth of field and focusing on the windshield from the bow or a seat back from the stern will assure everything is in focus. Use the polarizing filter to remove the glare from the decks and also reduce the contrast ratio to a level that your wide latitude color film

can handle. Removing the deck glare also darkens the water and that makes the boat stand out from the background. This filter will reduce your exposure by two stops, and thus the need for 400 ASA film. Whenever possible shoot with the sun behind you to highlight the varnished wood sides. A white painted boat will look better with its sides in bright shade. Many times I have waited on the dock for 10 to 20 minutes for clouds to pass so I could shoot the boat in bright sun.

Use a higher shutter speed than normal to compensate for hand-held camera shakes and a shaky dock from people walking by. I use at least 125th of a second and smoothly press the shutter to reduce camera shake. Politely ask people on the docks to momentarily stop walking in front of your lens so you can get an unobstructed image. Placing people in the boat or behind the boat on another dock will give the shot a sense of scale. I like to have the skipper in the boat smiling at me for added interest.



Dockside shot using polarizing filter to remove glare from the deck of the boat.

THE FLY-BY SHOT

The telephoto zoom with a wide maximum aperture (f4.0 or greater) will enable you to use the polarizing filter at high shutter speeds (500th of a second or more) in bright sun with 400 ASA film. When the lens is set at its maximum focal length (about 200mm) and both your boat and the subject boat are in motion, you will need all the shutter speed you can get. If the boat motion is vigorous, removing the polarizer will give you two more steps of exposure, thereby enabling higher shutter speeds.

If possible, position yourself above and off to the side of the subject boat's path. A big cruiser or a high land position is ideal. As the boat zooms past you, try for an angle of four compass points forward (22.5 degrees off the bow) of the beam. Pretend you are using a shotgun and swing the camera smoothly through the boat's path. Try capturing as much of the wake as possible without cutting off the bow. A good trick is to pre-focus and pre-zoom the camera to a spot

Photography - continued on page 29

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Who could that be in the lower right corner with a two-handed firm grasp of "guess who?"

Answer on page 35

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Photography - continued from page 27

on the water where you want to shoot. Some auto-focus cameras won't respond fast enough to capture this action.



Fly-By taken in mid-morning sun, calm water, using polarizing filter to saturate colors

THE PORTRAIT

Most boat portraits are taken with the boat at rest in the water and the driver is lying in the bilge so as not to be seen. I prefer a person in the boat for scale and I like to shoot the boat in motion. Photography requires you to conquer the shutter and conquer the light. We can choose when to press the shutter based on the viewfinder image. Controlling the light requires some planning.

The magazine quality portrait is usually shot in very early morning light. The water is calm, the sunlight is reddish, and the background shoreline is dark. The reddish sunlight will make any varnish job look better than it really is. Have the sun behind you and track the boat in calm water somewhere off its beam. For this shot I like to use a medium telephoto (80mm to 120mm) to get a relatively flat image plane and still keep the background in soft focus. Try to get the subject boat moving a bit faster than your boat to get a variety of angles. Flex your knees to compensate for the boat motion and concentrate on a smooth shutter release.



Portrait taken in early morning light showing reflection in calm water and obscured background.

BOATHOUSE PHOTOS

Glossy prints measuring 6 x 4 are the best way to submit images for publication in The BoatHouse. This format allows me to scan the photos at 300 dpi at 24 bit color to the printed page at our standard size, 3.6 x 2.4. This size translates to 1080 x 720 pixels (777600 total) in digital format. The trading dock photos are set to 2.0 x 1.25 or 600 x 375 pixels (225000 total). We use color for the benefit of the web page even though we print the pictures in black and white in The BoatHouse. The front cover image is much larger at 7.5 x 5.5 or 2250 x 1650 pixels for a total of 3,712,500 pixels that is within the capability of a 4.1 mega-pixel camera.

Digital photos submitted to The BoatHouse from 1 mega-pixel cameras at max resolution can be used. Larger images are preferred to allow for editing such as cropping, horizon alignment, contrast enhancement, edge sharpening, color intensity & balance, etc. The above pixel pater is a brief summation regarding low-resolution images and the difficulty in preparing them for print. The typical 640 x 480 resolution (307200 total) is great for email and marginal for The BoatHouse. If that is all you have, we will work with it, however we prefer higher resolution digital images.

