

The Bi-Monthly Publication of the

**Bob Speltz Land-O-Lakes Chapter**  
Antique & Classic Boat Society

THE BOATHOUSE







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



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 15<sup>th</sup> of the odd number month prior to the desired issue. Address all BoatHouse issues to the editor.

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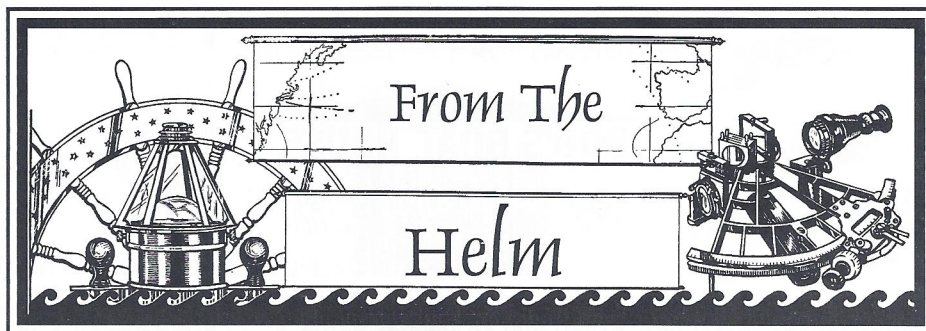
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As 2002 draws to a close, our organization has grown to over 500 memberships, representing almost 1,000 persons. In spite of frequent inclement weather, we produced approximately twenty days of participatory events this year. We also progressed in our educational goals, archives organization, expansion of Rendezvous events, acquisition of valued donations (boats) under our 501(c)3 status, and are actively planning our 2003 calendar. A large "thank you" is due to all those who made 2002 a successful year!

A special thanks goes to all our Board Members, who were inspiring and relentless in their work, in spite of receiving compensation in Subway Sandwiches. We are currently working on several projects, including participating in the extensive 2004 St. Paul River Centennial. Meanwhile, for 2003 we have confirmed the Feature Boat Marque for the Rendezvous to be the Higgins Classic Boat Association. They will be conducting their National Meeting and Display at the Rendezvous in August.

Randy Havel and Larry Quinn have retired from the Board after three years each, and our thanks to both of them. Greg Benson has both retired (as Past President) and been re-commissioned as a Director for 2003-2004. New Directors are Mark Setterholm and Jon Blackburn. Dave Doner has stepped up to be Vice President, along with John Kinnard and Clark Oltman. Directors re-elected and also fulfilling unexpired terms are Brad Ernst, Dirk Gunder, Peggy Merjanian, Hunt Russell, Bob Johnson, John Laidlaw, Ray Garin, Suza Gosh, Sharon Gunder, Ron Goette, John Tuttle and Paul Mikkelsen. Continuing as Treasurer is Jim Camery with Lynn O'Connor again serving as Secretary.

Our new President, Andreas Jordahl Rhude, is familiar to everyone as being a frequent contributor to the BoatHouse, a director, secretary and vice president, as well as chairman of many projects and events. We have an excellent new team and leader!

Thank you to everyone for your hard work and support over the last two years. It has been my privilege to serve as President, and I look forward to new challenges as a member of the Board this coming year.

Sincerely,  
*Jim Aamodt*

#### Editor's note:

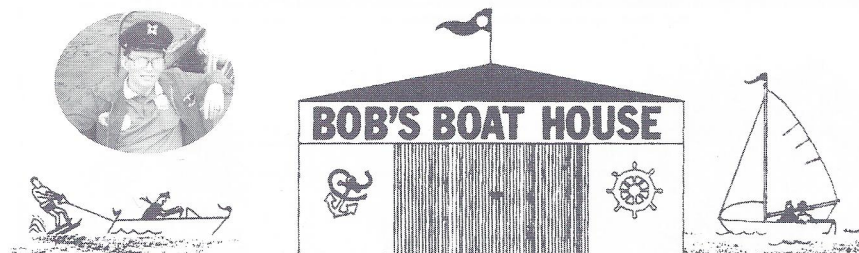
*Jim Aamodt has devoted countless hours to BSLOL in many areas - not just as President. His dedication, determination, and physical stamina have helped our chapter to grow and prosper. Jim, along with wife, Marcia, have been a driving force for several years. Wherever there was something to be done, you'd see one or both of the Aamodts working tirelessly. They deserve our deep appreciation. Thanks, Jim and Marcia!*



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## THE REAL RUNABOUTS

By Robert Speltz

I guess I'm a fanatic. Growing up in the early 1950's, I always seemed to be interested in just one type of pleasure craft, the inboard speedboat. Like so many others in my generation, I was awestruck by the sight and sound of a sleek and shiny Gar Wood, Hacker, Dee Wite, or Chris Craft. I regret having missed the 'Golden Age' of luxurious speedboats, and I've often wished that I'd been born in the 20's or 30's, when I could have really enjoyed the thousands of flashy, high-powered inboards that roared across the nation's waterways.



*First known use of this image.....*

*The International Maritime Dictionary* defines runabout as "A small open or decked motor boat with a length ranging usually from 16' to 30' designed particularly for fast day runs of not more than a few hours in sheltered waters," but the sight of a 30' runabout today is a rare one indeed, when most of us think of the runabout as the small out-board speedboat.

The origins of the true runabout are somewhat clouded and vague. Current authorities on the subject seem to disagree on when the first true speedboat appeared, and my own observations have led me to conclude that

*Real Runabouts cont'd on page 5*

### 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.



*Real Runabouts cont'd from page 4*

the era was ushered in around 1924, and that its peak was reached around 1951 or 1952. Prior to 1924, most so-called "runabouts" were really only glorified launches, being displacement or at least semi-displacement hulls. The hulls of the real runabouts were the semi-vee planing type.

The famous builders - Chris Craft, Dee Wite, Hacker Craft, Sea Lyon, Ramely, Gar Wood, Belle Isle Bear Cat - all started their businesses during this period. Christopher Columbus Smith, for example, was building small wooden duck boats on the shore of his beloved St. Clair River in 1900. By 1930 he and his four brothers operated five huge plants using techniques adapted from Henry Ford's revolutionary assembly line process. These techniques were helpful in making pleasure boating a sport in which thousands could take part.

John L. Hacker had a similar beginning, opening his own boat building plant. In 1920 near Detroit, MI. Some of this nation's finest, most stylish speedboats came from John's factory. In fact, to this very day, some old boat collectors prefer the 'Hacker' because of the quality workmanship and materials that went into each model. John Hacker did not survive the Depression, as the market for sleek, 45' double-ended speedboats with huge V-12 engines simply disappeared. The Hacker Boat Co. survived until about 1953, though John himself spent his remaining years as a superb marine designer and had no personal connection with the boat building firm that still bore his name.

One could go on and on covering histories of famous boat builders, but it was usually the same: most had humble beginnings, reached a peak along the way and in most cases finally disappeared altogether.

Why were they so popular once, yet today almost non-existent? Well, let's take a look.

The late 1920's and early 30's were a wild and woolly period, full of fads, big cars and fast living. The inboard powerboat had grown beyond being a rich man's toy - something you putt-putt around the lake on a hot summer evening. Now it had become a sleek, mahogany work of art, covered with chromium hardware, coats and coats of shiny spar varnish, and genuine leather upholstery. By 1930 inboard runabouts were the rage, and builders knocked themselves out trying to outdo each other in length, style and horsepower. Those Americans who were wealthy enough, even though in the throes of our nation's worst depression, still were making money and wanted all the luxuries money could buy. If you owned a Hacker, Gar Wood, Sea Lyon, Chris Craft, Dee Wite or any other inboard speedboat you were considered to be the 'cat's pajamas!' The speedboat phenomenon, as it soon became

commonly known, swept the nation like wildfire. The Eastern Seaboard states, especially in the lake resort areas probably still boast the largest number of wooden speedboats in use.

Having a big, streamlined runabout tied down at the pier made one the envy of many other less fortunate souls! The boat builders all knew this, and in their literature they quietly played up these points.

A quick review of the 1930 Chris Craft catalog shows the firm offering some 20 runabouts from 20' to 28' in length. Engine options ran from a small 75 hp up to 250 hp. Options available to customize your Chris covered several pages. Most large runabouts had twin windshields, and convertible or sliding landau roofs. These allowed owners to use their boats under almost any weather condition.

"You will find yourself falling in with youthful plans," explained a 1930 Chris Craft advertisement. "You too will enjoy picnics and shoreline excursions. You will do it easily and without fatigue, for a Chris Craft glides swiftly, like a fine motor car, while cushions are deep and luxurious." The women were targeted too in these early advertising campaigns. Here is but a sample: "The gay regatta, the afternoon tea, the dinner-dance all are close by. Count the Chris Crafts at Newport, on the Riviera or at Buenos Aires, your most delightful people are Chris Craft owners!" On and on it went. The brand name was different, but life would become one gay, carefree chase once you owned a shiny new inboard runabout.

The most popular size range was 22' to 28' in length. Construction most often was double-planked mahogany on oak framing. Some firms used canvas between layers of planking to prevent leaks, but this soon became unpopular, as the boats began to leak when the old canvas shrank or rotted away. Decking style varied from firm to firm. Most were applied in strips about the width of four 'planks,' but three seams were not real, being cut into the surface of the deck and filled with white seam compound to match the real seams. The use of two-tone decks soon became stylish, with the king plank and covering boards either stained or natural varnished oak. White deck seams came in the early 1930's, too. Up to that time, seams were finished in natural tan or brown. Finally, builders started painting in the deck seams with white to add detail and visual contrast to their creations. To this day the practice of painting in deck seams on runabouts is very much in vogue.

Speedboat buffs in the late 1920's considered any inboard with the engine behind the driver to be a "suicide boat." No person in his right mind would ever want to sit ahead of a gasoline engine. Times started to change though, as engines became larger and heavier and boats became

*Real Runabouts cont'd on page 13*



# MINNEAPOLIS **BOAT SHOW**

## THE MINNEAPOLIS BOAT SHOW IS LESS THAN A MONTH AWAY!

(That's a few short weeks!)

It's time to get serious about the upcoming boat show: Wednesday - Sunday, January 15-19, 2003. The show is held at the newly-expanded Minneapolis Convention Center. Once again BSLOL will be the MAJOR FEATURE DISPLAY. Along with the boats, we need volunteers to work the show - before, during and after.

**OK, HERE COMES THE PLEA FOR HELP...**

The show is scheduled for placement of boats on Monday, January 13<sup>th</sup> and additional setup on Tuesday and early Wednesday, the 14<sup>th</sup> and 15<sup>th</sup>. 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.

**Here's what you need to know.**

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 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 keep in mind.**

**Just pick your day(s).**

**Here's how and why!**

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

This show is always fun and it's easily 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?

### 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 closes.



# WE START 'EM YOUNG"

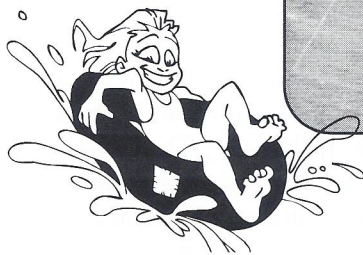
A page dedicated to kids!



Don and Marilyn Hult water-skiing with their children in 1961.

How many families can say they were all skiing at the same time behind the same boat? The Hults are pictured here behind a 17' Hultcraft powered by a 50 hp 1959/60 Johnson - the biggest one manufactured by Johnson at the time.

This picture was taken on Lewis and Clark Lake on the Missouri River between Nebraska and South Dakota. The sand islands pictured in the background are (were) on the upper lake. They have since completely eroded away.



LEFT TO RIGHT: Marilyn, Carol, age 7, David, age 6, Colleen, age 9, and Diane, age 2 in Don's arms.

What a neat picture and family treasure!

Thanks for sharing!



*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*

TV/radio available to counteract the boredom because you are going to be there a long time doing this mundane task. The number of holes you have cleaned indicates how many screws you now have to remove. Here again, coffee, pop, snacks, and a TV/radio for entertainment are vital for keeping you from going nuts.

## HOW CAN I RESTORE IT? (If I can't get it apart!)

by Sherwood Heggen

You just got your project boat. To you it is beautiful. The neighbors think you have lost your marbles and the money you paid for it. You are going into this with your eyes wide open, knowing that you are going to have to disassemble it and replace a lot of parts to make it right. It shouldn't be that big a deal. It is held together by screws and bolts. You are good with tools and your hands.

The boat is 60 years old and it still has the original bottom. You have assessed the condition of the bottom and have found soft frames, a soft keel, and a lot of other non-surprises for a boat this old. You've read all of the articles on restoration and have built the cradle to support it after it is rolled over. You have removed all of the little screws inside the hull bottom going through the inner planking to the outer planking unless you have a Century. That is one of the good points of restoring a Century - no inner planking screws!

OK, you are ready to go. It is Saturday morning. Your buddies have helped you roll the boat over, have had their coffee and rolls and have gone home, leaving you one on one with the project. What to do first?

Since the frames are bad, it will be necessary to get at them somehow. Taking off the bottom planks is about the only way that is going to happen. You know that screws hold the planks in place, but where are the screws? Well, they are securely hidden under plaster plugs which must be removed before you can get at them with a screw driver - all 1700 to 1800 of them. Assuming you are going to use the planks for patterns, you will want to take them off one at a time, screw by screw, in a non-destructive manner.

