

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



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BOATSTOCK



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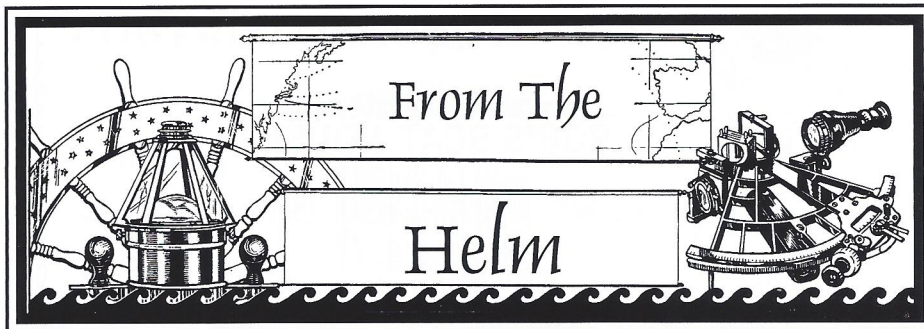
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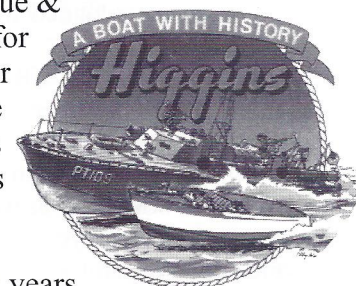
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“The more extensive a man’s knowledge of what has been done, the greater will be his power of knowing what to do.”

Benjamin Disraeli

Welcome each and every one of you to the 28th annual Bob Speltz Land-O-Lakes Antique & Classic Boat Rendezvous. We salute you for participating in this, one of the premier antique and classic boat shows in the nation. A special hats off to the Higgins Classic Boat Association and their members for taking part in this special event.



We have been doing this for twenty-eight years now. That’s a lot of water under the bridge. We have learned from “what has been done” and hopefully that translates into “knowing what to do.” Most of us on the planning committee and Board of Directors are “newbies,” however there are some veterans amongst us that have as much enthusiasm and energy as they did nearly three decades ago. This tradition, along with ideas of the present and for the future, have built the Bob Speltz Land-O-Lakes chapter of the Antique and Classic Boat Society into what it is today. We can do nothing but improve in years to come.

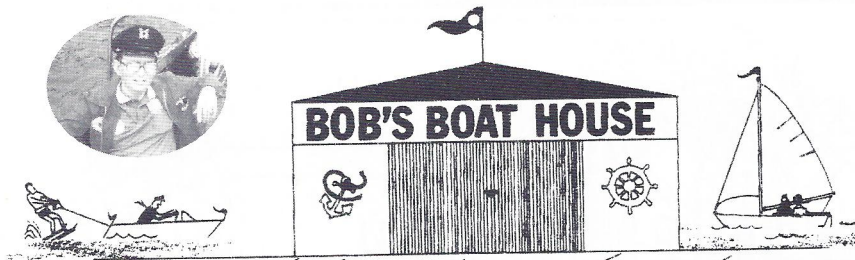
It’s exciting to be back at our Rendezvous and it’s difficult to believe a year has flown by! The planning committee has been diligent in their work for the past year. We hope you recognize their efforts.

A special welcome to Paul Mikkelson’s World of Toy Boat Show (originated by Mr. Bob Speltz); the Edina Model Yacht Club, the Antique Outboard Motor Club, the Minnetonka Power Squadron, as well as the classic automobile clubs. Each brings a unique flavor to our show and we thank them for partaking in our Rendezvous.

Here’s to having a safe, productive, and enjoyable Rendezvous.

Cheers

Andreas Jordahl Rhude
President



SPELTZ SPOKEN

It was a pleasure to see so many of you attend the last chapter meeting on March 20th. Many new faces were in evidence and I hope you will encourage those friends of yours who may have attended the meeting with you to join our club. We need lots of help for the 1979 Rendezvous, so please help when asked and help spread around the burden so that no one person gets too overloaded with work, etc.

Secondly, it is most IMPERATIVE that all members quickly remit their 1979 dues. There has been a mixup on where to send the dues, etc. Here is what should be done. Please fill out the form you received early this winter with all the current information requested thereon and send with a check to cover both local as well as national dues to the New York address of the Association. In years past, I collected local dues here while nationals were sent in. This is no longer true as the club officials and board decided all funds would be collected by the National organization and they would send us checks for the local dues as they come in.

As of 4/4/79, when this was written, we have only 64 out of a possible 115 plus members who have all their dues paid. Some of you paid national dues but not your local ones; you know who you are also, so get them sent in as quickly as possible. We have been warned by the National Secretary that those who's dues are not paid within the next several weeks, will not be listed in the new 1979 National Directory as they will also not appear in the Land-O-Lakes Directory also. We need everyone's cooperation in this matter as our club is going to become short on funds for upcoming projects if we all don't pitch in and get those dues paid.

In closing, for this time, I am sorry I only can harp on dues all the time, but right now that is our most demanding subject to take care of. May you all have a fine spring and I look forward to seeing all of you at our next meeting.

Editors Note: Reprinted from March-April 1979 Dry Wrought, newsletter of the Land-O-Lakes Chapter. Bob was the LOL treasurer in 1979

BOB SPELTZ LAND-O-LAKES CHAPTER

ANTIQUÉ & CLASSIC BOAT SOCIETY, INC.

MISSION STATEMENT

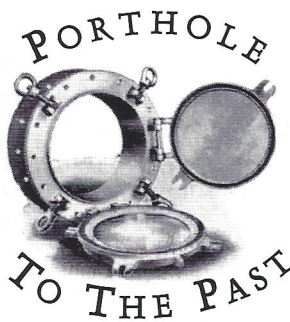
To promote the preservation and enjoyment of antique, classic and special interest watercraft of all types, both powered and non-powered by:

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

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POWERBOAT HULL DESIGNS

THE V-BOTTOM

This is the first in a three-part survey on powerboat hull design. Reprinted from the March 1979 Motor Boating and Sailing

If you have a modern power cruiser, chances are she's a standard deadrise V-bottom type, not a deep-V (for true deep-Vs have deadrise angles of about 18' or more) but a moderate sectioned planing hull. There are many variations on the V-bottom theme, but most designs have several major principles in common.

The warped plane

If a design were to carry a uniform angle of deadrise throughout the length of its bottom, and if that angle were flat enough to be efficient in a planing attitude, it is obvious that the forward sections would be too flat for all but the smoothest sea conditions. It is for this reason that designers have "warped" the forward sections of the bottom, creating a deeper forefoot and drastically more deadrise at the boat's entry. As the sections of such a vessel move aft, the bottom gradually flattens out in order to retain the planing efficiency of the broad, low-deadrise angle.

It is critical, however, where the flattening occurs. Most designers agree that the best place is at the widest part of the load waterplane - that is, the place where the waterline beam is greatest. At this spot, the sections describing the bottom will "warp" or cross over to a shallower attitude, and remain (ideally) at a constant deadrise angle all the way to the transom.

If the warp is too drastic, or if the crossing of the sections occurs at the central area of the bottom, water action forms a pocket or air space under the hull and the boat will try to "squat" into the space, thereby creating a force that will work against planing.

This suction is best eliminated by: 1) warping the bottom gradually from the forefoot aft, 2) seeing that the sections involved in the warp or twist cross each other either outboard at the chine or inboard at the keel (thereby avoiding the large pocket formed when the warp centers in the middle of the bottom area) or 3) forming the warp at the widest possible portion of the boat.

The monohedron principle

A boat with after sections that are parallel all the way to the transom is said to have a monohedron afterbody. Most designers will agree that this parallelism helps sustain a smooth, consistent waterflow all the way back along the run, avoiding suction and turbulence that can be caused by further warping of the bottom. Figure 3 shows a warped afterbody-one that will cause just the kind of suction we're talking about. The idea is to stick to the parallelism shown in the two other illustrations.

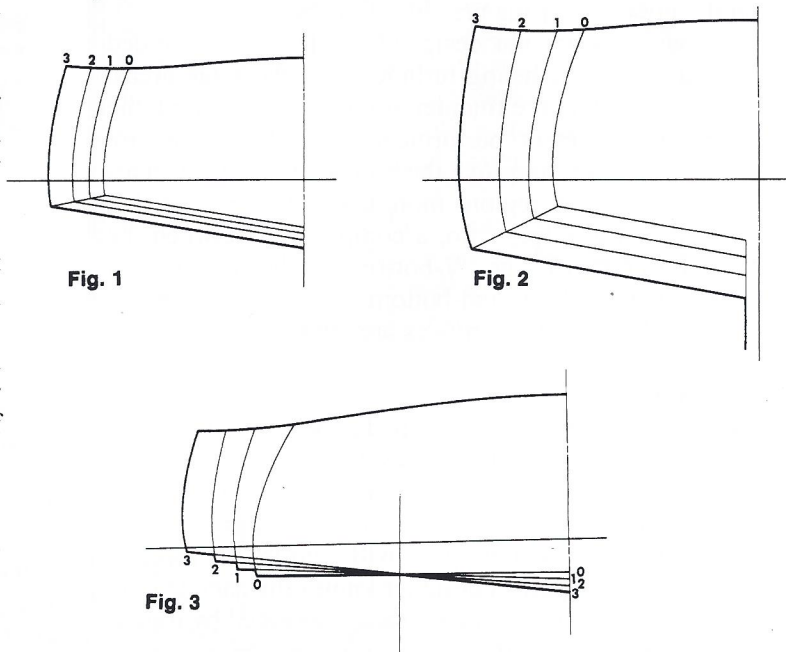
Gull-winging

When a bottom has convex sections along its length, it is said to have a gullwing shape. This shape allows for a deeper deadrise toward the point where the section attacks the water - i.e., the keel. This quality simply causes a slight deflection as the boat slams into a chop, absorbing the energy that would otherwise be transmitted to the passengers.

The profile

It has been said that a hull must not sweep upward toward the transom if it is to be a good planing performer. This means that the buttocks, fairbody, and chines must run aft in as straight and flat an attitude as possible. With this configuration, the afterbody will part from the water cleanly and smoothly, creating little turbulence and its resultant suction. Some boats carry this principle to an extreme by "wedging" (getting fuller in volume all the way to the transom).

But, most multipurpose Vs tend to compromise on this count, employing some upward sweep of the buttocks for good displacement performance and sea-keeping ability. Indeed, something is always compromised to some degree-but how well a boat performs in a variety of conditions is an indication of how well a naval architect understands the subtleties of V-bottom design. -Doug Schryver



Monohedron form (Fig. 1). Same deadrise but a steeper run in afterbody of a seagoing craft (Fig. 2). Warped-plans afterbody (Fig. 3).

ROUND-BOTTOM HULLS

(Second in a three-part survey on powerboat hull design.
Reprinted from the April 1979 Motor Boating and Sailing

When you think of round bottom boats you think of Elco, Matthews, Consolidated, Trimp. Remembering those old boats is like seeing *Gone With the Wind* for the 15th time, or taking a detour past your old school to see if that girl you used to know is still waiting after eighth period. But the designers of the old boats, most dead and gone these miiy years, have enjoyed a resurgence lately. Not out of nostalgia, but for good reason.

The round bottom makes a strong hull. Any engineer will tell you that a squared corner creates areas of stress. And a chine is just such an area. In fiberglass construction, this is of less importance than it Used to be, because insides of chines usually radiused with heavy glass buildup - a lesson learned from early fiberglass chine hulls where stress cracking was seen along the chines of boats that were abused. But on boats where both the inside and outside of the bilge angle are rounded, the energy is spread out and stress is never a problem. This type of chine treatment can be called the "soft chine" approach. The boat's sections retain the flatness of the chine form, but the edge sharpness is reduced drastically.

Another plus for reducing the hardness of the chine is the improved flow of water along the hull, at displacement speeds. Chines tend to drag somewhat until the hull has broken free on plane. After planing is achieved, however, chines are useful in carrying the flat sectional shape to the outboard limit of the hull, thereby keeping the fast water-flow even and unidirectional over the breadth of the bottom.

But for boats that are not designed to plane, the rounded form is superior in reducing turbulence at the bilge areas. This is not to say that the rounder you make the bottom, the better the displacement performance. Sections that are broad and flat aft still improve the buoyancy and flow characteristics in the stern regions more than after sections that are pinched and too deep. So, a compromise between the shallow flatness of the V-bottom and the smooth curvature of the old round-bottom type is what many designers of displacement cruisers are aiming for.