That's about it for now. I will see you on the docks and politely ask you to get away from the front of my lens.



Portrait taken with the sun behind the clouds for subdued open-shade lighting.



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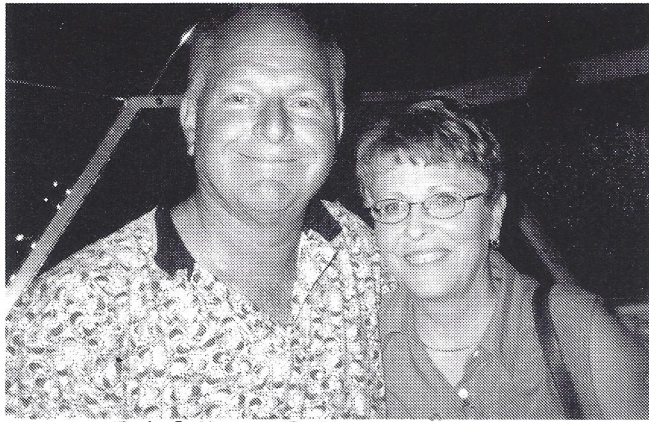
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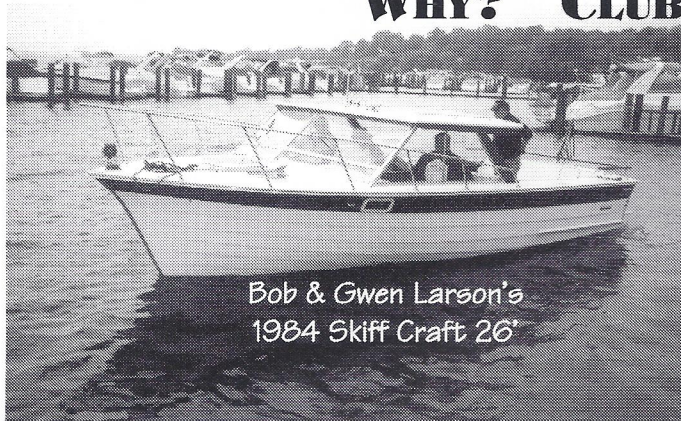


Bob & Karen Buttery



Captain John Kinnard at the helm of his
 1964 Chris Craft 28' Sea Skiff

WHY? CLUB CRUISE NIGHT



Bob & Gwen Larson's
 1984 Skiff Craft 26'



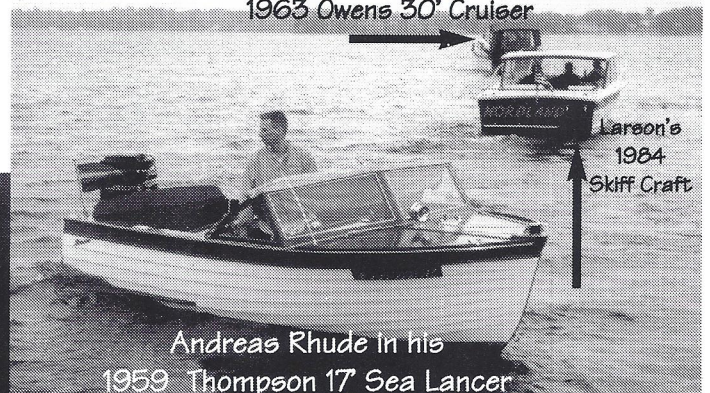
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Dirk & Sharon Gunder

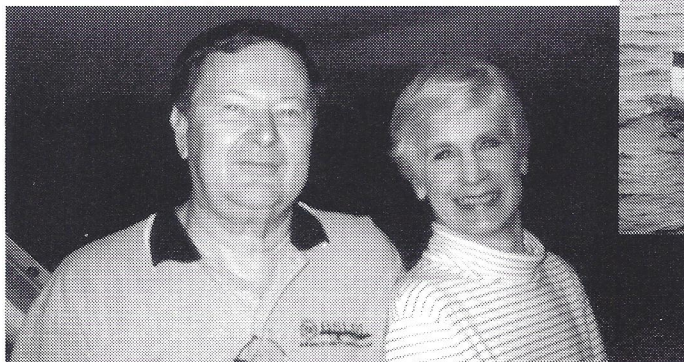
Ray & Margo Garin's
 1963 Owens 30' Cruiser



