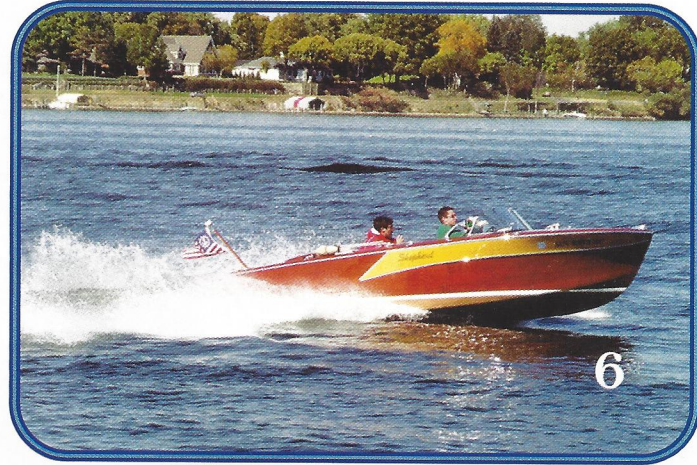
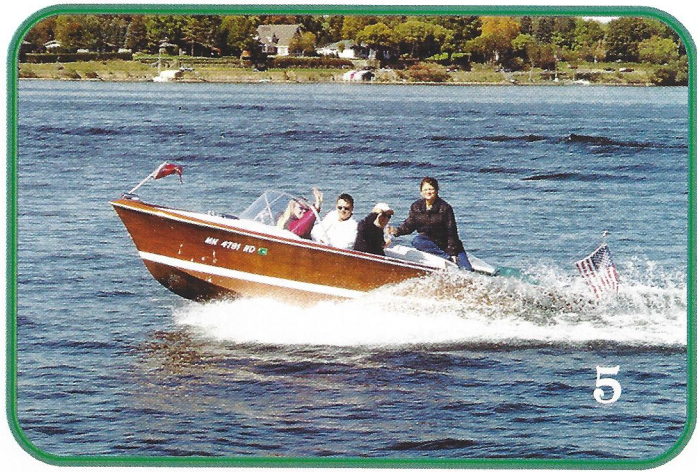


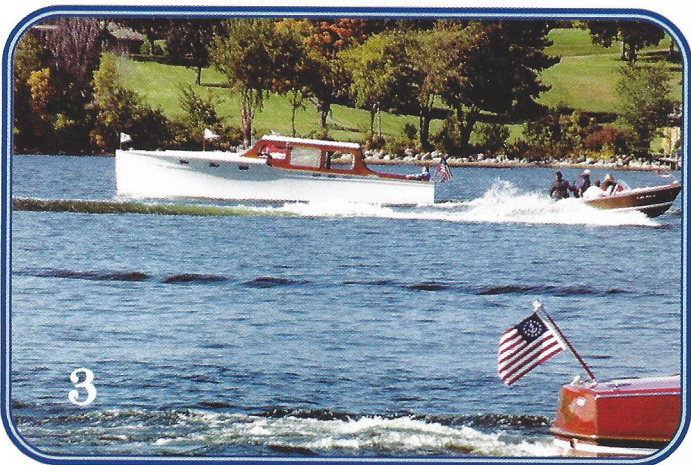
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Antique & Classic Boat Society



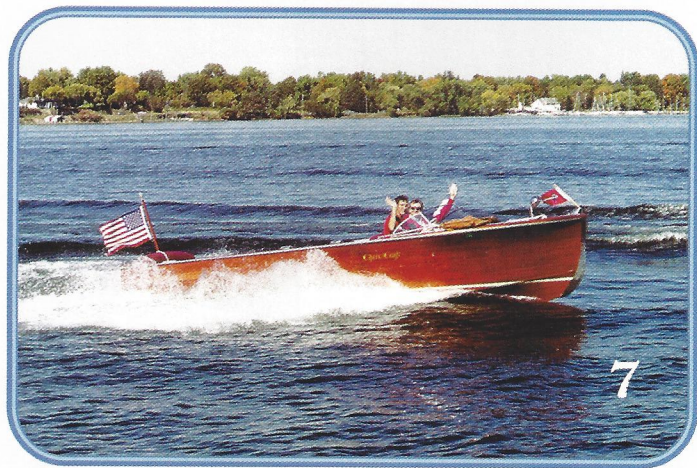




## BSLOL'S ANNUAL FALL COLOR CRUISE



SEE  
STORY  
ON  
PAGE 6





THE BOATHOUSE is published bi-monthly on the even months (Feb, Apr, Jun, Aug, Oct, Dec.) All articles, ads, etc. must reach the editor by the 15<sup>th</sup> of the month prior to the desired issue.