Form stability

It is well known that chines help dampen roll in certain conditions. But what if the chines have been drastically radiused? Important question, and it involves a two-part answer. A round bottom boat, given the same weight placement as its V-bottom counterpart, **will** tend to roll more in quartering or beam seas. A designer knows this, and tries to lower his weights to offset the stiffness sacrificed by rounding the sections. *Midnight Lace*, a rounded-chine express cruiser by Tom Fexas of Florida ("Return of the Rumrunner," March 1978), has extremely lightweight construction topside in order to compensate for both her softened bilges and her narrowness.

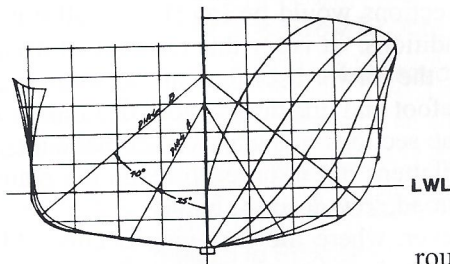
Jack Hargrave, designer of Hatteras Yachts, takes another

approach. He uses soft chines in the forward sections of his Long Range Cruisers to reduce turbulence in those areas, but squares the chines aft, hardening them for the form stability needed for offshore work. His approach is to try for the best of both the round-bottom and V-bottom.

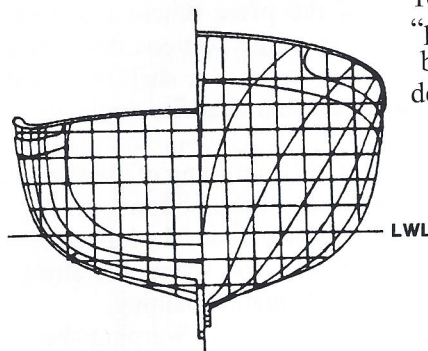
Ride

Anyone who's ever taken a round bottom vessel to sea will attest to the smoothness of the ride at speeds above the survival range. This is because most (older) round-bilged boats have the fine entries and convex forward sections necessary for slicing a headsea. However, a proper flare forward should be designed-in above the waterline to keep those fine sections from submarining. This flare increases the potential buoyancy above the **waterline** only.

The round-bottom hull has seen its heyday, but the principles learned from its application live on in the form of modifications to present planing forms as well as in larger displacement vessels where drag and fuel efficiency are major considerations. -Doug Schryver



Two round-bottom hulls. Top is Tom Fexas' "penetrating" hull; bottom is a Giles deep-water design.



THE DEEP-V

(Last of a three-part survey on powerboat hull design.
Reprinted from the May 1979 Motor Boating and Sailing)

These days, when a designer lays out plans for a fast seagoing power vessel, he often goes to some variation of the deep-V Hull form.

When Ray Hunt drew the first *Moppie* in the early sixties, he must have realized he was on to something. The boat, in its prototype stage, was extremely able in all weather, possessing an incredibly "cushioned" ride in seas that would crack the jaws of passengers on all other fast boats. The reason for the soft ride deep-V's display is the consistently full deadrise (more than 17') from forefoot to transom. As the boat slams into a sea, the wave is deflected upward and outward from the keel (or fairbody), and this deflection expends the energy that would otherwise

shake your fillings out.

The major sacrifice made by the deep-V, however, is the ease with which it will attain planing speed. The ideal planing hull is totally flat-sectioned. Examples of this can be seen in early Sea Sleds and hydroplanes. But the Deep-V is quite the opposite. Where the common warped-plane or V-bottomed boat will usually pop up on plane with modest horsepower expenditure, the deep-V needs more push to climb out of the hole.

But try to skip a Sea Sled over the surface in a heavy chop. You will have either a submarine or a flying, out-of-control vessel. Here's where the deep-V shines.

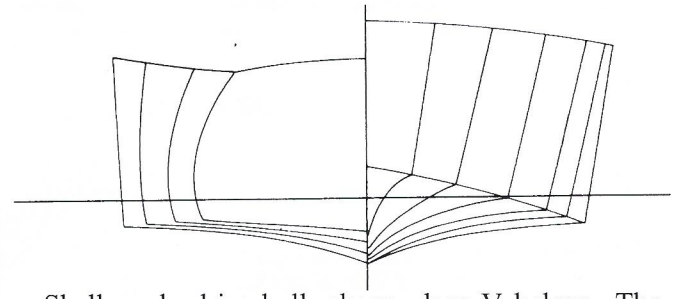
Bugs and refinements

As the years since *Moppie I* have passed, engineers and designers have worked out many of the bugs in the deep-V concept. To deal with the upward deflection of water from the bottom – a problem leading to extremely wet running on early boats, with spray flying up and over the house in some extreme conditions – builders have added spray knockers or chine steps to flatten the angle of deflection.

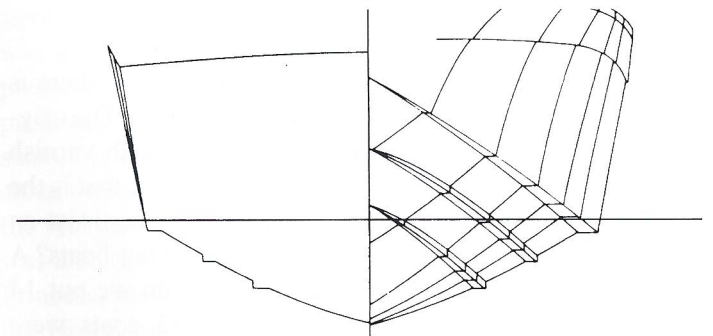
To help the vessel get up on plane sooner, longitudinal strakes have been added to protrude in long, flat, buttock-like sweeps acting as planing surfaces, and the fairbody line (the profile of the hulls bottom) has been deepened aft to create a “wedge”, or increase in pressure under the stern sections.

But the problems of getting the deep-V on plane still persist, though much has been done to perfect the concept. For example, one typical 42-foot deep-V requires 302 hp to pull ten knots (the speed at which she starts to feel the hole deepening under her stern sections). A comparably weighted, flat-sectioned planing hull, on the other hand, needs only 133 hp to sustain the same speed at that pre-planing attitude.. When on plane, however, the situation is somewhat the reverse. The deep-V uses 552 hp to sustain a planing speed of 20 knots while the production modified-V in our example needs 567 hp.

Deep-V's tend to roll easily when riding at anchor or while drift fishing or trolling. Short of rigging flopper-stoppers or adding bilge-keels there is very little that can be done about this situation. It's just one of the sacrifices you make for the



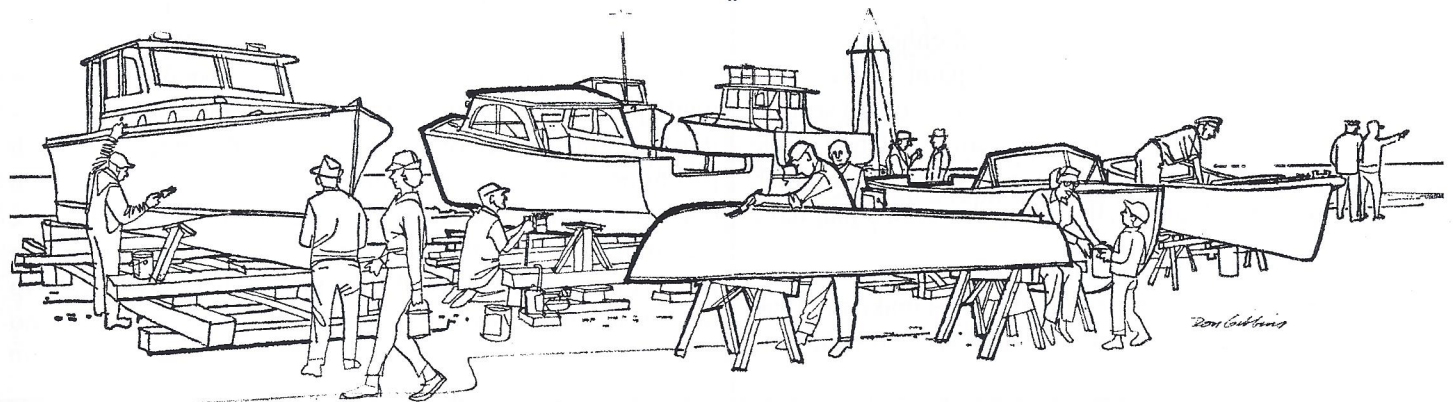
Shallow deadrise hull, above, deep-V below. The shock-absorbing character of the deep deadrise angle is obvious. Also, note lifting strakes.



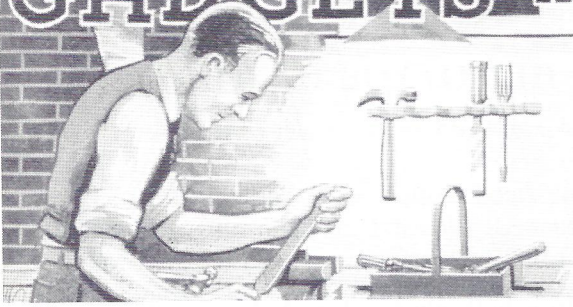
gain in performance and seaworthiness.

Ironically, a refinement lately seen in Deep-V's is the shallowing of the deadrise angle. That's right, cruising deep-V's are less “deep” today than they were at their beginning. The major reason for this is the fuel situation. Designers are simply trying to compromise some of the heavy-weather performance qualities of the deep hull for the fuel efficiency of the flat-sectioned planing boat. Where the early Moppies pushed 20° deadrise angles through the water, many of today's hulls sport a modest 17° deadrise (or less) angle. This is not a “cop-out”, just clear thinking on the part of today's economy minded designers and engineers.

The deep-V is an excellent choice for all-around cruising. But it is at speed in heavy going that the true potential is realized. A cruise in one will show you what Ray Hunt was telling the world almost 20 years ago. -Doug Schryver



GADGETS AND KINKS



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

SEAMS LIKE OLD TIMES (or Keeping on the Straight and Narrow) by Sherwood Heggen

When the topic of painting deck seams comes up, there is a lot of discussion on what is preferred or correct. The original white deck seam caulking was covered with varnish which caused it to have an amber color. To many, that is the way the seams should appear. Then, why do we insist on making bright white stripes over the seams on our boats? A question asked in the same manner is why do we put 14 plus coats of varnish on our boats when 3 coats were enough from the factory? Strong opinion says it makes the boat much more attractive, but it comes down to personal preference. Do you like deck seam stripes that are amber or white, or brown, green, or burgundy for that matter. Make the stripes what ever color you want, but be ready for mild to harsh criticism from the onlookers who have an alternate opinion. Regardless of what color the stripes are, we are going to discuss how to get them on straight and neat.

There are various methods for applying deck striping. They include using white caulking, inlays of lighter colored wood, painting with striping wheels, and hand painting the masked stripe. All of these have their benefits and downfalls, but the method I prefer for the great look of crisp deck striping is masking. With this method, a deck with stripes already there from a previous refinish, or a deck with no previous stripes can be done nearly the same way. If the width of the painted stripe is wrong, do what you can to sand away the stripe paint to allow painting the correct width. What is the correct width? For most runabouts, one-eighth inch looks right. It can be wider for larger boats, but don't get carried away. Seams that are too large make the deck look awkward and clumsy.

The masking method is done by taping off either side of the seams as you would a boot stripe and paint between the tape edges. All seams, including the covering board seam if there is one, are painted as one by creating a stencil made of masking tape. Painting is done with a pin stripe brush and boot top paint. Done well, it provides seams that have consistent width and clean edges.

As with any thing, proper preparation helps make the final result look even better. Presumably, the 3M 5200 seams are

smooth and slightly recessed relative to the deck. Also, the following method assumes that no painted seams exist, as in the case of a complete strip, stain, and varnish job. The caulking should be mahogany color to disguise any areas where the seams are wider due to damage from rot repair or raking out old caulking.

Presuming there are no painted seams existing on the deck, let's get started. Begin with taping over the covering board seam that intersects the straight deck seams with one-eighth inch wide 3M Fine Line masking tape. This will define where and how wide the painted seam should be. If your seam should be of a different width to match the original, use tape that is of that width according to the need. Pull a short length of tape from the roll and attach the loose end of the tape to one end of the covering board seam. Press the tape down to the seam with your index finger. Press the tape in place by sliding your finger over the tape along the seam while steering the roll end of the tape with the other hand. Pull more tape loose from the roll and repeat. The taped seam should have a fair curve and be directly over the seam, or where the seam should be if the seam caulking is wider than the correct size. Now lay down 3M Fine Line tape or 3M blue painters tape on either side, snug to the edge, of this reference tape. When that is completed, pull off the reference tape. Set the length of reference tape aside to use for the other seams. It makes no sense to waste good tape.