Larson's
 1984
 Skiff Craft

Andreas Rhude in his
 1959 Thompson 17 Sea Lancer

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 & Marcia
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**NEXT ONE?
 SEPTEMBER 11**



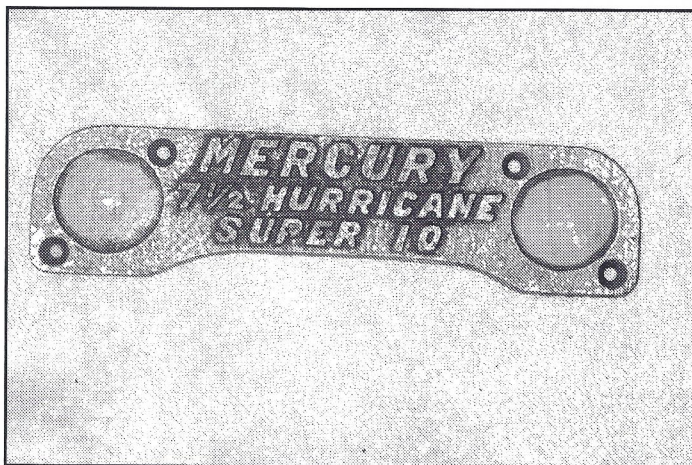
"Outboard Accessories"

by Chuck Petersen

While on a recent winter vacation to northern Wisconsin snowmobile country, I had an interesting conversation with a local sled dealer while waiting for my rental paperwork to be processed. We were discussing the increasing cost of both outboard engines and snowmobiles over the years when he commented that profits generated by unit sales did not come close to that of parts and accessories, of which clothing has become a large contributor. I have heard similar comments from local Harley Davidson motorcycle enthusiasts as well. While outboard motor manufacturers have offered some novel and collectable accessories over the years, they seem to have lagged behind other industries in this area.

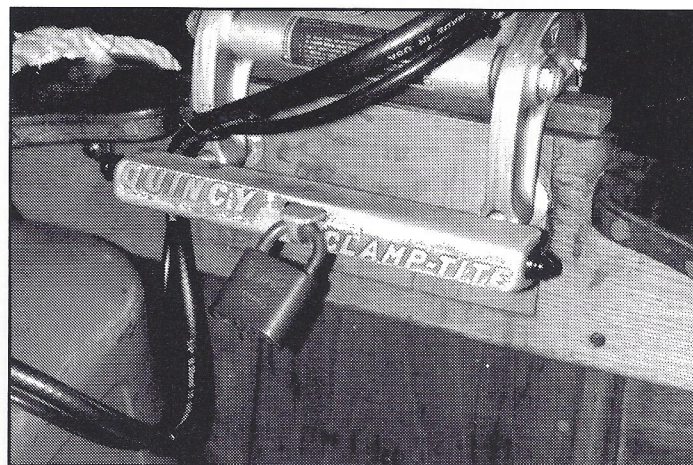
Until the 1950's, most outboard accessories were offered by specialty shops to meet the needs of certain client groups. High performance specialist Randolph "Pep" Hubbell made powerhead, exhaust and gearcase options for the 1930's Johnson/OMC mills. Propeller manufacturers like Michigan Wheel and Johnson/Oakland made high speed propeller options that would really "wake up" the family fishing rig.

The first factory offered ancillary parts were mostly updated items needed to retrofit older motors.



These included recoil starter tops, flywheel magnetos (replacing battery ignition), and full-shift gear cases. Mercury led the way in factory hi-performance options in the late 1940's with the introduction of the "Hydro-Short" tower housing and "Quicksilver" bullet gearcase offerings. Indeed, Mercury became so closely identified with performance boating that Carl Kiekhaefer named the entire

line of add-on products "Quicksilver Accessories" in the mid 1950's. For the pleasure boater, steering handles with twist-grip speed control could be purchased to upgrade older models. Two lever remote units could be applied to larger models. Remote gas tanks, 2-cycle oils, gear case lube and a full line of "Quicksilver" props could now be purchased at the dealer. One item that has really become a hot collector's item is the Merc custom motor stand. Heavy cast aluminum painted with a black crackle finish, these stands could handle all engine sizes and just look great in any shop! Other items I have run across include cast aluminum transom plates, motor locks (see photo), and drip pans. One area that seems to have been neglected is clothing. A brand-loyal snowmobiler with think nothing of spending \$500.00 on a



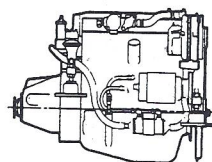
leather jacket sporting his favorite logo and colors. Are outboarders less enthusiastic? My guess is yes, but the BASS boat types could prove me wrong.