Removing the plaster plugs will be a long drawn out task. The effort can be eased a bit by drilling through the center of the plug with a five-sixteenths inch brad point bit. The bit will stop at the screw and most of the plaster will be removed, but the screw slots will still be loaded with plaster. A sharp ice pick is the best tool to clean the slot out. The other method is to use the ice pick only. Push the pick into the plaster, prying out as much as possible, run the point of the pick around the perimeter of the hole and finally clean out the slot. After about a hundred attempts of cleaning out the holes, you will possess a new skill you never thought you would have. Have plenty of coffee, pop, snacks, and a

During disassembly, keep a notebook of the various measurements and points to remember. Important to record are the bolt and screw sizes as you remove them from the various stations. List the members of the boat bottom across the top of the notebook page, i.e., keel - stringers - chine. Then, down the left side of the page, mark the stations from fore to aft, i.e., S (stem), 1, 2, 3, 4, 5, etc, for the main and auxiliary frames, ending with T (transom). The main frames are the ones that connect to side frames and the auxiliary frames are the ones that stop at the chine. Intermediate frames, which are sticks between the keel and chine, are placed in between the previously mentioned frames. They all have the same size screws and need not be mentioned in detail on the record, other than the number of screws they require. As you remove a fastener, identify its kind and size and record it on the page. You should list the screw sizes holding the bottom planks in place also. You will refer to this when ordering new fasteners and during assembly.

Grab your screw driver that fits the type of screw to remove and get to it. If it is a Frearson screw, do not attempt to use a Phillips screw driver. The blade looks similar, but it just won't work. Go to your boat restoration supplier to get the correct Frearson bit. If it is a slot screw, be sure the blade is sharp to get the best grip in the slot. What about using a power screw driver? Don't use one until you know that you have the screw loose in the hole. The power driver often gives too much power too fast and will damage the screw slot making it even more difficult to get the screw loose. It is surprising how well established a screw can be after 60 years in the same hole. Once you have worked it loose with a manual screwdriver, make the job go a lot faster by using the power screw driver to finish removing the screw from the hole. If you should happen to destroy the slot, use a one-quarter inch drill to drill the head off the screw. Then, when all the other screws are removed, simply pull the board off the remaining screw shank. Then, grip the shank of the screw with a pliers to turn the screw for removal. You will also find a number of "spinners" that seemingly have lost their grip. Actually, it is more likely these are broken screws. Leave them until the plank is off when you can simply tap the heads out with a hammer. You can work around the remainder of the screw in the frame if you do not replace the frame

*Gadgets & Kinks - cont'd on page 10*





Dear Dr. Fred,

My husband and I enjoy boating probably like no other couple. We enjoy the Antique & Classic Boat Society, with all its benefits and camaraderie. However, that is not why I am writing to you today. The story is true; I have only changed the names to protect our anonymity.

When we first bought our boat it was nameless. We had a hard time coming up with a proper and fitting name we both could agree upon. I had ideas like "Summer of '52", "Dream Boat" and "Old Woody." However, my husband insisted the boat should be named after a woman. He said it was the traditional thing to do. He said that old boats have personalities and they should be treated with respect. I finally agreed and we named it "Peggy Sue". My husband (I'll call him Bob) said it had something to do with the 50's and a song he enjoyed. I still didn't understand the personality thing. Although wood boats are beautiful, aren't they really just a bunch of wood and metal?

Well Dr. Fred, this is the hard part. I think my husband is having an affair. No, in fact, I know he is having an affair. Not with the neighbor, but with "Peggy Sue." Is this sick or what? He refers to the boat as "her" or "she" and not "it". He gets worried for it when a storm is brewing. I have even overheard him talking to it when things aren't running just right. The boat is pampered, respected and coddled. It seems as though every spare moment when not boating, is spent sprucing up, tinkering, or just hanging out next to it in the garage.

Now, he says his water pump is leaking. Sounds like another reason for him to spend more time with the boat. He says that he has been told that Chris Craft water pumps are supposed to leak some. Is this true? Oh, the agony of it all! Tell me Dr. Fred, what should I do? Is my husband sick and beyond help? Does he need therapy? When will this all end - or will it? You are so wise and I love your new TV Show. Can you help?

Signed,

The Other Woman

Dear Other Woman,

You are making a mistake here. I am Doctor Fred, not Dr. Phil; Dr. Phil is my cousin. He is very, very busy with this new show and all the fame and notoriety. I will try to address your issues as best as I can. You see, my cousin Dr. Phil's major was in counseling despondent women with a minor in motor science. While I majored in motor science, my minor was counseling despondent women. So Rebecca,

if I may call you that, let's roll up our sleeves take a deep breath and discuss your issues.

My first thought is, so what's wrong with what he is doing? These boats should be taken care of. We as owners are the caretakers for the next generation. Without loving care and attention, they would soon be lost forever. However, obsessive behavior is not healthy. I would suggest if you feel he is obsessed with the boat and its care and maintenance, you two should have a talk. It seems that you both enjoy the boat, ACBS, and its fellowship and most of all, boating. You have a common bond with a wonderful activity. Perhaps you might be interested in spending some time with your husband in the garage. In trade, he can spend some more time with you participating in one of your favorites, such as gardening.

I know you think your boat is just a bunch of wood and metal. How could an inanimate object have a personality? Well they do. Don't ask me how or why but the truth of it is they just do. That is why I believe the naming a boat after a woman is a tradition. Many people today choose to make statements with their boat names. Such as, "Buy Low". Not good karma, as we used to say in the 60's. But whatever you decide to name your boat, it's not such a bad idea to have a few kind words with her once in a while.

Now for the important stuff. Let's check out the water pump situation. I will make an assumption that the water pump in question is the standard gear-driven pump installed on all Chris Craft engines made by Sherwood. No not Sherwood Hegen, Sherwood Brass and Pump Company. Of all the mechanical devices on or in your boat, this pump the most reliable, least maintained, and always ready to operate gadgets made. Inside your pump are two cylindrical gears that turn with the engine drawing water up from the lake. As the engine speeds up and requires more cooling, the pump speeds up and feeds more water to the engine.

The other type of water pump uses a rubber impellor to pull water up from the lake. I have to admit these types are more efficient, however they can wear out without warning and leave you stranded unless you have a spare impellor.

Dr. Motorhead - cont'd on page 15



Gadgets & Kinks - cont'd from page 8

After you have all of the screws out remove the planks and set them aside for patterns. If you have a Century, you will now be looking at bottom frames and battens. If you have a double planked bottom, you still need to remove the inner planking. This planking is held in place with little nails whose heads are nearly ready to come off from their rusty condition. It is easier to drive the boards off with a hammer from behind than it is to try to get all of those nails out with the boards in place. Don't try to save these boards. Most likely you will be replacing them with plywood anyway. Once the boards are all removed, you will be able to get a better grip on the nails with a claw hammer, vice grip, or what ever device you wish to use to extract the little buggers. You have come a long way! You can now see the bottom frames. Holding everything together here are mostly countersunk carriage bolts and some very large screws.

Taking out the bolts is a simple matter of removing the nut and driving out the bolt. The first time you spend more than reasonable time removing the nut with your socket wrench, you will realize that the bolt is spinning. You look in the hole at the head and you ask yourself how you are going to get a hold on that. There are a couple of ways to get it out. Since you will want to replace that bolt with a new one, simply cut it off behind the nut with a hack saw, if you can get at it. The other method is to take a screw driver with a blade no more than a quarter inch wide and drive it in beside the bolt head on the left side. Then, as you remove the nut with a wrench, twist the screwdriver handle, clockwise. Usually that will drive the blade edge into the rotating edge of the carriage bolt head, stopping its rotation as you remove the nut. Once the nut is off, drive the bolt out with another bolt far enough to get a pliers on it and pull it out.

The screws that hold the frames to the stringers and the chines are usually #12 and #14 and take a big screwdriver. You may have to go out and buy a proper size screw driver that has a square shank or a hex shape for a wrench up by the handle. The amount of torque necessary to remove these screws is great. You will find turning the screw much easier when a wrench provides extra leverage to twist the screw out of the hole. Before attempting to remove the screws, clean the slots well. When turning out the screw, be sure there is plenty of downward pressure applied to the screw head. Do not let the screwdriver twist out of the slot or the slot will be damaged making it more difficult, or nearly impossible, to get the screw out with out destroying everything around it.

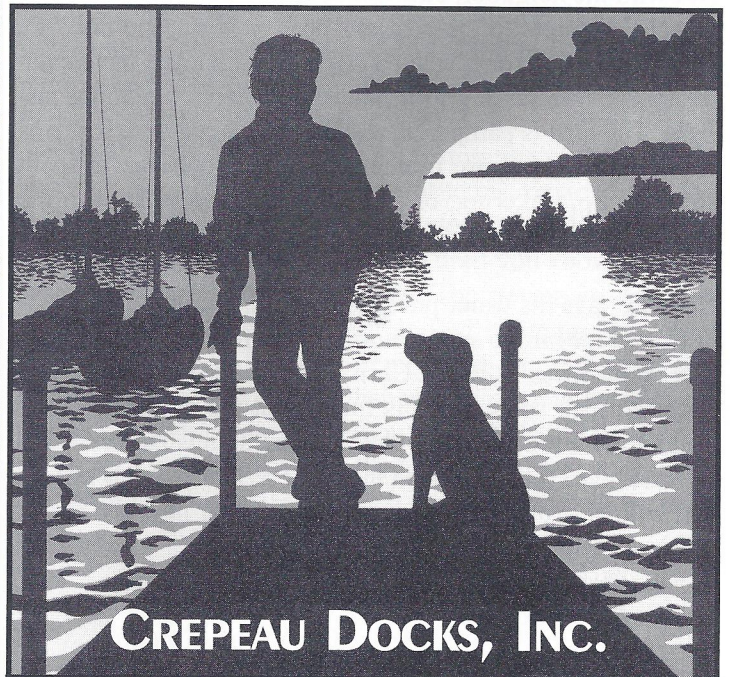
You may notice as you attempt to take frames out that the bottom frames, stringers, and keel are like an interlocking puzzle. The keel holds the frame and bottom joiner down to the frame and the stringer is notched keeping the frame and bottom joiner from moving fore and aft. To remove a frame, you must remove the keel or the chine.

Then after all of the screws/bolts that hold it in place are removed from the frame, the frame can be lifted free.

You may need a short screwdriver to get at the screws in the bottom joiners which tie the frame halves together because of the limited space between frames. The keel must be removed to be able to remove the bottom joiners. A right-angle drive chuck attached to your drill motor can be a great help for getting at screws in that cramped area. They are available for sale at good hardware stores.

Hopefully that takes some of the mystery out of taking the bottom apart. Give some thought to the task ahead before you start. It gets quite involved and the pieces are many. If you intend to replace the bottom frames, replace every other one to maintain the correct bottom shape, and then go and replace the remaining ones.

There will undoubtedly be some challenges not given consideration in this article, so use your imagination to get the task done, or give me a call. I can be reached at 715-294-2415 or e-mail me at Heggensj@Centurytel.net. For those of you that press ahead, good luck. And to all who own a woodie, *don't destroy it; restore it.*



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## SWITCH LABELS

by Jerry Petersen

One of Swingin Shepherd's (my 1954, 24 foot Shepherd hardtop) restoration challenges was labeling its nine push-pull electric switches. The prior owner had used brass strip labels that were tacked-on under the switches. After refinishing the dash, I couldn't bring myself to reinstalling these tack-on labels. I recalled that several Chris Craft boats used chrome washer labels. For example, my friend's 1961, 23 foot Sea Skiff has chrome washer labels under all of its dash switches.

Unfortunately, my normal restorer supply contacts were no help. In addition, I do have GPS and sonar switches that are not that common. My 1954 Shepherd came with a factory installed vacuum tube sonar! My solution started at my friendly Ace Hardware store, where I bought a box of standard half inch brass washers. They are actually 9/16 inch ID, 1.25 inch OD. I sorted through the box to find the ones with the most uniform OD's. I then proceeded to further smooth these washer edges by filing their OD's while they were spinning on a dowel in my drill press. Next came polishing on my buffing wheel. *Figure 1* shows a rough washer and a polished one.

I used one of my computer graphics programs to create circular text for the labels in various font sizes until I had one that worked. I actually printed it out on clear mailing labels which could be stuck onto washers for examination. I also made nylon bushings to fit into the washer ID's, since my switches have a 3/8 inch OD versus the washer's 9/16 inch ID. Again my Ace Hardware store came in handy, since they had the right diameter nylon bushings, but in one inch length. I merely cut off slices of the needed thickness on my band saw (with the bushing on a wooden dowel). *Figure 1* also shows one of these nylon bushing slices.

Fortunately, I found a versatile local engraver that could cut square grove letters in the desired circular arc. *Figure 2* shows a washer with the "Bilge" label so engraved. The last task was chrome plating.

*Figure 3* shows all nine switch labels in place on my Shepherd dash, along with the ignition and starter button. I'm glad I went to the extra effort, since I think the dash now has a much more classic wooden boat look that it did with the tack-on labels.

