

The Bi-Monthly Publication of the

Bob Speltz Land-O-Lakes Chapter

Antique & Classic Boat Society

BOATHOUSE



Vol. 26 No. 1
February 2003

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Editor: Peggy Merjanian
Photos: Steve Merjanian
 18275 Hummingbird Rd.
 Deephaven, MN 55391-3226
 952-473-4936/h 952-473-6601/w
 email: datamerj@aol.com
 email: pmerjanian@st-barts.org
 Fax & Home Office: 952-475-1384

BOARD OF DIRECTORS

PRESIDENT ANDREAS JORDAHL RHUDE
 612-823-3990 /h/w
ajrhude@aol.com
VICE PRESIDENT DAVE DONER
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 612-532-1187 /c
ddoner9289@aol.com
VICE PRESIDENT JOHN KINNARD
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 612-590-0089 /cell
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VICE PRESIDENT CLARK OLTMAN
 952-471-7635 /h
 952-948-4113 /w
clarkoltman@msn.com
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 715-426-2022 /h
 651-688-1936 /w
jcamery@presenter.com
SECRETARY LYNN O'CONNOR
 952-473-5210 /h
oconls@msn.com

BOARD MEMBERS

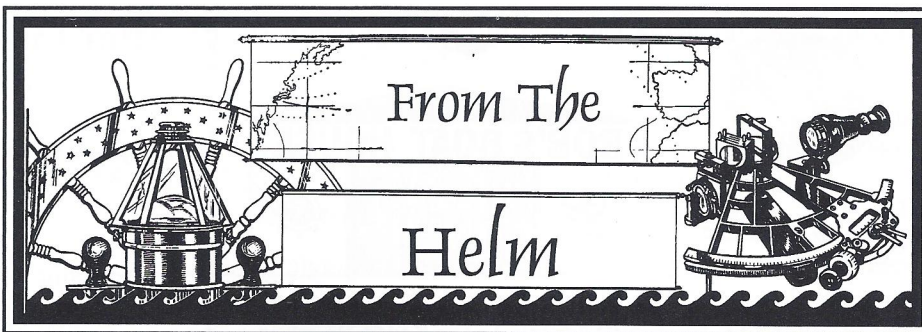
Jon Blackburn 612-619-8583 /cell
jon.blackburn@prudential.com
 Brad Ernst 320-395-2854 /h
 320-864-6897 /w
bcernst@hutchtel.net
 Ray Garin 952-495-0012 /h
 612-201-6918 /cell
mrrcusapt@aol.com
 Ron Goette 651-436-8359 /h
wdcenury@aol.com
 Sharon Gunder 612-804-9118 /cell
sharongunder@attbi.com
 Bob Johnson 952-380-1505 /h
 John Laidlaw 952-926-9088 /h
jlaidlaw@mn.rr.com
 Peggy Merjanian 952-473-4936 /h
 952-473-6601 /w
datamerj@aol.com
pmerjanian@st-barts.org /w
 Paul Mikkelson 320-235-0367 /h
 320-231-0384 /w/fax
paultmci@msn.com
 Hunt Russell 952-447-7899 /h
teamrussell@integraonline.com
 Mark Setterholm 952-474-1998 /h
 612-338-4656 /w
setterholm@qwest.net
 John Tuttle 952-933-6603 /h
bompi5@msn.com

DIRECTORS AT LARGE

Greg Benson 952-447-3919 /h
 Suza Gosh g7su@2aol.com /h
 Bob Johnson 952-380-1505 /h
kesslerjohnson@earthlink.net
PAST PRESIDENT
 Jim Aamodt 952-938-1211 /h
jma55391@aol.com

BSLOL PHONE NUMBERS:

Local: 952-934-9522 Toll Free: 877-636-3111



Two months of the year 2003 are now under our belt. Wow, how time flies. This is my first "From the Helm" column. Thanks for the confidence you have placed in me to be President of the best chapter of the Antique and Classic Boat Society! So what's in store for BSLOL this year? Good question!

We have plenty of events scheduled already: winter educational workshops; club cruises on Lake Minnetonka and the Mississippi River; a special cruise will be offered to those less fortunate than most (more on this later); our 28th annual Rendezvous and pre-Rendezvous mini-cruises; the Fall Colour Cruise; and more. Check the schedule of events for additional detail.

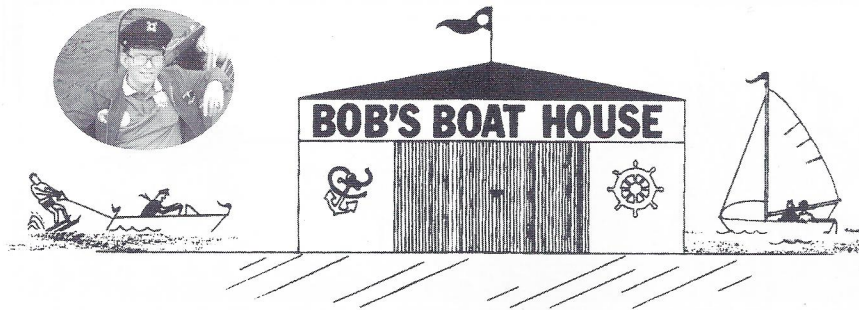
Of course, the Minneapolis Boat Show took place in January and we had another successful display of antique and classic boats. Over thirty new members joined our ranks, and that many also renewed for another year. Thanks to those who made the unprecedented effort to bring boats. Your willingness to help our club is greatly appreciated. Thanks also, to those folks who volunteered at the show. Clark Oltman deserves special recognition for doing all the legwork on our behalf. We salute you Clark!

Plans for our 28th annual Rendezvous are well under way. Mark your calendars for 16-17 August. The planning committee has been in session for several months already. Do you want to help out? You should! Join the Rendezvous Committee and have your ideas heard. The Higgins Classic Boat Association will be joining us and we are excited to have Higgins as our featured boat in 2003. You can read more about Higgins and their club in the Fall 2000 issue of the ACBS *Rudder* magazine and in the January/February 2002 issue of *Classic Boating* magazine. The World of Toy Boats Show will be back again as part of the Rendezvous and we're happy to have this special feature as part of the show.

And who is this new president of BSLOL? And what right does he have to be in this leadership role? Hummmm, that's a good question! For some facts about little ol' me, see the "Member Spotlight" in the April 1999 issue of *The BoatHouse* (also available online). I've been hanging around BSLOL for a few years. I've been a director on the Board; acting secretary; secretary; vice president; and now president. I have some impressive predecessors and I shall do my best to do them proud! I have the energy and gumption to get things done. I am a self-starter and even have my own boat show – the Thompson Antique and Classic Boat Rally (shameless plug).

We have a great organization with many dedicated volunteers. We are a non-profit, educational group and we must strive to maintain that designation. Let's make 2003 the best year in our history and let's give back to the greater community and share our wealth.

Andreas



*Bob's Boat House
will be back
next issue!*

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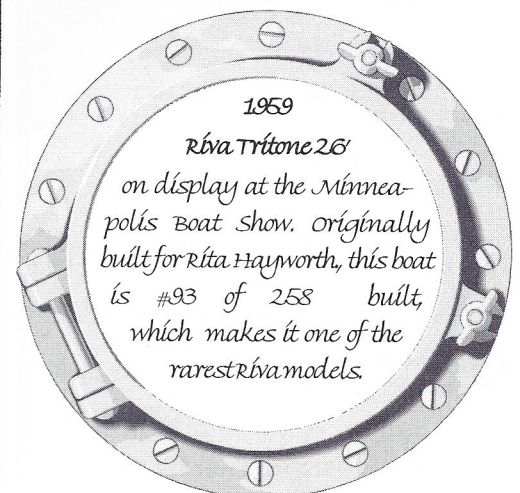
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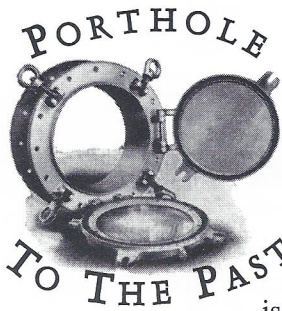
BOB SPELTZ LAND-O-LAKES CHAPTER ANTIQUÉ & CLASSIC BOAT SOCIETY, INC.

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.





Hacker Craft Reborn

By Robert G. Speltz
Reprinted from *Lakeland
Boating* April 1983

The "woody" in Jack Loney's cover painting for this issue isn't an antique. It's a modern reproduction of a 30-foot Hacker Craft three-cockpit runabout. After nearly a half century, the Hacker Craft name is once more in production.

If you're like me, the old Hacker Craft runabouts are among your favorite speedboats. Well, the "dean" of Hacker Craft restoration, Bill Morgan, is building a series of replica Hacker inboards which are being marketed by the Hacker Boat Company in Overland Park, KS.

The three models being produced are a 26 foot gentleman's roadster, a 26 foot three-cockpit runabout and a 30 foot three-cockpit runabout. Looking at them, you will be hard put to tell they are different from ones built by the original Hacker Boat Company more than 30 years ago.

Bill Morgan has been restoring and rebuilding old Hackers for more than 30 years at his Morgan Marine Base in Silver Bay, NY. His shop is on scenic Lake George. Morgan began working on wooden boats long before restoring them became fashionable or popular.

As with other replica craft, some changes and improvements have been made. They are designed to blend the best of the old designs with modern technology. The result is a boat that will be a pleasure to own, operate and maintain.

Some of the improvements include using W.E.S.T. system epoxy to encase the triple planked bottoms and the frame joints in the keel, stem and stern. All hand picked Honduras mahogany is used for planking and sawn white oak goes into the frames. The new boats have 25 percent more frames and double the number of floor timbers of the original Hackers. Stainless steel fasteners are used throughout. The boats have improved, modern steering systems. Finally, 12 to 17 coats of varnish are applied to

each hull and deck to give that authentic appearance of bright mahogany.

Approximately 15 boats will be built during 1983. Last January, a 30-footer was displayed at the Chicago Boat Show. It drew rave reviews. Reports are that two orders were written for new boats during the show.

To give you an idea of the value of these new Hackers, here are the prices that were effective during the Chicago show: 30-foot Three-Cockpit Runabout, \$55,000; 26-foot Three-Cockpit Runabout, \$49,975; 26-foot Gentleman's Roadster, \$49,675.

All three Hacker Craft replicas come well equipped. The list of standard equipment includes a Danforth anchor and line, electric horn, navigation lights, leather pleated upholstery, two fire extinguishers and bow and stern mahogany ensign poles.

Optional equipment available includes a sunning pad, glass side shields for the second cockpit, automatic bilge pump, swimming platform, hour meter, lifting rings, spotlights, custom storage cover, tonneau covers, rear cockpit wood hatch cover and stereo radio with tape player.

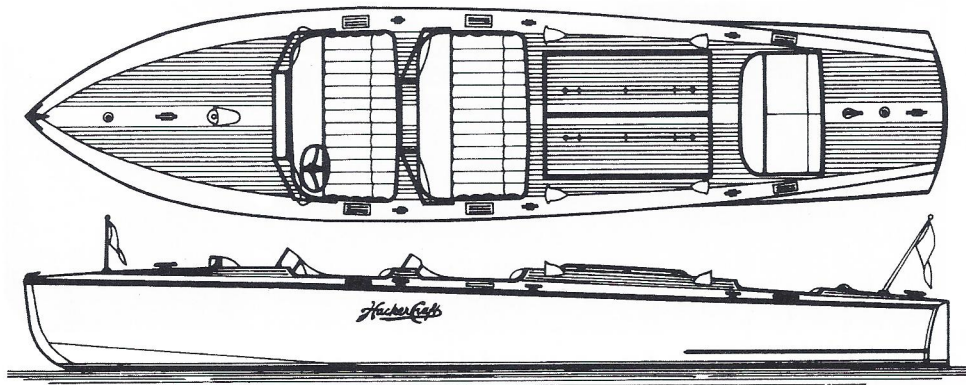
All of the boats will be built in Morgan's Silver Bay shop. Sales operations for the new Hacker Boat Company will be handled by Mark Collor in the company's Overland Park, KS, office.

The boats are built from designs by John L. Hacker, one of the premier powerboat naval architects of the early 20th century. He designed numerous boats including Gold Cup winning race boats. But, his classic runabouts captured the eye of the American public. The lines of these runabouts were timeless.

You can always spot a Hacker Craft by its long, sweeping bow, impeccable brightwork and the abundant use of chrome hardware. Considered the "Steinway of boats," Hacker Crafts were the ultimate runabouts. Because of this, Hackers have been preserved and are now collector's items.

We wish the best of luck to Bill Morgan, Mark Collor and the entire crew in their building, and sale of these "new" Hacker Craft speedboats. Everyone I have talked to in classic boat circles is thrilled to know such boats are being built again. I hope other models will be added to the Hacker line as business increases.

For more information, write:
Hacker Boat Company
7400 W. 101st St.
Overland Park, KS 66212
(913) 383-1899.
Lakeland Boating April 1983 Page 35



WE START 'EM YOUNG"

A page dedicated to kids!



Five year old Quinn Fricke



Quinn is the daughter of Bob and Karen Fricke of Ashland NE. This picture was taken at the Alexandria, MN wooden boat show this past July. The boat Quinn is sitting in is a 1940s vintage Kiddy Boat ride that Bob restored with a "big polish job, new paint, and mahogany decks which replaced the original masonite." Both boats pictured were designed for a permanent style ride and are therefore rather stout and they truly float. Bob anticipates it will make a nice feature for a glass-top coffee table.

More pictures on next page.



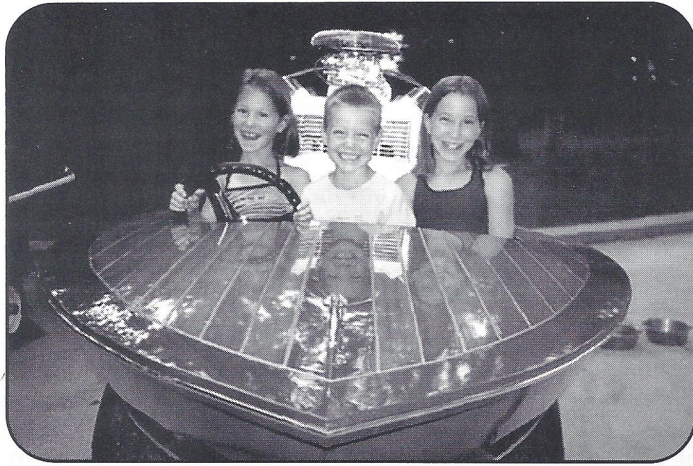
Do you have a picture of a child on or in the water? Send it to the editor - we'll see that he/she makes a splash on this page! Email or snail mail your picture(s) to the editor. Be sure to indicate names(s), location, situation of the shot. All pictures returned.



