

The Bi-Monthly Publication of the

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

BOATHOUSE



Vol. 26 No. 2
April 2003



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

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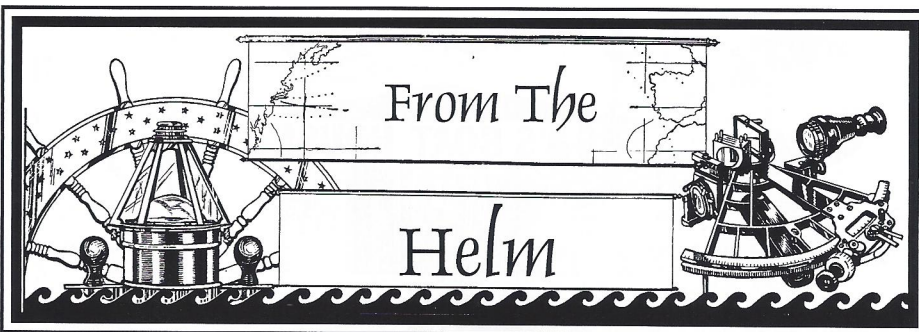
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Sunday 29 March 2003, Atlanta. I am sitting in an aeroplane in Atlanta heading back from a week's holiday in Florida. Spent some time at the ocean, visited friends, interviewed a gentleman involved in the boating industry for 50 years, ate too much, and perspired way too much! The Mt. Dora antique boat show was a stop as well (see article elsewhere for greater detail).

The Bob Speltz Land-O-Lakes chapter (BSLOL) is registered with the State of Minnesota as a non-profit corporation. In addition, we have "conditional" 501(c)3 status with the Internal Revenue Service. Our articles of incorporation and by-laws are quite specific about how we are to conduct ourselves. They clearly indicate that no member is to benefit financially or materially from being a part of BSLOL. This is an extremely important aspect of maintaining our non-profit status as well as the 501(c)3 designation.

It is the duty of the Board of Directors to police activity which may violate our governing declarations. Have abuses of our code of ethics occurred? Most likely. They will, however, cease and desist immediately. There will be a no-tolerance attitude that will be enforced. Why? For the greater good of BSLOL and ALL the members, not for a few selected individuals. If anyone feels there have been instances of abuse, please contact me directly. I will investigate and attempt to bring a proper solution to the inquiry.

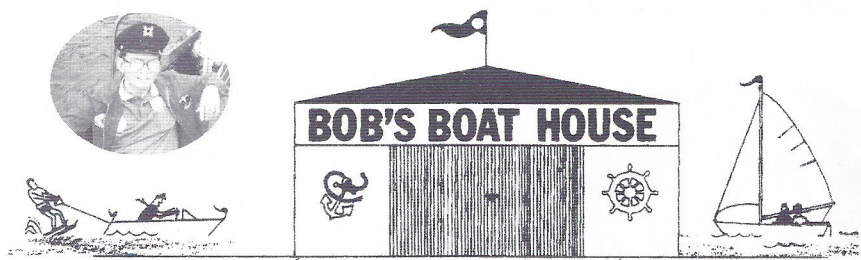
And now for something completely different (Monty Python reference).... Spring has arrived in the Upper Midwest. It's time to bring our boats out of storage and begin fitting them out for a season on the water. I am eager to get back on the water, especially after seeing the boats at Mt. Dora recently.

May 17-23 is **National Safe Boating Week**. Check out the web site devoted to this campaign www.safeboatingcampaign.com or give them a call at 703-823-1600 for additional information. When preparing your vessel for the upcoming season, make certain you carefully check out all your safety devices. Do you have adequate PFD's? How about fire extinguishers? Do you have an anchor? Safety flares? Bilge blower? Are your navigational lights and horn in proper working order? Do you have a VHF radio or cell phone on your boat? Do you have two means to expel water from your bilge (electric pump and hand operated pump)? Have you and your family taken a boating safety course? These are only some of the safety items you should consider when getting ready for the water.

By the time you read this, we will have conducted three hugely successful winter educational workshops. All told, about 200 individuals learned more about a specific restoration technique for classic boats. Sharing this knowledge is one of the best benefits of belonging to BSLOL. Those that made these workshops possible deserve a pat on the back. THANK YOU!

Naturally, membership is NOT required to attend our events and we encourage the general public to find out what we are all about. This goes for the workshops to the summer boat cruises to our shows. We hope that more folks will be involved with our upcoming Lake Minnetonka and Mississippi River cruises. It is somewhat odd to note that many of our Lake Minnetonka based members fail to participate in those events we do hold on that lake. Make the effort to join us. C-ya on the water

Andreas Jordahl Rhude



BSLOL proudly sports the name "BOB SPELTZ." Those of us who know who Bob Speltz was, find it hard to realize there are some in the "world of the wood boat" who do not. Each year, the number of wood boat enthusiasts grows. Once this world is entered, chances are the name of Bob Speltz will pop up. Along with that typically comes the introduction to the *Real Runabouts* books Bob has authored. This series has come to be considered the bible of wood boats. They represent many years of work by the author in researching this country's boat builders. Bob used the time he had to spend on a kidney dialysis machine to research and write seven irreplaceable and treasured volumes packed with unique and an in-depth study of the subject that was his passion.

Real Runabouts I explores such major builders as Chris Craft, GarWood and others, plus regional, local and custom builders. A number of Canadian and European firms are also included.

Real Runabouts II reviews additional boat firms - Dodge, Dart, Higgins, Ventnor and other domestic and foreign builders. Included are 800 new photos and a do-it-yourself boat refinishing article written by a real "master" of the art.

Real Runabouts III continues the enumeration of boat builders. It expands restoration shop listings, parts sources and boat dealers, and has scores of helpful short articles on maintenance, bilge care and other topics of interest to wooden antique boat owners.

Real Runabouts IV focuses on major types of wooden outboard (cedar strip, molded plywood, mahogany planking, lapstrake) construction with more than 2000 photos. Even toy outboard boats and motors are reviewed.

Real Runabouts V returns to the story of wooden inboard speedboats. Expanding on Volume I, there are 16 pages of gorgeous, full-color photos of mahogany runabouts of all types and sizes.

Real Runabouts VI highlights the history of 12 European boat builders, none of which have been covered in this series. It also contain 16 pages of beautiful paintings and color photos.

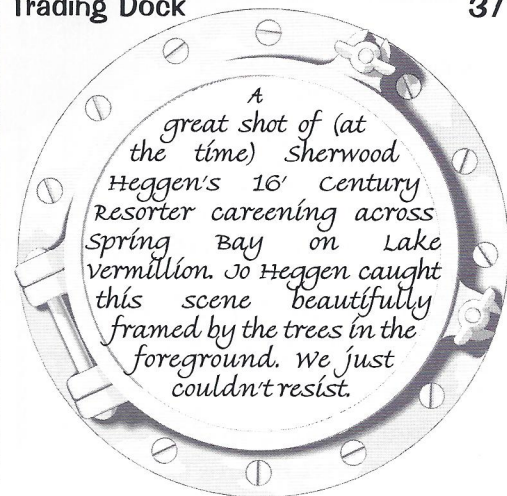
Real Runabouts VII was in the stages of completion when Bob succumbed to kidney disease. It contains a collection of articles about American, Canadian and European runabout builders and speedboat rides.

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BOB SPELTZ LAND-O-LAKES CHAPTER

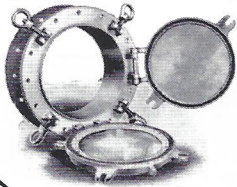
ANTIQUÉ & CLASSIC BOAT SOCIETY, INC.

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.

PORTHOLE



TO THE PAST

PT BOATS: The Story of the Mosquito Fleet

by Rob Lewis

Like all great stories, those that are the mythology of PT boats in World War II are a fascinating blend of fact and fiction

It's not surprising that the tales of PT boats still hold captive the imagination of history seekers today. Decades after nearly all of the Navy's operational Pacific-based PT boats were torched Viking-funeral style on the beaches of Samar Island in the Philippines in the days following Allied victory in the Pacific, the lore of Motor Torpedo boats is kept alive most notably by the greatest American mythology of the last century – the Kennedy presidency.

The PT boat towed down Pennsylvania Avenue at President Kennedy's inauguration in 1960 allowed him to visibly connect with his war hero image, even while ushering in a new generation of hope and prosperity with his youth and vigor. And when "Camelot" came crashing down with an assassin's bullet in 1963, only 20 years after the sinking of PT 109 near the Solomon Islands made its skipper a hero, PT boats became forever linked with JFK, one of the DAV's most famous members.

When the discovery of PT 109's wreckage made waves in newspapers late last year, it was not surprising to many PT boat veterans, even though they say the elements that made PT 109 so famous (individual heroics and high speed collisions) aren't typical of service in the "Mosquito Fleet."

"Kennedy made a big name for PT boats with the movie and his inaugural parade," said Warren Mills, a motor machinists mate on PT's 323 and 328 in the Pacific. "People used to joke around and call us 'glamour boats,' because we got a famous reputation for doing a pretty good job of minimizing enemy island traffic in the South Pacific."

This famous reputation began on March 11, 1942, with the heroic rescue of Gen. Douglas MacArthur from Corregidor as the Philippines fell to the Japanese. The 35-hour, 580-mile trip through the Japanese-held sea from Corregidor to Mindanao was skippered by Lt. John D. Bulkely on PT 41. Months later, Lt. Bulkely received the Medal of Honor for his daring voyage, but, more importantly, his heroism had given hope and spirit to a nation shell-shocked by the attack on Pearl Harbor.

When a triumphant MacArthur returned to reclaim the Philippines less than three years later, he would land ashore aboard PT 373. By this time, the number of PT boats in the Pacific had



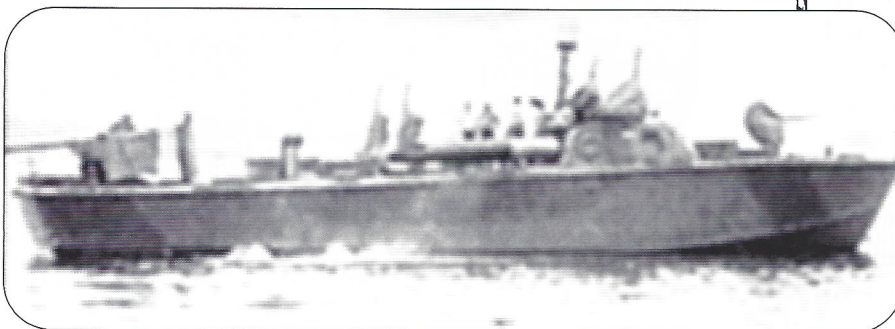
jumped from 18 to 212 vessels, despite earlier disdain from ranking Navy brass

Squadron 4 was designated as the PT fleet's training squadron by the Secretary of the Navy in 1942, and found a headquarters at Melville, R.I. The Motor Torpedo Boat Training Center at Melville used combat veterans as instructors to train both officers and enlisted men who would serve in all facets of PT service. By mid-1945, the center had trained more than 1,800 officers and 12,000 enlisted men.

The increase in boats and crewmen was in direct proportion to the frustration PT boats brought to the enemy in the Pacific, English Channel, and Mediterranean.

Called "green dragons" and "devil boats" by the Japanese, the PT's used a combination of gunfire and torpedoes in high seas hit-and-run operations, before zigzagging away behind a smoke screen. In contrast to the largely exaggerated claims of PT boat attacks on Japanese destroyers, the boats had really earned their keep in the Pacific fleet with successful attacks on Japanese barges and shore batteries.

The two standard boats were built by the Electric Launch Company (Elco), Bayonne, N.J., which made the 80-footers that saw duty mainly in the Pacific, and the Higgins Boat Company, New Orleans, La., which crafted the 78-footers used primarily in the Atlantic and Mediterranean. The plywood-hulled boats usually had crews of 12, 2 officers and 10 enlisted men, or "bluejackets," and were armed with four .50-caliber machine guns (sometimes other guns were added) and four torpedoes. PT boats were propelled to speeds of



Porthole to Past - Cont'd on page 7

IMPRESSIONS OF MT. DORA

by Andreas Jordahl Rhude

A large contingent of BSLOLers from Minnesota attended the Mt. Dora, Florida Antique Boat Festival the last weekend of March. They had a brief respite from the cold and ice of the great white north.

This Yankee was overwhelmed by the largess of this show. Not only did it include more than one hundred boats, it had dozens of vendors and food and drink booths, along with an impressive number of Amphibious Cars. Heavy on inboard mahogany carved planked utilities and runabouts, it was lacking in the "common man's" boats.

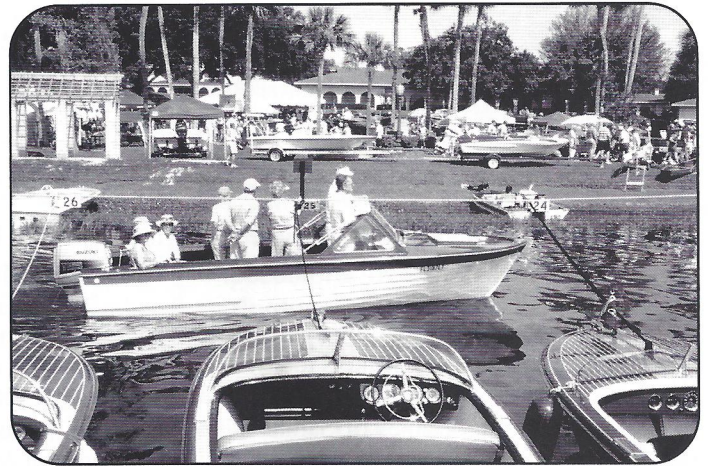
There were only a handful outboards. I did not see a single canoe and only a few rowboats. There were rows of boats by Chris-Craft along with a smaller number of Centurys. A couple of Hacker Crafts and Garwoods were displayed as well. There were just three classic fiberglass boats.

Maybe the most impressive aspect of the show was the numerous, too-many-to-count, vendors. Probably a dozen booths were selling vintage marine hardware, plus just as many had old outboard motors and accessories. The depth of coverage and areas from which these vendors traveled to the event was unbelievable. Nat Hammond brought his literature collection from Maine (he was at the BSLOL Rendezvous two years ago). Jim Staib came from Illinois with hardware. Norm and Jim Wangard of Classic Boating magazine traveled from the Milwaukee, Wisconsin area. This was just the tip of the iceberg.

Chris-Craft Corporation was a major sponsor of the event and they had a large display of their new "vintage" looking fiberglass boats.

What does BSLOL need to do to get this type of participation? Suggestions appreciated. The Mt. Dora Show is a cooperative effort of the Sunnyland Chapter of the ACBS along with the Chamber of Commerce of the city. The weekend is a citywide celebration.

Maureen and Jerry Valley, Minnesota ex-patriots, hosted the Northern contingent for a cocktail party Thursday evening before the show kick off.



"Is this a Thompson??" (Andreas)



1957 or '58 Herter's 15' 7" Duofoil Flying Fish Deluxe



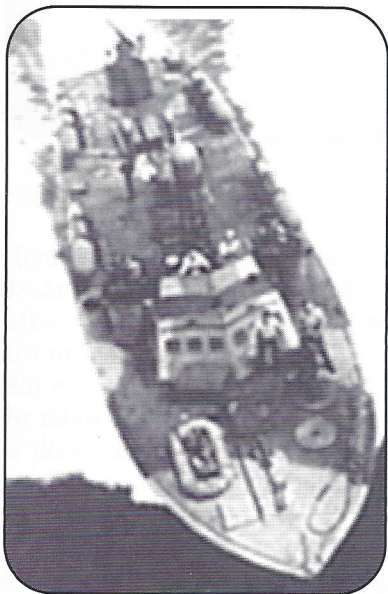
2002 home-built 27' Gold Cup Replica
 by Peter Breen, Rockwood, Ontario

Porthole to Past - cont'd from page 5

nearly 40 knots by three 1,200 horsepower Packard engines. Every knot of speed the boats could muster was essential: There wasn't an ounce of armor on the boats, a fact that didn't escape John Ashworth, a motor machinist's mate on PTs 187 and 330.

