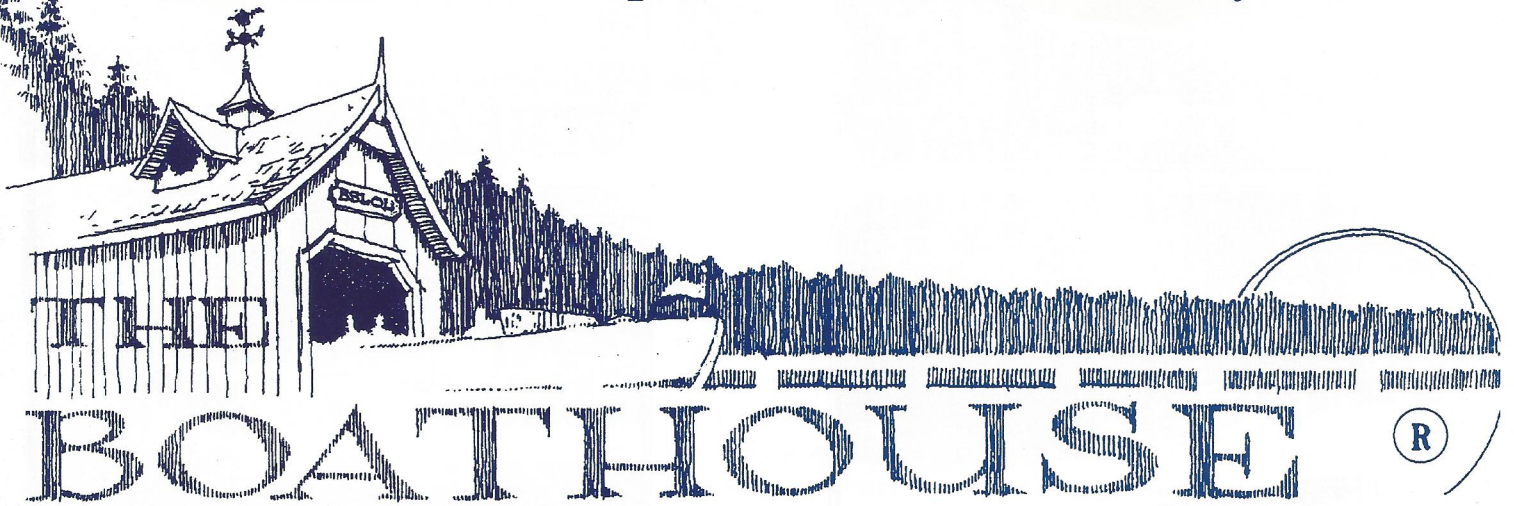
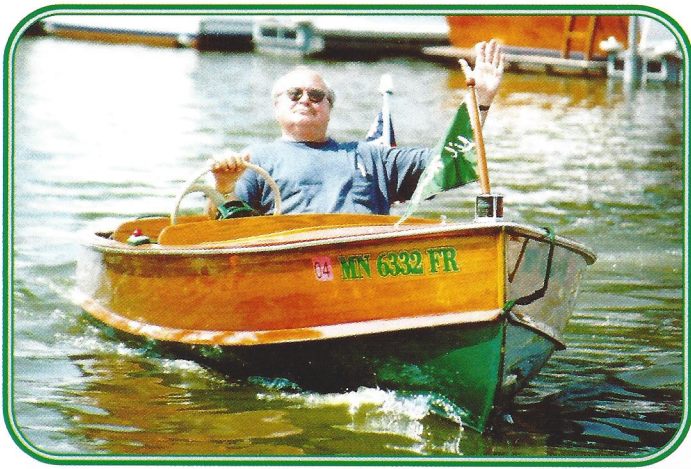


The Bi-Monthly Publication of the  
**Bob Speltz Land-O-Lakes Chapter**  
Antique & Classic Boat Society



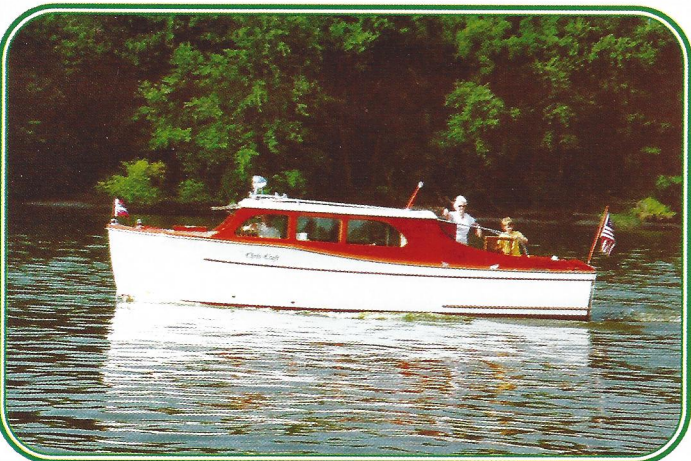
Vol. 26 No. 5  
October 2003



# Nice 'N Easy Mini Cruises on the Mississippi



Photos  
Courtesy  
of  
Lindsay  
Hopkins.





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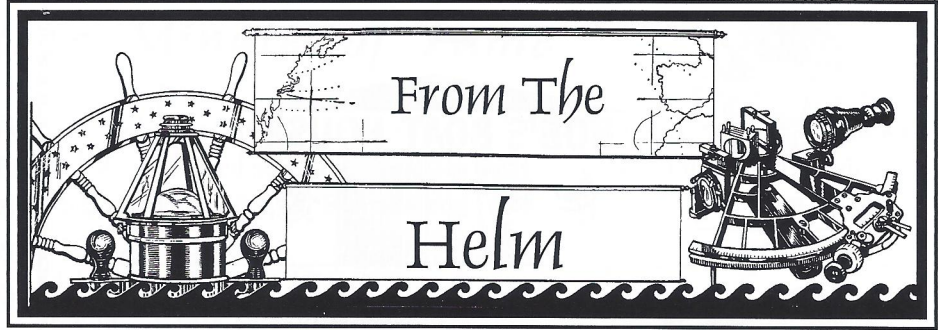
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PESHTIGO, WIS 09/04/03. I was called to my employer's main office to work for a week while a colleague is on his honeymoon. I am being an engineer and drafts person this time! I am sitting in an office in Peshtigo and out the window I can see the complex of buildings that housed my favorite boat builder until 1971. For those of you who know me, yup, you guessed it; I am staring at the old Thompson Bros. Boat Mfg. Co. facility. It is kind of fun to realize that all five of my Thompson boats were made there and here I am, just 200 meters away. Thompson moved across the river in 1971 and they went to Michigan in 1980. It is now just a year since they ceased to exist for good when a liquidation auction took place spreading their remnants to who knows where. Next year marks the 100<sup>th</sup> anniversary of the firm's founding in 1904.

It has been a BUSY summer full of BSLOL activities. In the month of July we had six club events, three of 'em on the water. That's an activity every five days! The Rendezvous was a great success with the largest showing of boats in our history. The temps were a bit tepid to say the least. This one came home with sun burnt lips. Now that's an experience I don't want to repeat!

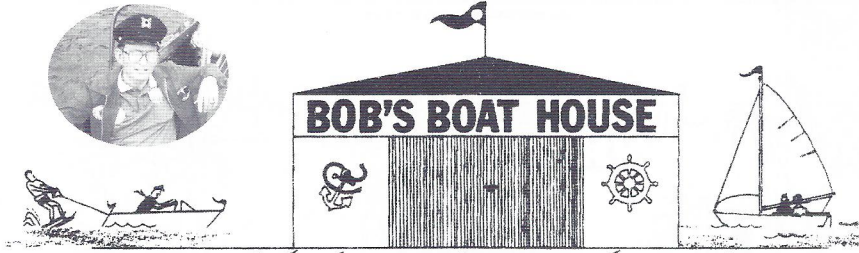
The boating season will be at a close for most of us by the time this tome reaches your postbox. Time to put the boats to bed for the winter and maybe do some routine maintenance. I am sure many of you, like me, have another boat waiting in the wings for a winter restoration job. My main goal this fall and winter is to get the garage addition, I mean boat shop, built! My little single stall south Minneapolis garage is too cramped and I am tired of having to move stuff around every time I want to get at one side of a boat. Hey, maybe one of our Winter Workshops should be on how to frame a building, or run wires, or insulate walls and ceiling, or hook up a gas space heater! Right...in my dreams!

We are working closely with other ACBS chapters in our region to come up with cooperative activities. We have been invited to spend a day with the Jerry Dyhrkopp Iowa Great Lakes Chapter at the Maritime Museum on Lake Okoboji, Iowa in February (date not determined as of this writing). Next summer the three shows at Clear Lake, Okoboji, and BSLOL may have something special for those that participate in all three.

Hope to see you at our upcoming events: the Fall Potluck; Holiday party and annual elections; the Minneapolis Boat Show; Winter Workshops; and whatever else comes up. The 2004 Rendezvous planning committee will be running soon, so if you want to add your two cents into the mix, get in touch with us and we will be more than happy to get you involved.

Have a fantastic voyage!

Andreas Jordahl Rhude



By Dave Doner

Some time ago the Bob Speltz Land O-Lakes Chapter agreed to initiate the restoration of the Chetek boat previously owned by Bob. To this end, several chapter members donated their time, talent, and financial resources to get the project off and running. Bob's sister, Mary Keating, and her husband Ray have also been very supportive of the project through their financial help. Over the past several years progress has been made on the cedar strip hull and restoration of the Evinrude engine, fuel tank and Tee Nee trailer have been essentially completed. Our thanks to all those who helped out.

At a recent Board of Directors meeting, it was agreed that continuance of the restoration of Bob's Chetek should now be put into the able hands of Stan Peterson. Stan and his wife Darleen, are long time active member of the Speltz Chapter and happen to be the owners of the boat. Stan recently approached the club and volunteered to pick up the boat while attending the recent Rendezvous at Treasure Island.

Stan resides in Florida and the word is he has a workshop that would be the envy of any of us. His close personal ties to Bob's family as well as his skills and knowledge of boat restoration make this decision one which we feel makes sense for all concerned.

The entire chapter appreciates the offer made by Stan to finish the project. We remain tied to the effort and will help however we can. For now, monetary contributions may be a good way for us to show our support. Contributions may be forwarded to any board member and we will make sure they are passed on to Stan.

Good luck Stan. We are all looking forward to viewing the boat once the restoration is complete.

**BOB SPELTZ LAND-O-LAKES CHAPTER**

ANTIQUÉ & CLASSIC BOAT SOCIETY, INC.

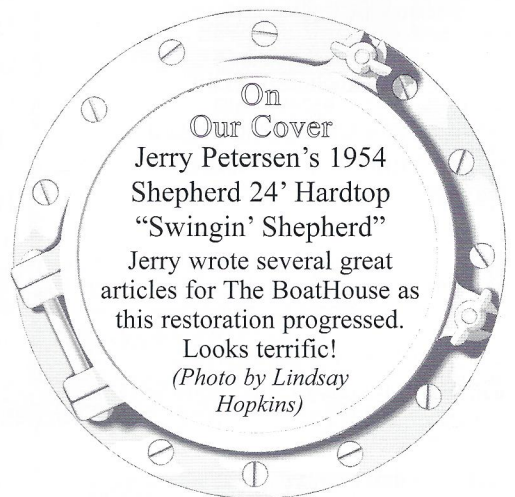
**MISSION STATEMENT**

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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# Fifteen Minutes of Fame

The following BSLOL members and friends received their “fifteen minutes of fame” on a Twin Cities television news program recently. On August 14, KMSP Fox 9 TV aired three separate segments during their morning program showing antique and classic boats. The spot promoted the upcoming BSLOL Rendezvous.

- |                   |                                     |
|-------------------|-------------------------------------|
| Dave Doner        | 1954 Lyman 18' Islander             |
| Brad Ernst        | 1966 Chris-Craft 17' Ski Boat       |
| Ken Faulkner      | 1960 Larson All American            |
| Jerry Gilkeson    | 1957 Larson All American            |
| Steve Hicks       | 1930 Hackercraft 30' Triple Cockpit |
| Dr. Bob Johnson   | 1948 Chris-Craft 22' Sportsman      |
| John Kinnard      | 1964 Chris-Craft 28' Sea Skiff      |
| Mitch LaPointe    | 1953 Chris-Craft 24' Holiday        |
| Shawn Palmersheim | 1948 Chris-Craft 22' Sportsman      |
| Andrea J. Rhude   | 1955 Thompson 14' Thomboy           |



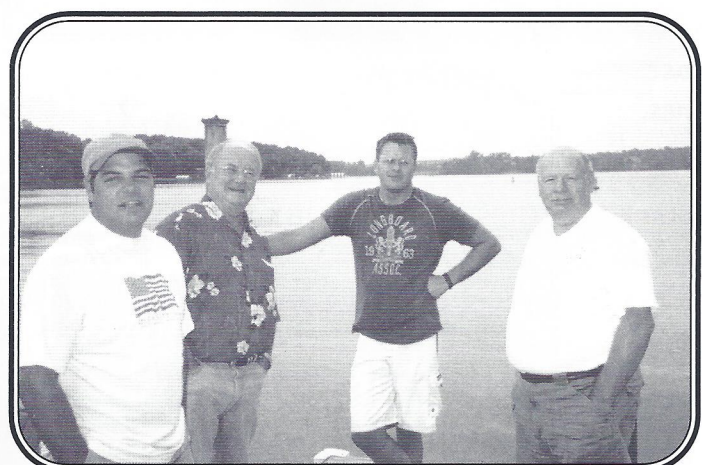
The filming took place at Maxwell Bay on Lake Minnetonka on August 5<sup>th</sup>. Ten boats assembled and filming began with Reporter M.A. Rosko asking those probing journalistic questions. Two of the boats were classic fiberglass and the remainder were woodies. A couple hours of filming took place.

The photo shoot came to fruition as the result of a hint dropped by President Rhude in the ear of Fox 9. Our thanks to those that took time during the middle of the work week to assist in this great piece of promotion for our cause.