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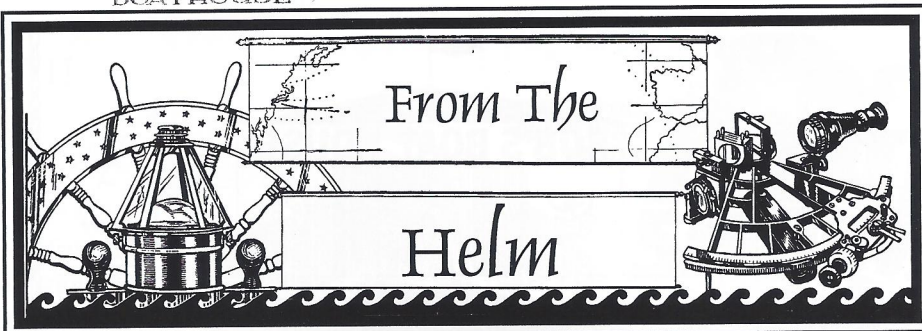
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**November 19, 2003 - PESHTIGO, WISC.**

Once again I am sitting in Peshtigo as I write this. I am helping out at corporate headquarters, as there is plenty of work to keep busy these days. The old Thompson Boat factory is within eyesight!

It is common at this time of year to reflect on what has taken place over the past months and to begin to plan for the future. There were many fun-filled BSLOL activities in 2003. I hope you were able to enjoy some of them. There were numerous low cost, fun activities in addition to the Rendezvous – our grand party of the year! We had the best attendance ever at our winter educational workshops with excellent topics and instructors. Club cruises and the July 4<sup>th</sup> boat tour were great means to be on the water as a group. For the first time in many years we participated in the Minneapolis Aquatennial Torch Light Parade. We received about ten minutes of TV airtime in August just prior to the Rendezvous. This free promotion was invaluable. A group of special-needs children were able to spend a day “just being kids” while forgetting their ailments. How could we ask for anything more touching than to give boat rides to them?

It was a busy, busy year with sanctioned activities each month, sometimes several things going on in a month. There is a small group of dedicated volunteers that make this all happen. THANKS – you know who you are!

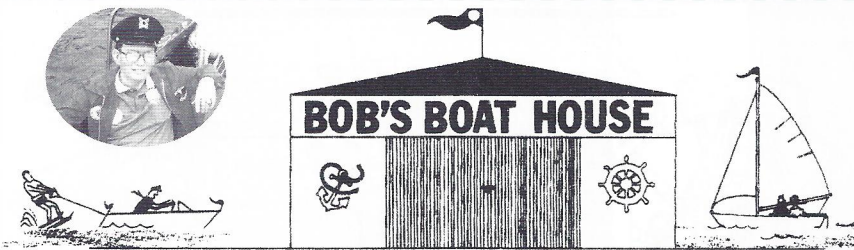
How can you contribute to BSLOL? Easy, come to the events and enjoy yourself, that’s the easiest. If you desire to be more active, join the Rendezvous planning committee; help with set up at the fall potluck; volunteer your time at the Minneapolis Boat Show; make reminder phone calls and send emails; contribute articles or member profiles to our award winning “BoatHouse” magazine; help coordinate food and beverages for the educational workshops... There are many jobs that need to be done. All you need is a bit of time and a happy attitude – no advanced ‘rocket science’ degrees necessary!

We have plenty of activities upcoming in the winter and spring. Several educational workshops and shop/museum tours are in the works for February, March, and April. And of course the Minneapolis Boat show takes place at the end of January. This is one of our principal annual events and it is a wonderful opportunity to spread the word about antique and classic boats and boating. We are grateful for the opportunity to participate in the show. The summer club cruises and the Rendezvous will be upon us faster than we think.

