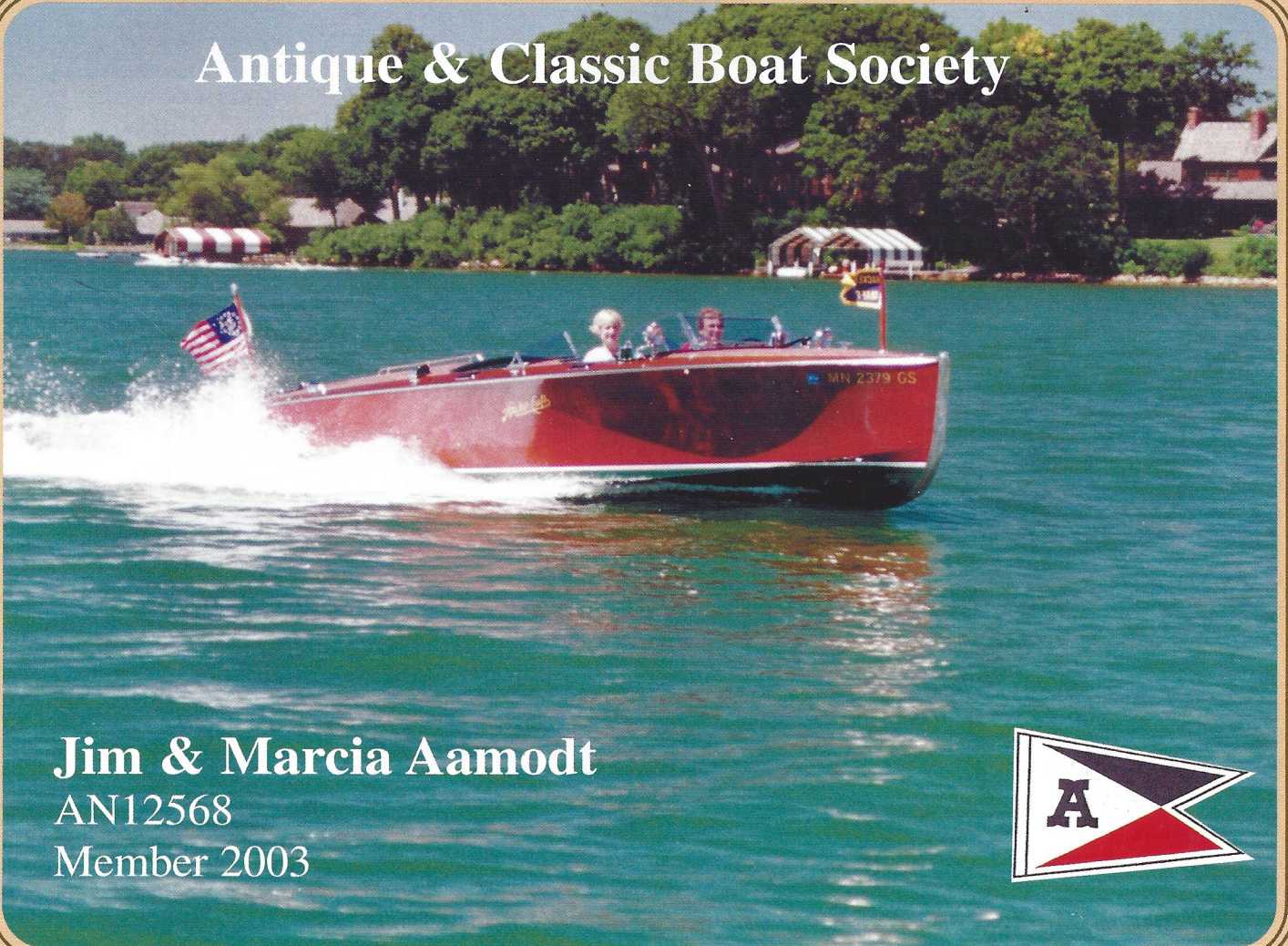


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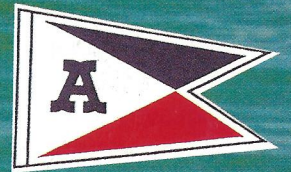
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Antique & Classic Boat Society

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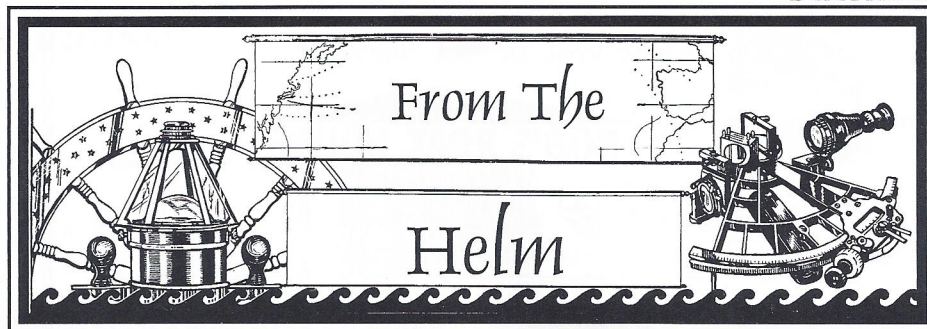
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Nice weather has finally arrived in the greater Twin Cities area. This old dog has been playing on the water as much as possible. Hope you've taken opportunities to get use of your boat (or get a ride if you don't have a boat)!

Plenty of events have taken place in the past several months: three excellent educational workshops; a bunch of Board and Rendezvous meetings; a Spring Social Mixer in May; and our first summer club cruise on Lake Minnetonka. More cruises are upcoming as is our 28th Annual Rendezvous. It should be a great show with the Higgins group participating. We have our Fall Colour Cruise and brunch set for Sunday October 5th (Lord Fletcher's on Lake Minnetonka), The Annual Election and Holiday Party is also on the calendar. We are contracted to furnish an antique and classic boat display for the Minneapolis Boat Show in January 2004 also. I truly hope that ALL of our members can attend these activities - it is YOU that make this organization viable.

Eric Gustavson has been diligently working on plans for the July 27th Special Needs Children's Day. It should bring warmth to our hearts giving boat rides to those in a time of need.

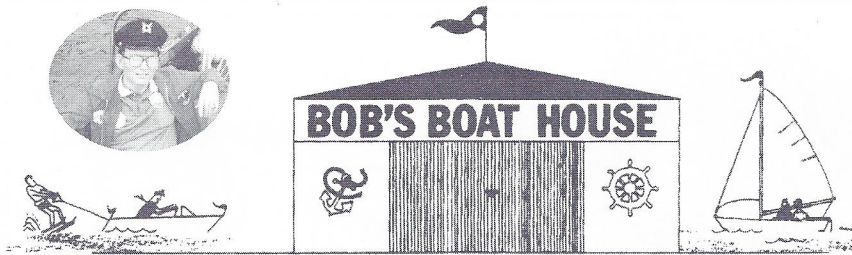
The Antique and Classic Boat Society and the Bob Speltz Land-O-Lakes chapter is encompassing of watercraft that fall under the guise "antique and classic" no mater what hull material was used for the construction. We are NOT just a wooden boat group. BSLOL must do a better job of making those with classic fiberglass and aluminum boats/canoes feel welcome. We actually do a pretty good job already, but we need to do more. We have changed the age classification for fiberglass boats to be eligible for judging at the Rendezvous to any vessel made up to twenty-five years ago. So, classic 'glass boats made up to 1978 are now eligible for an award at our summer show. This is a step in the right direction. Classic non-wooden boats are the future of BSLOL as the number of wooden boats become exhausted.

Once again I'd like to propose a "garage tour" for the fall of 2003 or maybe spring of 2004. The last time this was publicized, there was not a single response. This would be a Saturday event touring garage workshops of non-professional restorers; those of us that do this as a hobby. Five or so garages in the same general area of would make a fun and educational day, don't you think? If you want to volunteer your garage project or have input, let me know.

Be safe on the waterways and see you soon!

Cheers

Andreas Jordahl Rhude, President



If you haven't already heard, read, or been told, this year's Rendezvous will be the sight of The Higgins Club's Annual Meeting. In tribute to the Higgins Classic Boat Assoc., you'll find pictures scattered throughout this issue of Higgins boats that were part of our Rendezvous over the years. This was Steve Merjanian's idea. If you know Steve, you know he's been the official photographer for the last 20 years - (he has a photo album of pictures of every boat in every show to prove it.) He dug into his library and came up with some neat pictures. We'll start it off with Bob Speltz.



Bob Speltz in his 15' Century "The Real Runabout" at his Albert Lea show on Fountain Lake in July, 1985.

OOPS - MY FACE IS RED!

BSLOL, as a club, is restoring Bob Speltz's 1954 Chetek. Reports on its progress appear here from time to time. Mistakenly, it was reported as being owned by the BSLOL chapter. This is incorrect. The owners are Stan and Darleen Petersen of Mt. Dora, Florida. Our apologies to the Petersens who have been most gracious about the error.

— Editor

BOB SPELTZ LAND-O-LAKES CHAPTER

ANTIQUe & CLASSIC BOAT SOCIETY, INC.

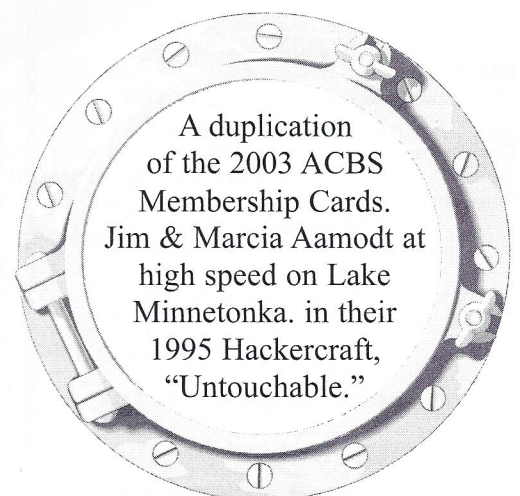
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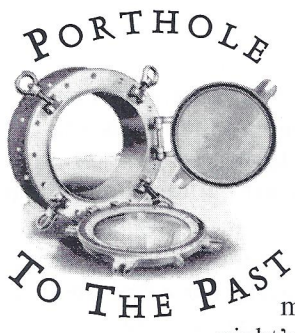
To promote the preservation and enjoyment of antique, classic and special interest watercraft of all types, both powered and non-powered by:

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

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“HIGGINS”

by Dave Thomas
Images provided by
Dave Thomas and Mike Hutchinson

On a crisp September Saturday morning in 1994, after an uneasy night’s rest in the swamps of Louisiana on the Pass Manchac River, I awoke in a lake house to the sounds of wild birds and frogs. I witnessed a beautiful sunrise coming across pier next to where I had tied my boat the previous evening. I had just driven nine hours the day before from a garage where I had spent the previous three years restoring my craft. I can truly tell you that being a young man from Birmingham, Alabama and not knowing anything about the swamps of Louisiana made me a little nervous.

After launching my restored forty-one year old vessel into those waters that Friday evening, driving through the swamp at night to get to the house made me a bit anxious, especially when the person sitting next to me told me to get the boat up on plane, steer to the right, steer to the left, stay in the channel, and navigate by the stars and you will be all right...I could not see a thing! I was truly going on blind faith in hopes that my passenger knew the way (as his grandfather did so many years ago) and that we would not slam into a stump and be eaten by the reptiles.

Because of a chance meeting and a grateful introduction by a friend of mine some ten years ago, I came to know a family that has become very dear to my heart. And on that Saturday morning, I pulled back on the gearshift lever, patted the floor accelerator, pulled out the choke, turned the key on the dash, “contact” ignition, brummmm! My six-cylinder Chrysler Ace fired off, coming alive throwing the brackish waters of Lake Pontchartrain out the tail pipe. My vessel was built there in New Orleans, Louisiana many years ago, and this was the first time it “came to life.”

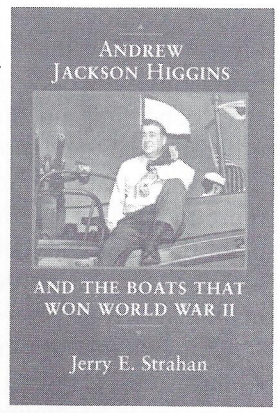
The dew was still fresh on the windshield and glistening over most of the mahogany deck, making my 1959 Higgins Port Royal shine like the new coat of varnish that it had. After my passenger stepped aboard, I untied her moorings and headed down the Pass Manchac River out into Lake Pontchartrain. Our designation was the Madisonville Wooden Boat Show on the Tchefuncte River on the north side of Lake Pontchartrain. As we entered the mouth of the lake at about half throttle, the wind started to pick up and we were putting out quite a spray from the chop of the water. What a beautiful day!

Since this was the biggest body of water that “America 1959” had ever seen, I was concerned that my craft would not hold together and that my workmanship would fail. Then I heard a voice from my passenger sitting beside me, telling me to open her up, let’s see what she will do! “My grandfather built these boats tough and it will handle it!” It was the voice of Skipper Higgins, grandson of Andrew J. Higgins. That was not only the beginning of great friendship, but an education about his family and the company that his grandfather and so many dedicated Higgins employees built: Higgins, Inc. of New Orleans, Louisiana.

I will always cherish the people who have come my way that

know of Higgins Boats and Higgins Industries. People such as Jerry Strahan, author of *Andrew Jackson Higgins And The Boats That Won WWII*, Dr. Stephan Ambrose, lead historian for the movie “Saving Pvt. Ryan” and founder of the National D-Day Museum in New Orleans, along with many other people that have freely given me their time and experiences concerning Higgins boats and Higgins Industries.

Before I go any further, I will suggest to anyone who wants to know the history of Higgins Industries and Higgins boats, to read the book, *Andrew J. Higgins And The Boats That Won WWII* by Jerry Strahan. Not only will you be proud to own a Higgins, but know that what you have in your garage is a great piece of history.



Higgins Inc. was bought out in 1963 and soon there after faded into history. The legacy, and the largess of what Andrew Jackson Higgins and Higgins, Inc. did for this county is more than I can tell you in these brief notes. What was almost forgotten is now being brought back to life by dedicated individuals who not only served on Higgins PT boats and landing craft, but also by people that know about the true story of what Higgins Industries did for the world.

Andrew J. Higgins had a vision, a drive, and a passion that kept him going through good times and bad. Born in Columbus, Nebraska in 1886, he had a love for boats that would last him all of his life. He was a tough man that developed some of the first work boats that could navigate commercially in shallow waters (named Eureka “tunnel drive” vessels.)

After moving to New Orleans – the hub of the world – a port which made naval shipping possible, Higgins Industries was born. Higgins wooden boats developed quite a reputation for their toughness in the Southern climate. They were very effective in the swamp waters of Louisiana.

Higgins Industries grew from being a small Southern boat company, to owning and operating seven large plants, employing 30,000 employees at one point. During the war, Higgins Industries was the largest producer of landing craft and PT boats for this country. City streets in New Orleans were blocked off to build those boats that our country so desperately needed.

So many ideas, so many inventions came from Higgins Industries that we take for granted today. Higgins Industries not only built PT boats and Landing craft, but also trained naval officers and

personnel how to use their boats, *Navigation Wrinkles For Combat Motor Boats*, by Geo.W. Rappleyea is just one of the books produced for their boat operator schools. During the war, Higgins Industries was awarded the largest government contract to produce assault craft at that time to ensure our country's efforts in winning the fight.