Now tape off the straight deck seams using the same method described above. Extend the tape over the covering board seam tape for a couple of inches for the time being. That will get trimmed off later. When all the seams are taped, use a sharp Exacto blade to cut away tape where the painted deck seam should be. This would be the tape that defines the inner edge of the covering board seam. Where two pieces of tape overlap, trim away the tape on top to keep the painted edge as thin as possible. This can easily be done by lightly cutting through the top tape starting at the intersection point of the two lines to a point away from the edge of the tape. This makes a single layer of tape creating a thinner edge and less paint at the edge which is important later on. One more step in preparation is to be sure the tape has full contact with the deck wherever paint is to be applied. This will prohibit paint from crawling under the tape's edge. This can be easily done while performing another little task in preparation for painting. Scuff the surface of the seam area with a fine 3M scratch pad to provide better adhesion for the deck seam paint. You don't want your deck seams blowing off at the speeds you're are going to be going. Another spot to deal with is where two pieces of tape overlap and the top piece is held slightly above the surface by the lower tape. Paint will creep under here too

Gadgets & Kinks - cont'd on page 10

The SERVICE DEPARTMENT

Dear Dr. Motorhead

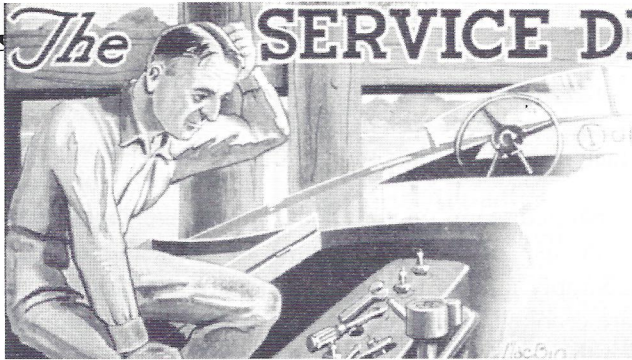
I can't tell how impressed I am with your attempt to find Noah's Ark on Mt. Ararat. Just think of it, boating's Holy Grail! I am sure that the good Reverend Eric Gustavson has tremendous interest in your discovery as well. Not only will you be known the world over for your motor knowledge and skills, but - think of it - you will also be one of the world's great explorers and discoverers. I know I can speak for all BSLOLers; we are so proud of you and Piston and your accomplishments.

Before I can get to my pressing dilemma, I need to ask you some preliminary questions. Growing up, I watched as much TV as I could. That new invention was pretty cool. Great cartoons wonderful learning shows. For instance: Mr. Wizard; Rocky & Bullwinkle, with Mr. Knowitall; Professor Icabod Mudd on the Jet Jackson Show. They, like you, always knew everything; never stumped on a single problem; men of their time. I am thankful to have you and them as apart of my life. I can only imagine that Piston will only too soon be a part of this prestigious Hall of Fame. Oh, by the way, do you know Mr. Goodwrench?

Now to my problem.

I have a vintage watercraft. This year I decided that through the courage I received from reading Steve Merjanian's article, I was going to prepare my own boat for the fun summer boating season. I did everything perfectly. My family was so proud. My wife even bought me a timing light for my birthday. In fact, I used it to verify the power timing I previously completed while underway. Guess what! Right on! So, now I know it is in the best timing position for optimal operation. Here is my problem, though. When running wide open for awhile, I start getting this knocking or pinging sound, as my pal Sparky calls it. He says that this sound is from having the timing too far advanced. Well, I know this can't be, as I have set my timing exactly where it should be. Yet this pinging is ever present, but only at wide-open throttle. I don't know what could be wrong as the engine only has about 15 hours on it, since the famous Lou Bricity Speed Merchant and Transmission Shop rebuilt it down in Milwaukee, WI. Am I destined to a life of slow boating? Do I need to get used to this pinging? Is it bad for my engine to have this malady? If you know Mr. Goodwrench, do you have his phone number? OK, so what should I do? Oh, and one more thing - did you and Piston find the Ark before Mitch or Todd?

Signed,
Tommy Burns
Dear Tommy,



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

Wait a doggone minute here! That old boat I have been looking for wasn't Noah's Ark - oh my gosh - there is a terrible mistake here! I can see how you might think that I was looking for the Ark, being on Mt. Ararat and all. Eric, please don't feel ill of me. I hope you haven't made any promises to your congregation that there would be a presentation or something. I will not be going down in the annals of ecclesiastic notoriety. Oh, I am so sorry. Here is the real deal. The boat I heard about, and was looking for, was a Riva Super Aquarama, owned once by an Armenian Princess, her name was Princess Rita Hayworthian, and her Hollywood screen star husband Ali Kahn. As the story goes, before they exiled to North Dakota, they hid their precious boat at the base of Mt. Ararat, hoping one day to return to the homeland to reclaim their pride and joy. Well, they got so caught up in farming and the American way, they never left Jamestown to see the old country again. While on Easter Island for spring break, I met a Shaman who was looking for the real Ark, and told me of his discovery of the Riva. Unfortunately, he couldn't remember exactly where he saw it, only that he could confirm it was original and kept in the boathouse all this time. As you can imagine, this was really exciting. I called home to say I would be late, and the search was on. I'm not sure how Todd and Mitch got on to it so quick. Maybe they have a phone tap. Anyway, we found it and made a pretty good deal with the present owner. We still have a bit of a delivery problem though; should have it figured out shortly. I'm really excited for all of you to see it and go for a ride.

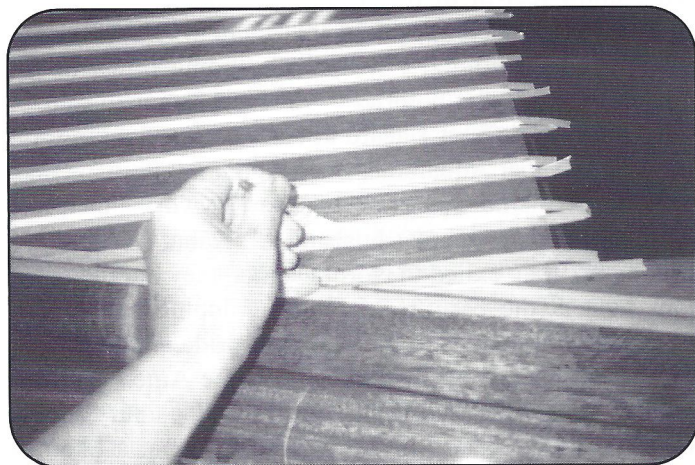
Now, let's get down to your pinging problem. There are three problems that could cause this. First, as you suggested, the timing is too far advanced. You have checked and double-checked your timing. This is not what would suggest is your problem. Second, you can have some bad gas. I am assuming that you have a flat head engine and you don't need real high-octane fuel to make things run properly. If the gas is not good or is of too low octane, the pinging will occur. So either pump this fuel out, or better yet, and a much safer route, go putt around awhile and top the tank with fresh fuel from a reputable gas dock. Third, you are getting some water in the combustion chamber of one or more of your cylinders. This can happen in a couple of ways. You may have a crack in your block or your head somewhere. While you are boating at high speeds, a small amount of

Dr. Motorhead - cont'd on page 11

Gadgets & Kinks - cont'd from page 8

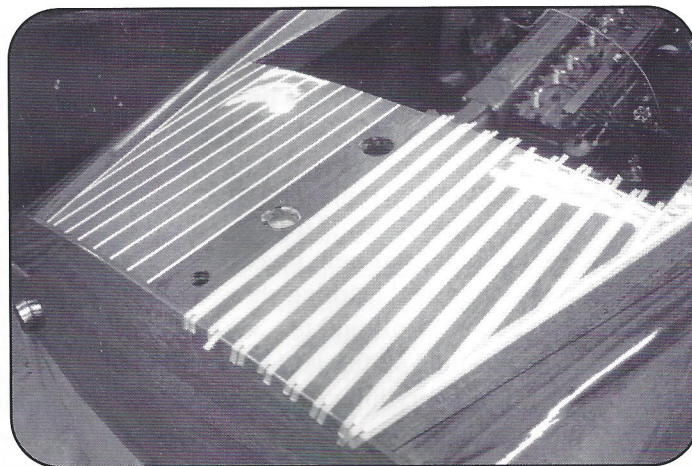
unless you take the backside of the Exacto blade and gently press the tape to the surface right at that junction.

Backing up just a bit, if there are painted seams on your boat from a previous finish, eliminate use of the one-eighth reference tape over the seams. Simply tape to the edge of the old painted seams. If they are crooked, there may be an opportunity to slightly straighten them by not taping totally to the edge in the crooked spots. Be careful though, as you can end up with a stripe that looks like a boa that swallowed a hog if the painted seams bulges in spots. The paint ready masking job should appear as in the picture below.



You just made a stencil for the deck seams for your boat and are now ready to paint. Get your painting supplies ready. They are boot top paint and a pin striping brush. These are available at art supply or auto paint supply stores. The striping brush carries a good load of paint allowing painting of longer lines with fewer trips to the paint can. It is simple from here. Dip the brush in the paint and paint the seams. When finished painting, it is time to peel away the tape. Doing so now allows the still wet paint to flow very slightly to soften the edge. Remember when you cut back double layers of tape to create just one layer? That was to keep the paint from being too thick at that point and flowing out in a small puddle that would destroy the crisp look. If the paint

were allowed to dry before removing the tape, a hard, sharp edge would remain. This becomes a dirt catcher and feels rough when wiping down the boat with your towel or chamois. If you find any places where the paint did creep under the tape, clean up immediately with a paper towel wetted with naphtha. You may have to rap the towel over a sharp stick to precisely wipe away the unwanted paint. The end result should appear as on the port deck in the picture below.



OK, done! Clean the brush and your hands and go in for coffee. The seams can dry on their own. If you are the one who wants amber stripes, let the paint dry for a day or two and then sand and apply the final coat of varnish. Now don't those deck seams look great? Get the hardware on the boat, put it in the water where it is supposed to be, and go make the water fly.

Do you have any questions or problems about restoring your wooden boat. Part of BSLOL's mission is to act as an information and skill resource for its members and anyone else who seeks assistance. You are welcome to contact me by e-mail at Heggensj@Centurytel.net or telephone at 715-294-2415, as a source of information for the concerns in boat restoration that come up. I look forward to communication with you.

Until then, don't destroy it; restore it!



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Dr. Motorhead - cont'd from page 9

water is mixing in with your fuel mixture and causing you the problem. In the old days, engine manufacturers allowed you to mix a small amount of water into the top end of our engine through a control valve. The purpose was to clean the carbon out of your motor – sort of a steam-cleaning if you will. This worked fairly well if you really knew what you were doing. However, most didn't, and the result was a melt down of the pistons and cylinder walls, destroying the motor. The other way this water can get into the combustion chamber is by bypassing the head gasket between the engine block and the engine head. This is where I would start first. If your anniversary is coming up shortly, perhaps you could ask your wife for a torque wrench. You have to re-tighten the head bolts. It is most certain that after an engine rebuild you have to do this once, if not twice, to get the head to seat properly. As you said, the engine was recently rebuilt by Lou down in Milwaukee. He would never let a crack anywhere get by his watchful eye, so it is most assuredly a re-torque of the head bolts. Set the wrench to 70 pounds and follow the instructions with our new wrench. The best fashion is to start tightening the bolts in the middle of the engine and work your way out to the edges. Boat for five or ten hours and do it again. I think this will solve your problem.

Do I Know Mr. Goodwrench? No I don't. I did meet his wife once at a symposium in Lake Okoboji. She did not give me her phone number nor her room number. She is much too noble of a woman. If you still need the number, I would contact Steve Davis at Village Chevrolet, I am sure he can help.

I too watched way too much television as a kid. Although it was fun to watch TV and see my Uncle Mr. Knowitall, my second cousin Mr. Wizard and my mentor and Great Uncle Icabod Mudd, while sipping Ovaltine with my nose six inches from the television screen.

Those were the days.

Dr. Motorhead



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 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 send and email to me: ajrhude@aol.com.

Andreas Jordahl Rhude



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AQUATENNIAL SPLASH

by
Andreas
Jordahl Rhude

The Bob Speltz Land-O-Lakes Chapter made a splash at the Minneapolis Aquatennial Torch Light Parade on Wednesday evening July 23rd.

For the first time in many, many years, we had a classic boat in the spectacular parade. We have been attempting to get back into the event for quite a number

of years with little success. Along came BSLOL director John Tuttle to lead a renewed charge. Lo and behold, he was successful. Word was received on June 26th that our application had been accepted. We had less than four weeks to locate a suitable boat and tow vehicle, come up with the all-important lighting scheme, and do other preparations to be successful.

The boat selected epitomizes the era of classic boats and boating. It was a 1946 Chris-Craft Sportsman U-22 owned by Shawn Palmersheim of Waterline Classics LLC in Winsted. It is very similar to the boat used in the Hollywood blockbuster "On Golden Pond" starring Henry and Jane Fonda along with Katherine Hepburn. The varnished Honduras mahogany hull made a fantastic impression in the parade.

