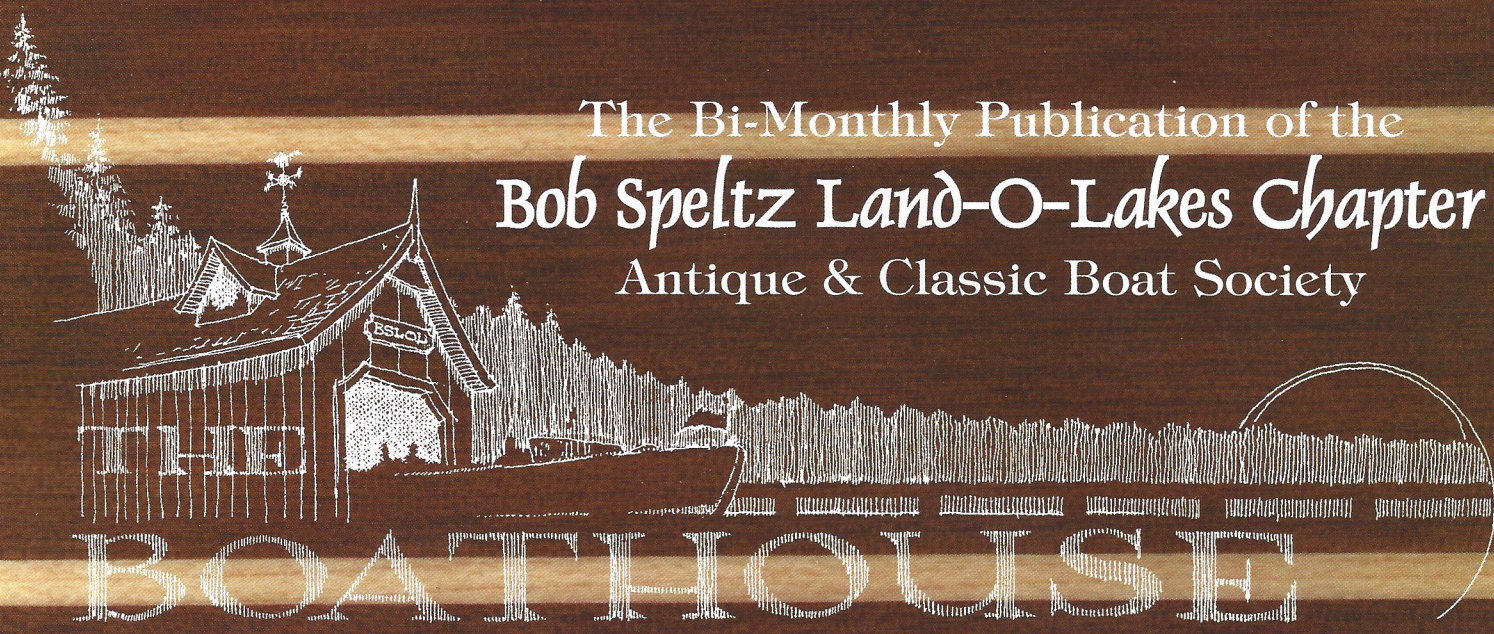


The Bi-Monthly Publication of the
Bob Speltz Land-O-Lakes Chapter
Antique & Classic Boat Society



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.

THE BOATHOUSE is published bi-monthly on the even months (Feb, Apr, Jun, Aug, Oct, Dec.) All articles, ads, etc. must reach the editor by the 15th of the odd number month prior to the desired issue. Address all BoatHouse issues to the editor.

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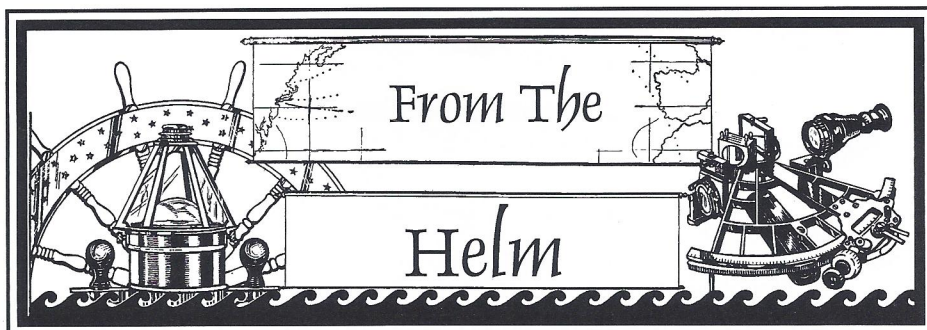
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A tremendous "Thank You" to all those who contributed to the 27th BSLOL Rendezvous through their planning, helping and attendance. We had record boat registrations, attendance at Friday and Saturday evening events, and great interest in the newly-added World Toy Boat Show. The Edina Model Yacht Club, Gopher Chapter of the Antique Outboard Motoc Club, Horseless Carriage Club, Packard Club, Power Squadron and Antique Auto Club of America were significant contributors to the success of the Rendezvous. Harry Munson's Red Wing Engines, the Children's Workshop with Chris Ernst, and Seminars by Fred Goughnour, Bob Buttery and Mark Sauer were all professionally executed.

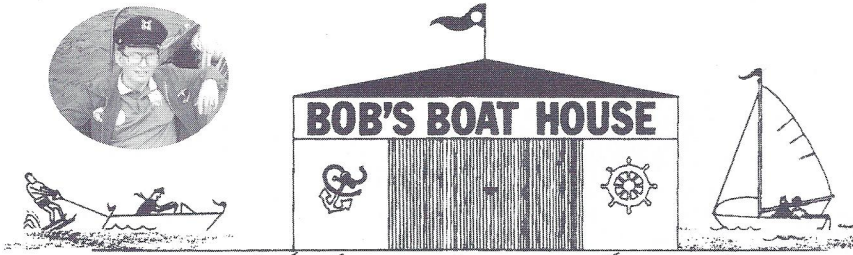
Two outstanding new features of the show this year were a marquee boat manufacturer and the addition of the World Toy Boat Show. Thanks to Ron Goette, the National Century Club provided a great display of Century boats and an information booth. Paul Mikkelson organized the presence of the Toy Boat Show to be held at the Rendezvous. Its past history and founder was Bob Speltz.

Clark Oltman, Chairman of the Rendezvous, had a well-organized crew for launchings, dock duty, ship's store, set-up, and tear down activities, boat rides, Friday and Saturday Evening events, silent auction, publicity, sponsorships, awards and budget duties. Within all of this, Bob Johnson's Mini-Cruise Series continued its popularity and attendance growth, while John Kinnard's registration group kept things organized. Andreas Rhude's publicity work, the vendor committee, and Suza Gosh's liaison work with the Treasure Island group were all excellent. Clark directed a great group of volunteers who did an outstanding job, in spite of the continual pizza he fed them.

At 1:00 a.m. Saturday morning at the Rendezvous, we were informed that 60 MPH winds were creating problems for the tents. Our E.R.T. (no, not the Emergency Response Team), but those "Easily Recruited and Tired" met at the site to secure tents, merchandise, displays, etc. As we convened, the rains came in force and the gale winds made for a challenging (to say the least) task. An hour later, soaked to the skin, we had secured what we could only to find as morning appeared, the winds were still fierce and coming from the opposite direction.

In spite of the weather, we had an outstanding show. We were most fortunate to again have Chris Smith with us for the show and for him to share more Chris Craft and personal anecdotes. Saturday evening's "History of Evinrude," by Dennis Evinrude, was a personal view of the company, the family, and the times. The value was priceless. The weekend event would not have been possible without the help of many individuals and especially those who took the time and trouble to share their boat, or display, with others. Again, thanks to all.

If you would like to contribute to next year's Rendezvous ideas and efforts, please contact Clark Oltman, any board member, or myself. We will have a 2003 Rendezvous meeting this fall, and continue to plan towards next year's event. It is not necessary to attend all meetings, or to commit to large

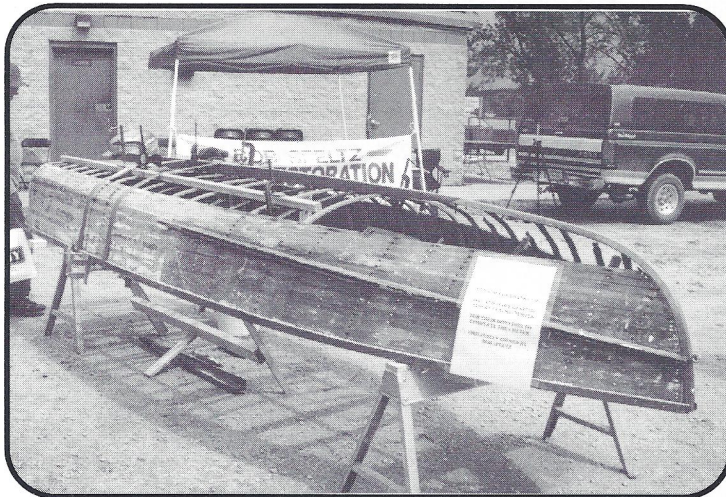


CHETEK RESTORATION

Work on Bob Speltz's Chetek has temporarily stopped. Until now, Larry Quinn has been working on and coordinating the project, however due to personal circumstances, he no longer has the time to work on it nor the space to keep it. The immediate need is a new workshop space for interested members to continue to work on the boat.

So far, the main ribs, keel, and stem have been replaced. The bow ribs need to be cut, steamed and replaced. Then, the bottom gar planks and cedar strips can be fastened. Storage is required for the trailer and finished 25 hp motor.

If you can help out with any of the above needs, please contact Larry Quinn at 952-937-5891.



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.

IN THIS ISSUE

From The Helm	3
Board of Directors	3
The BoatHouse Schedule	3
Bob's Boat House	4
BSLOL Mission Statement	4
On Our Cover	4
Club Cruise Nights	5
Minneapolis Boat Show	6
We Start 'Em Young	7
Gadgets and Kinks	8
Service Department	9
Rendezvous Winners	10
Rendezvous Winners	11
Rendezvous Winners	12
Rendezvous Winners	13
Restoration of the "Weirdest Boat"	14
Rendezvous Judges & Consultants	15
BSLOL Note Cards	16
Small World	17
Rendezvous 2002	18
Rendezvous 2002	19
Our Rendezvous Sponsors	20
Fillmore Picnic In the Park 2002	24
2003 Shop Tours	25
Annual Fall Pot Luck Dinner	26
A Night at the Rendezvous	27
Welcome Aboard	28
Club Calendar	28
BSLOL Holiday Party	29
27 th Annual Rendezvous	30
Restorers of BSLOL	32
Boating Safety	33
1925 Hall-Scott	34
BoatHouse Ad Rates	34
Trading Dock	36
Tying The Knot	38
2002 Mini-Cruises	40

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From the Helm - cont'd from page 3

projects. We need assistance in all areas, and many are minimal in time. We promise a rewarding experience, a good time, and more than just pizza at our meetings.

The boating season will once again come to a close on October 6th with the annual Brunch and Fall Colors Cruise. The boats may be put away, but our activities continue. Don't forget our Potluck Dinner on October 26 at the Southshore Center (west of Excelsior). The evening is primarily social, with a time to ask board members questions, or to share ideas and good stories. Also, mark your calendar for Sunday, December 8th. Our annual Holiday Party will begin mid-afternoon with a two-hour social time, followed by awards, election of officers and dinner. Both of these events are covered in detail within this issue of *The BoatHouse*. In addition, we are planning a late fall new-member mixer, and will notify everyone in advance by e-mail and postcard.

The January 16, 20th Minneapolis Boat Show Display by the BSLOL will be very special this year. Check the details in this issue as to how to help and enjoy! Also, winter workshops are being developed so contact Brad Ernst, or any board member, with ideas and your availability to help.

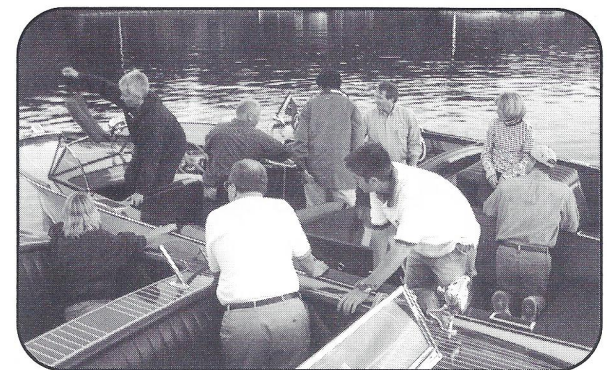
Again, thanks to all from Clark, the entire club and myself. Enjoy the best boating season of the year — Fall, and we look forward to seeing you at our upcoming events. We hope boating in 2002 was good to you!

Jim Amodt



SUMMER WEDNESDAY EVENINGS CLUB CRUISE NIGHTS

Meet, Board, Lash-Up, Eat, then Cruise, Cruise, Cruise!



THE MINNEAPOLIS BOAT SHOW IS JUST AROUND THE CORNER!



It's difficult to think about a winter boat show when we are still enjoying the small window of boating weather here in the Upper Midwest. But, it's time to mark your calendar and get in the mindset of helping out!

The show takes place at the newly expanded Minneapolis Convention Center. Once again we will be the major feature display this coming January. Along with the boats that are on display we need volunteers to work the show.

OK, HERE COMES THE PLEA FOR HELP...

The show is scheduled for placement of boats on Monday, January 13th and additional setup on Tuesday and early Wednesday, the 14th and 15th. We need volunteers to assist in getting boats into our exhibit space. Several folks will be required the next few days to help set up the booth space. And of course, we need lots of good workers to promote BSLOL, market memberships, sell merchandise, and make a good impression during the entire show.

General Sports Shows, the company that puts on the boat show requires us to turn in our volunteer list well prior to the show, so we need to know as soon as possible when you can give of your time to promote our hobby. General Sports Shows also limits the number of volunteers we are allowed, so we must ask that you volunteer for at least a three-hour shift. You may enter before or spend time after your shift and check out the show. The show opens on Wednesday afternoon and runs through Sunday. The hours of the show are:

January 15	Wednesday	5:00 p.m.- 10 p.m.
January 16	Thursday	12 Noon - 10 p.m
January 17	Friday	12 Noon - 10 p.m
January 18	Saturday	10:00 a.m. - 10 p.m
January 19	Sunday	10 a.m.- 6:00 p.m.