Higgins industries also played a role in building the carbon core for the Atom Bomb as part of the Manhattan Project. During the war, Higgins boats were built from mahogany plywood; some were planked and some were steel depending on the vessel. Higgins was known for utilizing and developing mahogany into plywood in other ways that other manufacturers at the time could not reproduce. Higgins produced their own plywood at the plant there in New Orleans and, at one point during the war, bought the entire year's supply of the Phillipine mahogany crop.

Higgins military craft were fast and, with the design of the LCVP (landing craft vehicle personnel), allowed our troops to be dropped onto the beaches of Normandy, Omaha, Juno and other places where naval vessels had a difficult time.

Higgins Industries employed some of the greatest people — people dedicated to the cause of winning the war. Last year, I had the honor of meeting Graham Haddock who worked for Higgins Industries. His designs, drawn on top of a cigar box that he had sketched, along with others, helped to build some of the first landing craft that Higgins Industries produced. In Jerry Strahan's book, President Eisenhower was said to have referred to Andrew J. Higgins as "the man who won the war for us".

Higgins boats were the perfect vessel for the war front. They were not only transportable, but could be broken down and reassembled in just a number of hours. There was not the need of pre-soaking the hulls and waiting for them to swell up before use. Higgins produced some of the fastest PT boats, measuring from 72 to 78 feet long, and could run in speeds over 60 mph. They were powered with triple Packard V-12 cylinder engines or Hall-Scott engines, depending on the length of the vessel, with 3,000 gallons of fuel, torpedoes, and crew. The Higgins Hellcat is just one example of the many PT boats that were produced at Higgins Industries.

In the over 20,000 military craft and pleasure craft produced by Higgins Inc., so few remain today. Less than five of the PT boats, and less than four of the landing craft are known to have survived. One of them, a new reproduction built from the original blue prints of an LCVP by the Higgins Project Volunteers of New Orleans, is now on display at the National D-Day Museum on Andrew J. Higgins Drive and Magazine Street in New Orleans. Out of the thousands of Higgins pleasure craft that once roamed our lakes and rivers, less than two hundred are known to survive.

Higgins boats were different, and when I say that, I mean that they where built with the consumer in mind. Whether it was the military or private citizen, Higgins Industries spared no expense to make sure that the quality and workmanship that went into their vessels would do what they were designed to do — whether it was to win a war, or enjoy pleasure boating.

After the war, with seven plants operating, Higgins Industries was forced to turn to producing other items such as furniture, hardwood floors, camp trailers, pleasure craft, and new experimental housing, helicopters, airplanes and commercial ship work. Higgins built one of the largest free-standing buildings in the world to produce liberty ships after the war. That plant is now owned by NASA and today remains unequal in its size.

Higgins pleasure craft are truly a thing of beauty. They were not to meant to be like other wooden boats of their time, but something different, something affordable, to help get the American public into pleasure boating. Often times I hear people comparing Higgins boats to other boat manufacturers of the day. A lot of people prefer a planked boat over a mahogany plywood, but after owning both kinds, I can say that, pound for pound, these plywood boats are stronger and tougher when kept properly sealed. Tight as a drum is the sound you will hear if you knock on one.

Higgins pleasure craft were designed after their big brothers, the PT Boats. If you have the honor to see a Higgins at a boat show, you will know it when you see it. They are different, with their left-hand steering, floor accelerator pedals — one of Higgins trade marks — and often times with their shift levers on the columns, just as you would find in an automobile.

As most of the wooden pleasure craft of the 1940s and 50s, Higgins used Gray Marine and Chrysler engines in their boats — from the four cylinders up to the straight eights and in later years, the V8 engines. Higgins Sport Speedster, Deluxe Sport Speedster, Deluxe Runabout, Utility, Higgins Convertible Deluxe, Higgins Magnum, Mandalay, Port Royal are all just some of the names given to Higgins boats.

Higgins pleasure craft were designed to be trailered; light, but heavy enough to endure as long as any other wooden boat of their time. A lot of Higgins boats were used in Water Ski Schools such as the Frank Morse Water Ski School in Sunapee New Hampshire, Cypress Gardens, and as mail boats on some of the Great Lakes.

Higgins pleasure craft ranged in size from 12, 17, 18, 19, 23, 26, and on up into the the cruiser size of 46 feet. Higgins pleasure craft mostly were all painted white with either red or blue decks. Some decks were varnished depending on what the customer wanted. Most had varnished transoms and a great looking interior. The famous Higgins design racing stripe or two white bands inside of a solid color band, was used for many years as a trademark.

With so few of the Higgins pleasure craft left, if you own one, consider yourself lucky. They drive different, they look different, they are beautifully designed and well thought out; not just a cheap plywood boat put together, but one that was built by the many hands that also built the landing craft and



Porthole to Past - Cont'd from page 6

PT boats during the war.

Dr. Stephen Ambrose (Eisenhower's official biographer) was once told by President Eisenhower that without Higgins boats, "D-Day might have never been possible".

From my first experience of restoring an old Higgins wooden boat in a borrowed friend's garage ten years ago, to now, turning the key and looking back at the American flag blowing in the wind over the stern, gives me a thrill. I cannot say enough of my appreciation for Higgins industries, the men and women that built these boats, but mainly for the men that went ashore at Normandy, Omaha, Juno, in these boats to make America what it is today...Free. Higgins Boats: They Could, "They Wood" They Did!

David Thomas

Higgins Classic Boat Association

The Higgins Classic Boat Association is a group of Higgins pleasure craft owners dedicated to the preservation and restoration of Higgins boats from around the world. We recently had our first meeting in New Orleans, Louisiana, with over 35 members from across the United States and Canada attending. Honored special guests, Skip Higgins (grandson of Andrew Higgins), Dawn Higgins Murphy (daughter of Andrew J. Higgins), Bob Murphy, Mary Miles Higgins Walker, were also in attendance.

I encourage you to visit the National D-Day Museum in New Orleans, Louisiana to view an actual Higgins Landing Craft along with several rooms dedicated to Higgins Industries.



Higgins Landing Craft (LCVP)

For more information concerning the military side of Higgins Industries, you may visit the Higgins Boat Project located at www.higginsboatproject.org

For more information concerning Higgins Pleasure Craft, visit the Higgins Classic boat Association:

www.higginsclassicboats.com

or email us at higginsclassicboats@yahoo.com

Contact: David Thomas, Higgins Classic Boat Association
(404) 296-8594



WE'RE LOOKING FOR...

Your president is attempting to create an archive of our chapter's history. Actually, the ACBS headquarters has asked for documentation from each chapter on their history as well. In this light I'd like to have everyone search their musty basements and dark attics for old Board Meeting minutes for the Bob Speltz Land-O-Lakes chapter and well as the Land-O-Lakes chapter (our previous name.) We currently have very little pre-dating about 1995, so there must be Board Meeting minutes, Treasurer's reports, Rendezvous Committee minutes, etc. stashed away in boxes.

We actually now have a repository for paperwork such as this, so it is a good idea to centralize our records. If you have anything at your home, in the garage, cabin, attic, basement, or wherever, please consider donating it to BSLOL. I will be happy to pick up items you may find. I am also willing to weed through it, organize it, and get it filed. Give me a call at 612-823-3990, or sent and email to me: ajrhude@aol.com.

Andreas Jordahl Rhude

DONATIONS TO BSLOL

Two large collections of vintage boating magazines have recently been donated to BSLOL. These will be added to our ever-growing library.

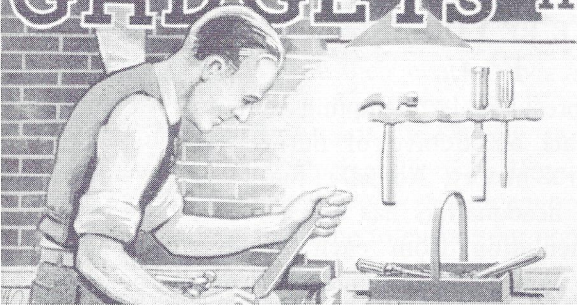
Jim Lanie of Buffalo, Minnesota donated between 700 and 800 old magazines with titles such as *Popular Boating*, *The Rudder*, *Boating*, *Yachting*, *Power Boating*, *vx Power Boat* among others. Some date back to the 1930s while the majority of the collection comes from the sixties.

A collection of *WoodenBoat* magazines was donated to BSLOL by Tom Coen of Kansas City, Missouri. They start with issue number 17 in 1977 and go up through the end of the year 2002. Mr. Coen owns a 1920 Dingle of 33 feet length that he keeps at Cass Lake, Minnesota.

Both donations are a great asset to the club. Won't you consider a donation to our library? And remember, donations can be written off federal income tax (consult your tax preparer) since BSLOL is a 501(c)3 charitable organization.

Andreas Jordahl Rhude facilitated hooking up with the donors to take possession of the pick-up truck load of goodies! THANK YOU Jim and Tom!

GADGETS AND KINKS



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

If the screws strip out, the wood below is likely bad and must be replaced. This will require removing the plank(s) in that area to gain access to battens or frames for replacement or repair. Once solid wood is in place and the planks are drawn tight, you will be able to effectively sand the surface fair.

SANDING A BOAT PROPERLY (or It Takes a Lot of Scratch)

by Sherwood Heggen

One of the most overlooked processes in restoring a boat is that of proper sanding. Take a look at the boats at dock at the next show and look closely. Look at what? Look past the shiny varnish to see how the various parts of the boat fit one to the other. The deck, topsides, and transom should appear as one smooth, flowing surface unless there is a purposeful step or change in direction to the surface. Then look at the effect the sandpaper had on the wood's surface. Is it full of sanding scratches and swirls? You can tell the effort was there, but the knowledge of how to do it right was still to come.

The perfect looking boat isn't a result of sanding the varnish well. It comes from proper sanding at each stage of construction or restoration from fairing the bare frames to the last time before the final coat of varnish. You will go through a lot of sandpaper in grits from 36 to 600!

For this article, let's limit our discussion to what the typical novice restorer could expect when doing a strip, stain, and varnish. In most cases, the wood is in pretty good shape, but the varnish and wood are looking tough because of dock rash, warped planking and loose bungs. After the varnish is off, all of these things can be more easily fixed. Sanding plays a major part in converting a haggard boat into a show boat.

With the varnish and stain off, clean up the wood with a thorough sanding before you restain. Before you start, check to see if the planks are laying flat or tight against the deck and topside frames. To do this, place a thumb on a live seam (where the edges of two planks touch) and with your thumb on the other hand, push against one of the plank edges. If the planks are loose, you will feel movement. Not good! Why? Because loose boards are the sign of fastener and wood problems below. If you ignore the loose planks, no amount of sanding will make the plank edges level with each other. Most likely, the fasteners holding the boards in place have lost their grip, and/or, the frame or batten below is rotten providing no anchor for the screws. Remove the bungs in that area and see if the screw can be turned snug.

Dock rash should be fixed at this time also. If there is compressed wood or deep scratches, the wood should be swelled to "pop" out the dents. To do so, apply a wet bandage to the dent or scratch. Make a pad 3 or 4 folds thick from an old turkish towel by cutting it to the size to cover the problem area. Wet the cloth and tape it to the surface with duct tape. Keep it in place for a couple of days. Then, remove it and lay a wet towel on that area and apply a hot clothes iron to the area. This will heat the water absorbed by the wood and cause the cells to expand and remove the dent or compressed fibers. Fill the remaining low areas with mahogany colored Famowood. Fill any holes with the same. Keep an eye open for and fill any blemishes as you progress with sanding. Filling them after you are nearly finished sanding can leave a halo caused by filler around the hole filled because it remains in the grain around the hole.

Check the planks on the hull for fairness by rubbing your hand across them at 90 degrees to the seams. Do they have a wavy and uneven feeling? Over time, wood swells and shrinks, and takes on a different shape than when it came out of the factory. Again, screws can be loose and plugs, or bungs, can also stand proud of the surface and must be sanded flush. Replace any shallow or loose bungs at this time. If these conditions are not corrected, they will be greatly diminish the final appearance of the finish. The better the finish, the smaller the problem that will show up.



Equipment to sand the hull fair is as simple or extravagant as you wish or can afford. The simplest, old stand-by for fairing the hull is a flat, flexible length of three-sixteenth inch thick plywood which is 3 x 16 inches with handles screwed to either end. The alternate is the air file which requires a substantial air compressor to meet the file's demands for air. Use of a random orbit sander is not recommended. It can leave sanding swirls that you will be trying to eliminate for the whole time you are sanding prior to staining. These swirls are virtually invisible until the stain is applied. Then, they show up like millions of little spiral worms all over. Oh! Don't forget to use a high quality dust mask and change it as necessary. You will be making major dust for many hours so protect your lungs.

Gadgets & Kinks - cont'd on page 10

Email from Dr. Motorhead.com

I hope you don't mind that I am still here on Mt. Ararat. I have not yet found the old boat I heard about while vacationing on Easter Island. This has become more of an endeavor than I could have imagined. I have looked in every barn and garage on two sides of the mountain. They say that at one time this whole area was under water. I can believe it, there are a number of boathouses located in fields not even close to the shore. I have summoned Piston to help me with my quest. He is boarding the airplane as I write. What this means is my obsession has prevented me from responding to our readers questions. As Piston is also incommunicado, we have nothing to submit. Perhaps you could ask Jim Aamodt to fill in for me for this edition of *The BoatHouse*.

Although I have not seen Todd or Mitch, word has it that they have been inquiring. Got to stick with it. I will keep you informed.

Best Regards,
Fred & Piston

As suggested by the good "doctor," I have imposed upon Jim Aamodt to fill in for this issue. As always, Jim was right there with some good advice. -- Editor

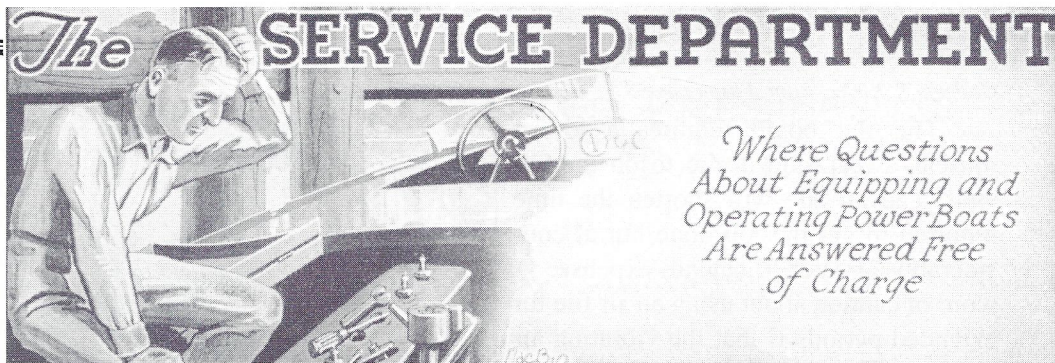
We're all anxious to get our boat in the water. The normal checklist of engine maintenance, oil changing, charging the battery, safety equipment and a clean-up makes the boat almost ready for the water...but not quite. Following is a reminder list of items unique to older wood boats that should be done annually —some of which you may not have done for years if you have normal procrastination tendencies. Run down the list and see if you've addressed all of them.

BATTERY AND CABLES

If you have a 6-volt, or a large engine with a 12 volt system, you have large (#00) cables and need clean connections (clean with water and baking soda.) Test batteries - replace if needed and be sure to clean the battery cable to engine ground post.