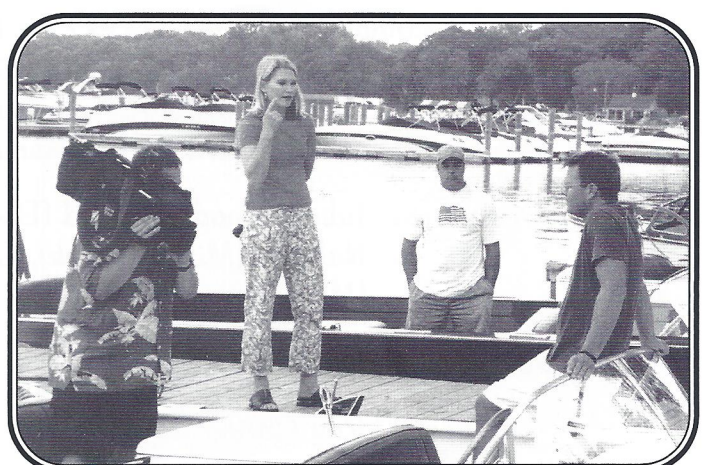
*(Our thanks to Fox 9 and their crew.  
 Nice job Andreas, it was a great promo! --Editor)*



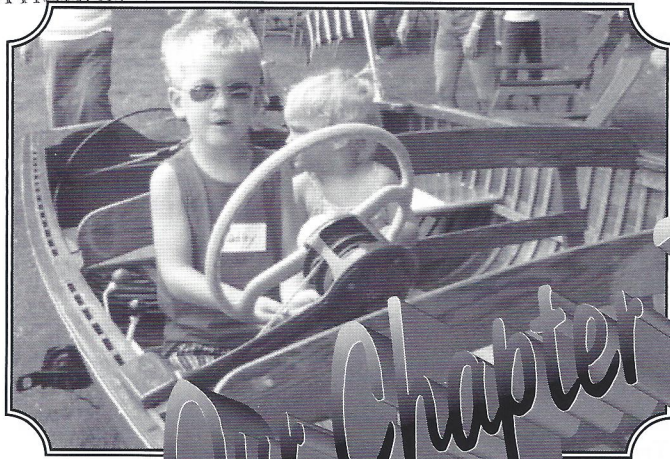
Brad Ernst getting his “15 minutes of fame” on Fox 9 TV Minneapolis



Shawn Palmersheim, Dave Doner, Brad Ernst, and John Kinnard at Maxwell Bay, Lake Minnetonka



Brad Ernst getting interviewed by M.A. Rosko of Fox 9 TV



# Our Chapter Reaches Out!



On a beautiful (and very hot) July day, 35 children from the Cleft & Craniofacial Clinic of Children's Hospital and their parents/guardians met at St. John's Lutheran Church in Mound. They were bussed to Hardscrabble Point on Lake Minnetonka - the home of Dr. Bill and Sue Peglow for a day they would remember for quite awhile. BSLOL member and pastor of St. John's, Eric Gustavson, spearheaded this terrific event. Together with BSLOL members who volunteered their boats and time, the kids were treated to a BBQ picnic and rides in a variety of antique and classic boats. From all accounts, the day was a great success!

It takes many, dedicated volunteers to make an event like this happen. Special thanks to the following chapter members and friends:

Hospitality: Dr. Bill & Sue Peglow, Suza Gosh

Set-up & Cooking: Clark Oltman, Ken Patz, Brad Koopmeiners, Esther Martens, Chris & Lynn O' Connor, Dennis & Elizabeth Hvam, Jim Smith, Dave Wiborg, Jon Blackburn,

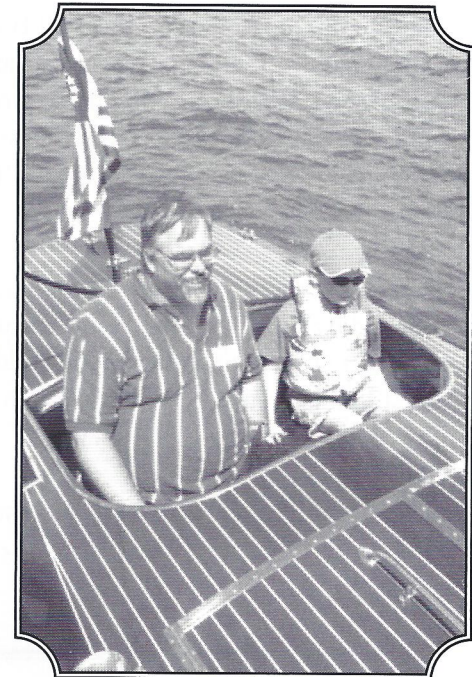
Boat Rides: John Kinnard, Todd Warner & Eric Richards (Mahogany Bay,) Steve & Chase Hicks, Bob Johnson, Jaime Hines, Ron Martens, Jim & Marcia Amardt

Food Donations: Jubilee Foods, Mound (Bob Boese), Nabisco (Mike Huspek), Old Dutch (Mark Brandt)

Kid's Sunglasses: Elizabeth Hvam

Life Vests: Ray Garin

Dock: Dock & Lift Inc, Spring Park (Mike & Tim Latterner)



Reach Out - cont'd from page 6

**Bus & Driver:** St. John's Lutheran Church,  
Mound (Lynn Giffin)

**Children's Hospital:** Nurse, Brenda Zachrison

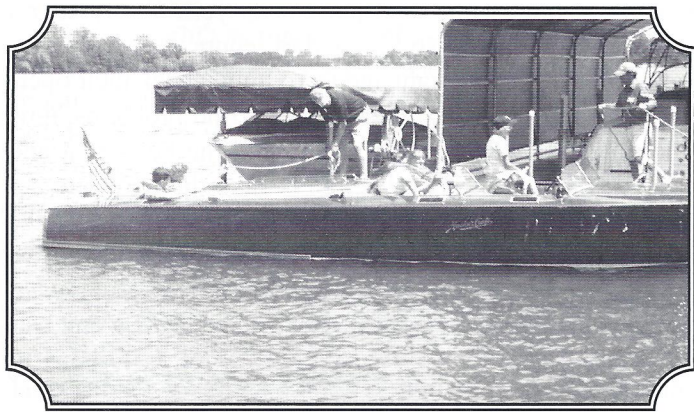
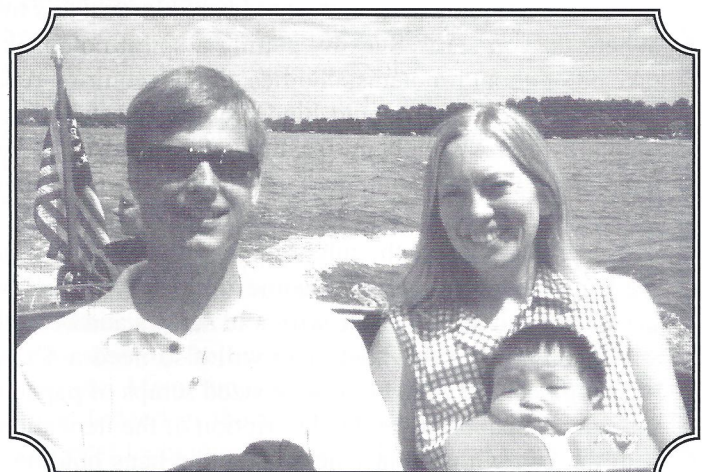
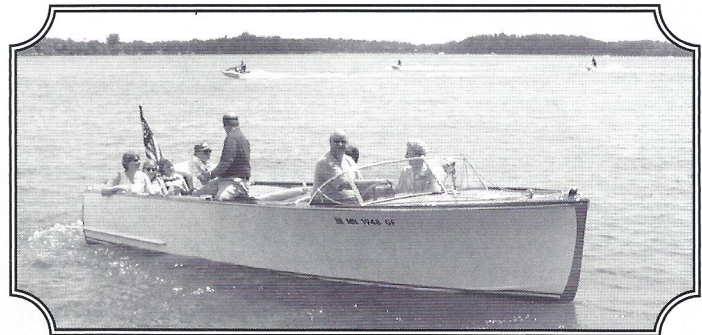
*The following letter pretty much says it all.*

Dear Mr. Gustavson and Crew,

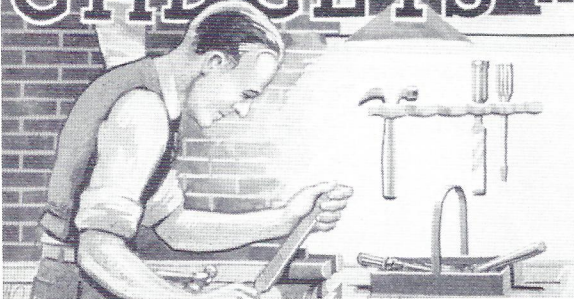
I wanted the opportunity to extend a personal thank you for the day at the lake. My daughter and I thoroughly enjoyed the BBQ, Antique Boat Rides ... and meeting other families. I cannot thank you enough for your generosity. It means so much to simply "enjoy" time with others who have undergone similar medical struggles, and to not feel as though every gathering is an educational experience. My daughter was delighted about the boats and continues to talk about how special that day was. Thank you for such a memorable experience, one I'm sure to treasure for a lifetime!

Sincerely,  
Amy C Yerkes

*This was a unique and worthwhile event. Everyone involved benefitted from it; the kids and their parents/guardians and our chapter members who thoroughly enjoyed doing it.*



# GADGETS AND KINKS



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

ward vent, port aft vent, etc. One thing to keep in mind is just because parts such as vents and rub rails might look the same, it doesn't mean they have the same exact hole pattern. Again, tape each bag to the related hardware. Some pieces of hardware are small enough to be placed in the bag.

## THE PRELUDE TO VARNISHING (OR GETTING READY THE RIGHT WAY)

by Sherwood Heggen

The boating season is over and it is time to varnish your boat. The first step in the task is to remove the hardware. Removing and then installing hardware on a boat after the varnish job has got to be the simplest task. All you have to do is take things off and put things back where you found them. But wait, if you are a "throw all the parts and screws in a bucket" kind of guy, the installation process might be more frustrating than fun when it comes time to putting it all back on. Putting the hardware back on a boat can be made more enjoyable by spending a little more time while taking it off. That time would be best spent by being methodical about the job and isolating problems that would hinder reinstallation.

Take a new approach to the hardware removal this time. Where do you start? Start by getting a spiral notebook to take notes about problems, oddities, things requiring repair, and such things that would hinder quick reinstallation of the hardware. Also, obtain plastic crates or tubs that have handles on them to hold the hardware after it is removed. Paper boxes work but just don't have the strength for a lot of heavy parts. Label the tub or crate with the kind of boat the hardware is for. Also, get some zip lock type sandwich bags - big and small. These will hold screws and bolts that you remove from the boat. You will also need a Sharpie marking pen and a bunch of note sized scraps of paper. On the scrap of paper, write the description of the item and put it in the bag with the fasteners. Tape the bags holding the screws/bolts to the related hardware. Is this organized, or what?

Start removing the hardware by taking off the cutwater or stem band. Before you remove the screws, try tightening them. Why? Because you are going to check each screw here, and on the rest of the boat, for "spinners". Spinners are screws that have lost their hold in the wood. Now is the time to identify them so they can be fixed. Note in the spiral notebook what screw hole is stripped. If you can get to it right away, mark the hole with a piece of tape. Otherwise mark it down in the book. Continue with this method throughout the hardware removal process. Place all of the screws for each piece of hardware in the zip lock bags and note what they are for, i.e., port forward vent, starboard for-

Another thing to check while you are removing the screws is whether they are correct for that piece of hardware and boat. Determine what is correct. If you find Phillips head screws holding down hardware on a pre-war boat, change them to the correct slot head screws. Typically, hardware is installed with oval head screws or bolts when they are exposed to view. Size is important for proper appearance. To be correct, the shoulder of the screw should be at the edge of the hole when fully tightened. And for pity's sake, don't use steel screws!! Spend the money and get stainless steel or chrome plated brass screws. In thinking about this, I remember removing a galvanized carriage bolt from the center windshield bracket of a Chris Craft barrelback. Believe me, you can ugly up a boat in a hurry just by securing the hardware with the wrong fasteners. Please, take your time and determine that you have the right fasteners before you put everything back together.

After the hardware is removed, it is the time to fix the stripped holes. Here, many "restorers" run to the kitchen and get a box of round tooth picks and cram two or three in the hole with a glob of epoxy. Maybe it works, sort of, but extend a little more effort to do a better job than that. Use the toothpicks for picking your teeth. Determine first why the hole was stripped. Often it is stripped because the wood around the screw hole is rotted slightly or stressed from over-tightening the screw. If the wood is hard around the hole, make a simple square stick of scrap mahogany the size of the hole on a table saw or band saw at the cost of nothing. Coat the stick with yellow carpenter's glue and drive it in with a hammer. Cut it flush to the surface and the hole is plugged. If the wood is soft around the hole, drill out the hole with a three-eighths inch wood bit. You might want to treat the hole with some CPES to recondition the wood beyond the hole. Fill the hole with a mahogany bung made with a Fuller plug cutter. Glue it in place with yellow carpenter's glue. Now there is new solid wood to secure the screw. Prior to removing bow light and stern light, check their operation to be sure they are reliable. If you find problems, now is the time to fix them. When removing the bow light and stern pole base hardware, check to be sure the wires are not frayed or the connectors are not loose on the wire. If the wires are attached in a "quick and dirty" manner, take the time to redo it correctly. As you remove the wires, attach a tag to each one describing location when connected. If it was

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



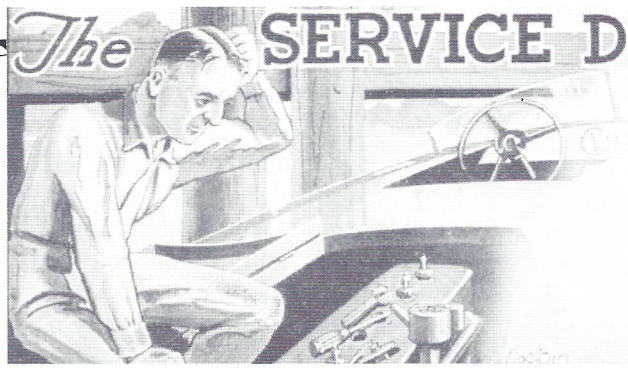
Dear Dr. Motorhead,

The mirror-like surface of the lake is reflecting the morning sun through ghost-like images as the mist rises from the warm waters in the cool morning air. The geese are beginning to gather and flock just a few yards from my dock. As the squirrels nervously scurry about the yard hoarding what appears to be a whole winters worth of acorns in their bulging cheeks, fall is arriving to Minnesota. It seems like only yesterday, we were celebrating springs first arrival, anticipating the long lazy days of summer. This time of year, we squander the sun drenched autumn days with beautiful colors and long shadows. Only too soon, our boats will be tucked into their storage areas awaiting springs return.