Mr. Ashworth, a DAV life member from Tampa, Fla., was among thousands of young sailors who had heard the stories of glory and adventure in the Mosquito Fleet, but turned down the chance to volunteer for PT boat service when the opportunity was presented to him in boot camp. (This dispels the long-held falsehood that all PT boat servicemen volunteered for the duty, although nearly all skippers and officers were volunteers.) When he was selected for PT boat duty anyway, Mr. Ashworth reported for duty at the New York Navy Yard in Brooklyn captivated by tales of glory about the "Knights of the Sea."

"One day I boarded my boat and saw a gunner's mate cleaning a loaded .45-caliber pistol. It went off, but he wasn't hurt, thank God, but I noticed something that disturbed me," Mr. Ashworth recalled. "The bullet went through the deck and the rest of the boat, and exited through the hull. We had to rush to plug the leak and fix the hole. "I started thinking about all the lead that



would be flying at us over there, then I wondered what I had gotten myself into." Warren Mills believed that the speed of the boats is what kept its crew from losing sleep.

"We could get away from a lot of things with our combination of speed and maneuverability," Mr.

Mills said. "We spent a lot of nights blasting away at shore batteries and keeping Japanese barges from fortifying islands with their troops. "It was a lot like a drive-by shooting. We'd zoom up to a barge and release our torpedoes, or even swing by and strafe them with our guns." But Mr. Mills also learned first-hand of the vulnerability of motor torpedo boats when speed was removed from the equation. Shortly after being transferred to PT 323 (he had literally drawn the shortest straw), MM3 Mills was below deck in his boat, which was sitting still in the waters of Leyte Gulf, when the general quarters bell sounded.

"I knew something was wrong because the alarm sounded, and we didn't start moving," Mr. Mills said. "What I didn't know was that four Japanese Zeros (fighter planes) had attacked, and our skipper and executive officer had been killed. "We were just sitting ducks, dead in the water." MM3 Mills immediately assisted the "fantail" gunner at the rear of the ship, and the surviving crew members were able to successfully repel the assault until a damaged Zero crashed into the PT boat. The suicide attack hit mid-ship, knocking several men into the water, but amazingly the only deaths were the two officers killed in the initial attack.

"The water rushing in actually put out the fire in the engine room, which may have kept the boat from exploding," Mr. Mills recalled. While the last-ditch suicide attacks proved costly to the PT boats, operating at night kept them safe from most aerial attacks. It was often the unseen dangers that haunted the Mosquito Fleet on their nocturnal voyages.

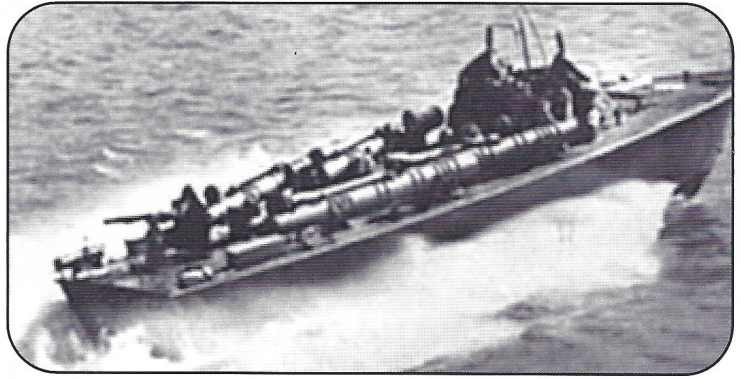
Often the greatest danger to PT boats was operating in shallow reef areas. Grounded boats, along with encounters with mines, were all too common on barge hunting and reconnaissance missions, and the night patrols, some as long as 300 miles, stripped the nerves of bluejackets and officers alike.

During the day, the bluejackets got some sleep, made repairs, and prepared for the next night's mission. At the start of the war, a lack of PT bases led to the creation of PT tenders-floating mother ships where PT boats could get supplies, gasoline, messing, showers, electric and engine repairs. Some tenders even towed floating dry docks.

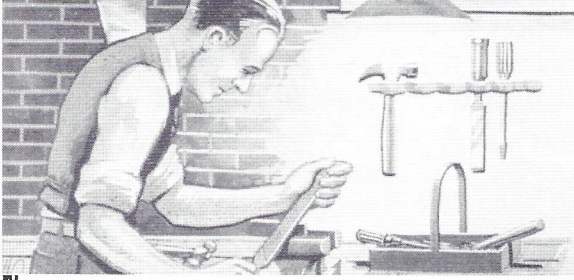
The heat of the South Pacific was dreadful, and PT boaters adapted by sleeping under makeshift tents on deck and altering their clothing to less-than-regulation standards. "Most of the time, you'd find us in shorts and sandals only. Officers were the only guys who wore shirts," Mr. Mills said. "That didn't help our glamour boat reputation." While the PT boats' success in the Pacific, especially during the long and bloody Solomon Islands campaign, has always garnered the most attention, the Mosquito Fleet also made its presence known in the Mediterranean and the English Channel, including duty off the Normandy coast during the D-Day invasion.

"D-day was originally planned for June 5, so we departed on the fourth," said Shelton Bosley, a gunner's mate on PT 507, one of 12 PT boats in Squadron 34's D-day force. "We were lucky to be intercepted by a friendly destroyer and told of the delay." "In the invasion, our PT boats were used to escort mine sweepers on the western flank of the Normandy invasion," Mr. Bosley said. Beyond D-day, the primary mission of PT boats on the European front of World War II was attacking surface ships and craft, and disrupting supply ships and troop movements. PT boats in Europe were also used to lay mines and to carry out intelligence work.

In Europe, the missions for PT boats often lasted as long as 10 days, which meant that the boats had to sacrifice the luxury of the cover of darkness. On these long missions, the boats were used to draw gunfire from shore batteries that would be pounded the next day by Allied ships. "We went into the English Channel thinking U-boats would be our



GADGETS AND KINKS



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

LAMINATING NEW CHINES by Sherwood Heggen

In the latest *Gadgets and Kinks*, we discussed the making of a new stem. In the process we found out the chines had also "gone south" on our project and there was nothing else to do but replace them.

One of the issues that haunts the novice restorer is where to find replacement wood for the chines. The chines were typically made of clear straight-grained white oak or mahogany and were steam bent to obtain the relatively tight curve of the stem. If you have spoken to any one about getting a length of such oak that is 18 feet long, you hear that though it might be available, it is a process to get it. Also steaming, though not difficult, requires equipment and some know-how. Why not just work the easy angle and do what many restorers do - laminate the chines from strips of oak or mahogany in more readily available and manageable lengths. Here is how.

Start by removing the old chine. Presumably, you have removed the bottom planking already to accomplish this. You will find a number of large screws and carriage bolts securing the chines to the frames. Remove them, taking written note of what size screws and bolts go where. Order new ones in silicon bronze. Measure the width, depth, and length of the old chine and make written note of that. Measure the width and depth of the chine at forward and aft locations and take note of the greatest dimension. That will be the minimum size of the new chine blank. Obtain lumber with which to make the chines. Mahogany is easier to cut and work and oak is harder and stronger, so make your choice. Honduras mahogany or white oak both are satisfactory materials. With the dimensions available, determine the thickness of the strips to make up the chine. Three strips work well but four strips allows thinner strips making the wood easier to bend, especially if you use oak. Simply divide the width of the chine by the number of strips you intend to use and that would be the thickness of the strip. A table saw with a feather board is a necessity here. The feather board will hold the lumber tight against the fence leaving a smooth surface on the sawed strip. You will want to use lengths of at least 12 feet so a helper on the other end of the lumber going through the saw is important unless you have a long out-feed table to hold up the other end.

With the right amount of lineal feet of strips sawed, it is time to glue things together. West System or similar product is the glue to use along with a filler to give the epoxy body to fill any minor voids. Be prepared with plenty of screw clamps, about one every foot of length. Also,

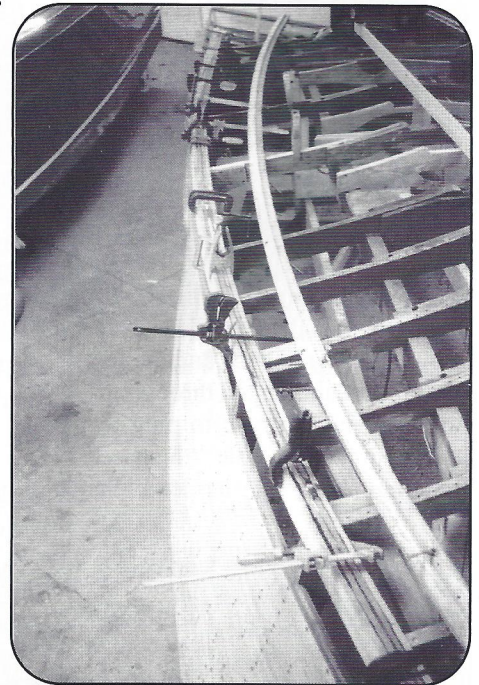
unless you have lumber that is long enough for the entire chine, you will need to cut a second piece for each thickness of lamination to make the proper length. Allow about an extra foot of length past the transom to assure enough length to work with.

Now you are ready to start gluing. Start by gluing the

first two inner strips together and then one at a time to build it up to the correct thickness. Gluing all of the strips together at one time becomes a slippery, sloppy mess that is difficult to handle. Mix a batch of epoxy in a clean plastic container and add the filler. Paint the epoxy on with a 2 inch disposable bristle brush. Coat both the outside surface of the first inner strip and the inside surface of the second strip. Temporarily clamp the two strips together on the workbench with a few clamps and place the new chine blank in the chine notches on the hull. Clamp the strips to the stem first and then attach clamps at one foot intervals all the way back to the transom. Always attach a clamp at each frame, drawing it down tight. If the chine is not fitting snugly in the notches, or not assuming any twist that should be there particularly towards the transom, use clamps like a wrench to induce the twist and secure them to hold that position until the glue is cured. The clamps should provide enough pressure to squeeze epoxy out all along the joint to assure a consistent bond. Let this mess cure and then repeat the process to install another strip. Be sure to stagger the butt joints.

If you are in a hurry, you can laminate all of the strips at once. It becomes a bit more cumbersome to work with is all, so take your pick

When all of the strips are in place, the chine blank is ready to be trimmed on the forward end. This is the most difficult part of making a new chine and will require a little thought on your part. Remove all of the clamps and remove the chine from the frame. Clean up epoxy drippings on the underside of the chine with a plane or belt sander. Refer to the old chine and transfer dimensions and angles with a ruler, a bevel gauge, and pencil on the forward end of the



Gadgets & Kinks - cont'd on page 10

Dear Mr. And Mrs. Merjanian,

It is with regret and disappointment that I write to you, this letter today. I know how you look forward to Dr. Motorhead's articles. The sadness is that he has not written an article for this edition of *The Boathouse*. He has gone away to a land far, far away; a land where gentle breezes blow and sun drenched days allow him to relax and forget about the daily troubles and worries. Although I am now in Minnesota and he is in the South Pacific, he has not had a chance to review questions or respond with whimsical answers. I received this note yesterday.



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

Dear Piston,

Now that you are back in Minnesota and I am not, I feel that it is time for you to step up to the plate and write an article for this edition of The Boathouse. You will find in the top left drawer of my desk a number of questions written and sent in by our loyal readers. I know you will do a great job and stand in for me while I am taking a long needed break.

I am spending my spring vacation here on Easter Island. Next, I am taking a long journey north. I don't know exactly when I will be back. You see, I heard of a great old boat I am going to scoop before Mitch LaPointe or F. Todd Warner have a chance to beat me to it. It is located somewhere on a hillside. Mount Arafat is the name I believe. Anyway, I'll fill you in on all the details when I get back. Thanks for your help and remember, don't throw any wild parties in the shop while I'm gone.

"Doc"

So you have it, straight from the good Doctors mouth. I have read many of the wonderful questions and humorous stories sent in by our listeners. I have also tried to decide which one to respond to, so many good choices. However, I am brought back to my recent business college lectures. "Delegate," Professor Hornsby would teach. "Without delegating, your business will never grow or possibly fail." Delegate, delegate continued to run through my mind. And then it hit me like a ton of coconuts. "ITS SPRING", and time for Mr. Merjanian to submit his annual article on spring tuning and start-up procedures. After dodging that bullet, I remembered that it's Friday and time to party. The doctor said I couldn't have any wild parties, but he didn't say I couldn't go to any wild parties. So...

TOGA, Piston

PS: Forgot one important thing. As the Doctor would say, "Take it away Steve."

Thank you, Piston for that rousing introduction. This is the fourth time this article has appeared in *The BoatHouse* and Dr. Motorhead feels it's always appropriate for spring fitting out. I always like to accommodate the good doctor, so — once again — here goes.

Adjusting Chris Craft (Hercules) 4 & 6 cylinder engines is a simple and logical procedure. I shall assume there is fresh oil in the engine, the shaft is aligned, the transmission is adjusted, the propeller is in good shape, the fuel pump is functional and the fuel line and fuel sediment bowl are clean.

VALVES

The greatest initial concern should be valve adjustment, which assures adequate valve heat dissipation and engine breathing. Consult the engine chart on page 20 to determine the intake and exhaust valve gap adjustments for your engine. With the engine cold, remove the valve covers which are underneath the exhaust manifold and behind the carburetor. The smaller blocks (i.e.: A, B, H & K types) use 7/16" nuts for the valve tappets while the larger blocks (i.e.: L, M & W types) use 1/2" nuts. Use a long thin section open-end wrench which is specially made for adjusting valves. This valve wrench will fit the lifter while conventional open end wrenches (7/16" & 1/2") will fit the jamb nut and tappet. The lifter (two flats) is on the bottom of the assembly, next is the jamb nut (hexagonal nut) and the tappet is the (hexagonal bolt) on top. Between the tappet bolt face and the valve stem is the gap to be adjusted. The first valve at either end of the engine is an exhaust. The next two are intakes; the next two are exhausts, etc., etc. Have a friend turn over the engine by hand (a socket wrench on a flange coupling or flywheel bolt works fine) while you watch the intake and exhaust valves for a selected cylinder to go up and down. Turn the engine an additional 90 degrees once both valves are down and seated. Use a feeler gauge to measure the exhaust and intake gaps. They will probably be tight. Put the thin section valve wrench on the lifter (bottom, two flats) and use another wrench to loosen the jamb nut (hexagonal nut). You can now turn the tappet (hexagonal bolt) to adjust the gap. If you tighten the jamb nut just enough to let the tappet turn, you can snug up the jamb nut without moving the tappet out of adjustment. Repeat this procedure for the remaining valves, doing a cylinder at a time.

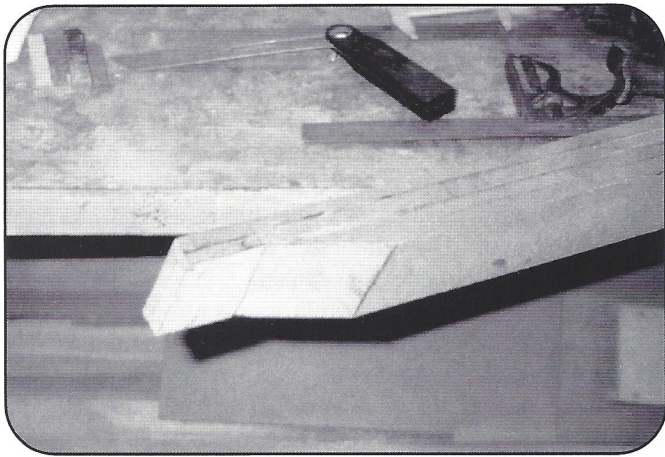
IGNITION

The standard Kettering ignition system consists of a coil, condenser (capacitor), distributor, ballast resistor (12 volts only), ignition switch, spark plugs, high voltage ignition wires, low voltage primary wires and a battery. The battery should be fully charged. Check the spark plug wires for cracks, frays and tight connections at the distributor cap, spark plugs and coil. Use Champion UJ6 or J8J plugs for cast iron heads and H-10 or H-10J plugs for aluminum heads. The newer designations for the UJ6 & J8J are J6C (normal running) & J8C (hotter plug for low speed operation). All spark plugs are gapped to 0.028 inches and the points are adjusted to 0.022 inches after being filed clean. To adjust the point gap, first remove the distributor cap and rotor. Crank the engine

Dr. Motorhead - cont'd on page 13

Gadgets & Kinks - cont'd from page 8

new chine blank. Use a sharp back saw to cut the lumber. Make the first cut length-wise with the chine blank and the angled cut second. The cut will be angled, deeper at the top than the bottom according to the angles you transferred from the old chine. Trim the end of the chine to lay snugly in the stem rabbet. Don't be discouraged if you have to make a second attempt at a good fit. It is confusing to a degree, and besides, you allowed for extra foot of length just for the occasion of adjusting the first cut, didn't you? The chine, ready to fit to the stem, should look like this.