Tear Down after show close

The Minneapolis Boat Show this year is a week earlier than usual so keep that in mind when checking your schedule. These times are what we believe are correct at the time of printing and may change. We will keep you informed of any changes to the schedule.

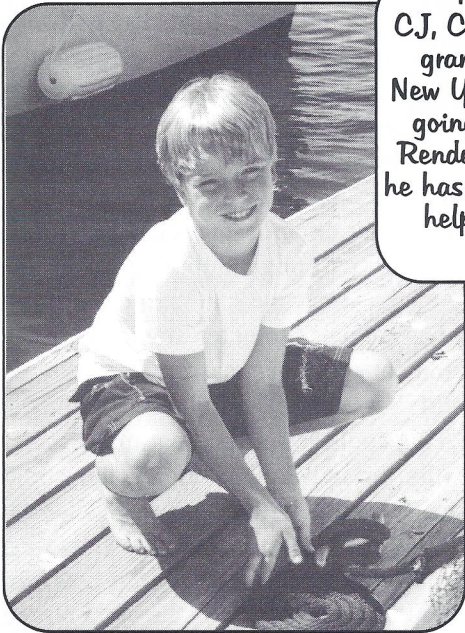
Please call our Hot line at 952-934-9522 (local Twin Cities) or 877-636-3111 (toll free) and let us know what days and hours you are available to volunteer your time.

4This show is always fun and it's just about the best opportunity to promote antique and classic boating. You can count on just about everyone there to be interested in boats and water...what better venue?

WE START 'EM YOUNG"

A page dedicated to kids!

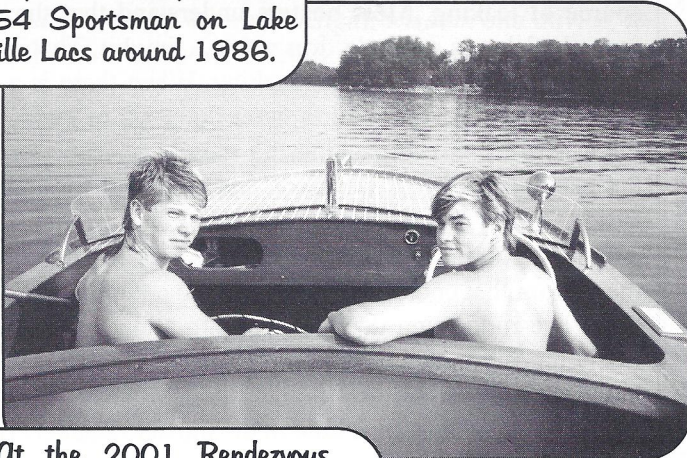
To quote CJ, Carl Weisser's grandson from New York: "I'm not going to miss a Rendezvous." And he hasn't. Here, he's helping tie up boats.



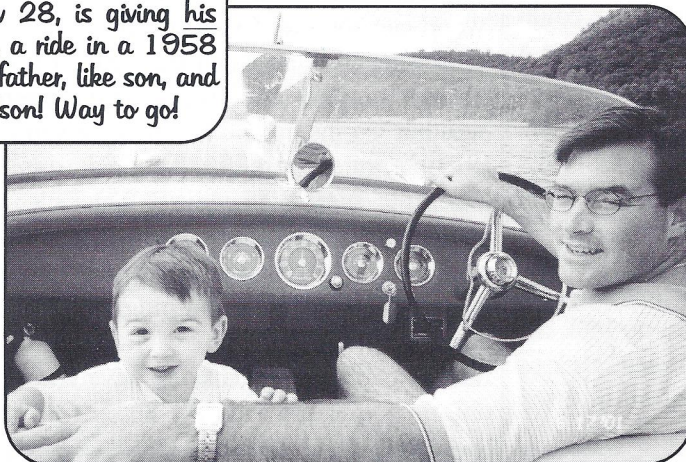
Seventeen month old Kaitlyn Pottenger, daughter of BSLOL members Mark & Janet, is seen "driving" her grandparents' Sea Ray. She's getting the feel of being at the helm so she'll be up to speed when Mom and Dad's 18' Sea Skiff is ready for the water.



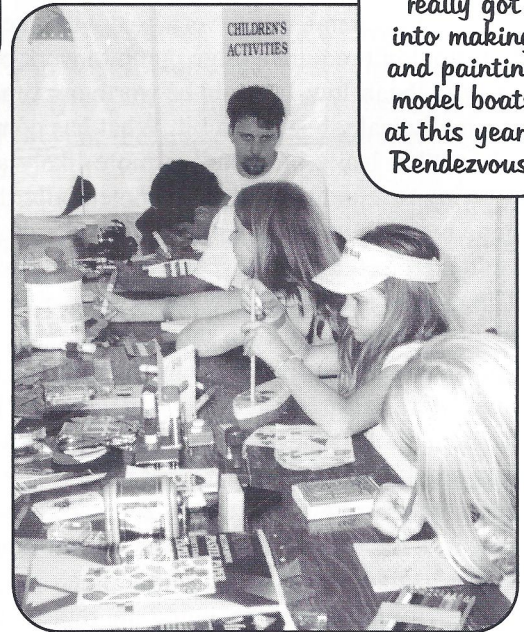
Thirteen year old Brian Doner (on the right), son of Board Member, Dave Doner, and a friend, in Dave's 1954 Sportsman on Lake Mille Laes around 1986.



At the 2001 Rendezvous, Brian Doner, now 28, is giving his son Ryan, age 2, a ride in a 1958 Continental. Like father, like son, and now - like grandson! Way to go!

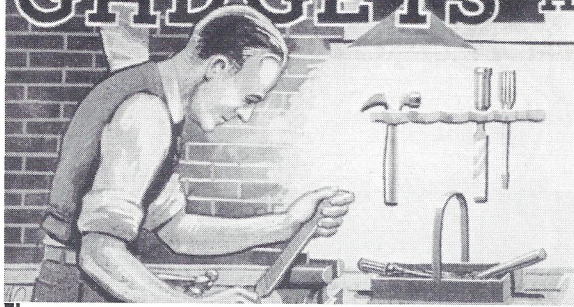


The kids really got into making and painting model boats at this year's Rendezvous.



Do you have a picture of a child on or in the water? Send it to the editor - we'll see that he/she makes a splash on this page! Email or snail mail your picture(s) to the editor. Be sure to indicate names(s), location, situation of the shot. All pictures returned.

GADGETS AND KINKS



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

THE LEAK ETERNAL (or A Case of the Soggy Bottom Blues)

by Sherwood Heggen

The general public believes an old wooden boat is supposed to leak. That belief is seemingly accepted by many owners of wooden boats. They live with the water in the bilge and protect their boat from sinking with maybe a second bilge pump. Having observed and experienced leaking boats lately, it seems timely at the end of this boating season, to discuss leaky boats. If you should be among those who own a "Leaky Teaky", now is the time to determine the course of action for a drier boat next season.

In general, most every boat will take on some water, but shouldn't require a bilge pump to work overtime to keep up with the inflow. It would be worth our time to think about the really leaky boat for a bit. What has come to be accepted as "that leaky old boat" is more likely signs of trouble brewing or conditions that are potentially dangerous. Let's get a mental picture of what could be if some due diligence isn't exercised to ward off any chance of disaster.

The picture is a beautiful Saturday morning in June. You go to the dock to set off on a short trip around the lake. To your horror, your beautiful treasure is hanging by its mooring lines. It was afloat yesterday when you went for a ride! What happened?! In this case, any number of things could have happened. Understand that what was afloat yesterday, is not guaranteed to be afloat today. You can, however, be proactive in addressing the problems or conditions that might jeopardize your boat.

Initially, we are going to review the mechanical items that could allow water into the boat.

Your hull may be perfectly sound but water could flood into your boat and sink it in minutes if you have a siphon tube with a plugged vent hole. The siphon is designed to draw water from the bilge while underway. While sitting tied to the dock, the boat may take a big wake or be caused to move violently which can cause a rush of water up the siphon tube from the lake. With the tube filled with water and the vent hole plugged, water can begin to siphon in the reverse direction into the boat. You may not even know you have a siphon on your boat, so go look for it. If there is one, you will find it in front of the gas tank of a typical runabout or utility. It is the shape of an inverted

"U". At the top you will find a small hole. Be sure that hole is clear of any debris. It would be a smart idea to remove and clean the siphon tube to be sure there is nothing in the tube that will ultimately plug the supposedly cleared vent hole. Or, remove it altogether and plug the hole in the bottom permanently. Rely on the

bilge pump to keep the incoming water in control.

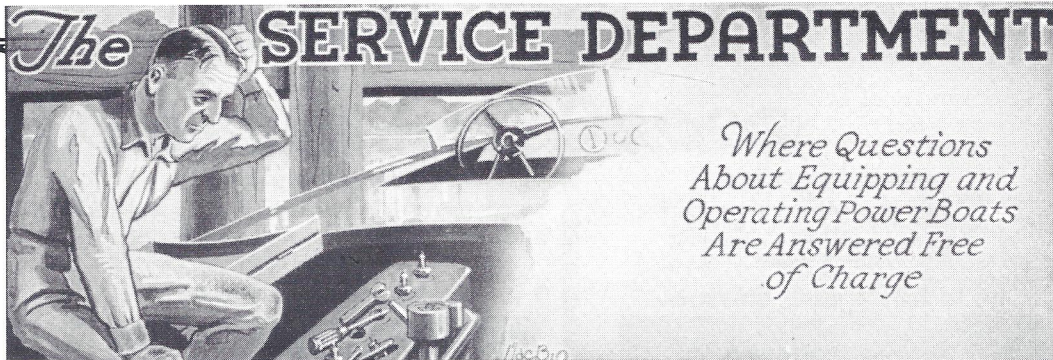
Unfortunately, similar circumstances can exist with the bilge pump. Installing a through hull fitting for the pump hose too close to the waterline can create a sunken boat. Any time water has a chance to enter, it will. Let's say the pump quits working for whatever reason. Even though the boat is tight, it could rain really hard and weigh down the boat with rain water. This could lower the boat in the water dangerously close to the through hull fitting. Water could then flow directly to the pump if the hose goes directly down to the pump. If the hose rises considerably above the water line in the shape of an inverted "U", the problem lessens. Yet, that appears to be the same as the siphon tube and the hose doesn't have a vent hole to protect from siphoning. It should be mentioned here that a reliable battery is a must if you intend to leave your boat unattended for any period of time in the water and away from a lift.

Let's consider the shaft log and rudder log as a source of leaking. Most boaters understand that the common shaft log is going to drip water a tiny bit. That is necessary for lubrication of the packing. When there is a dribble or flow of water coming from the shaft or rudder log, there is trouble. The packing nut may have come loose or the packing might be worn out. Inspect other through hull fittings, such as, the intake strainer for seawater to the engine, the drain plug, or any other through hull fitting on the bottom that could allow the water to enter and sink your boat. The rudder log does not need to allow water to pass freely for lubrication as does the prop shaft which spins at a high rate of speed.

The exhaust pipe hole in the transom planks is often an overlooked source of leaks. Packing can work loose, wood can rot, etc. Exhaust pipes have been known to contain water in them when the weather turns cold. The water freezes, expands and cracks open the pipe. Then, when the weather warms up and the boat goes into the water, a lot of cooling water from the engine is dumped into the bilge when the engine is running. Water also enters the exhaust pipe from wave action and drains into the bilge. Other sources of water: leaky water pumps, loose seawater hose to the engine, missing drain plug in the block, loose or missing frost plug, etc.

The above can all be fixed relatively easy. But, what if water

Gadgets & Kinks - cont'd on page 22



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

Dear Dr. Motorhead,

The mirror-like surface of the lake is reflecting the morning sun through ghost-like images as the mist rises from the warm waters in the cool morning air. The geese are beginning to gather and flock but a few yards from my dock. As the squirrels nervously scurry about the yard hoarding what appears to be a winter's worth of acorns in their bulging cheeks. Fall is arriving in Minnesota. It seems like only yesterday, we were celebrating Spring's first arrival, anticipating the long lazy days of summer. This time of year, we squander the sun-drenched autumn days with beautiful colors and long shadows. Only too soon our boats will be tucked into their storage areas awaiting Spring's return.

My mind drifts from the splendor to the inevitable, yielding to mother nature and preparing for the winter ahead – hauling out and winterizing before the winter winds and freezing temperatures set their icy grip. As an ounce of prevention is worth a pound of cure, I so desire to perform all the necessary winterizing tasks that insure the safe hibernation of my beautiful craft. My recent spring purchase has yet to afford me the experience and knowledge to perform such duties. Anxiety ridden, I ask, "Will my beloved runabout fall victim to the frigid winter months?" Can you share with me your insight, wisdom and advice, to the proper wintering techniques and correct storage? I am sure you and your trusted assistant Piston must be so very busy this time of year. In addition, your backlog of letters awaiting responses must be enormous. Could you find it in your heart to rejoinder and pontificate to this timely request? If I don't hear from you I understand. However, my only recourse if you can't respond, would be to ship my boat to Florida for the winter. Your insight and wisdom are beyond reproach. I am at your mercy.

Signed
Prolific Pendocrast III

Dear Pro,

Yikes! Get off your knees! It's not becoming to a gentleman of your apparent stature. I am encouraged that you have the desire not only to enjoy your beloved runabout but also maintain and preserve it as well. Working on your own boat is not only a money saving adventure; it is also fun and rewarding. While Piston is looking up the words rejoinder and pontificate in our dictionary, I'll take this time to answer and give understanding to your query. Get out your pad and pencil; cause here's the skinny.

Don't wait too long to get all this done. Winter can hit and hit hard as early as late October making your job

miserable or even impossible. You need to change the oil in your motor. Sometime in late September early October when that warm sunny day arrives, get ready to do your work. Don't procrastinate; it will probably be the last. Go for a boat ride. This will warm up the engine oil. Warming your oil thins it out allowing you to remove the old oil with a marine oil pump. There are a number of different pumps that do the job. Buy one and enjoy it. This is one of life's little pleasures. The old oil contains acids that are corrosive and harmful to your engine during the many months of winter storage. Help your engine and change that oil. After the oil is changed, run your boat to the landing. This gives the new oil a chance to coat all the internal engine parts for the long winter ahead.