BSLOL director Mark Setterholm provided to tow vehicle and he piloted the ship during the parade. Mark was instrumental in making this endeavor a success and his enthusiasm was contagious. He arranged for professional lighting to be installed around the boat. And what a job Mike Hanley and Greg Niska did to make a poignant statement! They spent an entire day getting the lights planned and installed. Brad Ernst provided the electric generator. John Tuttle had signs made that promoted BSLOL.

The boat was a hit. There were plenty of hoots and hollers throughout the downtown Minneapolis route. And to dress up the already impressive boat, the Queen of the Lakes and two princesses from last year's Aquatennial rode with us in the parade. Queen Natalie Neubauer along with princesses Anna Millerbernd, and Heather Mumaugh were a great addition and generated lots of interest for the boat! The parade was rained out last year so they did not get an opportunity to be in it. They finally made it a year later!

Special thanks are in order to John Tuttle; Mark Setterholm, Shawn Palmersheim; lighting gurus Mike Hanley and Greg Niska; Brad Ernst; and all the others that helped to make this a wonderful re-entry into the Torch Light Parade.

What will next year bring? We hope to have more boats in the parade and also get a small in-water boat show for one of the Minneapolis lakes. Keep your fingers crossed.





Welcome Aboard!

Anthony & Kathleen Bassett	Eagan
Randy & Laura Capes	South Haven
Ron & Sandra Haberkorn	Excelsior
Jay Markstrom	Cook
Ralph Robinson	Shorewood
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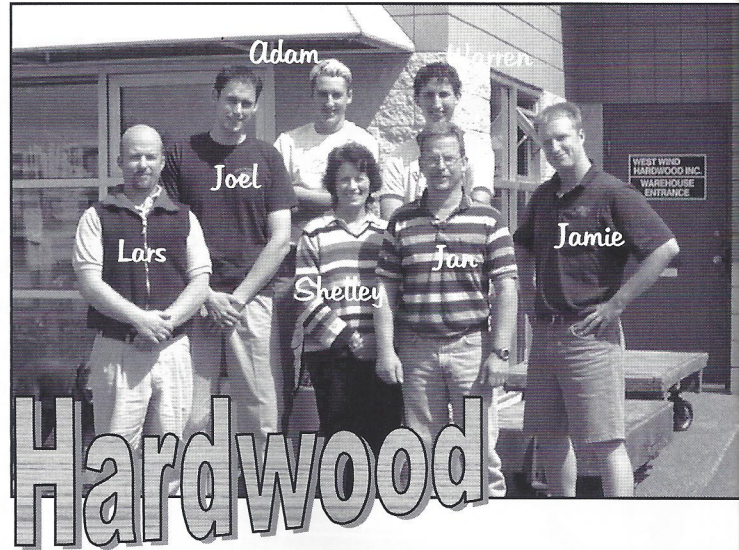
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One of the most recent advertisers in *The BoatHouse* is West Wind Hardwood. In the exchange of emails to get their ad together, there was special something that made me want to dig a bit deeper, and I'm glad I did. I found myself "chatting" with Jan Nielsen like I'd known him for a long time. He's that kind of guy. When they say a company's attitude comes from the top, it's certainly evident in this case. There was a warmth that made our business emails seem personal.

Located in Sidney (Vancouver Island), BC, Canada for over 23 years, Jan (pronounced "Yahn") and his father Ove, custom builders and woodworkers, established West Wind Woodwork in 1978. They developed a line of marine products in 1980 (using teak/Honduras mahogany/red oak) which was marketed across Canada. Ove, a second generation cabinetmaker from Denmark, began his apprenticeship in 1948. Jan completed his apprenticeship in 1980.

As the 80's progressed, the demand for custom products declined while the appreciation for their stock of lumber increased. In 1984, they sold the manufacturing portion of West Wind Woodwork and renamed the business West Wind Hardwood. Lars, the youngest son joined the business, which now concentrated on sourcing quality lumber.

The company prospered and grew and a second warehouse was built. In 1994, Ove retired due to failing health and as a result, this second location was closed. This by no means affected their business, it allowed that much more focus on the one operation. That year, Lars became the new partner with his brother Jan, and West Wind Hardwood moved to larger premises.

West Wind Hardwood is a true family-run business. From the very beginning to this day, their concentration

By Peggy Merjanian has been commitment to quality lumber and friendly, efficient service. Their range of customers runs from various levels of government down to hobbyists and Do-It-Yourselfers and spans the various types of wood from fine domestic and exotic hardwoods, quality softwoods, specialty plywood and veneer to custom flooring. Their experienced staff has years of accumulated knowledge in the specialty wood field. No project is too large or small and they ship throughout North America and beyond.

While they deal in all types of wood, their passion is boats. They build, they cruise, and so love to specialize in boat lumber and marine plywood. First-timers or experts who want to be able to talk to someone with knowledge of their language, West Wind Hardwood is your answer. "Specializing in boat lumber and marine plywood allows us an outlet for our personal interest in the boating industry." Their location on Vancouver Island gives them two distinct advantages: they are in the center of world-class boat building lumber ... and of course, they are in the center of world class boating waters. All three men have built boats:

Ove – a 46 foot Robert Allan Fisheries' Patrol Design

Jan – a 21.5 foot Howard Chapelle/Bill Garden Gentleman's Launch

Lars – a 22 foot Bartender.

In 2000, Jan and Shelley purchased a 1948 30 foot Chris Craft sedan cruiser intending to renew her for long distance cruising. But the best laid plans do go astray, and they are now the proud owners of 32 foot Dulwen, designed by Ed Monk Sr., built in 1957 by Philbrook and Sons Boatyard, Sidney, BC. With the

Vendor Spotlight - cont'd on page 15

Vendor Spotlight - cont'd from page 14

boat "ready to go," they booked over 100 hours last year. Added to their collection of classic wooden boats is Duckweed, a 12 foot sailing dingy/gaff-rigged, built by students of Silva Bay Shipbuilding School. In the meantime, Lars purchased the Chris Craft from Jan and Shelley with plans to revitalize her to her original condition. Marika II was launched last month!!

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"Puddleduck" built by Jan
Designed by Howard Chappelle/Bill Garden



Dulwen & Puddleduck at the
Port Townsend WoodenBoat Festival



1957 32' Dulwen - Designed by Ed Monk, Sr.,
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Impromptu 4th of July Parade

by Clark Oltman

For the first time in recent memory, we gathered boats on Lake Minnetonka for a 4th of July parade. It was a last-minute idea so the only invitation that we had time to send out was by email. If you didn't get the notice in time or are not on our

email list, we hope you understand. (If you have an email you can give us, it will aid greatly in getting last-minute details to more members.)

We met in Spring Park bay on Lake Minnetonka at noon on the fourth. When it looked like everyone was there, we started off. I counted 10 boats, I think that were along for all of or part of the cruise.

Dave Doner in *Sidewinder* his 1954 Lyman 18' Islander

Please forgive me if I missed you; even 11 boats string out for a good distance. Also, due to the nature of the event, we did not get together so I can only list the captains, there was no way to get a list of names of the guests. The people I identified were:

- ⌘ Dave Doner in his Lyman Islander, "Sidewinder".
 - ⌘ Butch and Sherry Essig in *Surfside II*, a 1967 33' Owens.
- Notice the *Minnehaha* in the background Nice of them



Ray & Margo Garin's 1963 Owens 30' Flagship Cruiser, *Luv Is*



Andreas Rhude in his 1959 Thompson 17' Sea Lancer, *Valhalla*

More July 4 Parade



Butch & Sherry Essig's 1967 Owens 33', *Surfside II* with the *Minnehaha* in the background.



Tom & Bonnie Menken in *Algiers II* 1967 Chris Craft 30' Cavalier

to give us such a classy escort!

⌘ Ray and Margot Garin, our glorious leaders and organizers in their ever-present 30' Owens, "Luv Is." Your efforts are much appreciated.

⌘ Carl Weisser and Sonja II, of course. And yes, our chief, ⌘ Tom and Bonnie Menken, the first time out this year for their 30' Chris Cavalier, "Algiers II."

⌘ Shawn Palmersheim in his 1946 Chris Craft Sportsman U-22 - the boat he brought to the Minneapolis Boat Show this year - still looking great.

⌘ Fred Goughnor joined in in his 20' Correct Craft "Debbie Too" with a couple of stops to let the kids jump in and cool down.

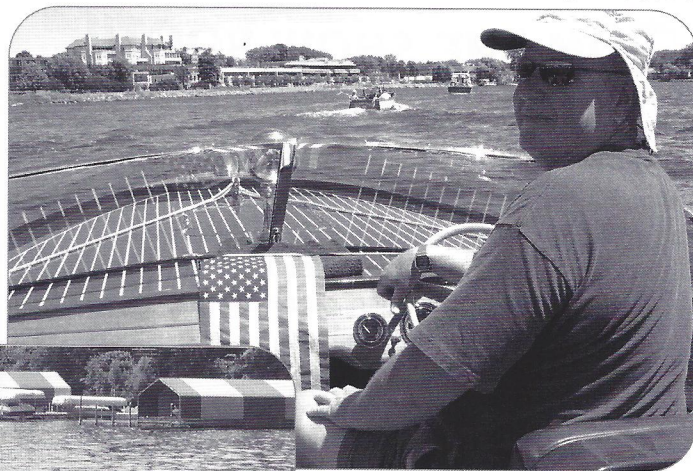
⌘ Andreas J. Rhude, in a Thompson, of all boats. Ha.

⌘ Greg Benson, who actually kept the pace up - he didnt pass everyone in sight.

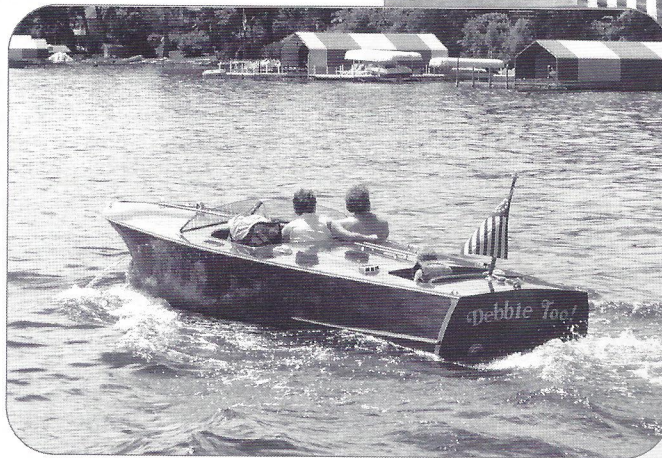
Engine not running right Greg??

⌘ The infamous Dr. Bob Johnson in his 22' Chris Craft Sportsman, "Cowboy."

Although the lake got a bit busy later, the event worked out well. I would hope we will do it again next year and get the information out earlier so more can be involved.



Dr. Bob in 1948 Chris Craft 22' Sportsman, Cowboy



Fred Goughnor in Debbie Too 1957 Correct Craft 20' Debonnaire



Carl Weisser and Sonja II 1955 Chris Craft 28' Sedan

Twin City Outboard

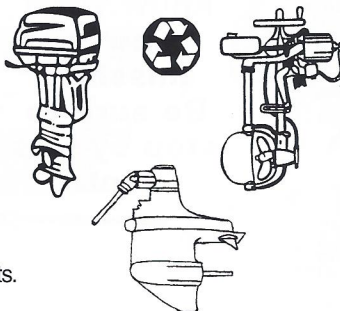
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FROM THE SHOW BOOTH

by Clark Oltman

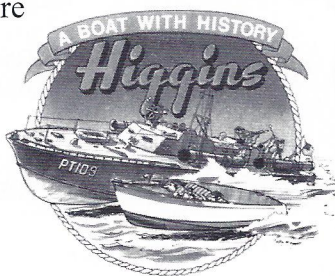
By the time you receive this it should be show time. I hope all of you are planning to attend; it should be a great time. We do have a couple of new things in the works, but will let you wonder what they are (in case you get this early).

There will be a performance challenge this year. Our own Pastor Eric has slapped me with a wet towel, (guess that is better than getting slapped with a glove from a suit of armor) and challenged me to a match. His "Little Henry" with a 10 hp Johnson, (Boo-ooo) against my "Peterson" with a Mercury (Yeaaaa) Mk 10. This won't have the thunder of the big engines and we probably won't create as much wake, but the challenge is the same. Don't miss it.

For the first time we will have an event T-shirt for sale. This is a big step for us and we need your opinion. Let us know when you see them; should we do that again next year?. What do you think?