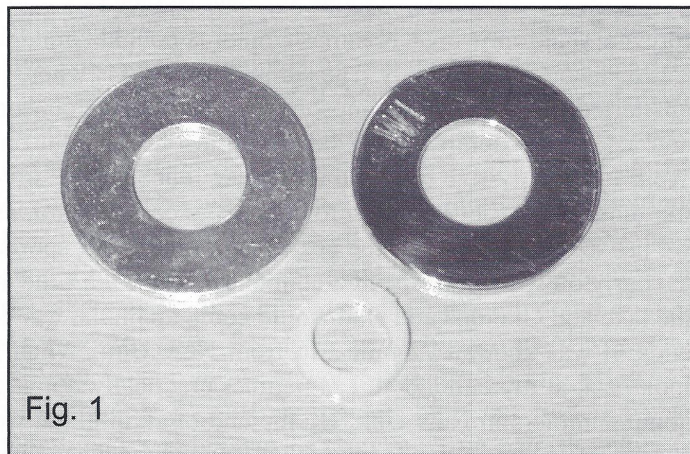


Fig. 1



Fig. 2

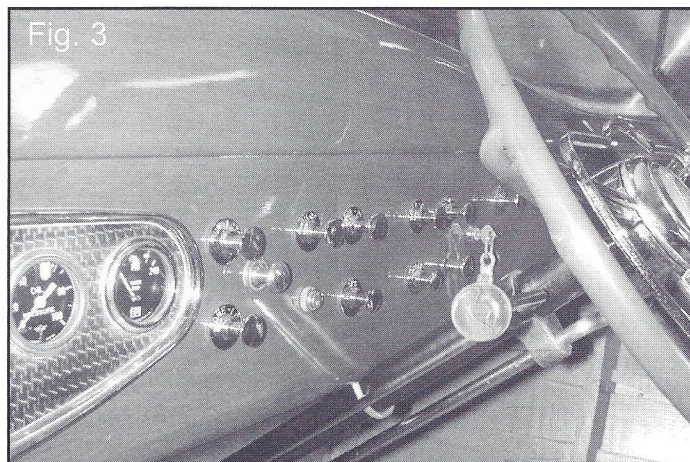


Fig. 3



# Member Spotlight

## Greg Benson

My childhood really was a paradise for a kid growing up in Minnesota. I grew up in New Ulm, but in August of 1953 my grandfather bought a cabin on Lake Sylvia near Annandale, Minnesota that changed my life forever. That following Christmas Grandma bought Grandpa a 1953 Thompson Tomboy. The summer of 1954 is where it all started. We had the Thompson with a 25 horse Johnson and a 12' Alumacraft fishing boat with a 5 horse Johnson. Well, I was only five then and didn't see much action driving those boats, but I learned to aquaplane or surfboard, as we use to call it. That was the beginning of my water sports.

Early on we would spend a couple of weeks at a time at the lake and Grandpa and Dad would come up on the weekends. It was about a 72-mile trip from New Ulm. When I look back at my childhood, I remember practically nothing about summers in New Ulm. By the end of sixth grade we spent the whole summer at the lake. It was school for nine months, and fun in the sun for three months. I can't remember at what age I was aloud to row the alumacraft, but I do remember asking Grandma about every five minutes if I could go "oaring in the fishing boat." You couldn't beat a glass day on the water rowing in the lily-pads looking for fish and underwater creatures.

I bet I was eight or nine when Dad let me drive the 5 horse on start, and maybe a year later full speed. That's when I really started exploring the lake and meeting friends from one end to the other. I can't believe it, but by the time I was ten or eleven, I was driving the Thompson and skiing with my buddies. My older brother Dave was my driver for many years, but was about to go on strike when I almost flipped the Thompson over slalom water skiing.

It was 1961. My grandpa had died in '57 and my dad had decided it was time for a bigger boat. My Dad heard about a write-in bid on an old shore patrol boat on Lake Minnetonka that once belonged to Governor Youngdahl. It was a 1949 Chris Craft Sportsman. He bid \$1,275 and won by \$75. We sold the Thompson to a farmer in Hanska, Minnesota and had the Chris Craft on the water by August.

I was 12 at the time and that was a big boat. I couldn't see over the nose completely. To this day, I can't believe my Dad let me drive that boat all by myself, even during the

week when he was home in New Ulm. We had a lot more responsibility as children then. I don't think my dad ever got as good as I did driving the Chris Craft. One time he was coming into the dock, one arm on the steering wheel, and he hit the throttle accidentally, and ran into our railroad tie wall splitting the cutwater right down the middle.

We had the Chris Craft until 1969. I had put many hours on that boat burning 50 to sometimes 100 gallons of gas a week skiing, racing, exploring or just cruising in the early morning with a cup of coffee. By then I was 20 and going to college. I had acquired a taste for coffee and developed a love for that soft throaty rumble of a Chris Craft puttin' down the lake. Unfortunately, the motor developed a cracked block and the boat was becoming a maintenance problem. We didn't think too wisely at the time and decided to dump the boat. We sold the boat to Greenwood Marina for \$100. I had finished two years of college and wasn't sure what I wanted to do. By the end of that year, I was in the Navy.

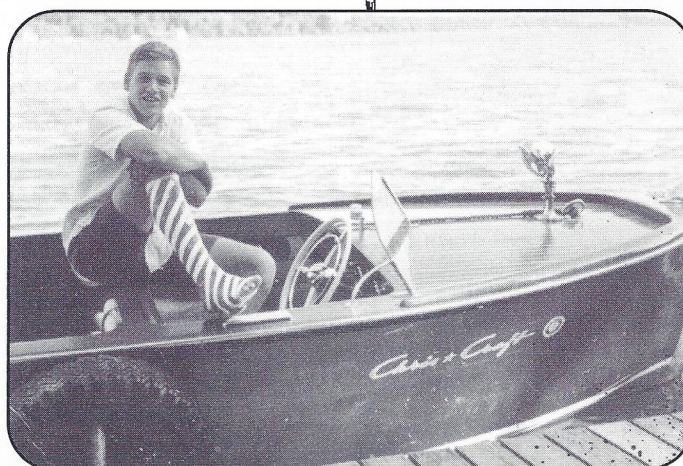
By the summer of 1970, I went off the deep end and bought a 16 foot Sidewinder (fiberglass) ski boat with 115 Evinrude. We didn't have a speedboat at the cabin and I wanted one when I came home on leave. Even being in the Navy, I managed many weekends home in the summer, and most of my four weeks of leave too.

After the Navy in 1974, I finished college at St. Cloud State and spent most of my time at the cabin, only 20 miles away, living the life I remembered as a child. My mother and grandma were still coming up for the whole summer and catering to my needs and whims. My parents had been divorced for eight years by then, and I had been overseeing the cabin with my brother. Life was good again with the Vietnam War over and my service obligation done. The Sidewinder came in handy because a bunch of my college buddies from Lake Sylvia had started a ski club and we were putting on shows all over central Minnesota.

In 1977 I bought a Mastercraft ski boat with a 351 Ford

with exhaust pipes! I was so excited about owning an inboard again, I drove all the way to Tennessee to pick it up! When I first ran it, I was so disappointed. That year was the first year they installed water mufflers and it was too quiet for me. But I grew to love that softer sound so much, I'm even contemplating putting water mufflers on my Chris Craft! I think that might be a no-no in the classic boating world we live in today!

By 1977 I graduated from college and got a job. By '79 I got married to my wife Debbie, bought a house, had five jobs, and



Note the absence of the left side of the windshield. Greg says they seldom, if ever had a full windshield...one side or the other was always broken. His dad was constantly running to New Ulm to get a replacement made..

*Benson cont'd on page 16*



*Real Runabouts cont'd from page 5*

faster. The trim Ditchburn was built about the end of the launch era, when that of the runabout began. The engine compartment was installed ahead of the passenger area. She was built in Canada and powered by a rather small Red Wing Marine engine. The convertible top was a far cry from today's vinyl ones, but the detail work on seats, deck and hardware really set her off as a classic.

As launches faded from popularity, runabouts whose engines began more and more to be placed behind the driver captured the attention of buyers. By the 1930's, hulls were no longer the round or flat-bottomed displacement type. The wide planing type with relatively deep, V-shaped forward sections and straight flat after sections had come of age. "Rumble Seats" were in fashion and all controls and instruments were within easy reach of the driver. All the way up through the 1950's and even the early 1960's Chris Craft and other inboard builders still offered the three-cockpit runabout. Most "Boat Taxi" and "Speedboat Ride" operators preferred this style runabout, because they could carry more paying customers per trip and offer a smoother ride.

Early cabin cruisers were much influenced by the runabout. Chris Craft, Hacker, Robinson, Sea Gull and most other builders of that era styled their cruisers much like the inboard runabout, simply adding cabins. The true flying bridge, as we know it in 1976, was still years in the future. The Chris Craft double cabin sedan cruiser was popular in the early 1930's, and many still are in use today. Can you imagine having a 46', all varnished cruiser today and being able to afford to have it revarnished every spring? In the 1930's most inboards were varnished, as labor was cheaper, and skilled craftsmen were more plentiful. The style was toward shiny topsides.

A new type speedboat began to make slight inroads into inboard boat sales about 1930. The "Utility" or "Sportsman" type boat had a large, open area, rather than small, upholstered cockpits. The true runabout buff had little time for this open inboard, but before long people realized that having the rear section of the boat open made the boat more readily usable for various pastimes. Fishing, swimming, or even Aqua Planing could now be done with ease.

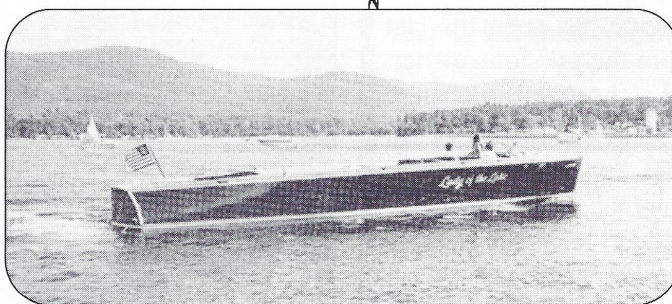
Ultimately, Chris Craft, Gar Wood and Century all offered more "utility" than "runabout" models down through the years since with less decking covering the boat there was less refinishing; so costs were lower when

revarnishing time rolled around.

Not all runabouts were built alike. The Ventnor racing runabout had a sleek hull, low windscreen and driver's controls in the stern, making this little beauty appear to be flying even while tied to the pier.

Styles of custom inboards ran from the sublime to the ridiculous. Such builders as Hacker Craft, Dee Wite and Gar Wood built hundreds of fine custom speedboats. Dee Wite, with their series of "Lodge Torpedoes" in sizes from 20' to 40', were really examples of how much wood could be shaped, sanded and finished to produce a boat that gained attention wherever it went! Authorities have told me the double-ended Torpedo did not operate as well as it should have at high speed, and the price was very high, so demand stayed quite low. Hacker Craft built some 40' and 45' inboards in the late 1930's and 40's, some of which are still very much in use today. MISS LAKE GEORGE is a fine example of custom inboard building. She is 38' in length and was built in 1933 as one of a pair, the other of which was sold to the King of Siam. She is designed so that you can walk between the two massive engines with ease, even though they are 300 hp each. Seating for 20 passengers was provided. Still operating on Lake George, New York, she is a rarity today, because many of the larger fine old runabouts were destroyed as the operating and maintenance expenses simply became too great.

About 1952 was the peak of the inboard's popularity in this country. The decline of the mahogany speedboat began after the end of World War II, as factors limited their widespread popularity. During the War all pleasure boat construction ceased. Even after the war it took a while for builders again to procure the quality grades of mahogany, oak and cedar they wanted. Quite a few speedboats in 1947 and '48 came from the factory painted, not varnished as in



the past. This was done to cover up the quality of woods used, short planks, many seams, etc. Aluminum boats appeared on the scene in 1947, and shortly after that the first Winner fiberglass boat appeared at the New York Boat Show. In the mid-1950's outboard motors were well refined, some even as large as 40

hp. Electric starting and remote controls made an outboard as easy to drive and maintain as any inboard ever was. Some of the major boat builders held off entering fiberglass boat construction longer than others, but finally, by the mid-1960's such names as Chris Craft, Century and others, were phasing out of wood and into glass. Chris Craft started using fiberglass in 1955 on the rear tail fin and deck

*Real Runabouts cont'd on page 21*



# Member Spotlight

## Dat and Susan Oven



It seems like yesterday but it was almost forty years ago now that I first became interested in wooden boats. Two senior high school age brothers from our lake neighborhood in northeastern Minnesota set out to build a kit boat. Progress came at a snails pace. We thought it would never get finished, that their Dad would never again have a garage in which to park his car. The project lasted four years.

In my mind, it was yesterday. I still vividly recall the evening that the neighborhood came to watch the inaugural launch. The boat floated. The motor purred. It was gorgeous. Everybody cheered. I decided then that someday I would own a wooden boat.

Fast forward through a few decades to our home on White Bear Lake where BayBe, a 1947 18 foot Chris Craft Deluxe Utility with a K engine has spent its last five summers. The name came from the previous owner. We don't know its significance. We chose not to change it. The hull card noted that it was shipped from Algonac, Michigan, to the Minnetonka Boat Works on March 6, 1947. It has likely spent its entire boat life in Minnesota.

Susan, our son Reid, and I had talked about getting a woody someday. There always seemed to be two stipulations – I had to get rid of something else; I had to wait until I retired, an event which is yet somewhere in the future.