I always like to pass on information on products I run across from time to time that do a good job. I saw 303 Aerospace Protectant in my West Marine catalog and gave it a try. An excellent, non-oily UV shield for fiberglass hulls, vinyl upholstery and even tires! Sea Foam Motor Tune-Up is a gas additive made right in Hopkins, MN. I had some problems with my 350V8 Mercruiser running rough and two cans of this stuff really seemed to help!! I hope to attend the 2002 Red Wing show. Please stop me on the docks any time if I can help answer outboard related questions. See you at the show!



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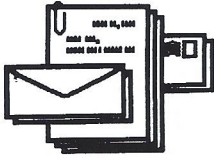
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IN OUR MAILBAG

Dear Steve (Merjanian),

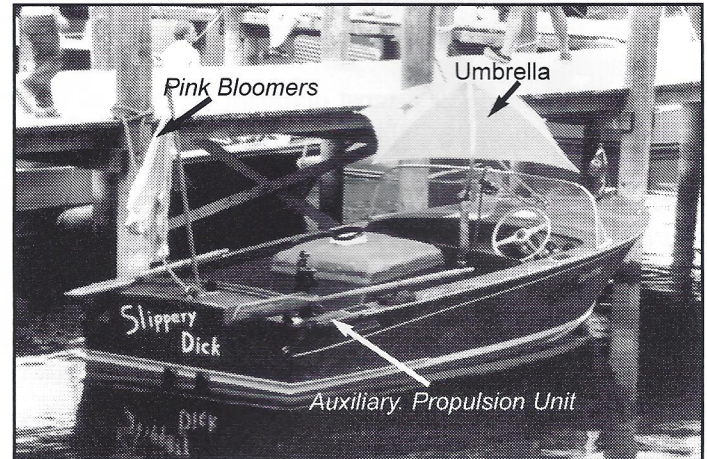
Tom (Juul) tells me that you still remember Jon Menth pumping out the bilges on old "Slippery Dick." That was a really fun day. Did you know that at the following year's LOL show, I got Best Utility Under 20'? My hands were almost worn off that winter! When Jon was pumping, he finally got tired and said, "I'm not going out in this damn thing." When I got him to lift up the rear seat and see a bone dry bilge, he got a little mad and said, You S.O.B." First time I ever heard Jon swear. He got a really fast ride thought, and felt better.

The only trouble I had with the boat was that I had to furl the John Deere umbrella before high-speed runs. A lot of people didn't see what I'd really done to make believe it was a GarWood, but I had fun.

I wanted to make the Whitefish show this year (the last I'll ever be up to going to,) but couldn't find anyone to take me. Wanted to go to LOL show too, but that's really out.

Think of you often and that nice 25' Sportsman. Dick (Juul)

P.S. The Whitefish show still uses my old, huge, pink bloomers as their show pennant.



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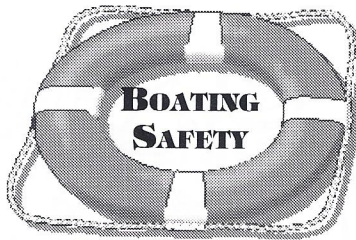
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The safe operation of a boat is significantly dependant upon the boater's level of knowledge, skill, judgment, and maturity. This includes having required safety equipment on board. Goody Thomas, ACBS Safety Officer, and Hagerty Classic Insurance have 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:



A BOATER'S DUFFEL BAG

the unknown, or for a trip planned for more than a day? We suggest you keep the following things stored on your vessel: More people are heading to the water for recreation and relaxation as the opportunities

VHF Radio	Visual Distress Signals
First Aid Kit	Flashlight
Mirror	Sunburn Lotion
Tool Kit	Ring Buoy
Whistle or Horn	Spare Fuel
Chart & Compass	Boat Hook
Mooring Line	Food & Water
Binoculars	Spare Batteries
Marine Hardware	Extra Clothing
Paddles	Pump or Bailer

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

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

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!