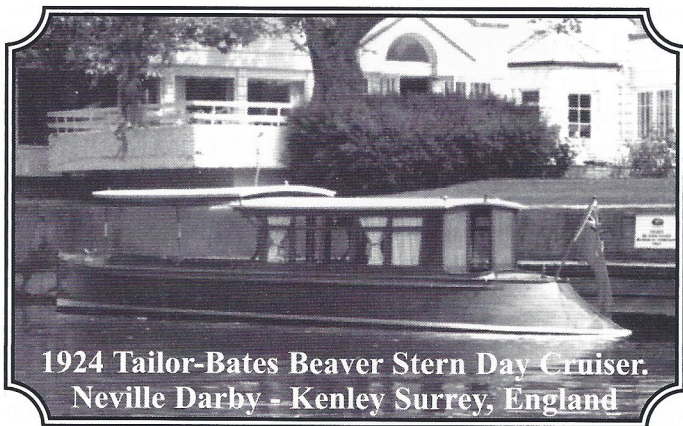
So, work on those boats over the winter, get ‘em spiffy for a fun season on the water in 2004. If you need help maybe some other member can lend a hand. That’s one of the best things about belonging to BSLOL – the sharing of knowledge and networking.

C-ya soon,  
 Andreas Jordahl Rhude  
 President





Thanks to Mary Keating, Bob Speltz's sister, we have come into possession of many of Bob's photos. This couldn't be more perfect for this feature. So, until we run out, this space will be a trip down memory lane via "Bob's Scrapbook." Those who knew Bob and/or were present when some of these were taken, may recall the situation and enjoy the trip back when...



1924 Tailor-Bates Beaver Stern Day Cruiser.  
 Neville Darby - Kenley Surrey, England



1934 J.G. Mearz Slipper Stern Cruiser  
 Neville Darby - Kenley Surrey, England

*More Bob's Scrapbook on page 7*

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

ANTIQUÉ & CLASSIC BOAT SOCIETY, INC.

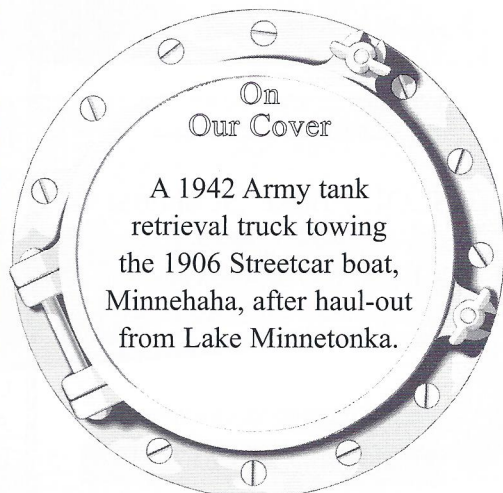
**MISSION STATEMENT**

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.

IN THIS ISSUE

From The Helm	3
Board of Directors	3
The BoatHouse Schedule	3
Bob's Boat House	4
BSLOL Mission Statement	4
On Our Cover	4
From The Show Booth	5
BSLOL's Fall Color Cruise	6
Dig Out Your Treasures	7
Bob Scrapbook	7
Gadgets and Kinks	8
Service Department	9
Boat's In Process	12
From the Ship's Store	13
We Get Email!	14
Oops! We goofed...	15
Outboard Corner	16
Thompson Gathering	18
Boating Safety	19
Welcome Aboard!	20
BSLOL Library	21
Spotlight On. Little Rock Boat Works	22
Hauling Out the Minnehaha	24
Porthole To The Past	27
BSLOL Events Calendar	28
2004 Boat Show Schedule	28
ACBS & Chapter Renewals	30
Advertising Rates	30
The Old Tipster	31
Educational Fundraiser	32
Trading Dock	33





## FROM THE SHOW BOOTH

By Clark Oltman

Greetings to all.