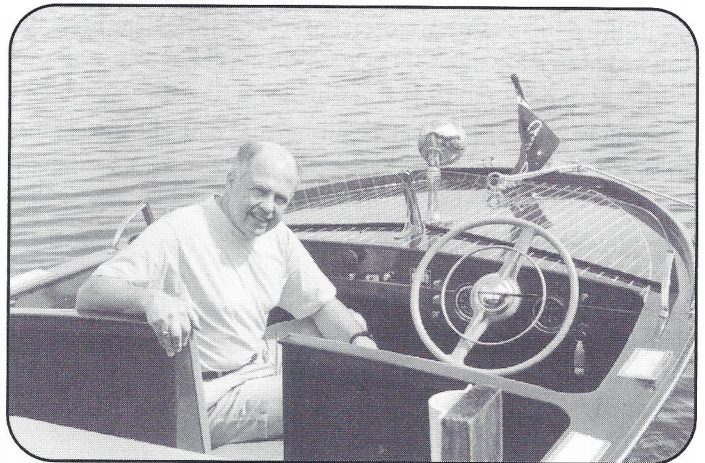
A number of years ago we were on vacation in Harbor Springs on Lake Michigan's Little Traverse Bay. There were a dozen Chris Crafts, Centurys and a Ditchburn in their slips at one of the marinas. Not long after returning home we went down to Treasure Island for the annual Rendezvous. That did it. We had been sailors for a long

time. The sailboat would stay but it was time for the pontoon boat to move on to a new home.

I started looking and found our Chris Craft in the St. Paul paper. We went to see it. It was at the right price point, seemed to be in reasonably good condition and appeared to present enough of a restoration challenge to keep me busy for the foreseeable future. There was an additional side benefit. I would be able to tell people that the boat was older than I was, but not as old as my wife. (This observation has not been used as freely as I had originally envisioned). The owner brought the boat to White Bear for a test run and the rest is history.

During its first winter White Bear Boat Works tended to the bottom. Jack Dukes of Crow's Nest Marine fixed some minor engine problems. Subsequent engine care has been at the hands of Dan West of Dockside Mobile Marine in White Bear. With my limited knowledge of wooden boats at that time I took on refinishing the decks and the hull. I assumed that it would be both fun and easy taking out the blisters, doing a little sanding, staining, varnishing and redoing the deck seams. After the winter months of weekend work it looked good to me, especially from a distance. Experts would refer to the results as "amateur."

I wish that I knew then what I know now, but life doesn't work that way. It's been a work-in-progress. The indoor-outdoor carpeting was replaced with a period vinyl covering. The boat cover was modified to become a full waterline cover. It also spends its summer on a lift



that has a cover so it is now totally protected from the sun and weather. I've again refinished the hull. Much improved results this time around. The decks are next.

We bought the boat to use it and enjoy it, and we certainly have accomplished both. Our most rewarding time was a cruise around the lake with our 88-year-old neighbor. She said that the engine sound and boat smells

*Oven - cont'd on page 15*



Oven - cont'd from page 14

took her back to her childhood and the two Chris Crafts that her Father had owned. This past summer BayBe was fortunate to be included in two significant events, delivering newlyweds to their wedding reception and in being featured in the opening video sequence of boat-lake cottages for a documentary on F. Scott Fitzgerald and his days in the White Bear Lake and St. Paul areas.

See Below.

*The following item appeared in the June, 2002 issue of the BoatHouse. BSLOL members Pat and Susan Oven responded and the bridal couple's wish was fulfilled. Our thanks to the Ovens - what a neat thing to do!*

COUPLE WOULD LIKE A RIDE IN A MAHOGANY BOAT AFTER THEIR WEDDING.

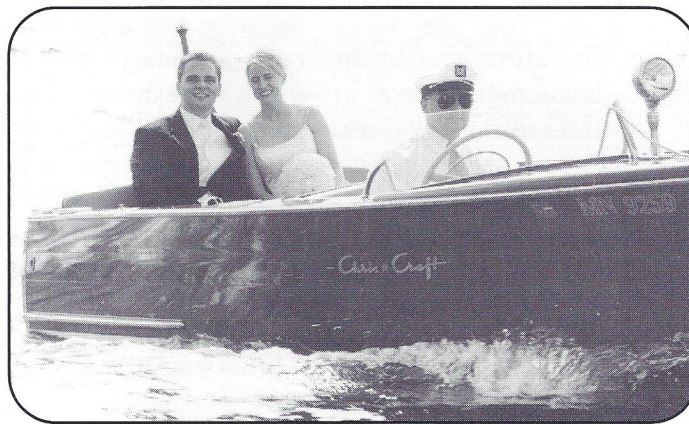
Carter Johnson is looking for someone to avail him of a 45 minute ride in a mahogany boat after his wedding on Saturday, July 20 between 5:00 and 7:00 p.m. on White Bear Lake.



Gene Johnson, father of the groom, was kind enough to send us these photos taken that day. Thanks, Gene!



Newlyweds Carter & Amy Johnson being escorted to their wedding reception in a 1947 Chris Craft 18' Sportsman by owner Pat Oven



Dr. Motorhead - Cont'd from page 9

As I mentioned earlier, the gear driven types are almost indestructible.

There are two small holes in the bottom of the pump. The first is the one with the small 1/8" plug. If this is leaking, then you need to tighten it. This spot is where you drain your water pump for winter lay-up. The second hole is closer to the engine and is there for a specific purpose. If there is a leak between the pump housing and the shaft, this will allow the water to drain out this hole. If the water were not allowed to drain out here, the water would enter the engine and contaminate the oil. If there is a small drip here, no big deal. If, however, there is quite a large steady stream, you may choose to fix it. If the water is leaking out of the front of the water pump, (the end with the two caps) you will want to address this issue.

Lets address the repairs. If the pump is leaking from one of the two capped ends, water was left in the water pump over the winter and they were blown out, or the gear shafts are so poorly worn and out of spec, they were knocked out. Take the end off the water pump housing and look on the inside. If the bearings are worn out and there is excessive wear or grooves on the inside, my advice is to buy yourself a good used pump and replace it. If everything looks OK, replace the end caps. You can do this with a penny. Put

some gasket seal on a new penny and fit it on the end; it's that easy. If the water is leaking excessively out the small hole, there is wear on the inner seal where the live shaft and gear enter into the pump housing. You will have to take the whole thing apart. You will need to remove the gears and shafts, repack the seal, and reassemble. While you are at it, you might as well replace the bearing set on the end of the shaft as well. If you don't have a grinder and punch to remove the shaft coupling, or a press to remove the bearing, go ahead and buy a used pump.

As I stated earlier, these gear driven pumps are, for the most part, indestructible. The only maintenance item for you is to fill the grease cup on the end of the pump and screw it down a couple of times a year - not all the way down mind you, just a couple of turns. The only time you need to fill the cup with fresh grease is when it bottoms out. Unscrew the grease cup, fill it with grease and screw it down until you feel some resistance.

Well Rebecca, I hope this has been of some help to you. Give my best to Bob and remind him that moderation is a good word. Hope to see you at the January Boat Show.

Dr. Fred





Benson - cont'd from page 12

by June of 1980, became a father. Something had to give or go! It was the Mastercraft. We needed the money to buy a reliable second car. For the first time in my life I was without a boat, except for our Kayak pontoon. It was four years before we could even think about buying a boat. I had gone to some of our chapter's shows on Lake Minnetonka, and the old wood boat fever started to kick in. I could feel it in my bones!

In the spring of 1985, I started looking. I was crazy about Chris Crafts, but I also had a heart for Centurys (believe it or not Ron Goette!) As a child, grandpa and grandma used to take my brother and I to Gull Lake for a week to visit their friends. Down the shoreline from them were the Bush's from Iowa. They had two daughters, Suzie and Mimmzie, about my brother's and my age. As Steve Martin used to say: "They were foxes!" We were nuts about them, but we were also nuts about their boat - a Century Coronado with a sliding roof, 18 coats of varnish and exhaust pipes!

I had looked at many Centurys, Chris Crafts, and boats I never heard of, and the prices were affordable for us at the time. I wasn't crazy about the labor that would be involved, but my heart was leading the way and I couldn't stop it! We bought a 1956 Higgins that year for \$1300. One of my friends from Lake Sylvia, Bing Johnson, had a '57 Higgins. At the time, he had the fastest and coolest boat on the lake and the coolest name. It took about five years, \$4,000, and a lot of calls to boat club members to finish the boat. Named "My Higgi," it made it to the 1990 show on a trailer, bad transmission, and to the '91 and '92 shows in the water. It was also our recreational boat. We used it many times exploring lakes and rivers and taking Meagan and Christopher skiing on Prior Lake.

In 1993, "My Higgi" was sold to a former Higgins dealer from Spokane Washington for \$5,500. Why, you might ask. Because I was already working on my 1955 Chris Craft Capri and needed the capital. A Minnetonka boat from day one, I had found it on a farm in Watertown in 1991 for \$1,800. It was going to cost me a fortune before I got done! It took many years and lot of dollars to finish the Capri.

Through the 90's I've watched my children grow up and spend time on the water at many different lakes. We sold our cabin in 1988, but still spent many years up there renting the cabin back from the new owners. Many of my skiing and college friends still spend their summers at Sylvia. My father-in-law has had two cabins in Wisconsin. My cousins are up on the Cross Lake chain. Some of my best friends from Lake Sylvia are in the Alexandria area. By the time I was finishing my second and last term as President of BSLOL my Capri, "Rapturous Delight," made it to the 2000 show on a trailer again. At the 2001 show "Rapturous Delight" was finally running full throttle and won Best Professional Restoration.

For some dozen years or so I've been a member of ACBS and at times, without a working boat in the water. Membership started out

as a need to have a connection with somebody that knew what to do with these old wood boats and where to go to find help. For my family and me, it has grown into so much more than I could have ever imagined! Volunteering to help this organization has opened doors for us to meet some of the greatest people I know! After seven years on the Board of Directors for BSLOL, I still can't quit!

I'm getting close to retirement now and my wife, Debbie, and I spend as much time as we can on Lake Vermillion with some of our closest friends. As my grandma use to say, "God willing", I hope to spend many more years putt'n' down a lake or river enjoying the beauty of nature, sippin' a cup of coffee, and listening to the sweet sound of those pipes!



1956 Higgins - "Miss Higgi"



Greg and company in his  
 1955 Chris Craft 19' Capri at the 2002 Rendezvous.



## CHETEK RESTORATION PROJECT UPDATE

by Dave Doner

At our last board meeting, we discussed the progress concerning the restoration of the Chetek Aqua Flyer, or the "Speltz Boat". For those of you who may be new to BSLOL, this is a boat once owned by Bob Speltz, the namesake of our chapter. It was donated to BSLOL by Bob's sister, Mary and her husband Ray, with the understanding that our club would manage its' restoration. We all owe a debt of gratitude to Bob's family for the opportunity we now have to honor Bob's memory by dedicating our efforts to preserving this important link to Bob. Incidentally, Bob was one of the founding members of our ACBS chapter.

Phase one was recently completed under the supervision of BSLOL member Larry Quinn. Larry dedicated a portion of his home garage in order to provide a suitable environment for the work which was to be undertaken. Several members gave of their time and talent by showing up at Larry's home at periodic times in order to help out. The preliminary work undertaken has been completed and we now enter the next phase. On behalf of the entire board and fellow BSLOL members, I would like to thank Larry (and his wife who furnished the pizza and liquid refreshments!) as well as those club members who took time out of their schedules to help out. We had fun, learned some things relating to boat construction, and enjoyed the opportunity to help out in this important cause.

Phase two will begin over the next several weeks by refining and adjusting the scope of work of the project and further defining what the requirements are at this time. Once that has been satisfied, we will be in a position to present the boat to several of our restoration contacts, as well as other interested groups, and solicit their input as to

what they feel might be required from a time and cost standpoint. We would then like to be able to contract with someone and have the work begin. Phase two then, will see the completion of the structural requirements of the boat including, but not limited to, further attention to the ribs, keel, stem, garboards, planking, gunwales, and decks.

Again, we thank Larry for his help with phase one. We are now very excited about the move into phase two. I will continue to furnish updates as they warrant.



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## OUTBOARDS

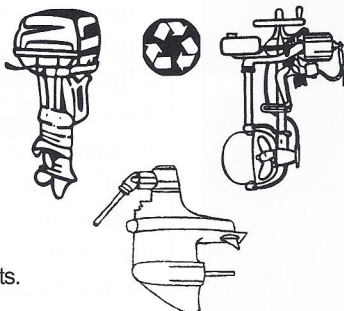
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## THE RESTORERS OF BSLOL

# NELSON BOAT WORKS

by Stephen C. Merjianian, Jr.

*This is the third in 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.*

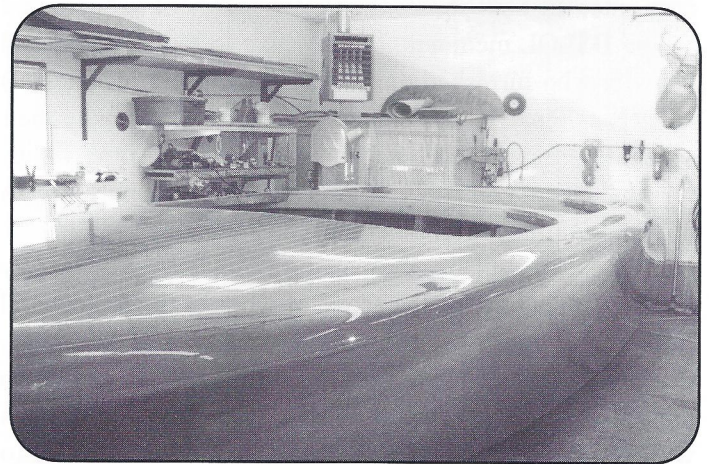
Dan Nelson began restoring boats on a part-time basis in 1989. As his skills became known to the wood boat community so did the number of clients requesting restorations. In 1996, he became a full time restorer of wood boats, much to the appreciation of many BSLOL members. Dan works from his shop behind his home in Mound, Minnesota. He has also hosted a few of our winter workshops that included epoxy bottom techniques and drilling the shaft hole in a new keel.