Sources:

www.commanderbob.com

Federal Requirement book from the US Coast Guard
Boating & Safety book from the US Coast Guard

www.boatsafe.com

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

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	RENDEZVOUS OR BOAT SHOW	RENDEZVOU AND BOAT SHOW	ALL ISSUES ONE YEAR
1/8 page (business card)	\$ 125	\$225	\$ 300
1/6 page	\$ 150	\$275	\$ 400
1/4 page	\$ 200	\$350	\$ 550
1/3 page	\$ 250	\$400	\$ 650
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

BSLOL reserves the right to refuse any advertisement.

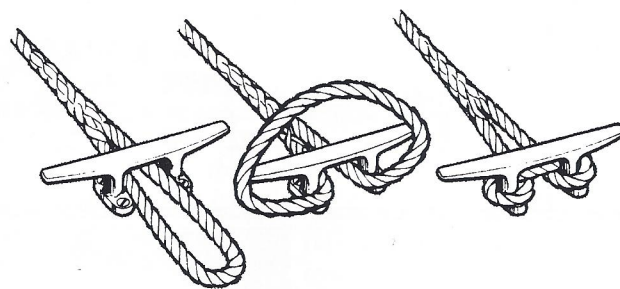


ATTENTION ADVERTISERS!

When you advertise in the Boathouse for a year you get the added bonus of a link to your website from the BSLOL website. Want details? Contact Dave Doner at 952-835-2549 or email ddoner9289@aol.com

Often when approaching a strange dock it is most convenient to slip the eye-end of a docking line over a cleat to secure that end of the line first. For example: it may be best to throw the eye end to someone on the dock so it can be quickly secured; or you may want to secure the eye to the boat and throw the other end ashore (depending on who will "control" the boat with the line.) If the cleat is the two-legged type that has an opening in the base, the best way to secure the eye-end is to first pass the eye under the cleat as shown. Then spread the eye out sideways and pass it over the ends of the horns.

KNOT OF THE MONTH Eye to Cleat



Who's shaking hands with President Bush?

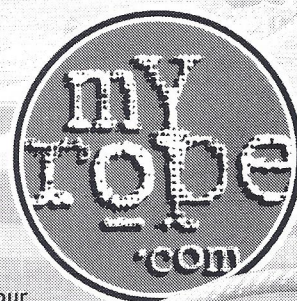
It's the editor of The BoatHouse!

Want details? Grab a cup of coffee and call 952-473-4936. *It'll take a bit of explaining.*

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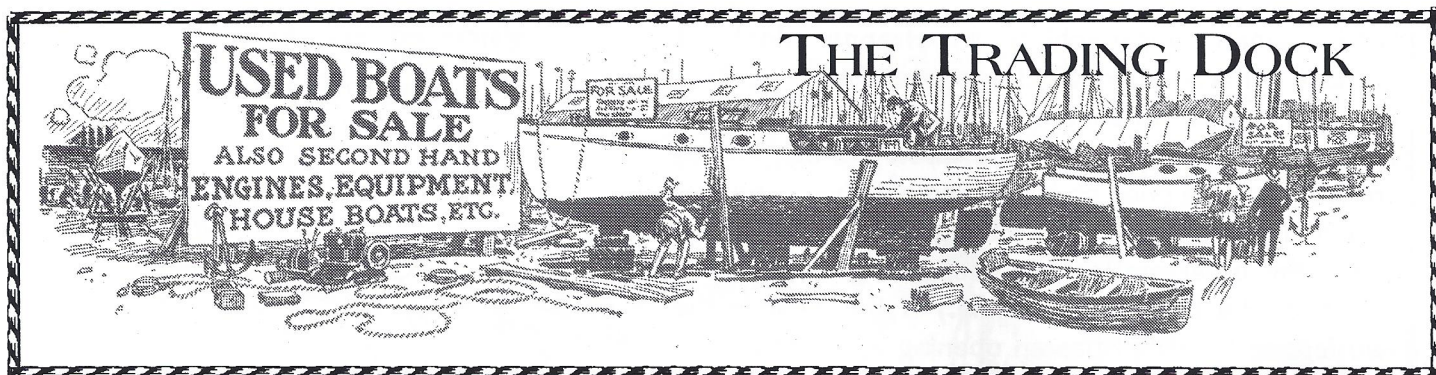
Call 1-800-762-2628