John is the son of Rob & Jill Sotirin. The Glen-L design boat was built by Rob in 2000. The 3 hp outboard motor runs in a standing pipe through the keel - a real inboard/outboard. The motor is covered with a wooden "mock V8" complete with Quadrajet, chrome valve covers and pipe. The motor's exhaust is ported out of the pipes, making for loud and dramatic boating for the kids. The seats are from a Porsche 911 and the throttle control is made from a 4-speed shifter from an old Cutlass that Rob drove as a teenager. Rob finds building "new" mahogany boats is a great way to provide a legacy of "classic" boats for the future, while having a lot of fun in the process.



Eight year old John Sotirin



Paige (10), John, & Andrea (12) Sotirin



Paige (on the right) and cousin Brynn Devine are obviously enjoying the boat.

BSLOL has a real opportunity to reach out to youth this summer!

I was truly inspired by Stan Petersen's article, "Smiling Faces" in the recent issue of *Rudder* about the Sunnyland Chapter's outreach to special-needs young people. There's no reason why our great group can't do the same thing. And so, we will be hosting —

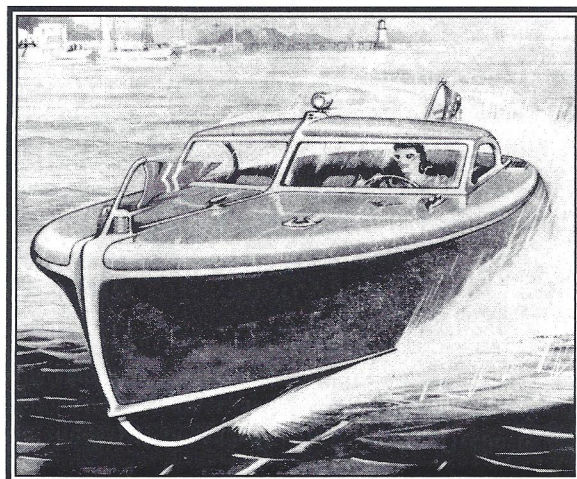
**CLASSIC BOAT RIDE/PICNIC FOR SPECIAL-NEEDS KIDS
SUNDAY, JULY 27**

Dr. Bill and Susan Peglow have graciously offered their lakefront home on Hardscrabble Point, Lake Minnetonka. Details are still being worked out, but please mark your calendars now and consider volunteering to give these kids rides, help with the picnic, etc.

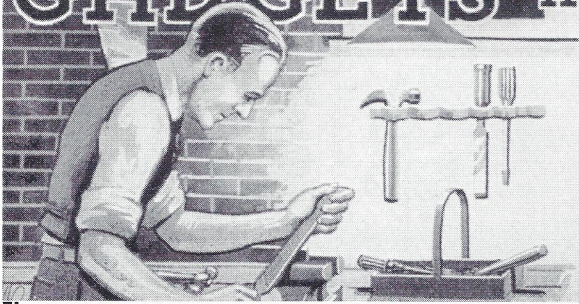
More about the event and ways in which we can serve will be coming at a later date. If you have questions, please call Eric Gustavson at 952-472-1416 or 952-472-4478.

Remember, A group that doesn't reach out...passes out!

(Editor's note: Our thanks to Eric for organizing this great event. Let's get behind him and make this a great day!)



GADGETS AND KINKS



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

DEALING WITH A PROBLEM STEM (or Getting to the Stem of the Problem)

by Sherwood Heggen

Just when you thought everything was going well, you didn't want to find a problem like this!

It all started while you were taking a look at the haggard condition of your boat. It was time to strip, stain, and varnish, detail the engine, put in new upholstery, and... In the shop, you pull the hardware and underneath the cutwater you see something odd. The stem has vertical cracks at the bottom. You pick at it and find that the wood doesn't seem real hard. In fact, you pick away splinters of wood and realize the bottom of the stem is rotted. Maybe that is where all of the water was mysteriously coming in. The cosmetic restoration just got ugly. You are going to have to do woodwork.

One of the most confusing and possibly most difficult parts to duplicate on any planked boat, whether it is a runabout or a cruiser, is the stem. This curvaceous piece of hard oak mockingly defies you to make an exact copy. Yet, if the stem on your boat is broken and rotted, it must be replaced. Anxiety sets in. How does one proceed?

Now, let a warning come to play here. With a rotten stem, there may be other frame members that are also questionable. You may want to investigate more deeply into the condition of the rest of the bottom and framework. If you have to suffer, get it all done at the same time. Also, duplicating a stem most easily will require more than simple hand tools as will be described later on. Make sure you own or have access to the tools necessary to do the job.

Before proceeding, here are a couple of suggestions to aid in your success. Work with sharp chisels. You might want to sharpen them somewhere along the way as you cut the rabbets. Also, it wouldn't hurt to practice on a piece of scrap 2X6 pine to get an idea of what to expect.

To start, you must get the old stem off the boat. That can be a bit difficult, especially if the bottom is in place. To remove the stem, remove the screws and nails through the frame, topside/bottom planks and battens as far back as necessary, probably back to the second frame. Spread open the topside/bottom planks as necessary to gain working room to

remove batten to stem nails and the bolts holding the stem to the forefoot or gripe. There will be screws holding the sheer clamps to the stem. Remove the nuts from the bolts and drive the bolts out. With all of the fasteners cleared, remove the stem. Each boat will have its peculiarities for removing the stem, but with a little imagination and determination, it will come out. Just don't wreck anything you don't want to fix.

You now have a rotten stem in your hands. The stem will probably have parts loose or missing, especially at the bottom where rot or cracking is more likely. Save as many of the stem parts as you can. Clean everything well and glue them back in place to restore the size and shape as close as possible.

Now begins the interesting part that you are thinking is next to impossible to do - duplicating the stem. Start by cutting a blank of new white oak slightly larger than the old stem using a bandsaw. With a thickness planer, bring the blank to the proper thickness. Lay the old stem on the new blank and trace around it carefully with a pencil. Carefully cut it out with a band saw making sure the blade is perfectly 90 degrees to the table.

Lay the old stem flat on your workbench. Take a piece of masking paper (available in a home supply store paint department) and tape it in place over the stem with double stick tape. You do not want this paper to shift as you rub the sharp edges of the rabbet through the paper with a #2 pencil, leaving the mark on the paper. This is no different than taking the image from a penny by laying a piece of paper over it and rubbing it with a pencil. Carefully done you will have a perfect image of the rabbet. Also, rub the pencil on the aft edge of the stem to create a reference line for alignment of the pattern on the new stem blank. This paper pattern can now be transferred to the new stem blank by laying the paper over it and aligning the aft edge reference line with the aft edge of the new stem blank. Be as accurate as you can in placing the pattern. Again, use double stick tape to attach the pattern. To transfer the lines to the new stem blank, make a small hole with a small nail and hammer every inch or so on the rabbet edge lines. If the line takes a tight curve, you may want to space the lines as close as necessary to maintain the correct flow of the line. When you remove the paper, there will be holes that will allow you to play connect the dots giving you a near perfect duplication of the fore and aft edges of the rabbet. There is one more line you need to transfer. That line runs between the front and back rabbet lines and represents the bottom point of the

Gadgets & Kinks - cont'd on page 10



Dear Dr. Motorhead,

Winter, it seems, has finally reared its ugly head. As I sit and write to you on this frigid morning, I am thankful that now we are closer to liquid water and longer days than further away. The Minneapolis boat show is behind us and we once again can

revel in the thought - we soon will be boating. This pleasant thought is wrought however with concern and anxiety. I have, and must admit, been procrastinating. Oh, I am sure you find it hard to believe that one would procrastinate and be filled with anxiety over what to you would seem to be such an easy task. I have heard the term, "it's as easy as shooting fish in a barrel."

Alas, for me however, I would miss the fish and put a hole in the barrel. I am all thumbs. I have just recently learned which end of a screwdriver to use. At least I am making progress. At times, my children criticize me. Even my dog Sparky looks at me cross-eyed when I take out my official ACBS tool bag with the Dr. Motorhead seal of approval. I haven't really used the tools yet, but it sure looks cool prominently displayed in my garage. A thought just came to me; if I have a bunch of tools that I don't use, does this make me a "tool junkie?" Oh no, oh no, something more for me to worry about. I knew I should not have gone the route of the self-mechanic. Why did I throw away Tonka-Bob's telephone number? I actually think I am starting to sweat on this 20 degree below zero day. I have three months to prepare myself for the tasks ahead. I must think positively. Remember the little engine that could. I think I can, I think I can. NO, I know I can, I know I can. I will, I will be able to use my tools. I am not a tool junkie. Each tool has a purpose and the handle fits in my hand. I am a self-mechanic. I can and I will make the repairs before the ice thaws. But first, tell me, how do you connect the battery cables to the battery.

After you have taught me how to master the task of connecting battery cables, perhaps we can move onto something a little more difficult. Ok Fred, if I may call you Fred. Here is my other dilemma. If my boat has a propeller, then why do all the cool guys refer to this propeller as a "screw" or even a "wheel"? And if this thingy, sometimes called a propeller is brand new to my boat, why do I get vibration when I am "under way".

Oh by the way, did I tell you I also have a brand new propeller shaft. And oh by the way again, did I tell you I also have a brand new engine. And you know what else the guy who rebuilt my engine also said it was "balanced." He said it was the thing to do. So, why do I get this vibration if it's balanced? And why does this vibration happen

when I am moving forward and not sitting still at the dock. Please let me know what I should do. Must I dig Tonka-Bob's phone number out of the trash? Do you know who Todd Schultz is? Do I need to sell this boat and buy one that doesn't vibrate? Or maybe keep this one and buy another boat to use. Is that why so many people own more than one classic boat? That's got to be the reason; you never have to repair anything, just buy a new boat. That's it. I could become a collector. Or perhaps I should sue someone. That's the American way; it is always someone else's fault. I could become a millionaire. I would never have to repair another boat again; just collect barns full of them. Do you know a good Attorney? Oh so many questions, the anxiety. Maybe summer will never come and I won't have to take the boat out of storage. Is there a chance of this? I know, I'll call Paul Douglas or maybe the Weather Channel, they can help with the weather. Maybe we can iceboat all year, they don't have vibrations. I'm sure of it.

So what do you think Doc, what should I do? You have all the answers you know everything. I also heard somewhere that you even give advise to other mechanics. Are you are also an attorney? Where's Mills Lord when you need him? Oh oh, I think I am starting to sweat again. Hurry. Write me back soon. I won't do anything until I hear back from you. Standing by with baited breath, or is that something that fish just do?
Clyde Kaddinger

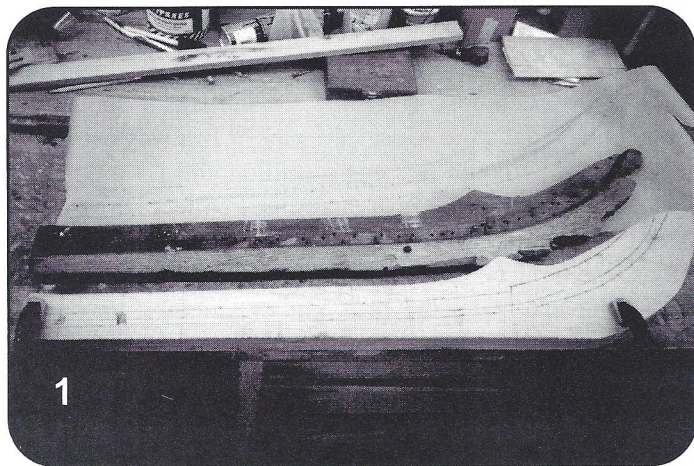
Dear Clyde,

Where do I start? What can I say? Who the hell is Todd Schultz? I can't give advice to other mechanics because my business card doesn't say "of council." I went to law school but never passed the bar - I always went into it. If you need to get hold Mills, you can call 612-333-LORD. I like your theory of having a boat collection. I never thought of it that way, it makes some sense; you could throw away all your tools. I could toss out my sign that says, "Old Boat Repairs, Open Every Day". Clyde, you're a man of my liking, "cut from the same jib". We could go into business together, or just iceboat all year long. It doesn't matter. We'll be rich and famous with barns

Dr. Motorhead - cont'd on page 14

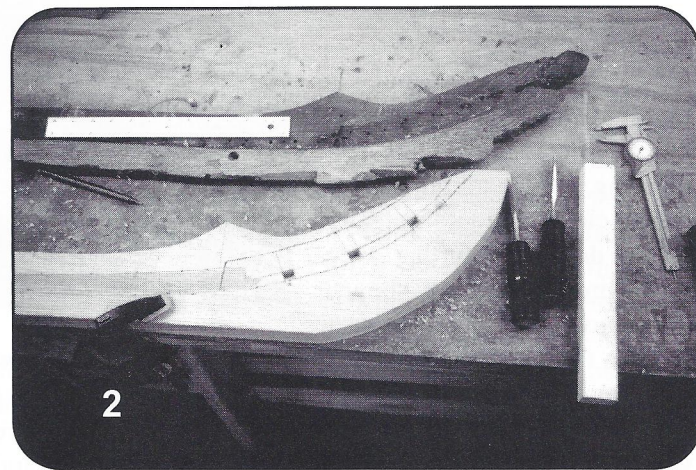
Gadgets & Kinks - cont'd from page 8

rabbet. It is important to place it properly to obtain the correct angle of the rabbet. To do so, mark off lines perpendicular to the rabbet edge line on the old and new stem at 3 to 4 inch intervals. Now measure from the forward edge of the rabbet on the old stem to a point directly above the deepest point of the rabbet. Transfer that measurement to the same point on the new stem blank. Continue transferring all measurements for this line and again connect the dots. When finished, you will have three lines drawn on the new stem blank. You will be cutting the material out of the blank between the two outside rabbet lines in the shape of a "V" with the point of the "V" at the center line. You should now have in front of you what appears in the picture below (#1).



The tools required for the cutting of the rabbets are chisels one quarter to three quarter inch in width, a mallet, small metal ruler and/or a dial caliper, a small rabbet plane, and clamps. Begin by firmly clamping the new stem blank to a sturdy work bench. At the first measured point, chisel a notch wide enough to insert your ruler to measure to the bottom of the rabbet at the center line. The notch should be chiseled straight down at the center line and back from the forward rabbet line. This will allow you to perfectly place the bottom of the rabbet at the center line. Continue chiseling a notch straight down at the centerline and back from the forward rabbet line until the correct depth is reached at the center. Then move on to the next measured point and repeat the process. (See picture #2.)