With your boat out of the water, add a few drops of oil to the generator and distributor oil ports. Open up the distributor and spray WD40, or the like, into the lower part of it. This will prevent the spark advance counterweights from getting rusty and stuck.

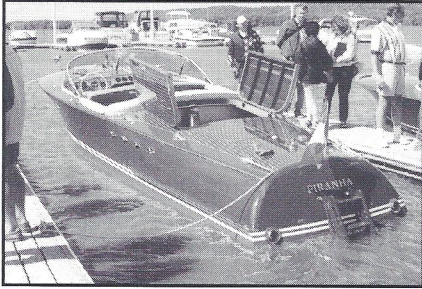
Next, drain the engine of all its water. There are drain plugs on all engines. They all must be opened and drained completely of water. If not completed correctly, the result is a cracked block. Engine manufacturers are different, with varying locations to drain the water. If you need specific information for your particular motor, let me know I can help you with the locations. Once you have opened these drains, especially the drains located on the engine block, probe a piece of wire into the hole. Many times a strand of seaweed or a chunk of sand gets lodged in the hole and won't let the water out. Another neat technique is to start the engine while holding a board over the exhaust pipe. This forces the exhaust gasses through the engine, thus blowing out all water and any debris from the water passages. Try it – it's slick.

Your next task is to fog the engine. In my opinion, there is only one way to perform this task. You will need to purchase a can of Stor-X; no other product does the job. It's just that simple. Start your engine and set the throttle at 2000 RPM. With the flame arrestor off the carburetor, slowly pour about half the can into the carb. The mixture must get sucked into the engine and not just poured into the carburetor itself. The engine will run rough and smoke a lot. This is good. Turn off your motor and pour the remaining amount of Stor-X into the gas tank.

Dr. Motorhead - cont'd on page 21

2002 Rendezvous Winners

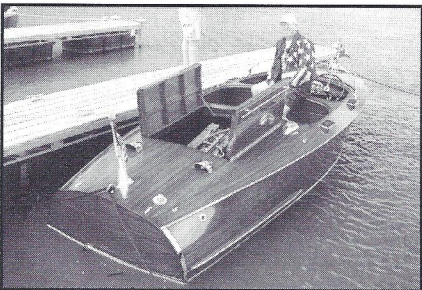
PEOPLE'S CHOICE
CLASSIC RUNABOUT 19'-OVER
 1959 Riva 27' Tritone
 "Piranha"
 Dr. Richard & Jackie Lindstrom



BOB SPELTZ AWARD
 1953 Century 20' Resorter
 Full House
 Bob & Sue House



BEST AMATEUR WOODWORKING
 1942 Century 17' Sea Maid
 Ray Ellis & Carol Watanabe



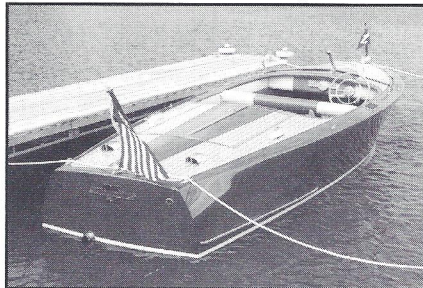
HISTORIC BOAT
BEST ROW BOAT - ALL YEARS
 1895 Wilbur & Wheelock 18'
 St. Lawrence Rowing Skiff
 "Stella"
 Jeff & Nancy Stebbins



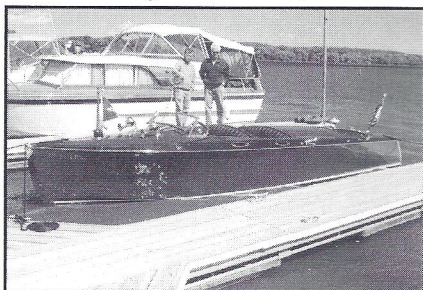
SKIPPER'S CHOICE
BEST PROFESSIONAL RESTORATION
 1930 Hackercraft 30'
 "Tusk"
 The Hicks Family



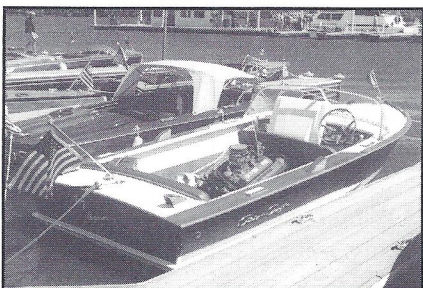
JUDGE'S CHOICE
ANGIE SPELTZ AWARD
 1950 Century 18' Sea Maid
 "Northern Flight"
 The Klopp Family



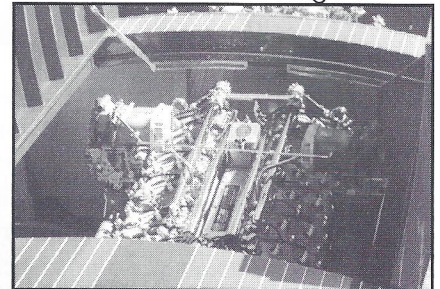
BEST INSTRUMENTS
ANTIQUE RUNABOUT UNDER 23'
 1929 Dart 23' Triple Cockpit Runabout
 "Song D'Amore"
 Larry & Paula Coppola



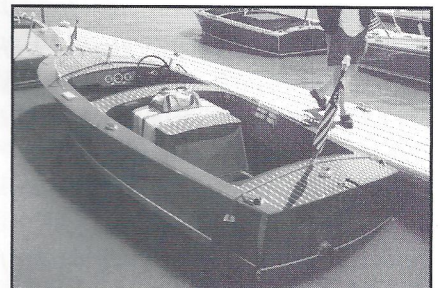
BEST CHRIS CRAFT ENGINE
 1966 Chris Craft 17' Custom Ski Boat
 "Try Again"
 Brad & Chris Ernst



BEST INBOARD ENGINE
ANTIQUE RUNABOUT 23' & OVER
 1930 Hackercraft 30'
 "Tusk"
 The Hicks Family



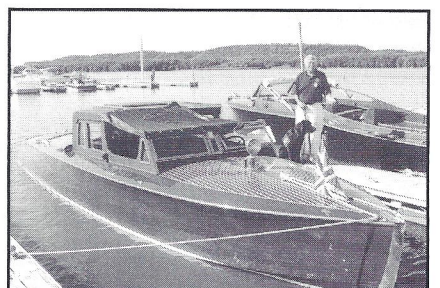
BEST AMATEUR VARNISH
 1950 Chris Craft 17' Special
 Runabout
 "Rainy Days"
 Frank Lewanovich



SPECIAL INTEREST BOAT
TREASURE ISLAND AWARD
 1938 Dingle 50' Cruiser
 "Glengarry"
 Andersen Corporation



BEST ORIGINAL CONDITION BOAT
 1930 Hackercraft Limosine Town Car
 "Miss Janet"
 Frank & Marjorie Warner

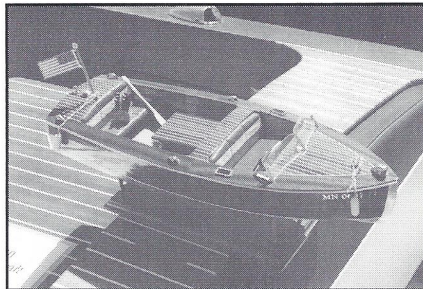


2002 Rendezvous Winners

FARTHEST DISTANCE
 1957 Chris Craft 22' Sea Skiff
 "Smithskiff"
 Alan & Faye Smith



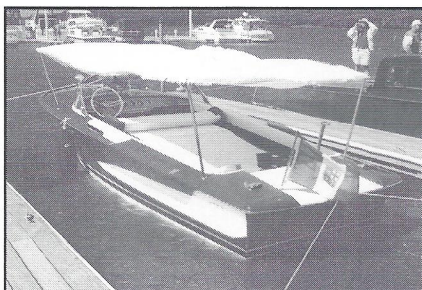
BEST DISPLAY
 1950 Chris Craft 17' Special Runabout
 "Ruby"
 Ed Sheldon & Bev Stenger



BEST CANOE - ALL YEARS
 1914 B.N. Morris 17' Canoe
 "Michele Ann"
 Jim & Michele Kluck



BEST CONTEMPORARY CLASSIC
 1971 Riva 22' Olympic
 "Frizzante"
 F. Todd Warner-Mahogany Bay



BEST FIBERGLASS BOAT
 1968 OR OLDER
 1960 Dorsett 17' Catalina
 Chuck & Carol Roum



DRY WROUGHT AWARD
 1957 Chris Craft 17' Utility
 "Blue Heron"
 Barb & Alan Lindquist



BEST ANTIQUE CRUISER
 1940 Elco 44' Cruiser
 "Thelko"
 Ben & Kyle Dickison



BEST CLASSIC CRUISER
 LESS THAN 31'
 1965 Thompson 24' Sealane
 "Perfect Drift"
 Steve & Penny Arens



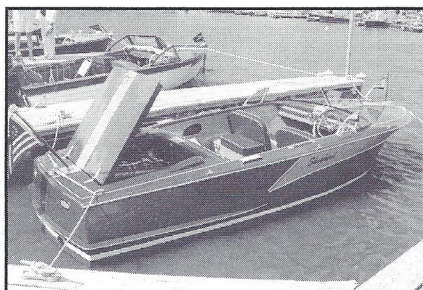
ANTIQUE & CLASSIC BOATING
 AWARD
 2002 Hand-Made 15' Outboard
 "Li'l Woodie"
 Barry Cohen



CLASSIC CRUISER 41'-OVER
 1961 Chris Craft 45' Constellation
 "Last Resort"
 Dale Hovde



CLASSIC RUNABOUT UNDER 19'
 1956 Shepherd 18 Runabout
 "Nice Eh"
 O'Connor Family



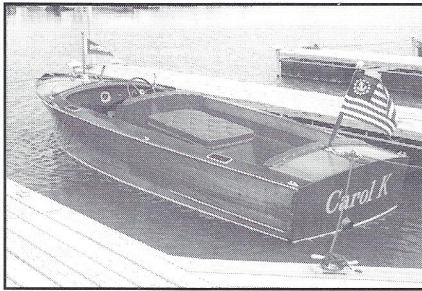
PLEASE NOTE

Boats not pictured, were not in their assigned slip when the photographer came by. In their place are the owners receiving their awards.

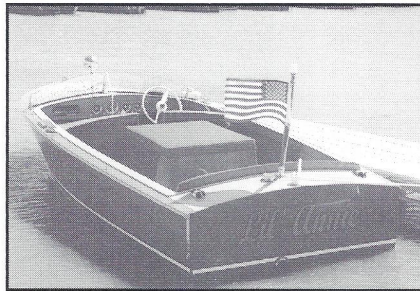
We regret not having the picture of any boat not in its slip when the photographer came by.

2002 Rendezvous Winners

BEST ANTIQUE UTILITY
 1939 Garwood 19' Utility
 "Carol K"
 Jerry Petersen



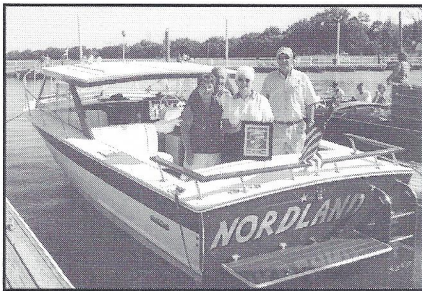
BEST CLASSIC UTILITY LESS THAN 19'
 1958 Chris Craft 17' Sportsman
 Lil' Annie
 Mark Aaron & Derek Gjherde



BEST CLASSIC UTILITY 19'-22'
 1949 Chris Craft 22' Sportsman
 "Summerwind"
 Kareen & Bill Ecklund



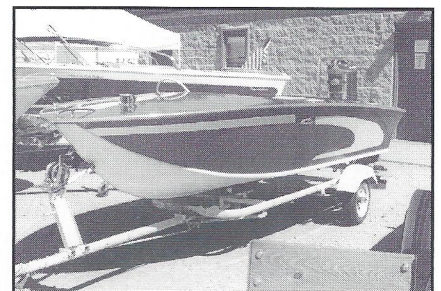
BEST CLASSIC UTILITY 22.1' OVER
 1984 Skiffcraft 26' Thomboy
 "Nordland"
 Bob & Gwen Larson



BEST OUTBOARD 14' -LESS
 1955 Thompson 14' Thomboy
 "Thommy"
 Andreas Jordahl Rhude



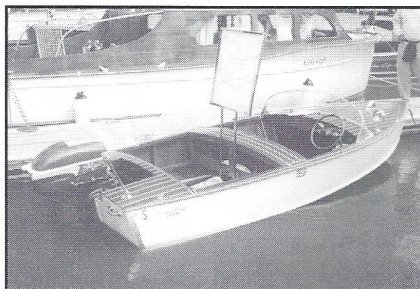
BEST OUTBOARD 14.1'-15.9'
 1958 Switzercraft 15'
 Paul Wiborg



BEST OUTBOARD 16'-OVER
 1957 Morphew 17' Day Cruiser
 Penny & Randy Palmer



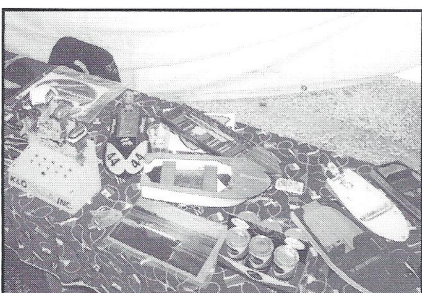
BEST OUTBOARD ENGINE
 1956 Chris Craft 14' Kit Boat
 Don & Sandy Johnson



SPECIAL RECOGNITION
 CENTURY BOAT DISPLAY
 Ron Goette



SPECIAL PRESENTATION
 The Mikkelsen Collection
 World of Toy Boats
 Paul Mikkelsen