Identity of the two pictures on page 25

First picture: two tractor trailer rigs loaded with a stem for a boat! That's one big boat, you think to yourself...Yup, these are stems for two U.S. Navy AMS class minesweepers.

Second picture: is of a number of frames - ribs for the same project. The two photos came from the archives of Sentinel Structures, Inc. at Peshtigo, Wisconsin. There were taken in 1952 or early 1953 and show the glued laminated timber stems and frams. The then, Unit Structures, Inc., made these "shop-grown" ship components for Burger Boat Company of Manitowoc. Burger had a contract with the navy to build five AMS minesweepers, each 165 feet in length. All structural framing components were glued laminated timber made at Peshtigo.

In the background of the stem picture, is the facility of Thompson Bros. Boat Mrg. Co. immediately adjacent to the Unit Structure factory.



THE TRADING DOCK

•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)

We will fabricate any wood parts or fiberglass repair panels for the following boats that we will have in our shop, Fall of 2002.

•1956 LARSON FALLS FLYER

•1952 CENTURY IMPERIAL SPORTSMAN

Steve Ph: 715-394-4481 Fx: 715-394-3288

Email: www.nstarbw@aol.com

(M0802)

•1965 CHRIS CRAFT 38'

CONSTELLATION - Triple cabin, onan, twin 327's, many updates, second owner, good condition.

\$19,000 Tom 612-868-8977

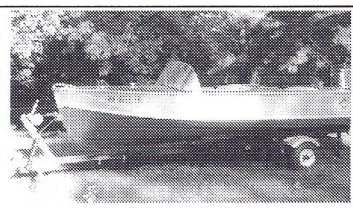
(M802)



•1957 CRESTLINER 14' VIKING

Aluminum dual cockpit runabout. Restored Mark '55 Merc. Newer trailer. All in excellent condition. \$3500 will separate. Paul Wiborg, 952-476-0398.

(M0402)



•WANTED -- FOR 1951 CHRIS CRAFT RIVIERA 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

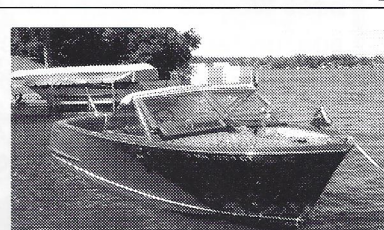
(M0602)

•1960 CHRIS CRAFT 24'

SPORTSMAN - Recently restored. Very good condition. See and test drive in water on Minnetonka. \$24,500. Chris Butzow 952-471-7386

cbutzow@earthlink.net

(M0802)



•1961 MERCURY 35 HP - short shaft, electric start, controls, tank, runs perfect - \$450.00

•1967 MERCURY 50 HP - L shaft, electric start, controls, tank, nice engine - \$650.00

Eugene Church, 952-929-9125

(M0802)

•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)

•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

•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 612-269-3698

(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)

(M0602)

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

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

•1947 CHRIS CRAFT 16' UTILITY ~ Chrysler ACE 6 cyl eng. Original boat with trailer. \$6950/best offer.

Call 712-336-1374

(M0202)

The BoatHouse is pleased to offer this service to anyone wishing to sell (or buy) a boat.

No charge for BSOL members (\$5 for photo) Ad runs one year (8 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!