It is official; the new launch ramp will be open. This is right next to the show grounds behind the large metal building. This should make launching and retrieving easier. However, ONE IMPORTANT thing — we cannot pull off the road and park anywhere between the "T" in the road and the land display area. Burial mounds are all over this area. Please respect our hosts' wishes and stay on the roads unless otherwise directed by our staff or someone from the Casino.

The Higgins Club is having their national meeting in conjunction with the Rendezvous. We have taken the opportunity to have them as our Marque Club/Brand this year. Make sure to visit their booth and make their members welcome. Hope to see you there!



CREW OF THE 28TH RENDEZVOUS

Admiral	Clark Oltman
Ensign	Jon Blackburn
Advertising	Skipper Jon Blackburn
Awards, Judging	Skipper Bob Johnson
	1st Mate Greg Benson
Mini Cruises	Skipper Bob Johnson
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
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Decorations	Skipper Lisa Nye
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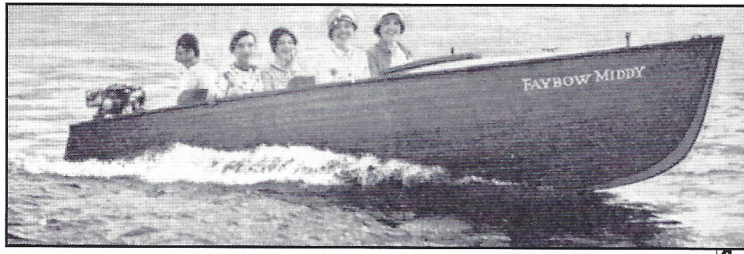
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RESTRICTED TO BOATS AND MARINE RELATED PRODUCTS



by Chuck Petersen

“Plywood Outboards”

With the Higgins Boat Company featured as the marquee class for the 2003 Red Wing show, I thought a look at my favorite segment of the classic outboard era, plywood boats, was in order. While Higgins must have produced some models in their history, I could not find any information to pass along. While Bob Speltz lists Higgins, Inc., New Orleans, LA in his “Biglist” of plywood builders, no specific models were found. Since I find the sleek, sporty lines of the mid-50’s performance craft most appealing I will mention three of the industry leaders for that era.

In terms of pure performance, the late 1940’s and early 1950’s were dominated by the St. Joseph, MS-based Speedliner Boat Company. The 12’ Rocket, The 13’ Thunderbolt, and 14’ Trophy were light and fast. The original company was actually called the “General Marine Company” and started out in Chicago, IL. Bob Speltz features some excellent photos in the Volume Four Outboard Edition. While these boats were fast, the steep chine angle would have limited turning ability when compared to later designs. Very few vintage examples survive today due to their “rode hard and put away wet” lifestyle and light construction.

Early Switzer Craft hulls built by the small McHenry, IL family business resembled the Speedliner in most aspects. By 1951-52 however, the distinctive “Bullet” design featuring flared “non-trip” chines hit the racing scene with a vengeance. In 1952, Bob Switzer won the famed pWinnebagoland marathon race help in Oshkosh, WI in a prototype D class Bullet. Truly impressive however, was that three of the next four finishers rode standard Switzer D marathon hulls. My dad, “Silver Fox” Petersen, attended the race and proclaimed on the spot, “I need one of those.” His 1953 model is still in mint condition and has been shown at the Clayton Race Regatta. Switzer also produced sport runabouts and even cruiser models. A sport or “gentlemen’s” plywood boat would contain more creature comforts (like seats!) and perhaps a deeper “V” bottom for a safe if slower ride.

No builder bridged this gap better between performance and comfort than Clyde Turner of Aristo Craft Boat Works in Atlanta, GA. I happened upon a mint 1954 14’ Torpedo model in 1987 that remains my most prized boating possession. While it will not keep up with the lighter, flat bottom Switzer, the upholstered seats and eye popping lines make up for the 10 mph or so. Some nice replica versions of this boat are seen often in the Mt. Dora area. Bill Turner has done a great job in bringing back this legend. The Torpedo did race in the “OPC” stock class with some success, but was really suited to warm Wisconsin weekends of cruising and impressing the ladies!

I hope to see many of you at the 2003 Red Wing show. Please seek out “Big Bob” Johnson and ask him about “Miss Higgy”. Mitch LaPointe and I are still sore from that 1990 epic adventure. Perhaps she will resurface at the 2003 rendezvous?



My 1954 Aristocraft at the 1989 Bob Speltz show in Albert Lea, MN.



Jerry Petersen in his 1953 Switzer on Lauderdale Lakes, WI .

I am happy to be able to share some thoughts regarding a hobby that continues to be a very rewarding experience.

It was in Winona, MN, my hometown, just 60 miles south of Red Wing. It was 1957 and I was in high school. A number of my friends and I, on occasion, drove over to the Wisconsin side of the river and north a few miles to Merrick State Park, a rustic setting along a backwater just off the main channel. Russ and May had operated the boat livery for years and were not adverse to selling us lads a beer or two on a summer evening. My friend Ron learned that Russ was going to sell a few of the older wooden rowboats and wanted to know if I wanted to go in on one with him. My half interest would be \$10. As we were showing the boat to a few buddies, I leaned against the side of the hull and a good sized piece broke away. Not a happy start to my first wood boat experience, but I had learned what dry rot was!

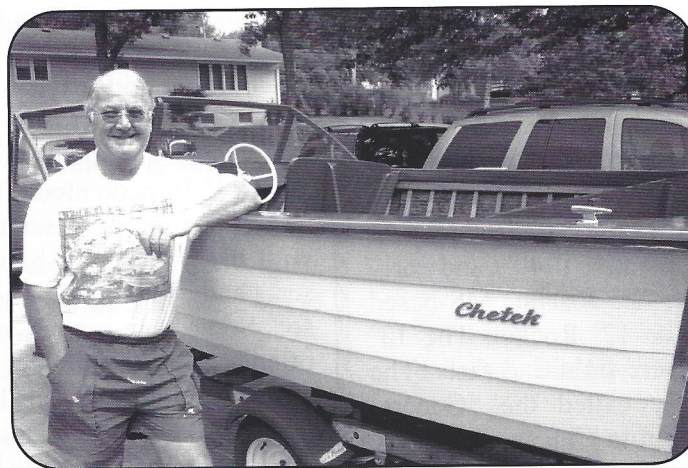
Finished with college, I made the move to Minneapolis in 1963. There was to be a succession of fiberglass boats; the first a nice blue and white Glaspar, and then a black and gold Horizon. For a few years two other friends and I had a 34' Whitcraft houseboat moored in the Lake City Marina. We were single, had steady incomes and had our houseboat on Lake Pepin. Times were good!

In 1969 Chris and I married and were busy raising Brian and Jason and getting on with our careers. We had boats of one type or another but things were about to change! It was a summer day in 1980 and I was with a client who wanted me to survey an old warehouse in St. Paul. As we were about to leave the building I spotted a dusty old hulk of a boat in a dimly lit corner. I inquired as to what the boat was all about and learned that it was a 1954 Chris Craft, some sort of old one that belonged to the boss. At some point, the kids had ruined the engine and the boat was hauled to the warehouse from White Bear Lake. My interest in the boat was noticed and an offer to sell was made. I took the bait and was now the owner of what I would like to remember as my second wood hull boat – but definitely a step up from the first. All I knew at this point was that it was a Chris Craft but placed no value in that particular fact.



MEMBER SPOTLIGHT

DAVE DONER



Dave with his restored Chetek, now owned by Paul Wiborg.

I had little idea where to begin to get this boat ready for the water, but thought the first thing to do would be to get the engine repaired. Since the block was cracked, I was told to find a gasket set before it could be repaired. Minnetonka Boat Works had what I needed but asked if I had any interest in purchasing a short block which had been stored in the boiler room for years. I thought this over, decided to spend the \$700 and, after a great deal of sweat and effort, I removed the old engine and prepared the new one for installation back into the hull.

With the new engine in place, I made my way over to Watergate Marina. This was to be the big day, my inaugural cruise! With the help of a "mechanic", we tried to get the engine fired up but to no avail. All the engine would do is backfire up through the carburetor. No one had any idea of what to do but it was suggested I get in touch with the Chris Craft factory for some assistance. I talked to an elderly gentleman in Algonac and he said it sounded

like I had an opposite rotation engine. By golly, it turned out that I did! The Boat Works agreed to help me out by pulling the engine and making the necessary conversions so that I would have an engine which would run. I got a call that the boat was ready to go and headed out to Lake Minnetonka for my maiden voyage! I was nervous but slowly ventured out into Wayzata Bay and then on to Big Island. I was actually on the water in my 1954 20' Chris Craft utility for the first time, convinced there were no others on the lake anything like it.

OK, the boat runs, but now what? Even though the varnish looked fair, it might be a good idea to have someone touch things up. I had gotten to know Hugo and Janet Gross at Hugo's Boat Works in Onamia and new they also restored wooden boats. I eagerly

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Member Spotlight - cont'd on page 21

Member Spotlight - cont'd from page 20

accepted their quote to strip, stain, and varnish the boat and made periodic stops to see how the project was coming. I got a call from Janet and she said it was time to stain the boat and asked what color I wanted to use. I said whatever they typically use; something that would look nice. Janet said they were partial to the maple stain sold at the Ace Hardware store up in Garrison so I gave her the go ahead. I and asked how many coats of varnish they usually put on. She said two and I said fine.

Little did I know that there were others around who also had an interest in wood boats and who could have given me some direction through all of this. It mattered little really as we were having a great time using the boat at our lake cabin as well as out on Lake Mille Lacs. As I look back I am kind of happy things started out this way. I made mistakes along the way but learned from them.

I eventually heard of the ACBS Land-O-Lakes Chapter and was now aware that there were those who had a good grasp of what wood boats were all about. I went to a few meetings when they were held at the Surfside in Mound and was at last getting to know people who were enthusiastic and knowledgeable regarding wood boats. I entered a show or two in Excelsior but then drifted away from the group for a few years. My interest was renewed when I decided to buy a 23' Continental from Todd Warner. Chris and I were impressed with the fine selection of boats Todd had in his storage building and the enthusiasm he displayed that day as he showed us a unique variety of boats.

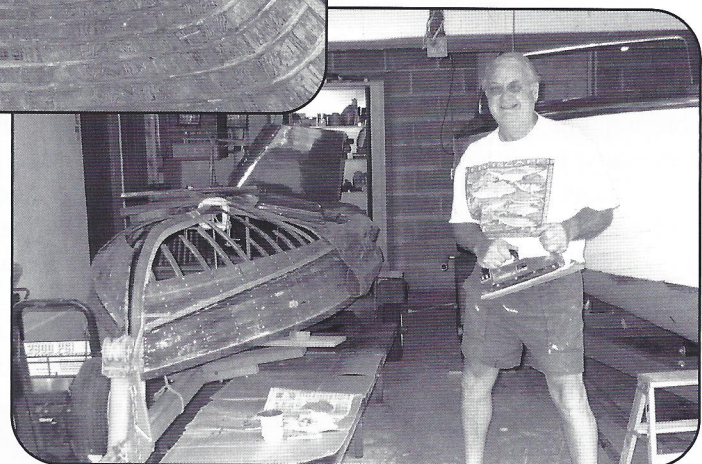
As my understanding of wood boats started to broaden, I became more comfortable and it was apparent to me that this was a hobby I would like to pursue and become more involved in. Chris enjoyed this kind of boating as did the boys which meant that it could be a family affair. While I was the one spending the time in the shop we knew that all of us could enjoy the rewards of my efforts. I heard about an old Chris in a small central Illinois town and a Century up in Onamia that Hugo had. I decided to purchase both of them for \$300 each, including trailers. At the time I probably thought I was going to restore them on my own.

As I continued to become more involved I also became wiser. I realized that I did not have sufficient knowledge, ability, time, tools, nor workspace to dedicate to a full scale restoration spanning several years. There were things I could do reasonably well but knew where to draw the line. I decided that it was time to part with my project boats. The 19' 1938 Chris Craft Sportsman went to Sherwood Heggen who won the Best Professional Restoration award at the

2000 Rendezvous. The 1950 18' Sea Maid went to Jerry Klopp. The Klopp family was honored with the Angie Speltz and Judges Choice awards in 2002. I have a good deal of satisfaction knowing that I did the right thing in rescuing these boats and getting them into the hands of those who had the ability to restore them for others to enjoy.



Retiring in the fall of 1997 I felt I needed a project to occupy some of my time during the upcoming first winter. I located an 18' 1954 Lyman Islander in St. Paul and lined up some heated space in which to work. I began on December 9th, 1997 and finished the project just in time for the 1998

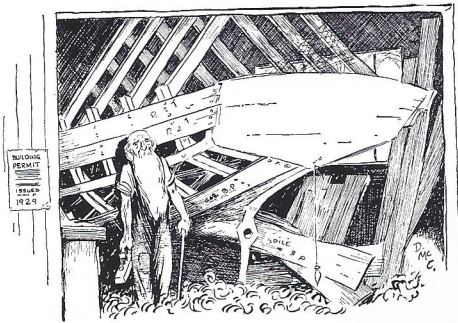


Rendezvous. This was my first attempt at restoration and I was happy with the results. Sidewinder is in the show again this year.