SPECIAL PRESENTATION
 Red Wing Engine Display
 Harry Munson & Virgil Mischke

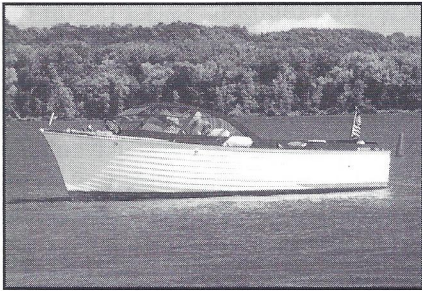


SPECIAL PRESENTATION
 Multiple Boat Display
 Mahogany Bay

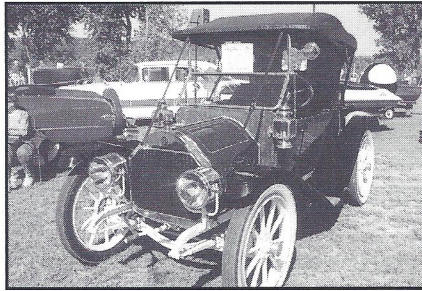


2002 Rendezvous Winners

HAGERTY INSURANCE AWARD
 1960 Chris Craft 30' Seaskiff
 Little Rock Boat Works



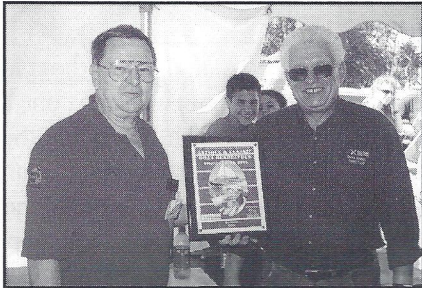
BEST CAR - SATURDAY
 1911 Herreshoff
 Steve Gray



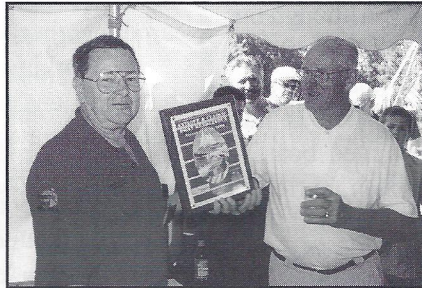
BEST CAR - SUNDAY
 1954 Packard Convertible Coupe
 Earl & Jean Setrup



BEST OVERALL
 Edina Model Yacht Club
 Salvage Tug... "Harriet"
 George Pfeifer



BEST KIT-BUILT AWARD
 Edina Model Yacht Club
 Steam Launch
 Dick Walker



BEST SCRATCH-BUILT AWARD
 Edina Model Yacht Club
 Shrimp Boat
 Ron Bongard



BEST RESTORED
 Antique Outboard Motor Club
 Gopher Chapter
 Sea King 12 hp
 Bob Peterson



BEST ORIGINAL MOTOR
 Antique Outboard Motor Club
 Gopher Chapter
 1958 Evinrude 3hp
 Murray Langer



BEST ANTIQUE MOTOR
 Antique Outboard Motor Club
 Gopher Chapter
 1913 Evinrude
 Paul & Mary Reardon



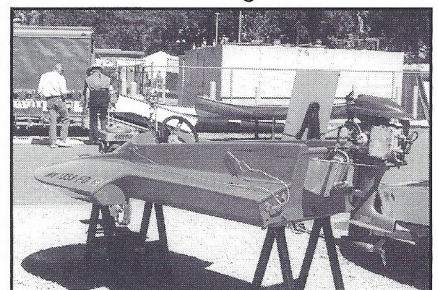
BEST CLASSIC MOTOR
 Antique Outboard Motor Club
 Gopher Chapter
 Mercury Mark 25 Electric
 Dave Wiborg



BEST DISPLAY
 Antique Outboard Motor Club
 Gopher Chapter
 Toys R Us
 Len Pangborn



BEST RACEBOAT
 Antique Outboard Motor Club
 Gopher Chapter
 Mercury 87g lightning motor
 Dean Haynes

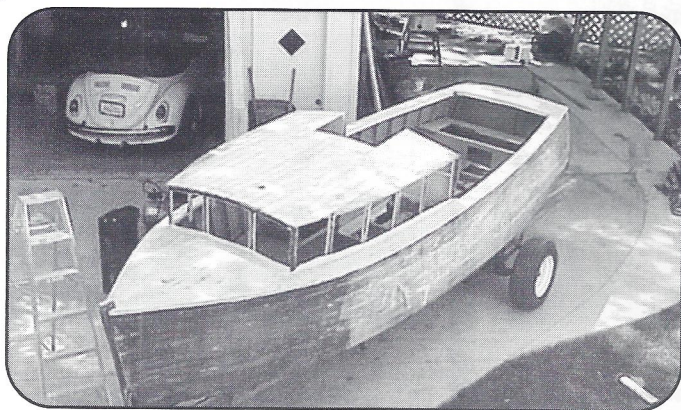


RESTORATION OF THE "WEIRDEST BOAT" A TERM OF ENDEARMENT?

by Gary Baker

Last November, I travelled to New Hampshire to pick up our newest boat, a 1933 22' Cruiser purchased on eBay. Upon returning, my first step was to empty the boat of its contents to see what I had bought. The sight-unseen purchase, inherent in an eBay acquisition, makes careful pre-purchase inspection impractical. Looking back, I could not have imagined I would be so lucky—or prophetic. While the December 2001 issue of *The BoatHouse* chronicled the original purchase and trip back to Iowa, I enthusiastically ended the article noting the boat would be a "strong candidate for weirdest boat at the 2003 BSLOL Rendezvous." Little did I realize that cute little tag line would come back to haunt me this year at Treasure Island.

Given that my "boatyard" doubles as my backyard, boat restorations at the Bakers' usually involve a complete disassembly process, using as much of the original material as possible and a user-boat reassembly. Although out of the water for over 30 years, what was left after a thorough cleaning and vacuuming was more than I would have ever expected. The 22 foot yellow-pine-over-oak hull was rot-free and not past salvaging for a painted boat. A "new" 12 foot x 61 inch plywood bottom had been fabricated and installed nearly 25 years ago but never finished. The engine had apparently been removed for the bottom restoration and re-installed ready to run. Inside was a full complement of hardware and other parts, including the old wooden windshield and hardtop that was only suitable for patterns.



After nine months of off and on work, I was able to restore this boat to the condition as pictured and shown at the 2002 Rendezvous. The photo above shows the parts of the boat that were re-used after eliminating what was too weathered to re-use. Although rot-free, there was significant weathering on the hull and topsides. Rebuilding the windshield and top (67 individual pieces), farming out some engine welding, polishing hardware, and other repairs occupied most of the winter. Warmer days were spent with a heat gun stripping the interior and inner hull of 70-year

paint buildup. All surfaces – inside and out — had a layer of gray paint close to the oldest layer, lending credence to the previous owner's claim that the Coast Guard had used the boat on Lake Champlain during WWII.

As warmer weather approached, the number of finishing tasks multiplied. CPES on the outer hull, heat-assisted cleaning out of all old caulk from the seams, and finally, primer and paint started the process. CPES on the inner hull was applied, primed and painted pearl gray — the least objectionable of its many old color schemes. New canvas was installed on the deck, going on nicely over remnants of the tar and roofing felt that once covered it. Then the newly-constructed hardtop was added. Several conversations with Jamestown Distributing resulted in cotton twine, cotton batting, and "caulking in a can" for the side seams. Original interior cushions were sent off to be reupholstered in more of the pearl gray canvas. A new wiring harness was fabricated from braided harness material plus wire fish tape, and installed according to the reprint of the original engine manual obtained from Andrew Menkart at oldmarineengine.com. On and on, a little at a time, things came together for the finished boat.

Working on a 1930's painted boat, and a workboat at that, has an entirely different feel from working on a mahogany runabout. There is a level of finish that would be inappropriate to a varnished boat, yet perfectly natural in an old painted boat. Gouges in the hull can be filled and smoothed, but not so much as to obscure the honest weathering of the planks that creates the character and patina of a 70-year-old boat. Old screw holes can be filled. Split planks can be epoxied, puttied, and re-used. Those that are too weathered can be re-sawn to replace pieces in other areas. The very worst become patterns for new pieces. Under the canvas are tongue-and-grooved seams that obviously show through underneath the new paint, but are somehow correct and proper on this boat.

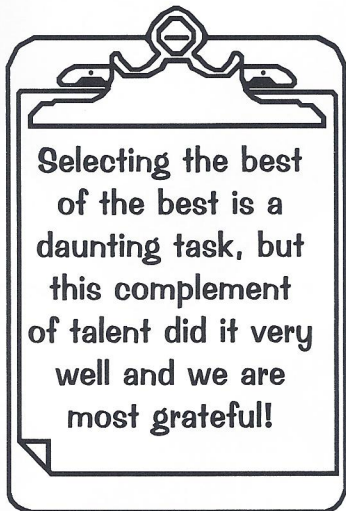


Working alone gives you lots of time to get up close and personal to your work. For the majority of the restoration, I was working on a brown boat. Not a nice brown, but a nasty, old, splotchy, and mottled brown. One quick day of

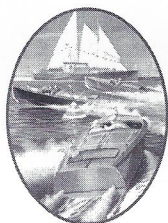
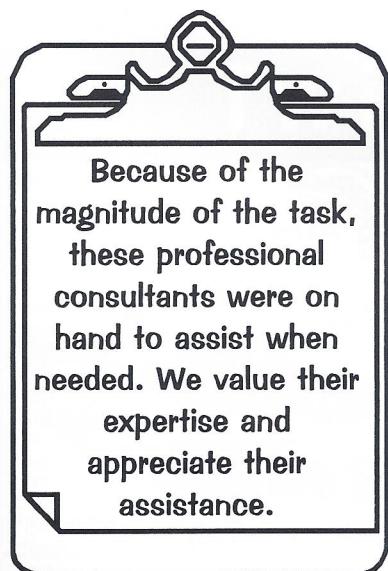
Weird Boat - Cont'd on page 23

OUR JUDGES

- Dane Anderson
- Steve Beck
- Greg Benson
- Bob Clark
- Dick Cole
- Ray Ellis
- Mike Favilla
- Eric Gustavson, Sr.
- Scott Hawkinson
- Sherwood Heggen
- Bob Johnson
- Mary Keating
- Jim Kluck
- Eric Loman
- Ron Martens
- Kathy Newman
- Nathan O'Connor
- Chuck Petersen
- Jerry Petersen
- Lee Pfeilsticker
- Eric Richards
- Chris Smith
- Joe Soucheray
- Jeff Stebbins
- Jerry Valley
- Terry Young



Selecting the best of the best is a daunting task, but this complement of talent did it very well and we are most grateful!


Because of the magnitude of the task, these professional consultants were on hand to assist when needed. We value their expertise and appreciate their assistance.

PROFESSIONAL CONSULTANTS

- Fred Goughnour
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- Dan Nelson
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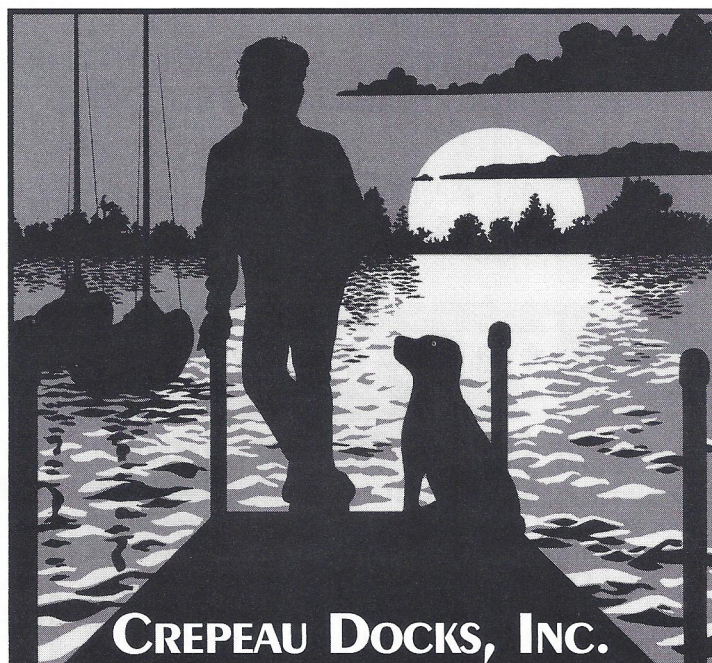



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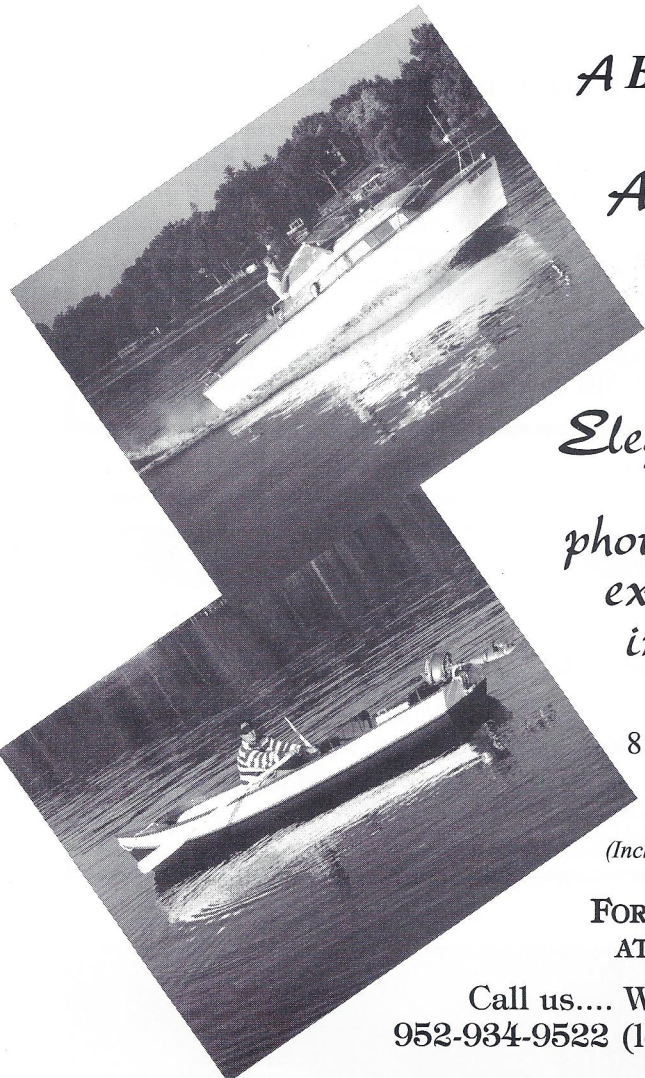
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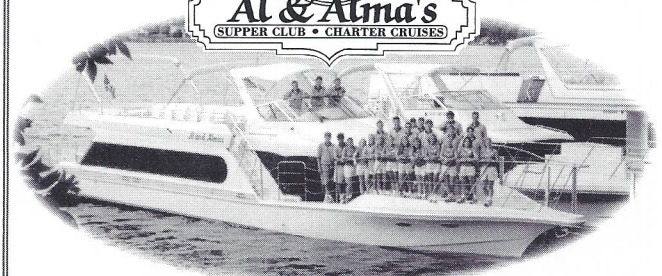
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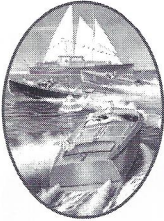
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SMALL WORLD

by Clark Oltman

We live in a world where we can communicate across thousands of miles in seconds. This has the effect of linking billions of people all over the world. Every now and then something unusual happens that makes you realize that this old world is not as big as it might seem.