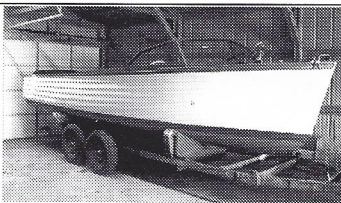
Trading Dock continued from page 32

DOWN TO ONE "STUFF" NOW

• **1969 MELGES 28' E-SCOW SAILBOAT** - new sails, ready to go, with trailer, \$2,500.00 Jeff Stebbins 952-474-2954
jstebbins@gentryconstruction.net (M0602)

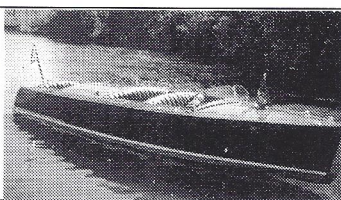
• **LOOKING FOR A CUTWATER FOR 1950 CHRIS CRAFT 17' SPECIAL RUNABOUT.** Ed 320-255-1759
email: esheldon@uslink.net (M1201)

• **1954 CHRIS CRAFT 22' SEA SKIFF** - Fresh, rebuilt CC "K" 6 cyl. motor. very solid boat, needs cosmetic attention only. Comes w/custom trailer. More pix @ www.settprod.com/seaskiff Asking \$5450.



Mark Setterholm 612-237-5988 mark@drivethru.tv (M0802)

• **1932 CHRIS CRAFT 22' TRIPLE COCKPIT** - This Chris has had a total restoration and is equipped with extras. Priced to sell - in upper \$40s Contact Denis Smith, 218-246-8868 (M0602)



• 1965 CENTURY 17' RESORTER	\$11,800
• 1963 CENTURY 18' SABER	\$9,500
• 1965 CHRIS CRAFT 17' SUPERSPORT	\$9,800
• 1964 CHRIS CRAFT 18' SUPERSPORT	\$10,000
• 1961 CHRIS CRAFT 19' CONTINENTAL	\$11,800
• 1957 CHRIS CRAFT 18' CONTINENTAL	\$10,000

All have been completely restored.
Contact Gordon Moore 715-356-4218 (M0402)

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



• **1962 CHRIS CRAFT 23' HOLIDAY** - nice original one-owner boat. Optional 413 Chrysler engine. Fun and fast. \$5,495.00
• **PAIR 351 CI MARINE ENGINES** - Ford origin by P.C.M. (Pleasure Craft Marine) Condition unknown. Will require rebuilding. These are complete and include all marine equipment and velvet drive transmissions - \$995.00/pair 612-709-7268 (NM0802)

• **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 (M0602)

TOO MUCH STUFF!

• **ORIGINAL USED DECK HARDWARE FOR CHRIS CRAFT, HACKER, CENTURY, & GARWOOD BOATS.** - includes propellers, windshields, bow lights, gauges and hard-to-find trim. Joel 651-54-9363 mlemanski9363@attbi.com (M0602)

• **MERRY WHERRY 15'** - single, 38" wide, 40 lbs, Plantedosti Row Wing Rigger & 9 foot carbon fiber oars. Painted cream color outside over fiberglass cloth, varnished interior. 3 yrs old. \$1700. Bill Igoe bill.igoe@uno.com (NM0802)

• **1964 CHRIS CRAFT 29' SEA SKIFF** - Totally rebuilt and restored 1998. Twin 283s rebuilt and bored to 350s. Twin hydraulic throttle/shift controls. New props shafts and bearings. New mahogany windshield, hull liner, king plank, toe rail, deck hatch and swim platform. New mahogany helm station, bulkheads, cabinets & counters. New decks & flooring, with new nautilex coverings. New white upholstery, cockpit and cabin, bimini top, mooring cover, new head. Complete new electrical wiring harnesses. New Ivalite, stereo system with power amp. Reconditioned fuel tank, new mufflers, all hardware and trim rechromed. Includes trailer. 4 new batteries in 2002. \$65,000 or best offer. 952-474-4953. (M0802)

• **1947 CHRIS CRAFT 23' EXPRESS CRUISER** - new decks & cabin top. Most hardware original CC. Repowered with marine components from GMC/CC 283 matched to a 350 block. Quadrejet 4-barrel carb. Std transmission (floor shift). For more pix, go to www.vgvh.com/myboat.html. \$15,000. Paul von Goertz paulvg@vgvh.com
Days: 218-722-7884 eves & wkends: 218-834-5907. (NM0802)