He says he likes to work on boats that require a keel-up restoration because of the satisfaction in completing such a project. Indeed, each of his preferred methods can be incorporated without the need for working around previous repairs. Wherever practical, the wood is encapsulated in CPES and then bedded to the frames with #5200 compound.

The bottoms usually have any number of suspect frames replaced. The frame pieces are then bedded to each other and the keel. The bottom is made up of a layer of inner plywood and an outer layer of conventional planking with #5200 between the layers. The decks are made of an inner layer of plywood with the outer planking glued on with epoxy. The inner plywood layer is bedded to the deck beams. This method assures a stable deck that won't have any seam movement, while

the 3M #5200 bedding allows for some hull flexing. The topsides of a typical runabout are restored with traditional plank on frame batten seam construction. Dan prefers to use varnish and will use as many as 20 coats to achieve the desired finish.

At the 1998 BSLOL rendezvous, he won the best Contemporary Classic with a 1998 replica of a 1941 Chris Craft 19' Barrel-Back that he constructed in his shop. This boat appeared on the cover of the April 2000 issue of the BoatHouse. In 1999 he won Best of Class & Show at Lake Winnepesaukee, New Hampshire with a 1941 Chris Craft 17' Custom and in 2000 he won Best of Class at Coeur d'Alene with a different 1941 Chris Craft 17' Custom. At the 2002 BSLOL Rendezvous, Dan won

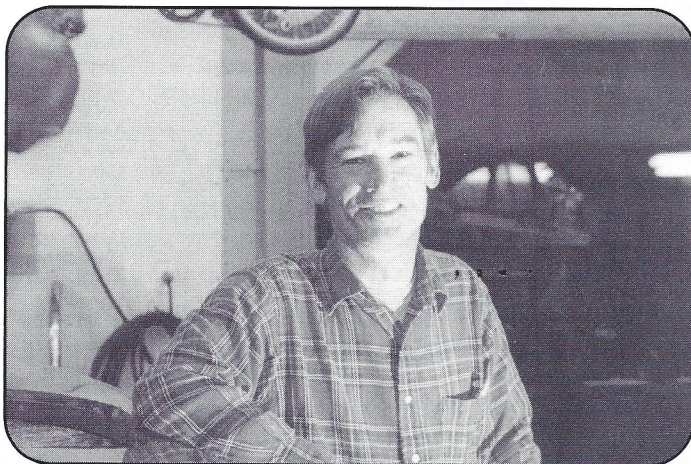


1942 Chris Craft 23' Custom  
Restoration in process.

the Best Professional Restoration for a 1930 Hackercraft 30' Triple "Tusk" owned by the Hicks family, and best Chris Craft a 22' Utility owned by Bill Eklund.

Currently Dan is restoring a 1942 Chris Craft 23' Custom for a New Hampshire client that has its original Chris Craft model M 130 hp engine with reduction drive. This boat was missing almost all its hardware, was badly hogged and would qualify for the sobriquet of "pattern boat". This model boat was one of the favorites of Bob Speltz, and with only its present four coats of varnish, it is a beauty. In addition, he is doing a keel-up restoration on Karl Newman's 1955 Chris Craft 20' Holiday that will be powered by a 158 hp Chris Craft model MBL

*Restorers - cont'd on page 19*





Restorers - cont'd from page 18

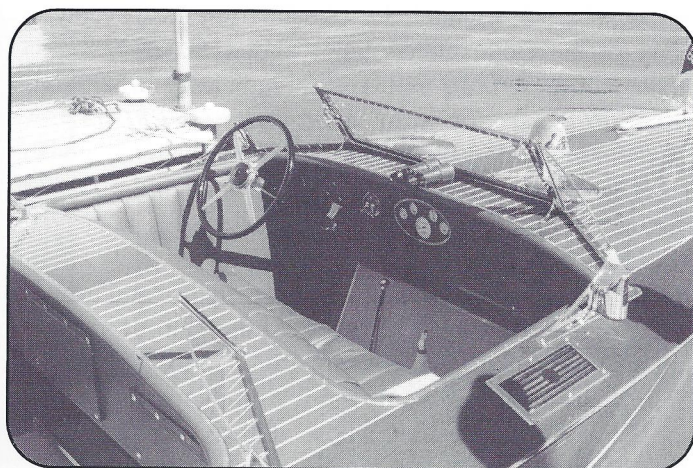
engine. This boat is in the frame and batten stage.

Finally, for his own pleasure, Dan is restoring the 1955 Higgins 23' convertible that he first showed to us at the 2001 BSLOL Rendezvous. This Chrysler Hemi-powered red and white painted stud muffin should really turn heads at our upcoming 2003 Rendezvous where Higgins will be the featured Marque.

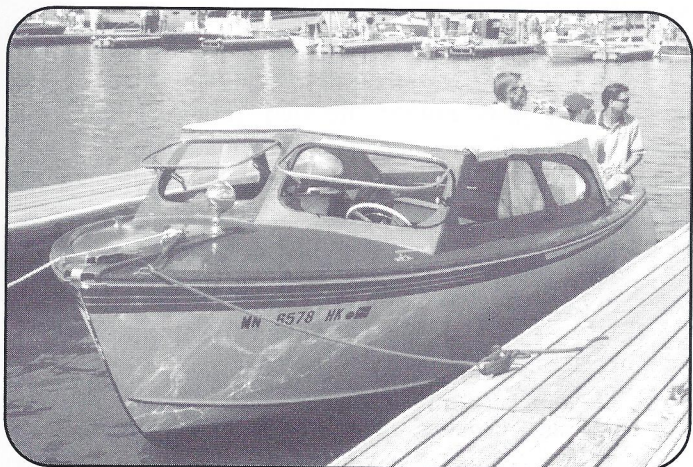
If you are in the Mound, MN area, give Dan a call at 952-472-3687 and visit him in his shop. Every conversation with Dan is a learning experience.



1955 Chris Craft 19' Capri - Best Professional Restoration at 2001 BSLOL Rendezvous



Cockpit of 1930 Hacker Craft 30' "Tusk"  
Best Professional Restoration at  
2002 BSLOL Rendezvous



1955 Higgins 23' Convertible as seen at the 2001 BSLOL Rendezvous. Dan, daughter Alexandra & Steve Davis relaxing in the stern.

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## SEA SKIFF CLUB

The newly-formed Sea Skiff Club has a web site and is up and running. It's easy to navigate, and FUN to use. [www.seaskiff.org](http://www.seaskiff.org) includes photos from past events, a copy of the October newsletter under *ARCHIVES*, ads under *CLASSIFIED*, and a map indicating where our members are from can be found under *GUESTMAP*. A chat room is under *FORUM*. For questions, go to *CONTACT US*, and travel to other sites from the *LINKS* button.

Each area of the site is simple and easy to use and best of all, it is free to all paid members of the club. If you are not a paid member, that is simple too. Go to *MEMBERSHIPS*, print the form and send it along with your check for \$15.00 to Joe Mosher, whose address is on the form. We encourage you to use the site, join in or start a chat, send an article for the newsletter, enter something on the site for sale, send itineraries for planned activities or invitations to the newsletter and to the site to join you at a boat show or event... endless opportunities if we use our club, our newsletter, and our site to it's potential. Other options are planned for the future.





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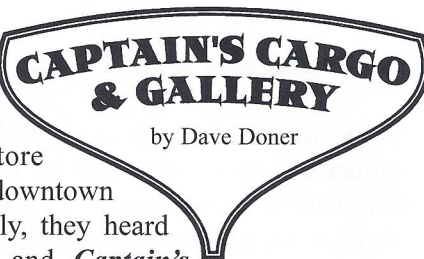
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Since 1999, BSLOL members Jim and Joyce Jurgens, have operated their wonderful retail nautical store along Water Street in downtown Excelsior. Unfortunately, they heard the call of the south and *Captain's*



*Cargo and Gallery* will be closing December 21, 2002. What we lose here, the folks in the Sarasota-St. Petersburg area will be gaining, in that the Jurgens plan to open for business once again in sunny, warm Florida!

Jim and Joyce have been loyal members and supporters of BSLOL and we are indebted to them for the support they have given our chapter over the years as sponsors and vendors at the Rendezvous, as well as BoatHouse advertisers. They have also been annual exhibitors at the Minneapolis Boat Show. Additionally, the Jurgens were active members and supporters of the Minnesota Transportation Museum. Jim was one of the captains on the Minnehaha during the summer cruises.


Captain's Cargo and Gallery was the only true nautical antique store in the Midwest according to a vendor spotlight article in the December, 2002 issue of The BoatHouse. This article is available on our web site [www.acbs-bslol.com](http://www.acbs-bslol.com). I know that many of us enjoyed visiting Jim and Joyce in Excelsior and having the opportunity to take a peek at the ever-changing inventory of nautical items. It was hard for me to stop by to say hello without walking out with something that I simply had to have! Now I, as well as the rest of us, have another great excuse to get to Florida!

As mentioned earlier, Jim and Joyce will be starting anew in Florida after the first of the year. They will continue to advertise in The BoatHouse and once up and running, will be offering a web site which will enable us to stay in touch and continue to shop. Jim would like BSLOL members to forward email addresses so that he can keep us informed as to how things are going. For now, contact Jim at 952-475-0403 or at [jjurgens@cs.com](mailto:jjurgens@cs.com).


Bon Voyage Jim and Joyce! Thank you and good luck from all your friends at BSLOL!



Daryl Geyen  
Owner



Jay Soule  
Manager




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*Real Runabouts - cont'd from page 13*

assembly of their now classic and scarce "Cobra." "The 'Silver Arrow,' an all glass inboard, also appeared at that time. Chris Craft still built mahogany inboards 'til the early 1960's, but by then only the hulls were still wood with decks and interiors made of other materials. Today a person who really wants a true mahogany inboard speedboat must buy a used one and restore it if necessary, or contract with one of the few remaining small custom builders and have one built to his specifications.

Since about 1960 we have witnessed a considerable revival in the popularity of wooden runabouts in this nation. Prices today have steadily edged up as demand for remaining boats has risen. There are dozens of firms who specialize strictly in restoring and selling older wooden inboard boats. Some specialize in only one make of boat such as Chris Craft, Hacker or Gar Wood.

The true runabouts once allowed literally thousands of enthusiasts to enjoy boating at reasonable costs. They played a major part in popularizing recreational boating and shouldn't be forgotten. Today there are at least five major clubs for those who are interested in older wooden powerboats, and it appears as if the enthusiasm is gaining momentum.

*Editors Note: Reprinted from The Wooden Boat magazine, issue Number 10 (May/June 1976)*



**SHOP TIP**  
(From Wooden Boat Magazine  
webpage discussion forum)

To clean the putty and stuff out of old screw heads that you need to remove, use a dremel tool with a small, small bit. It works splendidly, does a clean job that allows you to get a good purchase with your screwdriver -- and it is fast!

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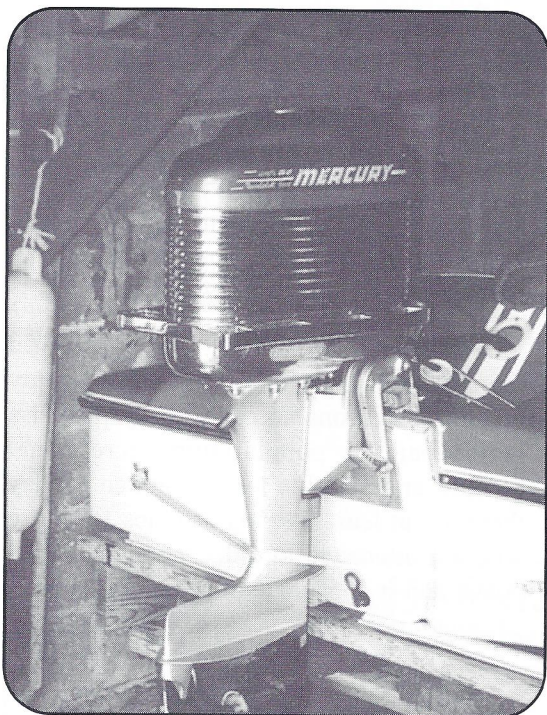


## LOWER UNIT DESIGN

by Chuck Petersen

gears were inserted from the rear end of the propeller shaft housing, and the gear case contained a water pump in both versions. During the next 14 years, over 17,000 Quicksilver gear cases were produced. During that time, the lower fin or steering was lengthened so that the unit would be lifted higher out of the water to take advantage of propeller improvements while still maintaining steering capabilities.

What most current enthusiasts fail to note; however, is that the "fishing" units of that era were not the stout full-shift models seen in the modern era. Standard Mercury gear case designs in the late 1940's were very streamlined non-shift models and when properly mated with brass, two blade propellers, could perform quite well. Michigan Wheel Company had developed their two blade AJ (Aqua Jet) propeller while Mercury offered cupped stainless steel under the name "Kaminc" which stood for Kiekhafer Aeromarine Motors, Inc. Perhaps the finest examples of two blade brass props were made by Johnson Oakland of California. If you find one of these beauties attached to an old Super 10 or MK40 Merc, don't lose it!!!



KG-9 tower on my son, Nick Petersen's, 1968 GW Invader.