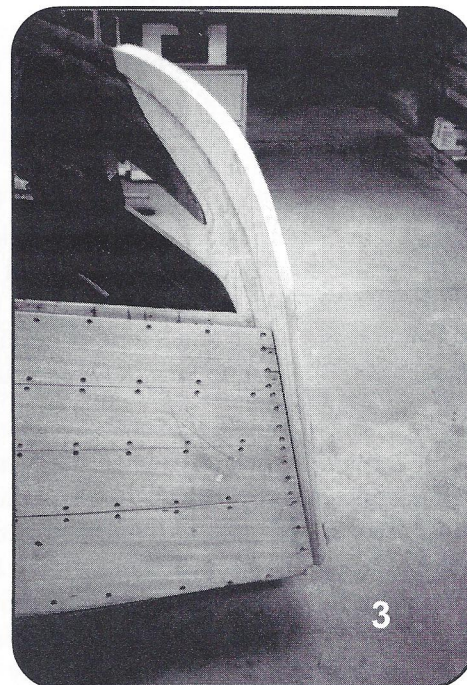
After the notches are chiseled at each measured point, mark the bottom of the notch with a pencil. This is a reference mark to indicate the bottom and the angle of the rabbet at each measured point. Now chisel the back side of the notch from the aft rabbet line to the bottom of the notch. Be careful not to destroy the reference mark at the bottom of the rabbet. With that finished, mark the bottom edges of the back notch with a pencil as you did with the front notch. From here on, it's more fun. Remove the remaining wood from between the notches following the forward and aft rabbet lines and the reference marks. This is done with a



chisel, but to hurry things along, a Roto Zip or a trim router with a small bit will remove wood very quickly. Just don't get carried away by how fast all the wood is going away and cut past the rabbet depth. And, most of all, be careful! Big gaping wounds from a chisel or a spinning router bit don't hurt at first. Continue with a broad chisel and a rabbet plane to finish the rabbet. Now all that is left to do is to flip the new stem over and repeat the process for the other side. Be sure to make a separate paper pattern for each side. The "V" shape at the front of the stem can be cut after the stem is in place and the topside planks are screwed down.

Now, dry fit the stem in the boat. It should look like picture #3.

Be sure the fit is tight at the stem/gripe and the planks fit well in the rabbets. If all is well, clamp the stem to the gripe. Drill the holes for the bolts from the backside of the gripe into the stem for perfect hole alignment. If you feel everything fits correctly, remove the stem, apply a bed of 3M 5200 to the adjoining surfaces on the stem/gripe and bolt them together. Install screws into the stem through the sheer clamps and seam battens. Screw the planks in place and you are done.



If you have been careful and skillful in the making of the new stem, it will give you great satisfaction and relief

Gadgets & Kinks - cont'd on page 12

COMMON WISDOM? OR COMMON SENSE?

by Don Danenberg

The Antique and Classic wooden boats that we so cherish as collectibles are also expected to operate as safe, functional means of water transportation. We are, however, some two to four generations past the times when these boats were initially built and used. We do not have the first-hand experience of the original owners who knew what to expect from them, how they were to be maintained and used. Wooden boats were built of wood because that was the material available. They were certainly not expected to become the highly prized, and priced, collectibles they are today. They were neither intended nor built to last this long.

We now come along, generations after the factories intended life spans for these boats and find them in barns, sheds and chicken coops. Diamonds in the rough; valuable antiques. Discovering gaps in the dried out old wood, we find that they will swell up with water at least enough for bilge pumps to keep them afloat. The assumption for many who are not in the now rare field of wooden boat construction has unfortunately become "common wisdom" that wooden boats are supposed to leak, supposed to have to "swell up" before they can be used. This misunderstanding has become the greatest cause of the early demise of this type of hull. Chris Craft expected a 'six-year turnaround', warning customers not to allow their boats to become saturated with water as this would not only weaken the wood and stress the fasteners but the added weight of 400 to 700 pounds of water would prevent the boats from reaching advertised speeds.

Gar Wood put out a factory-to-dealer memo on replacing worn out bottom planks in 1931, after they had been in business only five years. The operators were told to keep the boat out of the water 'when not in use', warning against water logging the wood. Clearly, there was an expected operational life span, after which repairs would be required. The culprit in this early aging of the hull was over saturation of the wood. As moisture soaked into the wood, the wood would expand much like a sponge. This expansion would cause the planks to buckle and warp, stretching the fasteners out of their tightened positions, elongating the screw holes and cracking the planks. Where the plank edges met the force of this expansion would crush the wood cells, referred to as 'compressive set'. While in this condition, while still watertight, the hull would be somewhat over tightened and with the wood weakened by absorption of water, the action of flexing and pounding across wake and wave would stretch fastener holes even more, causing stress cracks in the planking and compressive set under the screw head. Should the moisture content of the wood go above 25%, rot spore already present in the wood would begin growth.

Removed from the water for winter storage, the over

saturated hull would now evaporate the excess moisture. Along with the departing moisture, some of the wood's natural rot-preventive oils dissolved in solution, would be lost. Due to this, the planks would now contract back to slightly smaller than original size. Gaps would appear wherever compressive set had occurred at plank edges or frame landings or fastener heads. Not only does this leave the entire structure weakened and loose, there are now gaps in the construction that collect dirt, debris, and rot spore. Such gaps now may hold moisture that never fully evaporate in storage, feeding rot spore growth.

These same conditions will be exacerbated the following seasons as the conditions feed upon themselves. Each season would require more water to swell tight, due to each season's loss of the natural oils in the wood as well as the accumulative effects of each season's compressive set. The increasing gaps in the construction collect more dirt and debris, which causes even more spreading of the components and dislodging of the fasteners. These captured clumps of dirt and debris hold moisture all season long and are the main source of life for rot growth.

After enough seasons of this kind of abuse, the tropical hardwoods have lost most of their naturally rot-preventative oils and the wood becomes brittle, lifeless, and rot-prone. Like an unseen cancer, rot tendrils are growing throughout the interior mating surfaces of planks and frames.

After having attended over 100 such wooden boat disassembly/autopsies, I have learned the true cost of this "common wisdom" that wooden boats are supposed to leak, are supposed to have to 'swell up' in order to be used. It may seem like the least expensive way to maintain your boat now but eventually leads to the need for a very expensive "total" restoration for the next owner and a severely depressed value for the seller. Within a generation of the cease of production of these wooden boats, new types of epoxy glues were developed that were used in conjunction with a completely different process of construction. This, it was thought, was the way to stop the destructive absorption of moisture into the wood. The "Cold-Molded" technique involved multiple thin, cross-grained layers of wood veneers to be hard-glued together into a monocoque shell that supported the hull stress and loading much like the construction of today's "Uni-Body" automobiles that require no heavy framework. Large single-sawn-sistered frameworks were not only no longer needed, but would prove harmful in causing 'hard points' in the construction. Professional wooden boat businesses with heat and humidity controlled factories as well as professional knowledge; successfully produce very long-lasting, nearly maintenance-free hulls with this technology. Done properly, the final result is basically a fiberglass hull with wood fibers in place

Common Wisdom - cont'd on page 13

WE NEED YOUR HELP!!

The following items would really help BSLOL.
Our non-profit status may provide
you with tax advantages too!

STORAGE SPACE - The club is looking for inside or secured-outside storage for its trailer, preferable somewhere in the west metro area. See page 17 for full details.

LEGAL SERVICES - Occasionally, the club has need of miscellaneous legal services such as drafting letters and helping with contracts. If there are any lawyers willing to contribute a few pro-bono hours a year, please call Jim Camery at 715-426-2022 for details.

SILENT AUCTION ITEMS - It's not too early to start setting aside items to donate to the silent auction held at our Rendezvous in August. The items do not have to be boat-related, or even items; services are auctionable too. The club will provide you with a receipt for your tax records.

TOW VEHICLES - Each year there are members with boats on trailers but no appropriate vehicle to tow it to the show. If you could help, please call Clark Oltman at 952-471-7635



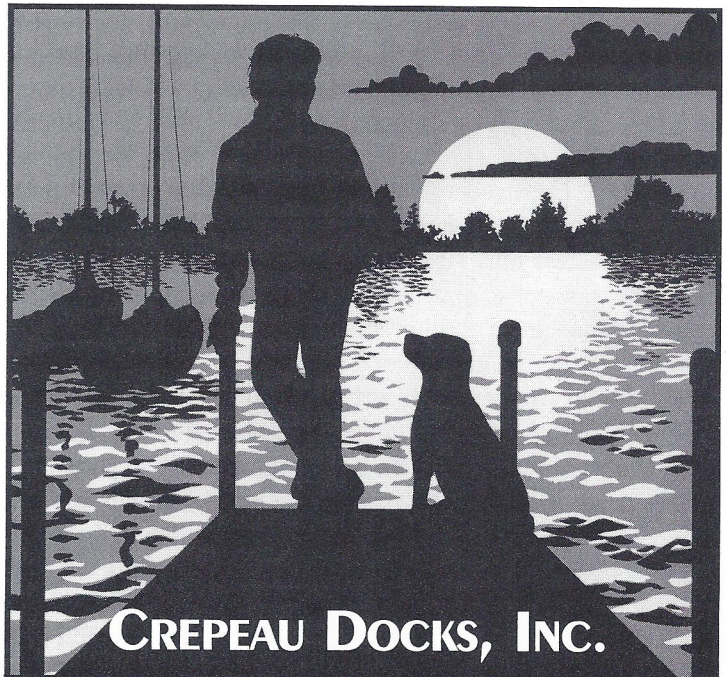
Gadgets & Kinks - cont'd from page 10

knowing the job is done. You can go on to the more simple things. Say, did you notice the chines have a couple of soft spots? Oh, and look at the aft ends. They are all dried out, and dare I say, rotten.

Next time, tune in for laminating new chines. Until then, as always feel free to call me at 715-294-2415 or e-mail at Heggensj@Centurytel.net with any questions and comments.



Chris Crafts launch early at Bald Eagle Lake!



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Common Sense - cont'd from page 11

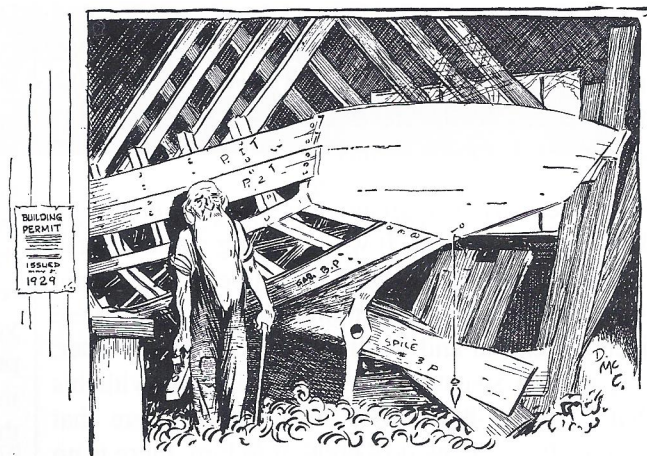
of glass fibers. Such hulls should truly be as maintenance free as fiberglass hulls. These are brand new boats, built to behave in this manner.

AHA! many thought; we can “encapsulate” the traditional wooden construction with this new plastic glue and moisture will never get in to do its dirty work. Unfortunately, mixing the materials and procedures of two completely different types of construction has proven not only not to produce the hoped-for results, but can greatly speed up the rot process.

Traditionally built wooden boats flex and move their component structure where the monocoque-type hull does not. Hard plastic coatings on traditionally constructed hulls have proven to quickly form tiny ‘zipper’ cracks at hard points (component joints), which have proven to admit water into the wood. The water is not smart enough to go looking for that crack when it’s seasonally time to evaporate. Moisture levels build and rot not only propagates; but also is incubated in this plastic shell. This can prove to vastly increase the rot process.

As Aime Ontario Fraser put it in *WoodenBoat* magazine, issue # 84, “epoxy can never replace the caulking or fastenings in a traditionally built boat.” “This is what epoxy promoters mean when they say that epoxy not only makes a new kind of boat building possible; it makes it imperative”.

There are new procedures and materials available to properly seal and bed the components of traditionally constructed wooden boats. These sealers and bedding compounds are flexible to allow component motion, exterior below-water surfaces employ barrier coats to inhibit moisture absorption, and interior bilges are sealed with flexible, semi-permeable coatings that allow excess moisture to breath. As you may have surmised by now, I am attempting to find a happy medium, something that allows traditional construction to exist with current materials to provide established service with extended life, yet remain restorable again by a future generation with better materials, tools and knowledge. Common Sense is allowed.



BOATS IN PROCESS

Did you respond to our "Boats In Process" program in 2000?
 Did you fill out a "Boats In Process" form at the
 Minneapolis Boat Show?

In each issue of *The BoatHouse*, one of those boats will be the topic for an article by Sherwood Heggen – one of our resident wood gurus. Sherwood is the author of *Gadgets and Kinks*, a regular feature of *The BoatHouse*. He needs no introduction...his columns speak very loudly of his expertise. He will select a boat and contact its owner for details.

All boats submitted from 2000 are listed with their owners. If you have completed your boat, we'd like to share the finished product with our members. We ask that you send along a picture and any stories or comments about your experience. Anything you can share relative to that process (good or not so good) would be welcome and helpful to others. If your boat isn't finished, we'll happily print an update. Just contact the editor.

1956 Chris Craft 18' Sea Skiff.....	Mark Pottenger
1960 Shell Lake 16' Runabout.....	George Spires
1963 Lonestar 23' Cruiser.....	George Spires
1955 Dunphy 12' Perch.....	Fred Pospeschil
1957 Thompson 17'6" Lancer.....	Fred Pospeschil
1958 50 hp Evinrude Starflight.....	Fred Pospeschil
1948 Ventnor 21' Racing Runabout.....	Duane Kurth
1947 Century 16' Sea Maid.....	Dirk & Sharon Gunder
1960 Chris Craft 25' Cavalier Cruiser.....	Gary Baker:
1929 Hacker Craft 26' Triple Cockpit.....	Jim Aamodt
1966 Chris Craft 48' Constellation.....	Gary Nordness
1958 Century 19' Resorter.....	Bob Buttery
1955 Chris Craft 19' Capri.....	Greg Benson
1957 Herter's 15' Chrome Fiberglass.....	Dave Doner
late '40s Thompson 12' row-motor boat	Andreas J. Rhude,
1959 Thompson 17' Sea Lancer	Andreas J. Rhude,
1960 80 HP Mercury 800.....	Andreas J. Rhude,
1958 Century 19' Square Nose.....	Don Moberg
1949 Chris Craft 22' Sportsman	William K. Ecklund
1930 Chris Craft 38' Commuter	Guy Warner
1950 Century 18' Sea Maid	Jerry Klopp
1960 Lyman 15' Runabout.....	Clark Oltman
1948 Mays-Craft 23'x8'.....	Ron Witte
1956 Chris Craft 18' Holiday.....	Ron Fishback
1961 Owens 29' Express Cruiser.....	John Nermyr
Bob Speltz' Chetek	BSLOL

Dr. Motorhead - Cont'd from page 9

full of boats. I can see it now, our names in lights, Motorhead and Kaddinger. We'll be known around the world. No more articles in the *Boathouse*. Free at last. I love it, Kaddinger you are a genius.