As I write this, most boats have been pulled from Lake Minnetonka. Sadly, my own is in the driveway. Guess we will have to dream about boating, unless you are lucky enough to be able to go South for the winter. Unfortunately, I still have to go to work.

On to the subject at hand. I think everyone will agree that we had another successful Rendezvous. We have had our wrap-up meeting and most of it was discussion of things that worked well that we want to do again. It looks like we are in the ball park as far as expenses too.

But we have to look forward. The Minneapolis Boat Show is just around the corner. Andreas and I have been talking to people and lining up boats to display; the display list was due Nov. 15. We have proposed and they have accepted the following terrific boats:

<i>1925 Dodge Watercar</i>	<i>owner: Bob Johnson</i>
<i>1942 Century 17' Sea Maid</i>	<i>owner: Ray Ellis</i>
<i>1947 Stancraft 26' Hardtop</i>	<i>owner: Mark Ludlow</i>
<i>1948 Century 18' Sea Maid</i>	<i>owner: Dwain Kasel</i>
<i>1952 Chris-Craft 16' Holiday</i>	<i>owner: Joel Lemanski</i>
<i>1952 Thompson 12' Take-Along</i>	<i>owner: John Laidlaw</i>
<i>1955 Larson 18' Cabin Special</i>	<i>owner: Dan Jones</i>
<i>1959 Chris Craft 18' Sportsman</i>	<i>owner: Aaron Gjerde</i>

Many thanks to each owner for allowing us to use his boat. We all know what an inconvenience it is to drag them out of storage in the middle of the winter.

I do have to make an appeal for help. We need to move our boats and display materials into the area on

**MONDAY, JANUARY 19.**

**EARLY THAT MORNING IS WHEN  
WE NEED THE HELP.**

Moving boats into place and assembling docks can be easy if we have **8-10 people**. The important thing is that we get all our displays into the aisle **early Monday**. If you can spare a few hours for the Monday set-up, **please leave a message on the club hot line**.

We are also looking for people to staff the booth during the show. General Sports Shows provides free passes to those working the show, but the number is limited, so



we require you work at least a three-hour shift. You may see the show before or after your shift, but we need you to commit to remaining at the display for that time period. Please call the HotLine at 952-934-9522, and leave your name, phone number, and the days and hours you are willing to work **BEFORE** December 15 in order to be considered for free admission.

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

It is important we put forth a professional image, so we require anyone working the show to honor our dress and conduct code. Please come dressed to meet the public. Dockers or equivalent and preferably a club shirt. Please - no jeans or T-shirts except during set-up. We also ask that you avoid alcoholic beverages while representing the club.

Lastly it is with mixed emotions I announce my plans to retire from the position of Rendezvous Show Boss. It has been a privilege to lead a group such as our Rendezvous committee – they are a great bunch of people. But it is time for someone with new ideas to move this show forward. If you have entertained any thoughts of getting involved with the club's shows at any level, please contact Andreas or any member of the board. Certainly, I will be available to the new show boss for consultation and I may even work on the committee. Of course, keep in mind that free opinions are often worth only what you pay for them. Ha.

I wish to express my thanks to all who counseled me and especially those on the Rendezvous committee that really made it happen. See you at the shows.





## BSLOL'S ANNUAL FALL COLOUR CRUISE



John Kinnard's Chris Craft 28' Sea Skiff, "Chemin de Fer"  
and Ray and Margot Garin's 30' Owens, "Luv Is"

It was Sunday, October 5<sup>th</sup> and the weather could not have been better for our annual Fall Colour Cruise on Lake Minnetonka. If it hadn't been for the foliage, it could easily have been mistaken for a summer day. There were many boats, plenty of folks, the sun was out, and temps hovered in the low-sixties. The event began with the traditional gathering at Lord Fletchers. When many more showed up than had been reserved, brunch was significantly delayed. The staff didn't bat an eye; they did their thing, accommodating every guest smoothly. Our sincere thanks to Fletcher's; they handled the situation beautifully.

From small outboards and inboard runabouts to the large 30-foot cruiser, there were boats of every size and configuration. With most of the boats having been taken out of the water for the season, the lake was pretty quiet, so we had miles and miles to ourselves.