STEERING - GEAR TYPE

If loose, secure brackets and check for gear play. The sliding upper collar will adjust bearing load while the eccentric side plate will adjust gear mesh. Final adjustment is usually a compromise as gear wear is in center of steering wheel pattern and removal of same will eventually lead to too-tight a fit at each extreme of steering turns. Be sure to



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re-seal with a liquid sealer any adjustment moved items before final tightening. Also check ball socket and Pittman arm. Arm should be bolted solid to shaft, ball joint spring should have tension and grease in it. The steering box usually contains #90 lube, and check fill hole so it shows to within 1/4" of base. Check and replace leaky seals. A gear filled with grease is second best and will work, but it is only this way because leaking oil seals were not replaced.

CONTROLS

Older units with rod and ball socket system should be checked for ball socket wear (replace as necessary) interference and undue friction in routing. Apply some waterproof grease to binding areas. Replace loose clevis pins, cotter keys, or worn levers, steering and mechanical shift leakage should be checked for the same. Cables for tachometers, 90 degree tack drive elbows and push-pull cables should all be checked and lubricated. If push-pull cables are frozen, replace the unit.

ELECTRICAL

In addition to checking all functions, consider a dedicated ground system. Chris Craft and others relied on copper oil lines, rods and levers, etc, to act as a ground circuit. Add dedicated wires from engine ground to base of dash, steering gear, rear light, and fuel tank. Most importantly, make sure there is a ground wire from metal gas filler to gas tank to prevent explosions. Ground wires from engine block to strut, rudder, and other thru hull fittings will also prevent electrolysis.

FUEL LINES

Check for leaks. If copper, make sure lines are not chuffed, or free to vibrate (and crystallize and break.) Rubber lines should be free of kinks, double clamped, and insulated from any hot areas.

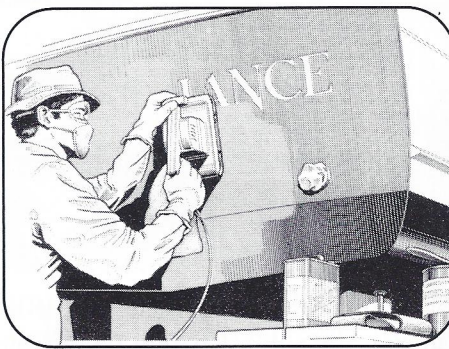
DRIVESHAFT

If you have a pre-war boat with an actual ball-socket bearing built into the stuffing box, get rid of it pronto!! This should be converted to the modern flex hose - stuffing box so that as the boat flexes, it will not bind or break the prop shaft. After your boat has been in the water a few days, align your prop shaft if this has not been done in the last two years. First, check your strut bushing (under the boat in the

Dr. Motorhead - cont'd on page 11

Gadgets & Kinks - cont'd from page 8

The flat board requires a lot of muscle, sweat, and desire to do the job well. The air file will shorten the time required to get the job done but at considerably greater financial expense. A word of caution about using an air file for extended periods is that the vibrating air file can cause problems to your hands and wrists. Use a thick pair of leather gloves to absorb the vibration to help ward off carpal tunnel problems. Take a break every 10 - 15 minutes to wiggle your hands and fingers to get circulation and muscle movement going again.



To get a smooth, flat surface to the wood, it is important to understand what happens to wood when it is sanded. Wood has varying density even within a small area of a board. Sandpaper is made up of millions of sharp points bonded to paper to scratch away the surface. It will scratch wherever you cause it to scratch. The point being made here is that if the surface is to be sanded smooth and flat, use a flat hard, but flexible board to back the paper. A pad between the board and the paper causes the sandpaper to hog out the soft wood and let the hard wood beside it stand proud. The final varnished surface will show a wavy surface. For rounded surfaces such as rounded covering boards or toe rails, use a small rectangle of corrugated cardboard as a backing to the sandpaper with the corrugations running in line with the sanding motion. The cardboard will take the round shape of the surface but won't dig out the soft wood.

If the planks are all tight, and the wood is sufficiently thick to tolerate some fairing, start fairing the hull with sandpaper as coarse as necessary to do the job. If the hull is very wavy, 36 - grit would be a good place to start with an air file or a sanding board. As the job progresses, switch to 50, then 60, 80, 100, and finally 120 - grit paper. As you get to the 80 - grit paper, it is best to use the sanding board only which would have a broader surface to fair the surface of the hull and deck.

Sandpaper of any kind has a life span that must be recognized by the user. It makes sanding noises when moved back and forth against wood whether it is sharp or dull. Don't get lulled into a sanding nirvana thinking you are making progress, when unknowingly the sandpaper has lost its effectiveness. If the wood looks like it is being polished rather than sanded, it is time to reload with new paper. The best paper to use is steared aluminum oxide which is a non loading paper. It will perform better than any other paper. It comes on adhesive back rolls or sheets that can be attached to the sanding board with a spray adhesive.

Start sanding with coarse sandpaper at a 30 - 40 degree angle to the grain of the wood. This will quickly remove the ridges and humps that exist by cutting across the fibers of the wood. It will also cause sanding scratches, but they will be eliminated as you progress through the finer grades of paper.

Reserve the very coarse 36 - grit paper for very uneven surfaces. Switch to finer grits as soon as the high spots are taken down. To chart your sanding progress, make zigzag marks up and down on the surface to be sanded with a lead pencil. Each time you go to a finer grade of paper, or as necessary to fair with the current grit, mark the surface with the pencil and decrease the angle of the sanding direction. At the later

stages of sanding with 80 - grit, you should be going pretty much in line with the wood grain and the pencil marks will be wearing off evenly as the surface becomes fair. As you progress through the stages, rub your hand across the planks to feel for any wavy or uneven surface. Your hand will pick up even the smallest waver in the surface fairness that the pencil marks won't. Your sanding to fair the hull will be done when you feel the perfect fair surface. Then, sand it one more time to be sure.

The biggest mistake novice sanders commit is concentrating their sanding effort on a bad area such as an uneven seam or a large sanding scratch. With all of their effort to eliminate the bad spot in that small area, they create a dip in an otherwise fair surface. If bungs stand proud, sand the whole surface around them, don't sand just the bung. If a dip in the surface exists, sand a large surrounding area around the dip to the lowest level of the dip. When done poorly, the sides and deck look like a golf fairway full of divots. When done properly, there will be a fair line wherever you look on the hull. It is easy to do well when you understand you are sanding the whole hull, rather than sanding a spot.

A tricky area to sand without creating cross scratches in final stages of sanding is where butt joints exist with grain at different angles. An example of this would be at the covering board by the windshield or bridge decks. To guard against cross scratches, apply a strip of masking tape right at the butt joint to cover what needs protection. Then when one side is adequately sanded, apply the tape to the other side of the joint and sand. Be careful that you don't create a ridge at the joint line. Here is where a random orbit sander can come in handy to eliminate any ridge that might occur. Use 220 - grit paper on the sander with very light pressure. Then go back and use a hard sanding board to carefully sand in line with the grain with 120 - grit to eliminate any circles or scratches that might have crept in. Use finesse to make the area perfect.

Sanding can be a long, boring, difficult job. Many hours will go into progressing through the grades of paper. Most of the work is done with 80 - grit paper to do the shaping and fairing. When the hull appears and feels fair all over, switch to 100 - grit to bring a smoother finish to the wood. Prior to the final sanding, wet the boat down with water to raise the grain and let it dry thoroughly. While it is

Dr. Motorhead - cont'd from page 9

strut.) If it is rubber — a slight movement laterally of the shaft is OK, but if the shaft can wiggle loosely in it, replace. Next, loosen the coupling on the rear of transmission, usual four bolts holding the two flanges together, split apart the flange (maybe 1/8”), then re-tighten bolts so there is from .010 to .050 clearance at the 12 o'clock position. Whatever is the test dimension, use a feeler gauge to check at 3, 6, and 9 o'clock for a dimension that each are within .004 of original selected dimension. Adjust the motor mounts to correct tolerance and check for loose mounts, separating rubber cushions, broken bolts, etc. Replace as needed. Tighten up (and perhaps new grade 5 or 8 bolts) when correct.

ENGINE THERMOSTAT

If you have one, remove and replace if automotive style (restrictor) or hot water test, clean and re-use if by-pass style, using new gaskets and sealer. Replace if it fails. If you don't have one, consider a universal mount by-pass style (about \$100 new) as it will improve performance, engine life and economy.

SPRING HINT

Before replacing spark plugs, with battery hooked up, disconnect coil wire, squirt some oil (a teaspoon of engine oil) into each cylinder and crank engine 10 seconds with plugs removed. Next, check engine boxes and water pump packing, fill block with water, recheck for leaks and leave water in engine for launching fire-up. Do your normal safety item checks, add fresh fuel, stir briskly in the lake and go boating!



Welcome Aboard!

Jim & Valerie Anderson
 River Falls, WI
Michael Hahn
 Minneapolis
Michael Lang
 Eden Prairie

**CHAPTER PRESIDENTS
 FROM "DAY ONE"**

- 1976 F. Todd Warner
- 1977 F. Todd Warner
- 1978 John G. Kinnard
- 1979 John G. Kinnard
- 1980 John G. Kinnard
- 1981 Jeff Edwardson
- 1982 Jeff Edwardson
- 1983 Steve Merjanian
- 1984 Tom Robb
- 1985 Tom Robb
- 1986 Jeff Edwardson
- 1987 Tom Robb
- 1988 Jim Basta
- 1989 Ray Ellis
- 1990 Jim Kangas
- 1991 Chris O'Connor
- 1992 Chris O'Connor
- 1993 Sherwood Heggen

LAND-O-LAKES CHAPTER

-
- 1994 F. Todd Warner
 - 1995 F. Todd Warner
 - 1996 Jeff Stebbins
 - 1997 Jeff Stebbins
 - 1998 Jeff Stebbins
 - 1999 Greg Benson
 - 2000 Greg Benson
 - 2001 Jim Aamodt
 - 2002 Jim Aamodt
 - 2003 Andreas Jordahl Rhude

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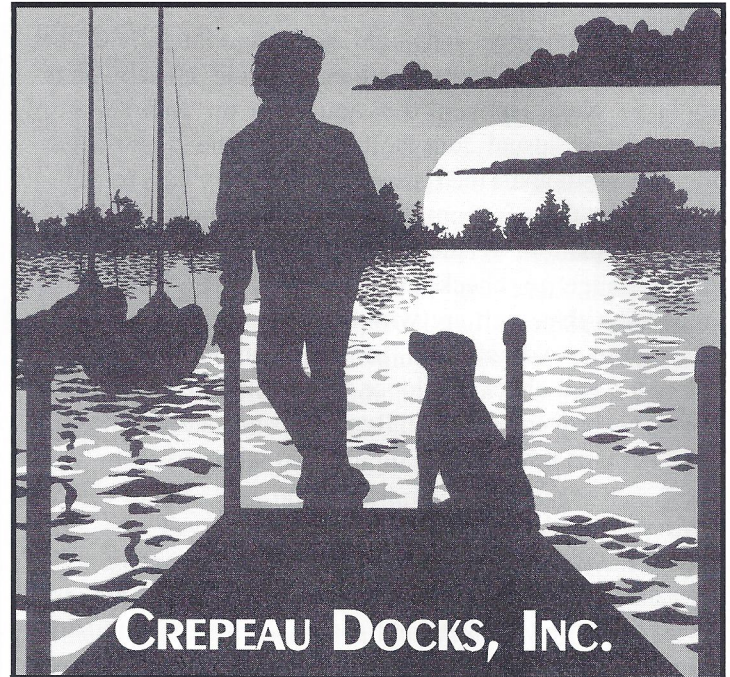
Can You Help?

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

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

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.

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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ESTIMATING HULL PLANING PERFORMANCE

Once you have weight and horsepower, you can estimate boat speed by using the accompanying graph provided by Detroit Diesel. You can also do something else: When you know a boat's weight, you can figure out what horsepower is needed to maintain any given speed. But there are several important guidelines to keep in mind when you use the graph.

FIRST - The results are rough estimates; hull shapes vary in length and design.

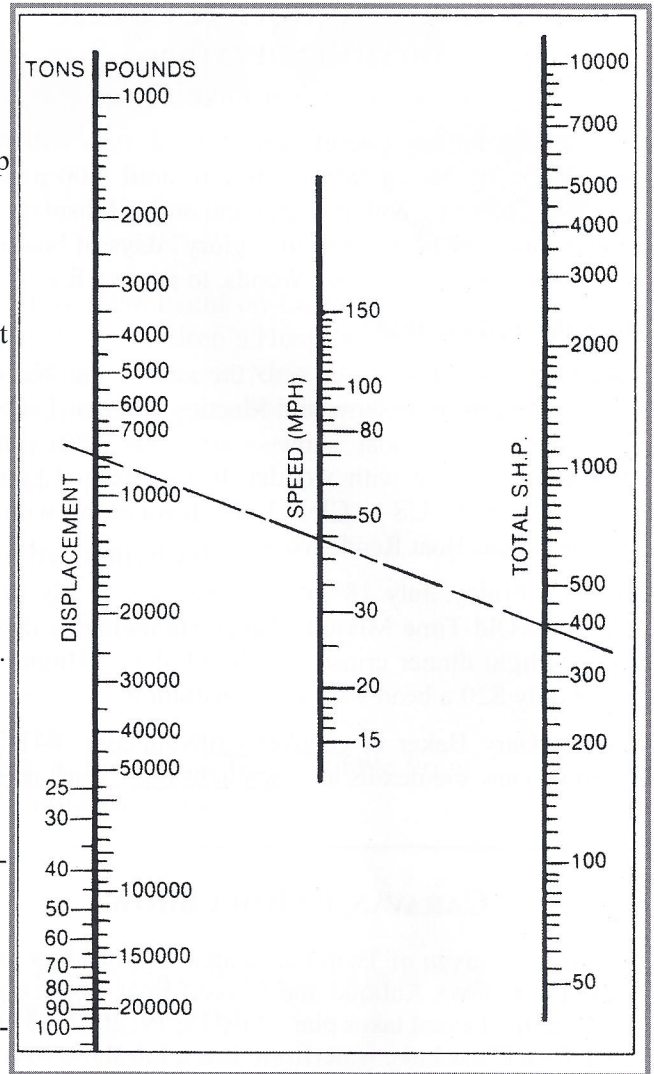
SECOND - the graph is valid only for boats with deadrisers up to 10 degrees. This would include practically all planing hulls except the deep-Vs, where deadrisers can go into the 20-degree range.

THIRD - Estimating weight can be quite tricky. The design weight usually doesn't include optional equipment such as radars, icemakers, tools, sofa beds and the hundreds of pounds added aboard to assure creature comforts (bedding, food, drinks and clothes, for example). A boat is generally heavier than you think. Older boats, for instance, often weigh more because, over the years, some hulls absorb water.

FOURTH - Weights are given in two categories-pounds and tons. Remember, a ton in marine calculations is usually a long ton of 2,240 pounds, not the normal 2,000 pounds. This is the weight used in the graph shown here.

FIFTH - Speed is determined in miles per hour. To convert to knots, divide mph by 1.15.

AND FINALLY - The horsepower figure given is shaft horsepower. Often a horsepower rating is advertised in brake, or flywheel horsepower, which is a pure figure. It does not take into account power needed to drive the transmission or superchargers and the like. The example shown here is for a high-performance speedster that weighs 8,000 pounds and has a total shaft horsepower of 400. This boat should fly at 45 mph (39.13 knots).



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**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, Gar Woods, 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 US to Clear Lake, Iowa along with our regular annual Boat Rendezvous.

Also, on Friday, July 18th 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 at gebaker@10N9th.com (641-752-7219) or view the details at: www.acbs.org/ClearLake.