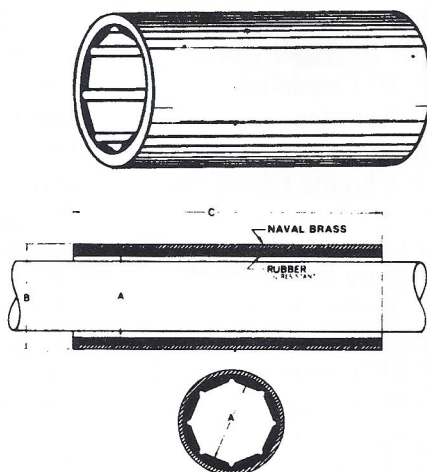
Then suddenly, my dream was abruptly ended by the sound of the alarm clock. It was morning and the harsh realities of life were ever present. I hadn't become rich and famous and the lottery was continuing to elude me. There were projects to tend to and I had to answer Clyde's letter. Poor guy is always sweating. I can't help him with his anxiety that's Cousin Phil's job, but I know where that vibration comes from. How do I break it to him, there is no such thing as ice boating all year long. He will have to fix his problem and become a true self-mechanic. I know his issues, and I can help. Yes, it is time once again to become Dr. Motorhead, benefactor to the tool impoverished, mechanically handicapped and repair disadvantaged. As soon as I finish my breakfast of Spoon Size Shredded Wheat, I will don my cape and attend to the indigent.

Dear Clyde,

Thank you for your nice letter and concerns for the vibration you feel while you are "under way." Perhaps you can tell me when we see each other sometime this summer what "under way" really means. Until then, let's deal with the vibration. I am going to assume that there are no problems with your new propeller and or shaft. There are additional two factors that may be your problem I will address them both. The engine may be out of alignment with the shaft or the cutlass, also known as a bearing, may be worn.

Let me first address the cutlass. The strut on the bottom of the boat that holds your shaft in place has an insert

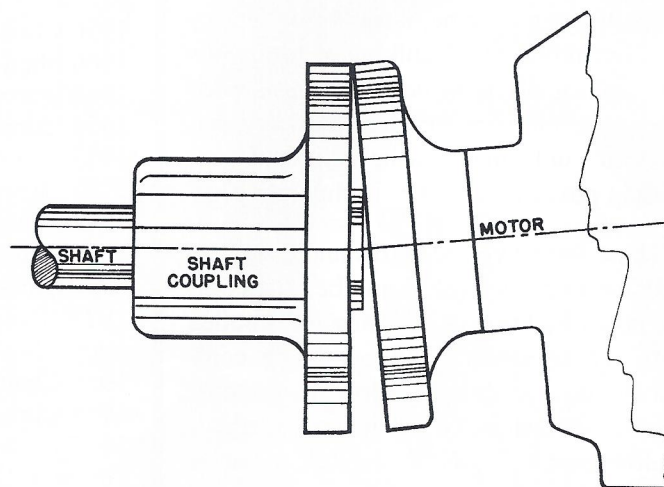
or bearing that keeps everything in alignment and properly supported. If this is worn it may allow the shaft to vibrate or wobble slightly. You can easily determine if this is worn by a visual inspection. It is always easier to perform this inspection when the boat is out of the water. The cutlass is made of a brass tube that has a rubber insert. This rubber should not be cracked, chipped or allow you to move the shaft up and down or right and left.



If you have movement you need to replace it. The task is painless, however this is one area you will need some help unless you own a hydraulic press. You must remove the strut from the boat by removing the six bolts that hold it in place. The nuts are on the inside, in the bilge. Remove these and tap the bolts down through the bottom. With the "wheel" removed, slide the strut off the shaft and marvel at this thing for a while before you bring it to your nearest boat repair station. Tonka-Bob is an all right guy; he can help you if you live in the western suburbs. You need a hydraulic press to push this bearing out of the strut and the new back in. There are many different sizes. Few repair shops keep them all in stock, so you may need to order one. With the new cutlass in place it is time to re-install the strut. Slide the strut back over the shaft. Squirt a little bedding compound on the plate of the strut and in the bolt holes. Refasten the strut to the boat reinstall the "screw" to the shaft and you are ready to go.

The other issue may be the engine alignment. Here is my advice for you on this topic. Launch your boat and see if the vibration continues. If there is no vibration, you are done. If the vibration persists you are likely to have some alignment problems. Remember, your boat will have a slightly different shape on the trailer than when it is in the water. This is why I like to align engines while in the water.

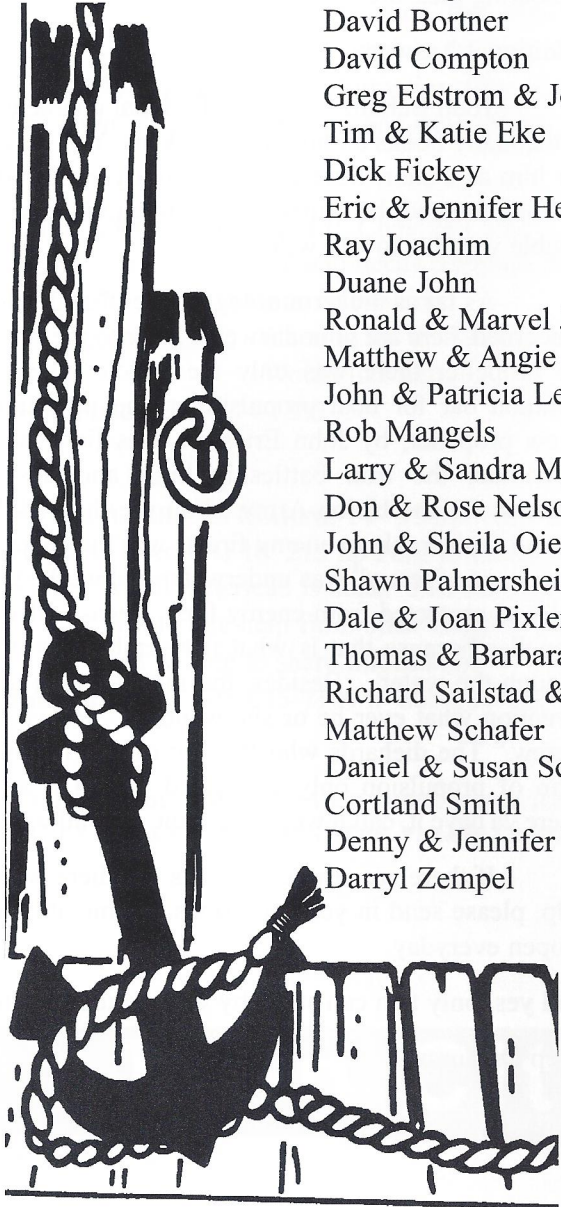
Are you ready Clyde? The flange on the motor must be in alignment with the flange on the shaft. Remove the bolts that hold the two flanges together. With these bolts removed, pull the shaft flange away from the motor flange



ever so slightly. (See Illustration) Loosen the bolts that hold the engine to the stingers or bed. The wedges between the motor mounts and stringers allow you to move the engine alignment by sliding the wedges back and forth. This will make all sorts of sense when you see them. Now, tap the wedges fore or aft as needed so the two flanges line up with each other. Double-check everything with a feeler gauge. (See Illustration) Now you can bolt the flanges together and tighten the engine mount lag bolts. There are

Dr. Motorhead - Cont'd on page 16

WELCOME ABOARD!



Harry & Dorothy Becher
 Scott Berglund & Patrick Cole
 David Bortner
 David Compton
 Greg Edstrom & Jodi Johnston
 Tim & Katie Eke
 Dick Fickey
 Eric & Jennifer Heim
 Ray Joachim
 Duane John
 Ronald & Marvel Johnson
 Matthew & Angie Kuschel
 John & Patricia Leunig
 Rob Mangels
 Larry & Sandra Myer
 Don & Rose Nelson
 John & Sheila Oien
 Shawn Palmersheim
 Dale & Joan Pixler
 Thomas & Barbara Rokop
 Richard Sailstad & Jody Ondich
 Matthew Schafer
 Daniel & Susan Schlegel
 Cortland Smith
 Denny & Jennifer Van Berkum
 Darryl Zempel

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 New Germany
 Plymouth
 Rockford
 Coon Rapids
 Woodbury
 Wisconsin Rapids, WI
 Rosemount
 Prior Lake
 Stacy
 Mound
 Elk River
 Eden Prairie
 New Brighton
 New Auburn, WI
 Annandale
 Montrose
 Winsted
 Mound
 Attica, MI
 Duluth
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 Stillwater
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In the December, 2002 BoatHouse, new member Dick Lillie's name was misspelled. Our apologies to Dick.


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NAUTICAL SHOP OPENS

by Dave Doner

Recently I learned of a new store opening along Grand Avenue in St. Paul and decided to check it out. WOW! What a neat place!

I didn't want to take up too much of proprietor Tom Sweeney's time as he was carefully sanding the varnished mahogany hull of a model barrel-back. I did spend some time talking to Tom and looking around his shop. He has a nice assortment of marine-related hardware, art work, model kits and gifts. Tom mentioned that he is also able to provide antique model repairs as well as being able to help design and build a model of the customer's boat. Neat idea!!

Stop over and see Tom along this great St. Paul avenue. He is an enthusiastic, interesting fellow with lots to offer those of us who enjoy poking around nautical shops. Tom definitely enjoys what he's doing and it shows. He is more than willing to "talk shop" if you ask. I didn't get to meet Tom's wife Bonnie, but I know she is an important part of the business as well.

You'll find elsewhere in this issue of The BoatHouse, an ad for Boat' art Gallery with the address and phone number. It's right next door and to the east of Ciatti's.



Dr. Motorhead - Cont'd from page 14

very small holes in each engine alignment wedge. They are there for a specific purpose. After the engine has been positioned and aligned, install a wood screw through these holes into the stringer. This procedure helps hold the wedges in place keeping everything in alignment for hours of boating pleasure.

Additional Answers:

Todd Schultz? He is a fictional character written in the many books authored by Dickens. You may remember him as a short little guy with pointy ears. Judgmental and opinionated, he scurries about town while in constant trouble with his lovely wife.

As far as the terminology "screw" and "wheel" are concerned, here are your answers. Prior to the invention of the propeller there was only the paddle wheel and the common oar for boat propulsion. The invention of the screw propeller, by John Ericsson, was first used on the Merrimac, the iron battleship built and designed by Ericsson for the Union Army. You see the paddle wheel was too vulnerable to enemy fire as was the oarsman. The propeller or "screw" was underwater and worked quit well and was protected from enemy fire. It was called a screw propeller because that is what it resembled as it screwed through the water. Besides, the inventor gets to call his invention what ever he or she wants to. Hence, the term "screw." The diehards who thought of this invention as a form of propulsion only, continued to call it a "wheel." There ya have it, call it what you want, they all work for me.

If there are any technicians out there whom I can help, please send in your questions. Remember, the shop is open everyday.

And yes, only fish can stand by with baited breath.

Keep Dreaming,

Fred





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In Process - cont'd from page 13

**THE FOLLOWING BOATS WERE SUBMITTED AS "BOATS IN PROCESS"
 AT THIS YEAR'S MINNEAPOLIS BOAT SHOW.**

➤ **1962 SHEPHERD 22'** V-drive ...Chrysler 413, 280 hp

So far: 85% new wood, cold molded. Planking completed, plugged and ready to fair out.

Left to do: Final fairing. Plane rub rail edge. Make new splash rails. Bleach, stain & varnish

Having a problem? Yes. This is my first experience fairing and planing the rub rail surface. I'm not sure how to start in the high fair areas at the bow. Would like some help.

Will gladly share information with others.

Bill Root 763-764-8884/w 651-480-2582/h william.root@genmills.com

➤ **1960 CHRIS CRAFT SKI BOAT 17'** Chev 283 V8

So far: Just got the boat and needs complete refinishing

Left to do: Everything in refinishing.

Having a problem? When to fill the seams - before or after varnish? And what with (on top decking?)
 Would like help.

Dale Pixler 952-474-7337

➤ **1957 NORTH AMERICAN MARINE 14'** 35 hp, 1957 Johnson

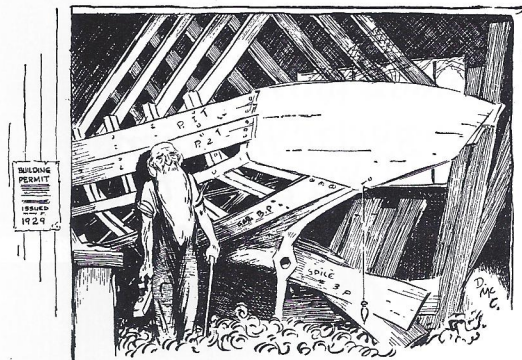
➤ **1958 HIGGINS MAGNUM 18'** 215 hp Ford Interceptor

So far: North American is done. Just starting the Higgins.

Would like help from other Higgins owners.

Am willing to share information.