Over the past few years I have been involved with rendezvous committees as well as being asked to serve on the BSLOL board of directors. I would have to say that there is not a day that goes by that I am not somehow involved in something having to do with boats. Along the way I have met some folks who I have learned from and others to whom I have been able to pass on a tip or two. I should mention that boats include vessels of wood, fiberglass, aluminum, concrete, steel, and other materials. All should be included and put under the umbrella of what constitutes something worth saving for others to enjoy into the future. Someone like Lee Wangstad will set you straight real fast if you don't think fiberglass or aluminum boats are worth the effort!

I no longer feel compelled to get my hands on any boat that comes along. I will however, continue to look for them and hopefully get them into the hands of someone who is looking for a project to get their hobby off the ground or someone else who is ready for something a bit more advanced. Whatever the chain of custody happens to be, the bottom

Member Spotlight - cont'd on page 24

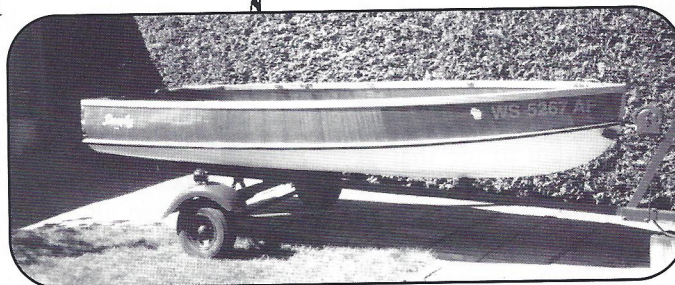


This Month's Boat In Process

by Sherwood Heggen

FRED POSPESCHIL'S 1955 DUNPHY PERCH 12'

This offering of Boat in Process expands on the restoration efforts of Fred Pospeschil from Two Rivers, Wisconsin. Fred has been a member of BSLOL since 1999 and is known for his incredible amount of research on the Dunphy Boat Company. His interest in wooden boats started in his teens in the 1950's. During his Air Force and earning a living days he had to slack off some but now is active in the restoration and operating of wooden boats. The boat in the limelight is a rare 1955 Dunphy Perch 12'. The boat is a molded mahogany plywood that is powered by a 9.9 hp Johnson. The boat came into his possession after he retired and moved from Bellevue, NE to Two Rivers, WI. Shortly after arriving he saw an ad in the newspaper for the Dunphy. He wanted to get back to working with wood boats and thought this would be a good starting project and bought it. He researched the history of the boat and learned the boat was originally purchased by John Jonk (pronounced Yunk) of Two Rivers. After a number of years, he sold it Berlin



Schroeder of Manitowac, WI, which is 5 miles from Two Rivers. For many years he used it on the rivers and lakes around Two Rivers with his son Dale and grandson Pascal. Berlin subsequently sold it to Pascal who did not use it much because of bigger, better boats he had available for fishing. As a result, the boat just sat in the garage collecting dust.

The boat was in remarkably good condition considering its age and regular use. There was a small amount of dry rot in the very aft end of the starboard splash rail and interior stringer. The original varnish had been refreshed several times and was heavily cracked. There was discoloration of the mahogany and many coats of various colors of bottom paint. The wood seats were well dented and covered with seagull droppings.

The biggest problem in restoring the boat was getting the paint off the bottom. The Sea Foam Green bakelite enamel Dunphy used resisted the combined use of paint stripper, heat gun, and tungsten carbide scraper. The next most difficult item was getting a good match for the original Dunphy Sea Foam Green paint. Fred was fortunate to finally learn of the color formula and had it custom mixed.

What is unique about this restoration is that it got Fred interested in researching the Dunphy Company. As a result of the interest, he has archived everything he has come across onto a CD-ROM so that he can share it with others. An overview of the CD is available at www.excel.net/~fpospesc.

The boat was finished in September 2001, launched and used once. It remains as a fine example of the great little wooden fishing boat built by the Dunphy Boat Company nearly five decades ago. From this experience, Fred can pass on advice to other restorers to not hurry their project to get it done fast. He feels that just turns the process into a job and will probably mess up the results.

To get a more complete rendition of the restoration of the little Dunphy check out the CD-ROM available from Fred and also read the article published in the March-April 2003 issue of *Antique & Classic Boat Magazine*.

Way to go, Fred!
Nice boat!



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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
1947 Chris Craft 18' Deluxe Utility.....	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
1963 Cruisers 16' Lapstrake Outboard.....	Jim Stack
1957 Lyman 16' Center Steer	Dave Doner



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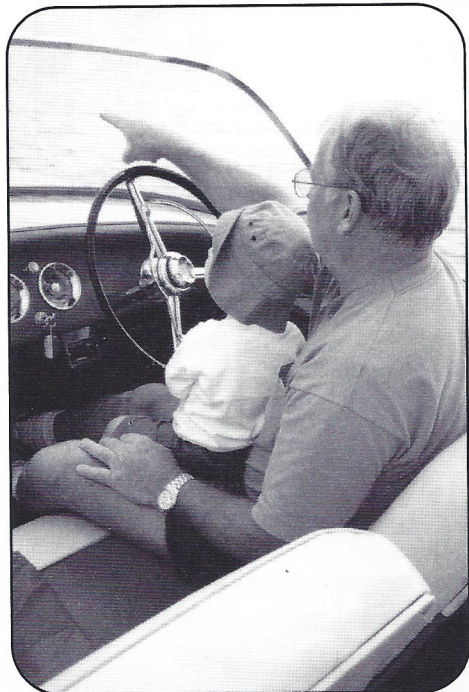
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Member Spotlight - cont'd from page 21

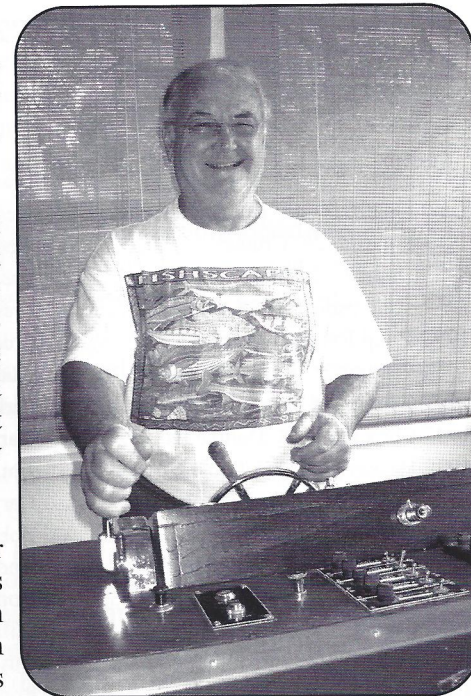
line is that the life of a unique piece of history might just be preserved because one of us took the time to take the chance that something good will come of our efforts to save a boat. As Sherwood Heggen always reminds..."Don't destroy it, restore it!"

At the onset I described the trials, tribulations and frustrations I went through to get my hobby off the ground. I had nothing more than very casual direction until I got caught up with those in the Land-O-Lakes Chapter, now the Bob Speltz Land-O-Lakes Chapter of the Antique and Classic Boat Society. I have met great people as a result, and feel that I have an interest that will continue to provide me with many more years of enjoyment.



Dave enjoying his grandson and his boat.

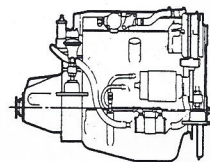
Jason will be at the rendezvous this year along with his friend Sarah. Brian and his wife Erica might be paying a visit from Pennsylvania with five year old Ryan and baby Reese in tow. To me, this is what it is all about; having fun doing something which is substantial, enjoyable, stimulating and rewarding, and doing it around water with friends and family. Chris is going to be happy.



Think Dave is happy at the wheel? or is it at the bar? - Yup, it's the bar!

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BSLOL AT CLEAR LAKE SHOW

BSLOL President, Andreas Jordahl Rhude and Dave Doner recently attended the Clear Lake Iowa 9th Annual Boat Show. Located on Clear Lake right off I-35, 2 hours south of the cities, the show hosted over 40 boats on water and land displays at City Beach. A long-time haven for classic boats, Clear Lake is home to the Clear Lake Iowa ACBS Chapter. Both Dave and Andreas brought boats for the in-water show (along with posters and Rendezvous registration forms), and are pictured in Dave's 1954 Lyman "Sidewinder", along with Steve Beck and son.

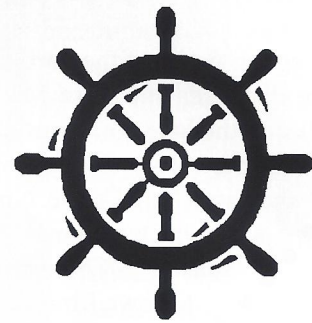


Dave Doner's 1954 Lyman, *Sidewinder* In the boat with Dave (back right) is Steve Beck and his son. Back left is Andreas J. Rhude.

More like classic boat shows of the early days, the show is always a non-judged show. Blessed with a light breeze and moderate temperatures, the show attracted a near-record number of boats and a large crowd. Usually attracting more its share of Centurys, this year was no exception. Along with the usual Chris Craft runabouts and utilities, several relatively unusual boats were featured. A pair of stylish Aristocraft Torpedos, a couple of Dunphys, the only known Morpheu in existence, and even two Higgins, a reminder of the longtime Higgins dealer at the Touristville Marina were exhibited. Even last years Rendezvous' "*weirdest boat*" was back on the water in anticipation of a return trip to the Red Wing.



Andreas J. Rhude in his Thompson



Many in the Clear Lake Chapter are familiar visitors to our Rendezvous in Red Wing. Over the last several years many Clear Lakers have traveled north for the Rendezvous- a few even taking a few awards home for their trouble. Many also list BSLOL as secondary chapter members. There are always six to eight boats at the Rendezvous at Red Wing from our southern neighbors. Many at this show have already registered for the Rendezvous and are looking forward to another year at Red Wing.

Jeff Oppenheimer will even be bringing two Higgins- a 19' Sports Speedster that he is hoping to have completed by the show date and a 23' Sports Speedster with it's original straight-8 Chrysler that may be a silent auction item if not sold by the Rendezvous.

Mark this show on your calendar for next year. It's a quick and easy drive and a lot of fun.



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A smaller than normal group was present at the July BSLOL Club Cruise on Lake Minnetonka. The weather was iffy all day, so only sixteen die-hards showed up at the Wayzata Depot docks. Three boats loaded up and we went for a short cruise around Big Island before anchoring in Carson's Bay. The steamboat Minnehaha was plying the waters of the lake, so we buzzed 'em and gave a classic boat salute!

The pot luck dinner was great. As everyone was finishing up, the skies opened up and some impressive lightning gave us a light show. It began to sprinkle, but the rain was never very intense or hard. There was plenty of room under the canopies so no one need get wet. We stayed in the area chatting, having a birthday "cake" (the celebrant has asked to remain anonymous), swapping stories, and just having plain old fun.

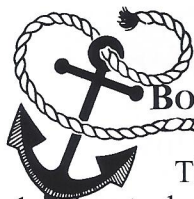
Once again, many of the participants came from quite some distance; one from Manhattan! It's curious that folks on the lake don't participate in BSLOL activities held there. Two chapter events remain this year: the last Club Cruise Night on 10 September, and our traditional finale to the boating season - Brunch at Lord Fletchers followed by the Fall Color Cruise on 05 October. Both activities are on Lake Minnetonka. Won't you join us?



RAIN DOESN'T



HAMPER SPIRITS



BOAT SHOW DATE CHANGE

The Century Boat Club, Inc. is planning to hold their boat show again this year in Manistee, Michigan, but on a different date that they have traditionally used. The show will start on Friday evening, September 5 with an in-water judged show on Saturday, September 6. For more information, call Dave Kamaloski at A&A Marine, P.O. Box 244, Manistee, MI 49660 231-723-8308, fax 231-723-8309.

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My 1954 Shepherd restoration project is drawing to a close. With a little luck, I hope to have the finished boat at the Rendezvous this August. Recapping, I acquired a 1954, 24 foot, hardtop Shepherd named the "Swingin' Shepherd" from a Minnetonka owner in 2000. As far as I know, it is the only 24 foot hardtop still in existence. I used it that summer, and in fact, really enjoyed cruising it with two other couples on the ACBS MAC 2000 pre-annual meeting Michigan lake hop. Since then, it has been under restoration in my home shop. Among my challenges were: the hydraulic shifter which was a "dock buster," the transom which was literally falling off, several side planks which had dryrot, many weak frames, and the interior finish. For example, the interior covering boards were badly stained, and most of the mahogany finish was severely blistered..