CARAVAN TO IOWA SHOW

Let's get a caravan of Twin Cities area folk heading to the Clear Lake, Iowa Antique and Classic Boat Rendezvous! The 8th annual event takes place July 18, 19, 20, 2003 at the downtown Clear Lake waterfront. It is a fun show with lots of emphasis on camaraderie and little emphasis on pomp and circumstance. No judging and no awards!

We will meet at 06:30 (yes, 6:30 in the morning) on Saturday, July 19 at the former KNOX Lumber store in Burnsville. It is located just west of highway 35W at Cliff Road in the Minnesota River Valley. There is a huge yellow KNOX sign on the side of the building that is easily seen from the highway. We will depart promptly at 06:45.

It should be a fun sight to see all those classic and antique boats heading south on the freeway!

From this starting point, it is less than a two hour drive to the boat show site in Clear Lake. This will make it possible for captains to make it to the skipper's meeting which will be at 08:30.

Registration forms and additional information about the show can be obtained on the Clear Lake ACBS Chapter website: www.acbs.org/clearlake

We shall see you bright and early on Saturday morning, July 19.



**JULY 4TH
BOAT
PARADE**

For the first time
in many years,

BSLOL will have a "nice and easy" boat parade on Lake Minnetonka on our nation's Independence Day. It will be a low key, but F-U-N activity – and to top it all off, there will be NO fees or costs!

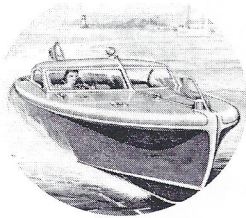
Everyone that is interested in participating will meet with their boat(s) at 12:00 noon on Friday, July 4. The rendezvous spot is in the Spring Park Bay of Lake Minnetonka, just off shore from the Water Patrol headquarters. The Water Patrol HQ is in the city of Spring Park on Cty. Rd. 15. There is a public boat launch immediately adjacent to the Water Patrol.

Margot and Ray Garin's "Luv Is" will lead the parade towards Excelsior Bay. It will proceed through Excelsior Bay and then go north to Wayzata. Our BSLOL banners will be attached to one of the boats. After doing a fly-by of downtown Wayzata, the parade will disperse and everyone is on their own afterwards.

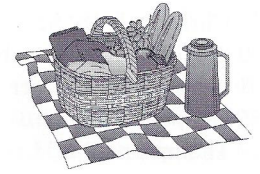
So.....get your boat spiffed up, fly your pennants, pack a picnic lunch and let's show the Lake Minnetonka crowds what we are all about: having FUN on the water in our antique and classic boats!

NO reservations required; just be at Spring Park Bay at noon on the fourth of July! (The phrase "nice and easy" is compliments of Dr. Bob!)





Our Chapter Reaches Out!



Plans are coming together nicely for our July 27 **PICNIC AND BOAT RIDE** event on Lake Minnetonka for special needs kids from the Cleft and Cranial Facial Clinic and their families. Children's Hospital, Minneapolis is excited about our outreach and is working closely with us to make this day a success. Most of the kids will be kindergarten through sixth grade. People are starting to generously respond when called by volunteering their time, boats and services; however, we still need help in the following areas:

- * Greeters and dock attendants (extra docks will be provided by Mike & Tim Latterner, Dock & Lift, Spring Park.)
- * Grill Cooks and servers (a large grill is being provided by Gabriel Jabbour.)
- * Pickup trucks/trailers to haul chairs and tables.
- * Boat owners who will give rides – runabouts, utilities or cruisers.

The schedule for the day will be as follows:

- 10:00 a.m. Set-up
- 11:30 a.m. The families will be shuttled by bus to the site on Hardscrabble Point from the parking lot at St. John's Lutheran Church.
- 12:00 p.m. Picnic Lunch
- 1:00–2:00 p.m. Boat Rides
- 2:30 p.m. Shuttle bus leaves.

Your help will bring great joy to many people! Please call Eric Gustavson at 952-472-1416 or 952-472-4478 or Clark Oltman at 952-471-7635 to take part in this unique and worthwhile event.



Twin City Outboard

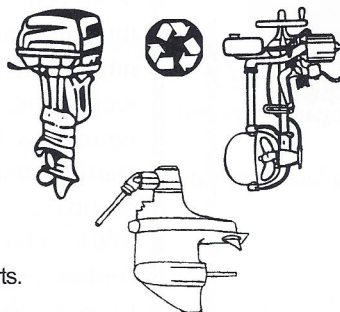
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BOATS IN PROCESS

How's it going? 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
1959 Thompson 17' Sea Lancer	Andreas J. Rhude
1958 Century 19' Square Nose.....	Don Moberg
1949 Chris Craft 22' Sportsman	William Ecklund
1930 Chris Craft 38' Commuter	Guy Warner
1948 Mays-Craft 23'x8'.....	Ron Witte
1956 Chris Craft 18' Holiday.....	Ron Fishback
1961 Owens 29' Express Cruiser.....	John Nermyr
1954 Chetek 14' Twin Cockpit.....	Stan Petersen
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
1948 Chris Craft 17' Deluxe Runabout.....	Larry Myer
1931 Century Sea Maid 30 16' Runabout...	Pete Allen
1964 Dunphy, 18' Ravello	Dave Traver
1948 Century 20' Resorter.....	Mark & Jackie Nelson
1948 Century 18' Sea Maid	Mark & Jackie Nelson
1948 Chris Craft 18' Utility.....	Tom & Loree Yeager
1959 Larson 17' Falls Flyer.....	Myron L. Landgrem
1940 Chris Craft 23' Triple Cockpit.....	Mary & Paul Cavey
1941 Chris Craft 16' Runabout Deluxe.....	John B. Ragsdale, Jr.
1956 Century 19' Resorter	Alan Stocker
1957 Chris Craft 19' Continental.....	Jack Neis
1959 Larson 17' Falls Flyer.	Myron L. Landgrem
1940 Chris Craft 23' Triple Cockpit.....	Mary & Paul Cavey

Our Latest Boat In Process

1963 Cruisers 16' Lapstrake Outboard - 1978 Johnson,
 85 hp Javelin

Where are you now? - 90% finished

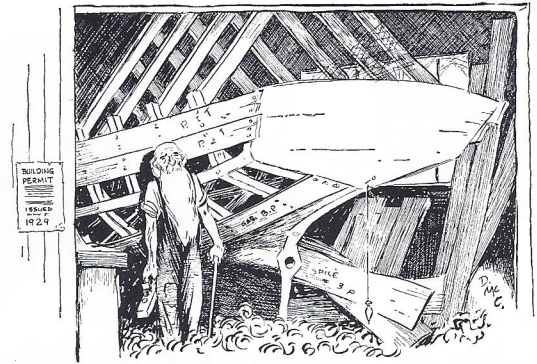
Accomplished so far? Removed vinyl decks and gunwale covering and dash upholstery Replaced with mahogany. New red interior.

Left to do? King plank, repaint the white hull, replace hardware and toe rails

Willing to share? Sure

Jim Stack 651-739-7508 jringwood@attbi.com

(Editor's note: Congratulations, Jim. Sound like it'll be in the water very soon. Will we see it at the Rendezvous?)



This Month's Boat In Process

by Sherwood Heggen

1955 Chris Craft Sea Skiff 18
Restorer - Mark Pottenger

A 1956 Chris Craft Sea Skiff 18 with a Chris Craft B is the subject this Boats in Process restored by Mark Pottenger, a four year member of BSLOL from Brooklyn Park, MN. Mark showed pity to this neglected boat by purchasing it from a well-meaning person who never got around to doing anything with it. It was Oct 1955 when this boat was delivered new to Minnetonka Boatworks and a lot of use, neglect and hard times showed on this boat by the time Mark purchased it 44 years later. It came to Mark with a number of problems not limited to a rotten transom, bottom planking, frames, and port side

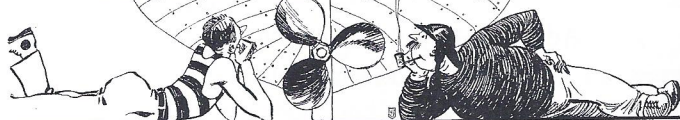


stringer plus a frozen engine and steering assembly. Mark acquired new woodworking skills in the process of this restoration including steam bending to replace a number of bent frames. The wood problems were corrected and the engine was rebuilt. A 12 volt electronic ignition system was given to the engine for more positive starting and performance. The boat will remain in its original colors and style of wood work.

Mark's challenge to complete this restoration effort was finding the time to do the work and hunting down parts to make the boat correct to its new condition. A door

Boats In Process - cont'd on page 19

The FORUM



Q: Where is there a place to get stainless steel and silicon bronze screws?

A: I have used three different sources for getting screws. The first one is Classic Boat Connection located in Mankato, MN. Their phone number is 507-344-8024. They have a limited supply of stainless and silicon bronze Fearson, slotted, and phillips. Fearson head screws are similar to phillips, but you need to use a Fearson bit. These are the type of screw heads that came on Chris Crafts in the 40's and 50's. They also sell a lot of other supplies that are needed in restoring your boat. They have the best price on Epifanes varnish. Check them out. They ship to the Twin Cities the next day! Jamestown Dist. in Rhode Island is also a big supplier of different types of screws. They also have lots of supplies to help in your restoration. They ship within a week or less if you ask. The last place that I've used is Southern Crown Boatworks in Atlanta GA. 1-800-746-3857. They also have a good supply of screws especially square drive for our Canadian boats (hint). They have some nice items which help detail our boats. Their shipping is not as good as the others and can take 2-3 weeks, so plan ahead.

Q: Who can I call to get a name painted on my boat?

A: There are two people that I know of. The first guy is located in Brainerd, MN, I don't remember his name, but Mitch LaPointe has used him along with several other people. He does very good work, but he is very expensive \$500-\$600. I apologize for not remembering his name. Call Mitch and he will give you the number. The person I use is Mike Iverson(Ike). He's located in Dayton, MN. 763-323-9534. He does an outstanding job and is very affordable. Names from \$85-100 dollars and more for gold leaf. He is a true artist; everything is done free hand.

Happy boating,
Chris

GOT A QUESTION?

Email: datamerj@aol.com with your question.

Chris O'Connor is our "answer man" and will do his best to have an answer for you in the next BoatHouse.

Gadgets & Kinks - cont'd from page 10

wet, the surface will be shiny and will tell of any areas that are not fair. Take the time to circle those areas with a pencil and sand the problem areas away. When the surface is dry, final sand lightly with 120 - grit to achieve a smooth fair surface.

At this point, vacuum the dust off using a brush attachment and then wipe down the hull using paper towels and naphtha. When finished, the surface is ready for stain.

Sanding the varnish has been covered in a previous Gadgets and Kinks in the Boathouse. Refer to the June 2002 issue for that information.

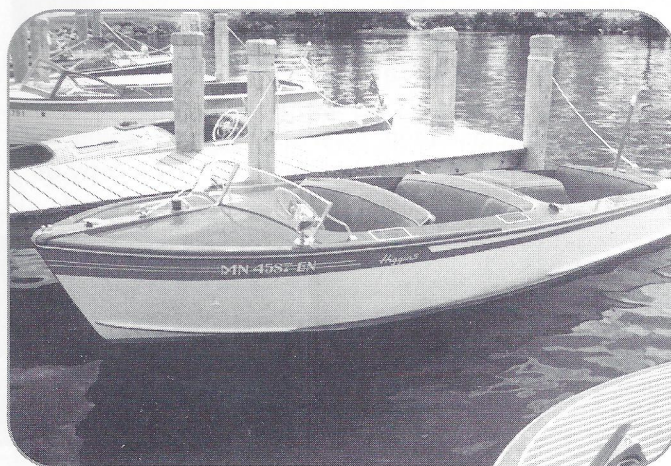
Sanding a hull well brings about a great deal of satisfaction. It is almost a shame to apply stain and varnish to such a beautiful sculpture. Take pictures in appreciation for the project. Invite friends over to enjoy it with you. Take yourself and loved ones out to dinner and celebrate the job well done!

If you have questions or comments, or want a certain subject covered in Gadgets and Kinks, give me a call at 715-294-2415 or e-mail me at:

Heggensj@Centurytel.net.

Remember, if there is an object remaining that you can recognize as an old wood boat —

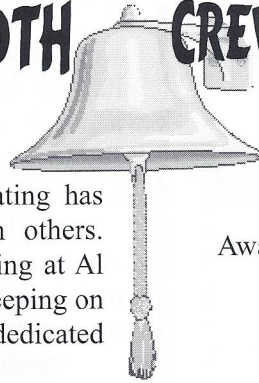
Don't destroy; restore it!



1984 Rendezvous
1948 Higgins 19' Utility, Chrysler 6 cyl 115 hp
"Los Frijoles Refritos"

FROM THE SHOW BOOTH CREW OF THE 28TH RENDEZVOUS

by Clark Oltman



Greetings.

As I write this the lakes are open and boating has begun. Well, for some of us earlier than others. Yesterday at our spring new member gathering at Al and Almas, Ray Garin told me he has been sleeping on his boat for several weeks. Now, THAT is a dedicated boater!

On to more show-related things. The Rendezvous is coming together nicely. A list of committee captains in on this page. Pick an area where you feel you'd like to help and call **Carl Weisser at 952-473-1113** to volunteer some time at the show. I urge you, if you have not done so already. People will be needed to direct traffic, help launch boats on Friday, early Saturday morning, and of course, for tear down on Sunday. The Ship's Store has to be staffed all weekend. A hundred other things need doing throughout the weekend. Carl is the central person who will know who needs help and who is available. His number again....**952-473-1113**. We appreciate your help!

Elizabeth Hvam is still looking silent auction items. Contact her with your tax deductible contribution at **651-388-5784** or email her at ebh7@charter.net

Above all, bring your boat and participate. For at least two years, my boat was in the field of dreams; it doesn't have to be a show boat. In fact, if you look at the registration form, you can elect to be a display only; you don't need to sign up to be judged.

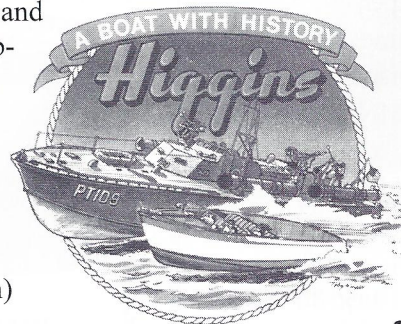
Speaking of registration forms, they have begun to come in. The last issue of the Boathouse has a copy of the form on the back cover of the mailing jacket and they can easily be printed out from the club website www.acbs-bslol.com. Please get them in early to save wear and tear on our friend, John Kinnard. The more he can do before the show, the less stressed he will be during. As an additional incentive, registration forms RECEIVED before July 31, 2003 will be entered in a drawing for a new Toro 22" Recycler (tm) mower, so get your reservation in early.



EVERYONE WILL BE THERE!



Admiral	Clark Oltman
Ensign	Jon Blackburn
Advertising	Skipper Jon Blackburn
Awards, Judging	Skipper Bob Johnson
Mini Cruises	Skipper Bob Johnson
	1st Mate Greg Benson
Auction	Skipper Elizabeth Hvam
BoatHouse/Poster	Skipper Peggy Merjanian
	1st Mate Steve Merjanian
Boat Rides	Skipper Chris O'Connor
	1st Mate Stephanie O'Connor
Budget	Skipper Jim Camery
Children's Activities	Skipper Chris Ernst
Education	Skipper Brad Ernst
Galley	Skipper Suza Gosh
Ramp	Skipper Bob Buttery
Registration	Skipper John Kinnard
Merchandise	Skipper John Laidlaw
	1st Mate Suzanne Laidlaw
Vendors & Display	Skipper Dave Thompson
	1st Mate Jim Aamodt
Photography	Skipper Steve Merjanian
Decorations	Skipper Lisa Nye
Graphics Design	Skipper Eric Richards
Volunteer Coordinator	Skipper Carl Weisser
Outboard Club	Skipper Dave Wiborg
Treasure Island Liaison	Skipper Suza Gosh



COMING TO THE RENDEZVOUS??