Considering the frames are ready to accept the chine, it is time for installation with those new bolts and

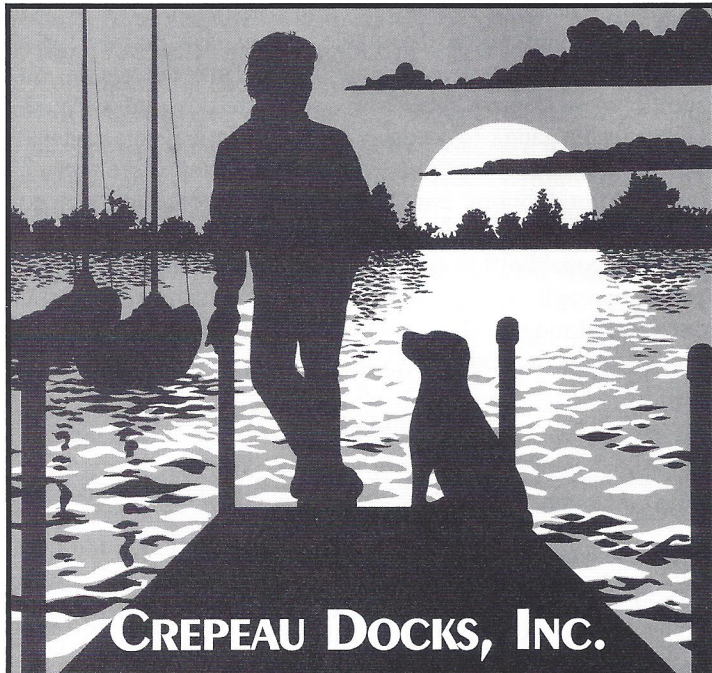
screws you ordered. Drill the bolt holes with a foot long one-quarter inch bit. If the original bolt hole is the existing frame, let that be the drill guide to drill through the chine in the correct place. If you have new frames and knees, refer to the old chine for the hole location and angle the drill to come through the center of the bottom frame. You might want to clamp a stick at the correct angle of the intended hole on the frame to act as a guide for the drill. Install your bolts and screws and you are done. If you are so inclined, you might bed the chines in 3M 5200 before final assembly. The original lasted for 50+ years without the bedding, but it isn't a bad idea to do so. Do not cut the aft ends flush to the transom frame. Leave them at least couple inches beyond the frame. After the bottom transom plank is in place, cut it flush to that plank.

The next step is to cut the rabbet in the chine, if it is rabbet chine. That actual process is described in a previous Gadgets and Kinks article in the August 2000 Boathouse. It can be read on the BSLOL web site acbs-bslol.com if you have misplaced that copy.

The above method is takes some time to do over a few days, but the end result is a perfectly shaped chine blank that is very strong. Coat the chine with a couple of coats of penetrating epoxy, including the screw/bolt holes and you will have a chine that will be there for many, many years to come.

As always, if you have any questions regarding this or any other process of restoring your boat, feel free to call me at 715-294-2415 or e-mail me at Heggensj@Centurytel.net.

As ever, don't destroy it; restore it!



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TIPS FROM THE HINTERLANDS

by Gary Baker

TIP #1:

One of the difficulties in the Antique & Classic Boat hobby is locating items that were common when we were kids but are incredibly hard to locate now that we are older. One of those items is linoleum. The flooring of choice in so many of our boats, this product was a victim of the revolution in petrochemicals and was elbowed out of the way by sheet vinyl.

Anyone who has tried to locate original linoleum in the past several years is certain to know that the only product available is Marmoleum, produced by the Forbo Products Company from The Netherlands. Although available at Southern Crown Boatworks and from some other high-end boat restoration shops, it was the only source for a linoleum substitute, albeit at \$35.00 per yard plus freight.

Use of linoleum in the home drifted out of favor in the 1960s, with the advent of easy-care vinyls that did not require weekly waxing. Armstrong Floors, one of the last U.S. manufacturers, stopped making it in the firm's Lancaster, Pa., plant in 1974, after producing 957 million square yards of the material over 65 years. In 2002, literally right under our noses, Armstrong quietly reintroduced a full line of sheet linoleum. Made the old way with linseed oil and a burlap backing, Marmorette is now available from any Armstrong Dealer (there are at least 30 in the cities) in 16 colors. Better yet, Marmorette costs out at only about \$26.67 per yard and should be available with only a cut-charge and no freight. Can't wait? Check out the color online at:

<http://www.armstrong.com/reslinoleumna/browse.jsp>.

There is only one red, but it goes great with my Holiday. Blues, navy, green — linoleum is back in town and ready for your restoration project. I will never again have to clean white pyramid rubber.

TIP # 2.

Each year I have dreaded preparation for the Spring boating season, knowing that no matter what improvements I had made over the winter, I would be faced with the same

ugly, cracked steering wheel. Oh, I know all about restoring the wheel itself; filling the cracks with an epoxy mixture, sanding, painting — no problem. It was the removal of the wheel itself that caused my anxiety of breaking this expensive part of my boat.

Not coming from a boating background or being as old as Dr. Bob, I have always resorted to researching my "how-to's" from the internet and boating magazines. It seems everyone has a horror story and a preferred procedure to remove the steering wheel. I have read about backing plates fabricated out of 1/4 inch steel and complicated apparatus being used so as not to crack the delicate plastic. I have step-by-step instructions on just how long to soak the wheel in combinations of liquid wrench and WD-40 over a period of days, along with precise locations of what type of hammer to tap with. It was with trepidation that I decided that this was the year for the removal.

All that said, after removing the throttle linkage nut from the bottom of the steering column and the horn button, it was just me and the wheel. As I pondered what method to use to remove the wheel, I noticed the two round, fine-threaded bolt holes in the metal hub of the bakelite wheel. The two holes that have no other use on the wheel other than to use a common, everyday steering-wheel puller to remove it — not a pulley puller, a steering wheel pulley. Eight dollars at the rental store or \$12.00 at the auto parts store, and the wheel was off. By simply following the instructions on the puller, this took less than 10 minutes.

1. Select two bolts (included) that match the size of the hole in the hub of your steering wheel.
2. Assemble the puller as shown in the diagram. (You simply insert the bolts through an adjustable metal bar with a center counter screw)
3. Turn the counter screw until the wheel pops off.

It couldn't have been easier.

Maybe I was just lucky, or my wheel was different than most boats. Maybe it's just that people who know what they are doing all knew about the function of the little holes in the hub of the wheel. Who knows? Regardless, it is time that this little tip was shared



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you with tax advantages too!

NEWER LASER PRINTER - needed in the BSLOL Ship's Store. Must be compatible with Windows XP. Please call Suzanne Laidlaw, 952-926-9088.

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,



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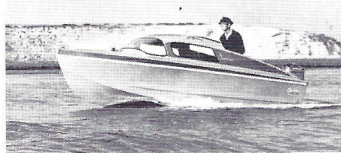
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CLASSIC GLASS



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Greetings from North Central Iowa! My name is Royce A. Humphreys, and we have met at the Clear Lake Show in years past. I presently own a restored Century Ski Dart and a 1936 Chris Craft Racer that needs to be restored. I have been a member of ACBS for over ten years and have enjoyed the growth and knowledge that is shared in this great organization. Having a childhood that included boating as a family pastime, the bug hit me at an early age and has never left. I have seen a major change in thoughts and philosophy among the ACBS and its membership in general in regards to the inclusion and respect of the fiberglass boats. That stated, it will become a larger force as the years go by due to the smaller numbers of wood boat to be restored and the present affordability of "classic fiberglass." I applaud your efforts for inclusion in the BSLOL shows and the "Boat House" publication.

I have recently purchased an original 1972 Donzi Hornet from the second owner in Scottsdale, Arizona this past year. It is not a classic by date standards, but it is a great example of a limited production performance boat from the early 1970's and late 60's from the designs of Don Aronow. I frequent the Donzi web site along with the Fiberglass web site and enjoy seeing all of the projects and boats that were built in that era. It is truly amazing what you can learn from all of these people and their prized possessions. Keep up the great work and I look forward to making the trip up for your show in August!

Regards,
Royce A. Humphreys

Editor's Note: Thanks for writing, Royce. We're always happy to hear from our members. Your letter satisfies three areas for The BoatHouse: Classic Glass (which we haven't had for quite awhile), our Mail Bag (we love getting mail) and a mini-Member Spotlight. We're always interested in how people get hooked onto wood (or fiberglass) boats. Thanks for your kind words, Royce, and please stop by the main tent at The Rendezvous and say hi. Look forward to meeting you. I do hope you'll bring your boat!



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Dr. Motorhead - cont'd from page 9

with the starter in short bursts until the points are wide open (point-rubbing block on peak of cam). Adjust the point gap by loosening the jamb nut and turning stationary point until a 0.022" feeler gauge just passes through the point gap. Reassemble the distributor rotor and cap. To check for spark, remove the coil wire from the center of the distributor cap and position this loose wire about 1/16 inch from a head bolt. Crank the engine starter with the ignition ON and look for a white spark at this 1/16-inch gap. If there is no spark, make sure the points are clean and try again. If again there is no spark, change the condenser (capacitor) and try again.

WARNING: TO AVOID HIGH VOLTAGE SHOCKS, DON'T HOLD ONTO THE COIL WIRE WHEN CRANKING THE ENGINE.

Another common problem is a short in the low voltage wire that goes from the negative side of the coil to the distributor. It usually shorts out where the wire passes through the distributor body because the insulating material has broken down. Replacement parts are hard to find, but carefully jury-rigged electrician's tape, rubber washers and heat-shrink tubing will work. Some additional preventive maintenance includes filing the rotor tip clean, cleaning the inside of the distributor cap of any carbon tracks left by the rotor, checking the spark advance weights (below the distributor point plate) for free movement, lubricating the advance weights with a dry spray (e.g.) LPS, WD40, CRC, etc.) and lubricating the distributor shaft felt wick (under the rotor) with light machine oil. Ignition coils usually fail slowly and will generally give a red spark at the above cited 1/16-inch head bolt/coil wire gap, instead of a good white spark. Both oil filled and epoxy coils can be used with good results. Please refer to the following chart when selecting an ignition coil. For example, a six volt coil will eventually over-heat and reduce its output when used with an eight-volt battery.

VOLTS DESCRIPTION PRIMARY RESISTANCE

<u>VOLTS</u>	<u>TYPE</u>	<u>PRIMARY RESISTANCE</u>
Six	6 Volt Coil	1.6 ohms
Eight	12 Volt w/ Ballast	2.2 ohms
Twelve	12 Volt Coil	3.2 ohms

NOTE: I have not found ballast resistors in any of the early 1950's vintage twelve-volt boats. However, look for the ballast resistor if you have a newer twelve-volt boat. The primary winding resistance of the coil can be measured between the plus (+) and the minus (-) terminals.

CARBURETION

The carburetor atomizes the gasoline and mixes it with the incoming air so the engine can burn it. If the engine or carburetor has been rebuilt, a good approximate adjustment is 1.5 turns open from the fully closed position on both the idle and the high speed jets. The high-speed jet is near the bottom of the carburetor. The idle jet is closer to the to the intake manifold and is found inboard of the throttle linkage idle stop screw. If the engine ran before, the carburetor is probably set correctly.

STARTING UP

A dry-land start-up should have water going through the engine. Remove the intake hose from the water pump and replace it with a shorter piece of hose that will go in to a one to three gallon pail inside the boat. Use a garden hose to keep this pail filled while running the engine. The fuel pump has a hand operated lever which should be worked until the carburetor float chamber is filled and the hand lever has a soft feel. The carburetor air horn may have accumulated water and gasoline during storage. Remove the 7/16" plug on the bottom of the carburetor and drain away this fluid. Replace the plug. The engine is now ready for a dry land start. Run water into the pail for the water pump, close the choke (pull-out choke knob) and crank the engine until it pops. Open the choke (push-in choke knob), open the throttle about two-thirds and continue cranking. The engine should start. Run the engine with water going through it to clear out any storage oil and condensation. Some tuning adjustments can be made on dry land (e.g. idle jet and throttle stop) and they are discussed as part of the in-the-water tune-up.

IN-THE-WATER TUNE-UP

Assuming the above steps regarding spark plugs, rotor, cap, coil, and points have been done, we can now adjust the engine. Allow sufficient time for the boat to soak up, which can vary from six hours to many days. A tachometer/dwell meter is very useful for the tune-up procedure. The six (6) cylinder engines should be set for 35 degrees of dwell angle and the four (4) cylinder engines should be set for 55 degrees of dwell angle. If necessary, re-adjust the points to achieve this dwell angle. Accelerate the engine up and down quickly. If the dwell angle varies more than four (4) degrees for the six (6) cylinder engines or six (6) degrees for the four (4) cylinder engines, change the points. This test indicates a weak point spring. Put the engine in gear and move away from the dock. Have a friend drive the boat. Loosen the clamp on the bottom of the distributor and run the boat at full throttle. Twist the distributor clockwise and counter clockwise until you achieve the maximum RPM. Back off the maximum by 50 RPM by twisting in the clockwise direction and tighten the distributor clamp. The engine is now timed. If the engine loses power during the season, check the dwell angle before changing the timing. While the boat is at full throttle, turn in the high-speed jet on the bottom of the carburetor until the RPM drops. Back out the high-speed jet to 1/4 turn beyond the maximum RPM. Slow the boat to an idle. Adjust the throttle stop screw to about 300 RPM over the recommended idle RPM from the chart on page 20. Turn in the low speed jet (located midway up the carburetor, inboard of the throttle stop screw) until the RPM drops. Back out the low speed jet to 1/4 turn beyond maximum idle RPM. Readjust the throttle stop screw to the recommended idle RPM from the chart on page 20. Your engine is now properly tuned.

!!!! HAPPY BOATING !!!!





“EVOLUTION OF THE PROPELLER”
 by Chuck Petersen

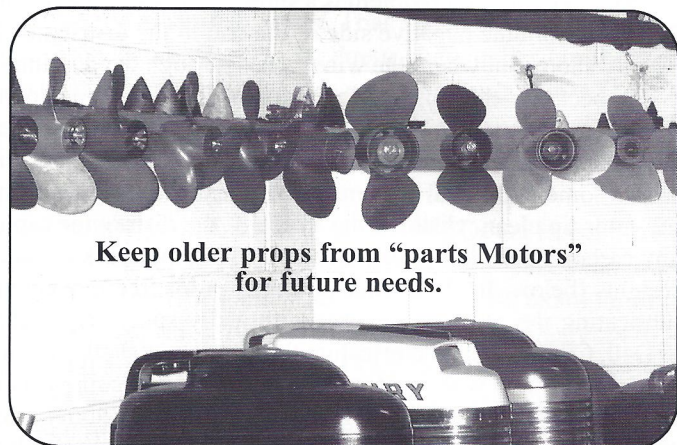
My outboard motor building mentor often referred to a new factory produced race engine as a complete kit project ready for rebuilding! I have learned to respect this viewpoint as gospel pertaining to both motors and propellers. My early days of stock outboard racing involved a learning curve relating to not only driving skills, but equipment upgrades. A skilled mentor will build a first class, reliable power plant for the rookie driver but keep speeds down to safe levels by adjusting tune and set up in gradual increments. No individual component is more important to a competitive rig than the part that hits the water first, the propeller. In previous articles, we discussed after-market vendors of high performance props, a key element in adding speed to early race rigs. This is just part of the picture when it comes to ultimate performance.