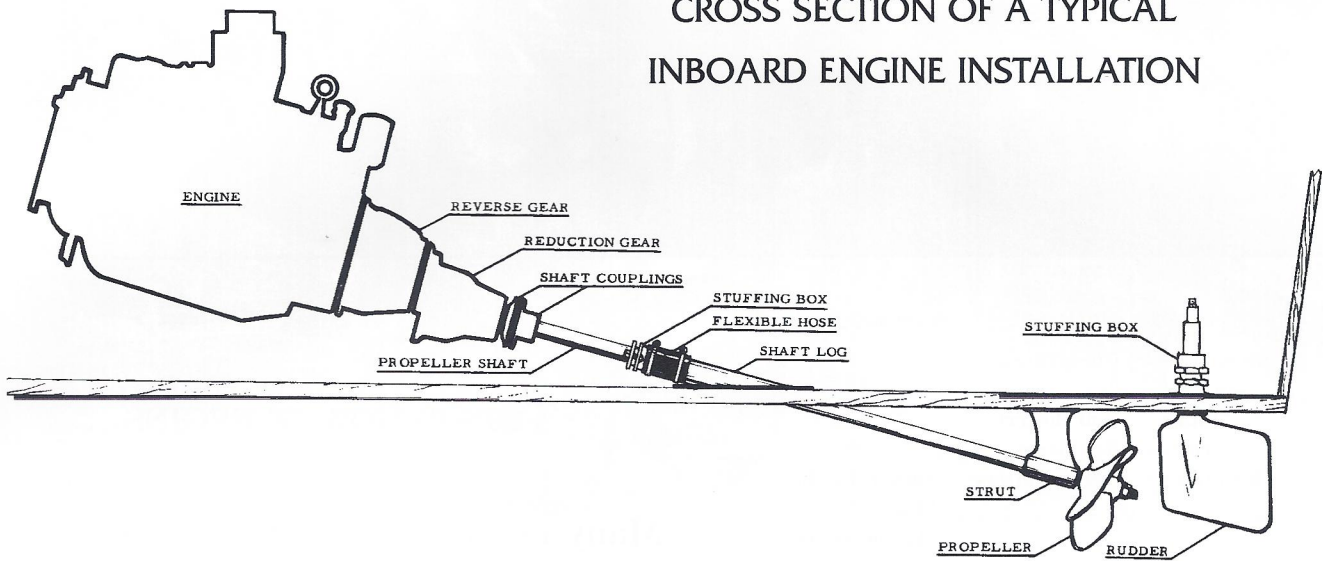
At the Rendezvous I met a new member, Don Hult, who told me the story of the Hult Craft boats. At the time, I thought it was interesting but didn't know it would affect me personally.

After the Rendezvous, I got my issue of *The BoatHouse* and began to look through it. My eyes stopped on Don's article, and I skimmed it, looking for anything that I had forgotten or that he had added. I stopped dead when I read his story about the gentleman from Sioux City that helped him. He'd made such an impression that Don remembered him to this day. This gentleman was Leonard Lenz.

The connection is that I met Leonard several years ago when I became very good friends with his daughter, Mindy. I have had Leonard, his wife Loretta, and of course Mindy on my boat on Lake Minnetonka. I guess I consider myself a friend of the family. The last place I expected to find a reminder of Leonard was our *BoatHouse*. Yep, it's a small world.



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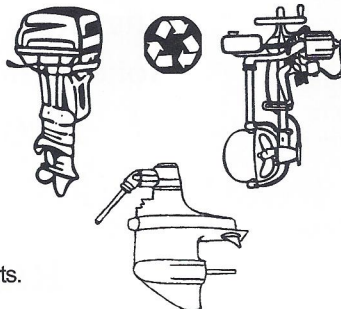
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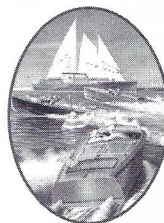
COMMITTEE CAPTAINS

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- Secretary - Jon Blackburn
- Ramp - Bob Buttery
- Dock - Ray Garin
- Hospitality - Karen Buttery

- Treasure Island Liaison - Suza Gosh
- Registration - John Kinnard
- Merchandise - Dirk Gunder
- Budget - Jim Camery
- Silent Auction - Elizabeth Hvam
- Judging & River Cruise - Bob Johnson
- Awards - Greg Benson
- Publicity - Andreas Rhude
- Sponsorship - Carl Weisser
- Vendor/Display - Jim Aamodt
- Out Board Club - Dave Wiborg
- Poster/BoatHouse - Peggy Merjanian
- Boat Rides - Chris O'Connor
- Photography - Steve Merjanian
- Education - Brad Ernst
- Children's Activities - Chris Ernst

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- Lisa Nye
- Marcia Aamodt
- Lynn O'Connor
- Margot Garin
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- Jon Blackburn
- Paul Wiborg
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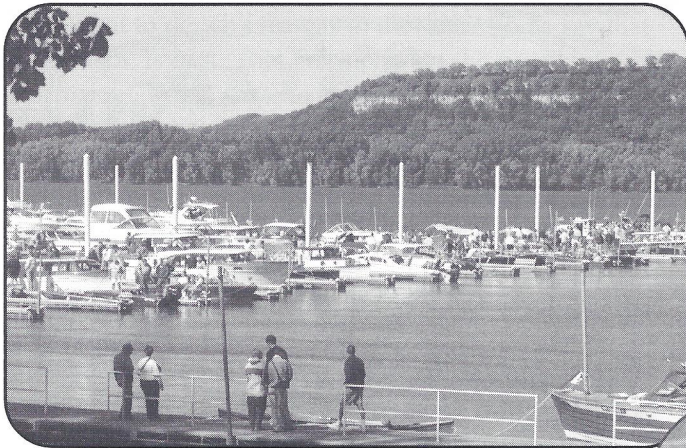
THIS IS HOW IT BEGINS...

Many members spend many hours, meeting many times, to perfect (as much as humanly possible) the many facets of a successful show. Most are "old hands" at the routine (been at it a long time), but the new members brought fresh and exciting ideas and helped lighten the load. The result?

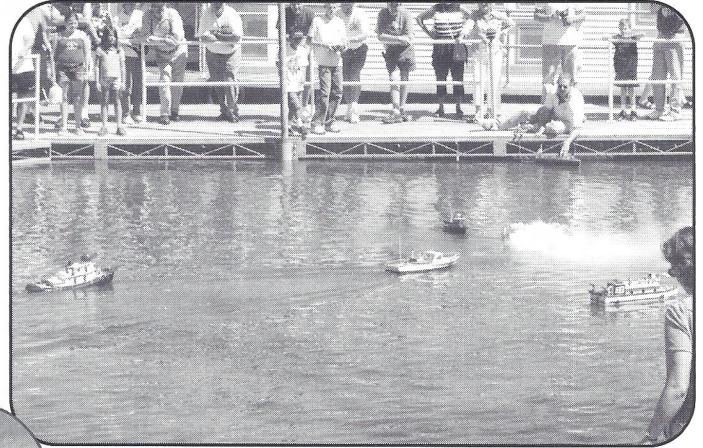
ANOTHER BANNER SHOW!

RENDEZVOUS 2002

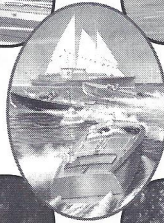
Bob Speltz Land-O-Lakes Chapter 27th Annual Antique & Classic Boat Rendezvous



A view of Treasure Island's B Dock during the show.



Edina Model Yacht Club gives an in-water demonstration of some of their awesome boats.



Our thanks to the U.S. Power Squadron for their participation and performing the many safety checks requested by skippers.



A classic Mercury woodie wagon and a pre-war Ford



Approaching the show, some of the great classic cars are the first thing you see.

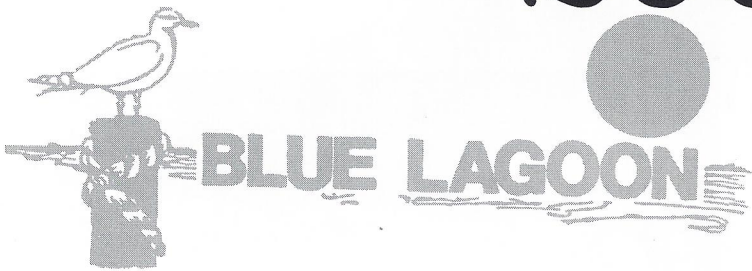


"Evinrude" with an Evinrude.
Featured speaker, Dennis Evinrude waves at the camera from an aluminum boat with an Evinrude engine. Enjoying the ride are The Reardons.

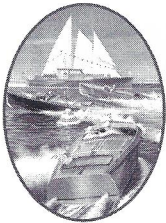
THANKS



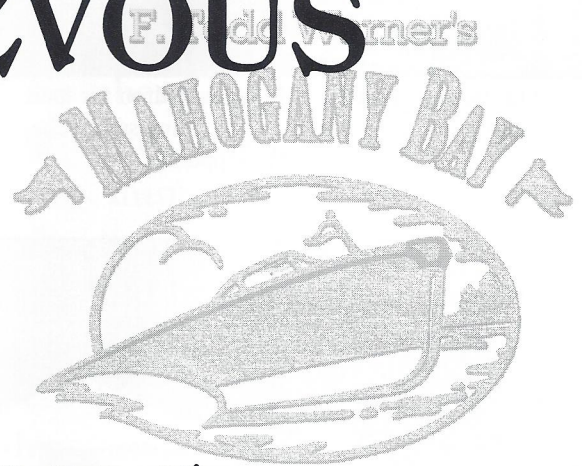
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Dr. Motorhead - Cont'd from page 9

Make sure your battery has a good charge and disconnect the battery terminals. It's OK to leave the battery in the boat, but only if it has a good charge.

What to do with the gas in the tank? Some say that a full tank is best. This helps prevent the possibility of corrosion. Some say an empty tank is best; fewer hazards materials in a closed storage area. In addition, the gasoline today is much less stable - octane break-down occurs much faster today. Six months of storage leaves you with a much weaker gasoline. I prefer the empty. or near-empty. scenario. Top off the tank with fresh gas in the spring. This method has never created any problems for me.

It never hurts to stick a rag in the exhaust pipe and the carburetor openings. This helps keep moisture from entering the engine through any open or partially opened engine valves.

If you do not own a storage trailer, you should. Not only does it make your job easier, the support the trailer gives your boat is very beneficial.

In conclusion, when you haul your boat earlier rather than later, you allow your boat to dry out. This is very important, especially for you who have opted to install a "West System" bottom.

Here's hoping all of you enjoy the fall colors. My schedule is very busy these days. I have speaking engagements all over the country this time of year. I hope to be in town for the fall colors cruise.

Dr. Motorhead



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Gadgets & Kinks - cont'd from page 8



is constantly coming, unrelated to the above items, even though the boat has had time to soak for a reasonable time? If there isn't a recognizable reduction in the period of time between bilge pump operations after the boat has been in the water for a day, there is more than likely a problem that swelling the bottom is not going to resolve. If the bottom and frames seem sound, but water continues to enter, search for the source of the leaks. Where do you start looking? How do you find the leak?

If the boat is out of the water and on a bunk trailer, fill the bilge gradually with a garden hose. Be sure your hull is totally supported by a good bunk trailer if you do this. Water is very heavy and will be applying downward pressure rather than inward pressure. You could damage the hull if done improperly. Be watchful for where the water starts to leak through as the water rises in the bilge. Common trouble spots are the forward garboard plank/keel seam, chine to topside chine plank rabbet, transom to bottom boards, or any where there is a seam or joint. If that method isn't practical, the boat can be floated to locate the leaky area. But, to be able to see the entry spot of the water, the floors must be removed. Once the boat is floating, be quick to notice where the water is entering before a lot of water in the bilge disguise its entry point. Take note of that point, but do not consider that to be the only point. Keep looking. Often the bilge is wet seemingly all over. The tools required here to identify where the water is coming from are a flashlight to peer into the dark recesses of the bilge and a big sponge or two. Dry out an area to see where the water is running from. If you can see that the water is flowing from the back, for instance, determine if it is new water or residual water from around that area. Absorb water with the sponge farther back to see if water continues to run into the dried area from the back. You may follow residual water all the way back to the transom. Finally, you might see new water coming in at the transom base, or farther out at the transom corners. While down there you might get lucky and find loose change, small toys that children drop into the clam shell vent hole, or the boat's registration card you thought you had lost. Regardless, you will find something, and hopefully, it is the source of the leak.