Jim Ruwaldt 608-635-7109/h 608-221-1206 x14/w



**IF YOU CAN HELP WITH ANY OF THESE SITUATIONS — OR KNOW
 WHERE THEY CAN GET SOME ANSWERS, PLEASE CONTACT THESE OWNERS.**

Twin City Outboard

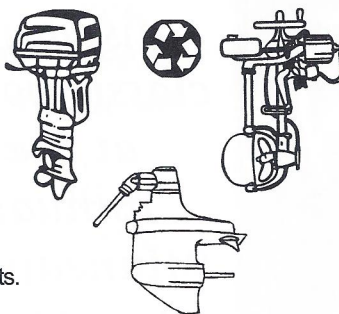
OUTBOARDS

Scott Atwater
 Scott-McCulloch
 Seaking
 Waterwitch
 Champion
 Neptune-Muncie
 Elgin
 Majestic
 Voyager
 Bendix-Eclipse
 Buccaneer
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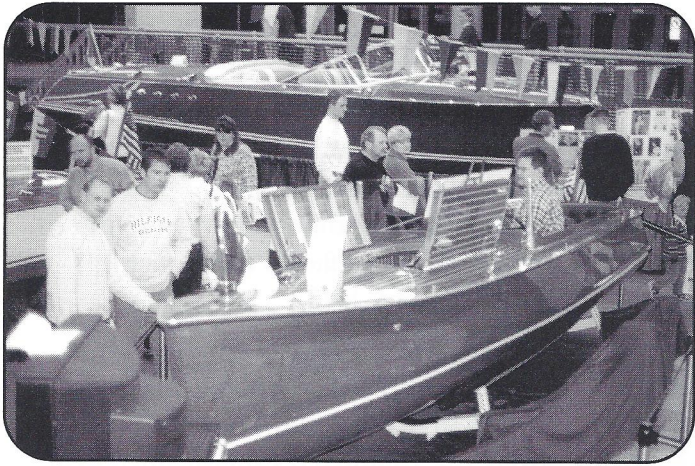
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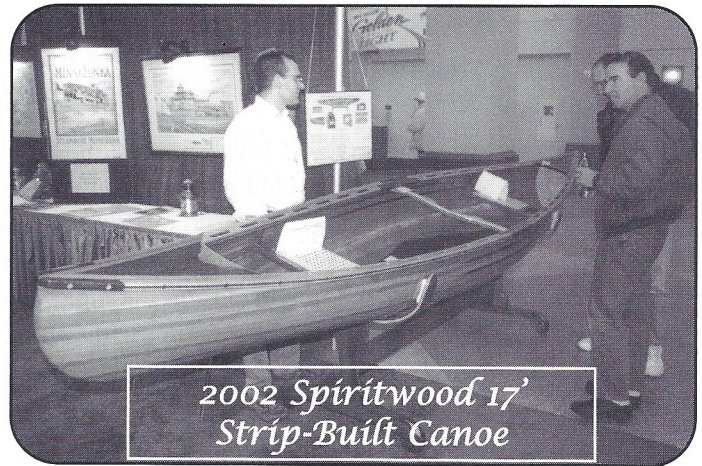
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INBOARDS
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 etc...

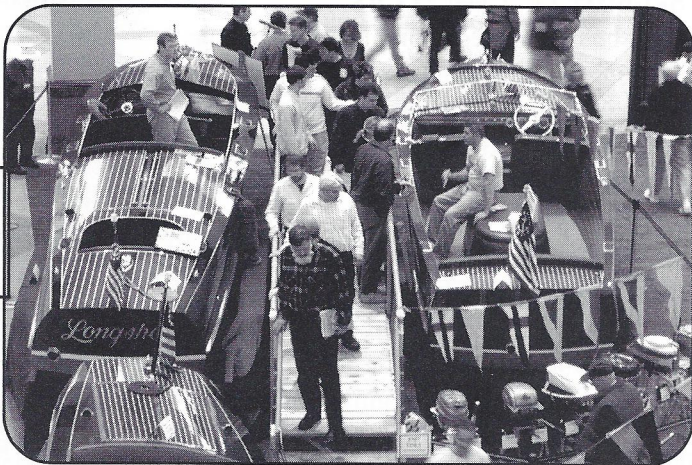


*1931 Peterborough
Six Passenger Runabout*



*2002 Spiritwood 17'
Strip-Built Canoe*

*1927 Hacker Craft
Dolphin 28' Deluxe
(on left)*



*BSLOL members
have a great time
promoting the club.*

*Our thanks
who brought
for*

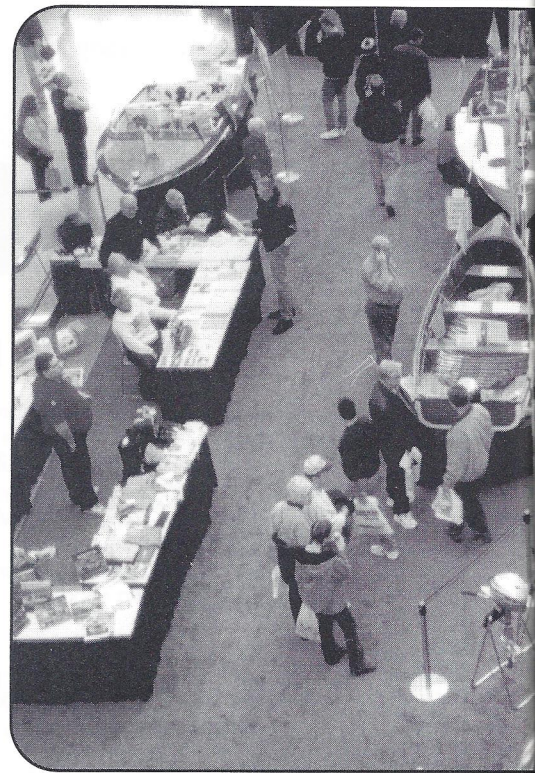


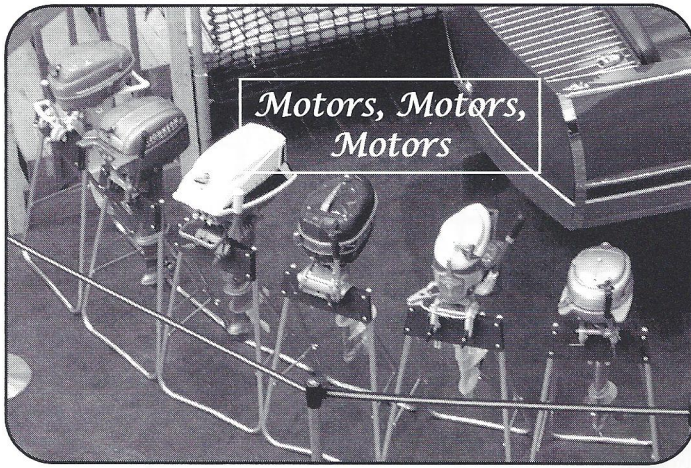
1956 Century 16' Palomino



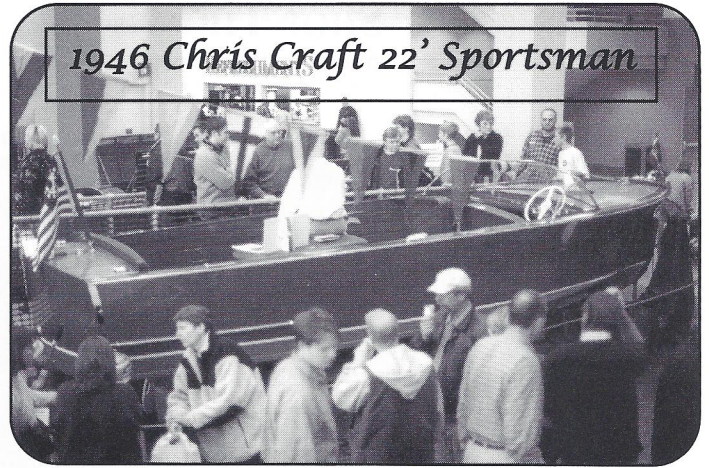
*1934 Chris Craft 18'
Deluxe Runabout*

*BSLOL
displays
classic boats
at the
annual
Minneapolis
Boat Show*





Motors, Motors, Motors



1946 Chris Craft 22' Sportsman

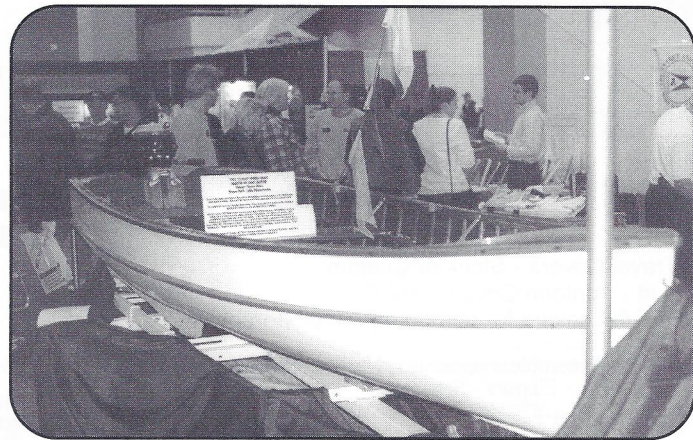
BOAT SHOW



1949 Chris Craft 19' Red & White Racing Runabout

There may not be any water, but in the dead of winter, we we're happy just to be thinking about summer days and boating.

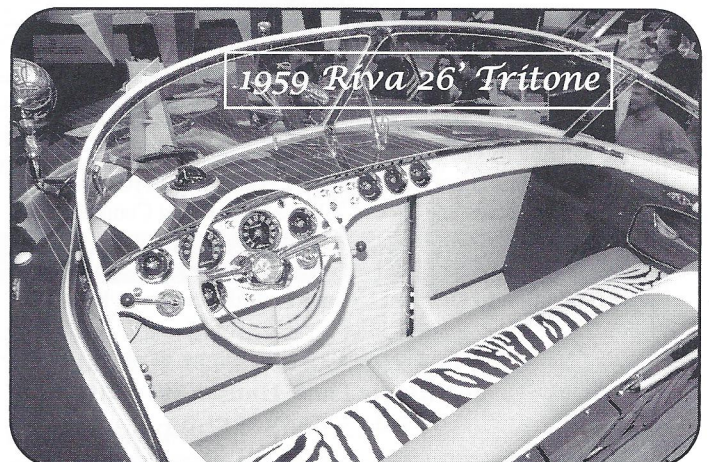
o each boat owner fit their treasure his display.



1953 Tonka Craft 12'



More than 30 new members signed up during five days of the show.



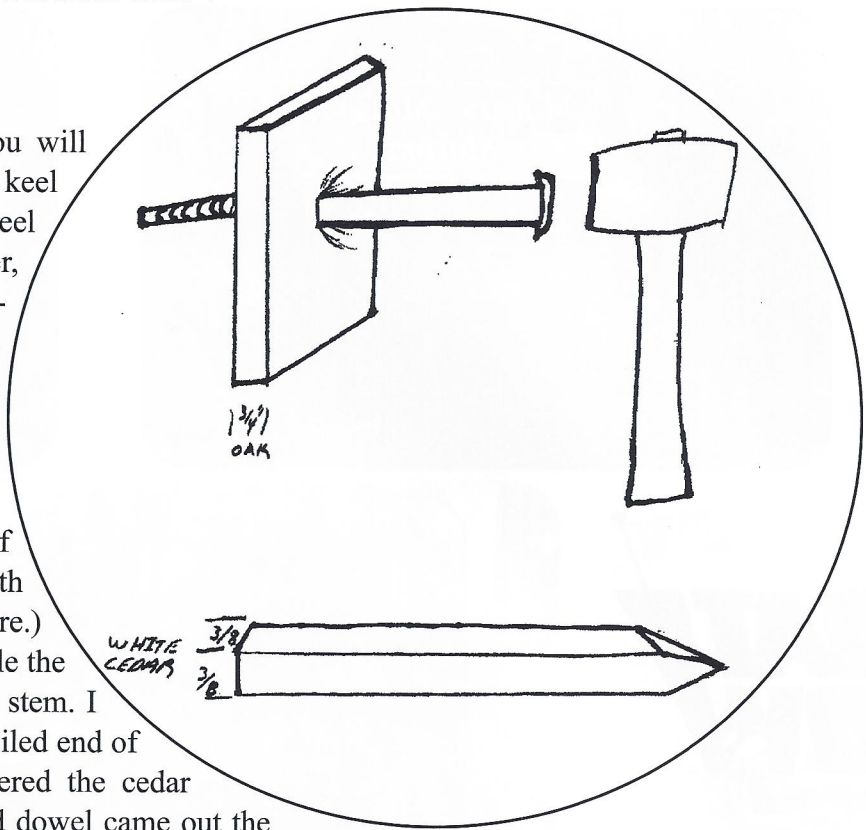
1959 Riva 26' Tritone

SHOP TIP

submitted by Brad Ernst

When taking the bottom off a boat, you will notice a hole with a dowel in it where the keel meets the stem, or any other place where the keel is spliced. This dowel is known as a stopwater, and its function is to prevent water from entering the boat if the joint was to loosen. The idea is that the dowel, made of fast-swelling cedar, will swell and stop the leak. The problem is, you can't buy a cedar dowel, so you have to make one.

I don't have a lathe, so I cut a piece of cedar into a 3/8 x 3/8 square about 4" long with the grain. I then penciled the end (see picture.) Then, in a piece of 3/4" oak, I drilled a 3/8" hole the same size hole as in between the keel and the stem. I clamped the oak in a vise and inserted the penciled end of the cedar into the hole in the oak. I hammered the cedar through the 3/8" hole in the oak and the round dowel came out the other side. When pointing cedar through the oak, make sure that you hit the cedar square or the cedar will snap off.



Now that you have a perfect cedar dowel, insert it in the hole in the keel and stem and cut it to length and DO NOT glue, epoxy, or seal the cedar dowel.





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The chapter has had several copies of *The BoatHouse* returned because the addressee has either moved and left no forwarding address or, more often, had the mail suspended. When this happens, *The BoatHouse* is returned to us and it costs the chapter \$3.19 per issue plus the cost of mailing it in the first place.

Everyone will agree that the cost of mailing anything these days is expensive. In order to curb our costs, the following procedure will apply in these cases:

☐ All further mailings of *The BoatHouse* will stop until the member informs us it is OK to start mailings. In addition,

☐ Any *BoatHouses* returned will be resent to the member first class at a charge of \$5.00 per issue

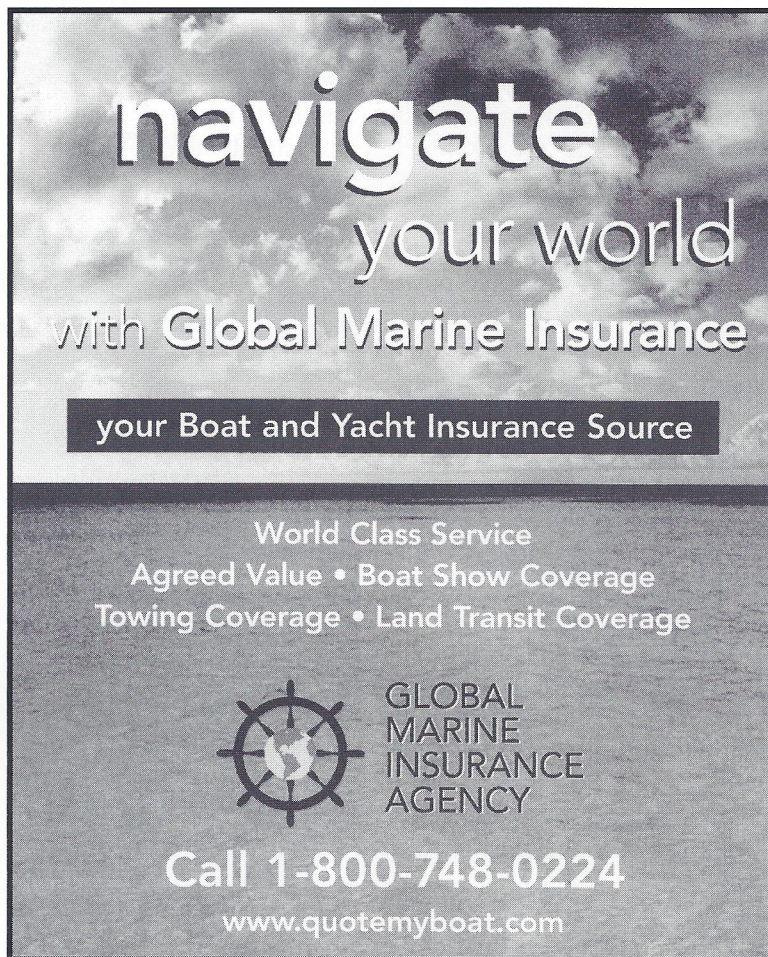
To make sure you receive your *BoatHouse* in a timely manner, observe these suggestions:

☐ Alert us of any change of address and phone number as soon as you know it.