My first few years of racing would see the complete restoration and upgrade to an older, national champion winning hull and three engine powerhead build ups. By my fourth year, I had as competitive a hull and engine in my class as any in the region. My propeller box, however, only contained two well worn examples that kept me out of the top two finishing spots. Enter the Propeller Lords. One day, at a major regional race, my mentor handed me a nice little three blade prop and said, “Try this one today.” I set up the motor as instructed (transom height and tilt) and proceeded to pass up current national high point champion at the start and win the race! My motor sounded as if it had gained 10hp and 1000 rpm! What an eye-opener. Fine tuning and fitting a prop to the boat and racing conditions requires skill and no small amount of pocket change. Short cuts can be achieved by knowing the right prop builder. This is no small feat, as they tend to be few in number, and like all fine artists, a bit eccentric. My most recent experience with an artist is this class has proven the point yet again. In 2001, I sold my Century Palomino and Boston Whaler fishing boat and purchased a more practical “family” boat, an 18 ft Donzi Classic stern drive. The original factory wheel is a 23 pitch Mercury Stainless three blade model. This worked OK, but did not turn the rpm numbers I was looking for and broke loose or cavitated when the drive was trimmed out. I knew I could do better, but did not want to buy 5 or 6 wheels at \$500.00 a copy to find one that worked. A fellow high performance enthusiast suggested I get the original prop re-worked as a local shop in Honey Creek, Wisconsin. What I did not know at the time was that I was about to meet one of the premier craftsmen in this obscure business in the world. John Janaky and his son, Jeff are the kind of people you meet from time to time in boating that really make the hobby so appealing. John’s skills were developed through many years at Mercury Marine and a successful racing career. He now receives orders from around the globe to refinish and refine stainless propellers. He took my old prop and through careful thinning and re-shaping, tuned

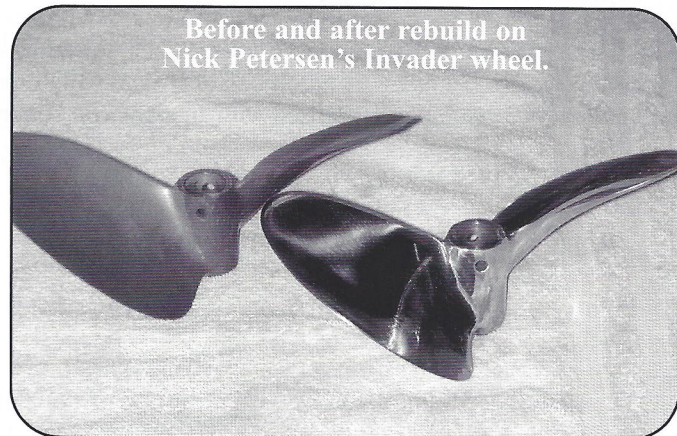
it into a work of art!!! I gained 300 rpm and 3 mph on the first try. I have just taken delivery of the second version and can’t wait to try it out! Significant control and stability have also been attained. This is a fraction of the cost of a single new wheel. Two elements must be stressed:

- ◆ I started with a quality casting. The factory can’t justify the cost involved in “fine tuning” each wheel to this extent.
- ◆ provided detailed testing notes. Boat model, horse power, rpm, speed and gear case design are all important.

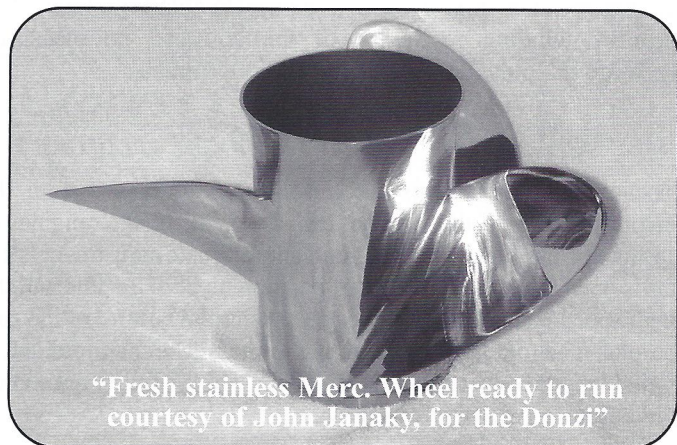
Many of the restored classic outboard rigs seen at out shows are powered by motors current enough to benefit from a propeller upgrade. In addition, take advantage of club members for advice and/or referrals. This hold true for both restoration, finish and performance details. Best wishes to all at BSLOL. It is Wednesday, April 9th and my dad just called asking for help putting in the docks this weekend.



Keep older props from “parts Motors”
 for future needs.



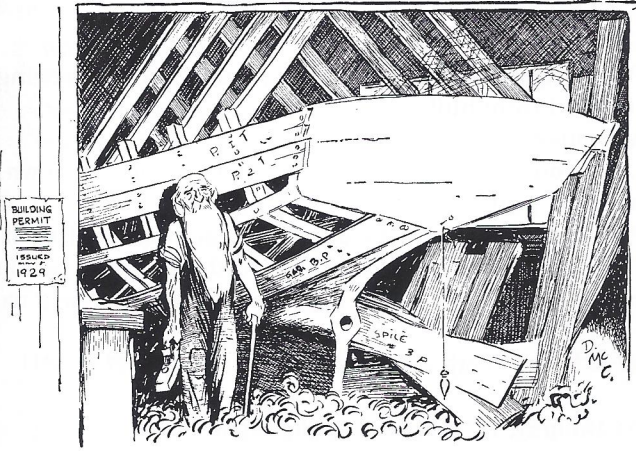
Before and after rebuild on
 Nick Petersen’s Invader wheel.



“Fresh stainless Merc. Wheel ready to run
 courtesy of John Janaky, for the Donzi”

This Month's Boat In Process

by Sherwood Heggen

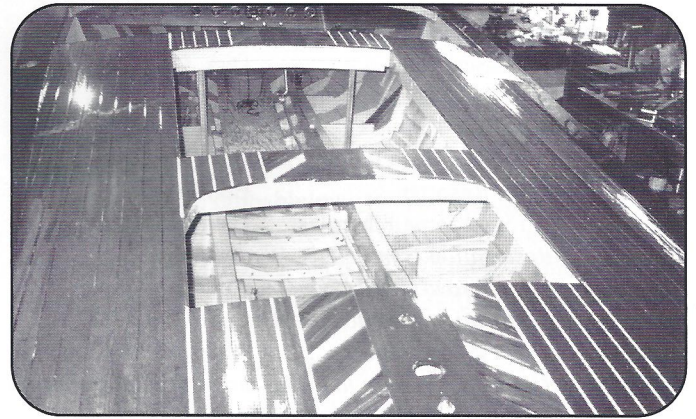


Some people go for new and improved. Here we have a person who went for old and improved. Don Moberg from Potosi, WI is a BSLOer who sees the "what if" in this world. In this case, it was what if he were to take 1961 Century Resorter 19' and improve it to the point onlookers would wish they had thought of that.

Now, Don isn't a total novice at this. He has had wooden boats since 1947, and nothing but wooden boats since then. The Resorter came Don's way as a gift from friend Marty Thorsen. Marty bought it 20 years ago for parts and it sat in a garage from

then on until Don took ownership. It sat in Don's shed for another three years before he started the restoration.

The hull was in excellent condition and little was necessary to make it seaworthy other than refastening. This boat had the carrier deck (the fore deck is more square than pointed) which he thought he would improve on. In other words he didn't like the looks of the carrier deck style so he changed the deck to the typical pointed foredeck. Since he changed the appearance of the foredeck, he figured why stop there. The next thing he did was to move the steering wheel and instrument panel back about a bit to make a longer deck. The motor box all of a sudden became unattractive to him and the idea of a fully decked, racing runabout configuration came into the plan and was accomplished. A 350 c.i engine was purchased and modified to up the horsepower to about 400 hp and was detailed and painted purple. Purple? Yes, to match the purple and white fragrant cedar deck boards on either side of the king plank laid on the diagonal as shown in the photo.



Still on the to-do list is striping and four more coats of varnish, installation of hardware, engine, and upholstery. Who says these boats have to be brought back to absolute original? If some future owner wants to do that, it will still be possible. These changes have brought about a unique, stunning boat that is going to be hard to catch on the lake. Completion of the boat and launching is scheduled for June or July. Way to go, Don!



Twin City Outboard

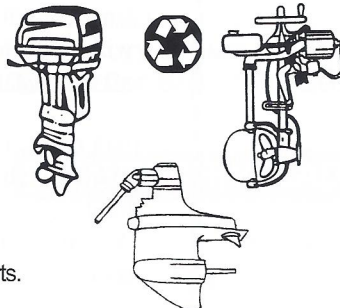
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BOATS IN PROCESS

This feature was created as an opportunity for members to meet by way of their common interest...wood boats. If you own one, chances are you're almost always doing something to it. By publishing the kind of boat and the situation/problem you are encountering, someone may see something that could be of use. If a particular problem is one you've already conquered, why not call and offer your experience? Most of these owners have expressed a willingness to share, and many are looking for help. Comparing notes can be of value to both.

The Original List of Boats In Process

Give us an update on your progress - call or email 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
1957 Herter's 15' Chrome Fiberglass..	Dave Doner

Update: Restoration completed - Boat sold.

'40s Thompson 12' row-motor boat .. Andreas J. Rhude

Update: Restoration completed - Boat sold April 2001

1959 Thompson 17' Sea Lancer Andreas J. Rhude

Update: Restoration put on hold. No progress in past 2 years.

Worked on two other boats.

1960 80 HP Mercury 800..... Andreas J. Rhude

1958 CENTURY 19' SQUARE NOSE..... DON MOBERG

(This month's featured boat - see page 15)

1949 Chris Craft 22' Sportsman William Ecklund

1930 Chris Craft 38' Commuter Guy Warner

1960 Lyman 15' Runabout..... Clark Oltman

Update: Work completed - Boat sold.

1948 Mays-Craft 23'x8'..... Ron Witte

1956 Chris Craft 18' Holiday..... Ron Fishback

1961 Owens 29' Express Cruiser..... John Nermyr

Bob Speltz' Chetek BSL0L

1962 Shepherd 22'..... Bill Root

1960 Chris Craft Ski Boat 17'..... Dale Pixler

1957 North American Marine 14'..... Jim Ruwaldt

1958 Higgins Magnum 18'..... Jim Ruwaldt

Our Latest Boats In Process

☞ **1948 Chris Craft 17' Deluxe Runabout**

48-5K engine R-17-1112

Where right now? Disassembly

Accomplished? Not much

Left to do? Finish stripping. Take engine out, turn it over and start from there. Total Restoration

Problems? Not Yet

Need Help? Any help is appreciated

Larry Myer 715-868-9266 smjaws1@brucetoc.net

☞ **1931 Century Sea Maid 30 16' Runabout**

Gray light four 30 hp engine

Where right now? Engine being rebuilt, fiberglass being stripped from hull.

Accomplished? Not much!

Left to do? all finishing, painting, varnishing and unknown structural work.

Problems? Some rot-not much. This boat is lightly planked. There's a question of sufficiency of wood left on decking. I'm not capable of, or intending to, bring boat to show condition - just for using.

Need Help? Perhaps - Pete Allen, Milaca 320-983-6211

☞ **1964 Dunphy, 18' Ravello, GM hp ib/od**

Where right now? I am in the part where you hopefully quit finding more things wrong than right.

Accomplished? Removed plywood decking, replaced deck framing, replaced the engine compartment framing, repaired electrical system, replaced the exhaust manifold, rebuilt the carburetor and have the engine and outdrive operating.

Left to do? Replace the deck and refinish the deck, replace wood windshield framing, some upholstery work, strip and repaint outside of the hull, some staining and varnishing of transom and dashboard.

Problems? I've not run across any difficulties I haven't been able to solve as of yet....but, I'm not done, either.

Share? Am happy to share what little knowledge I have about this subject. I have pictures to email if anyone is interested.

Dave Traver, 608-783-1604, cell: 513-324-0819

email: davetraver@lbwhite.com

☞ **1948 Century 20' Resorter, Graymarine Phantom-Six 125**

☞ **1948 Century 18' Sea Maid, Chrysler Crown M-27**

Accomplished? Resorter is upside down with all the planks off ready to take the dive into replacing some frames and the keel and get that new bottom on. Most of the sides will be reused. The Graymarine being put back together after stripping it down and bringing it into Wagamon Bros. to have some small hairline cracks in the block fixed and new valves and guides installed. Just purchased a 1948 Sea Maid but it will have to wait until the Resorter is finished. Wife's orders!! The Sea Maid will need to be stripped of its fiberglass bottom and begin the work from there.

Problems? Haven't encountered any problems, but I'd really like to talk to someone about replacing the keel and splicing in part of a new chine. I'm always willing to share what I've learned even though Jackie and I just started all of this in July of 2002. We may not know everything now, but I'm sure with the help of some fine boat club members, we will get there. Thanks. Mark & Jackie Nelson 763-241-4959 mbnjagn@att.net

☞ **1948 Chris Craft 18' Utility 6 cyl engine**

Where right now? Nearing completion. Upholstery, hardware, engine left to install

Accomplished? Bottom rebuilt & finished. Replaced deck, transom, sides, varnished boat, rebuilt seats, flooring in, gauges refinished...

Left to do? Varnish seats, finish the engine cover, engine

Boats In Process - cont'd on page 17

Boats In Process - cont'd from page 16

work, install hardware.

Problems? No (yes...just time to finish the boat)

Need Help? No

Share? Yes Tom & Loree Yeager twyster@brainerd.net

☞ **1959 Larson 17' Falls Flyer.** 1962 Merc 70 hp OB
Where right now? Not restoring. The boat is in fine shape
Accomplished? Cleaning and Polishing
Left to do? Have aluminum trim chromed...maybe?
Problems? No
Need Help? No Myron L. Landgrem 218-927-3614

☞ **1940 Chris Craft 23' Triple Cockpit**
Where right now? Early in process. Ready to replace bottom frames, engine is rebuilt
Accomplished? Replacing bottom frames,
Left to do? Lots
Problems? No more than anyone else
Need Help? Yes
Share? Yes Mary & Paul Cavey pauldoc@brainerd.net

☞ **1941 Chris Craft 16' Runabout Deluxe, model 101**
 60hp, 4 cyl model B engine.
Where Right now? The boat was originally shipped to Minnetonka Boat Works in Wayzata, MN on January 3, 1941. I am in the early stages of restoration.
Accomplished? Removed the bottom, chine and transom planks, made new transom frame and replaced all main and intermediate bottom frames. Currently making a new stem.
Left to do? Replace bottom, hull, and deck planks, make new dashboard and rewire. All gauges currently being restored. Will take all metal parts and fixtures to be replated. 100% of the fasteners being replaced with silicon bronze fasteners.
Problems? Have not encountered any major problems yet.
Share? Am willing to share my limited experience with others for what it is worth. This is my first restoration so I'm learning as I go along. John B. Ragsdale, Jr. 423-899-5457 email: jbr6665@aol.com

☞ **1956 Century 19' Resorter** Chrysler 120 hp
Accomplished? Bottom and bottom framing have been removed..Also hardware, upholstery. Engine has been tuned.
Left to do? Replace bottom framing and planking strip side planking varnish, paint the bottom, refinish side planking and decking.
Problems? No problems
Need Help? Do not need help but willing to assist others.
 Alan Stocker woodboatman@juno.com
(In WI June to mid-Oct Other months in Florida.)

☞ **1957 Chris Craft 19' Continental** 350 Chev
Accomplished? New bottom
Left to do? Everything (pattern boat)
Problems? Not yet, except parts. Need running lights
Share? Willing to assist others.
 Jack Neis 952-431-6347 email: jackneis@aol.com

☞ **1961 Century 19' Resorter** (originally square nose)
 V8 Chev 350 modified to appx. 400 hp.
Accomplished? Woodwork done, staining, varnishing. re-assembling engine. Spent a lot of money/sweat/time on something that could still go bust.
Left to do? A lot. Upholstery (make new seat frames) engine, more varnish, chrome. Photos enclosed...will be obsolete by press time. Note walnut dash.
Problems? I've probably screwed something up, but haven't found it yet. This boat now looks like a Chris Craft Racing Runabout - which is nice, but is still a Century - which is better!
Share? Sure. Don Moberg 608-723-7051

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Boats In Process - cont'd from page 17

➤ **2004 25 ft' 25 hp Coyote Launch "Julia." 1906 design** by Edwin Schock, revised by Westin Farmer, 1974 (Coyote II)

Accomplished? Strongback and molds have been constructed. Planking and keel materials have been purchased.

Left to do? Biggest decision is what power to use.