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

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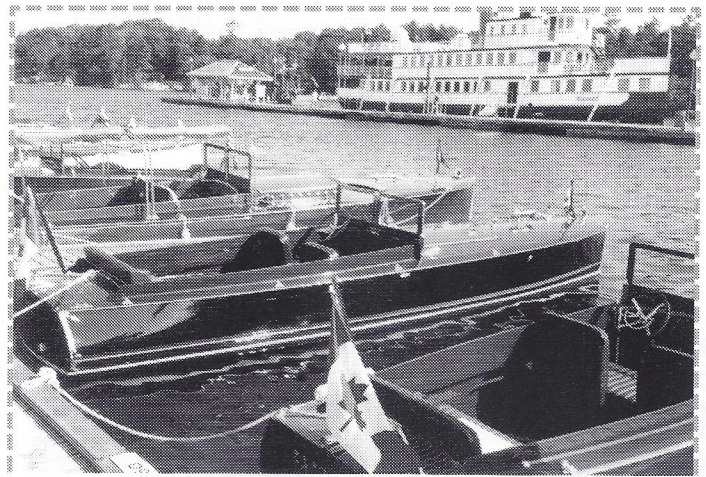
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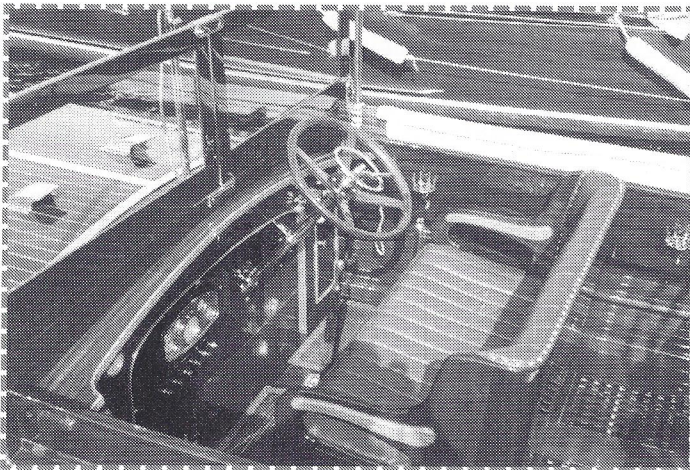
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"Canadian Launches"
 with Wenona II in background

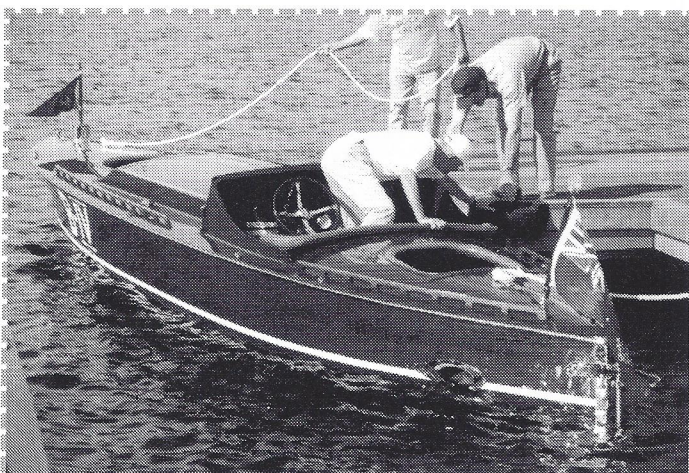


Owner: James Grand



"THE DUCHESS"
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1929 Duke 31' Launch



"B-IV"
 Owner: Gordon Wilson
 Aurora, Ontario Canada
 1921 Ditchburn 28'

Show located
 next to the original
 Ditchburn Boat Factory.

67 boats for sale
in the "field of dreams."

25 boats on land



"BABY GAR V"

Owner: Bob Banister
Pompano Beach, Florida
1995 GarWood 33' Baby Gar



"UNCLE SAM"

Owner: Gary Pederson
Toronto, Ontario Canada
1955 Chris Craft 29' Sportsman
Was in Minnetonka, came to
1985 Show as "Acapulco's Revenge"

Featured (26) Ditchburns
as the marque builder.

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BoatHouse Burgers

RENEDEVOUS 2001



Skippers' Choice - 1930 Hackercraft 30' Limosine Town Car
Owners: Frank & Marjorie Warner



Judges' Choice - 1961 Chris Craft 27' Sea Skiff
Owner: Chris Smith's



People's Choice 1950 Chris Craft 17' Special Runabout
Owners: Frank & Nancy Lewanovich