My mind drifts from the splendor to the inevitable, yielding to mother nature and preparing for the winter ahead - hauling out and winterizing before the winter winds and freezing temperatures set their icy grip. It is always difficult to surrender to winter, but give in I must. As an ounce of prevention is worth a pound of cure, I so desire to perform all the necessary winterizing tasks that insure the safe hibernation of my beloved craft. My recent spring purchase has yet to afford me the experience and knowledge to perform such duties. Anxiety ridden I ask, will my beloved runabout fall victim to winters icy grip? Can you share with me your insight, wisdom and advice, to the proper winterizing techniques and correct storage? I am sure you and your trusted assistant Piston must be so very busy this time of year. In addition, your backlog of letters awaiting responses must be enormous. Could you find it in your heart to rejoinder and pontificate to this timely request? If I don't hear from you I understand. However, my only recourse, in that case, would be to ship my boat to Florida for the winter. Your insight and wisdom are beyond reproach. I am at your mercy. Please see it in your heart to respond to me and all the readers of this wonderful award-winning publication.

Signed  
Derwood Peafreen

Dear Derwood  
Yikes! Get off your knees. It's not becoming to a gentleman of your apparent stature and don't worry, you won't have to send your boat down to Florida for the winter. Well, on second thought, perhaps all those retired ACBSers in Mt. Dora would love to watch and use your boat for six months. However, I am encouraged that you have the desire not only to enjoy your "beloved" runabout, but also maintain and preserve it as well. Working on your own boat is not only a money saving adventure; it is also fun and rewarding. While Piston is looking up the words "rejoinder" and "pontificate" in our dictionary, I'll take this time to answer and give understanding to your query. Get out your pad and pencil, cause here's the skinny. Don't wait too long to get all this done. Winter can hit, and hit hard, as early as late October, making your job miserable or even impossible.



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

You need to change the oil in your motor. Sometime in mid-to-late October, when that warm sunny day arrives, get ready to do your work. Don't procrastinate; it will probably be the last warm and sunny day of the year. Go for a boat ride. This will warm up the engine oil. Warming your oil thins it allowing you to remove the old oil with a marine oil pump. There are a number of different pumps that do the job. Buy one and enjoy it -- this is one of life's little pleasures. I recommend the 12 volt electric pump mounted to a three gallon bucket. The old oil in your engine contains acids that are corrosive and harmful to your engine during the many months of winter storage. Help your engine and change that oil. After the oil is changed, go for a little spin or take it now to the landing. By doing this, you give the new oil a chance to coat all the internal engine parts for the long winter ahead.

With your boat out of the water, add a few drops of oil to the generator and distributor oil ports. Open up the distributor and spray WD40, or the like, into the lower part of the distributor. This will prevent the spark advance counterweights from getting rusty and stuck.

Next, drain the engine of all its water. There are drain plugs on all engines. They all must be opened and the water drained completely from the engine. If not completed correctly, the result is a cracked block or manifold. Engine manufacturers differ in their locations to drain the water. Here is the general rule for drain plug locations: manifold both front and rear drains; water pump; engine block; oil cooler. Once you have opened these drains, especially the drains located on the engine block, probe a piece of wire into the hole. Many times a strand of seaweed or a chunk of sand gets lodged in the hole and won't let the water out. Another neat technique is to start the engine while holding a board over the exhaust pipe. This forces the exhaust gasses through the engine, thus blowing out all water and any debris from the water passages. Try it - it's slick. I do not recommend pumping antifreeze through the engine unless you really know what you are doing. Beyond that, it is illegal to dump antifreeze on the ground or in the water.

Your next task is to fog the engine. There is only one way to perform this task. You will need to purchase a can of Stor-X, if you can find it, or Seafoam works well too. In my opinion, no other product does the job. It's just that simple. Start your engine and set the throttle at 2000 RPM. With the flame arrestor off the carburetor, slowly pour about half the can into the carburetor. The mixture must get sucked into the engine and not just poured into the carburetor itself. The engine will run rough and smoke a lot. This is good. Turn

*Dr. Motorhead - cont'd on page 10*

*Gadgets & Kinks - cont'd from page 8*

connected incorrectly, note the correct location.

Before you remove the instruments to refinish the dash, make a drawing of the location of the instruments on the dash board as seen from the back side. Identify each instrument on the drawing. Label each wire as you disconnect them to make reconnecting the wires easy. The labels for the wires to the ammeter might read "ammeter left" and "ammeter right" as seen from the back. Label everything so that it makes sense to you.

What does the hardware look like? Is the chrome looking a little worse for wear? Now is a good time to get it to the chrome guy so it looks as good as the new varnish will when all is done.

Another little item is to replace the rubber at the base of the windshield if it looks old and dried up. Also, replace the gasket for lining the windshield brackets that hold the glass.

There might be many other items that could use attention on your particular boat. If you find something, note it and fix it before you start the varnishing process. When it comes time to put the hardware back on, it will be a simple task. Oh, put a coat of paste wax on the surface of the hardware that will contact the varnish before screwing it in place. The next time you have to remove the hardware, it will come off without taking the varnish with it down to the wood.

Be proud of your boat. It is a treasure from the past that not many people are privileged to own. Taking a bit of time on the front side will reap great rewards on the back side when you have to put everything back together. So there you have it. Again I urge you to not destroy it, but to restore it and keep it in a condition equal or above your level of pride.

Got a question or an idea for  
*Gadgets and Kinks*?

Feel free to call me at

715-294-2415

or e-mail me at

[Heggensj@Centurytel.net](mailto:Heggensj@Centurytel.net).

I look forward to hearing from you.



*Dr. Motorhead - cont'd from page 9*

off your motor and pour the remaining amount of fogging oil into the gas tank.

Make sure your battery has a good charge and disconnect the battery terminals. It's OK to leave the battery in the boat, but only if it has a good charge.

What to do with the gas in the tank? Some say that a full tank is best. This helps prevent the possibility of corrosion. Some say an empty tank is best. Less hazardous materials in a closed storage area. In addition, the gasoline today is much less stable; octane breakdown occurs much faster today. Six months of storage leaves you with weaker gasoline. I prefer the empty or near empty scenario. Top off the tank with fresh gas in the spring. This method has never created any problems for me. It never hurts to stick a rag in the exhaust pipe and the carburetor openings. This helps keep moisture from entering the engine through any open or partially opened engine valves.

If you do not own a storage trailer, you should. Not only does it make your job easier, the support the trailer gives your boat is very beneficial.

One very important thing -- if you are new to the area, do not store your boat in a heated garage. This could cause irreparable harm by letting the wood dry out too much.

In conclusion, when you haul your boat earlier rather than later, you allow your boat to dry out before it freezes. This is very important, especially for those who have opted to install a "West System" bottom.

Here's hoping all of you enjoy the fall colors. My schedule is very busy these days. I have speaking engagements all over the country this time of year. I do hope to be in town for the fall colors cruise.

Dr. Motorhead



## We Get Letters...



My husband,  
Howard, and I have  
belonged to the  
BSLOL for several

years, but have not attended an event until the Rendezvous at Treasure Island. Needless to say, we were most impressed at the quality event you folks put on. We are also new to the "old wood boat world" and had so much fun seeing the other boats that were there. Our boat came along only to go on a mini-cruise—it is not competition material.

We fell in love with John Kinnard's boat—in fact, we lusted after it all the way to Stillwater! Would it be possible for you to forward this email on to John? We would like to attend the annual fall colors cruise on October 5 and we would like to be able to ride on John's boat. We are recent transplants from Pittsburgh, PA, and will have old neighbors from there visiting with us at the time. First of all, we want to know if we can invite them as our guests to this cruise? Second of all, we want to know if John will take all four of us on his boat?

You probably are wondering why we just don't hitch up our own boat and bring it along for the cruise. My husband will be returning from a three-week Canadian hunt the night before and getting our boat out of the water, etc. would be just too much.

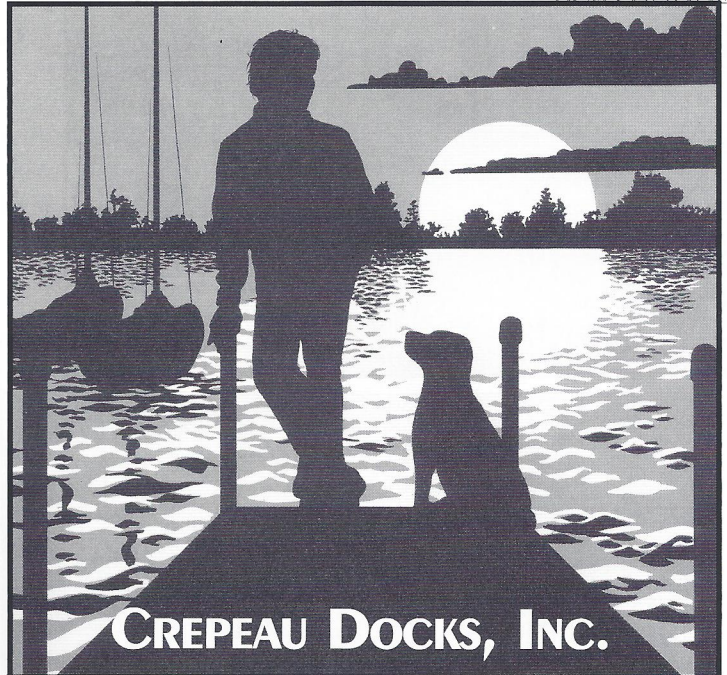
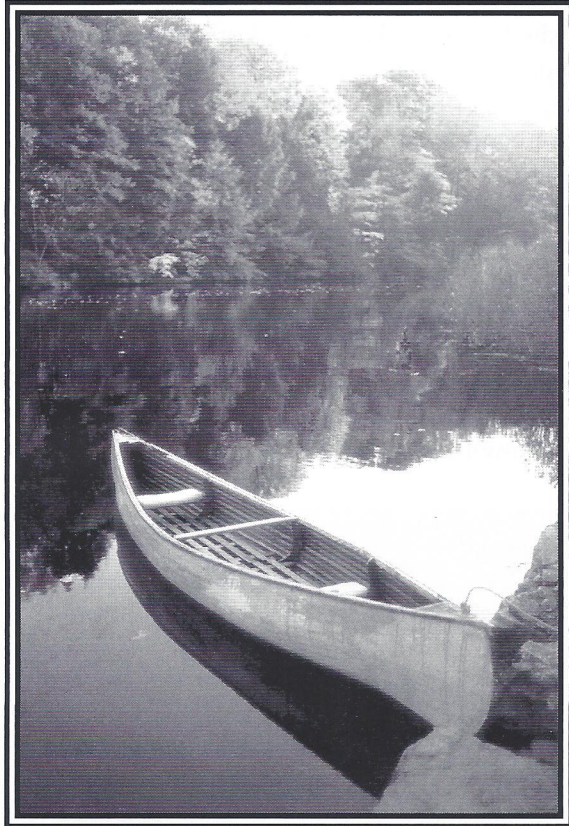
Barbara Marquardt  
309 Birchcrest Drive  
Glenwood, MN 56334  
[marquardt@charter.net](mailto:marquardt@charter.net)  
320-634-3170

*Editor's Note: Thanks for your most complimentary words. We're so glad you attended the Rendezvous and doubly pleased you had such a good time. It's what we work very hard to accomplish. By the time you read this, the Fall Colors Cruise would have already taken place and I'm hoping we will have met. Hope to see you at more of the club's events. Let us know how we can help. Please keep in touch!*



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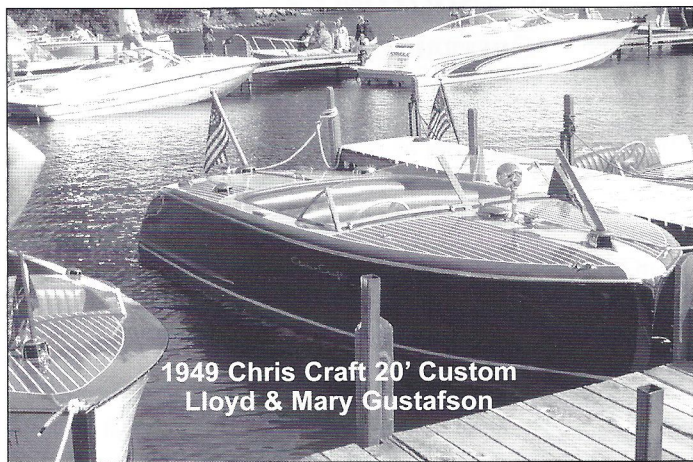
# LAKE VERMILION BOAT SHO



2003 Grand Craft 32' Commuter  
Jack & Jean Jordon



1992 GarWood 22'6" Streamliner  
John Bergstrom/Nancy Hanson



1949 Chris Craft 20' Custom  
Lloyd & Mary Gustafson

I took the opportunity to attend this show and see the big lake this year. Now I know why those that attend, rave about this place

I went with Eric Gustavson, his son Ethan, Ken Patz, and we even had John McCurry fly in from Indiana. We left Minneapolis Friday morning and drove up towing Eric's *Little Henry* and my Peterson. After being shuttled to the island on a Thompson, we registered at Ludlow's Island Lodge and dropped our gear. (Andre: another Thompson that you don't own.) After the drive we mostly just wanted to kick back. After dinner and a beverage or two we were visited by Todd Warner and proceeded to tell stories. As you know it doesn't take much to get Todd on a roll talking about boats. We did quit at a reasonable hour though.