Buzzing through Crystal Bay and heading towards Wayzata Bay, we did a fly-by of downtown Wayzata. (Photos inside the front cover.) From there the group headed to Excelsior for a pit stop at Maynard's. The annual bass fishing tournament was underway, so there were plenty of bass boats jockeying for position at the docks. It was quite fun to watch how they attempted to squeeze into tight spaces amongst the crowded docks.

After the refreshment stop at Maynard's, most boats split up and went their own direction. Several went through the Narrows into the Upper Lake and toured that end of expansive Lake Minnetonka. All in all it was a great end to the boating season for BSLOL members and friends.



Some of the boats pictured on the inside of the front cover that took part in the fly-by in Wayzata Bay are:

1. 1937 Chris Craft 24' Sportsman - Bob & Renee Clark
2. 1942 Century 17' Sea Maid - Ray Ellis
3. Pre-WWII Cruiser in Wayzata Bay
4. 1957 Thompson 17' Sea Lancer - Andreas Jordahl Rhude
5. 1966 Chris Craft 17' Ski Boat - Brad & Chris Ernst
6. 1956 Shepherd 18' Runabout - Chris & Lynn O'Connor
7. 1953 Chris Craft 22' Sportsman - Tom Underwood
8. 195? Lyman 30' Sedan - Jayme Hines



## DIG OUT YOUR TREASURES!

We have all heard of or seen *The Antique Road Show* on public television. How would you like to bring your nautical treasures to a *Maritime Antique Road Show*? Well, the Wisconsin Maritime Museum at Manitowoc, Wisconsin will be doing just that. A take-off on the popular TV show, the museum's curatorial staff, along with appraisers, will be on-hand to help identify and determine values of maritime objects. It all takes place on Saturday, January 31<sup>st</sup> between 9:00 a.m. and 4:00 p.m. at the museum on Lake Michigan's shoreline.

Check that steamer trunk in the attic, clean out the boat house, scrounge in the nooks and crannies of your basement and take a trip to Manitowoc. Maybe you will learn that you have a valuable treasure amongst your possessions!

The Wisconsin Maritime Museum is one of the largest and most comprehensive facilities dedicated to our nautical heritage in North America. They just completed an expansion doubling their space. They have many exhibits of interest including the Wisconsin Built Boat Gallery and the USS Cobia. The Cobia is a World War II era submarine that is floating in the river alongside the museum. It is fully functional and open to the public. During the war Manitowoc Shipbuilding Company constructed 28 submarines for the US Navy. These "freshwater subs" chalked up an impressive record in the fight for freedom over half a century ago.

More information on the Maritime Antique Road Show and museum activities can be found at their website:

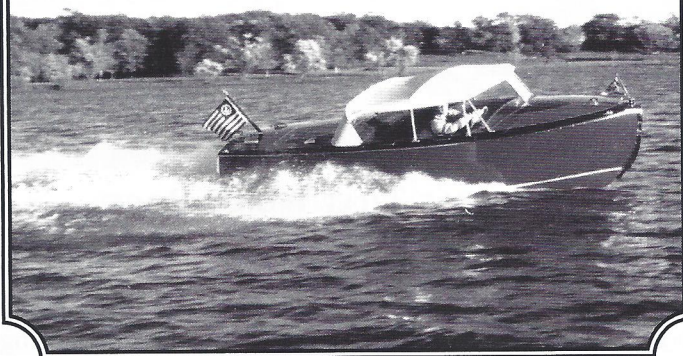
[www.wisconsinmaritime.org](http://www.wisconsinmaritime.org)

or by calling toll free 1-866-724-2356.