☐ If you have a summer and winter address, let us know both the address AND THE START AND STOP DATES.

☐ If you are going to have your mail delivery suspended, let us know the beginning and ending date ahead of time. When your suspension is done, we will forward your held issues at no charge - but only if you tell us in advance.

We can accommodate these changes, but not without your help.



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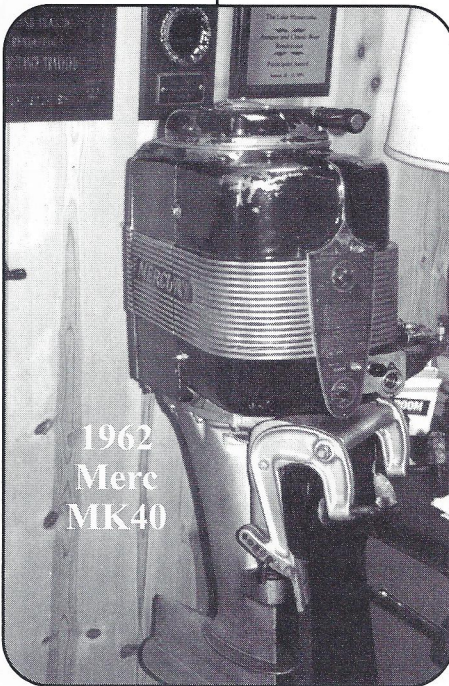
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“WHAT’S IT WORTH?”
by Chuck Petersen

The three most common questions I hear at boat shows are the following: 1). What is that? 2). How fast does it go? and 3). What is it worth? Outboard motors, similar to wooden boats, are valued by the simple laws of supply and demand. Yet, some fairly common models like Mercury kg-7 “Super 10” and Johnson 5 hp green TD models are fairly pricey in restored condition. Some rare, often low horse power, brands like Flambeau or Elgin are easy to bargain for. Horsepower alone is not a good pricing guide. A diminutive horsepower Clarke troller is a high dollar item while a 1950’s Johnson V-4 50 h.p. is not worth \$1.00 per pound! The key seems to be each model/manufacturer’s impact over time to excite the market. This “market” is largely made up of baby-boomer collectors that form a clear affinity for the models that made a lasting impression early in life. The memories of a full-race Mercury KG9-H screaming across the lake at then unheard of speeds or fishing all day with a red Johnson 10 hpQD model last a long time. They were simply the best examples in each category available in their era.



the key defining feature. Race models, like their American muscle car counterparts, often fetch 10 times the value of a similar vintage standard model. 2). Historical significance. Names like Waterman, Johnson, Elto, Mercury and Chris Craft are significant to the industry for various reasons. Models in their respective lines that represented technology break-throughs for the respective eras are sought after by collectors.

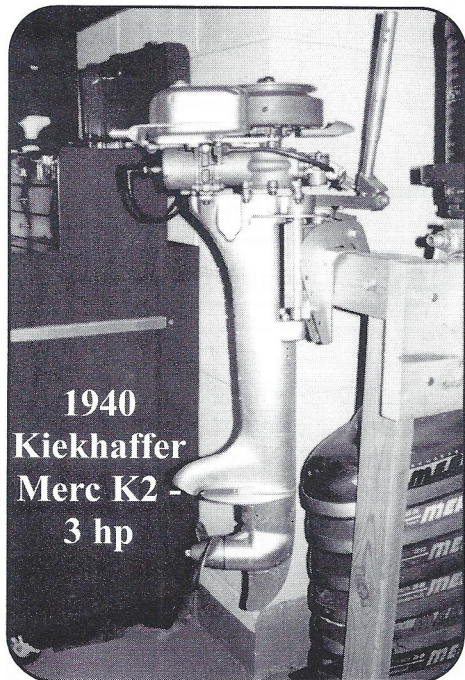


1962
Merc
MK40

Examples of this include early Kiekhaffer Mercurys and “break out” designs like the six cylinder “Tower of Power” mk75 or 4 cylinder kg-9mk40 models. 3). Finally... Complete, original parts motors are key. Even novice collectors can spot a bad paint job, missing or non-original parts or poor workmanship a mile away. The key for me is to buy what you really want and will actually use on occasion. Don’t be swept up in looking for a “deal” on a motor that will sit on a corner of the garage for years. Do buy “parts” motors in less than pristine condition of models you plan to restore and use. The spare parts can be neatly stored and classified for future needs and take up a minimum of space. Some examples I feel will grow in value in the near future include recent era race models, some still in

While most participants in the world of outboard motor collecting find a niche based on personal preference, i.e. life experience, outward appearance or even accessories, a few pricing principles hold true. 1). If it was a racing model with documented competition history, buy it!!!. With some clear exceptions like the Mercury mk20H and Champion “High Speed” models, most race motors of the 1950’s were nearly identical to their

fishing counterparts in power head design. The short tower housing and torpedo gear cases built in limited number was



1940
Kiekhaffer
Merc K2 -
3 hp

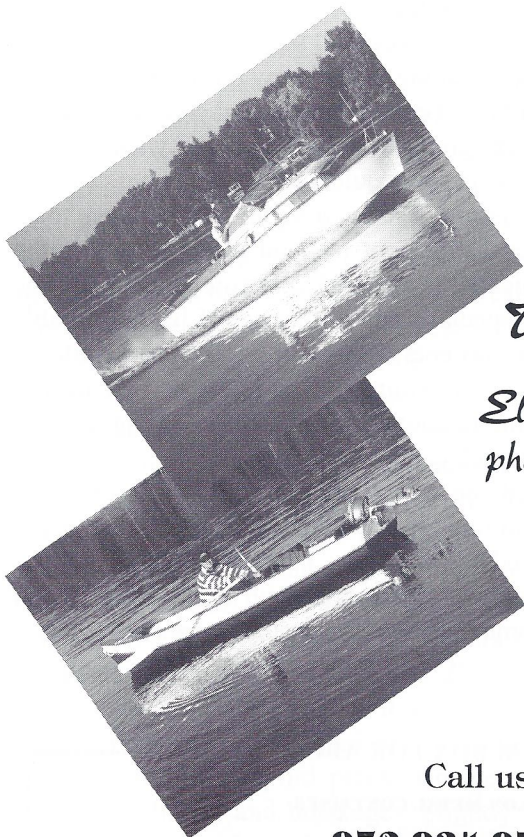
competition, like 1970’s – 1980’s Mercury models and 1980’s – 1990’s OMC mills. Also “Art Deco” late 1950’s, early 1960’s motors like the Fire Hat Merc. 28 and 10 hp models are picking up steam. While these were merely a



1954 MK20H Merc

stepping stone in technology between classic 1950’s models and modern power plants, their unique design and paint jobs really catch the eye. In closing, enjoy the hobby by doing as much work as possible yourself and consider parts availability for “user” models. Enjoy the off-season shop time!



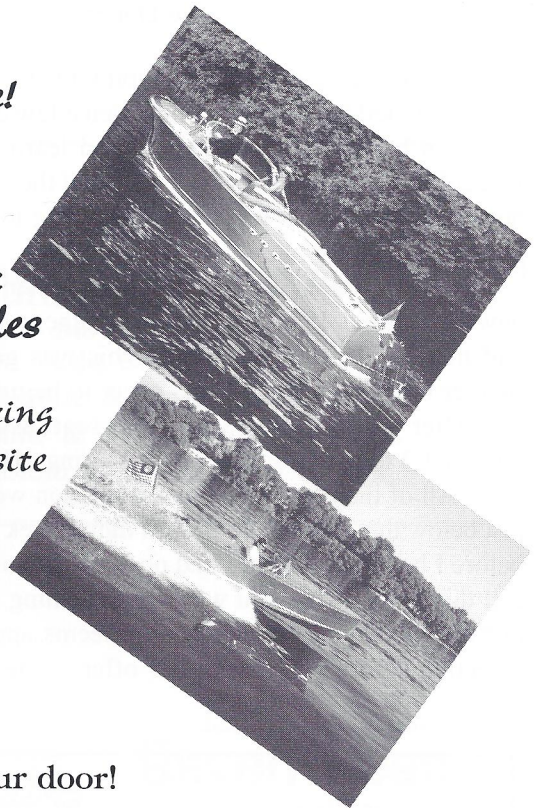


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"The Century Boat Club's *"Thoroughbred Newsletter"* has featured the BSLOL chapter and our 2002 Rendezvous in the Fall 2002 issue. The cover photo plus two articles revolve around the show and our club. There are numerous pictures too. It is a great endorsement and wonderful piece of promotion for our activities. THANKS to authors Jack Schneiberg and Steve Beck. Also thanks to our very own Ron Goette for spearheading the participation of the Century Boat Club in our Rendezvous. We owe him and the entire Century group a deep debt of gratitude."

gopher
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STEAM-BENDING WOOD FOR THE NOVICE

by Dave Doner

Many of us may get into a situation with a boat project that requires wood be steamed. I had seen a few demonstrations of steam bending over the years and learned a bit on the Internet but was still a bit hesitant about the subject. I knew however, that sooner or later I was going to have to know more about it.

Sooner came a few months later when I brought my newly-acquired 1958 17'Chetek Dutchess lapstrake home and moved it into the garage. This was going to be my winter boat project and I was eager to begin.

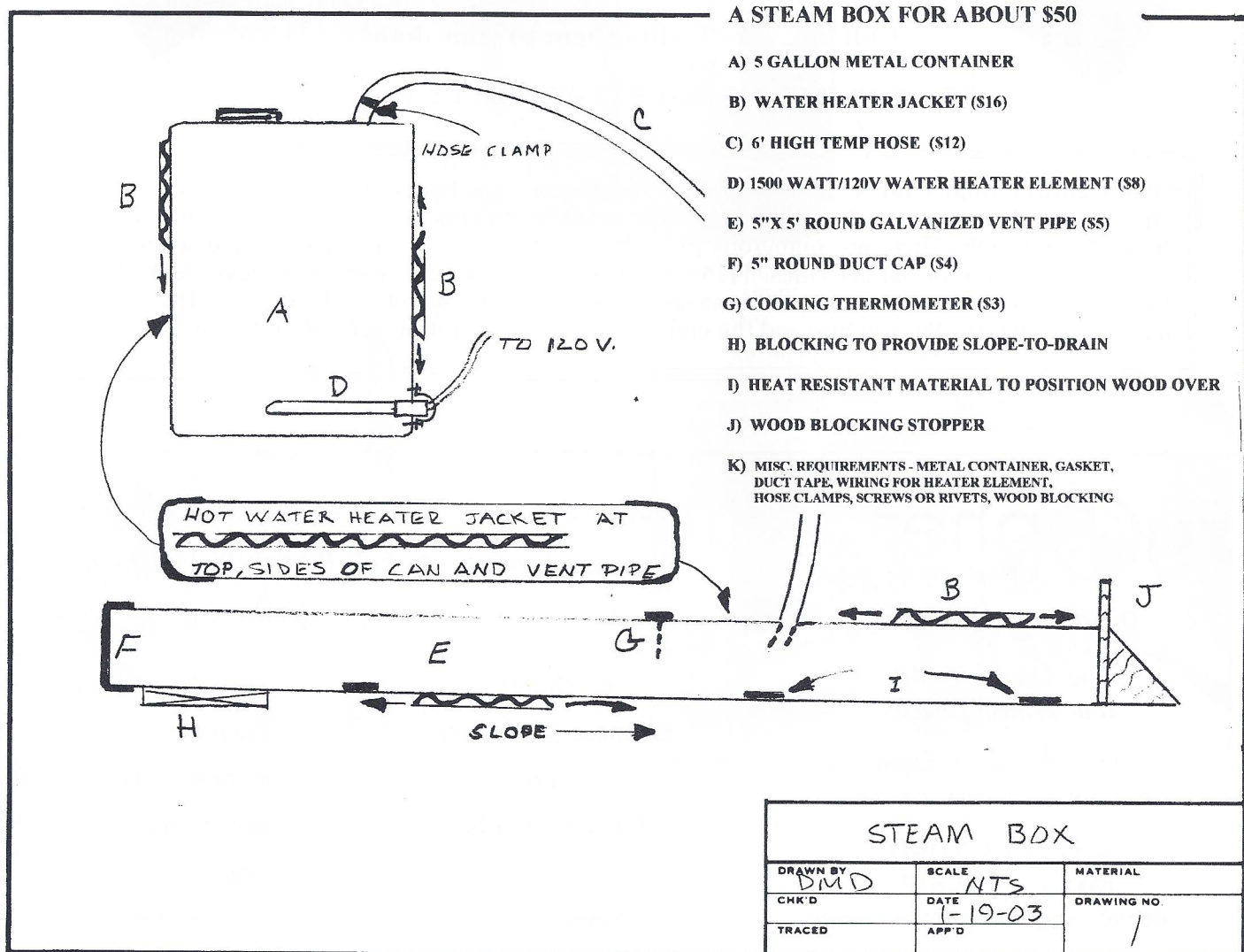
After all the hardware and seat assemblies were removed, I took out the plywood flooring. Hmmm! How odd! All of the ribs as well as the keelson were rotted... but just below the floor level! Since I didn't peek under the floor before I bought the boat, I had no way of knowing. You can call this lesson what you will but something along the lines of "If it's covered up, uncover it" seems appropriate. Be a detective before you make your offer to the seller! It will

cut the acquisition price and give you a much more accurate picture of what the boat's true condition is and what your ultimate scope of work will need to include.