Now, what is causing the leak? Is it broken screws or bolts; rotten or cracked boards? Is there a rotten seam batten not holding the screws anymore, as would be the case of a Century bottom. Almost without fail, an original Century transom base will be delaminated, leaving the bottom screws no place to hold. Chris Craft, Century and other planked bottoms may have spread over time, leaving gaps in the bottom seams which may have been filled with caulking by some well-meaning owner. Then starts the cycle of swelling against the caulking and spreading even further,

requiring more caulking.

How does one fix or seal the leaks? It depends on the problem certainly and has to be considered a case at a time. Then, use your boat building skills to correct the problem accordingly.

If the bottom of the boat is original and it has been used regularly for the past 40+ years, there may be no easy fix. If you can scratch off chunks of wood from the bottom frames with your finger nails, your boat bottom is no longer sound. If the planks are cupped or any shape other than flat to the bottom frames, there is a big sign of trouble. If there are a lot of plugs missing on the bottom, it is likely screws are loose because of split or rotten frames. If you find those conditions are causing leakage, give yourself some peace of mind and replace the bottom. The process is 30+ years overdue.

Keep in mind that the bottom is the most critical part of the boat. You can run the boat with a tattered deck, beat up topsides, and a lawn chair for a place to sit. But if the bottom is questionable, it is only a matter of time before it goes down. Don't destroy it, restore it.


If you have a question regarding leaky bottoms or other concerns about restoring your boat, feel free to call me at 715-294-2415, or e-mail me at Heggensj@Centurytel.net.



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Weird Boat - Cont'd from page 14

painting after all the prep, and my brown boat was gone, replaced by a white boat. Sounds simple enough, but it took several weeks for the brown boat to fade mentally and the white one to take its place. The transformation happened again after adding canvas decks and painting them green. My white boat became a green and white boat, again changing its character completely. Adding the windshield and top transformed it into a smallish New England fishing boat, replacing my mental picture of a sleek white-sided cruiser. The last and best phase was seeing the boat sitting on the trailer after its first in-water test in 30 years. I knew that I would make it to Red Wing the next day as an in-water boat rather than a trailered boat.

As the transformation was taking shape, I was also faced with naming her. Kathy stated that she needed to see the completed project, but thought a name might just occur to me as I continued to work on the boat. Mulling over its varied history and one of its previous owners, the noted East Coast Naturalist John Noga, we bantered about several ideas until the name "All Clear" surfaced. Not only did this encompass several aspects of the boat's past, but as we leave our harbor to boat out into the main lake through a narrow channel, Kathy says, "all clear" to indicate a clear channel, and its homeport is now Clear Lake, IA. We fancifully envision its usage by the Coast Guard during WWII patrolling Lake Champlain – and thus the name. Plus, "All Clear" fits well on the narrow transom split by the odd outboard rudder.

The finished product was certainly worth the effort. Kathy and I had more fun at the 2002 Rendezvous than any other, just sitting on the boat talking to the people that stopped by for a chat. My little cruiser was a people magnet. For the first time in my Rendezvous experience, people actually walked down the dock to see the whole boat, peeking into the interior at the cast iron sink and old-time hand pump. Of the boats in the water, it certainly struck a cord of



interest — as well as nostalgia — with many of the show attendees. To our delight, we must have told our story a hundred times. It more than validated my thoughts of the boat's potential on the long trip back to Iowa last Thanksgiving, later events notwithstanding.

All things considered, it should have been no surprise to win the Weirdest Boat award at the 2002 Rendezvous. As I remember it, the last three Rendezvous winners were the fiberglass Dorsett (whose owner's wife almost didn't let him come back after winning the dubious honor in 2001), the two-toned pink aluminum mail boat in 1999, and that guy with the airboat in 2000. By our count, we received 210 comments about the "cute boat", 76 about the "cool boat", 56 "great boats" and of course, one "Weirdest Boat." Coming from Dr. Bob and the judges though, that is high-praise indeed, and a prophecy fulfilled. The next boat I buy I'll be more careful about an award I predict. The entire restoration is documented at: www.acbs.org/ClearLake/Safe-Harbour.



gopher
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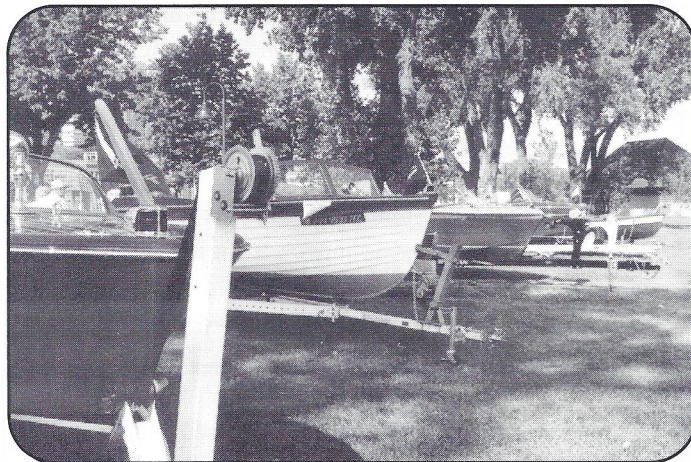
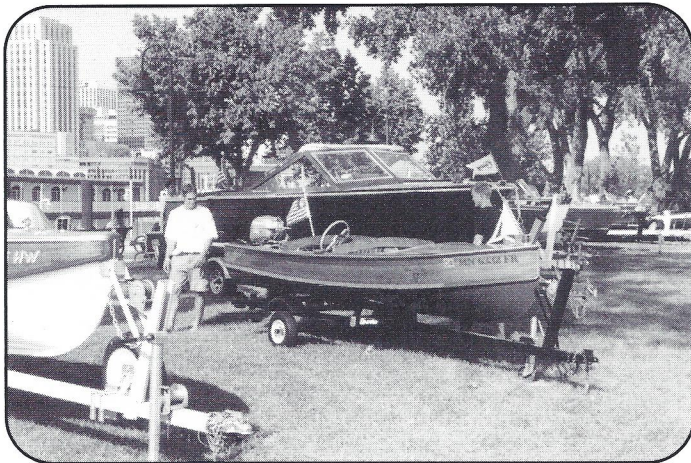
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FILLMORE PICNIC IN THE PARK 2002

by Andreas Jordahl Rhude

Lil' Henry is Mayor's Choice



The "Fillmore in the Park 2002" event just ended. Dedicated BSLOL members brought nine boats for the September 7/8 weekend display in downtown St. Paul. Harriet and Raspberry Islands were the venue with numerous concerts, food booths, and a German beer tent. The event culminated on Sunday with dedication of the new Schubert Club Heilmaier Memorial Bandstand on Raspberry Island. A gala concert was preformed by the St. Paul Chamber Orchestra.

The boat display had a variety of watercraft from a small cedar strip rowboat to a 22-foot utility. Joel Lemanski, Greg Benson, Chris and Lynn O'Connor, Brad Ernst, Andreas Jordahl Rhude, Eric Gustavson, Dave Doner, and Steve Beck brought boats. THANKS very much for taking time to participate in another BSLOL activity!

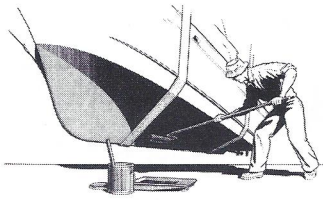
St. Paul Mayor Randy Kelly, selected his own favorite boat and presented an award. There were no judging guidelines or criteria, just what His Honor liked! And low and behold, the winner was "Li'l Henry", Eric Gustavson's 1955 cedar strip Henry 13 foot rowboat. Eric was quite surprised to say the least!

Next September will be the second Fillmore celebration. It is hoped that we can have more boats on display. This all culminates in July 2004 with the Grand Excursion 2004 in-water show.

An interesting note about the stainless steel and glass band stand itself. Designer James Carpenter owns a wooden lobster boat that he uses in Maine. His design of the new shell uses curves from the hull design of a 1930s Chris-Craft triple cockpit runabout. In his own words, "The connection between the double curved surfaces of the boat hulls, the immediate proximity to the river, and the vaulted arch forms of the valley's bridges, have all combined to produce this simple and elegant shell."

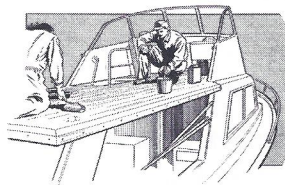


2003 SHOP TOURS



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?



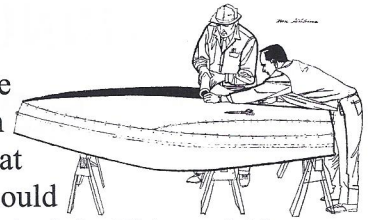
Why not have a BSLOL SHOP TOUR to cap off the winter workshops in the spring of 2003? We could go to three, four, or maybe

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.



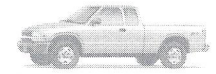
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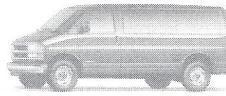
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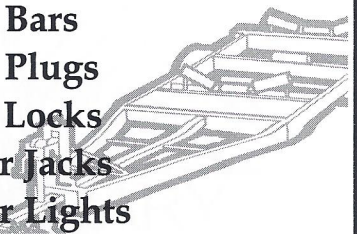


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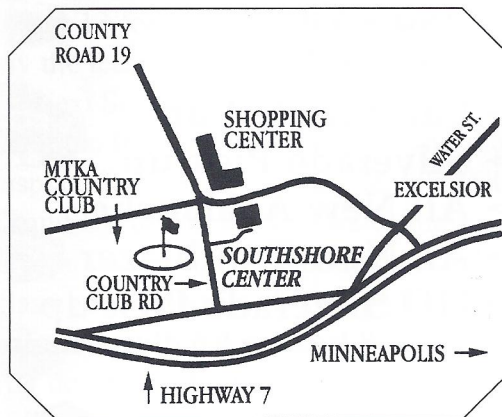
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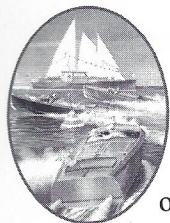
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- F - K Hors d'Oeuvres
- L - S Main Course or Salad
- T - Z Breads or Relishes

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952-938-1211) See you there!





A NIGHT AT THE RENDEZVOUS

by Clark Oltman

Rendezvous Chairman and Show Boss

This Rendezvous started like many others - kind of routine - if show set-up can be considered that. Little did we know...

Friday was a fairly busy day. For me it began about 7:00 a.m. when I arrived at the show site. Of course, the first night in a strange hotel bed didn't leave me as rested as I would like to have been - but onward.

The normal things during the day, trying to organize the land displays in a way that looked professional, and keep everything flowing. All in all, at the end of the day, Jim Aamodt and I looked at each other and agreed that the committee had done it again. We had to scramble and write some type of program for that evening. Oooops - maybe I shouldn't have given out our secret.

The evening went well. As we were breaking up, I heard that there was some lightening outside, so I thought I'd walk outside and look. When I got there, Paul Wiborg joined me and we were treated to the most fantastic display of lightening I have ever seen. A 180 degree panorama of a strike every three to four seconds which, fortunately at that time, was some distance away. I soon called it a night and went up to my room.

Around 11:00 p.m., my phone rang. The message was from the security people reporting high winds and some of the tents were being torn up. I got up, dressed, and drove down to the grounds where I was met by Jim Aamodt, John Kinnard, Jon Blackburn, Ron Goette, and others. We found that the wind had pulled up stakes, damaged a couple of the 10'x10' tents, and was working on one of the 10'x20's.

OK, find some ropes and try to secure the undamaged ones. Off we went to save what we could. Then our luck ran

out...now the rains came. Yep, just like someone pouring a bucket of water on your head. I did have a rain jacket but it wasn't much help. We pulled down the damaged tents and re-secured what we could. By this time, it was raining so hard, the water looked to be a half inch deep on the blacktop road. We gathered in the dark, main tent, all looking like we had showered with (OUT??) clothes on - what a sorry looking bunch. About this time, the rain stopped so we made a last look around and went back to our rooms. I think I arrived in mine about 12:30 a.m.; time to dry off and try to get some sleep.

Saturday morning arrived all too soon. The storms were gone but not the wind. After re-securing some tents and moving others, we got the show going. I had heard that Joe Soucheray had mentioned that he hoped someone had time to tie his boat to a tree so the wind wouldn't blow it away. Well, I found that wasn't necessary...there was enough water in the boat to hold it down in all but a tornado. As I walked by it, I happened to look inside and saw all the rainwater that had collected. I found the drain plug and removed it, but the water was all forward. With some concern about my back, I carefully lifted the tongue of the trailer. Once the tongue got about chest high, the skeg of the outboard and contacted the ground. I noticed that there really wasn't any weight, so, carefully, I released it. I now wish I had taken a picture and timed how long it took for all the water to run out. It seemed like ten minutes, but was probably closer to 5. The boat looked strange sitting there with the tongue up in the air with no support, and water dunning out of the drain like crazy. Oh well, at least it didn't blow away.

I wish I was a better writer so I could better describe all of us running around at midnight in a rainstorm. Sure seems funny now. My thanks to all who helped. If I forgot anyone, I plead being half asleep.



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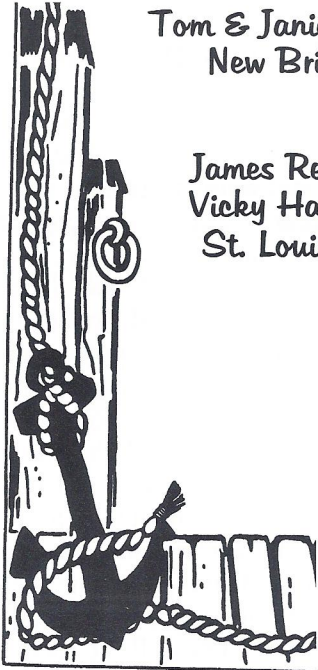
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CLUB CALENDAR

- OCTOBER  6 Fall Colors Cruise & Brunch
 26 Annual Pot Luck Dinner
 (See page 26)
- NOVEMBER  TBA Mixer
- DECEMBER  8 Holiday Party
 (See page 29)

2003

- JANUARY  15-19 Minneapolis Boat Show
 (See page 6)

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THE BSLOL 27TH ANNUAL ANTIQUE & CLASSIC BOAT RENDEZVOUS

Article and photos by Maureen and Jerry Valley

August 17 & 18 were the dates of the 27th, and arguably, best ever, BSLOL Rendezvous held at Treasure Island Resort and Casino.