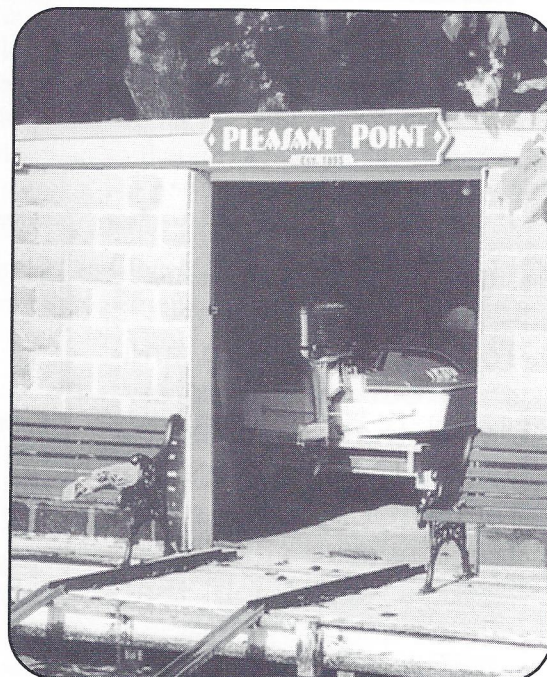
While the Quicksilver model is certainly the answer for pure racing hydro or runabout hulls, the early non-shift models with trick propellers is really the best compromise for the popular "gentleman's" sport hulls seen at many of our shows. The best test platform I have run across recently is my son's G.W. Invader, 10' model produced in the late 1960's. This fiberglass classic is too heavy and the transom height is too tall for the "Hydro Short" Quicksilver unit. The first gear case configuration I tried out following hull restoration was a MK55 full-shift model with a 44CID MK58 race prepped powerhead. This worked okay, but seemed heavy for the boat. In addition, transom height was limited due to the water pump inlet and propeller choice. The solution was transferring the powerhead to a late 1940's, early 1950's KG-9 version

standard tower housing with a non-shift gear case.

While losing the convenience of neutral-reverse shifting, the gain in rpm and handling was marked. In addition, weight reduction achieved with the simple all-aluminum housing is significant. While mixing the late 1940's and late 1950's components may not be popular with purists, the performance achieved is too sweet to ignore. Stock racers have always mixed available parts for both performance and durability motives. The stock class "D" Mercmotors I raced in the late 1980's had components mixed and matched from 1954-1964 model years.

I am limiting my current restoration activities to high performance race model Mercury mills including an original MK20H and trick 44CID modified powerhead for my B&H Hemp Hydro. I keep my "need for speed" fulfilled by snowmobiling with my family in Northern Wisconsin over the winter season.

Best wishes and a Happy Holiday Season to all at BSLOL from all of us in the Petersen house. God Bless!



Our dry Boathouse, circa 1920, on Luaderdale Lakes, Wisconsin. Note rail launch ramp system, designed by my grandfather, W.R. Petersen.



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## Annual Holiday Party

The St. Paul University Club was the elegant setting on December 8 for our annual holiday gathering. It's one of the few times we get together without water or boats anywhere in sight. The social hour set the mood

for the evening as friends enjoyed old friends, and new friendships were formed. The Marve Dahlgren Quartet provided some great music. As a special treat, Marve Dahlgren and Elliot Fine performed a drum duet. It was just terrific!



The Marve Dahlgren Quartet



Enjoying each other's company.

The highlight of the evening was the presentation of awards. Along with the customary awards, President Jim Aamodt, created some new categories in appreciation of efforts, leadership, ingenuity, dedication and hard work. The objective was to recognize each year, those who have served in ongoing responsibilities and new endeavors.

### RETIRING BOARD OF DIRECTORS

*Randy Havel*  
*Larry Quinn*  
*Greg Benson*

### BOATSWAINS AWARD

Given to those who accepted specific projects and provided the effort for a successful conclusion. They are truly the "deck swabbers."

*Tom & Cindy Bengston*  
*Chris Benson*  
*John Blackburn*  
*Fred Goughnour*  
*Dan & Diane Nelson*  
*Erik Richards*  
*Mark Sauer*  
*Dave Wiborg*

### YEOMAN'S AWARD

Presented to those who have continuously worked on multiple projects, contributing for a successful year for BSLOL.

*Gary Baker*  
*Dave Doner*  
*Dennis & Elizabeth Hvam*  
*John & Suzanne Laidlaw*  
*Jeff Stebbins*

### FIRST MATE AWARD

Presented to an outstanding volunteer who has shown exemplary dedication and hard work, contributing to the success of committee work and the overall advancement of our club.

*Marcia Aamodt*

### ROOKIE OF THE YEAR AWARD

Given to the person who became involved in a significant task(s) for the first time and managed these to successful conclusion(s)

*Ron Goette*

### COMMITTEE AWARD

Presented to the person who demonstrated leadership and organizational skills while obtaining effective results in their committee.

*Suza Gosh*

### VOLUNTEER AWARD

For the person(s) who have aggressively sought and performed tasks successfully enriching our organization

*Ed & Lisa Nye*

### BOATHOUSE AWARD

The prestigious award given to a dedicated individual who has contributed an overall effort in a major area of the production of *The BoatHouse*.

*Sherwood Heggen*

### ANCHOR AWARD

Given to those who are always there and serve - our "always can count on" group.

*Bob & Karen Buttery*  
*Jim Camery*  
*Brad & Chris Ernst*  
*Dirk & Sharon Gunder*  
*Bob Johnson*  
*Paul Mikkelsen*  
*Chris, Lynn & Nathan O'Connor*  
*Stan & Darlene Petersen*  
*Andreas Jordahl Rhude*



#### RESCUE AWARD

Given to those who are called upon when the going gets tough. They provide assistance and solutions with a smile.

*John G. Kinnard, Jr.*

*Steve & Peggy Merjanian*

*F. Todd Warner*

#### ADMIRAL AWARD

Given to the person(s) who has provided creative and dedicated work and leadership in promoting the image and essence of BSLOL

*Clark Oltman*

#### PRESIDENT'S CUP

An award presented by BSLOL on behalf of the ACBS to honor the person(s) whose hard work, creative innovations and dedication was exemplary in the past year in the operation and growth of BSLOL and the achievement of ACBS goals.

*Ray and Mary Keating*

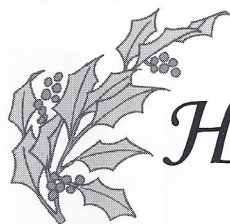
*Congratulations to each of these dedicated members!*

*Editor's Note: My apologies for the absence of pictures. I took many snapshots and told people they would appear in the BoatHouse. Seems there was no film in the camera! I am truly sorry.*

Has your coat size become smaller since the Holiday Party? Does it now have a rear belt and a new set of black gloves? Is the tan color a bit dingy? Would you like yours back? Call me at 952-938-1211.

#### YOUR BOARD OF DIRECTORS FOR 2003

President	Andreas Jordahl Rhude
Vice President	Dave Doner
Vice President	John Kinnard
Vice President	Clark Oltman
Treasurer	Jim Camery
Secretary	Lynn O'Connor



*Happy Holidays!*

#### BOARD MEMBERS

Jon Blackburn  
Brad Ernst  
Ray Garin  
Ron Goette  
Suza Gosh  
Sharon Gunder  
Bob Johnson  
John Laidlaw  
Peggy Merjanian  
Paul Mikkelsen  
Hunt Russell  
Mark Setterholm  
John Tuttle

#### PAST PRESIDENT

Jim Aamodt





## Memories of Coeur d'Alene The First ACBS International Boat Show 2002

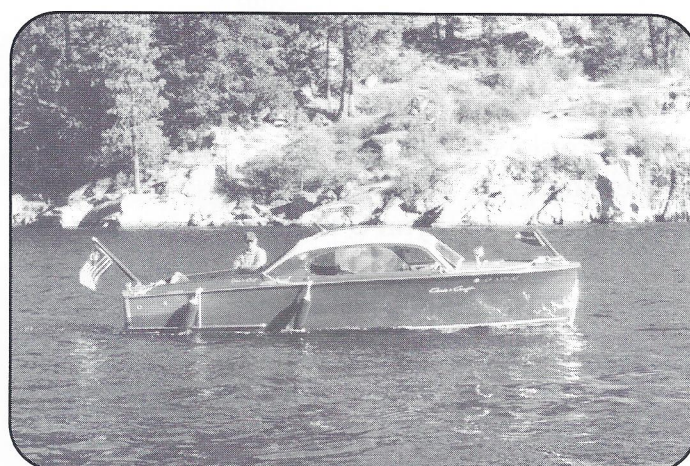
Photos by Greg Benson



1956 Higgins 23' convertible with 230 hp Chrysler V8 owned by Mike Hutchinson of Sumner, WA.  
This is a sister ship to the Higgins currently being restored by Nelson Boat Works.



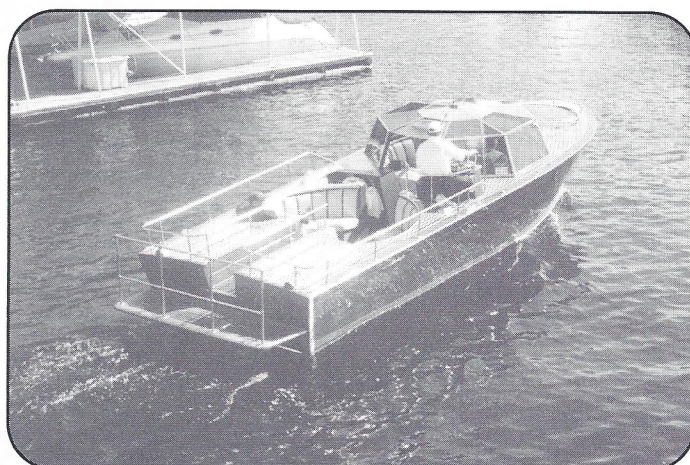
Jean Hoffman's 33' Baby Gar "Whooter II"



Late 40's Chris Craft 22' Sportsman Sedan



Early 30s Chris Craft 21' Triple Cockpit



A locally-built "Water Taxi" that is used by the hotel.



## 2003 EDUCATIONAL WORKSHOPS



**When: FEBRUARY**

**Place:** Sherwoon Heggen's Shop

*Details to be announced. Watch your mail.*

**When: Saturday, MARCH 23**

**Time:** 10:00 a.m. - 2:00 p.m.

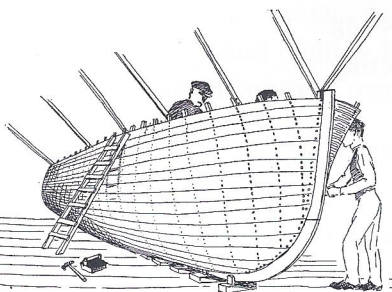
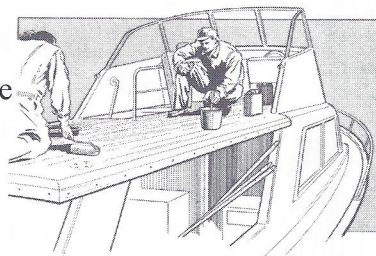
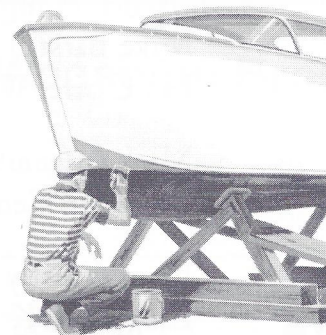
**Place:** Hawkinson Woo-den Boats

8905 Autumn Oaks Dr., Rockford

(Map will be provided.)

**Topic:** To be determined, however it will revolve around the restoration of a 1947 Chris Craft 18' Sportsman

**Cost:** \$5/members, \$10/non-members



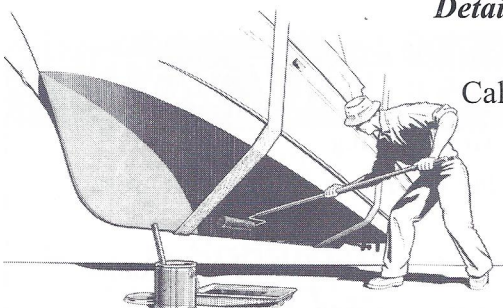
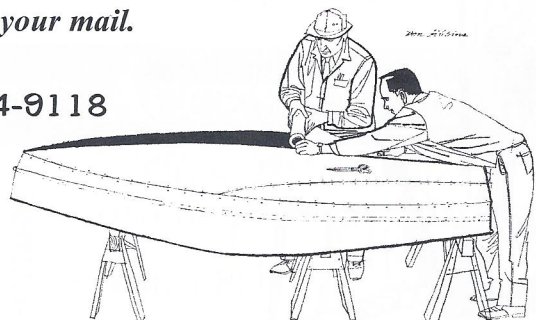
**When: APRIL**

**Place:** Bob Buttery's Shop

*Details to be announced. Watch your mail.*

Questions?

Call Sharon Gunder, 612-804-9118



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# WELCOME ABOARD!