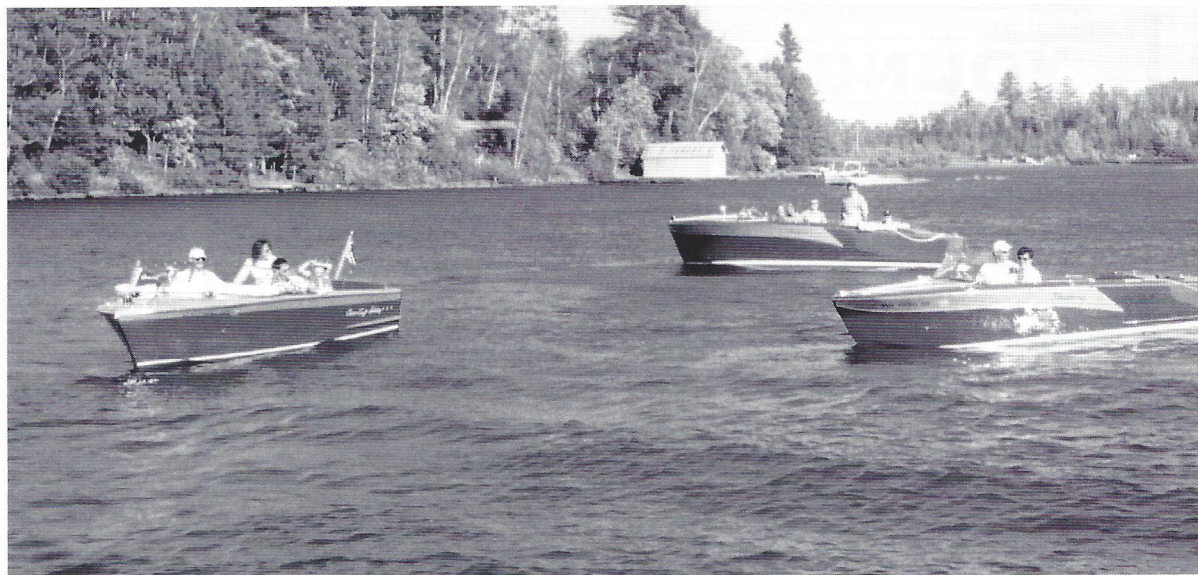
More boats and people arrived on Saturday, some of which we have pictures of. After lunch there is a traditional cruise. I didn't take notes but think we had about six boats full of people. Great day. What more could you want -- sunny skies, light wind, friends, and a classic boat.

Saturday night there is another tradition. Jack and Joan Jordon have a pig roast at their home. Co-hosts are Lloyd and Mary Gustafson. Roast pig, all the fixins and a polka band. Great evening. They really did make us city slickers feel at home.

The show itself is at The Landing; a fun afternoon. I think th



1955 Century 21' Coronado  
Robert Bozich



# ~ LABOR DAY WEEKEND 2003

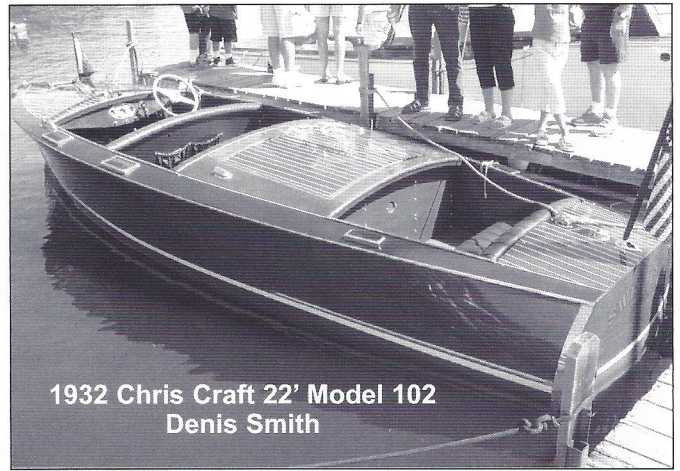
Clark Oltman

best part is that here was a classic boat show and I didn't have to work. Sounds a little selfish doesn't it. I took a few pictures but didn't take notes so am sure I will forget some of the club members that were there. Consider this a short list.

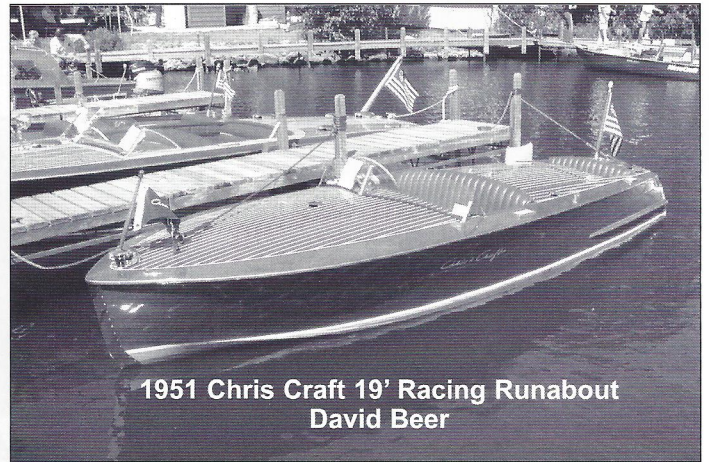
Greg & Deborah Benson  
David Beer  
John Bergstrom/Nancy Hanson  
Robert Bozich  
Todd Warner & Dana Bruzek  
Bob & Karen Buttery  
Eric & Ethan Gustavson  
Bob Johnson & Beth Kessler  
Joel & Michelle Lemanski and family  
Al and Barbara Lindquist  
Mark and Sally Ludlow  
John McCurry  
Chris, Lynn, Nathan & Stephanie O'Connor  
Ken Patz  
Denis Smith  
John & Marcia Tuttle

My apologies to anyone I forgot.

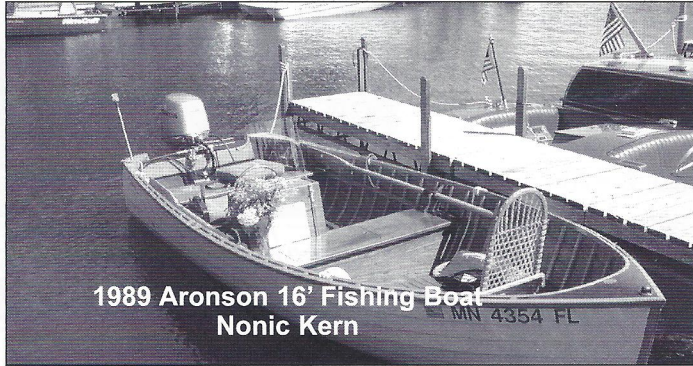
Pictured are some of the boats in that show. My recommendation:  
If you have not been to this show, go next year. It is worth it.



1932 Chris Craft 22' Model 102  
Denis Smith



1951 Chris Craft 19' Racing Runabout  
David Beer



1989 Aronson 16' Fishing Boat  
Nonic Kern

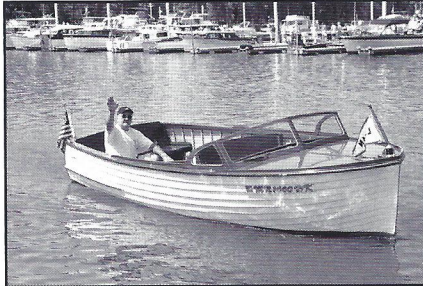


1949 Chris Craft  
16' Special  
Runabout  
Brian Bergman



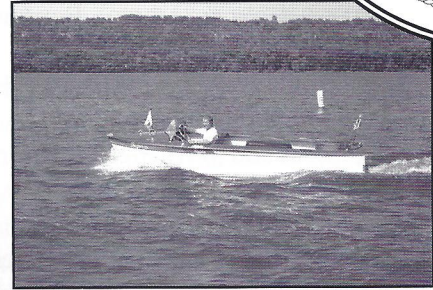
*“Wall to wall” wood!  
What a great sight!*

# 2003 RENDEZ



*Angie Speltz Award  
Best Classic Utility  
Under 19'*

Dave Doner  
1954 Lyman 18' Islander



*Higgins Best of Show  
Higgins - Best of Show  
Under 19'*

Richard & Eileen Eiser  
1947 Higgins 17'



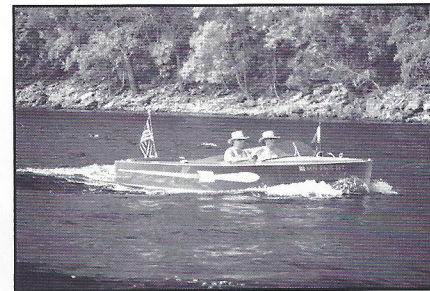
*Judges Choice/Best of Show  
Skippers' Choice  
Best Antique Runabout  
23' & over*

Steve Hicks  
1930 Hackercraft 30' "Tusk"



*Best Fiberglass Boat  
25 yrs or older  
Weirdest Boat*

Del Van Emmerik  
1959 Car Aqua 16'



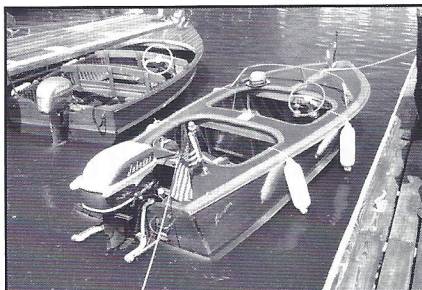
*Bob Speltz Award  
Best Classic Runabout  
Under 19'*

Bruce & Susan Zemke  
1947 Chris Craft 17' Rocket



*Best Amateur Varnish  
Best Instruments*

Aaron & Amy Gjerde  
1958 Chris Craft 17' Sportsman



*Best Original Condition*

Andreas Jordahl Rhude  
1955 Thompson 14' Thomboy



*Best Antique Cruiser*

Terrence Williams  
Patricia Hampl  
1940 Chris Craft 33'  
Sedan Cruiser

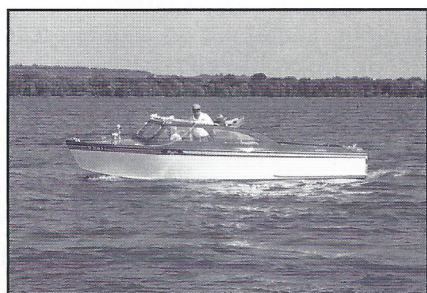


# BOAT SHOW WINNERS



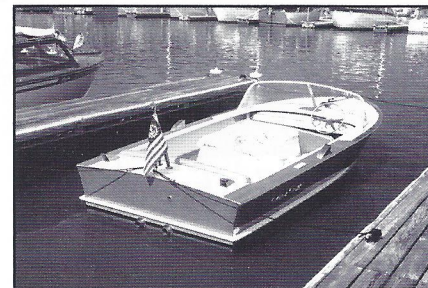
*Best Chris Craft  
Best Classic Cruiser  
41' & Over*

Lee & Mary Pfeilsticker  
1962 Chris Craft  
45' Constellation



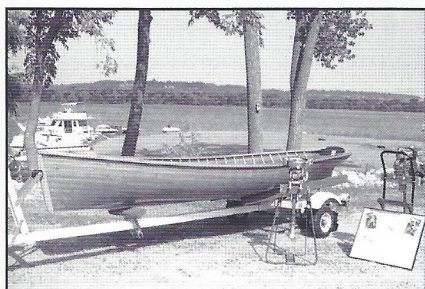
*People's Choice  
Higgins Best of Show  
Over 19  
Best Owner-Restored  
Higgins  
Farthest Distance Award*

Mike & Carol Hutchison  
1956 Higgins 23' Convertible



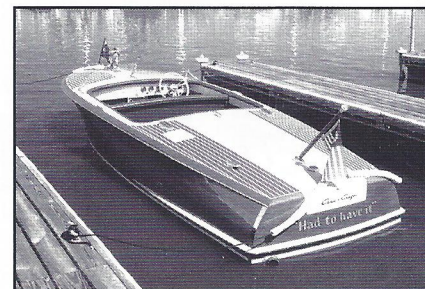
*Best Chris Craft Engine*

Brad & Chris Ernst  
1966 Chris Craft 17'  
Custom Ski Boat



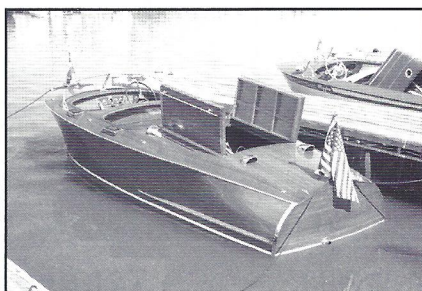
*Best Contemporary Classic  
Best Rowboat - All Years*

Denny Pease  
2002 Whitehall Scratch  
Built Rowboat



*Best Classic Runabout  
19' or Over*

Craig & Kathryn Baken  
1952 Chris Craft 20' Riviera



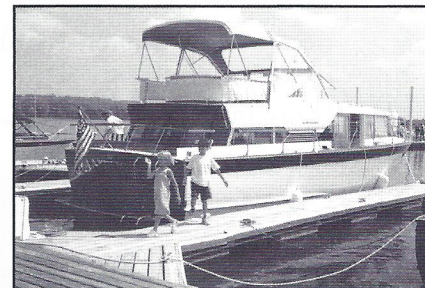
*Best Antique Runabout  
Under 23'  
Best Amateur  
Woodworking*

Ray Ellis & Carol Watonabe  
1942 Century 17' Sea Maid



*Best Display*

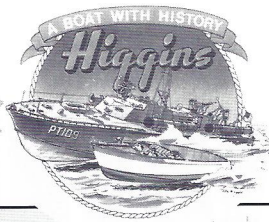
Bryan Fenwick  
1957 Herter's 15' Flying Fish



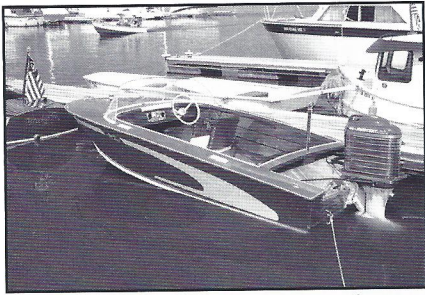
*Best Classic Cruiser  
31-40.9'*

Dan Westlund  
1968 Chris Craft 36' Cavalier

# 2003 RENDEZ



# VOUS WINNERS



**Best Outboard**  
14.1-15.9'

Paul Wiborg  
1958 Switzer Craft  
15' Combo



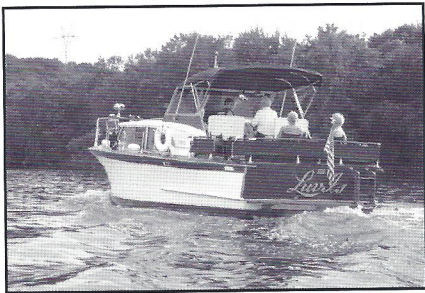
**Best Classic Utility**  
22.1' & Over

Gerald Petersen  
1954 Shepherd 24' Hardtop



**Best Outboard**  
16' & Over

Dan & Marilyn Jones  
1955 Larson 18'  
Cabin Special



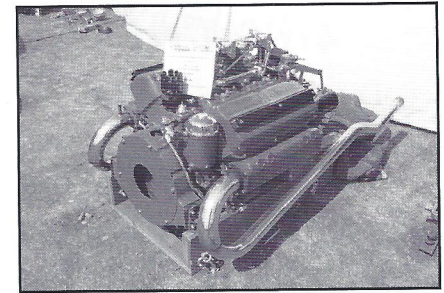
**Best Classic Cruiser**  
Less Than 31'