Can you help out for a couple of hours during the weekend? Many areas require staffing. Your help will give another member the chance to see the show - or have lunch - or take a "nature break." Select the area you'd like to help with and Call **Carl Weisser at 952-473-1113** with the hours you will be available. We'd be most grateful! (And you'll get a new perspective of the show too.!)

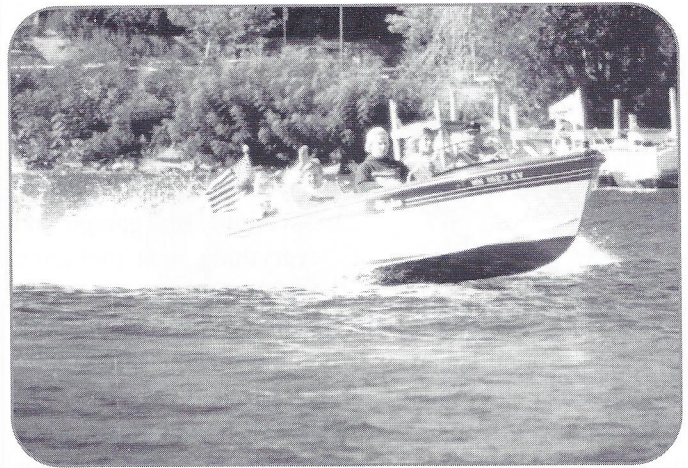
Boats In Process - cont'd from page 16

handle for the bow entry door is still being sought. Anybody have one available?

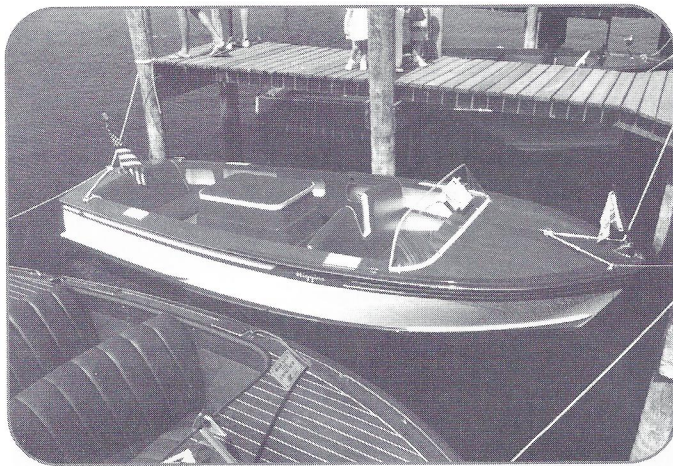
With the project over 90 percent finished, he has learned that seeking help and advice from other BSLOL Chapter members and the workshops was a major part of getting him through his first restoration. His advice to other BSLOL'ers is to do the same.

A few things remain to do, of the biggest is the wiring, before it can be launched. Sometime this summer, hopefully by boat show, the hull will feel water grace its bottom for the first time in many years.

Way to go Mark! You are one of the special breed of people who would rather see an old wood boat see another day in the water. Thanks for your fine effort and hopes for many hours of trouble free boating!



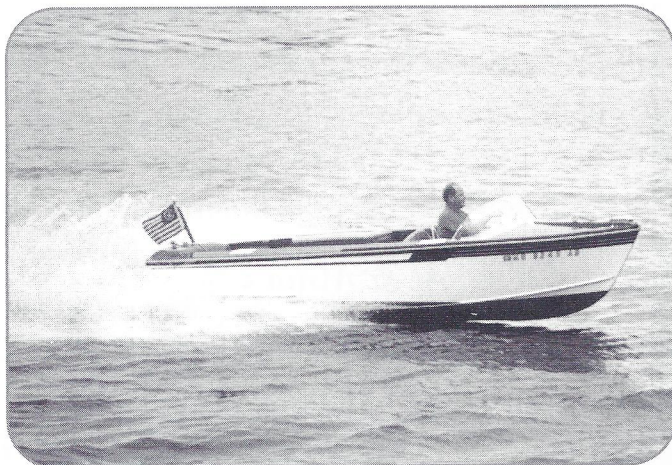
1952 Higgins Sports Speedster at the 1985 Rendezvous. Owned by Gary Erdman



1957 Higgins 17' Sports Speedster at 1988 Rendezvous



1957 Higgins 17' Speedster with 185 hp Ford Interceptor V8 engine at the 1989 Rendezvous. Owned by Greg Benson



1955 Higgins 17' Sports Speedster with 120 hp Chrysler 6 cyl engine "Miss Higgy" at 1990 Rendezvous. Owned by Bob Johnson



1955 Higgins 18.5' Mandalay with 260 hp Ford Interceptor V8 on the Mississippi River at Pirates Cove in 1991. Owned by Pierce & Delores Olson



A WOOD-BOAT OWNER'S WORST NIGHTMARE!

Well the biggest disaster that any Classic Boater can have happened to me last night. My garage and everything in it including the 1948 Century Sea Maid

that was almost ready to launch after five years of work burnt to the ground. There was nothing left but 2' of metal and ashes. I lost a secondary garage also that was sitting 30' from the garage. I do not know what happened. I guess it was some kind of an electrical fire, possible an air compressor that went sour. I have some insurance with Haggerty Ins Co. but not enough to cover the damages. I guess at this point I do not have anything else to discuss with all of my friends out there. I want to thank all of you boaters who have stepped up to the plate and helped me for the last 5 years. I probably will monitor this site for a while just to see whats going on. Thanks again.

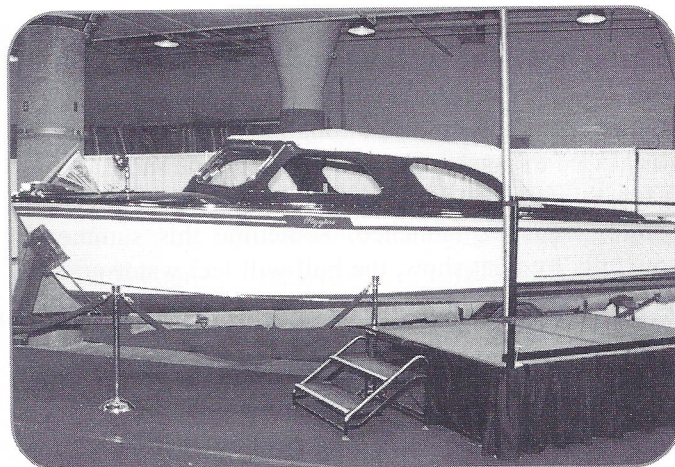
Tom Hicks

China Maine

1948 Century 20' Sea Maid, "The China Syndrome"

All electrical tools, outlets, and extension cords should be examined and upgraded, repaired or replaced. Paint, varnish, solvents, thinners, oily rags, etc., should be adequately stored. An investment in a metal cabinet would be a good idea. I have one that I can lock as it also stores my more expensive hand tools. How many of us have working smoke detectors in our garages? Steps should be taken to insure that the proper exhausting of solvent vapors and dust from the work space takes place. Additionally, the proper personal protection is also necessary to prevent inhalation of damaging substances. This also includes protection to hands and other sensitive areas of skin when using various solvents. We should ALL check our own work areas to make sure the same tragedy doesn't happen to us.

Thanks for your story, Tom. Hopefully it may save someone from a similar (or worse) situation. -- Editor



1948 Higgins 23' Convertible with 145 hp Chrysler Royal Inline 8 cyl engine at the 1992 St. Paul Sports Show. Owned by Jerry & Ann Wood



1958 Higgins 18' Magnum at the 1995 Rendezvous. Owned by Rick Barkley

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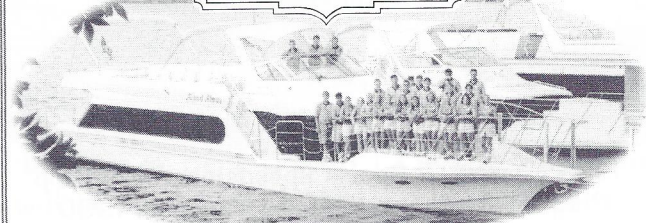
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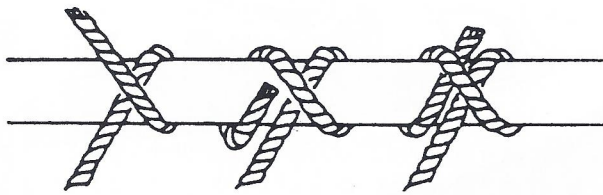
Daryl Geyen
Owner

Jay Soule
Manager



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MORE "KNOTTY" PICTURES FOR BOATERS

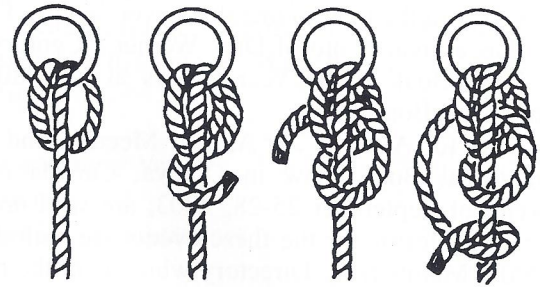


CLOVE HITCH

The general utility hitch ashore...whenever you want a quick, simple method of fastening a rope around a post, spar or stake.

To tie:

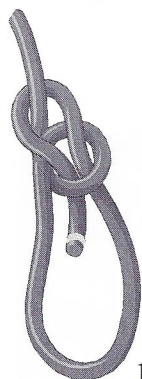
1. Make a turn with the rope around the object and over itself.
2. Take a second turn around the object.
3. Pull the end up under the second turn so it is between the rope and the object.
4. Tighten by pulling on both ends.



ANCHOR BEND

Used to secure a rope to a buoy or a line to an anchor. To tie:

1. Pass two loops through ring.
2. Place free end around standing line.
3. Pass free end through loops.
4. Complete by making half hitch.



BOWLINE


The "King of Knots" ... never jams or slips when tied properly. To tie:

1. Make overhand loop with the end held toward you, then pass end *through* loop.
2. Now pass end up *behind* the standing part, the *down* through loop again.
3. Draw up tight.

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ACBS DIRECTORY

The 2003 Directory has been printed and looks superb, thanks to the hard work of Tab Miller who compiled it and Wil Vidal who corralled new advertising for three of its covers. It is in the mail to members everywhere. The front cover has a great photo of Dick Werner's Century which won 2002 Boat of the Year honors at last fall's First International Boat Show.

Plans for ACBS's 28th Annual Meeting and Second International Boat Show in Ottawa, Canada over the weekend of September 25-28, 2003, are well underway. Reservation forms for these events are included with the 2003 Membership Directory which is in the mail and on the web site. Early indications are that this event will be just as well attended as was last year's in Coeur d'Alene, Idaho. The pre-event cruise up the Rideau Canal System has been well subscribed and another mailing on its status is about to be sent to all those who have shown interest.

The summer boating season is just getting started and with it comes a great opportunity for chapters to find new members at chapter boat shows and other boating events. If you need a new supply of ACBS membership forms ("Welcome Aboard" brochures), please let Kathy at Headquarters know as soon as possible so she can get them out to you well beforehand. Chapters play an important part in helping ACBS meet its membership goal which, in turn, directly impacts the ACBS annual budget. Please do all you can to promote ACBS memberships at upcoming summer events.

For the benefit of every chapter, please be sure to follow-up on the list of ACBS members in your area who are not members of your chapter. That list was provided to chapter Membership Chairs by Kathy about a month ago and is a ready-made list of prime candidates for chapter membership.

Thanks to good planning by Bonnie Wilkinson and several members of the Toronto Chapter, the ACBS Board's Spring Meeting in the Muskoka Lakes Region of Ontario, Canada, was very successful. A major accomplishment of that meeting was adoption of a plan to put ACBS Life Membership, Scholarship, Endowment and Building Funds under professional management. The Toronto Chapter's Annual Spring Tour of boat shops in the Muskoka Lakes region was a special highlight of the weekend.

RUDDER Editor, Chris Eden, continues to look for good articles for use in upcoming issues of the Society's publication. If you have or know of candidate articles, please consider forwarding them to Chris for consideration.

Finally, everyone is invited to the Summer Meeting of the ACBS Board of Directors to be held in conjunction with the Finger Lakes Chapter's Annual Boat Show in Skaneateles, NY during the last full weekend of July. If you're thinking of attending, you're urged to get your reservations in ASAP.

Dick Sherwood,
 President, ACBS



**1955 Higgins 23' convertible with 200 hp
 Chrysler Hemi V8 engine at the 2001 Rendezvous.
 Owned by Dan & Diane Nelson**



**Second view of Dan Nelson's boat coming into
 Treasure Island Marina**



**Register for this year's
 Rendezvous. Call us!**

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877-636-3111 (toll free)

email us
bslolrendezvous.com

Visit our web site
www.acbe-bslol.com

MID-MAY LAKE HOP AND BOGGY CREEK GANG CAMP* EVENT

by Maureen Valley

There's little in life as rewarding as the sharing of our love of boats and our boats themselves with others. Here's a case where several members of the Sunnyland Chapter of the ACBS were able to do just that by offering boat rides to the children of the Boggy Creek Gang Camp located in central Florida. This was our second annual event and Jerry and I had the privilege of spearheading what we hope will be an event that will continue to draw more and more Sunnyland members....and more and more children from Boggy Creek.

On Saturday, May 10, 2003 the day started out hot and muggy (this IS Florida!), but did not deter the enthusiasm of the boaters and their charges. As the children donned life jackets, you could see the enthusiasm in their eyes and their smiles reflected their joy in being part of this event. After an approximate two-hour boat ride, which included cruises up Haines Creek, ventures into Gator Hole, and slow rides through the Dora Canal, the kids were brought back to the The Crazy Gator for a lunch of hot dogs, BBQ sandwiches, chips, beans, coleslaw and everyone's favorite, macaroni and cheese....all provided by Sunnyland.

We'd like to thank all those Sunnyland members that contributed their time and their beautiful boats to give these kids a ride. I'm not going to list them all...but you know who you are! Thanks also to Roger Murtie, Executive Director of Boggy Creek Gang Camp, and his able assistant, Stormy Norman, plus the attending Boggy Creek staff that helped with life jackets and helped the children embark and disembark the boats.

Each year we look for ways in which we can improve this event and we welcome any and all suggestions. One thing is for sure....this is one of the most rewarding things we can do as a club. How simple to give a boat ride to a child who lives with the daily struggles of chronic disease. It's an enriching experience for boaters and children alike.

We understand from 'reliable sources' that the BSLOL chapter is embarking on a similar endeavor due to our efforts from last year's Boggy Creek Gang Camp event.