Mike Barstad  
Eau Claire, WI

Mark & Jennifer Edson  
Brooklyn Center

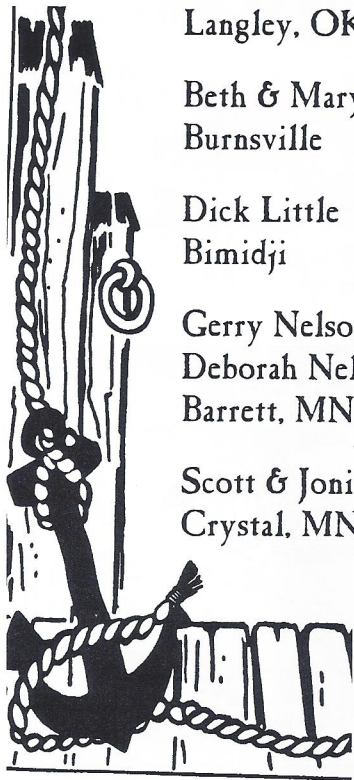
Brent & Sally Howard  
Langley, OK

Beth & Mary Jo Kneissel  
Burnsville

Dick Little  
Bimidji

Gerry Nelson &  
Deborah Nelson Pick,  
Barrett, MN

Scott & Joni Parker  
Crystal, MN



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## 2003 CLUB CALENDAR

### JANUARY

- ☞ 9 Board Meeting
- ☞ 15-19 Minneapolis Boat Show (See page 6)
- ☞ 20 Rendezvous Meeting
- ☞ 25 Library Set Up & Lunch -10:00 am  
@ Sharon & Dirk Gunder's Questions?  
call Sharon @ 612-804-9118

### FEBRUARY

- ☞ 6 Board Meeting
- ☞ 10 Board Meeting

### MARCH

- ☞ 6 Board Meeting
- ☞ 10 Rendezvous Meeting
- ☞ 22 Educational Workshop (See page 27)

### APRIL

- ☞ 3 Board Meeting
- ☞ 14 Rendezvous Meeting

### MAY

- ☞ 1 Board Meeting

### JUNE

- ☞ 5 Board Meeting
- ☞ 11 Club Cruise on Lake Minnetonka

### JULY

- ☞ 9 Club Cruise on Lake Minnetonka
- ☞ 14 Rendezvous mtg

### AUGUST

- ☞ 6 Club Cruise on the Mississippi River
- ☞ 8,9,10 Thompson Antique & Classic  
Boat Rally, Marinette, WI
- ☞ 13, 14, 15 Pre-Rendezvous Mini-Cruises
- ☞ 16, 17 28<sup>TH</sup> ANNUAL RENDEZVOUS

### SEPTEMBER

- ☞ 10 Club Cruise on Lake Minnetonka

### OCTOBER

- ☞ 5 Fall Colors Cruise, Lake Minnetonka



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## NATIONAL BOATING HISTORY SYMPOSIUM

The second National Boating History Symposium is scheduled to take place March 7,8,9, 2003. The event will be held at the Northwest Maritime Heritage Center in Seattle, Washington. It will be an information-packed three days intended to increase the knowledge about recreational boating in America.

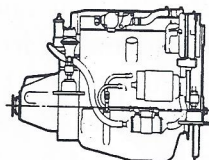
The first symposium took place in March, 2002 in Cincinnati, Ohio. It was the kick-off for a series of gatherings of individuals with a common interest in boats, boating, and boating history. Featured speakers included experts in their respective fields.

Additional information on the Symposium in Seattle next spring can be obtained by contacting

The National Boating Museum  
P.O. Box 350 ~ Galesville, MD 20765.  
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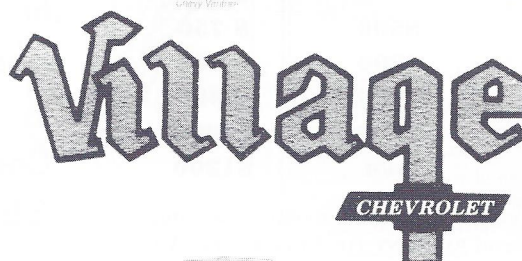
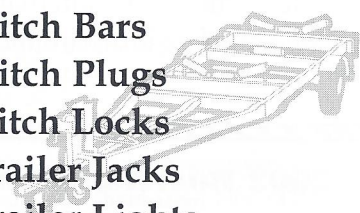


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## TYING TO THE POST

by Steve Merjanian

Tying up to dock posts has a few rules that should be heeded in the interest of safety. When the boat is preparing to dock and is still in motion, grabbing the typical wood post to slow or stop the boat can result in splinters or hand injuries. Toss a line, or the loop in the end of a line, around a post and then snub the line to a deck cleat to slow the boat and stop it. Only put a half turn around the deck cleat and never wrap the line around your hand in case you have to let the line go quickly. Snubbing is done by wrapping the line under the cleat horn that is away from the post, then over the top, and under the near cleat. Just enough pressure is applied to the line to slow the boat without stopping it suddenly.

Figure #1 shows the three types of dock lines. The bow and stern lines keep the boat parallel to the dock. The spring lines hold the boat in position alongside the dock against prevailing wind and current. The breast lines keep the boat from moving laterally away from the dock. A small fishing boat can usually dock with only a bow and stern line, while the forty-foot boat may require all three types of lines.

Figure #2 shows the use of the clove hitch when tying to a post. I sometimes use three or more bights on top of the basic hitch to assure purchase when using polypropylene lines. An alternate method is to throw two or more turns around the post, then

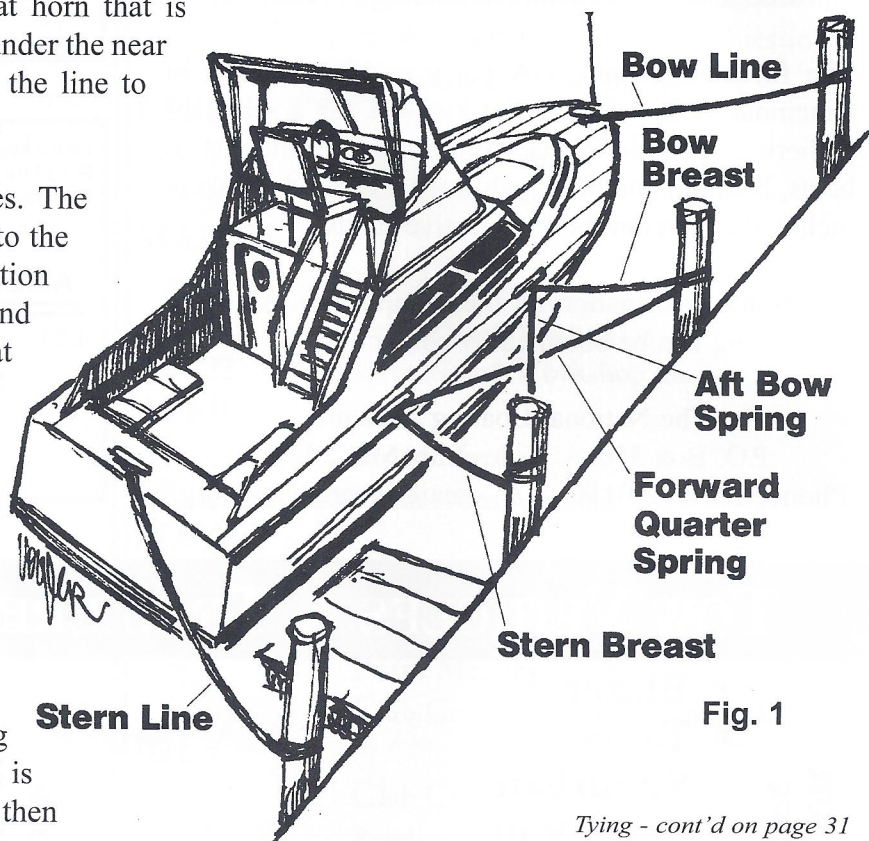


Fig. 1

Tying - cont'd on page 31

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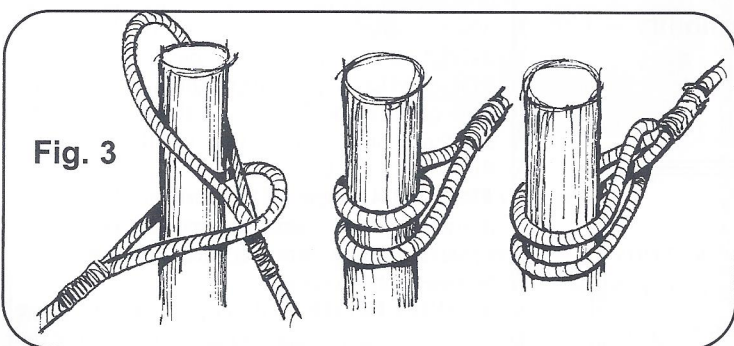
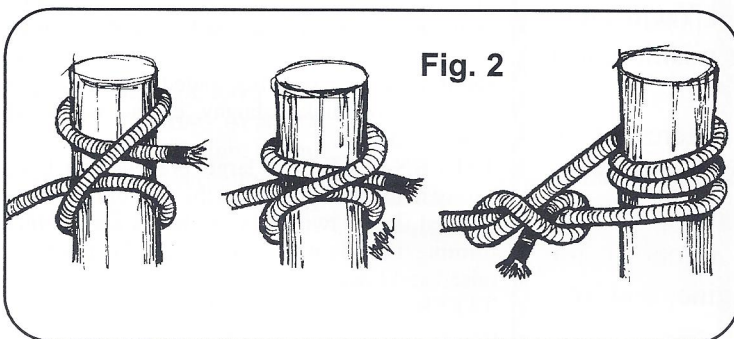


Tying - cont'd from page 30

securing with a clove hitch, or two half-hitches around the standing part.

Figure #3 shows the use of loops in the ends of docking lines. The left image shows the technique of two loops on the same post that allows either loop to be removed without disturbing the other. The middle image uses an extra turn with a large loop around a small post, or a sharp up angle from post to boat cleat. The right image is another way to fasten a large loop to a small post.

Make sure you advise your crew of your intentions prior to approaching the dock. Have them repeat your commands to assure they have been understood. It sounds militaristic but it assures a safe procedure with a minimum of wasted motion. Make sure all conversation stops during docking to avoid unnecessary distraction. Whenever possible, try to enlist the help of people on the dock to catch your tossed lines and tie them to the post. In almost every case, the skipper will probably reposition his lines once he has rung down "*finished with engines*" to make sure his vessel is secure.



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## FROM THE SHOW BOOTH

A RENDEZVOUS WRAP-UP

By Clark Oltman, V.P., Show Boss



Well ladies and gentlemen, we finally gathered to close out the 2002 Rendezvous. There were a few members of the committee that could not attend, but they were kind enough to provide their comments in advance.

In short, we feel the show came off pretty well. At least there was a light breeze to keep us cool – ya sure. Financially, we came out with less than previous years for several reasons. First, our payment from the casino was reduced by 25%. In addition, we decided to invest in the future of this show by spending considerably more on advertising and some to add the TOY BOAT SHOW to the offerings. All in all we were still able to contribute approximately \$11,000 to the club's bank account. Since most of the funds for the club come from shows, that contribution becomes important.

We also started talking about 2003. August seems so far away, but we have to start now. The events need to be determined and budgets need to be worked on. We even need a show poster so we can advertise at the Minneapolis Boat Show in January. We are looking for people who are willing to contribute some time to help out. As it is right now, we need someone to head up Hospitality – selecting the meals, room decorations, etc. There is a committee in place to help that person, we just need someone to lead. Another area is Vendors and Displays. That person and his/her helpers will contact possible vendors and coordinate the car clubs and Edina Model Yacht club. Again, we have one or two experienced helpers for this position, just need a captain.

If any of this sounds like something you are interested in, please contact me. My phone numbers and e-mail address are listed in the Board of Directors section of each BoatHouse (page 3). We can talk about what needs to be done to see if it would be a good fit for you. I promise it won't be as much work as you imagine, and you might even find it can be fun.

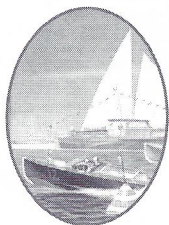
I hope you will join us and help out; new ideas are always welcome.

Look for a progress report on my area of responsibility – The Rendezvous – in each issue of the BoatHouse.

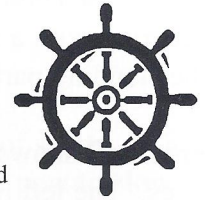
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### PLEASE NOTE

*Award-winning boats from the 2002 Rendezvous not pictured in the October issue were not in their assigned slip when the photographer came by. We regret not having the picture of any boat registered in the Rendezvous.*



## How's YOUR VOCABULARY? (Nautical, that is.)



**OAKUM:** Material used for caulking hulls. Often hemp picked from old untwisted ropes.

**PARBUCKLE:** A method of lifting a roughly cylindrical object such as a spar. One end of a rope is made fast above the object, a loop of rope is lowered and passed around the object, which can be raised by hauling on the free end of rope.

**PARREL:** The collar which holds a yard or gaff to the mast while allowing it to be raised or lowered and swivel around the mast. Can be made of wire or rope and fitted with beads to reduce friction.

**POOP:** A raised after deck, usually over the top of accommodation.

**POOPED:** A boat is pooped when a following wave breaks over the stern in to the cockpit.

**PURCHASE:** A mechanical method of increasing force, such as a tackle or lever.

**RABBET/REBATE:** A groove cut in wood to form part of a joint.

**RATLINES:** Steps for going aloft formed by short lengths of line connecting the shrouds.

**RUBBING STRAKE:** An extra plank fitted to the outside of the hull, usually at deck level, to protect the topsides.

**SCANDALISE:** To alter the shape of a sail in order to reduce its efficiency and reduce the speed of the boat. Used in the past as a sign of mourning.

**SCOW:** 1. A method of preparing an anchor for tripping by attaching an anchor cable to the crown and fixing to the ring by a light seizing (also known as becue). The seizing can be broken if the anchor becomes fouled.