The displays this year, both in the water and on land, were extraordinary in quality and quantity. In addition to the full spectrum of boats from rowboats to canoes to cruisers in wood, aluminum and fiberglass, there were displays of beautiful antique and classic cars presented by members of the Model T Club, The Packard Club and the Horseless Carriage Club.



1954 Packard Convertible Coupe
 A striking red in color.

The weather was almost perfect for the show. The gale force winds on Saturday did put a damper on boat rides and threatened to send all of the tents into orbit, but the sun shown bright and with anchors doubled up, the tents all survived to see a calm and sunny Sunday.



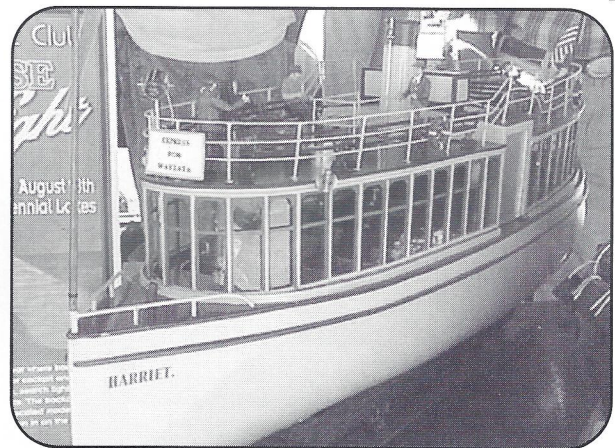
Having a good time on Saturday night are (seated L-R) Paula & Larry Coppola, Nancy & Mike Domaille and peeking out from behind are Jerry & Maureen Valley.



The Treasure Island staff outdid themselves with both the Friday evening cocktail party and the elegant Saturday evening dinner which was followed by a presentation by Dennis Evinrude and a silent auction.

As in recent past years, the Edina Model Yacht club had an impressive display of work, pleasure, sail, and military boats to delight the visitors. I even noted one working submarine and there may have been more. One fellow with a New York Harbor fire boat was having way to much fun with his working fire cannon aimed right about at waist level to surprise the unsuspecting observer. The workmanship in these models is incredible and I venture to say that some of them were at least as valuable as their big brothers at the docks.

New to the show this year was the Bob Speltz Toy Boat



Model of Steamboat Hiawatha...
 sister ship to the Minnehaha.

Show put on by Paul Mikkelson. This delightful display of antique toy boats and motors should become a regular feature of future Rendezvous as it appeals to the same audience and complements the other shore displays quite nicely.

The Antique Outboard Motor Club was well represented and was highlighted by the incredible display of Len Pangborn. Len is a noted local and national authority on outboards, and has one of the biggest and best collections in the country. The quality of his restorations is beyond perfection.

Also new to the show this year was the selection of a featured marque ala Lake Tahoe. The manufacturer selected for recognition this year was Century and a

27th Rendezvous cont'd on page 31

27th Rendezvous cont'd from page 30

total of ten excellent examples were entered in the show.

There were far too many rare and beautiful boats at the show to mention all of them, but a few caught the authors' eyes. One was the 1930 Hacker Craft 30 foot "Tusk", belonging to the Steve Hicks family with a beautifully detailed Scripps V12 engine.

Also of interest and sporting an interesting history was the recently restored 27' Riva Tritone, Piranha, owned by Dr. Richard and Jackie Linstrom. This boat was formerly owned by Rita Hayworth. Other boats of note were the 1929 Dart 22.5' Sogno D'Amore owned by Larry and Paula Coppola, and the 1958 Hult Craft 16' replica builtand owned by Don Hult. For more info on this boat see the August 2002 issue of the Boathouse.

This year's Rendezvous Committee is to be commended for all the hard work and dedication it took to put on the best ever rendezvous. Maureen and I look forward to returning to Minnesota for next year's show and to visit with all our old friends.



Editor's Note:

Maureen and Jerry are our self-appointed roving reporters. They started writing articles and sending photos of all the shows they attended in their vast travels. At first my reaction was...Gee, isn't that nice of them! And now, many articles later, when the time comes to work on The BoatHouse, I look for their stories to add that wonderful "Valley View" to our pages. I feel cheated without one...(no pressure, guys, just fact.) We're very grateful for their dedication to their chapter!



1955 Chris Craft 42' Commander "Blue Max"



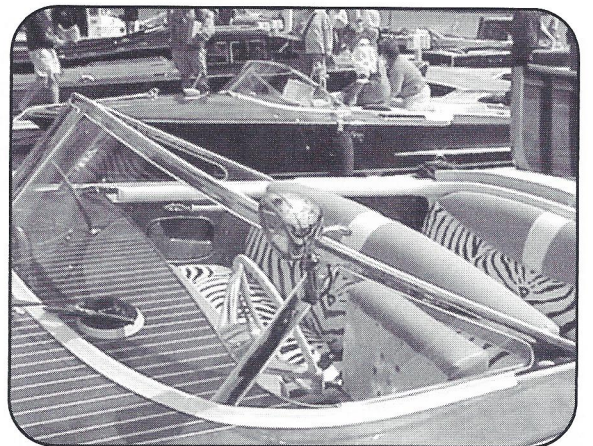
1937 Chris Craft Sedan



1953 Century 20' Resorter



1930 Hacker Craft 30' "Tusk"



1959 Riva Tritone "Piranha"

THE RESTORERS OF BSLOL

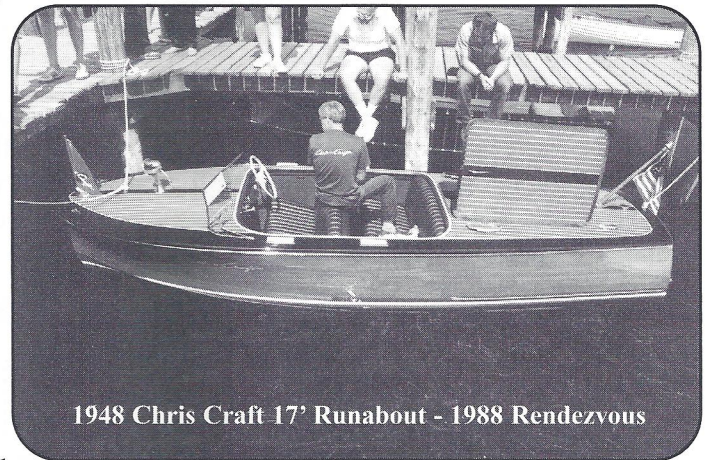
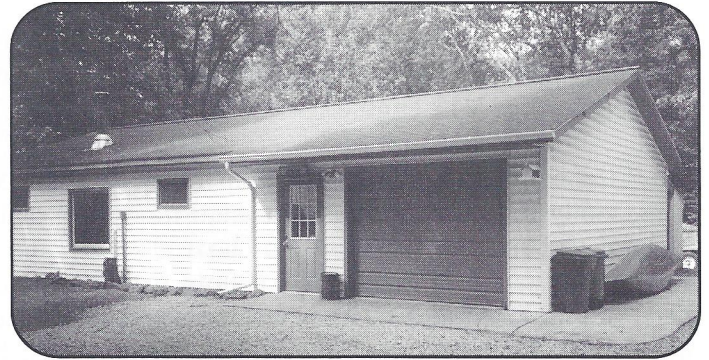
By Stephen C. Merjanian, Jr.

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

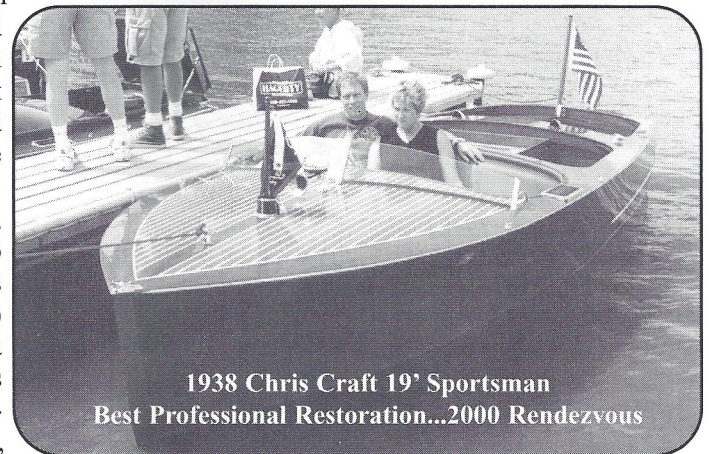
SHERWOOD HEGGEN has been a member of the BSLOL since 1987. At that time he restored a 1948 Chris Craft 17' Runabout and displayed it for the first time at the 1988 Rendezvous. He refers to this time, as the beginning of the "hobby phase" of his new found passion for boat restoration. His hobby was pursued on weekends and evenings while his days were filled as a Loan Collections Manger at Norwest Bank. By the end of 2001, he had worked on at least twelve boats

For eleven seasons we all enjoyed watching Sherwood run his 1959 Century 16' Resorter at various BSLOL events. During that period, the Resorter was awarded The Real Runabouts Trophy, Best Century Award on two occasions, and Best Classic Utility Under 20'. Greg Benson took a great shot of this boat that appeared on the December 1999 *BoatHouse* cover. At the 2000 Rendezvous, Sherwood won the Best Professional Restoration award for a 1938 Chris Craft 19' Sportsman that was found in So Illinois by Dave Doner. This was a gray boat (AKA: toast) that was a major reconstruction from the keel up over a ten year period. Now his pier (sic) group recognized him as a professional restorer.

As part of all this restoration activity, Sherwood has written the Gadgets and Kinks column in *The BoatHouse* for the past five years. These articles have become excellent references for our membership and are posted on our web site www.acbs-bslol.com. Sherwood enjoys sharing his knowledge and experiences via phone (715-294-2415) and email (heggensj@centurytel.net). In addition, Sherwood has participated as a presenter at our winter workshops. He has demonstrated installing topside planks using a modified router to match plank edges. At another workshop he and Dan Nelson demonstrated drilling a prop shaft hole through a keel to align correctly with the shaft log.



1948 Chris Craft 17' Runabout - 1988 Rendezvous



1938 Chris Craft 19' Sportsman
 Best Professional Restoration...2000 Rendezvous



In February 2002, Sherwood decided to retire from Wells Fargo Bank (Norwest) and restore boats on a full-time basis. His workshop in the countryside near Osceola, WI measures 26' x 48' and can accommodate three mid-sized boats. Since making that major decision, he has worked on eight boats that required work ranging from frame/hull repair to varnish. His love for woodworking inspires him to carefully select the correct wood and grain pattern to bring each boat back to its original beauty. For the brightwork, Sherwood uses high quality varnishes and methods that provide the high gloss customers desire. For the bottom, he uses the plywood/5200/plank method ala Don Danenberg with great results. Smith & Co.'s (one of our advertisers) penetrating epoxy and barrier coats are used to keep water penetration into the wood fibers to a minimum.

Currently, his time is divided between repairs to customers' boats from Minnesota, Wisconsin, and Iowa and reconstructing a neglected 1939 Chris Craft for his own use that followed him home. With his banking career in his past, he is now happily ensconced in rural Wisconsin, pursuing his dream of bringing old boats back to life and loving every minute.



PROTECTING YOUR CLASSIC BOAT FROM OLD MAN WINTER



A series of protection and safety articles provided to you by ACBS Safety Officer Goody Thomas and Hagerty Classic Insurance with the expert assistance from ACBS member, Gary Hutchens, owner of Torch Lake Classics. Please boat safely, store safely and prepare for the next boating season.

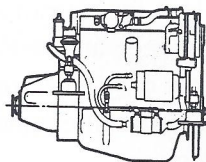
We're going to get right to the point with our storage tips:

- It's a good idea to change the oil after hauling your boat.
- Drain the water out of the engine, water pump and manifolds. Consider replacing the water with a non-polluting antifreeze.
- Remove the battery and store it in a heated building; consider maintaining the battery with a trickle charger.
- Drain all water from the bilge.
- Consider stuffing a "stopper" such as a tennis ball into the boat exhaust pipe to eliminate any vermin from nesting there during the winter.
- Try placing mothballs in small aluminum pans or foil around and in the boat to repel vermin.
- Take everything off the boat such as sails, gear, battery, all electronics and any items that may mildew. Store separately inside a building.
- Wash or wipe down the inside of the boat with a mild soap, light bleach or similar cleaning solution, including all upholstery, chrome, wood, etc.
- Rest the boat trailer on blocks to prevent the tires from developing a flat spot and cover the trailer's wheels to prevent drying and cracking rubber.
- Store your boat in a well-ventilated facility.
- If you're storing your classic at a marina or other shipyard, confirm that the owners and workers know how to properly store your boat, e.g., blocking wooden hulls.
- Shrink wrapping is not recommended for wooden boats. However, if you do shrink wrap, be sure to install extra vents.



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1925 HALL-SCOTT

by Jim Aamodt

Elbert Hall was one of America's foremost airplane engine designers in the years prior to World War I. By 1912, his company was producing an A5 six-cylinder engine of 824 cubic inches, which developed 125 H.P. for aircraft use.