So here I was, wanting to begin my project but realizing the time had come when I had to bite the steam bending bullet. What I am going to describe now is what I did to build a steam box that was quick and inexpensive. I won't get into the discussion of many other things that have to be considered when setting out to bend wood including the type, grade, thickness, age and moisture content of the wood, need for special jigs, another set of hands, suitable clamps, & proper fasteners. Pre-soaking the wood, building the correct size box for your needs and getting some idea as to how much time to allow for sufficient steaming are also considerations which can't be overlooked.

I constructed the steam box as diagramed for about \$50. I had an old fuel oil can which I was able to clean out and use so I saved a few dollars. I am sure all of you thinking about building a steam box such as the one I built already have some of the requirements in your shop.

Steam Wood Bending - cont'd on page 25



Steam Wood Bending - cont'd from page 24

A few points: I used a gasket to provide a tight seal between the heating element and can. A small length of sheet metal and a couple of pop rivets secured the element to the side of the can. Position it low so low water won't bum it out. I drilled a small hole through the insulation and into the tube for the thermometer and marked the location so I could again find it. The wood blocking stopper is only snugged up against the open end of the tube as the steam is being generated. This fairly loose fit prevents potentially excessive steam pressure build-up. Slope the tube slightly so condensate water drains out. I used a few shallow glass ash trays to rest the wood on to make sure I was getting good steam penetration on all wood surfaces. I used leather gloves to remove the very hot steamed wood from the box. Finally, you have only a matter of a few seconds to position your wood. Pre-plan your work once the wood is removed, get help to speed things up if you to and work rapidly!

Eric Theship at *Real Craft Boat Works* in Chanhassen gave me a couple of additional considerations: Block plane the edges of your wood slightly before steaming to avoid plank damage and to cut down on splinters and breakage. Slightly round the bottom, leading edge of, for example, a rib being driven down into the bilge so that the steamed wood won't catch on the inside plank edges. To avoid splitting the wood, fasteners should enter at right angles to the grain, Orient your wood properly before steaming.

After steaming heavy timbers, quickly prebend a bit to help the piece adjust to the hull contour. Finally, a quick slosh coat of raw linseed oil to the just-steamed (and after pre-bending) wood helps preserve as well as provide lubrication to the wood.

Once underway, it did not take long for the thermometer to start raising to 100 degrees, then 150, on to 175 and then finally to about 210 degrees. It was sufficient to do a nice job on 5/8" thick green white oak ribs. There is lots of useful information available on the internet regarding steam bending as well as from other club members. This is an important feature of our club. All of us have something we can pass on to someone else.

In closing, make sure you do your homework and be sure you have taken into consideration all of the safety issues before you start building or steaming. A device utilizing pressurized steam in excess of 200 degrees has to be constructed and used properly Good luck!



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FROM THE SHOW BOOTH

by Clark Oltman



Well another Minneapolis Boat Show is behind us. There were many people who helped staff the booth and do the 100 little jobs that need to be done. However, there are a few that deserve special recognition.

I have to start with F. Todd Warner. Todd not only brought five of the boats, he also brought members of his work force – Jess, Fred, Nathan and Paul – who helped us push pull and tug boats into place and see that they were clean and shiny for the public.

The shop at Mahogany Bay had to be pretty well shut down on Monday. Dr. Bob Johnson, John Kinnard and I represented our club.

Many of you helped staff the booth during those long days. The boats and motors brought back memories to young and old alike; you could see it in their faces. I have to thank the tear-down crew. After eight hours on the floor, these people stayed and got the booth torn down and loaded onto our trailer. Those were: Dr. Lindstrom, Shawn Palmersheim and Steve and Chase Hicks, Chris, Lynn and Nathan O'Connor, Chris Benson, John Kinnard, Jon Blackburn, Mark and Jackie Nelson and last, but certainly not least, Dr. Bob Johnson. Thank you too for allowing us to drag your boats out of storage for the public to view. Thank you 100 Fold!



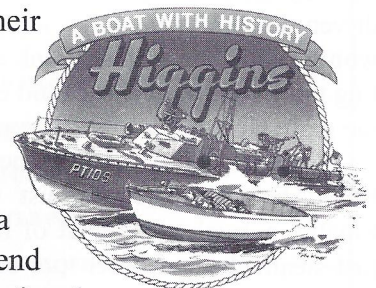
Now on to the next topic: **THE RENDEZVOUS.**

We're very excited about this year's feature: The Higgins Classic Boat Assoc.

Not only will they be there in force, but that weekend will also be the site of their annual national meeting. It promises to be a very unique weekend.

We are still looking for people. If you have a few hours, contact me or any member of the Board of Directors. There are a number of ways you can help.

Ads need to be bought now. We have to contact the casino to see what is available for meals and what the prices will be, contact the Antique Outboard Club, Edina Model Yacht Club and the car clubs we work with so they can set aside that weekend and many other little items. Help is needed long before, during, and immediately after the show. Do consider lending a hand. We'd love to see you! So mark your calendars!



August 16 & 17, 2003.

And yes we are planning on the mini cruises prior to the show.
More to follow.



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FEBRUARY 22 Saturday

TIME: 10:a.m. - 2:00 p.m.

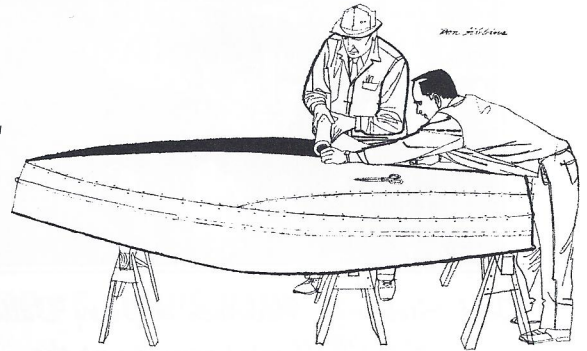
TOPIC: **CUTTING A RABBET IN CHINE & KEEL**

PLACE: Sure-Wood Boat Restoration Co. Workshop
(Sherwood Heggen) Somerset, Wisconsin

Reservations required

RSVP to Sharon Gunder 612-804-9118 or
Sherwood Heggen 715-294-2415

COST: \$5/members, \$10/non-members, payable at the door



MARCH 23 Saturday

TIME: 10:00 a.m. - 2:00 p.m.

TOPIC: **FRAME REPAIR & REPLACEMENT**

PLACE: Hawkinson Wooden Boats
8905 Autumn Oak Drive #7, Rockford, MN

Reservations required

RSVP to Sharon Gunder 612-804-9118

COST: \$5/members, \$10/non-members, payable at the door



APRIL 12 Saturday

TIME: 10:00 a.m. - 2:00 p.m.

TOPIC: **STEAM BENDING**

PLACE: Bob & Karen Buttery's
8017 - 116th Ave. N., Champlin, MN

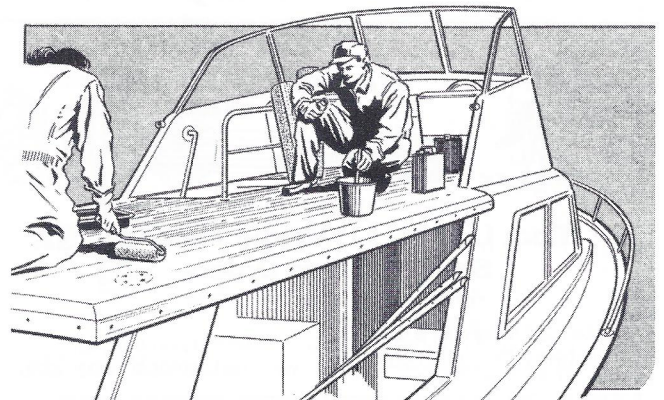
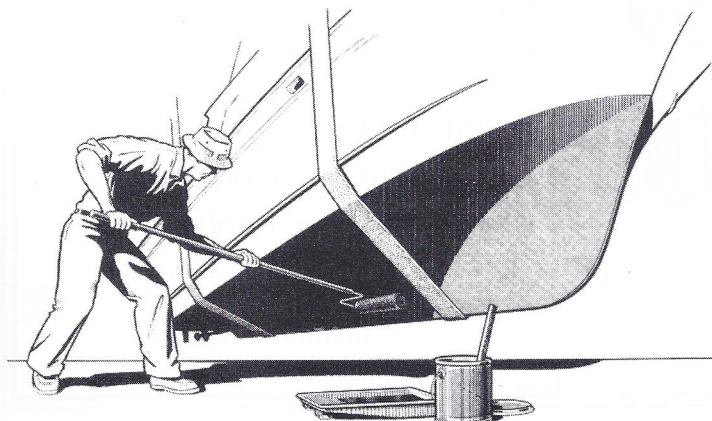
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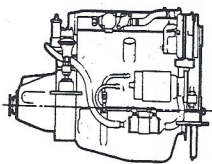




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2003 CLUB CALENDAR

FEBRUARY

☞ 22 Educational Workshop (See page 27)

MARCH

☞ 22 Educational Workshop (See page 27)

APRIL

☞ 12 Educational Workshop (See page 27)

JUNE

☞ 11 Club Cruise on Lake Minnetonka

JULY

☞ 9 Club Cruise on Lake Minnetonka

☞ 27 Classic Boat Ride/Picnic for
 Special-Needs Kids

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 **28TH ANNUAL RENDEZVOUS**

SEPTEMBER

☞ 10 Club Cruise on Lake Minnetonka

OCTOBER

☞ 5 Fall Colors Cruise, Lake Minnetonka

Events subject to change

Rendezvous Committee planning meetings are slated for: February 10; March 10; April 14; May 12; June 9; and July 14. Meetings take place at St. John's Lutheran Church in Mound, MN and begin at 6:30 p.m. All are invited to attend.

Board of Director's meetings are generally held the 2nd Thursday of the month. Contact us for additional information on any event or meeting.

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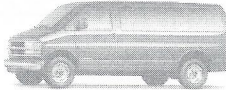
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Chevy Silverado



Chevy S-10 Pickup



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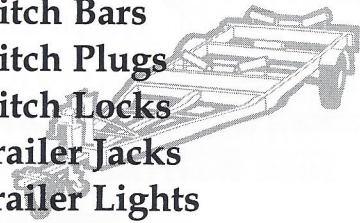


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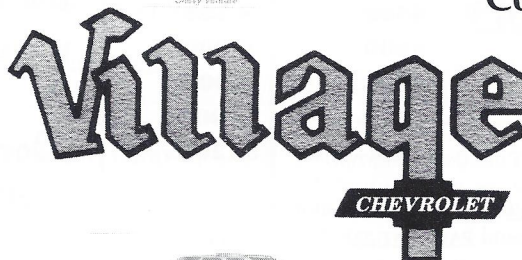
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☞ Do things to increase the time it takes to steal your boat. Theft warning decals, locks and alarm systems can make a boat burglary difficult enough to discourage many crooks.

☞ Do things that will force the thief to make noise in order to steal your boat. Self-contained alarm systems are inexpensive and can be purchased anywhere from Radio Shack to a marine store.

☞ Keep your boat and trailer parked where it is well lit and visible to you or a neighbor. The best option would be, of course, to keep it in a locked storage facility.

☞ Park your trailer boat to make it inconvenient for a thief to steal. If you park your boat and trailer in the driveway, face the trailer tongue away from the street. If it is impossible to do this, park a vehicle in front of them.

☞ Keep records of all boat, motor, trailer and equipment serial numbers in a location other than your boat. Engrave your name, social security number, or drivers license number in a concealed area of your boat. You may do the same with your equipment.

☞ When possible, valuable and easily removed items should be secured below deck in a locked compartment. This includes the keys! Never leave the keys in a visible spot on your boat while being stored. They should be with you.

☞ Boat thieves are lazy and will be looking for the opportunities to steal boats that require the least amount of effort and risk. Make sure your boat isn't a sitting duck.



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2003 ANTIQUE & CLASSIC BOAT SHOWS

(Not a comprehensive listing)

- 07-09 March 2nd National Boating History Symposium, Seattle, WA (301) 529-7768
- 28-30 March 16th Mt. Dora Boat Show, Mt. Dora, FL (352) 383-2165
- 18 May 10th Wooden Boat Show & Swap Meet, Oconomowoc, WI(608) 313-0655
- 20-22 June Wooden Boat Show & Summer Solstice Fest, Grand Marais, MN (218) 387-9762
- 04 July 2nd Antique & Classic Boat Show, Waseca, MN (tentative) (507) 835-9700
- 12 July Chain of Lakes Classic Boat Show, Arrowood-Alexandria, MN (320) 834-4569
- 18-20 July 8th Antique & Classic Boat Rendezvous, Clear Lake, IA (641) 823-4310
- 19 July 13th Long Lake Wood Boat Show, Sarona, WI (715) 354-3333
- 18-19 July Fiberglass Nationals, Rockford, IL (414) 282-6547, www.fiberglass.com
- 25-27 July 12th Minocqua Antique & Classic Boat Show, Minocqua, WI(715) 356-5266
- 26 July 23rd Antique & Classic Boat Show, Arnolds Park, Okoboji, IA (605) 334-1030
- 26 July 5th Woodies on the Water Antique Boat Show, Superior, WI (218) 722-7884
- 30 Jul-10 Aug Wooden Canoe Heritage Assoc. Assembly, Paul Smiths, NY www.wcha.org
- 02-03 August 12th Door County Classic Boat Show, Sturgeon Bay, WI (920) 743-5958
- 8-10 August 3rd Thompson Antique & Classic Boat Rally, Marinette, WI (612) 823-3990
- 8-10 August 17th Jechort's Wood Boat Show, Winneconne, WI (920) 582-7557
- 16-17 August **28th BOB SPELTZ ANTIQUE & CLASSIC BOAT RENDEZVOUS, RED WING, MN (952) 934-9522**
- 30 August Lake Vermilion Antique & Classic Boat Show, Cook, MN (218) 666-5407
- 25-28 Sept. 2nd ACBS International Boat Show, Ottawa, Ontario, Canada (315) 686-2628
- 26-28 Sept. Geneva Lakes Antique & Classic Boat Show, Lake Geneva, WI (877) 703-2627

Subject to change

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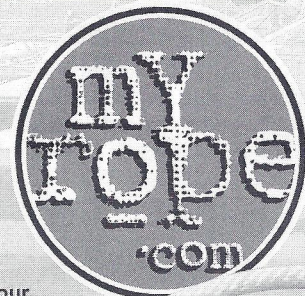


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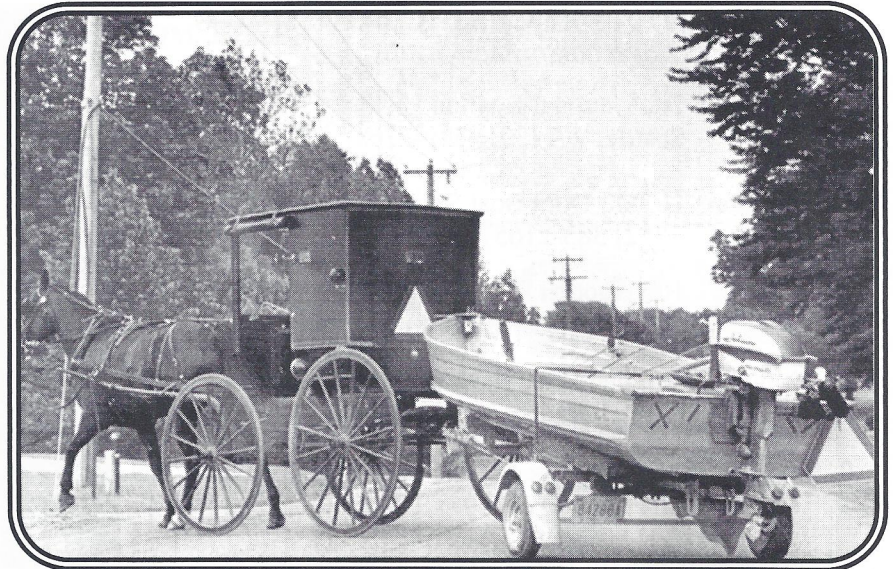
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These two pictures really need captions.
Can you come up with one?