Ray Garin  
1963 Owens 30' Cruiser



**Best Outboard Boat**  
14' or Less  
Dry Wrought Award

1930 Selfbuilt Glen Buck  
12' Runabout  
Brad & Chris Ernst



**Best Inboard Engine**

Dan Nelson  
1955 Chrysler V8 Hemi



**Best Special Interest Boat**

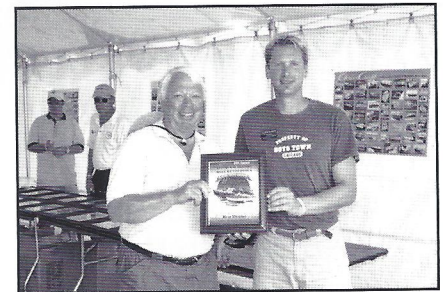
Suza Gosh  
1980 Calicraft  
58' Houseboat

**Best Car**  
Saturday  
1925 Model T  
Ford

Ken Schultz

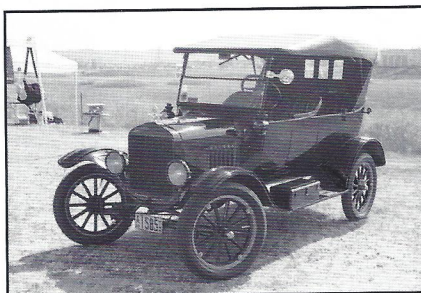
**Best Car**  
Sunday  
1947 DeSoto  
Suburban

John Kenny



**Best Outboard Engine**

John Pole  
2001 Giesler 16' Dory







## FROM THE SHOW BOOTH

by Clark Oltman

Greetings. Well, we got through another Rendezvous. Everyone I talked to seemed to be happy with the event. Our thanks to all who worked to create the event. I have to send a special thank you to Suza Gosh who doubled as Treasure Island liaison and Hospitality Captain. I think everyone would sign up for that dinner again. I heard many compliments.

Attendance was down but the general feeling is that the heat kept people away. We can't seem to get a break. One year storms, the next sweltering heat. But those that were there seemed to have a good time.

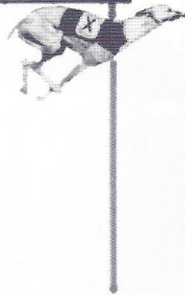
Unfortunately, the invoices are not all in so I can't give a financial report. We should be able to provide that by the next issue.

On to the next thing. The Minneapolis Boat Show is getting close. We are calling people to line up boats. We have to submit a proposed list of boats to General Sports Shows. They have the final say in what they want.

We will be looking for help to set up the booth on Monday morning January 19. The first thing is to get the boats across the hall and into the aisle in the morning. We really need 6-10 people to do this without straining. Please call the club hot line and offer your help. Hope to see you at the fall colors cruise or at the holiday party.

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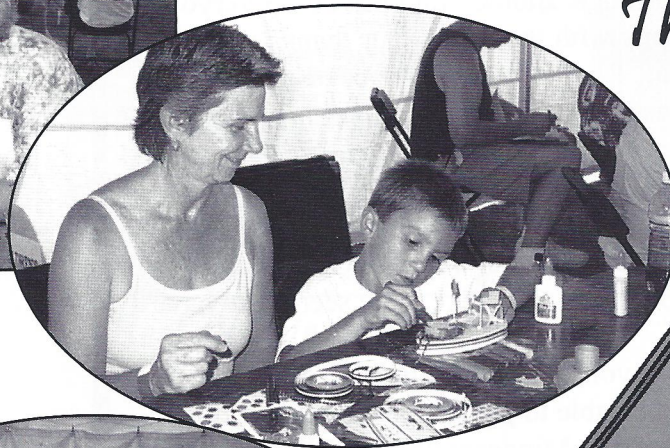
## Crew of the 28th Rendezvous

Jim Amendt  
Greg Benson  
Jon Blackburn  
Bob Buttery  
Jim Camery  
Chris Ernst  
Brad Ernst  
Suza Gosh  
Elizabeth Hvam  
Bob Johnson  
John Kinnard  
John Laidlaw



Suzanne Laidlaw  
Peggy Merjanian  
Steve Merjanian  
Lisa Nye  
Chris O'Connor  
Stephanie O'Connor  
Clark Oltman  
Eric Richards  
Dave Thompson  
Carl Weisser  
Dave Wiborg

*All the activity  
didn't necessarily  
There was a lot go*



**We made some great boats!!**



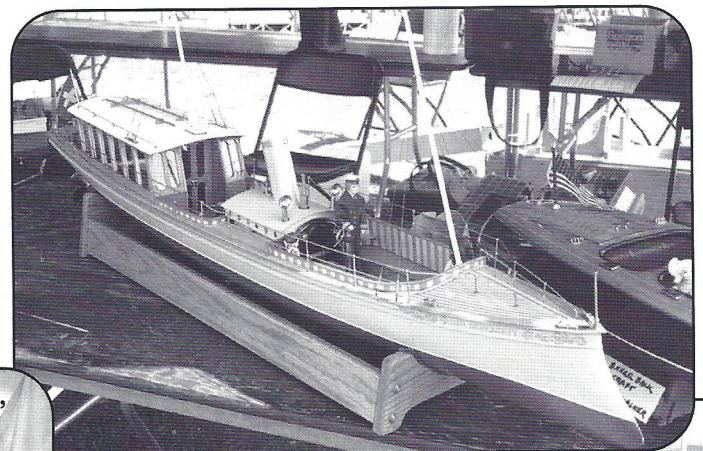
**Escape from the Sun**

**World of Toy Boats Show**

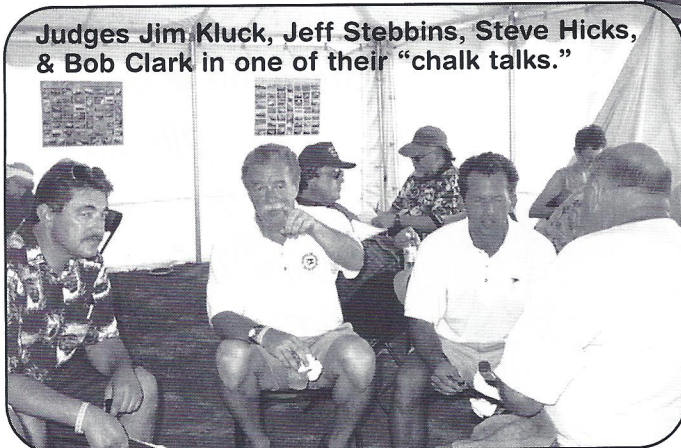
**The Ship's Store**



**President Andreas Rhude presents Brad & Chris Ernst with one of their 3 awards.**



**M  
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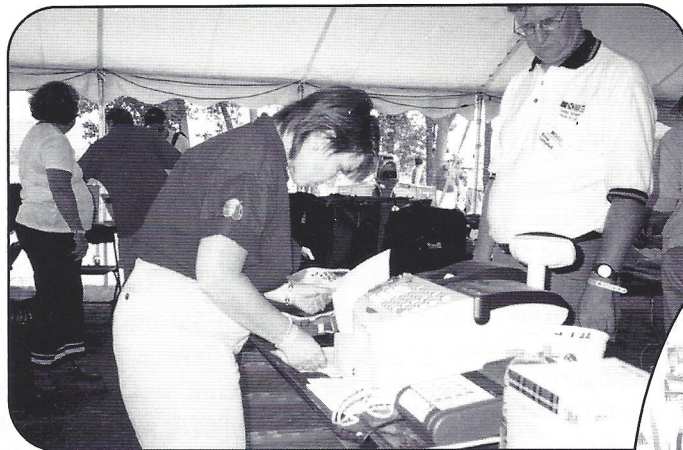


**Judges Jim Kluck, Jeff Stebbins, Steve Hicks, & Bob Clark in one of their "chalk talks."**

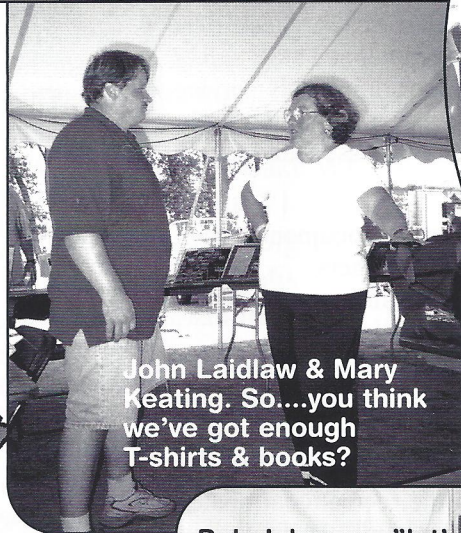


at the Rendezvous  
occur in the water.  
ng on in the Tents ...

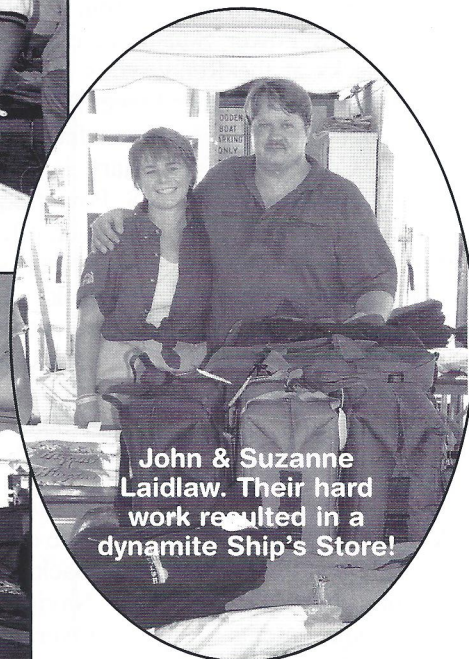
Computer  
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Children’s  
Activities  
Awards  
Ceremony  
Judges’  
Talks’



Suzanne Laidlaw checking the price tag at the Ship Store while Doug Campbell patiently looks on.



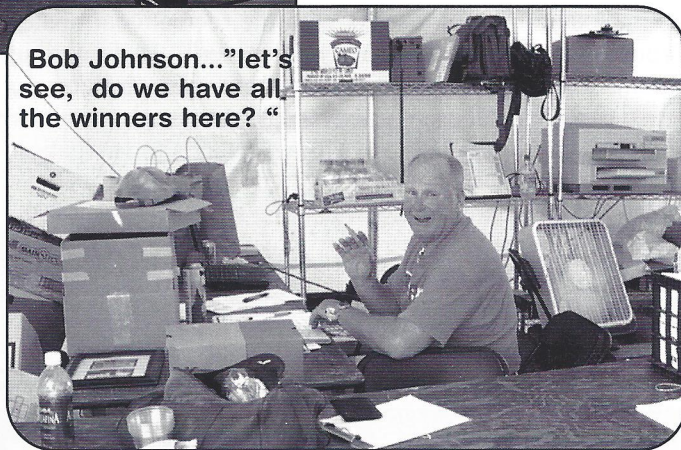
John Laidlaw & Mary Keating. So...you think we’ve got enough T-shirts & books?



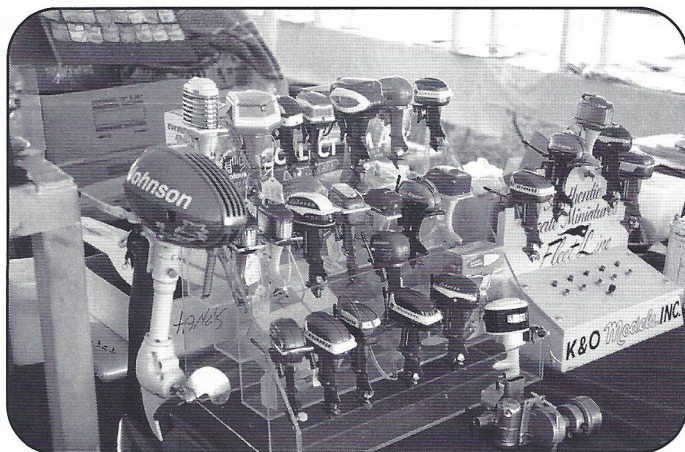
John & Suzanne Laidlaw. Their hard work resulted in a dynamite Ship’s Store!



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Bob Johnson...”let’s see, do we have all the winners here? “



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## UNITED STATES POWER SQUADRON SAFETY CHECKS

by Dave Wiborg

The Minnetonka Power Squadron, which is a unit of the United States Power Squadron, conducted free vessel safety checks at the Rendezvous in Red Wing this past August. The United States Power Squadrons are well known for their work in the field of boater safety education and have joined the U.S. Coast Guard Auxiliary in the Vessel Safety Check program. Members of the U.S. Power Squadrons are now eligible to become vessel examiners in an effort to increase the number of trained persons conducting vessel safety checks.

What is a Vessel Safety Check? It is a free check of a vessel's equipment for compliance with federal and state safety requirements. The vessel examiners performing this service have been trained to look for some of the more common problems, which might occur in your boat or its associated safety equipment. Some of the items we check are:

- |   |                            |
|---|----------------------------|
| Proper display of numbers                 | Registration/documentation |
| Visual Distress signals                   | Fire extinguishers         |
| Ventilation                               | Backfire flame control     |
| Sound producing devices                   | Navigation lights          |
| State requirements                        | Overall vessel condition   |
| Personal Flotation Devices (Life Jackets) |                            |

If a vessel meets all of the vessel safety check (VSC) requirements, it is awarded a VSC decal. During the Vessel Safety Check, the examiner will discuss with the recreational boater, the purpose of specific marine safety equipment, clarify various federal and state regulations, discuss certain safety procedures and practices, and will answer any boating-related questions. Some of the topics discussed are: charts and aids to navigation, survival tips, fueling and fuel management, float plans, weather and sea conditions, availability of boating safety classes

The top five items that have failed in vessel safety checks are:

1. Visual distress signals
2. State and/or local regulations



3. Navigation lights
4. Registration/Documentation
5. Display of numbers

You may sign up for a vessel safety check with your registration materials or call the Minnetonka Power Squadron at 612-253-BOAT.