2. A type of clinker dinghy, characteristically beamy and slow.

**TABERNACLE:** A large bracket attached firmly to the deck, to which the foot of the mast is fixed. It has two sides or cheeks and a bolt forming the pivot around which the mast is raised and lowered.

**TAFFRAIL:** A rail at the stern of the boat that covers the head of the counter timbers.

**THOLE:** Vertical wooden peg or pin inserted through the gunwale to form a fulcrum for oars when rowing. Used in place of a rowlock.

**TINGLE:** A thin temporary patch.

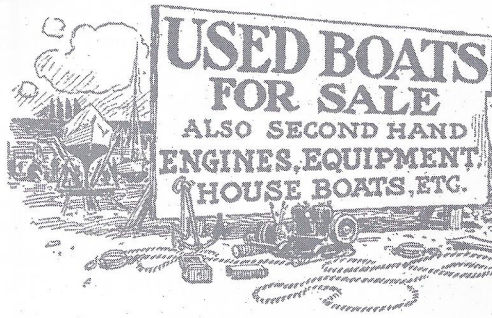
**TOE-RAIL:** A low strip running around the edge of the deck like a low bulwark. It may be shortened or have gaps in it to allow water to flow off the deck.

**TRANSOM:** A type of flat stern on a hull which has no overhang. Dinghies tend to have almost vertical transoms, whereas yachts' transoms may be raked forward or aft.

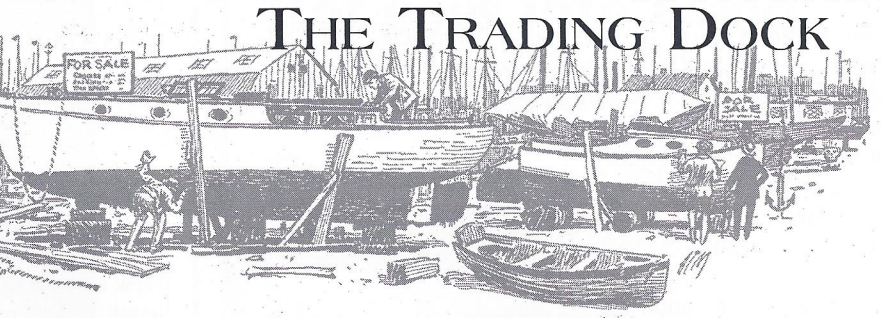
**TUMBLEHOME:** A description of hull shape when viewed in a transverse section, where the widest part of the hull is somehow below deck level. The beam at deck level is never less than the waterline beam.

**VANG:** A rope leading from gaff to either side of the deck, used to prevent the gaff from sagging.





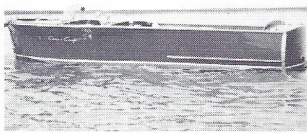
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●**1955 CHRIS CRAFT 18' SPORTSMAN** - 120 hp KBL. Needs refinishing. New double-axle trailer. \$10,500. Del Rischmiller 507-380-8826 Mankato, MN.



(M1202)

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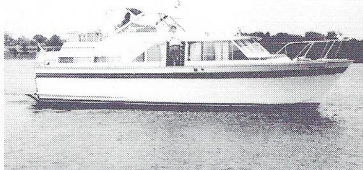
Steve Ph: 715-394-4481 Fx: 715-394-3288

Email: [www.nstarbw@aol.com](http://www.nstarbw@aol.com)

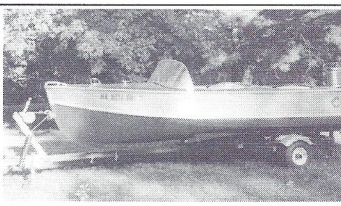
(M0802)

●**1965 CHRIS CRAFT 38' CONSTELLATION SUMMER SOUL** - 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)



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(M0802)

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(M0202)

*Trading Dock continued on page 34*

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Trading Dock continued from page 33

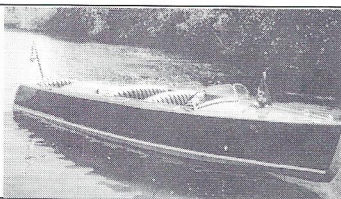
●**1950 CHRIS CRAFT 18' RIVIERA** - Complete, immaculate, authentic restoration. Original soaker bottom & sides. 6 cyl KLC. Custom V-Bunk trailer & canvas cover. Email pics available. Contact Joel, 952-470-6604, Minnetonka, MN. email: [jolyn9way@msn.com](mailto:jolyn9way@msn.com). (M1202)

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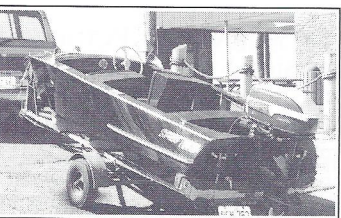
●**1932 CHRIS CRAFT 22' TRIPLE COCKPIT** - This Chris has had a total restoration and is equipped with extras. Priced to sell - in upper \$40s Contact Denis Smith, 218-246-8868 (M0602)



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● <b>1963 CENTURY 18' SABER</b>	<b>\$9,500</b>
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● <b>1964 CHRIS CRAFT 18' SUPERSPORT</b>	<b>\$10,000</b>
● <b>1961 CHRIS CRAFT 19' CONTINENTAL</b>	<b>\$11,800</b>
● <b>1957 CHRIS CRAFT 18' CONTINENTAL</b>	<b>\$10,000</b>

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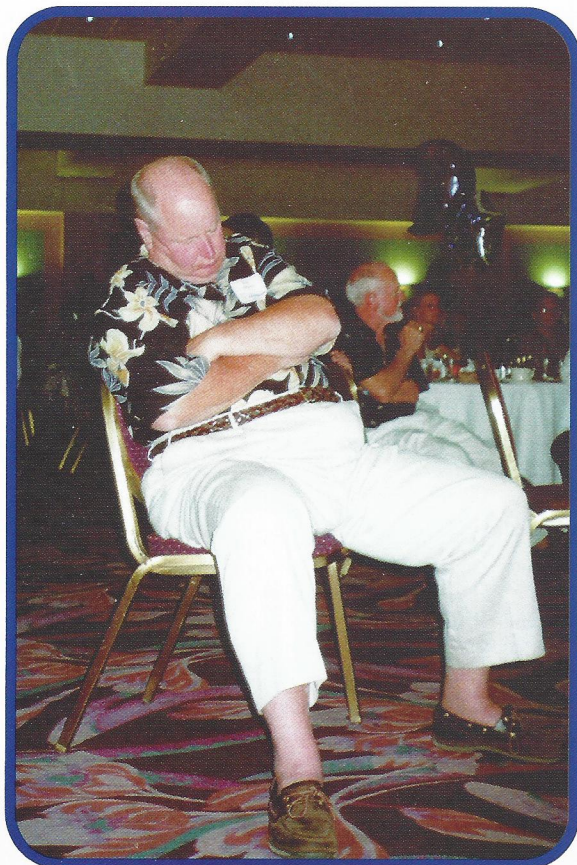


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Jean Hoffman giving rides in her 33' Baby Gar at Coeur d'Alene



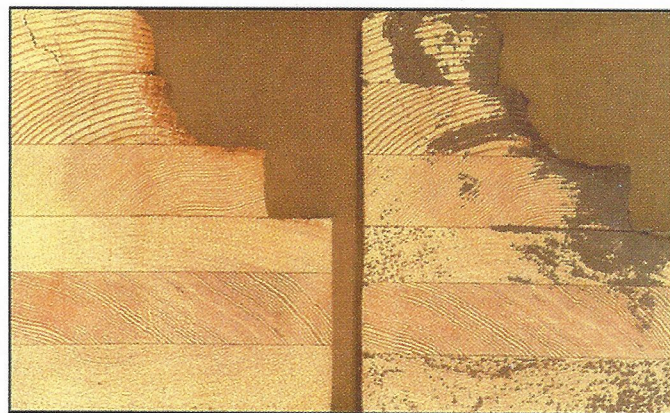
Looks like someone has had just a bit too much "Rendezvous!"

## 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.

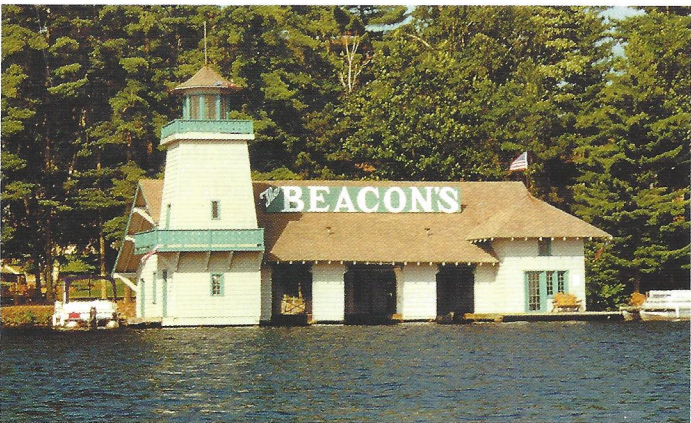
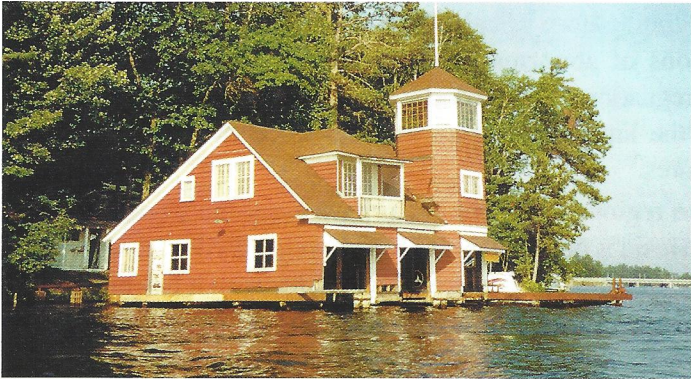
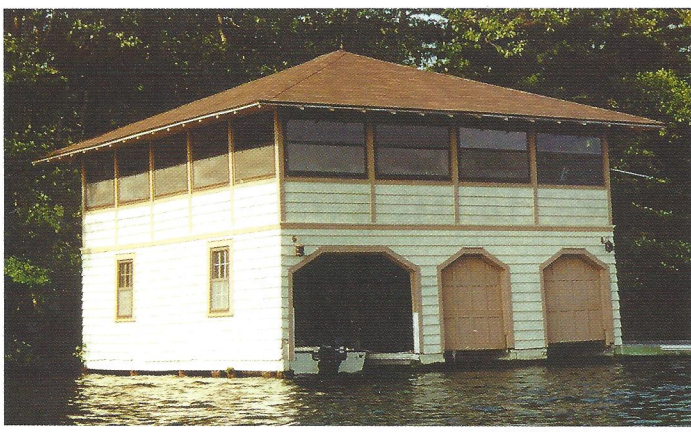
This is the first step in the restoration process. When finally painted, a fresh coat of CPES glues the paint to the wood, so the paint sticks better and lasts longer.

For more information contact: Smith & Co., 5100 Channel Avenue, Richmond, CA 94804-4646.

1-800-234-0330.

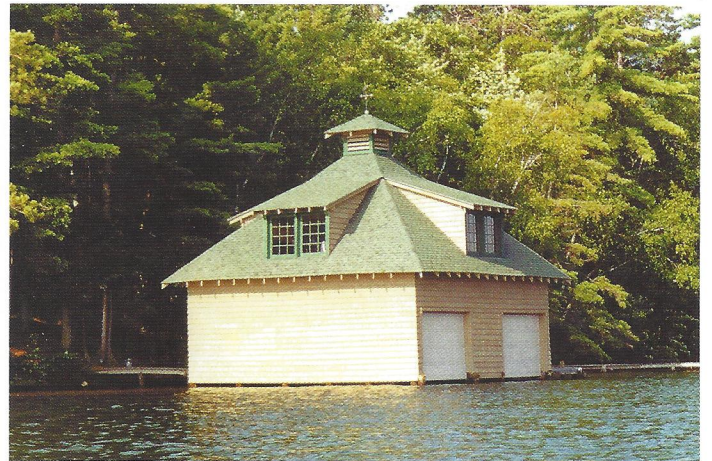
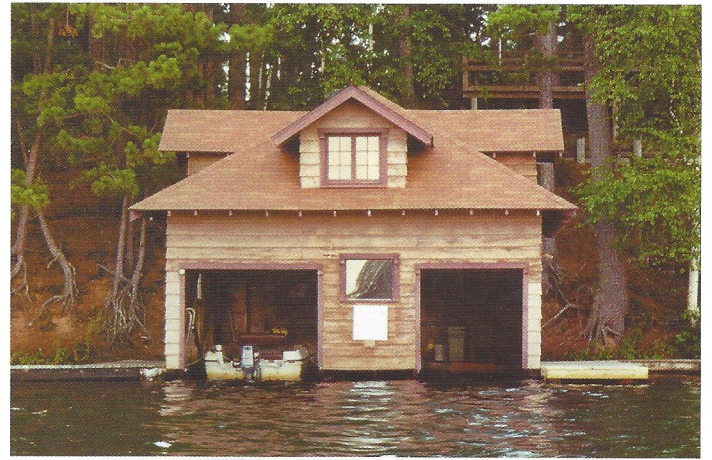
[www.smithandcompany.org](http://www.smithandcompany.org).





# WISCONSIN

# BOATHOUSES



*Photos furnished by Andreas J. Rhude*