Bob's Scrapbook

194? Century 18' Sea Maid



1957 Century 21' Coronado  
Owner: Joe Lenahan, Oxford, CT



1963 Century 21' Coronado, Ser.# M113

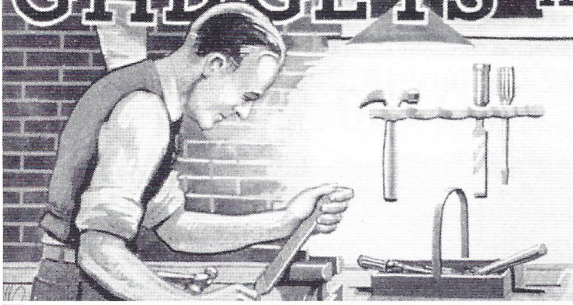
Rebuilt July, '83 by A.L. Cullman



1964 Century 15' Customized Runabout  
"The Real Runabout"  
owned by Bob Speltz







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

## THE CRADLE THAT WON'T ROCK; IT ROLLS

by Sherwood Heggen

So your boat bottom needs some help. Looks like it is going to need more than some screws and paint. Boards are loose and water is pouring in. It is time to rebuild. So, are we going to talk about rebuilding boat bottoms? Well, no. For every restoration effort, there is preparation to do the job correctly. We are going to take a look at a method to correctly support a boat with a cradle while it is upside down.

What are some of the features in a cradle to support the boat properly? First, it must be sufficiently strong to hold the boat in shape and be wiggle free while you are working on the boat. Secondly, it should allow the boat to stand a sufficient distance off the floor to allow you access underneath the boat. Thirdly, it should allow the boat to be mobile. Bottom work takes more than a weekend to finish, so provide for a way to move it around during rebuilding time.

Before building the cradle, take measurements for your boat as described below to custom fit the cradle to your boat. Make a sketch of how your cradle will look and note the measurements on the sketch.

Before installing the cradle, gut the boat right down to the ceiling boards and steering wheel. Then nothing will be in the way of the cradle structure and it will be lighter to work with when rolling it over.

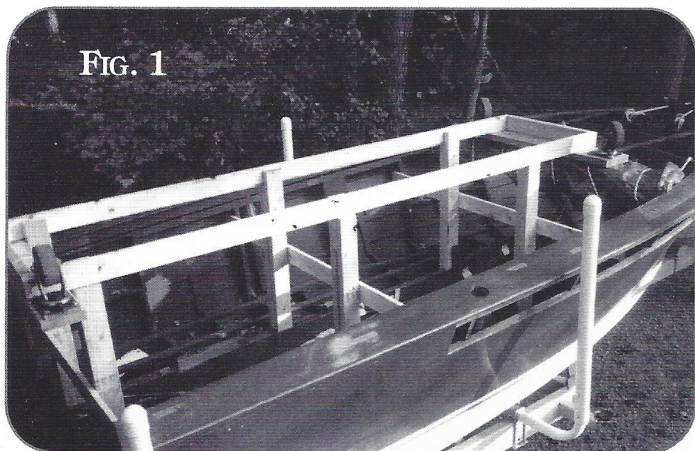


FIG. 1

and the base and the 1x4s make up the cross braces. Each leg is made up of two lengths of 2x4 screwed face to face with the other. (See Fig. 1)

The cradle structure is made of 1x4, 2x4, and 2x6 lumber and is very basic in design. Everything is screwed together with two and three-inch deck screws and is essentially a six-legged table frame attached to the stringers and frames. The 2x4s make up the legs and the base and the 1x4s make up the cross braces. Each leg is made up of two lengths of 2x4 screwed face to face with the other. (See Fig. 1)

The length of the 2x4s for all of the legs is determined by measuring the distance from the top of the stringers to the highest point on the deck. Typically, that point is at the dash board. If possible, one part of the two-piece leg should be like a cripple stud in a window frame providing support between the stringer and the cradle base. That length of that part of the leg should be the distance from the stringer to the top of the dashboard plus a couple of inches to allow room for the 2x6 crosspiece that will hold the swivel casters. The other 2x4 is screwed to the side of the cradle base and the side of the stringer. The cradle base is made up of one-piece 2x4s that extend from a point forward of the transom by a foot or two to about a foot forward of the dash board. Construction of the cradle is started by screwing the 1x4 cross braces to the topside frames just below the gunwales. The rear cross brace should be as far back as possible yet still allow the legs to pass through the engine hatch area on a runabout or be in front of the transom deck on a utility. The front cross brace should be screwed to the topside frames just aft of the dashboard. The middle cross brace can be screwed to the topside frames at a point somewhere in between. The two-piece legs are screwed together outside the boat and then screwed to the stringers and the cross braces. Use a framing square to assure the legs are at right angles to the stringers. Then, screw on the cradle base starting with the full length 2x4s for each side. In between, screw in spreaders made of 2x4s. Review the pictures and a lot of the little details of how this is supposed to look will all be cleared up. (See Fig. 2 on page 10.)