We'll be looking for an article in THE BOATHOUSE as to the outcome and perhaps we can work together on coming up with ideas to further improve this worthwhile cause. Let's stay in touch, shall we? Many hugs to all our BSLOL friends from:

Maureen and Jerry Valley
Eustis, Florida
maureenvalley@comcast.net

**Editor's Note: As Maureen notes, this is the second year the Sunnyland Chapter has hosted this event. The first year's successful endeavor was reported (also by Maureen and Jerry Valley) and printed in last June's (2002) BoatHouse. I'm repeating a section of that article that explains what The Boggy Creek Camp is. Once you read it, go back and reread this year's report - I'll bet you'll enjoy it even more!*

The camp was co-founded in 1996 by retired General H. Norman Schwartzkopf and actor Paul Newman. The camp, which is located about 40 miles north of Orlando, serves kids ages 7-17 with chronic or life-threatening illnesses. It serves children from all over the state of Florida. Each week during the summer, a different disease group is hosted free of charge at the camp. **The Boggy Creek Gang** serves children and their families from the following disease groups: asthma, cancer, diabetes, epilepsy, heart disease, hemophilia, HIV/AIDS, kidney disease, rheumatic diseases, sickle cell anemia, and spina bifida, as well as disorders requiring ventilator assistance. The mission of the Boggy Creek Gang is to **"enrich the lives of children who have chronic or life-threatening illnesses by creating camping experiences that are memorable, exciting, fun, empowering, physically safe, and medically sound."** The camp is located on 232 acres and offers activities such as boating and fishing, theater, horseback riding, swimming, archery, arts and crafts, dances, wood shop, sports, ropes course adventure, creative writing and just plain fun for the kids.



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FIVE TOP TIPS FOR BOATING SAFETY

Provided by the National Safe Boating Council www.safeboatingcouncil.org

killed in a boating accident.

Want to keep safe on the water? These five simple steps will dramatically reduce your chances of being hurt or

#1. WEAR YOUR LIFE JACKET!

Most people who are killed while pleasure boating drown — and most people who drown are not wearing a life jacket. When you capsize, collide, or fall overboard, there is rarely time to get to a stowed life jacket. Modern life jackets are smaller and more comfortable making it easier than ever to “Wear It!” at all times.

#2. STAY SOBER IN YOUR BOAT!

An operator with a blood alcohol content above .10 (equivalent to consuming five beers in one hour for the average 180 lb. male) is ten times more likely to die in a boating accident than an operator with zero blood alcohol. Stressors such as sun, vibration, noise, and other environmental elements affect the body more when you consume alcohol. Operating a boat under the influence of alcohol or drugs is illegal in all states and violation of Federal law.

#3. TAKE A SAFE BOATING COURSE!

Seventy percent of recreational boating accidents are caused by factors that are controlled by the boat’s operator, such as failure to pay attention, carelessness, recklessness, inexperience, excessive speed, and failure to watch for hazards. Boating safety courses are available, inexpensive, and quick; a great way for you to learn safety and the rules of the road.

#4. GET YOUR BOAT CHECKED!

The Coast Guard Auxiliary and United States Power Squadrons offer a free Vessel Safety Check (VSC). Contact www.vesselsafetycheck.org for information.

#5. BE AWARE OF CARBON MONOXIDE!

All boat engines produce carbon monoxide (CO), an odorless, colorless, poisonous gas that can kill you in a matter of minutes. Boaters are killed every year because of improper cabin ventilation, poorly maintained equipment, and careless behavior. Be aware of the symptoms, and use CO detectors on your boat.

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AWARDS & JUDGING 2003

by Bob Johnson

With our Rendezvous just around the corner, it's time to write my "How We Do It" article again.

The award categories are basically the same as last year. We have deleted "Best Professional Restoration" for two reasons: First - the boat that would win this would already be winning four or five other awards and how much happier would they be with one more award on top of so many? Second - there are more fresh-out-of-the-shop boats coming out each year than before and with more "open check book" owners and more quality shops, the restorations are all near perfect, making judging next to impossible.

We made a positive change in the "classic boat" definition. Previously, it was World War II to 1968 as the years included. This hasn't changed in 25 years since it was set up. We thought we should up the cut-off to 1978. This will be more inclusive of more boats and they will still be over 25 years old, which sounds pretty classic to me. This change is not in compliance with the ACBS definition, but we make our own rules and categories for our show and we're trend-setters.

Greg Benson is in charge of awards again this year and promises a new and different type of award - not our usual framed poster type.

As of press time, we have our judging teams in place. Eleven teams of two will have three categories to judge. Each category has about six or seven boats in it. Again this year, we will not be doing formal ACBS point system judging. This is because no one is willing to take on the job of training judges in its use, and because we don't like the system's inherent negativity. The system focuses on points off for various deficiencies and ignores the overall greatness of each boat. Through the years, our system gets around this pervasive negativeness; no boat gets any points off and many are winners.

So, how do we actually do the judging? Each team is assigned three classes to judge. Generally they are the same classes they've done before. At our 10:30 a.m. Saturday orientation meeting, they're given paper and clip board and a computer list of the boats in each of their classes. After a general discussion, the teams go out to see the whole show. It is important for them to see everything so they can give valuable input at our later "chalk talks" when we discuss difficult decisions and, of course, the "Judges' Choice Award."

As they walk through the show, they pay particular attention to their three classes and write down any obvious contenders. After the first go-around they will probably have one or two contenders in each class. They then go around again to check that they haven't missed any boats in their class and double check against their



computer printout. In the second go-around, they take another close look at the contenders.

Usually it is relatively easy to choose the best of two or three contenders for a particular award. Of course, sometimes there are no contenders and then it's a choice of the best of the mediocre entrants. The easiest choice is when

there's only one contender or only one boat in a class.

At 1:30 p.m. Saturday, we have our first "chalk talk" and go over our choices and problems. Most of the choices are made by this meeting and we note those. Discussions are held on the remaining more-difficult choices and then we go out on the docks again to re-evaluate what's left to do.

Fortunately we have had excellent support from our professional restorers who have volunteered to be consultants to the judges on difficult decisions. As our judges have matured, we are able to figure out more and more without professional help, but it's nice to have them just in case.

At 4:00 p.m. Saturday, we have our second "chalk talk" and again go over our decisions. This is generally a quicker meeting with fewer choices left. Most of the judging teams are done by now, so they're off for the rest of the day.

At 1:00 p.m. Sunday we have our final meeting and the awards ceremony follows later that afternoon.

Through the years we have been blessed with few complaints and little grumbling about awards and judging. This is due to three factors:

1. People who come to our show are not as competitive as, say, the New York or California crowd.
2. We don't have many \$100,000-plus restorations entered in our show, so we rarely have more than one of these boats in a class.
3. We don't use a "points-off" judging system which makes everyone a loser.

I would be remiss if I didn't also mention that our judges have done an excellent job through the years. They take their jobs seriously, work hard, and are very thorough in their efforts. Their decisions are as good or better than anywhere in the country. HATS OFF TO THEM!!

Anyone interested in judging or anyone interested in an informal evaluation of their boat at the show, let me know and I'll have one of our professionals go over your boat with you.

See you at the Rendezvous!

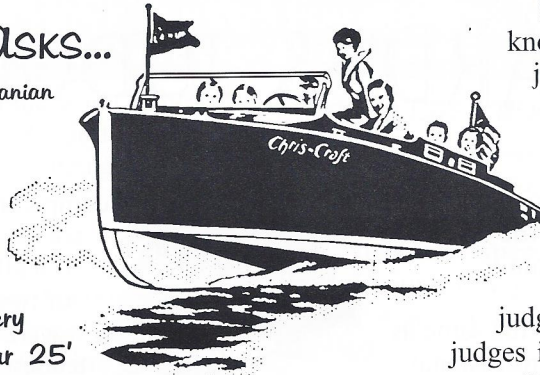


I'm not what you'd call a "boaty" person. The extent

A NOVICE ASKS...

by Peggy Merjanian

to which I get into boats is just that...I physically get in to a boat. I've been exposed to this wonderful world since coming to Minnesota and, more specifically, my husband, Steve. My 'hands-on' experience is very limited. I've removed hardware from our 25' Sportsman, helped with varnishing (very minimally) and painted the bottom (some of it.) I've even watched the wood swell (like watching grass grow) with the hose running water into it in our driveway so we could launch it. As for the rest of it, I leave it to Steve and others in the club who know what they're talking about. It occurred to me that there are people who may have questions too - but never really get to ask. As I was typing Bob Johnson's article on judging, I thought of a few. So here goes. (Incidentally, it was Bob who was patient enough to take the time to answer all my questions.)



So don't let inexperience or lack of knowledge keep you from being a judge. We're not doing brain surgery here and you're not alone in your task.

3. How many judges are professionals?

Basically, no professionals are judges, but they are consultants to the judges if the judges need help on a problem. A more difficult question is when is someone a full professional? A lot of professionals start out as hobbyists and then take on a few small jobs for money part time. As their skill improves, they take on more and more difficult complete restorations and go from part time to full time professional status. For those in the transition zone I leave it up to them to decide if they want to continue being a judge or switch to a "consultant to the judges" status.

4. How can I be a judge if I have a boat in the show?

Virtually all the judges have boats in the show. We just make sure they don't judge a class that their boat is in.

5. How long have these judges done this?

I'm estimating 25% have been judges over ten years; 25% six to ten years; 25% three to six years; 25% less than three years.

6. What are some of the key points a judge looks for?

One thing we've been stressing extra hard is originality. What did the boat look like when it left the factory? The things I see most frequently are wrong upholstery and color, wrong flooring and color, wrong instruments and wrong stain. The obvious thing that will set you boat apart is meticulous cleaning. Used car sales places know that \$100 spent on detailing (a good cleaning) will get them \$400 or more on the sale price. The same is true at a boat show. Meticulous cleaning is really going to make your boat look a lot better in a general sense.

7. Does what they look at/for vary from team to team?

All teams look at the boats the same way in a general sense, but obviously, judging a 16 foot canoe is different from judging a 40 foot cruiser. I try to match up the judges interests with the classes I ask them to judge. This is especially important with the outboards and the cruisers which have been much more numerous on the river as opposed to our Lake Minnetonka shows of past years. We haven't had a problem with a judge letting his or her own special interest interfere with the objectivity of their choice(s). For example, an engine nut doesn't pick a winner based just on a nice engine. The judges are good at seeing the "over all"

1. How are judges chosen?

Most of the judges became judges when I called them and asked if they would be willing to help out. I called people who I thought might enjoy it and who showed interest and enthusiasm for other club activities or just antique boating in general.

A few judges just called me and asked to participate. I always ask for volunteers to call me if they was to judge each year in my BoatHouse article, but I think only two have called in the last eight years.

2. Can anyone be a judge?

Short answer: YES. I remember one year we had David Burns and his wife Joanne Warren as our judges. He was a long-time antique boater with a lot of shows, etc. under his belt. She was his new wife with basically no experience. This was back about ten years at Excelsior when we had maybe 60 boats at the show. They had to do the whole show themselves. During our chalk talks it became clear that, despite her total inexperience and only modest interest in antique boating, she was as good or better at picking winners than he was.

I also really enjoyed the fresh perspective she brought to the table. We seem to get bogged down in the same old "party line" too much. Obviously, to be a judge, you have to take the work seriously, make your team choices, show up at the meetings and be willing to work with the group towards some consensus on difficult decisions. Fortunately, I can remember only two judges that were not asked back because they couldn't fulfill these simple, but important, obligations.

Novice - cont'd fro page 27

picture of the boats with all their components being important.

8. Once a boat wins, can it still be a contender in later shows?

At our show, a boat can win year after year, ad infinitum. It doesn't happen that often, so we haven't dealt with this potential problem so far. A lot of other shows have limits on how many times a boat can win in its class. For example, if a boat wins two years in a row, then it's ineligible to win for another two-three years. We'd have to think hard about doing that because we wouldn't want to discourage anybody from bringing back a winner year after year. There are a few people who wouldn't bring a boat unless they thought they could win something.



BRUNSWICK TO SPONSOR TALL SHIPS CHICAGO 2003

LAKE FOREST, Ill. – Boat and engine builder Brunswick Corp. (NYSE: BC) will be a premier sponsor of this summer's Tall Ships Chicago 2003 festival along the city's lakefront, July 30 – Aug. 4, it reported in a recent statement. With more than 20, 19th Century-era vessels from around the world scheduled to participate, the festival will be one of the largest gatherings of these ships along the Great Lakes and is expected to draw more than 2 million visitors during the five-day event, according to the company. As a premier sponsor, a flotilla of Brunswick-made boats will lead the parade of ships on July 30. All of the Tall Ships, ranging in size from 51 to 235 feet in length, will promenade along Chicago's lake-front as they proceed to moorings at Navy Pier, the Chicago River and DuSable Harbor. The event will take place all along Chicago's lake-front and will be televised by WBBM-TV Channel 2, the city's CBS affiliate.

Boats on display

Brunswick products, including boat brands such as Hatteras, Sea Ray, Bayliner, Meridian and Boston Whaler, as well as products from Mercury Marine, Life Fitness and Brunswick Billiards, will be prominently displayed throughout the festival in an exhibit area adjacent to Navy Pier, the company reported. Brunswick will also be highlighted in all festival collateral, advertising and displays throughout Chicago along with prominent Web site placement at www.tallshipschicago.com and on-site promotion and announcements.

Reaching out to potential boaters

Dustan E. McCoy, president of the Brunswick Boat Group, recently joined Chicago's Mayor Richard M. Daley to announce the festival. The Brunswick Boat Group is spearheading the company's Tall Ships Chicago participation. "We saw Tall Ships as an excellent opportunity to raise the awareness of the joys of boating," McCoy said. "We believe such events as Tall Ships highlight the pleasures of the water, reconnect us with our maritime heritage and remind us that our waterways are truly a valuable resource. Furthermore, this gives Brunswick the chance to help support the city we have called home for nearly 160 years."

McCoy added that the company believes it will "reach current boaters through this sponsorship" as well as "others who may be considering recreational boating" and "those who are unfamiliar with the delights of boating." "We are always looking for creative ways to help our dealers and the industry, and here is a venue that, just for starters, offers two million people," he explained. "We believe the benefits for all will be substantial."



WE HAVE A NEW NAME!!!

Formerly Contemporary Fireplace Products, we are now known as **INTEGRITY METALWORKS, INC.** Our advertisement in this issue includes our new phone and fax numbers as well as our address in picturesque Webster, MN which is located just down 35W in the New Prague/Elko area. We continue to provide the classic boating community professional repair, polishing and clear coating services for cutwaters, cleats, chocks, rub rails, transom bands, rudders, exhaust systems, lights, etc.

Call or fax us with any questions you may have. We would like to include YOU among those customers who have relied on our unique metal refurbishing services over the years.

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(Formerly Contemporary Fireplace)

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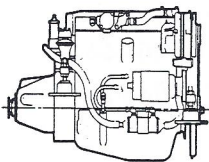
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2003 CLUB CALENDAR

JULY

☞ 9

Club Cruise on Lake Minnetonka

☞ 27

Classic Boat Rides & Picnic
for Special-Needs Kids
(See page 15 for details!)

AUGUST

☞ 6

Club Cruise on the Mississippi

☞ 8,9,10

Thompson Antique & Classic
Boat Rally, Marinette, WI

☞ 13, 14, 15

Pre-Rendezvous Mini-Cruises

☞ 16, 17

28TH ANNUAL RENDEZVOUS
Treasure Island Resort & Casino
On the Mississippi at Red Wing

SEPTEMBER

☞ 10

Club Cruise on Lake Minnetonka

OCTOBER

☞ 5

Fall Colors Cruise, Lake Minnetonka

DECEMBER

☞ TBA

Holiday Party & Annual Elections
Willie's Hidden Harbor, St. Paul Park

JANUARY, 2004

☞ 21-25

Minneapolis Boat Show
Details to follow

Club Cruise nights are at 6:30 p.m. We meet at Wayzata Public Docks on Lake St. (except for August - we're on the Mississippi.) If you don't have a boat, come anyway; there's always room on someone's boat. Bring a dish to share. Questions? Call Ray at 612-201-6918.