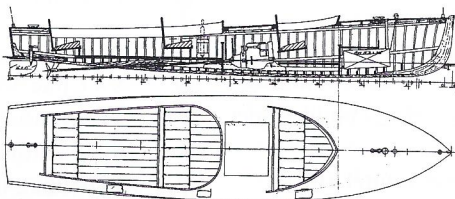
Want help? Items where I can use some help:

1. Best way to solve certain construction problems e.g. How are sheer clamps typically attached to stem? Have already called Sherwood Heggen on this. Am working from a sketch of the construction in Farmer's book: *From My Old Boatshop*. Consequently I am deciding a lot of construction details as I encounter them.
2. Power: The point of building this particular boat is efficiency. How little power can I use to get to 18 mph – my arbitrary design criteria? have built a model that I'd like to tow-test. If someone has a Minnkota I could borrow to power my dinghy, I could figure that out.
3. Sources of used hardware – steering and transmission as well as deck hardware.

Share? Yes Cliff Brittain

651-690-1277 clifonef@msn.com

Of possible interest to members: I am building the hull in cooperation with Urban Boatbuilders in St. Paul. They are training four young men who have had experience with the juvenile court system



Construction plan of Coyote II.

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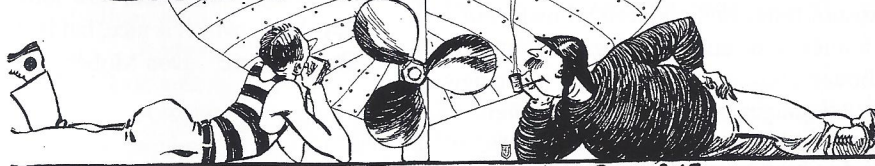
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The FORUM



THE BOATHOUSE ANNOUNCES A NEW FEATURE - THE FORUM

Members who have questions can now submit them to **The Forum**. Chris O'Connor has agreed to be our "answer man.". He'll answer your question(s) or, if he doesn't have the answer, he'll do his best to find it for you. To submit your question, just email The BoatHouse Editor at datamerj@aol.com or call 952-475-1384.

Here are two questions to start off with.

Q What is the bearing called in the strut that supports the prop shaft on an inboard, and where can I order one of these?

A The bearing in the prop shaft is called a **Cutlass Bearing**. It comes in about 4 different lengths: 2,3,4, and 6 inches. The next two dimensions are important: what is the outside diameter of the bearing, or the size of the opening in the strut, and what is the inside diameter of the bearing, or the diameter of the prop shaft? Usually for our boats they range from 1 1/8 to 1 1/2 outside and 1 or 1 1/2 inch inside. They are made up of a brass sleeve with ribbed rubber on the inside to let water flow thru for lubrication. The bearing is press fit into the shaft, or at home a person can put the bearing in the freezer, heat the lower part of the strut (don't burn up the boat) and then quickly pound the bearing into the strut with a hammer and a piece of oak, using the oak to protect the bearing as you pound it in. It does work, I did it! Ask Nathan O. or Al Lindquist. The bearing can be purchased at **Marine**

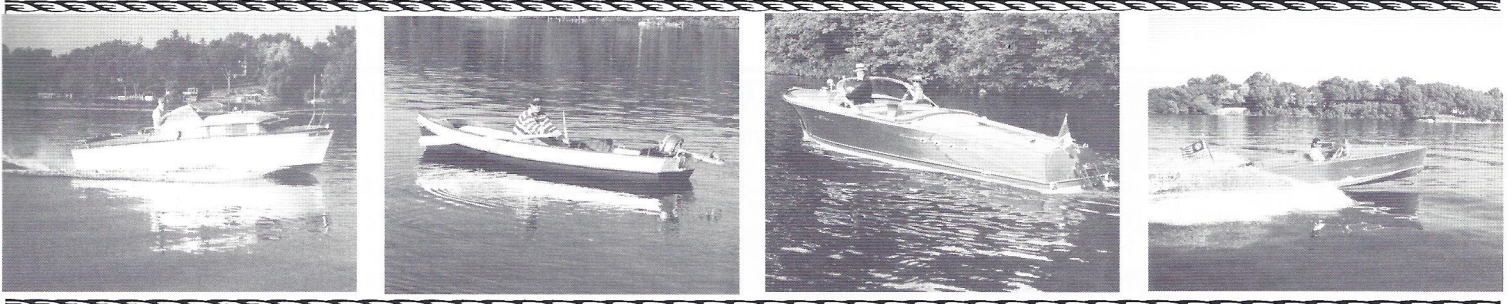
Associates in Hudson, Wisc. Phone #'s: **715-386-5144** or **1-800-544-1487**.

Q How do I make the seams on the deck of my boat that are wider than the normal 1/8 in. ie. 1/4 or 3/8 in. look like 1/8 in. again when I paint them with white paint? What can I use to fill the deck seams with?

A I use **3M 5200 Mahogany color caulk**. By using mahogany color instead of white when the seams are wider, the mahogany color blends better with the color of the stain, and then you paint the narrower stripe with white. The mahogany color on either side of the white stripe disappears and blends with the stain color of the wood.

These are examples of how I will try to answer your questions, using any resource I can find. I look forward to the challenge ahead.

Chris

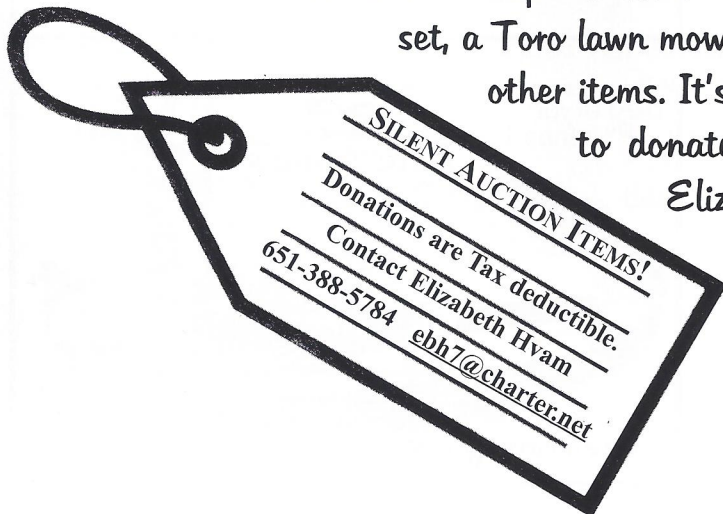
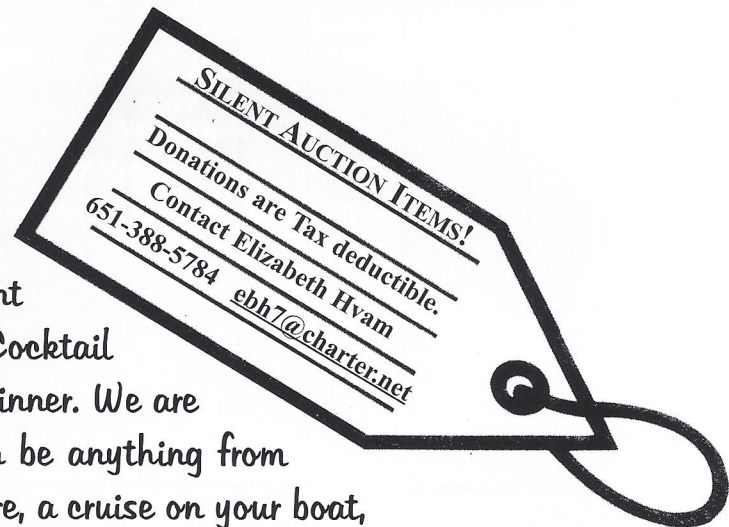


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THE RENDEZVOUS SILENT AUCTION AUGUST 16 AND 17

One of the events during the show is the silent auction that is run during the Friday evening Cocktail Reception and the Saturday evening Banquet Dinner. We are seeking donations for this event. Donations can be anything from gift certificates to your favorite restaurant or store, a cruise on your boat, gift baskets, books, magazine subscriptions works of art, decorative items. The ideas for items are only limited by your imagination!

The first year we held this event we had a framed print of three generations of Smiths driving Chris Craft boats as well as many other fine items. Our keynote speaker was Chris Smith, III, grandson of the founder of Chris Craft. We started bidding on the print on Friday and continued on Saturday. The bidding was very exciting as Chris Smith agreed to sign and date the print. Last year, we had many items from BSLOL's Ship's Store as well as wine gift baskets, a nautical dinner set, a Toro lawn mower, bird houses made by children and many other items. It's not too early to start setting aside items to donate something for this event. Please contact Elizabeth Hvam by phone at 651-388-5784 or email: ebh7@charter.net



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B	60	3200	500	3 1/4	4	6.8	132.7	IXBR5W	0.010	0.010	
H	75	3200	500	3 1/4	4 1/8	6.5	205.3	QXB	0.010	0.014	
HA	85	3500?	500	3 1/4	4 1/8	6.5?	205.3	QXB	0.010	0.014	
K3 3/8	85	3200	500	3 3/8	4 1/8	6.2	221.4	QXC5M	0.010	0.012	1937 to 1939
KA	95	3500	500	3 3/8	4 1/8	?	221.4	QXC5M	0.010	0.012	1937 to 1939
K3 7/16	95	3200	500	3 7/16	4 1/8	7.2	229.7	QXD5M	0.010	0.012	1940 to 1958
K	100	3200	500	3 7/16	4 1/8	7.6	229.7	QXD5M	0.010	0.014	1959 to 1963
KL	105	3200	500	3 7/16	4 1/4	7.4	236.6	QXLDML	0.010	0.014	1949 to 1960
KLC	120	3800	650	3 7/16	4 1/4	7.0	236.6	QXLDMB	0.010	0.014	1951 to 1956
KB	121	3800	650	3 7/16	4 1/8	7.5	229.7	QXD5M	0.010	0.014	1937 to 1947
KBL	131	3800	750	3 7/16	4 1/4	7.0	236.6	QXLDMB	0.010	0.014	1948 to 1956
KFL	131	3800	600	3 7/16	4 1/4	7.4	236.6	QXLDMB	0.010	0.016	1957 to 1960
L	110	3200	500	3 5/8	4 1/4	7.5	263.3	JXBM	0.010	0.018	
M	130	3000	500	4	4 1/4	7.0	320.4	JXDMM	0.010	0.018	
ML	145	3000	500	4	4 1/2	7.3	339.2	JXLDML	0.010	0.018	
MB	145	3400	500	4	4 1/4	8.0	320.4	JXDM	0.010	0.018	
MBL	158	3400	700	4	4 1/2	7.3	339.4	JXLDMB	0.010	0.018	
MCL	175	3400	500	4	4 1/2	7.2	339.4	JXLDMCL	0.010	0.018	
W	160	3000	500	4 1/4	4 3/4	6.4	404.3	CWC	0.010	0.018	
WB	200	3200	500	4 1/4	4 3/4	6.9	404.3	CWC?	0.012	0.018	



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

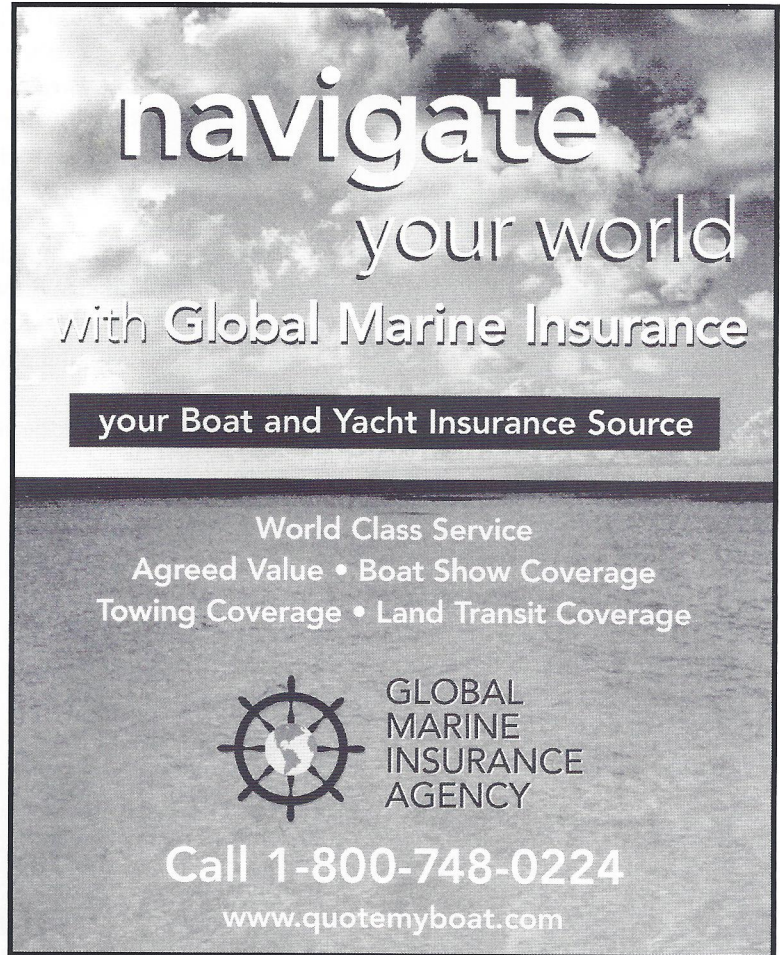
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☞ Alert us of any change of address and phone number as soon as you know it.

☞ 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 dates** 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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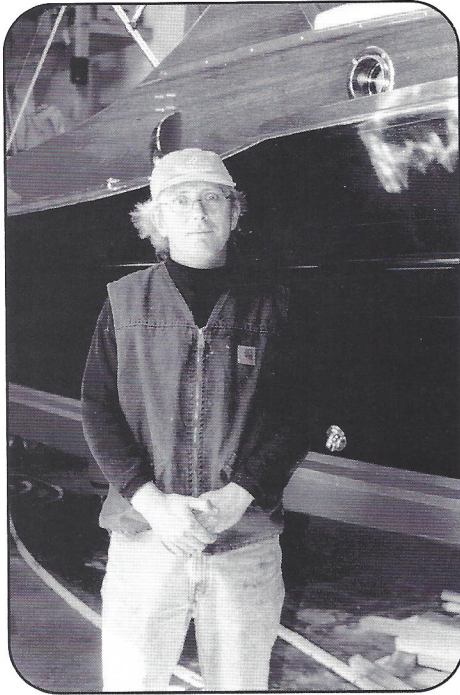
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The BSLOL Restorers THE ST. PAUL SHIPWRIGHTS - MARK SAUER

by Steve Merjanian



As a youngster, Mark's family had Chris Craft cruisers in Lake City. It was at this early age that Mark learned the skills of small craft maintenance.

In 1967 the Sauer family acquired a lake cottage that came with a 1951 Chris Craft 19' Holiday. Now spring-time varnishing became a yearly ritual. In time his interest in working on wooden boats grew into a business. He worked out of a heated barn on an estate that overlooked the St. Croix River. His rent to the owner was nominal in exchange for taking care of the estate property. It was during this time that Mark expanded his knowledge by reading the works of Herreshoff, Alden, Stewart, MacIntosh and others.

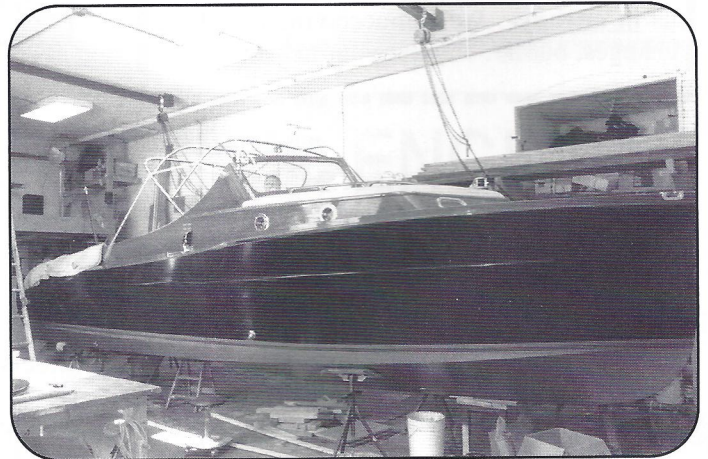
During the 1980s he made his living fixing sailboats and power craft. He came to the realization that he wanted to improve his skills to the next level. In 1990 Mark enrolled in the Northwest School of Boat Building in Port Townsend, WA. After more than a year of study, he could now build wooden boats and more importantly work on existing craft with intimate knowledge of their construction. He likes to check his work with his peers, do the lines and off-sets for a design drawing and then, tak-

This is the fourth 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.

ing this information, build a half hull model. He then lofts the boat (expanding the design to full size drawings) and builds the boat piece by piece from the loft floor. This building experience helps you understand each aspect of the process along with the attendant 10,000 questions to be answered.