I have written previous BOATHOUSE articles on my early work on this boat. One of my first tasks was to convert the hydraulic shifter to a manual one using a classic re-chromed GarWood floor shift lever. Turning my attention to the wood, I replaced the layered one inch mahogany transom frames with 2+ inch white oak frames. I think the transom frames were the weakest part of Shepherds as they came from the factory. Using two sistered, unsealed mahogany planks for frames provided an good place for rot to take over. Most surviving Shepherds have had their transoms re-framed. Figure 1 shows the re-framed transom with the first baton fitted. Figure 2 shows my new dry fit transom planks in place with temporary fasteners. Fender washers were used to protect the mahogany planks as they were pulled into the desired curvature. The trickiest part of the transom rebuild was forming the curved mahogany transition piece

THE LAST LAP

by Jerry Petersen

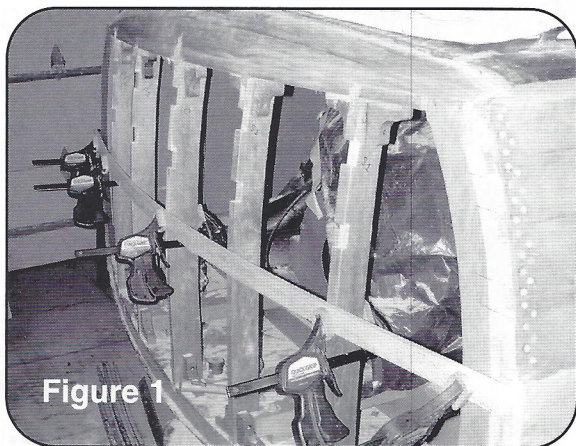


Figure 1

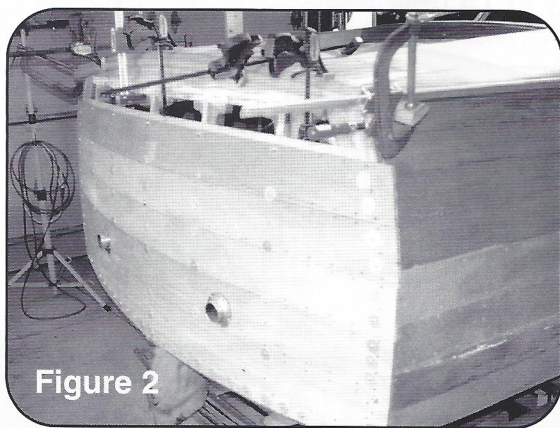


Figure 2

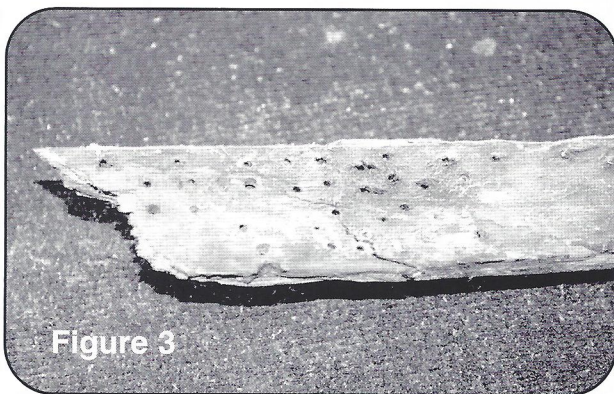


Figure 3

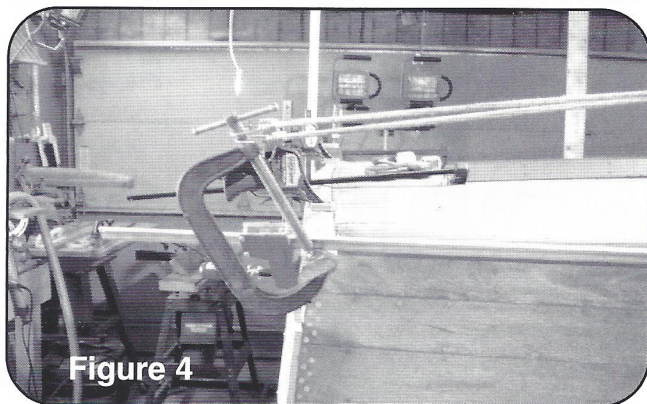


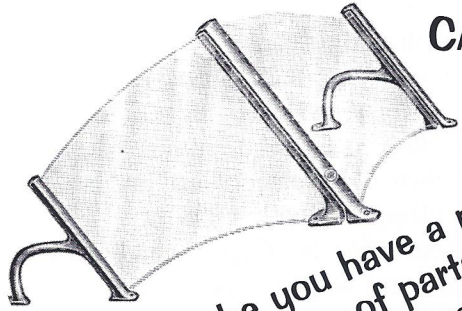
Figure 4

at the top. Figure 3 shows a portion of the original piece. I formed the new piece with the appropriate edge bevels, and then steam bent it close to the required arc. It was then fit in place using numerous clamps to pull it into the space between the transom and deck. Figure 4 shows the multi-clamp used. I let the 5200 bedding compound cure for a week before taking the clamps off, and even then, I retained fender washers under my temporary fasteners for another week to be sure the 5200 would hold. Finally, I was able to counter sink the fasteners and plane the piece to the desired curvature. Figure 5 shows the finished product.

Shepherd used 6 mil marine plywood interior covering boards. As I noted in a prior article, my boat must have had replacement boards installed, since I found the ones in the boat when I acquired it were covering original aft glove boxes. I thought, if aft glove boxes were a good idea, front ones would be equally useful. Hence, my new covering boards include cut outs for both. My new boards are made of 6 mil Okumee, with an area of double thickness Okumee epoxy bonded around the glove box openings. Figure 6 shows the new forward covering board installed. You will notice that I also attached a mahogany stained teak drink holder forward of the glove box opening. Figure 7 shows the aft covering board with the boarding ladder between the glove box opening and drink holder.

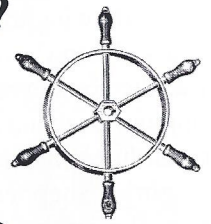
One additional challenge was to find a way to mount a GPS, a forward scanning sonar, and a radio phone near the helm

Last Lap - cont'd on page 32

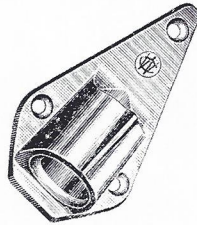


CAN'T FIND THAT WNDSHIELD FOR YOUR BOAT?

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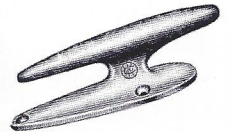
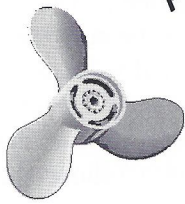


Maybe you have a mini storehouse of parts you've been moving from place to place in your garage "just in case you'll need it someday."

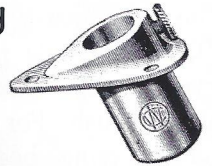
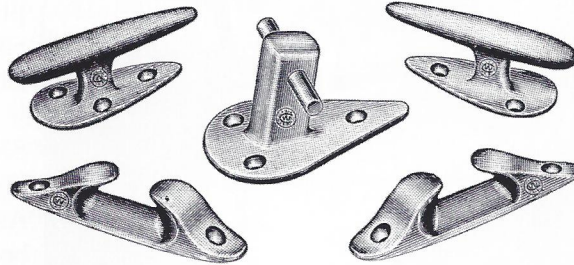


Bring them to the Rendezvous and Let Joel sell it for you for 10% of the price sold.

Be sure to visit Joel Lemanski's Parts Booth at the Rendezvous.



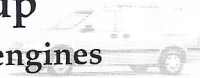
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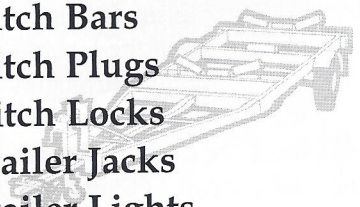
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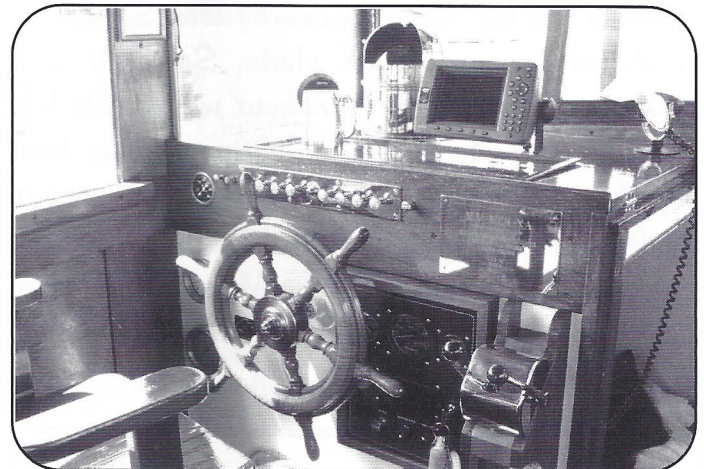
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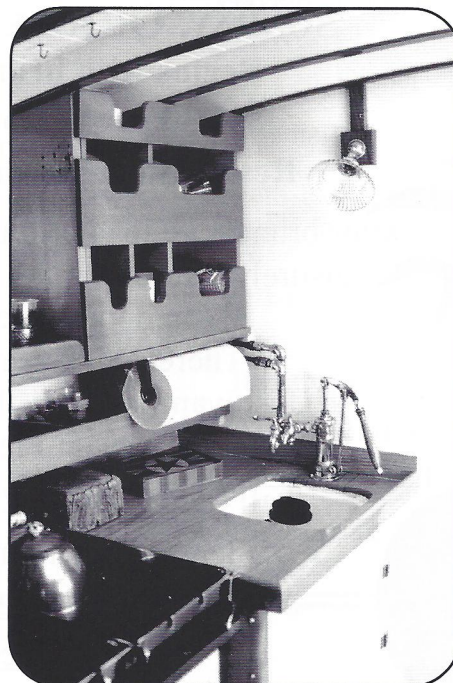
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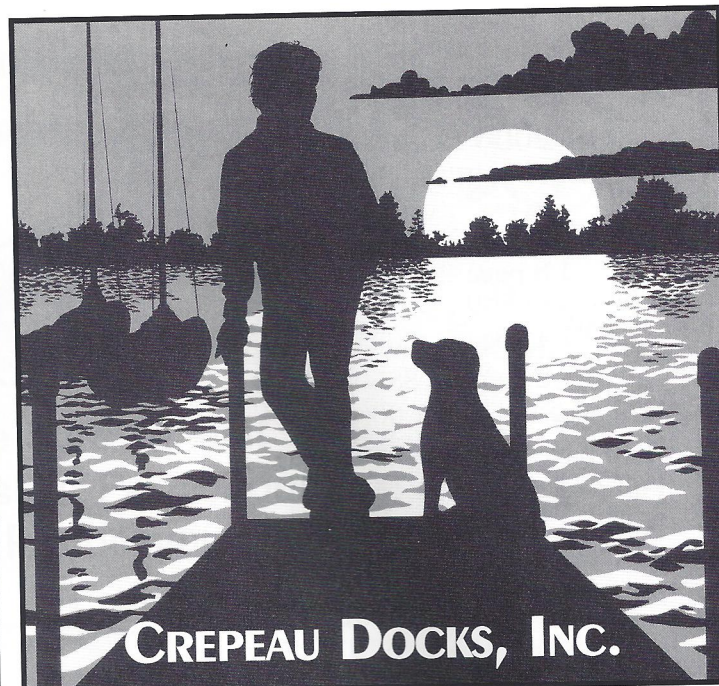
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Begins with brunch at Lord Fletcher's
\$21.30 per person, payable at the door.

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After brunch we load 'em up into the boats and head out for a leisurely tour of the fall foliage around Lake Minnetonka.