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

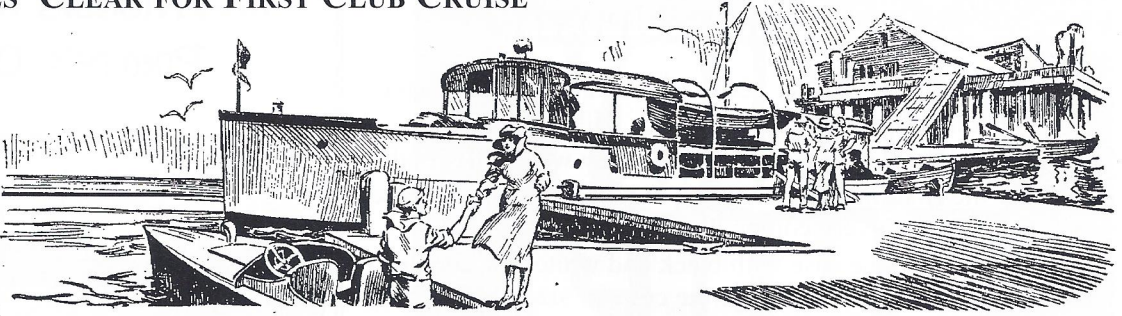
email: bslolrendezvous@aol.com

☞ www.acbs-bslol.com



SKIES CLEAR FOR FIRST CLUB CRUISE

Yes, believe it or not, the clouds parted and clear skies reigned at the first BSLOL Club Cruise of the summer. Held on Lake Minnetonka on Wed., June 11, it was a glorious evening! Six boats met at The Depot in Wayzata and the passengers filtered to the docks. By half past six, the flotilla hit the waves. There were too many boats for the riders, so one was left, sad and lonely, behind (my boat, bye the bye.)



Member Mike Barstad from Eau Claire, Wisconsin drove two hours to come to the party. He hauled his 1940 Chris Craft 17' Deluxe Runabout barrelback all the way to be a part of the fun. What dedication! Dave Thompson came from St. Cloud for the cruise and Suza Gosh of Lake City was there too. You long-distance participants all deserve a gold star!

The boats cruised out around Big Island and headed for Carson's Bay. We anchored, rafted together, and food, drinks and fun were had by all. This is what this hobby passion is all about; having a great time in our boats on a beautiful evening with fellow enthusiasts!

Boats participating were: Carl Weisser's *Sonja II*, Margo and Ray Garin's *Luv is*, Chris and Brad Ernst's *Try Again*, Mike Barstad's *Rapture*, John Kinnard's *Chemin de Fer*, and A.J. Rhude's *Valhalla*.

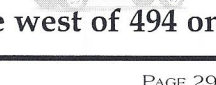
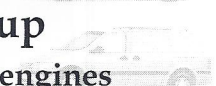
Upcoming club cruises take place on July 9 on Minnetonka, August 6 on the Mighty Mississippi, and September 10, back on Minnetonka. Mark your calendar and join in the excitement. Oh, and don't forget the annual Fall Colors on Lake Minnetonka on October 5 - our traditional brunch and farewell to the boating season. Try not to miss any of these cruises; ask anyone who's been to one...they're great fun. There's something about a parade of varnished wood that causes heads to turn. Don't miss any opportunity to experience that "rush"; too soon, the season will be over.



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TOW VEHICLES**

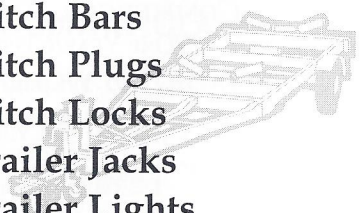
- Blazer
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ADVERTISING UPDATE

Beginning with the August, 2003 issue of The BoatHouse, the following rates and guidelines will be in place.

- ✦ Two ad sizes were removed since they were little used.
- ✦ For the first time in five years, our ad rates will increase yet remain very competitive.
- ✦ As has been the case with black and white ads, should the need arise to change the copy or size of color ads, this can be handled from issue to issue.
- ✦ Finally, we have the flexibility to offer one-time ads for those who may wish to place an ad in the issues coinciding with the annual January Boat Show at the Minneapolis Convention Center and/or our annual Antique & Classic Boat Rendezvous held in August. Call for ad rates for either of these two events.

The advertising staff of The BoatHouse appreciates the support we receive from those who advertise with us. We are a 501(c)3 non-profit organization and, as such, are very dependent on those who help make this quality publication possible. Of the approximately 45 chapters which comprise the Antique and Classic Boat Society, our award-winning BoatHouse publication is consistently recognized for its excellence of content and quality.

We are eager to assist current advertisers in any way we can. Likewise, we would like to talk with anyone who may be considering placing a commercial ad with us. Let us know how we can help. Safe and happy boating to all of you!

2003 BOATHOUSE COMMERCIAL AD RATES

(ONE YEAR/6 ISSUES)

1/8 page	\$350
1/4 page	\$625
1/2 page	\$850
1/2 page Color	\$1,000
Full page Black & White	\$1,000
Full page Color	\$1,150
Full page Color-Back Cover	\$1,400

Ad Dimensions

1/8 page	3.5 x 2
1/4 page	3.75 x 5
1/2 page	8.5 x 5.5
whole page	8.5 x 11

Note: One-year advertisers get the added bonus of a link to their web site from our (BSLLOL) web site.

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

BSLLOL reserves the right to refuse any advertisement.

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Mandalay leading Mandalay



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2003 ANTIQUE & CLASSIC BOAT SHOWS

- 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
- 31 Jul-2 Aug Antique Outboard Motor Club Mini-Nationals,
Tomahawk, WI Call 715-356-5649 FMI
- 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

Subject to change

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| Saturday Morning: | Judging |
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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

Higgins Coming To Red Wing

Last August, Bill & Cathy Foy, Jennifer Mosher and I flew into Red Wing, Minnesota at the invitation of Jim Aamodt, John Kinnard, Andreas Rhude, and some other wonderful people from the Bob Speltz Land-O-Lakes Chapter. We went to review the on-going 2002 show as a place for our group "The Higgins Classic Boat Association," to host our 2003 meeting and plan for our next in-water show. We did not quite know what to expect. The one thing that we walked away with was the sense that everyone we met who was involved with the Bob Speltz Land-O-Lakes Chapter, had the same "Can Do Attitude" that Andrew Jackson Higgins and his company had.

Almost five years ago, The Higgins Classic Boat Association (HCBA) started a small newsletter that was called simply *Higgins Classic Boats*. Since that time it has developed into The Higgins Classic Boat Association and our membership grows every year with some very loyal Higgins fans. Our little PT Boats (as some of us call them) have seen many years of enjoyment while retaining the style and memories in their design as their larger and more powerful sister PT boats of the past.

Over the past five years, our group has had two meetings and one in-water show with twenty Higgins boats from all over the United States and Canada. Each time we get a group of "Higgins People" together, you can't have anything but fun! One of the great things about The Higgins Classic Boat Association is simply --- the people. Everyone is willing to help, to

share, and to do what is necessary to make dreams become realities.

Some thoughts from our very first meeting: About thirty-five to forty people gathered in a hotel conference room in New Orleans Louisiana. Members of the Higgins family were present -- Dawn Higgins Murphy daughter of Andrew, Skipper Higgins, Grandson of Andrew, Mary Miles Higgins Walker -- all true- to-life members of a great American family. Many memories from that very first meeting, including the trip to the National D-Day Museum to view "the Higgins floor," will always be remembered.

Our Second meeting and first in-water boat show was held in Madisonville, Louisiana during the Madisonville Wooden Boat Festival. These memories will always be in my mind. This show was set to take place the last week-end of September of 2001. Everything was set, arranged and then...911 happened...Under the circumstances I was not for sure that our first in water show would come to life. I called no one, did not want to give anyone in our group an out; and as time came for many of us to leave make the journey to Madisonville, one by one, from the Hastings in Little Rock, to the Braga's of South Carolina, to "Uncle Bob's owners Paul & Julie Hedberg, to the Foy's of Canada to the Pauli's of Atlanta, Georgia, and many others started calling my cell phone out of the blue and everyone asking me...Are you on the Road Yet?

Even with the world events as they

were, our second meeting and first in water show turned out great, everything from the United States Marine Corp band showing up for our meeting to honor us with their presence, along with the Higgins family, to our arrival in Madisonville with a police escort driving past Andree' Higgins Stephrude's house (daughter of Andrew) as a surprise.

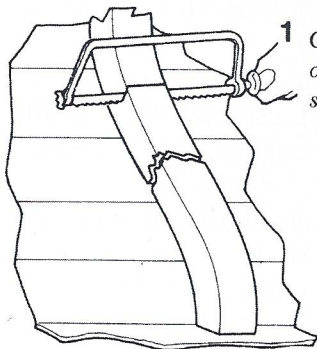
I don't know what our third meeting and in water show will bring. This will also mark the fifth celebration of our group HCBA since it's conception. I hope that those of you out there will bring your Higgins Boats along with that great "Can Do Attitude" with you. I can't help but believe that when you mix a group of BSLOL Chapter members together with our HCBA group that the out come will only be truly American!

The Legacy of Andrew Jackson Higgins and Higgins Industries with it's seven plants, 30,000 employees, hundreds of inventions that we still use today, it's famous Landing Craft and PT boats are memories that are important to keep alive so that the present and future generation can know where we came from and the many sacrifices that were made along the way. We as a country, would not be were we are today if it had not been for all of the wooden boat companies of the past pulling together who made many contributions to our countries history.

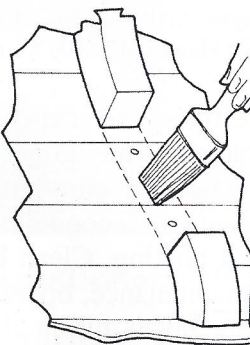
I am proud of all of my wooden boats and I honor all of the different companies from Higgins, to Chris

Red Wing - cont'd on page 35

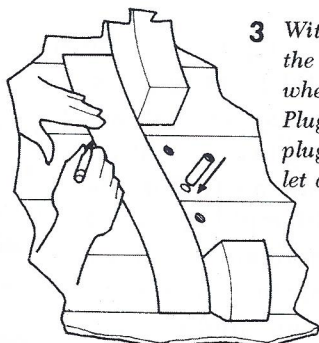
INSTALLING A SISTER FRAME



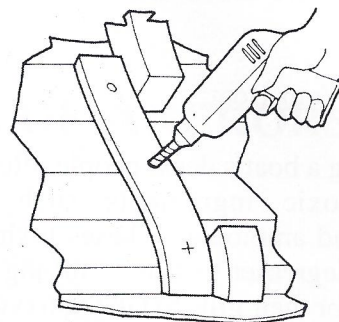
1 Cut off rotten part of old frame with sharp chisel or saw



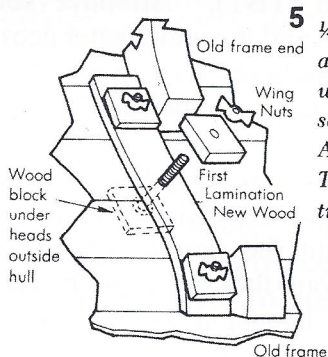
2 Treat ends of frames and holes with wood preservative. **DO NOT** get preservative on area where new frame will go.



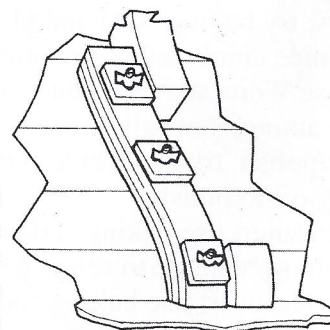
3 With a batten the width of the new frame, mark off where new frame will go. Plug old holes with whittled plugs set in epoxy glue—let cure and cut off.



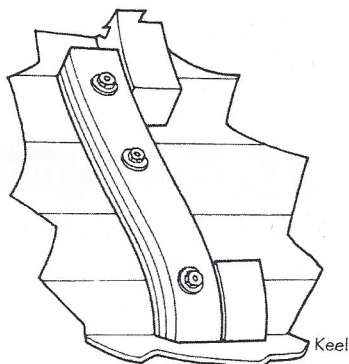
4 Drill $\frac{1}{4}$ in. holes through planking and **FIRST** $\frac{1}{2}$ in. strip of wood forced against inside of hull at marking. Holes should only be where curve is greatest.



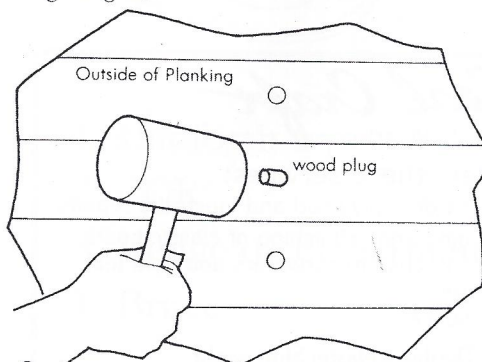
5 $\frac{1}{4}$ in. bolts or threaded rods are inserted from outside, wing nuts and wooden blocks serve as temporary clamps. Adhesive, such as, Chem-Tech T-88 is brushed on before tightening wing nuts.



6 As succeeding layers are glued, they are fitted over bolts and wing nuts are tightened. **WAIT** until each lamination has set before removing wing nuts.



7 After all laminates are in place and set up, remove bolt-clamps and insert $\frac{1}{4}$ in. silicon bronze stove bolts with washers. Saturate new frame with copper-naphthanate preservative.



8 Countersink heads of stovebolts and cover with wood plugs set in epoxy glue . . . when set up, cut off, sand smooth.

CLEAN BOATING TIPS

Provided by ACBS Safety Officer,
Goody Thomas and Hagerty Classic Marine Insurance

The small, extra efforts and expenses required to practice clean boating and good environmental stewardship make sense for our family's health and safety, for the environment, economically, and for the future of recreational boating. Clean boating includes all aspects of boat maintenance, operation, and house-keeping. Care must be taken during cleaning, sanding, painting, fueling, motoring, pump out, and trash disposal to minimize potential effects on the aquatic environment. Here are a few considerations for the clean boater.

For Cleaning Your Boat:

When washing a boat's deck, people often use products that have toxic ingredients such as chlorine, phosphates and ammonia. These toxins contain oils that act as a degreaser to fish — drying up the natural oil fish need for their gills to take in oxygen. To reduce your need to use toxic products try following some of these alternative ways to clean your vessel:

Detergent and soap; use elbow grease.

General cleaners; try baking soda and vinegar, or lemon juice combined with borax paste.

Brass cleaner; use Worcestershire sauce, or paste made of equal amounts of salt, vinegar and water.

Chrome cleaner/polish; try apple cider vinegar to clean and baby oil to polish.

Stainless Steel cleaner; use baking soda or mineral oil for polishing, vinegar to remove spots.

Fiberglass Stain remover; use baking soda paste.

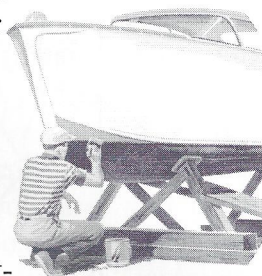
Mildew Remover; use Paste with equal amounts of lemon juice and salt, or white vinegar and salt. Wood polishes; try Olive or Almond oil (interior walls only).