In 1992 he founded the St. Paul Shipwrights, and by 2003, there were two shop locations and seven employees. Two of Mark's crew came from a boat building school, yet all of them constantly question and check each other's work. This synergism is the modus operandi of this shop. The Watergate shop is used mainly for the large cruisers and sailboats that cannot be easily trailered. The St. Paul shop can handle boats up to thirty feet. This shop is located in an old fire station and has overhead cranes to lift and flip over boats. It is also easier to control the level of dust when varnishing and therefore, is used for the show-quality restorations. Mark estimates his shipwrights work on 15 to 20 boats per year.

When I visited the St. Paul shop they were finishing up a beautiful 1940 Garwood 25' Over Nighter. The scantlings on the boat had been beefed up to better handle the power of a modern V8 engine. This boat was upside down last year at the Water Gate shop during the BSLOL workshop where Mark presented the relationship of the stem, keel, and gripe. At that time the frames, stingers, keel, stem and gripe had just been brought into purchase. The new frames and bottom were 1/8 of an inch thicker to improve the hull strength.



1940 Garwood 25' Overnighter

This boat is named Ann Rita and will be seen on Gull Lake this summer.

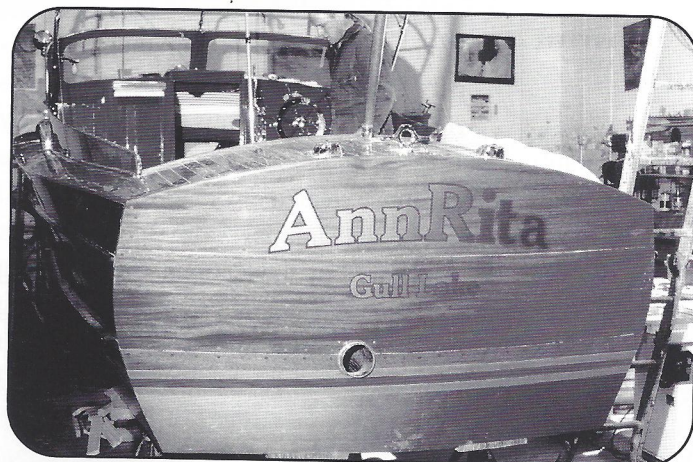
St. Paul Shipwrights has won many awards over the past few years. The 1959 Riva 26' Tritone won four awards in 2002 and was the featured boat at the 2003 Minneapolis Boat Show. Another winner was the 1925 hacker 26' Dolphin that won six awards from 1998 through 2000.

A 1955 Chris Craft 29' Semi Enclosed Cruiser went through a major rebuild and then won Best of show on Lake Vermillion in 2001.

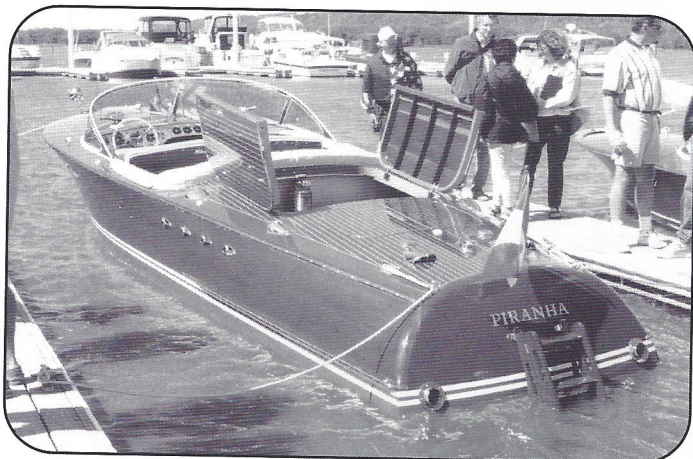
BSLOL Restorers - cont'd from page 22

Mark is at that point in his career when he wants to give back the knowledge he has gained to the young shipwrights in his midst. He believes in solid communications with coworkers, clients and the hobbyist. His knowledge is vast and he willingly shares it as a teacher and consultant. Eventually he would like to build new wooden boats in Minnesota, besides reconstructing existing craft.

Mark's shop is located at
 643 Ohio Street,
 St. Paul, MN 55107.
 Phone: 651-227-7069
 Fax: 651-222-7322

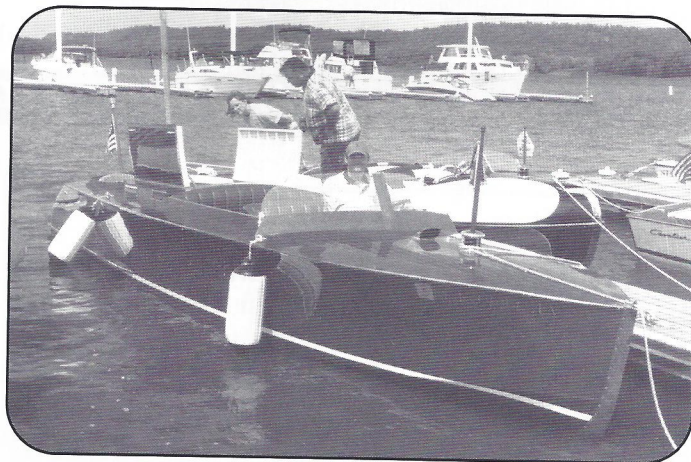


1940 Garwood 25' Overnighter,
 "Anna Rita" Transom view.



1959 Riva 26' Tritone

Once owned by Rita Hayworth, the Riva was the featured boat at the 2003 Minneapolis Boat Show. In 2002, she captured four awards!



1925 Hacker 26' Dolphin
 as seen at the BSLOL 2000 Rendezvous From 1998 through 2000, this boat has won six awards!



At this year's Minneapolis Boat Show, President Andreas Rhude and Past President, Greg Benson presented Jim and Marcia Aamodt with an award for *Meritorious Service*. This BSLOL traveling trophy finally "travelled" from it's previous locale to be presented to Jim and Marcia with grateful appreciation for their dedication, perseverance, and valuable contribution to BSLOL.



NATIONAL SAFE BOATING WEEK FOCUSES ON LIFE JACKET WEAR



Recreational boaters and their passengers can greatly increase their chances of surviving serious accidents by wearing a life jacket while boating. It's not enough to have it on board — boaters must wear them to save their lives. This is the key message of National Safe Boating Week (May 17-23, 2003), sponsored by the National Safe Boating Council (NSBC), the National Association of State Boating Law Administrators (NASBLA) and the U.S. Coast Guard (USCG). This event is part of the nationwide 2003 North American Safe Boating Campaign. "Boat Smart. Boat Safe. Wear It!" is the 2003 campaign theme that organizations across the country will be promoting. According to the latest Coast Guard statistics, nearly 80 percent of those who died in boating accidents in 2001 were not wearing life jackets, even though in many cases there were life jackets on board.

"Thousands of people would be alive today if they had

taken the simple precaution of wearing a life jacket before they went out on the water," said Virgil Chambers, Executive Director of the National Safe Boating Council. "With new, more comfortable life jackets it's easier than ever to wear one." The NSBC says although boating fatalities and injuries have declined over more than two decades, the numbers remain high: 681 dead in 2001. The latest statistics emphasize the speed and suddenness of accidents. Two-thirds of all reported recreational boating fatalities in 2001 involved capsizing and falls overboard. "In an emergency, boaters and their passengers often don't have time to find and put on stowed life jackets. It all just happens too quickly," said Rear Admiral Harvey Johnson, Director of Operations Policy U.S. Coast Guard. "The safest way to go is to wear a life jacket while you are on a boat. If more recreational boaters did so, and insisted that their passengers follow suit, it would prevent tragic and needless deaths. Simply put, life jackets float, boaters don't."

BOAT SMART. BOAT SAFE. WEAR IT!



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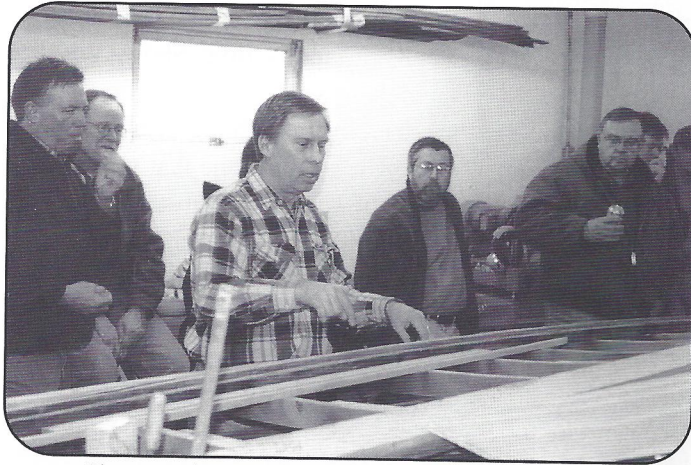
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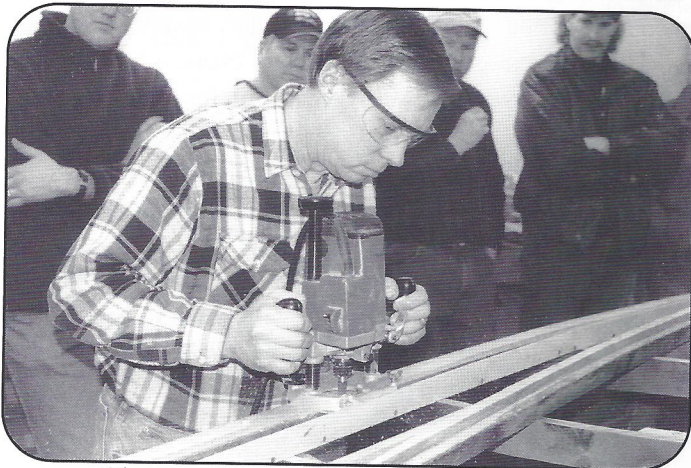
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2003 EDUCATIONAL WORKSHOPS

February 22 CUTTING A RABBET IN CHINE & KEEL Sure-Wood Boat Restoration



Shewood Heggen explains the set-up for putting a rabbet groove onto a laminated chine.



Sherwood uses the router against the guide to cut the rabbet groove.



View showing the laminated chine and parallel mounted router guide.

March 22 FRAME REPAIR & REPLACEMENT Hawkinson Wooden Boats



Scott Hawkinson prepares to put in a bottom frame.



Scott takes measurements for the bottom frame.



Al Lindstrom, Dan Schlegel, John Kinnard, and Bob Buttery taking a break.



FROM THE SHOW BOOTH

by Clark Oltman

We're very excited about this year's Rendezvous 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.

Things are starting to come together. Looks like meal and room costs can be held to last years levels. We do try to keep the cost down so you have more to spend on fun things. We have heard that there might even be a new launch ramp for us to use, keep your fingers crossed. More on that as we hear from the Casino.

Elizabeth Hvam is going to set up a silent auction again this year. Please help her collect items. We are pretty much open to most things. How about taking a couple on a afternoon or sunset cruse? The winner would have to work out times, etc. with you, of course. A donation doesn't have to be expensive. I donated two ordinary dock fenders last year...Hey...we all need them. What do you have that might be fun or useful? Elizabeth will provide you will a form as your donation is tax deductible. You should find more information on that elsewhere in this issue.

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 for the weekend of **August 16 & 17, 2003.** And yes, we are planning on the mini cruises prior to the show. More to follow.

Several BSLOLers went to the Mt. Dora show in Florida in March. For me it was the first time. It was a great show and we all had a great time. Pictures and accounts of the show are in this issue. The pictures speak for themselves.

Just a couple of thoughts about the **MINNEAPOLIS BOAT SHOW.** I forget that all computer programs don't talk to each other, so if I forget to re-save these articles in another format before I send them to our esteemed editor, they some times get jumbled. Anyway, I had intended to thank Dr.

Richard Lindstrom, Steve and Chase Hicks, Dr. Bob Johnson, Shawn Palmersheim and of course F. Todd Warner for the boats they brought to the Minneapolis Boat Show. Without them there would have been no display. We have been thinking of a theme for next year's show. One that we thought would be special would be "boats built in Minnesota." Of course, one comes to mind --- Paul Mikkelson and his collection of Larson Falls Flyers. That could be one, but we would need several more boats to fill a booth. What ideas do you have? Are there nice samples of Minnesota built boats out there? If you know of one let me or any member of the board know. Some time within the next few months we will have to be able to create a list of boats to propose or search for another theme. So if you have any suggestions get them in. You can even leave a message on the club toll free number if that works best for you.



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2003 EDUCATIONAL WORKSHOPS

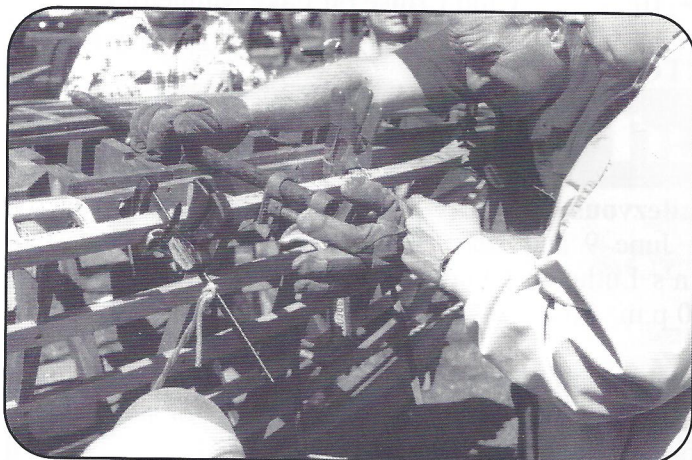
April 12
STEAM BENDING
at Bob & Karen Buttery's Shop



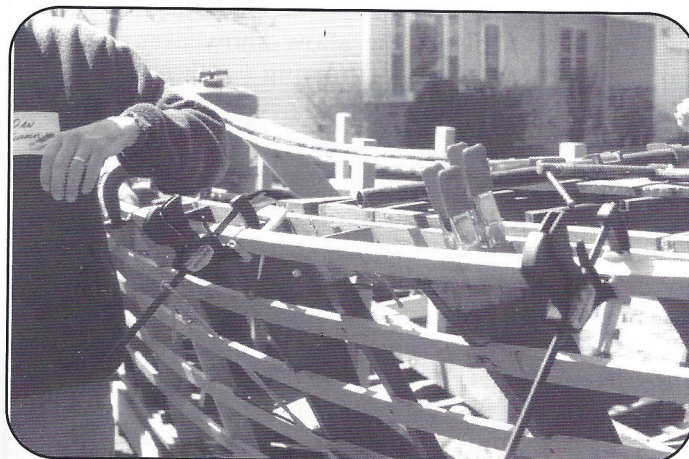
Bob Buttery explains the set up for putting in a gunnel clamp.



Bob's homemade steam box that is heating the clamp.



Bob and Sherwood Heggen rapidly clamping the steamed wood into place.



Don Schlegel examines the installed gunnel clamp.

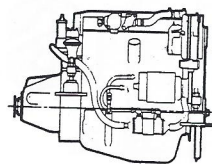
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**BSLOL REACHES OUT WITH
 CLASSIC BOAT RIDES & PICNIC
 FOR SPECIAL-NEEDS KIDS
 SUNDAY, JULY 27**

We'll need volunteers to give these kids rides, help with the picnic, and other activities. Look for details in the June Boathouse. If you have questions or suggestions, please call Eric Gustavson at 952-472-1416 or 952-472-4478.

**JULY 18-20
 CLEAR LAKE IOWA ACBS CHAPTER. 8TH
 ANNUAL ANTIQUE & CLASSIC
 BOAT RENDEZVOUS
 City Beach, Clear Lake, Iowa.**

Over 40 wooden and fiberglass boats of all sizes will be on display at City Beach from 9:00 a.m. until 4:00 p.m. on July 19. Featuring both in-water and on-land displays, the show showcases boats from the "glory" days of boating – Chris Crafts, Centuries, GarWoods, to name a few.

Been there, done that?

This year's Rendezvous is also the site of the National Antique Oldsmobile Show and Meeting in Clear Lake the same day as the boat show — see over 150 vintage Oldsmobiles, some with wooden boats attached coming from all over the U.S. to Clear Lake, Iowa along with our regular annual Boat Rendezvous.