Addendum from the Editor:

The Power Squadron conducted 25 safety checks to those requesting it over the course of the Rendezvous weekend. We're happy to report that there were only minor infractions.

Some were reluctant to have the check because they didn't have a registration. Minnesota rules do not require antique and classic boats to have a registration permanently affixed to the hull. The registration can be mounted on plywood or encased in plastic and hung over the side while the boat is in motion.

One of the requirements is that there be covers on the battery terminals. This is obviously a safety issue.

The following items are not required for a VSC decal, but as a courtesy they are strongly recommended.

○First aid kit - reasons here are obvious.

○An anchor - you may have no intention of anchoring your boat, but should you have a problem, you need to stay fixed - either until you get the boat going again - or you call for help. If not anchored, depending on where you are, you can drift quite a way in a short span of time.

○An alternate de-watering device (a bucket.) Should you take on water and your battery shorts out - the bilge pump will do you no good. You need to be able to bail out the water that's filling your bilge.

Our thanks to the Power Squadron for conducting these checks. I know several who took advantage of it and felt a lot better knowing they "passed" or were made aware of what was needed. We look forward to continued partnership; we both have the same objectives.



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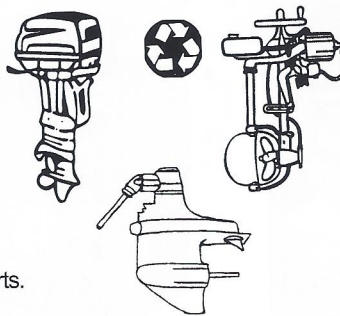
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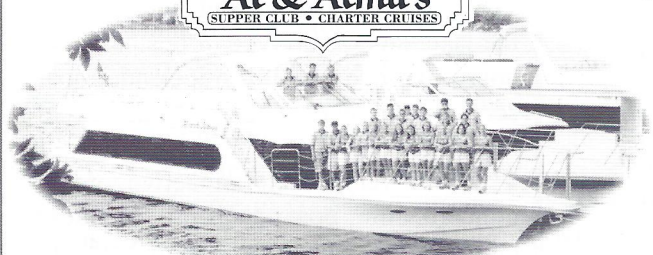
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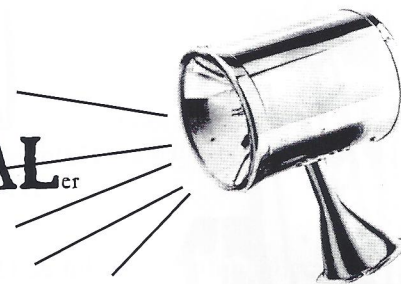


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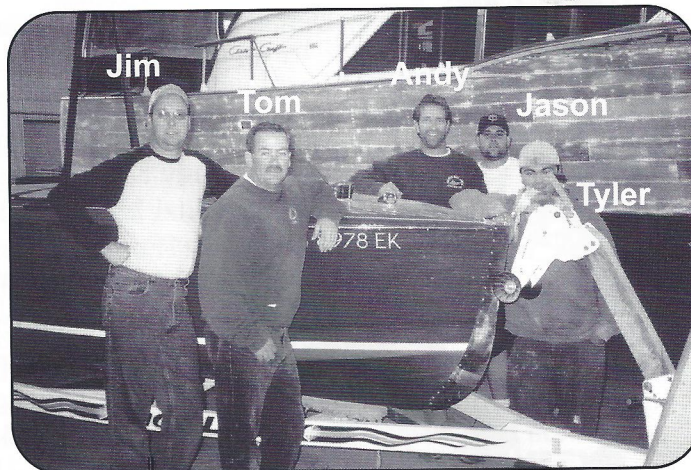
SPOTLIGHT ON ...

# MIDWEST BOAT APPEAL<sup>cr</sup>



by Dave Doner

As another great boating season begins to wind down here in the upper reaches of the Midwest, many of us will haul our boats, prepare them for winter, and store them away for what will be another cold snowy winter. For a few long months, boating will be out of site and somewhat out of mind. We all have our own way of getting through the winter: boat projects, the BSLOL Workshops, and a few may be considering taking in the Mount Dora show in March in sunny Florida where the water is always in a liquid state! However, for those in the business of providing services for the boating community, there is no such “kicking back” or heading to Florida for the winter. No indeed! Fall only marks the time when the slate is still full, schedules are still busy, and time is a valuable commodity.... and in short supply. Such is the case with Andrew (Andy as he prefers) Williamson and his staff at Midwest Boat Appeal located out on Highway 7 in St. Bonifacious.



When I stopped by to meet with Andy recently, he was busy on the phone with a client. This was great because while Andy was tied up, it afforded me a chance to take a look around the portion of his facility dedicated to the restoration of wood hulled boats. I am no different from any of us when we have a chance to view a half dozen or so various makes and models of boats at one stage of completion or another. In this spacious, well lit, organized shop it was clear that indeed attention to detail and doing things properly are paramount. The professionalism and obvious dedication of the staff, each of whom has unique proven skills, are also apparent after a few minutes.

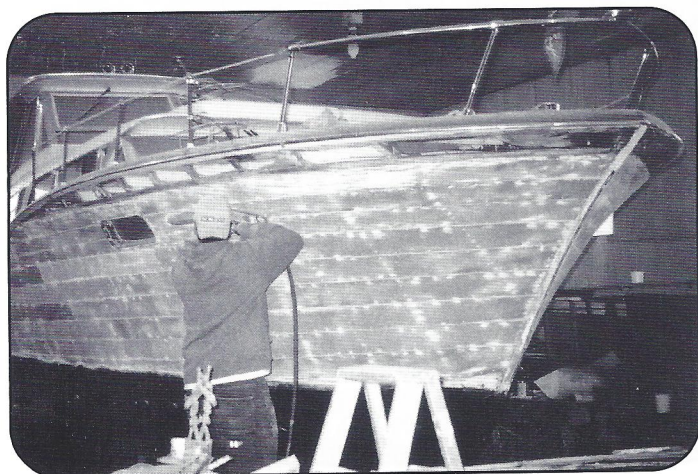
Andy Williamson is native to Minnesota. He was raised in New Hope, and is tied to the Lake Minnetonka area through family roots which extend back many, many years. In fact, the oldest of the true remaining Lake Minnetonka cottages in Lafayette Bay dating back to the mid-1800's, is still owned and used by the family. During the summers of the early '80s when Andy was attending college studying International Business, he began

working at marinas around the lake. He began to accumulate a background in the kinds of boat-related activities that would serve him well later on. Looking back, Andy feels this was the time his attachment to boats started to grow. Not surprising was the notion Andy felt that his future livelihood

would be better fulfilled in, on, and around water, and messing with boats than it would be in a starched white shirt and tie sitting behind a desk.

With true entrepreneurial spirit, it was in 1992 when Andy acted on a well-founded hunch. He noticed there was an array of services he felt could be offered to boat owners who moored their boats on the lake; a one-stop type of business that could be dedicated to dockside boat services; in other words a boat “detail shop.”

Still very much an active, going concern, the boat detailing business employs technicians who will come to the clients dock for weekly, biweekly, or monthly cleaning or the providing of other services. This is a full service venture and is tailor-made to fit the customer and his needs or desires. In addition to the array of cleaning services, Andy's staff can provide custom interior appointments, custom stereo systems, cosmetic enhancements, and specialized carpet and headliner treatments. Essentially, whatever needs the boat owner has, *Midwest Boat Appeal* will attempt to satisfy them.



Spotlight - cont'd on page 23

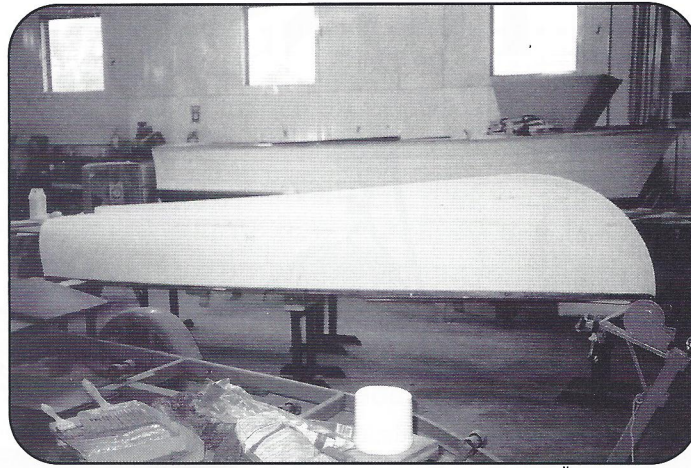
Spotlight - cont'd from page 22

In 2000, with the business growing at a steady pace, Andy decided it was time to expand his offerings to the boating community. Two partners joined Andy and together, the trio brought under one umbrella three different boat-related enterprises. One would comprise the *Excel Boat Club and Marina* that is located in St. Albans Bay. In addition to full service dockside and marina services offered at this location, the *Excel Boat Club* offers to its members a unique opportunity to enjoy the fun of boating without the need to become involved with boat ownership, cleaning, repairs, maintenance or storage. A second leg of this venture is known as the *Excelsior Boat Refinishers*. Located across the street from the marina, this entity provides a complete array of fiberglass boat refinishing, cleaning, and detailing in a building strictly dedicated to that use.

I have described the first two of the three distinct businesses that Andy and his partners oversee. The third business is one previously mentioned as being the initial company Andy formed some 12 years ago: *Midwest Boat Appeal*. As I stated earlier, this business is located in St. Boni. Under one roof are contained the offices, storage facilities, and two shops. One shop is dedicated to fiberglass boat repair and the other to wood hull boats. Andy takes well-deserved pride in mentioning that his technicians fully understand proper methodology and technique as well as the correct use of the vast array of specialty marine coatings and sealants. To that end, the staff makes a point of visiting manufacturing facilities and using a hands-on approach to fully understand the correct use as well as limitations of the actual materials or systems they currently use or may consider using at a future time.

I would invite anyone who wants to see firsthand *Midwest Boat Appeal's* St. Boni operation to give Andy a ring at 952-446-9611 and arrange for a tour. There is far too much for me to discuss in this forum, but be assured that a visit with Andy and a tour of his individually dedicated fiberglass and wood shops will be worth the time. In talking to Andy, it was apparent that he has a sound business plan in mind that can be the source of continued success and appeal to his current and future clients. Being the largest or the flashiest is not important. Long-term client satisfaction and the ability to be a sole source provider of quality boat services is a goal that is of primary importance. Working with the customer and having him become an integral part of the process is also important and invited. *Midwest Boat Appeal* should be looked upon as a provider of services that has no limitations; what it is the customer perceives as a need, want or desire is what Andy and his staff try to accommodate.....a single, ongoing source for ALL of one's particular boating needs be it fiberglass or wood. There is nothing that is too large a project and at the same time nothing too small.

Of course the aspects of fiberglass and wood boat repair and restoration are the basis of the operation at *Midwest Boat Appeal*. However, it should be pointed out that winterizing, servicing and boat storage are also offered. Another side of the business



has to do with the sales of select fiberglass or wood hull boats. One of the boats for sale which caught my eye was a beautiful, original condition 1929 26' Chris Craft triple with double upswept decks! Andy would like to find an owner for this boat who would have an interest in a turn key restoration.

I ended my conversation with Andy by asking a few questions unrelated to boats. It turns out Andy and his wife own a home built in 1863 by one Mr. Houghton Skoog who just happened to be a boat builder and steamboat Captain! Somehow things all came together full circle.

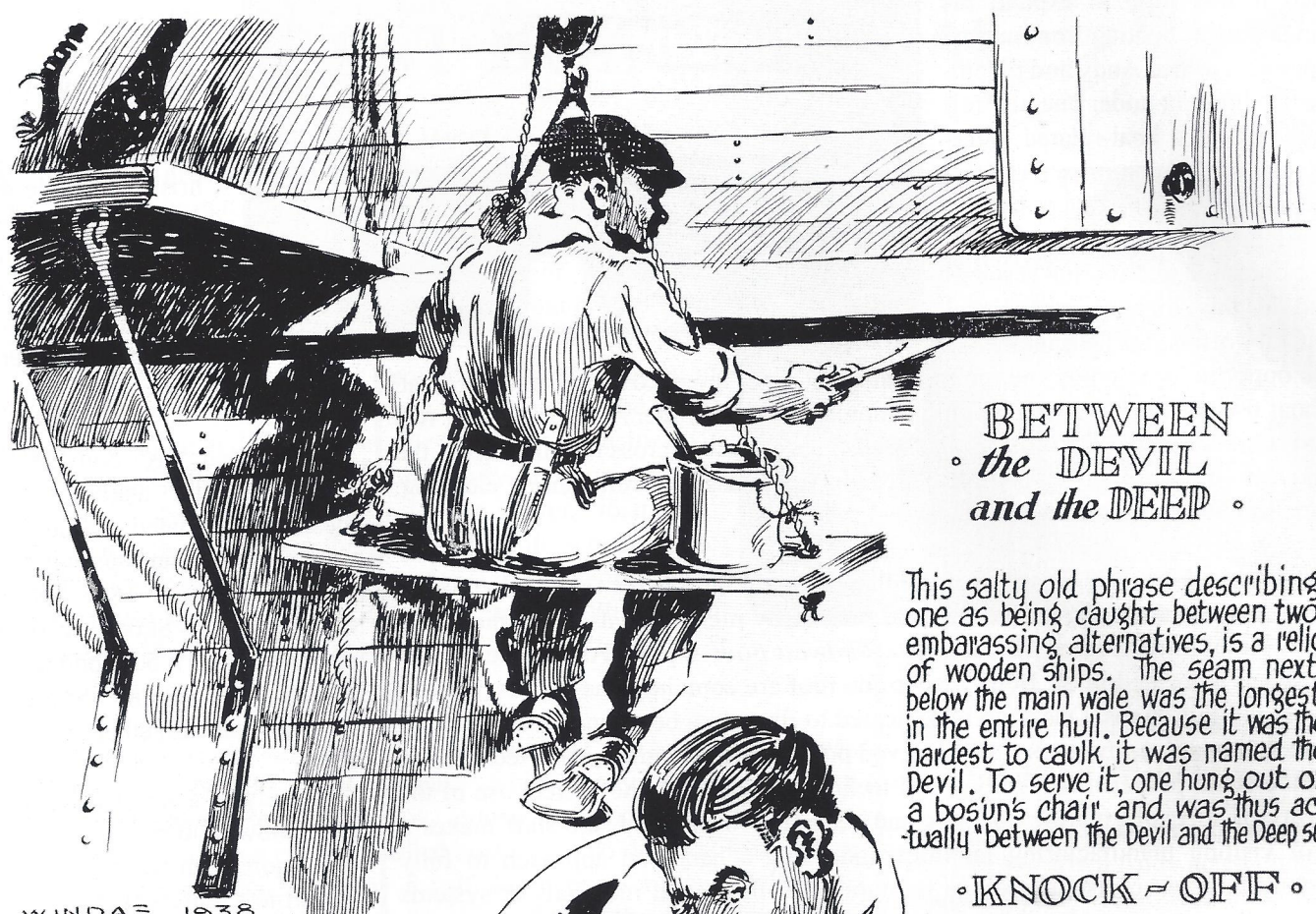
Andy is a courteous, confident fellow who makes no claims to be more than what he or what his partners represent their several ventures to be. They have become increasingly successful by listening and learning and intent on doing the right thing the right way. I came away with good feelings and would like to encourage anyone who has an interest in learning more about this company to give Andy a call. He is easy to reach. Just look for the full-page color *Midwest Boat Appeal* ad on the back cover of this issue of *The Boathouse*.