Every now and then, pour a shot of cooking oil into your marine toilet, especially if it is difficult to pump. This will lubricate the seals, "O" rings, and moving parts.

After washing the interior of your boat, add a small amount of Mildecide powder to the rinse water. This will keep the interior mildew free longer.

When Sanding and Painting Your Boat:

Sanding and scraping your boat can release harmful paint and varnish particles into the air and water around you. Always sand and scrape on shore, away from the water and preferably in a work area. To help reduce organism growth to your hull, many boat owners apply anti-fouling paints. Most of these paints contain metals such as copper, mercury, arsenic or tributyltin (TBT). All have severe hazards on human health and the underwater ecosystem. To better educate yourself on what kinds of hull paint to use, contact your local marine supply store.



Did you know that The Clean Water Act prohibits the use of soaps or other dispersing agents to get into the water without the permission of the Coast Guard. Please be aware that you could be fined up to \$25,000 per incident if caught using toxic cleaning products without the Coast Guard's permission.



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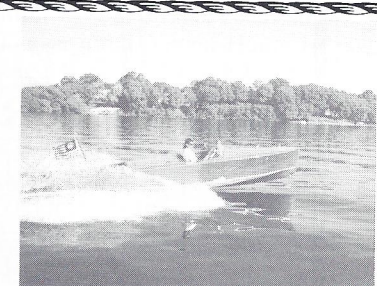
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Red Wing - cont'd from page 32

Craft, to Hacker, to Thompson, to the Garwoods, Century's and on and on, for if it had not been for many of these companies working together helping each other in many ways this country might be a different place. We have learned together, we shared ideas as designers and draftsmen, to the assembly lines to the final beautiful work of art that cannot be reproduced in today's plastic.

Boat shows are an american tradition, they are good for the soul, mind and spirit. I encourage each one of you who read this article to attend this years Bob Speltz Land of Lakes show, not only because our group will be there, but because we simply need to carry on with the American way of life.

As I always close out HCBA newsletters I will do the same with this letter.

Higgins Boats, They could, They wood, and They did!

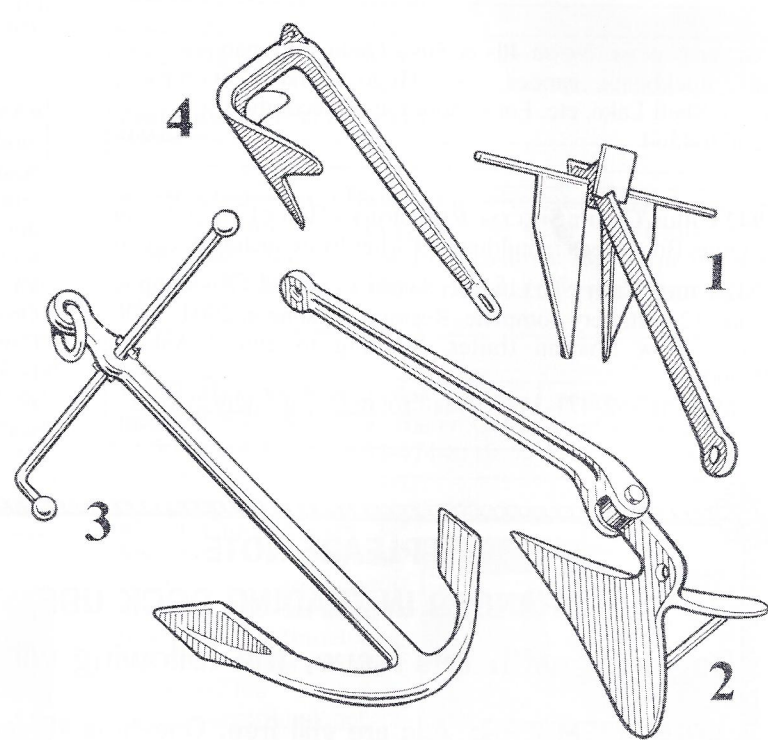
I look forward to seeing everyone in August at the Bob Speltz Land-O-Lakes Show!

Sincerely,

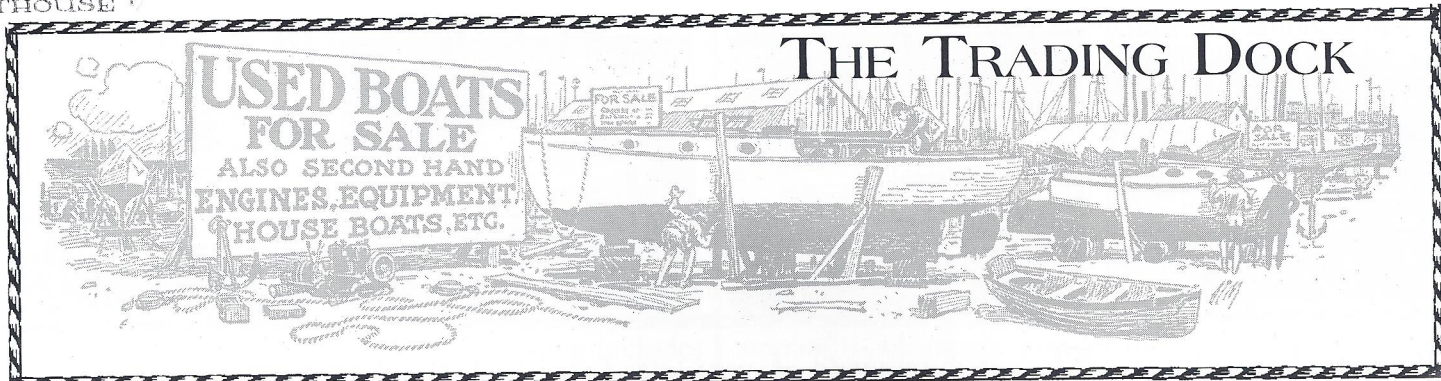
David Thomas
 President \ Founder
 Higgins Classic Boat Association



TYPES OF ANCHORS



1. Danforth-type
2. CQR
3. Kedge or Fisherman
4. Bruce



THE TRADING DOCK

●**1939 CHRIS CRAFT 21' UTILITY** - Needs total restoration. Wood is original and appears solid. Has most original hardware including windshield. Engine is included but is out of the boat. Includes new trailer. \$6,400. Dan 651-687-5122/office 612-331-3380/home daniel.hinderakr@thomson.com (M0603)

●**1952 CHRIS CRAFT 22' EXPRESS CRUISER** - Beautifully restored cabin. K-Series 6 cyl engine. Runs great. Planked deck. New trailer included. Photo's available by email: wld8974@aol.com. \$11,500 952-935-0235 or 1-800-298-5768(19) (M0603)

●**COLLECTION OF WOOD 40s & 50s** - Outboard runabouts, row-boats, duckboats. canoes. incl. Hugo, Larson, Thompson, Carver, Shell Lake, etc. For restoration or decoration 952-476-4364 (M0603)

●**1942 CHRIS CRAFT SPECIAL RUNABOUT** - Hull #17-115, 95 hp K engine. Boat needs rebuilding. 99% hardware included \$2,000

●**1947 CHRIS CRAFT DELUXE RUNABOUT** - model 47-6 95 hp K engine, 12 volt, very complete. Restoration done in 2001. 5200 bottom. New Spartan trailer. Reading to enjoy! Asking \$25,000.00.

Ron Martens 952-471-3487 email: ronm@abm-highway.com (M0603)

●**1940 CHRIS CRAFT 17' BARRELBACK** Completely restored '02 including: total engine rebuild, electronic ignition, 12v, rechromed hardware, 10 coats Epiphanes, repainted copper bottom, re-lined gas tank, restored gauges, new bilge pump. This boat is extremely original. Tight bottom. Custom burgundy cover, custom trailer (new) with surge brakes. Correct pigskin interior '95. Have hull card. \$39,995 Mike @ 715-835-6742 anytime. (M0603)



●**ANTIQUE OLD TOWN SAILING CANOE** - 5 thwart, small deck model, 18 ft w/stabilizing sponsons & removable double lee-boards. Includes original single sail w/mast mounted through bow seat, boom, sail lines & tack, removable rudder, cane seats, double width slat backrest, cedar planked & canvas covered hull. All in excellent condition. Also comes with original repair kit & Bob Speltz book *A Real Runabouts Review of Canoes*. Original logo: "Old Town Canoe, manufactured by Old Town Canoe Co., Old Town Maine, USA" is still legible on the bow, believed built in 1952. Stored indoors, sailed only a few times, no leaks, needs only minor cosmetic refinishing on cedar gun-wales. Call 651-433-5330 to view. Best offer. (NM0603)

PLEASE NOTE

CHANGES IN TRADING DOCK USE

Beginning with this issue, the following will apply:

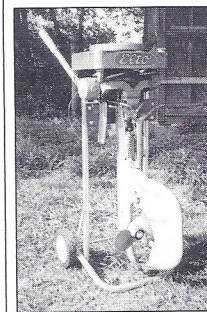
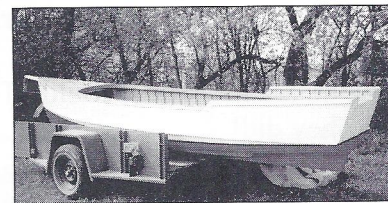
BSL0L MEMBERS: Ads are still free. One-time \$5 fee for a photo. Ads will run for three (3) issues. To extend that time, the editor must be contacted.

(Note: If your ad appears in this issue, it will be subject to the 3-issue rule - retro-active to when it began.)

NON-MEMBERS: \$15 per issue, One-time \$5 fee for a photo. Payment must be received before the ad appears.

Questions? Contact the editor at datamerj@aol.com or call 952-473-4936.

●**NICELY RESTORED 16 FT CEDAR STRIP BOAT** - w/1925 4 hp Elto "rudder twin."

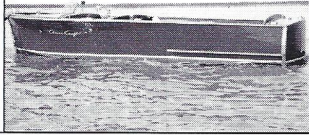


This boat would make a great prop for a restaurant, sport store or ...? However, it also floats and runs! \$2,500. Near Mound MN Roger Dolliff 952-495-0033 (NM0603)



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

(M1202)



●FOR SALE - Nice original condition 14' Shell Lake 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)

●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)

●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)

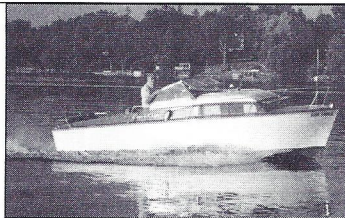
●WANTED - Restorable wood hull runabout, 1940s - 50s era. 15' to 19' long. Peter Kulczyk 763-785-7047 peter.kulczyk@state.mn.us

(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)

●1952 CHRIS CRAFT 22' CABIN CRUISER - Beautifully restored cabin, K-Series 6 cyl engine. Runs great. Planked deck, new trailer incl. Photos available by email:



wld8974@aol.com

952-935-0235, 1-800-298-5768 (19) \$11,500

(M0603)

●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



paul.wiborg@resaleservices.com

(M0403)

●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

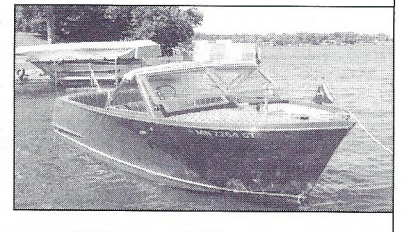
(M0403)

●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)

●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)



●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: jolynway@msn.com

(M1202)

●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)

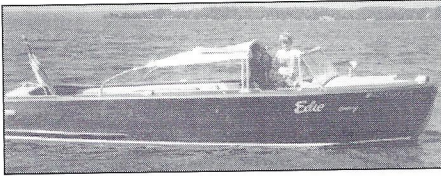
●1958 CHRIS CRAFT 18' CONTINENTAL UTILITY - KFL 6 cyl eng. 2-tone wood, Ivalite, 12 volt system, very nice original \$10,000 with storage trailer.

●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 from page 33

•1951 CENTURY 20' RESORTER-two-tone mahogany utility

Chrysler crown 6 cyl, 135 hp. Original canvas flip back top. Third seat installed in front of engine box (removable). West System epoxy bottom



- 3/8 mahogany over 1/4" mahogany plywood, new bottom frames. Professionally done by Harold Thompson, formerly of Nisswa Marine. Newer cushions, still have the originals. Ivalite spotlight on front deck. Excellent condition, original engine - never had any problems. Hull could probably use a fresh coat of varnish. No trailer. \$17,000. Bill Everett 952-473-4402/days 952-474-5131/eve bill@everetttdesigns.com Shorewood, MN

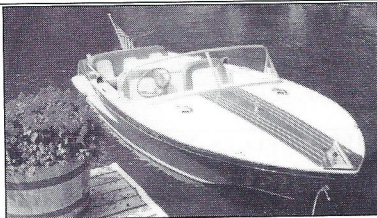
(NM0603)

•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 & never used. \$4,000 - on mobile stand. 952-922-9435/eves 952-473-1700/days (M0403)

•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 18' SUPER SPORT - 327 Corvette engine. Head-turning, neck snapping speedboat in excellent condition. Includes heavy-duty trailer. \$12,000. Hydraulic lift available 952-474-4933, 612-964-4953



M0603

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

•1961 CHRIS CRAFT 26' CAVALIER CABIN CRUISER - excellent condition, hull painted summer of 2002, low hours marine radio, depth finder, full canvas 283 single screw. This wonderful boat has spent its years at Prairie du Chien, WI on the Mississippi River. \$8,500 Jim Czajkowski, 608-875-5214 (M0603)



•1940 CHRIS CRAFT 33' SEDAN - twin K engines. Boat-housed all its life. Structurally very sound. \$14,500. Call Little Rock Boat Works 320-393-3370 (NM0603)

•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)

•1951 CHRIS CRAFT 16' RIVIERA - solid original unrestored boat. Not running, needs restoration, nice single axel trailer. \$8,500 firm Steve 1-715-394-4481 (WI) (M0403)

TOO MUCH STUFF!

- CHRIS CRAFT 20' & 22' CONTINENTAL WINDSHIELDS - in good used condition
- ORIGINAL USED DECK HARDWARE FOR CHRIS CRAFT, HACKER, CENTURY & GARWOOD BOATS - includes propellers, windshields, bow lights, gauges and hard-to-find trim.
- 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)

• 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)



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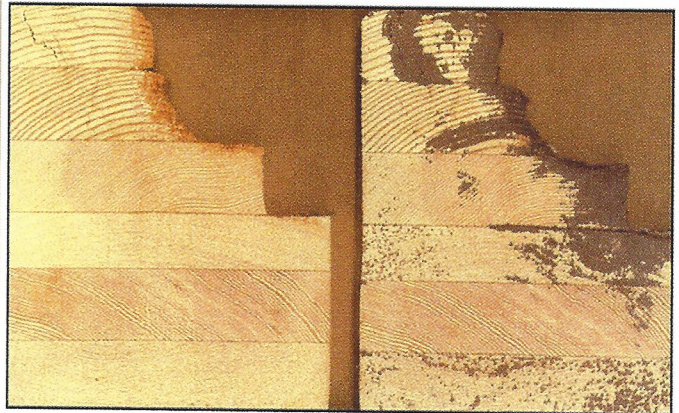
or log on to www.acbs-bslol.com

Rot goes into wood
farther than you think.

You cannot see all of it.

We can find all of it.

This is the modern technology
that restores deteriorated wood.



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

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

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

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

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

1-800-234-0330.

www.smithandcompany.org.

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