Also, on Friday, July 18 at 7:00 p.m. the "Lady of the Lake", an Old-Time Missouri River Sternwheeler departs for a twilight dinner cruise on Clear Lake. Dinner and cruise only \$20 a head with pre-registration.

Contact Gary Baker 641-752-7219

gebaker@10N9th.com

or view the details at: www.acbs.org/ClearLake.



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**2003 CLUB
 CALENDAR**

JUNE

☞ 11 Club Cruise on Lake Minnetonka

JULY

☞ 9 Club Cruise on Lake Minnetonka

☞ 27 Classic Boat Rides & 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: 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 Directors' meetings are generally held the 2nd Thursday of the month. Contact us for additional information on any event or meeting.

BSLOL HOTLINE

952-934-9522 Metro Area 877-636-3111 Toll Free

email: bslolrendezvous@aol.com



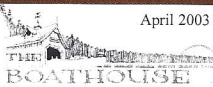
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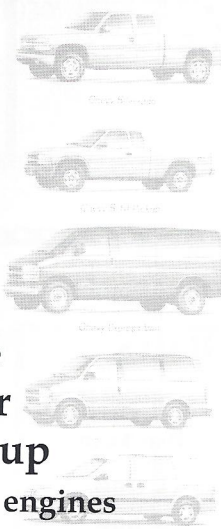
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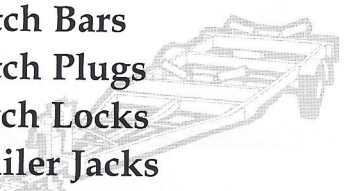
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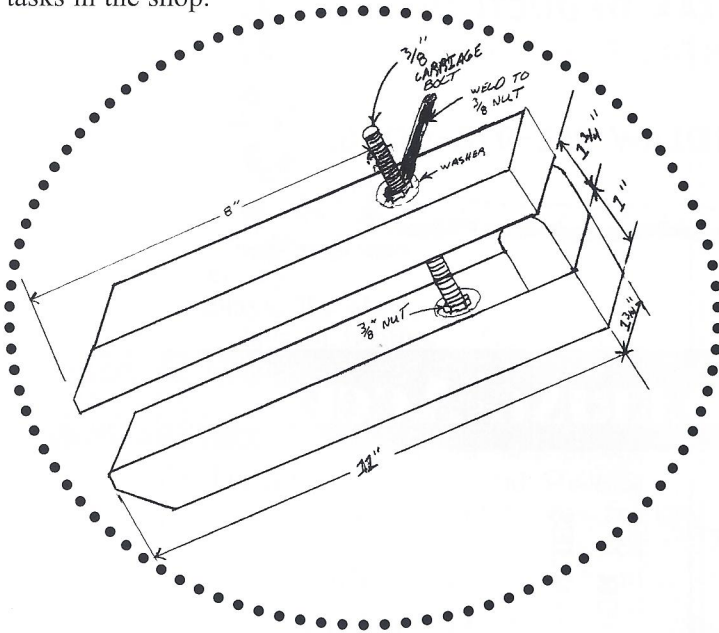
Shop Tip

by Brad Ernst

As I was trying to clamp my hull side planking to the battens, I realized that my clamps were not deep enough. Clamps deep enough to clamp to the lower batten have to be about eight inches deep and they are very expensive. So I decided to try to make my own clamp for this task. I used

- white oak (left over from installing new frames)
- 1 carriage bolt 2 nuts
- 2 washers 2 screws
- a piece of 3/8 rod

The total amount of parts cost me about \$1.50 a clamp to make. In about one and one-half hours, I made six clamps for less than \$10.00, instead of paying \$65.00 for just one clamp. I also have found them to be very handy in other tasks in the shop.



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Full page (Black & White)	\$ 450	\$800	\$ 900
Full pg color	\$ 600	\$900	\$1000
Full pg color (back cover)	n/a	n/a	\$1200

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

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2003 ANTIQUE & CLASSIC BOAT SHOWS

(Not a comprehensive listing)


- 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 28th Annual Antique & Classic Boat Show The Olde Harbor Inn on The Portage Lakes, Akron OH at 9:00 a.m. Sponsored by Portage Lakes Historical Society. FMI 330-644-5478
- 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
- 18 - 21 July Wine Country Classic Boat Show & Regatta Keuka Lake, Hammondsport, NY 585-396-2425 (See details this page.)
- 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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5910 Seneca Pt. Rd., Naples, NY 14512-9764
585-396-2425 Email:
woodyfun@rochester.it.com
or Patty Steele at wccb2001@yahoo.com





Porthole to the Past - cont'd from page 7

biggest menace, but mine sweepers proved to be our main target," Mr. Bosley said. "We spent a lot of time near the heavily fortified Channel Islands trying to prevent Hitler from unloading supplies and troops."

On Aug. 16, 1944, six PT boats patrolling the Channel Islands, less than a mile off Jersey Island, found themselves in a confrontation with a German mine sweeper in pea-soup fog and suffered one of their most horrible losses of the war. Sixteen men from the group were killed, including nearly the entire crew of PT 509, which lost its skipper in the gunfight and accidentally rammed the German ship.

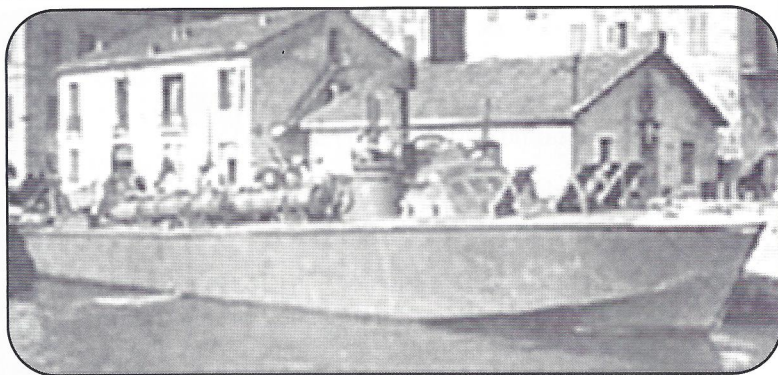
"The only survivor on the 509, John Page, later said that the stunned German crew just opened fire on the survivors in the PT boat, which was stuck in the side of the mine sweeper," Mr. Bosley said. "Page had more than 30 wounds, but survived the attack." John Page was taken prisoner aboard the enemy ship, where his wounds were treated. Later, a skilled German surgeon saved his life, and he remained a prisoner of war until 1945. In addition to the 16 killed in the battle, nine more were wounded. "It was dangerous duty, there's no doubt about it, but I was 18 years old, sitting behind the twin .50 calibers, and I got excited every time the engines were opened full-throttle," Mr. Bosely recalled. "At the same time, you're sitting on a plywood boat with 3,000 gallons of gasoline, torpedoes, and ammunition. If you're hit, you're done." "We once had a gas tank hit by a 20mm German shell that turned out to be a dud. It makes me think about how lucky we were out there. Fate can be both kind and cruel." All too often, historians are callous in assessing victory and loss in naval battles. The water-bound showdowns are gauged by the number of ships destroyed and damaged. The human element—the pain, suffering, and loss experienced by sailors—has a way of getting lost in the bellies of those floating steel beasts.

But aboard PT boats, the loss could be as intimate as the proximity to the enemy. The relatively small size of the boats produced a tight-knit closeness unimaginable on larger ships, which were virtually floating cities. Perhaps this intimacy in the most hazardous of environments, rather than the wild war stories, the movies, books, the uniform eccentricities, and the Kennedy legacy, is the reason PT boats still capture our imagination today—and why PT boaters are such willing and vocal tellers of their wartime exploits even to this day.

In his official report to the Navy on the use of PT boats in World War II, aptly titled *At Close Quarters*, Capt. Robert Bulkley used the final paragraph to give proper credit to the legendary success of PT boats—brave men and fast vessels. "The success of the PT's depended, and always will depend, on the ability and valor of their officers and men, on their eagerness to seek out the enemy and engage him at close quarters," Capt. Bulkley wrote. The spirit of their courage and determination, a spirit old in the Navy, was expressed on a sign at the PT base at Bougainville in the Solomons:

"Give me a fast ship, for I intend to go in harm's way."
John Paul Jones

Our thanks to the DAV(Disabled American Veterans) publication for the permission to reprint this story.



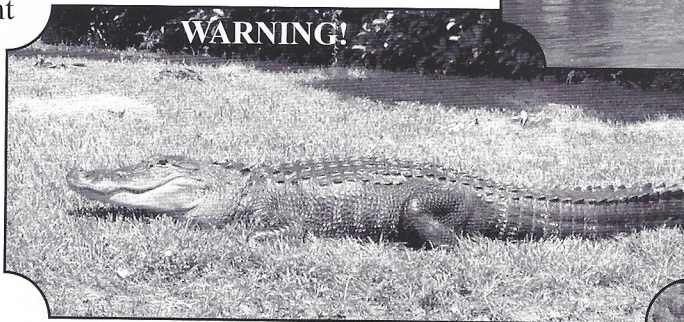
1929 Dart 23' 6" Runabout
 at Mt. Dora. Owned by Larry Coppola

Mt. Dora - cont'd from page 6

A number of visiting members also partook in the pre-show St. Johns River cruise.

I was at the show in Mt. Dora on Saturday for only five hours. If I have an opportunity to visit the event again, I will certainly make a concerted effort to spend at least a full day or more.

Something poignant for this northerner was the sign in the water near the spot where the outboards and Jersey Skiffs were moored:



WARNING – ALLIGATOR HABITAT.”
YIKES! Now there’s something we need not contend with at our Rendezvous!

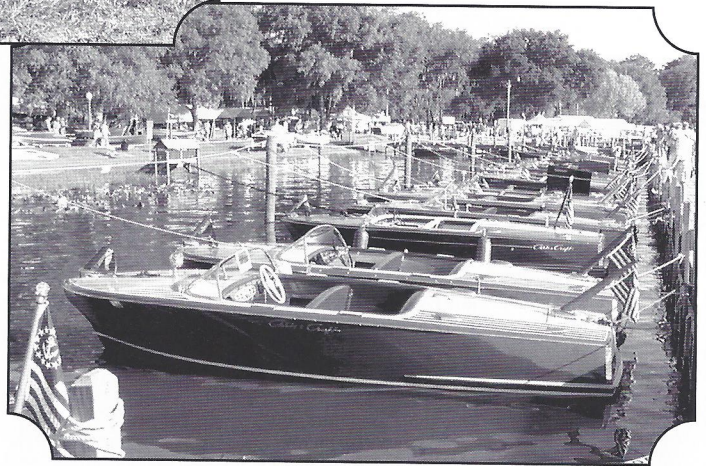
Oh...and to top it all off, the weather was extraordinary (for those of us from the north in any event). 85 degrees and sunny! Plenty of sunscreen was applied.

Thanks to the organizers and sponsors for making this one of the premier antique and classic boat shows in North America.

One poor note was that the show area lacked adequate rest room facilities.



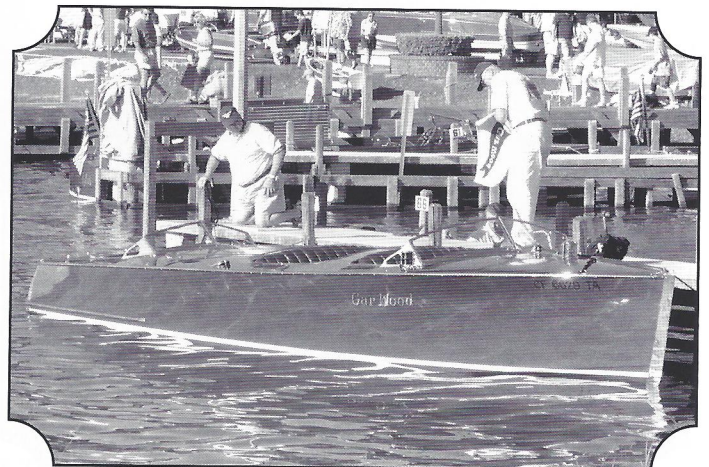
Outdoor Dining - Mt.Dora Style



View of the city docks adorned in varnished wood on this day.



Dr. Bob's 1948 Chris Craft 22' Sportsman at the Mt. Dora Docks.



25' Garwood Triple Cockpit

Mt. Dora - cont'd on page 34

Mt. Dora - cont'd from page 33

Mt. Dora - March, 2003



1998 20' Steam Launch, built and owned by R.H. Speas, Forestville, NY



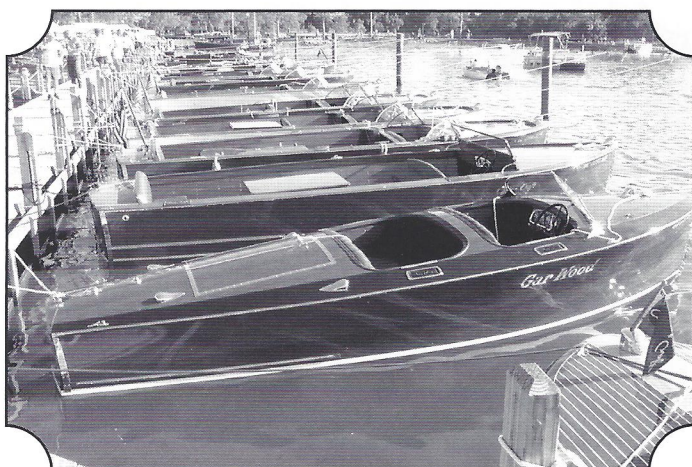
Mid-60s Amphi-Cars doing the "big splash."



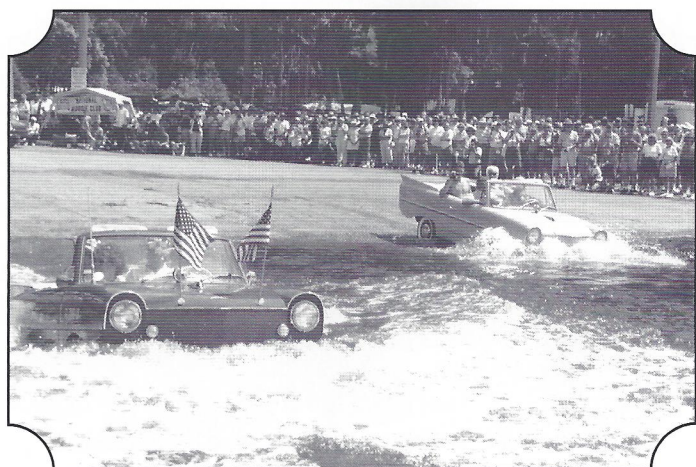
An Amphi Car photographing another Amphi Car.



Ray Keating and Jerry Valley at the BSLOL reunion hosted by the Valley's at their home.



Another shot of the docks. It's a sight that never gets "old."