The best caption for each will win a box of BSLOL Series I Collector Note Cards.

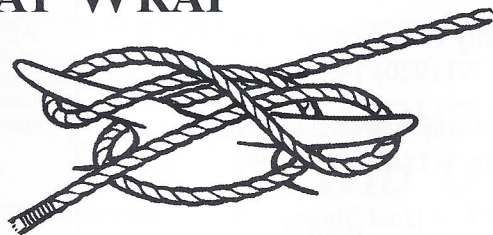
Email your idea to datamerj@aol.com

or Mail to: Editor, The BoatHouse, 18275 Hummingbird Road, Deephaven, MN 55391

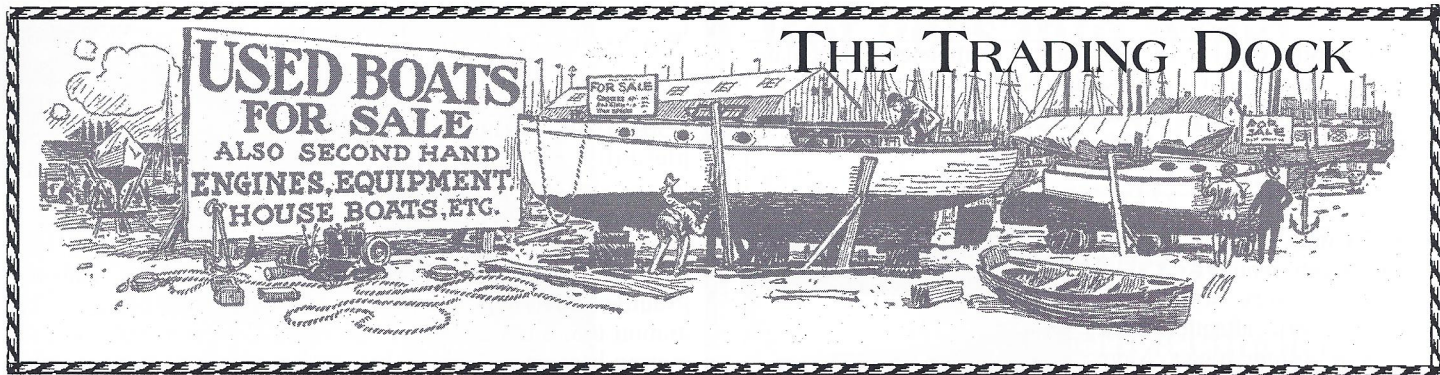
Be sure to include your name and address. *The decision of the editor will be final.*

Knot Of The Month

THE CLEAT WRAP



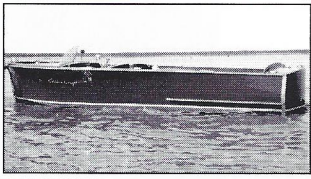
Not technically a knot, the cleat wrap is the single most-used technique for securing a boat to a dock. When properly done, the cleat wrap has the standing part passing under the farthest cleat prong, then wrapping around three-quarters of the base before starting a figure-eight weave, and finally ending with a single half-hitch that runs parallel with the first throw of the line over the cleat. This is the mark of a proper wrap.



THE TRADING DOCK

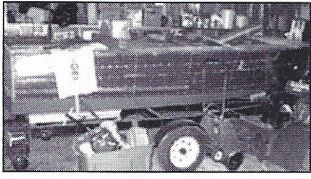
●1997 MELGES X SAILBOAT 16' - 2-3 person scow. Includes mainsail & jib & Spartan trailer. Gently used - mint condition. \$5,500 Chris George 952-474-8119 (M1002)

●1955 CHRIS CRAFT 18' SPORTSMAN - 120 hp KBL. Needs refinishing. New double-axle trailer. \$10,500. Del Rischmiller 507-380-8826 Mankato, MN. (M1202)



We will fabricate any wood parts or fiberglass repair panels for the following boats that we will have in our shop, Fall of 2002.
 ●1956 LARSON FALLS FLYER
 ●1952 CENTURY IMPERIAL SPORTSMAN
 Steve Ph: 715-394-4481 Fx: 715-394-3288
 Email: www.nstarbw@aol.com (M0802)

●1955 CENTURY RESORTER 16' with Grey Marine 6-112 engine. Restoration on bottom done, top is refastened, sides have been started. All parts there including hardware & chrome. Engine turns over by hand, but have not heard running. Trailer included. \$1,950. Call Mark for more info. 651-494-5597 eves (NM0203)



●1968 CHRIS CRAFT 20' GRAND PRIX - This boat is all original with 128 hours. It has a 427 Ford, 300 HP and original shipping cradle. It needs varnish and rub rails. Serial # CUG-20-0012 (1 of 22 built) Asking \$28,000. 715-835-5014 weekdays (WI) (M0602)

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



●WANTED -- FOR 1951 CHRIS CRAFT RIVIERA gauges, 4-cylinder exhaust manifold and carb.
 ●WANTED -- FOR 1959 CHRIS CRAFT CAVALIER 283 timing cover/engine mount, paragon reverse gear
 Steve Benjaminson: ph: 715-394-4481 fx: 715-394-3288
 email www.nstarbw@aol.com (M0802)

●1960 CHRIS CRAFT 24' SPORTSMAN - Recently restored. Very good condition. See and test drive in water on Minnetonka. \$24,500. Chris Butzow 952-471-7386 cbutzow@earthlink.net. (M0802)

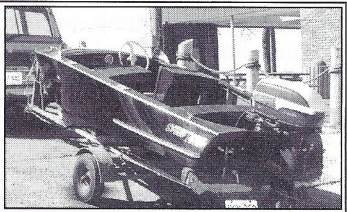


●EARLY 50'S PENN YAN 12' ROWBOAT CARTOPPER - with oars, 1950's 3 hp Evinrude engine. Classic - excellent condition \$1,595. Call 952-944-9811/eves or 612-701-8849/days Mike Mason (M1002)

●1961 MERCURY 35 HP - short shaft, electric start, controls, tank, runs perfect - \$450.00
 ●1967 MERCURY 50 HP - L shaft, electric start, controls, tank, nice engine - \$650.00
 Eugene Church, 952-929-9125 (M0802)

●1969 CHRIS CRAFT 26' CUTLASS - Twin 283 inboards, all new cockpit upholstery, cabin upholstery & headliner. New Nautolex Yacht Plank flooring & all white vinyl decking. Has red suntop with side & aft curtains and cockpit cover. Red bottom paint, white hull with red water line. Looks & runs great \$25,000/offer Lake Lovers, Skipp & Heidi LaJoy 612-269-3698 (M0402)

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



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

SOLD

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

●1947 CHRIS CRAFT 16' UTILITY - Chrysler ACE 6 cyl eng. Original boat with trailer. \$6,950/best offer. 712-336-1374 (M0203)

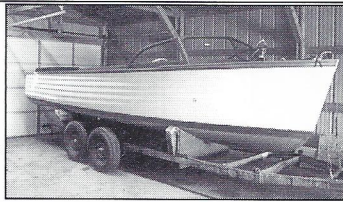
Trading Dock continued on page 34

The BoatHouse offers this service to anyone wishing to sell (or buy) a boat.
 No charge for BSL0L members (\$5 for photo) Ad runs one year (6 issues) For non-members, \$5 per ad + \$5 for photo - one issue.
PLEASE LET US KNOW WHEN YOU'VE SOLD YOUR BOAT. Just email the editor at datamerj@aol.com or call 952-473-4936. Thanks!

Trading Dock continued from page 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: jolyway@msn.com. (M1202)

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



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

DOWN TO ONE "STUFF" NOW

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

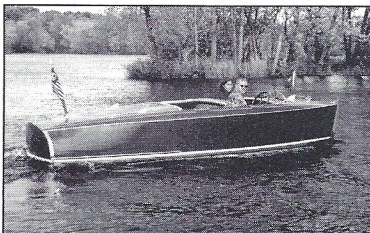
- 1965 CENTURY 17' RESORTER** **\$11,800**
- 1963 CENTURY 18' SABER** **\$9,500**
- 1965 CHRIS CRAFT 17' SUPERSPORT** **\$9,800**
- 1964 CHRIS CRAFT 18' SUPERSPORT** **\$10,000**
- 1961 CHRIS CRAFT 19' CONTINENTAL** **\$11,800**
- 1957 CHRIS CRAFT 18' CONTINENTAL** **\$10,000**

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

● **WANTED!** - Junk powerhead for 18 hp Johnson FD series - FD12, FD11, etc. circa 1958. Need the carburetor-side casting covering rods & crank. gebaker@10n9th.com or 641-752-7219. (M1002)

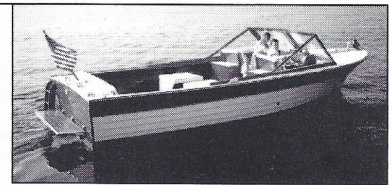
●**FOR SALE** - Parts for 327 ci Gray V8, std rot. flywheel fwd, starter, alternator, regulator, fuel pump, Rochester 2bl carb, Sherwood water pump, oil coolers, Velvet Drive transmission, exhaust headers & tubes, brass fittings. Dental cabs for tool chests. Call Fred at 952-927-9629 (M1202)

●**1940 CHRIS CRAFT 17' BARRELBACK** - completely restored '02 including: total engine rebuild, electronic ignition, 12v, rechromed hardware, 10 coats Epiphanes, repainted copper bottom, re-lined gas tank, restored gauges, new bilge pump. This boat is extremely original. Tight bottom. Custom burgundy cover, custom trailer (new) with surge brakes. Correct pigskin interior '95. Have hull card. \$39,995 Mike @ 715-835-6742 anytime (NM0203)



●**1967 CENTURY 15' RESORTER** with trailer. Very good condition - mostly original - needs cosmetics only. \$3,500. Call Pat or Jeff 763-754-3772 (M0203)

● **1964 CHRIS CRAFT 28' SEA SKIFF** - Totally rebuilt and restored 1998. Twin 283s rebuilt and bored to 350s. Twin hydraulic throttle/shift controls. New props shafts and bearings.

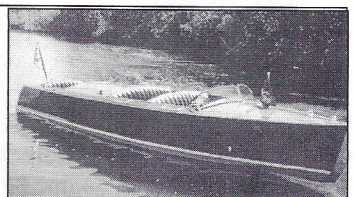


New mahogany windshield, hull liner, king plank, toe rail, deck hatch and swim platform. New mahogany helm station, bulkheads, cabinets & counters. New decks & flooring, with new Nautilex coverings. New white upholstery, cockpit and cabin, bimini top, mooring cover, new head. Complete new electrical wiring harnesses. New Ivalite, stereo system with power amp. Reconditioned fuel tank, new mufflers, all hardware and trim rechromed. Includes trailer. 4 new batteries in 2002. \$55,000 or best offer. 952-474-4953. (M0802)

TOO MUCH STUFF!

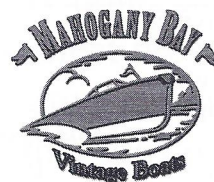
- **CHRIS CRAFT 20' & 22' CONTINENTAL WINDSHIELDS** - in good used condition
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- **1947 SPORTSMAN 18' ORIGINAL BOAT** - Chrysler 6 cyl engine with trailer. Needs restoration. \$6,000 or best offer
- **1952 SPORTSMAN 17'** - Nice boat, needs minor TLC. 6 cyl Chris Craft K. \$6,000 or best offer
 Joel 651-554-9363 mlemanski9363@attbi.com (M1202)

●**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)



1947	17'	Century Sea Maid.....	\$4,500
1959	21'	Century Coronado Hardtop...	\$5,500
1955	18'	Chris Craft Sea Skiff.....	\$5,500
1959	17'	Chris Craft Sportsman.....	\$7,500
1947	17'	Higgins Sport Speedster.....	\$8,000
1952	20'	Century Restorter.....	\$12,500
1958	21'	Century Coronado.....	\$12,500
1965	21'	Century Coronado.....	\$6,500
1962	18'	Chris Craft Holiday.....	\$7,500
1940	12'	Larson Long Deck Runabout..	\$4,250
..... Plus 23 Others Under			\$20,000

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1927 Hacker Craft 28'
Dolphin Deluxe

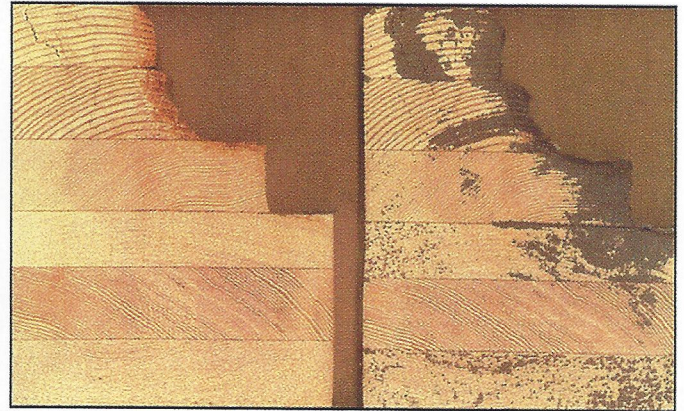


1956 Century 16' Palamino

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.
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