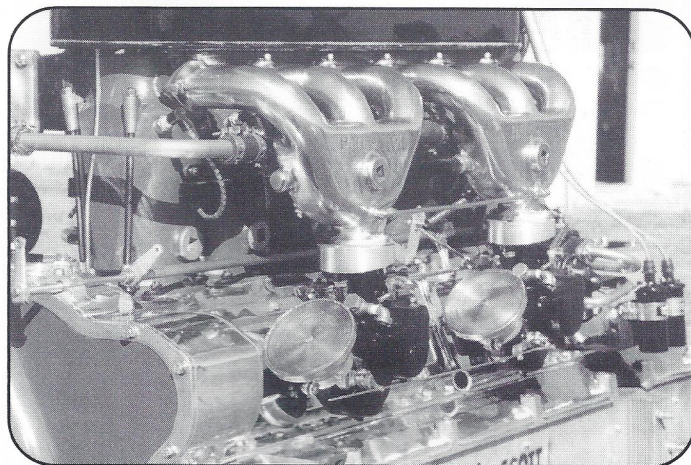
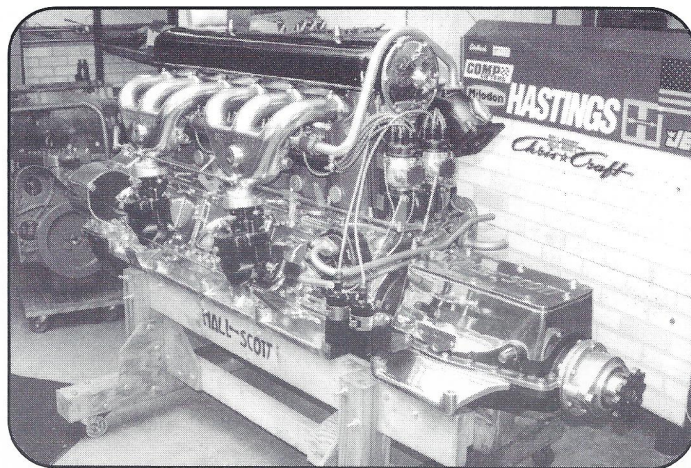
Jesse Vincent was the chief engineer at the Packard Motor Car Company. Packard was not only an automobile producer, but also a major supplier of aircraft engines (and in the 1930s and later, marine gas engines).

By governmental request, on May 29, 1917, these two engineers met at the Willard Hotel in Washington D.C., and within five days, formulated the complete plans for a new U.S. series of airplane engines, the "Liberties." Within the next year and a half, over 24,000 of these modular designed engines of 6 cylinder, V8 and V12 configurations would be built. Over 22,000 of these were V12s. The complete upper end of the assemblies, camshaft, cam, lifters, drive gears, valves, cam boxes, bearings and lube assemblies were literally that of the previous A-5 Hall engine.

After the war, surplus Liberty engines were widely being converted to marine use, and surplus parts were abundant. Major drawbacks, however, were the aircraft "sheet metal" cylinders, which could not withstand either constant power or salt water. In 1920, Hall re-designed the A-5 engine with cast iron cylinders, marine manifold, planetary transmission and a strengthened lower end to overcome this problem. The engine's upper end and pistons were interchangeable with the Liberty's, which afforded Hall a great source of quality and inexpensive parts. This series of engines produced by the now Hall-Scott Motor Car Company became the L-6 205 H.P. marine engine, a L-6A 250 lightweight version, a L-6G with a sliding gear transmission, and a model L-6F which was an early attempt at a low pressure supercharger.

In 1921 and 1922 the 32' John Hacker designed "Adieu" won the Fisher Trophy, defeating several boats with

Hall-Scott cont'd on page 35



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Hall-Scott cont'd from page 34

larger engines. Thus, the notoriety of this "fully marine engine" was established.

The engine pictured is a 1925 model, owned by Lee Anderson of Nisswa, Minnesota. It is from his exquisite 1925 33' Hackercraft, "Rebel."

It was decided that as a joint effort Les Mahlstead of Lester Prairie Engine and I would rebuild the engine while Mahogany Bay did updates and repairs to the boat. We also decided to replace the troublesome Miller carburetors with more reliable Zeniths (which Hall-Scott adapted to this engine in 1926 production).

After tear down, it was apparent that there were several cracks in cylinders, crankcase, oil pan, and transmission. Wear was not excessive, but one-rod assembly was bent, which scored a cylinder and demolished the piston. In addition, the water pump was badly scored, generator had a partially melted armature, one camshaft lobe was destroyed, and all roller-cam lifters were bad. The only part without wear was the nine-inch diameter internal ball bearing used as a thrust bearing. This was replaced anyway.

In addition to new bearings, pistons, valves, etc., and rebuilding of the seven engine cracks, the intricate multi-passage exhaust manifold was rebuilt with its five broken cast iron pieces being repaired by Crow Custom Cast Welding. As work was done, all water passages and exhaust ports were coated with ceramic based materials to extend component life. Eleven months and nineteen vendors in seven states later, we believe we have one of the finest of the less than one dozen of these engines known to exist. It looks good and has been restored to be used... as well as preserved.



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●**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)

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

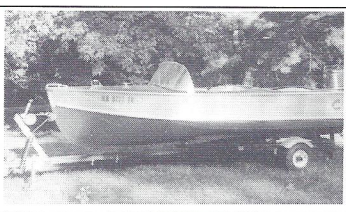
We will fabricate any wood parts or fiberglass repair panels for the following boats that we will have in our shop, Fall of 2002.

●**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
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THE TRADING DOCK

●**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
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●**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.
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 ●**1958 CHRIS CRAFT 18' CONTINENTAL UTILITY**. ~ KFL 6 cyl eng. 2-tone wood, Ivalite, 12 volt system, very nice original. \$10,000 with storage trailer
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The BoatHouse is pleased to offer this service to anyone wishing to sell (or buy) a boat.

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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

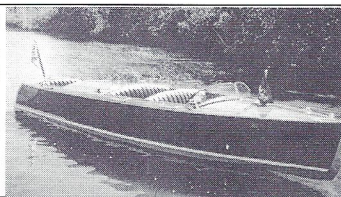
●**1969 MELGES 28' E-SCOW SAILBOAT** - new sails, ready to go, with trailer, \$2,500.00 Jeff Stebbins 952-474-2954 jstebbins@gentryconstruction.net (M0602)

●**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.



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●**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)



●**WANTED!** --for 1951 Chris Craft Riviera: gauges, 4 cyl exhaust manifold and carb.
 ●**WANTED!** --for 1959 Chris Craft Cavalier 283 timing cover/engine mount, Paragon reverse gear - contact Steve...
 715-394-4481/ph 715-394-3288/fax
 email www.nstarbw@aol.com (M0802)

● **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)

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●**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. Quadret-jet 4-barrel carb. Std transmission (floor shift). For more pix, go to www.vgvh.com/myboat.html . \$15,000. Paul von Goertz
 email:paulvg@vgvh.com
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●**1954 CHRIS CRAFT 31' EXPRESS CRUISER**
 K blocks, twin 6 cyl, 95 hp. Both running.
 \$2,500 with trailer.
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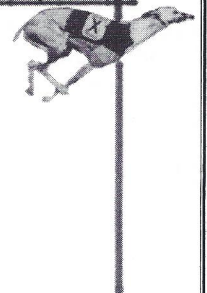


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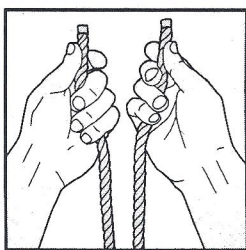


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Tying The Knot

You can tell an old salt by the way he treats lines. Mastering at least four basic boating knots — or remastering them, if you've allowed yourself to get a bit sloppy — can not only keep your gear secure and your boat properly docked, it'll set you apart from the yahoos.

1



End From End.

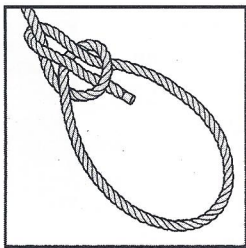
Master these four basic boating knots and you'll be fit to be tied. But first, a couple of quick notes about knots. The "standing end" refers to the end of the line that's attached to whatever you're securing. The "running end," sometimes called the "free end," is the end of the line that's being used to tie the knot. "Overhand" means that the running end of the line is placed atop the standing end; "underhand" means the running end goes beneath the standing end.

2

Bowline.

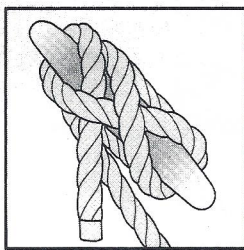
This is the one knot to learn if you're only learning one. It forms a secure loop that won't jam, can be tied around stationary objects, supports extreme loads and is still easy to untie.

- 1) Form an eye in the rope with the standing end underneath.
- 2) Pass the running



end up through the eye (the rabbit out of the hole), around the standing end (the rabbit around the tree) and back through the eye (the rabbit into his hole). 3) Hold the running end and pull the standing end to secure the knot.

3



Cleat Hitch.

This is the knot used to secure lines to cleats and tells you at a glance it was tied by a boater.

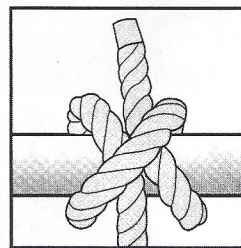
- 1) Pass the running end around the end of the cleat farthest from the object being secured, then around the near end of the cleat.
- 2) Form an underhand loop and pass it around the far end of the cleat, pulling on the running end to tighten.
- 3) Do the same around the near end of the cleat.
- 4) Loop the excess line around the cleat to keep it out from underfoot.

4

Clove Hitch.

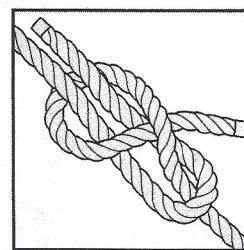
This is a good all-around knot, especially useful for securing a line to a pole or post. It's not 100 percent secure, but it's easy to tie and untie, and it'll hold well enough for most applications.

- 1) Pass the running end around the post coming back below the standing end.




- 2) Make a second, loose pass around the post, this time feeding the running end of the line through the loop.
- 3) Pull the running end of the line to secure the knot.

5



Sheet Bend.

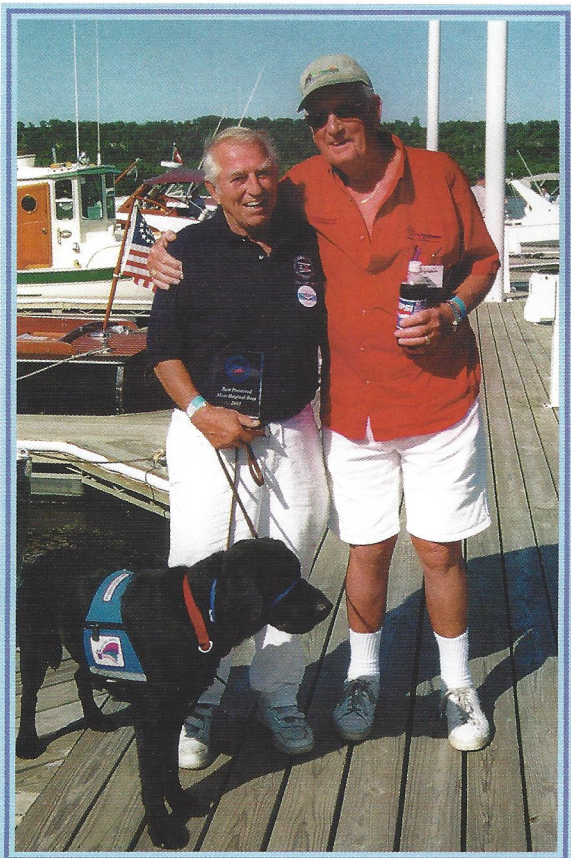
This is one of the best knots for tying two lines together. It's strong, easy to tie and works with lines of different sizes. You can even use a double sheet bend to hold two slippery nylon lines.

- 1) Start with the standing end of one line to your left, the standing end of the other to your right.
- 2) Make a loop with the running end of the heavier line.
- 3) Pass the running end of the second line through the loop, around back of the heavier line, then back under itself.
- 4) Pull the knot tight to secure. 

Note: This article reprinted from Boating World magazine



1924 Hall Scott 220 h.p.

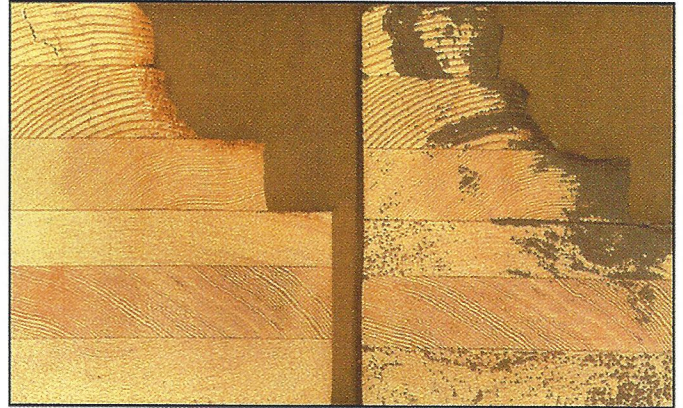


*Frank Warner, Carl Weisser
& "Ringo" the Wonder Dog.*

Rot goes into wood farther than you think.

*You cannot see all of it.
We can find all of it.*

This is the modern technology
that restores deteriorated wood.



These two laminated beam sections were adjacent slices, cut side-by-side and one treated, so you could compare the almost-identical wood before and after impregnation. The fungi that cause rot leave an abnormal porosity in apparently-sound wood near the decay. This is why rot starts up again behind conventional repairs with other products.

The slice on the right was treated with Clear Penetrating Epoxy Sealer™ [CPES™] dyed blue, so that regions of abnormal porosity would be visible after impregnation. The wood was placed in a shallow tray and the liquid wicked up into the wood in only a few minutes.

In regions where the fungi have eaten the wood, the dyed resin is now visible. CPES impregnates deteriorated wood much more than sound wood, because it has more porosity. These regions are now impregnated with a highly rot-resistant and water-repellent resin, and useful mechanical properties are restored. This treatment improves the ability of the wood to resist further deterioration.

This is the first step in the restoration process. When finally painted, a fresh coat of CPES glues the paint to the wood, so the paint sticks better and lasts longer.

For more information contact: Smith & Co., 5100
Channel Avenue, Richmond, CA 94804-4646.
1-800-234-0330. www.smithandcompany.org.

*Alan & Faye Smith
in their
1957 Chris Craft
22' Sea Skiff*

2002



MISSISSIPPI

RIVER



Chris Smith's 27' Sea Skiff with Dirk & Sharon Gunder, Elizabeth Hvam, and Chris's neighbors from Michigan...obviously enjoying the cruise.

MINI

CRUISES

*Jim Camery and Tammy
in their 1954 Chris Craft
26' semi-enclosed cruiser.*

*Note Tammy taking a
picture of the photographer.*