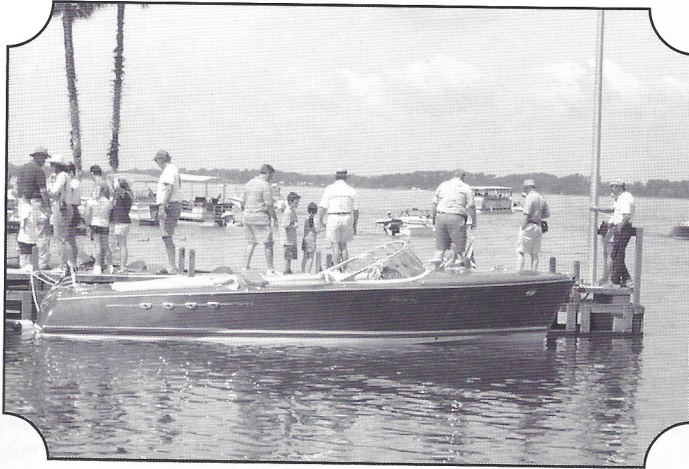


More Amphi Cars

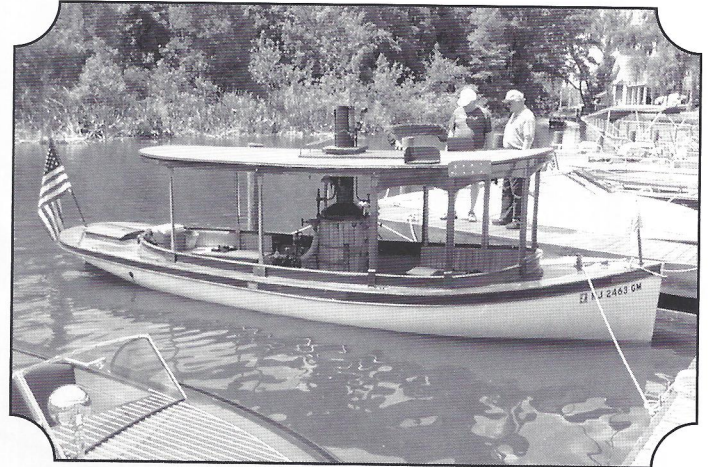
Mt. Dora - cont'd on page 35

Mt. Dora - cont'd from page 34

Mt. Dora - March, 2003



28' Riva Super Aquarama



Fiberglass Steam-powered Launch



BSLOLERS AT MT. DORA

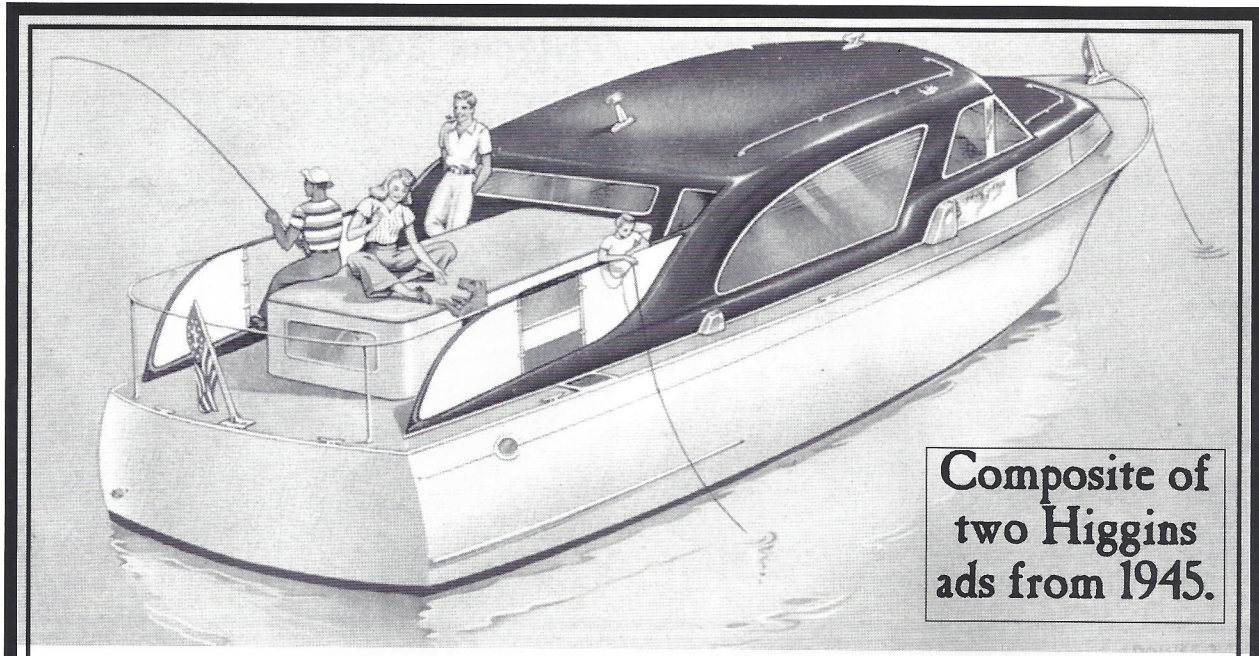
On the floor: Bryan Fenwick, Clark Oltman, Jim Amodt, Eric Gustavson, Maureen Valley, Jerry Valley

In the Middle: John McCurry, Paul Mikkelson, Ken Patz, Gordy Millar, Marcia Arnold, Marcia Amodt, Mary Keating, Joel Lemanski

Standing: (Mystery BSLOLer) Robert Bozich, Jean Bozich, Darlene Petersen, Stan Petersen, Gina Millar, Bob Johnson, Mike Favilla, Edward Wilson Lowell Arnold, Ray Keating, Mark Sauer

Not Pictured: Andreas Rhude, Larry Coppola, Jean Hoffman, Mark Mason, Bob Falkner, Chris Smith

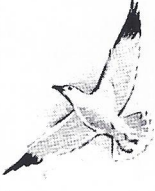
WHAT A SHOWING! Way TO GO BSLOLI!



Composite of two Higgins ads from 1945.

So swiftly responsive, yet so silent . . .

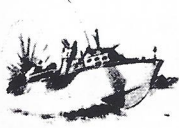
Higgins PT Juniors are an engineering triumph!



PUT yourself into this picture . . . at the wheel of Higgins P-T Jr. . . . with smooth, quiet, vibrationless power at your finger-tips . . . whispering power to glide over the still surface of a lake with hardly a ripple . . . or send you flashing over spray-flecked seas with breath-taking, effortless speed . . . faster than the wind itself and silent as a Seagull's flight.

You may have thought of Higgins Boats as tough, dependable craft . . . with a reputation for going out and coming back under "Impossible" weather

conditions. True, these are the qualities that made Higgins Landing Craft famous as the spearheads of invasion and gave Higgins P-T's a War Wide reputation for fast, hard punching when the going was tough — and the enemy least expected it.



Of course, these qualities of unusual stability and extra performance will make the P-T Jrs. safer, more reliable pleasure craft. But this is not the whole story . . . for Higgins engineers have developed well-balanced sound-proofed power plants, with simplified controls for

comfortable, economical cruising while top-flight designers have created advanced styling and interior arrangements for truly modern living afloat.

Illustrated is the 30-foot P-T Jr. Under her smooth, clean lines is the patented high-efficiency hull form that will be exclusively Higgins when wartime manufacturing rights are terminated.



Higgins
INDUSTRIES INCORPORATED

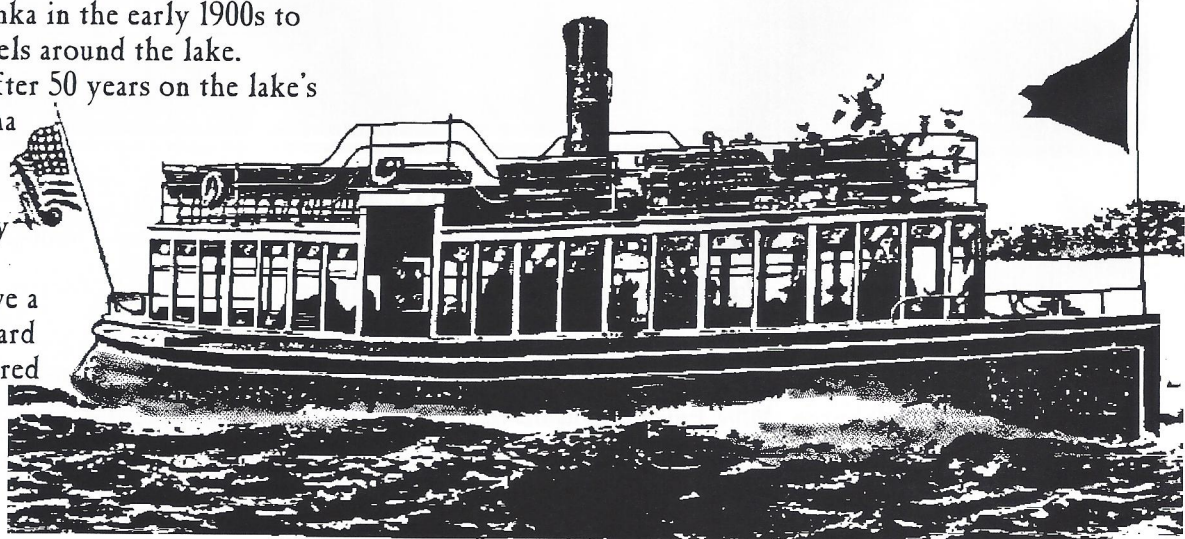
NEW ORLEANS

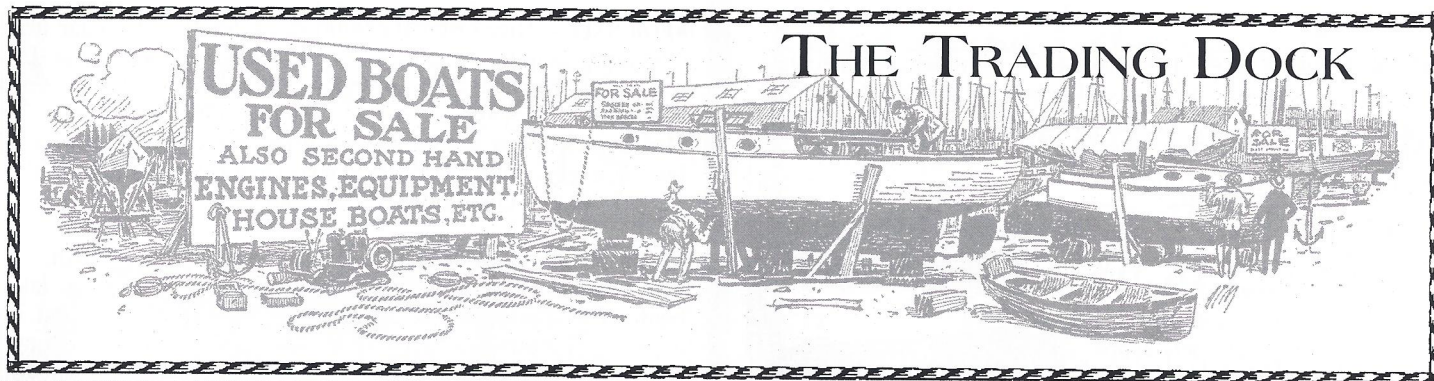
WORLD'S FINEST BOATS BY THE WORLD'S LARGEST BUILDER

Send for "NAVIGATION WRINKLES FOR MOTOR BOATS" . . . 121 pages, illustrated. Postpaid, \$1.00. Address: Publication Department A.

The Minnehaha was one of three streetcar boats used on Lake Minnetonka in the early 1900s to carry passengers to hotels around the lake. Completely restored after 50 years on the lake's bottom, The Minnehaha once again ferries passengers around Lake Minnetonka every summer.

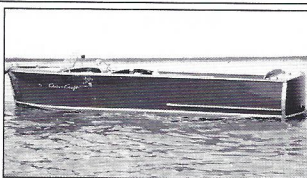
Make it a point to relive a moment in history aboard this unique steam-powered vessel.





●**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)

●**1964 DUNPHY X-55 17'** needs complete restoration but is solid. Some parts missing but have 90%. 215 hp Interceptor engine. Needs to be rebuilt but is all there plus many extra parts No trailer. Can email pictures. Asking \$1,000 o.b.o. Oshkosh, WI 920-235-3105 (M0403)

●**1934-35 PENN YAN RUNABOUT 18'** - Rare #106. 95% restored, newer 4 cyl 60 hp Graymarine. New bottom and top deck. Have trailer. Not commissioned yet but engine runs great. Boat looks great. Asking \$14,000 WI 920-235-3105 (M0403)

●**1965 427 FORD MARINE ENGINE** - out of a Century speedboat. Opposite rotation, complete with all components: transmission, exhaust manifolds, water pump, motor mounts. Rebuilt by Lester Prairie Engine Rebuilders in 1994 and never used. \$4,000 - on mobile stand (M0403)

●**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)

●**FOR SALE...CHRYSLER CROWN M-27, 115 HP ENGINE** - with transmission. Was purchased with 1948 Sea Maid but was not the original engine for this boat. Engine needs a paint job, but turns over freely. Call Mark 763-458-4036 or email: mbnjagn@att.net (M0403)

●**WANTED - GRAYMARINE 244 CI PHANTOM SIX OR FIREBALL ENGINE**- with or without transmission for 1948 Sea Maid in restorable condition. Call Mark 763-458-4036 or email: mbnjagn@att.net (M0403)

●**WANTED - Restorable wood hull runabout, 1940s - 50s era.** 15' to 19' long. Peter Kulczyk 763-785-7047 peter.kulczyk@state.mn.us (M0403)

●**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)

●**1957 CRESTLINER 14' VIKING** Aluminum dual cockpit runabout. Restored Mark '55 Merc. Newer trailer. All in excellent condition. \$2,800. Paul Wiborg 952-476-0398



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●**1956 CHRIS CRAFT BARRACUDA** - Here it is folks! A true "strip, stain and varnish." Always inside, nicely built kit. Includes funky trailer and like-new 1956 Evinrude Big Twin 30 hp with controls. \$3,500. Ross Pfund, Ada 218-784-4522 evenings (M0403)

●**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)

●**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

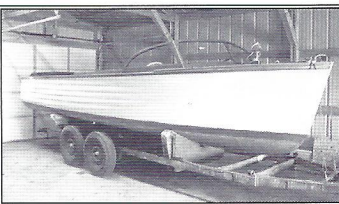
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PLEASE LET US KNOW WHEN YOU'VE SOLD YOUR BOAT. Just email the editor at datamerj@aol.com or call 952-473-4936. Thanks!

Trading Dock continued from page 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: joelynway@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 \$4,500.



Mark Setterholm 612-237-5988 mark@drive-/thru.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)

TOO MUCH STUFF!

● **CHRIS CRAFT 20' & 22' CONTINENTAL WINDSHIELDS** - in good used condition

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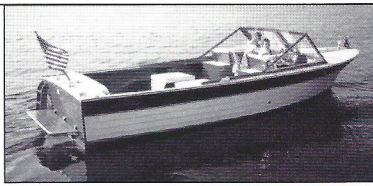
● **1947 SPORTSMAN 18' ORIGINAL BOAT** - Chrysler 6 cyl engine with trailer. Needs restoration. \$6,000 or best offer

● **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)

● **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)

● **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.



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

●**FOR SALE** - Nice original condition 14' Shell Lade cedar strip row boat including trailer \$650. ●Restored Vivant-Hugo 15' cedar strip row boat \$375. ●Restored 1957 17' Chetek Duchess lapstrake hull (Speltz vol IV, page 214) \$2,250. ●1937 McCormick-Deering Type LA 1.5 hp gasoline engine: \$175 Free delivery 100 mile radius. Dave Doner, Bloomington, MN 952-835-2549 email ddoner9289@aol.com (M0403)

●**1963 DUNPHY 16' CUSTOM CRAFT** - Mfg in Oshkosh, WI, 100% restored by prof. carpenter in 1990s. This is a classic lake boat. With a little bit of love it will look mint condition in days...not months. Includes 50 hp Mercury Thunderbolt, 4 cyl short-shaft elec start w/prop (\$650 rebuild recently invested.), Balko Trailer, 6 gal fuel tank w/ 1 gal reserve tank, waterski package, 6 life vests, new seat pads and back rests, 16' canvas cover for boat and motor...and much more. Brian Staller, email: staller@usc.edu (NM0403)

●**1941 CHRIS CRAFT 16' DELUXE RUNABOUT** - Restoration started. Bottom is finished, hatch & transom are made. All hardware is original and in good condition. Motor is a basket case, but all the parts are there. Original C.C. trailer \$5,000 715-354-9911 (M0403)

●**1950 GLOBE MASTERCRAFT** in need of full restoration. Has all original hardware. Graymarine Phantom 4 engine, 4.5 h.p. Also comes with an old trailer \$2,000 715-354-9911 (M0403)

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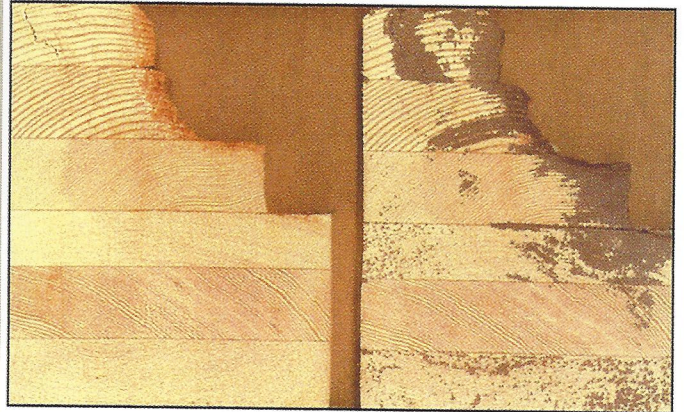


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**Rot goes into wood
farther than you think.**

*You cannot see all of it.
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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.

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