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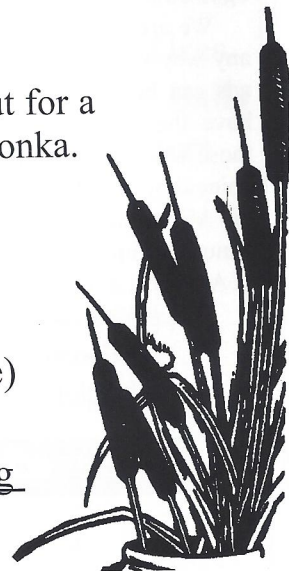
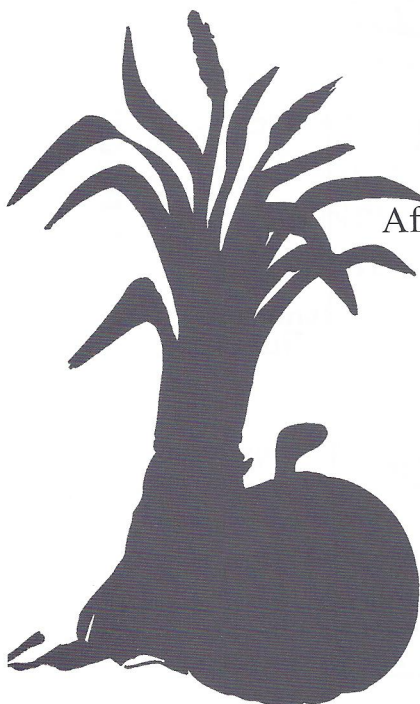
There's always room in someone's boat.

Just want to go on the cruise? Great - be sure to be at Fletcher's by noon.

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Club Cruise on The River. Meet
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Docks - Bring a dish to share.
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☞ 14, 15, 16 Three one-day mini cruises.
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☞ 10

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Public Docks. Bring a dish to share.
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OCTOBER

☞ 5

Fall Colors Cruise, Lake Minnetonka
See full details, this page.

DECEMBER

☞ 7

Holiday Party & Annual Elections
Willy's Hidden Harbor, St. Paul Park
3:00 p.m. Cocktails
5:00 p.m. Elections and Awards
6:39 p.m. Dinner

JANUARY, 2004

☞ 21-25

Minneapolis Boat Show
Details to follow

Events subject to change

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Last Lap - cont'd from page 27

without defacing the dash. My solution was to make a mahogany frame that attaches to the back of the dash to the right of the steering wheel. The frame has a one inch mahogany base with a cut out for cables to reach the back of the instruments. The sonar attaches directly to the base; with the other two instruments mounted on a mahogany bridge over the sonar. There just wasn't room to mount all three instruments horizontally. Figure 8 shows the finished product. As a side note, the Shepherd came from the factory with a vacuum tube sonar, and my new unit uses the same through hull mounting location for the sonar transmitter/sensor. Hopefully, my forward (and side) scanning unit will be helpful on river trips. I figure it's better to see obstacles before there under the boat! The GPS and sonar are interconnected, so that the latitude and longitude are displayed on both screens.

When I acquired the boat, it had half inch plywood floor boards with loose carpet. The floor boards are split at the two longitudinal stringers. Both outboard floor sections, and three of the six center floor sections, are permanently screwed to the stringers and to local frames. The three secured center sections must be strongly attached, since seats attach to them. I decided to use three quarter marine plywood for the new

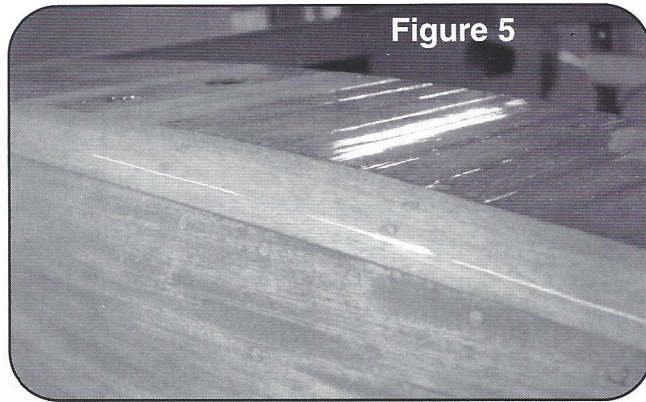


Figure 5

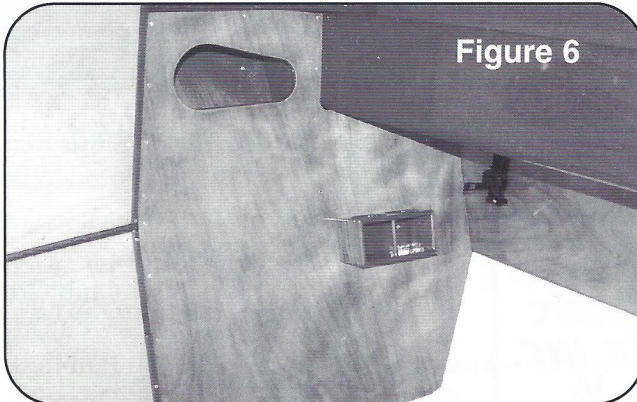


Figure 6

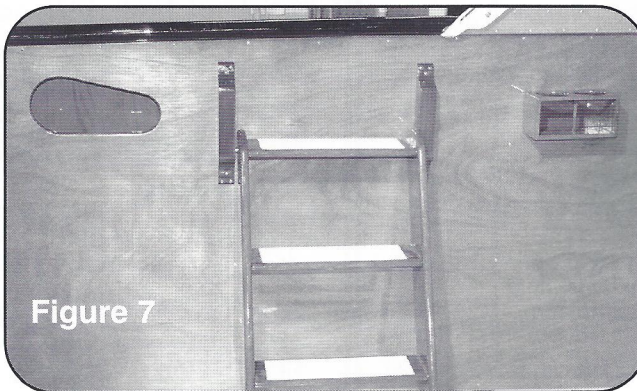


Figure 7

floor, and to cover it with heavy duty marbled linoleum to match the Shepherd's original blue-green steering wheel. This led me to have 21 strips of mirror bright stainless steel fabricated to cover all the seams between the floor boards. The three center floor sections that are removable also have lifting rings attached. Figure 9 shows this arrangement. You will note in the photo that my masking tape, which I used to mark the screw holes for drilling, was still in place. I was also able to get replica steering column stalk knobs in the proper green color, and my new upholstery completes the green theme. Hence, I hope to be as color coordinated as the factory original.

With a little luck, I'll be at the Rendezvous. I still have a lot of interior work to complete. I also have to get the bottom painted at a local marina which can support the boat with straps. Please cross your fingers for me. Beyond the Rendezvous, I'm signed up for the ACBS pre-annual meeting cruise on the Rideau in September. I'm really looking forward to that trip. The enclosed cabin of the

Swingin' Shepherd should be very comfortable especially in cooler fall weather, come rain or come shine.

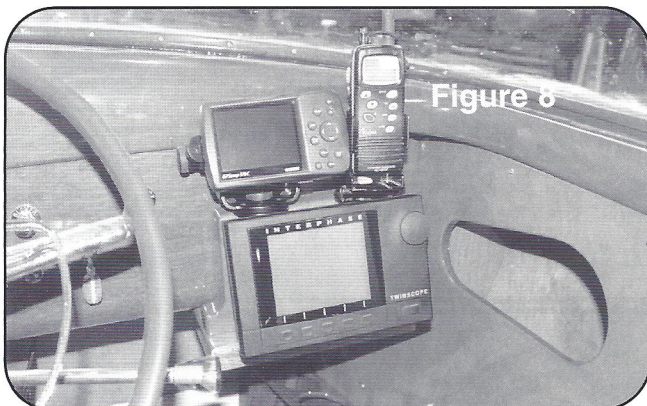


Figure 8

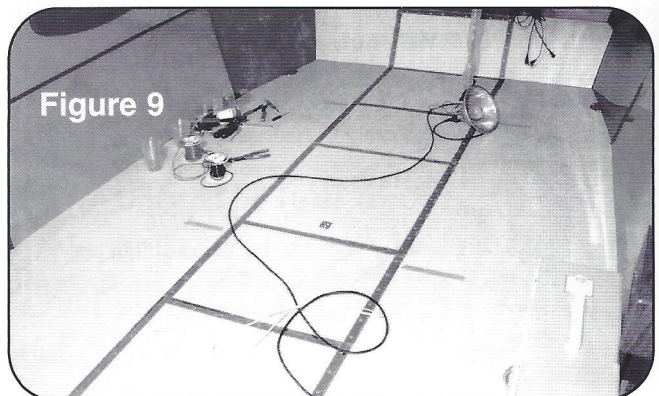
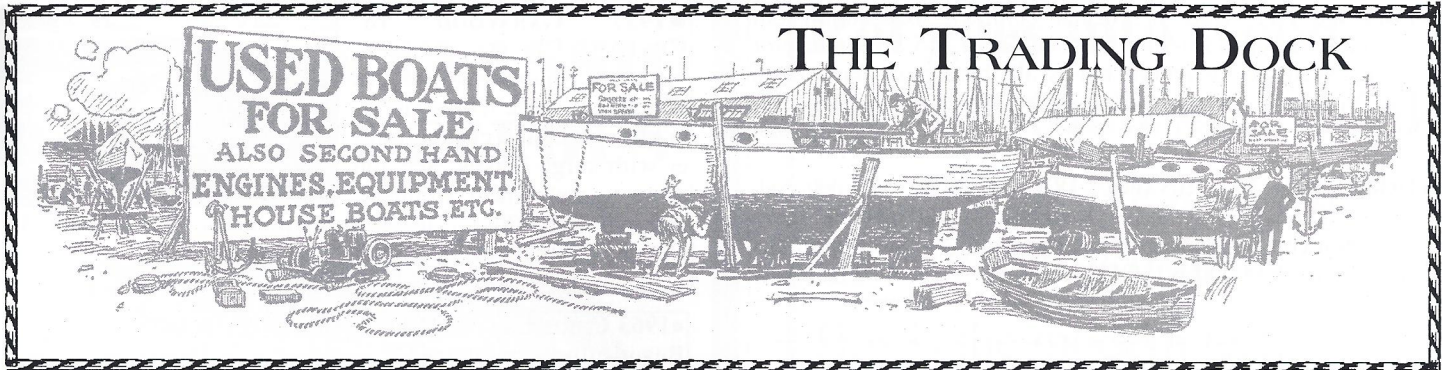


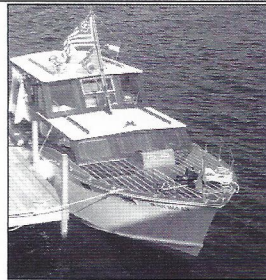
Figure 9



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(M0803-2)

•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
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(M0403)

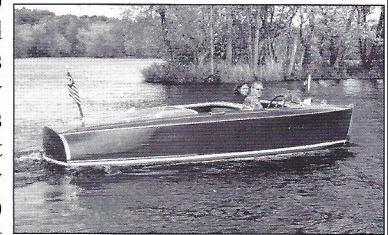
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•WANTED - Restorable wood hull runabout, 1940s - 50s era. 15' to 19' long. Peter Kulczyk 763-785-7047
peter.kulczyk@state.mn.us

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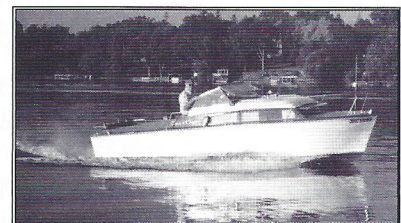
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M0603-12)

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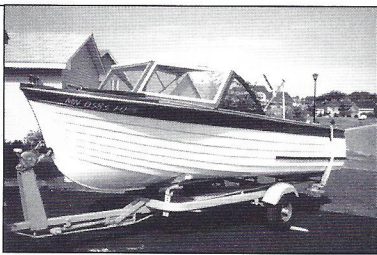
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(M0803-2)

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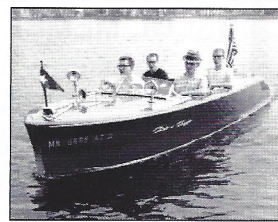


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 17' RUNABOUT**
 Once owned by Bob Speltz

See details on page 30,



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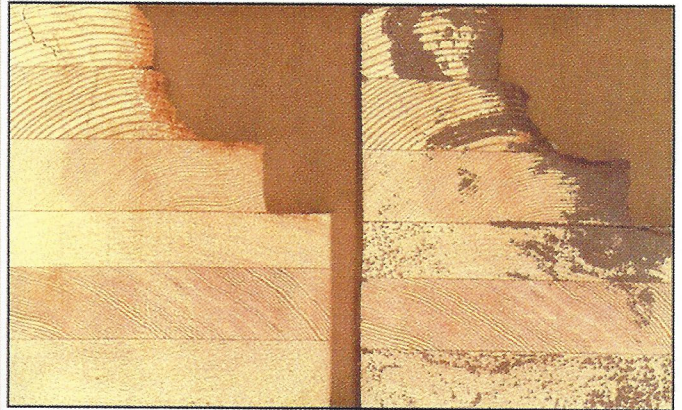
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**Rot goes into wood
farther than you think.**

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To Finish

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952-446-9611

4340 Main Street, St. Bonifacius, MN 55375 ✿ 701-A Minnetonka Blvd., Excelsior, MN 55331

Hwy 7 west from Excelsior to Cty.Rd. 92 So - 2 blocks on left