# TRADITIONS OF THE SEA

by

# WINDAS



## • BETWEEN the DEVIL and the DEEP •

This salty old phrase describing one as being caught between two embarrassing alternatives, is a relic of wooden ships. The seam next below the main wale was the longest in the entire hull. Because it was the hardest to caulk it was named the Devil. To serve it, one hung out on a bosun's chair and was thus actually "between the Devil and the Deep sea."

## • KNOCK - OFF •

This term, meaning to quit, comes down from slave-galley days, when the headman who kept time with his hammers would KNOCK-KNOCK on the block so the slaves would row in unison. When he stopped, the KNOCK was off, and the slaves ceased pulling.



## • STRIKE ME BLIND •

The dessert de-luxe of sailing ships. Boiled rice with a few currants or raisins sprinkled in it. The idea of the nickname was that it struck you blind looking for the raisins.



## • PIPE DOWN •

When we use this term calling for silence, we take a leaf from the old bosun's book, when he would "pipe the watch below." This whistle-signal was tantamount to ordering "Go below and keep quiet"

WINDAS 1938 —



Photos are an irreplaceable feature of The BoatHouse. There are photos that enhance articles, capture boats, report on shows, etc.. We are very fortunate to have the generosity and talents of many who provide significant pizzazz to each issue by providing us with their snaps. With the advent of the digital camera, that source has increased even more. We'd like to acknowledge those members who "keep an eye" on BSLOL activities and boat shows around the country, capture them in photos, and share them with us. We never tire of looking at those great boats.

Then we have those who supply photos to accompany their technical article(s). They are invaluable addition to explaining the steps of a process. It is fitting that we recognize those who contribute to The BoatHouse photographically. We are ever grateful and appreciative!



Jim Aamodt  
 Greg Benson  
 Dave Doner  
 Eric Gustavson  
 Sherwood Heggen

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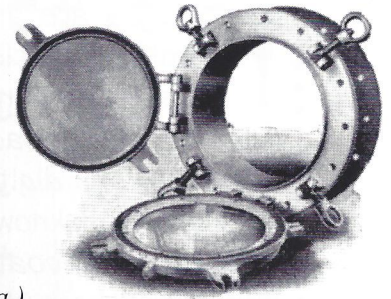
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## PORTHOLE TO THE PAST

*Editor's Note: The following letter was received from Gordy Millar. For those who may not be familiar with Gordy, he is one of the founding members and long-time loyal BSLOer. He has always supported the club regardless of where he resided (now in Florida.) He's made it a point to spend summers here in Minnesota and has towed a boat just about every year to our Rendezvous. Our sincere thanks to Gordy for this photographic treasure - a true "Porthole To the Past."*



At the second Rendezvous, 1977, Todd Warner presents the People's Choice award. It is largely through Todd's persistence and dedication that this club came into existence.

7 May, 2003

Dear Steve:

In the last issue of *The Boathouse* your President suggested if any of us have historical artifacts, BSLOL would be happy to receive them for the BSLOL archives. Enclosed is an album of pictures I made at the Second Annual Rendezvous, circa 1977, at Lord Fletcher's.

You are welcome to this album and I respect your assurance that it will be properly cared for.

The old pictures are quite faded, so I scanned them into the big photo-dedicated computer at our local photography shop using a color restoration process. I ran three different prints to give you an idea of what the program does with regard to color restoration, and I also made up an index sheet.

Enclosed are the following:

1. The original album prints, albeit somewhat faded with a few notes.
2. Three prints I put in the album giving you an idea of how the color restoration process compares to the original print.
3. An index sheet.
4. A compact disc with the same picture data as the index sheet minus image #14 and image #24, which are duplicates.

The disc has two or maybe three levels of resolution for each image. Level #1 results in a photographic quality print, but only if your printer has the proper capability. Level #2 will work on a high grade home computer and Level #3 on almost any printer.

You are free to use any of these photographs in *The Boathouse* with proper photographic credit. We leave this morning for Red Wing and hope to see you there. Best regards to all.

Sincerely,

Gordy Millar



1937 Larson 19' Falls Flyer as restored by Tony Brown (driving) – now part of The Mikkelson Collection.



1955 Chris Craft 18' Cobra owned by Ron Prescher.

## TRAILERING YOUR BOAT SAFELY

Courtesy of Hagerty Marine Insurance

Some of you may be watching the winter weather from indoors while your classic boat is safely stored away, others may be planning a trip to warmer climes (with their classic, of course), and there are always those who enjoy a year-round boating season. Whichever group you may fall into, safe boat trailering tips are important to learn or revisit. The experts at the United States Coast Guard, ACBS Safety Officer Goody Thomas and Hagerty Classic Insurance offer the following advice to protect your classic and yourself.

It is very important to choose the proper trailer for your boat. More damage can be done to a boat by the stresses of road travel than by normal water operation. A boat hull is designed to be supported evenly by water. When transported on a trailer, your boat should be supported structurally as evenly across the hull, as possible. This will allow for even distribution of the weight of the hull, engine and equipment. The trailer should be long enough to support the whole length of the hull but short enough to allow the lower unit of the boat's engine to extend freely.

### TIPS

- ❖ Rollers and bolsters must be kept in good condition to prevent scratching and gouging of the hull.
- ❖ Tie-downs and lower unit supports must be adjusted properly to prevent the boat from bouncing on the trailer. The bow eye on the boat should be secured with either a rope, chain, or turnbuckle in addition to the winch cable. Additional straps may be required across the beam of the boat.
- ❖ The capacity of the trailer should be greater than the combined weight of the boat, motor, and equipment. The tow vehicle must be capable of handling the weight of the trailer, boat, equipment, as well as the weight of the passengers and equipment that will be carried inside. This may require that the tow vehicle be specially equipped with a(n):

Engine of adequate power.

Transmission designed for towing.

Larger cooling systems for the engine and transmission.  
Heavy-duty brakes.

Load bearing hitch attached to the frame, not the bumper  
(Check your vehicle owner's manual for specific information).

### BEFORE YOU GO OUT ON THE HIGHWAY—BE SURE:

- ❖ The tow ball and coupler are the same size and bolts with washers are tightly secured (the vibration of road travel can loosen them).
- ❖ The coupler is completely over the ball and the latching mechanism is locked.
- ❖ The trailer is loaded evenly from front to rear, as well as side to side. Too much weight on the hitch will cause the

rear wheels of the tow vehicle to drag and may make steering more difficult. Too much weight on the rear of the trailer will cause the trailer to "fishtail" and may reduce traction or even lift the rear wheels of the tow vehicle off the ground.

- ❖ The safety chains are attached crisscrossing under the coupler to the frame of the tow vehicle. If the ball were to break, the trailer would follow in a straight line and prevent the coupler from dragging on the road.
- ❖ The lights on the trailer function properly.
- ❖ Check the brakes. On a level parking area roll forward and apply the brakes several times at increasing speeds to determine a safe stopping distance.
- ❖ The side view mirrors are large enough to provide an unobstructed rear view on both sides of the vehicle.
- ❖ Check tires (including spare) and wheel bearings. Improper inflation may cause difficulty in steering. When trailer wheels are immersed in water (especially salt water), the *bearings should be inspected and greased after each use*.
- ❖ Make certain water from rain or cleaning has been removed from the boat. Water weighs approximately four pounds per gallon and can add weight that will shift with the movement of the trailer.

### TOWING PRECAUTIONS

- ❖ Allow more time to brake, accelerate, pass, and stop.
- ❖ Remember the turning radius is also much greater; curbs and roadside barriers must be given a wide berth when negotiating corners.
- ❖ Prior to operating on the open road, practice turning, backing up, etc. on a level, uncongested parking area.



Andreas Jordahl Rhude and Dave Doner tow their boats to the Clear Lake, IA show.



# 2003/04 Club Calendar

## OCTOBER 5

**Sunday**

### FALL COLORS CRUISE

Lake Minnetonka

Brunch at  
Lord Fletchers

\$21.30/person

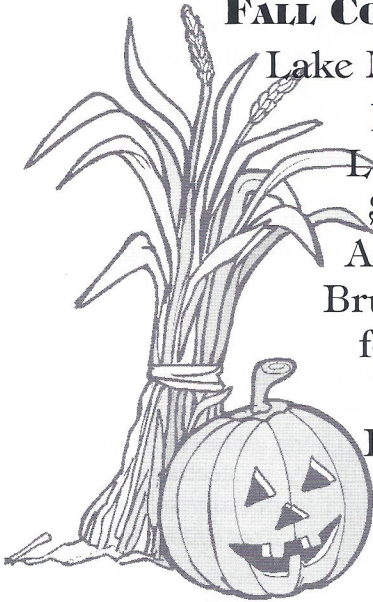
Arrive 10:00 a.m.

Brunch 11:00 a.m.

followed by

Season's

Final Cruise



## NOVEMBER 1

**Saturday**

### FALL POT LUCK

Shorewood

Community Center

5:00 p.m.

Bring a dish

to share



## DECEMBER 7

**Sunday**

### Holiday Party & Annual Elections

Willie's Hidden Harbor

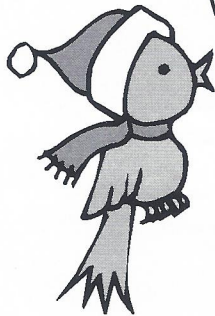
St. Paul Park

\$28.95/person

3:00 p.m. Cocktails

5:00 p.m. Awards

6:00 p.m. Dinner



## JANUARY 21-25 2004



**Minneapolis**

**Boat Show**

## SUMMER 2004 Grand Excursion

**St. Paul**

Details to follow



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## MINNEAPOLIS BOAT SHOW NEEDS VOLUNTEERS

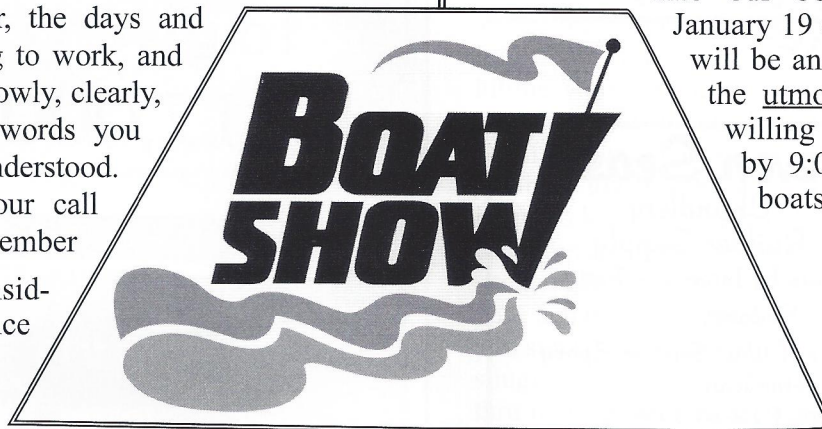
-The 32<sup>nd</sup> annual Minneapolis Boat Show is going to be here faster than you can say "Jack Armstrong - the all American boy."

January 21, 2004 is the opening day. We must get our list of volunteers into General Sports no later than December 15. So-o-o-o, if you want to get into the show for free and help out with our booth for a minimum of four hours, give a shout to our BSLOL hotline and leave word. Tell us your name, phone number, the days and hours you are willing to work, and remember to speak slowly, clearly, and spell or repeat words you think may be misunderstood. You **MUST** have your call into us **BEFORE** December 15 in order to be considered for free admittance - no exceptions.

Show dates and times are:

Wednesday	January 21	5:00 - 10:00
Thursday	January 22	12:00 - 10:00
Friday	January 23	12:00 - 10:00
Saturday	January 24	10:00 - 10:00
Sunday	January 25	10:00 - 6:00

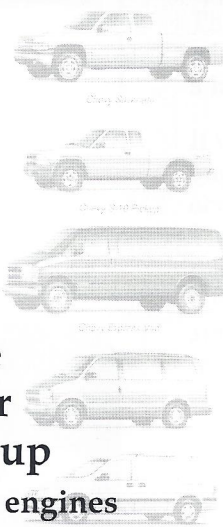
We also need eight to ten volunteers to get the boats into our booth space on Monday January 19 and begin the set-up. This will be an all-day affair and it is of the utmost importance to have a willing and able crew assembled by 9:00 a.m. to begin moving boats.



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Full page Color	\$1,150
Full page Color-Back Cover	\$1,400

#### Ad Dimensions

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

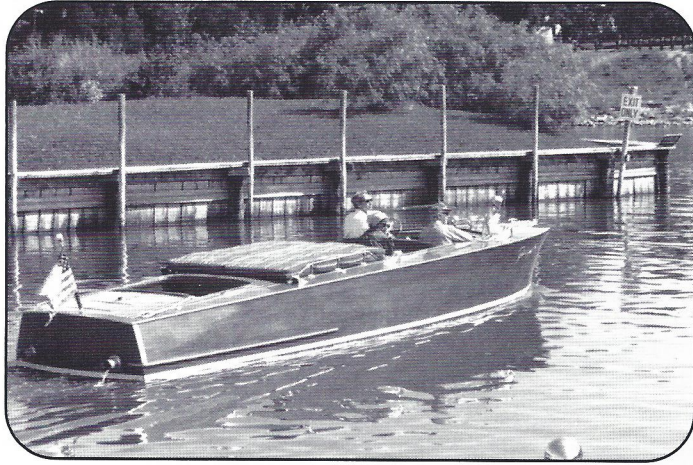
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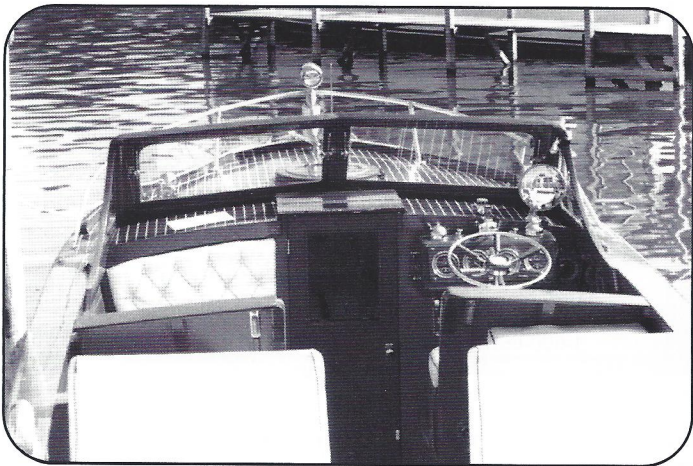
*BSLOL reserves the right to refuse any advertisement.*



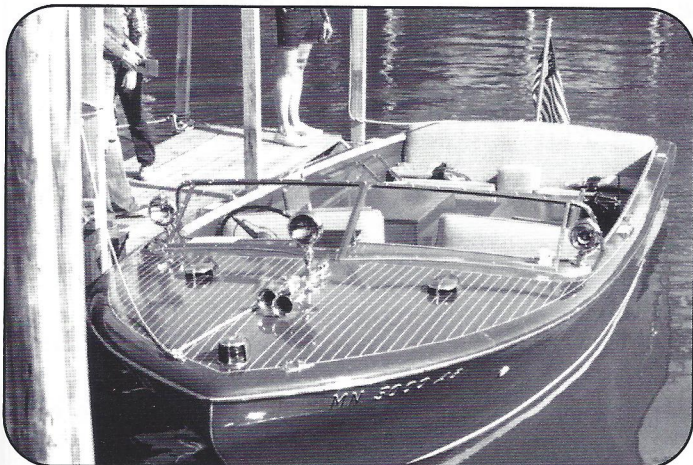
**FROM NOVEMBER 1989 ISSUE  
OF DRY WROUGHT NEWSLETTER**



1929 Dingle 30' Triple owned by Frank Griswold riding in the front right passenger seat.



1954 Chris Craft 28' Sportsman now owned by Jeff Stebbins - "Pokey"



1956 Chris Craft 26' Continental still owned by Gordy Millar - "Le Grand Fromage"



"When the moon hits your eye like a big pizza pie..." That's my musical lead in for another fantastic "Old Tipster" article that I hope my writing id, Joe Soucheray (St. Paul bookwriter & newspaper columnist) will be proud of.

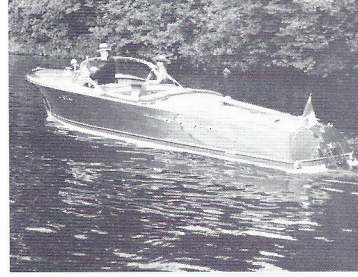
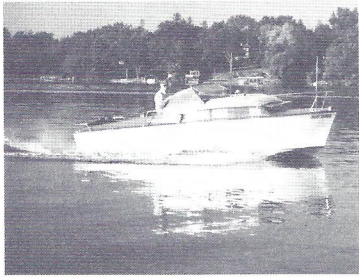
Today we're not talking about the moon hitting your eye but the rain hitting your eye. Have you ever been out in your boat for a ride, picnic, or a swim when suddenly you notice a rainstorm is about to hit? You tear back towards the launch ramp or your boat dock when it breaks loose with rain and thunder all around and you're caught in it. Remember how those little innocent raindrops stung your eyeballs as you tore down the lake. You put your sunglasses on but you couldn't see through them so you stuck your head right up to the windshield which took stinging rain bullets out of your eyes but you couldn't see thru it either because the drops just stayed there.

Well fear not, the "Old Tipster" has the solution for you. Its an old product which I rediscovered. Its labeled 'RAIN-X'. You meticulously clean your windshield and apply the "RAIN-X" magic fluid as directed on the bottle. This stuff does not allow the water drops to stick to the windshield, so you can see thru it amazingly well, even in a heavy rain.

It works just as well on your towing vehicle especially for bugs. 77I recently towed a boat across country and had occasion to clean my windshield off about 30 times. Those night-time bugs can be difficult to remove, but I found a couple of quick swipes were all I needed after the RAINX" treatment. A note of caution to those dumbos among you! I'm sure this would prevent your varnish from sticking on a recoat, so don't put it on the varnish work please!


Ah yes, the last tip: Mrs. Menthe — wherever you are and for all other queens of the laundry room — those dock and anchor lines get dirty and stiff as time goes on, but it doesn't have to be that way. No, not with help from me! Just tuck those dirty stiff ones in the Maytag for a good cycling clean, then let them sit overnight on a soak cycle with a cup of 'Downey' fabric softener in the water. In the morning, after you have made the Captain breakfast, just slip away and spin the water out of the lines and hang out for all the neighbors to marvel at. If you want to keep your agitator from getting all tied up, put the lines in one of those mesh laundry bags for delicates.

Gotta Go, See Ya Next Time!



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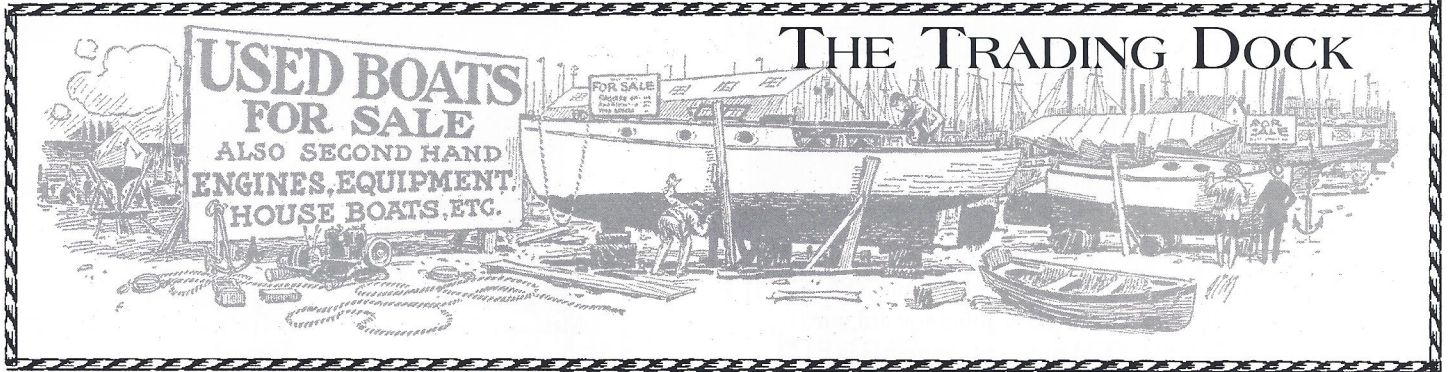
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●**1937 GARWOOD 18' CUSTOM UTILITY** - Fully restored, numerous award winner complete with sunbrella boat cover and custom trailer with surge brakes. See and drive in water near Brainerd. Asking \$25,900 -. Ron Niccum home, 218-828-4044 Cell: 612-702-4044 [niccum58@brainerd.net](mailto:niccum58@brainerd.net) (M0803)

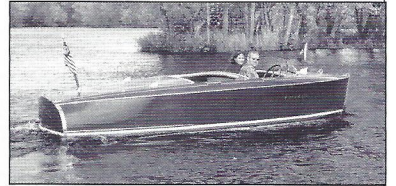


●**1963 CHRIS CRAFT 37' TRI-CABIN CONSTELLATION** - Beautifully maintained, sleeps 7, two heads, 4.0 Onan genset, new nautilex, good varnish, updated interior, nice condition. Lots of boat of \$24,000. Don Elskamp 952-472-6130 [donelskamp@mtbmail.com](mailto:donelskamp@mtbmail.com) (M0803)



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

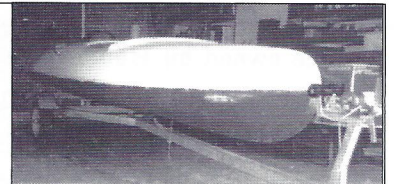
●**1940 CHRIS CRAFT 17' BARRELBACK** Completely restored '02 including: total engine rebuild, electronic ignition, 12v, rechromed hardware, 10 coats Epiphanes, repainted copper bottom, re-lined gas tank, restored gauges, new bilge pump. This boat is extremely original. Tight bottom. Custom burgundy cover,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



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



●**1956 LARSON FALLS FLYER.** This fiberglass Falls Flyer is in very restorable condition. Hardware includes correct steering wheel & duck bow piece. No motor. Like-new trailer included. \$1,500/BO Dave Doner, 952-835-2549. (M1003)



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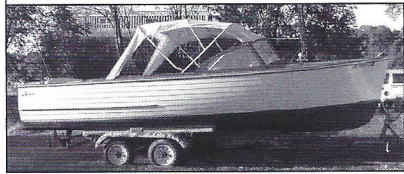


●**1942 CHRIS CRAFT SPECIAL RUNABOUT** - Hull #17-115, 95 hp K engine. Boat needs rebuilding. 99% hardware included \$2,000

●**1947 CHRIS CRAFT DELUXE RUNABOUT** - model 47-6 95 hp K engine, 12 volt, very complete. Restoration done in 2001. 5200 bottom. New Spartan trailer. Reading to enjoy! Asking \$25,000.00. Ron Martens 952-471-3487 email: [ronm@abm-highway.com](mailto:ronm@abm-highway.com) (M0603)

Trading Dock continued on page 34

●**1959 LYMAN LAPSTRAKE 23' UTILITY.**-.225 hp inboard Chrysler. Some transom work needed. Engine needs a once over. White upholstery with red piping, convertible top, boat cover, hydraulic trim tabs, search light, swim ladder, tandem trailer. All current registration. This is a fundraiser for BSLOL with all proceeds going toward our educational efforts. Taking closed bids, minimum bid is \$2,000. Bids close March 15, 2004 -bids must be received or post-marked by midnight March 15 to be considered. For more info or pics, or to arrange a visit, contact Jim



Camery, 715-426-2022. Submit written bid to Jim Camery, c/o BSLOL or email [jcamery@pressenter.com](mailto:jcamery@pressenter.com).

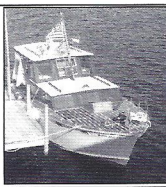
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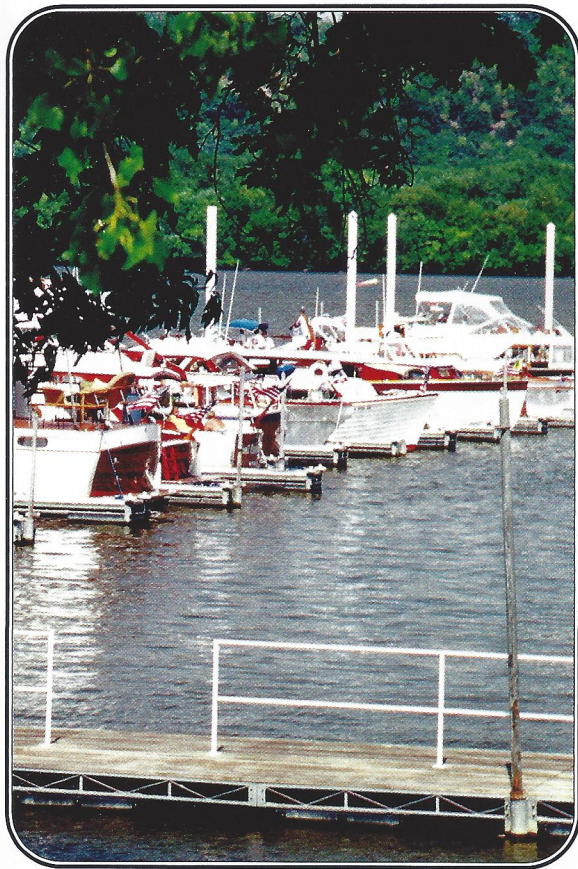
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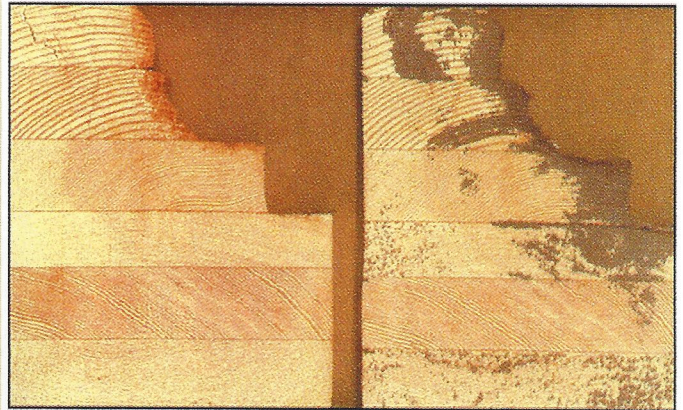


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The slice on the right was treated with Clear Penetrating Epoxy Sealer™ [CPES™] dyed blue, so that regions of abnormal porosity would be visible after impregnation. The wood was placed in a shallow tray and the liquid wicked up into the wood in only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

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

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