Now to make the boat mobile, acquire four 5-inch diameter swivel caster wheels to mount on the cradle. Lag bolt a caster to each end of a 2x6 of sufficient length to allow them to clear the cradle base. Make two of these and screw or lag bolt one on each end of the bottom side of the cradle, when the boat is in the upright position. They are placed in that position to keep the boat from being too tall to work on when upside down. Again, reviewing the pictures will make clear how the cradle wheels are

*Gadgets & Kinks - cont'd on page 13*



# The SERVICE DEPARTMENT

Dear Mr. Millar, PE,

Wow, I can't believe it! A letter from the "Big Cheese" himself. Or should I say from Le Grande Fromage? Minnesota just hasn't been the same since you retired to Florida. As I have always said, "Antique boaters never die, they just move to Mt. Dora."

However, it is always a pleasure to see you and your family every year in Red Wing.

No one knows this octane stuff better than you. I agree with everything you said. You have added a new dimension to the complexities of diagnosing people's problems without actually being there to go through the multitude of steps to actually identify the problem. For example, as you well know, a specific symptom like pinging can come as a result from many different problems or issues. You have to work through each cause until you find the specific problem.

You may not know this; when I respond to a specific question, I research the potential symptoms for weeks and sometimes months before I actually reply in my article. In this case, I called Lou Brisity at his Speed Merchant and Transmission Shop in Milwaukee. I asked if it is his practice to shave the block and head a bit to increase compression and performance. Like the good technician he is, and I am sure you will agree, he does not like to screw around with the compression on these older engines. Just as you said, they are very sensitive to minor changes. I was pleased to hear that he shaved both surfaces only about .010, just enough to ensure that there was no warp in either face and there was a good seal to the head gasket. Therefore, I was pretty darn sure that a change in compression ratio had not occurred from the engine rebuilding.

I am however, remiss by not going into detail such as you have to the very common cause of pinging. Your detailed explanation adds a great deal to my last article. Thank you very much for your letter. I am flattered to stand among the motor-knowledgeable elite such as yourself and Lou Brisity.

Take care,

Dr. Motorhead

PS - Been doing any flying lately?

Dear Doctor Motorhead:

As a charter member of BSLOL (LOL) I am a devoted reader of your "Service Tips" articles. Interestingly enough, Steve's ACBS number is 1206 and mine is 1207. We put our applications in at the same LOL meeting, but Steve beat me out in the alphabet.

In your recent article commenting on the problems



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

Tommy Bums is having with his engine, I agree with everything you said, but reading between the lines in Tommy's letter I have a strong suspicion that some other factors than those you mention are involved.

Engines knock for only one reason. The octane number requirement of the engine is higher than the octane number of the fuel being used. In an engine running at normal temperatures two factors control octane number requirement: engine compression ratio which the operator can do nothing about, and ignition timing as you have pointed out which the operator can control. Another important fact is that flat head engines (low or no turbulence combustion chambers) have a very narrow range of knock-limited ignition advance and are also extremely sensitive to relatively minor changes in compression ratio, both of which have a major influence on octane number requirement.

Buried in Tommy's letter is the fact that he had his engine overhauled by a shop that specializes in high performance engines and takes enormous pride in the quality of the work they do. My guess is that during the overhaul process the shop took a light cut off the deck of Tommy's engine block and did the same to the mating side of the cylinder head. This is common practice in quality shops to guarantee good gasket seal knowing full well that the result is a small but clearly measurable increase in compression ratio with its subsequent increase in octane number requirement.

In the case of Tommy's engine a 020" cut off the top of the block and a .020" cut off the mating side of the cylinder head to remove pits and irregularities would result in a compression ratio increase from 7.22 - the published value for the flat head Hercules based engines (MCL) to 7.64 almost a full half ratio change. For our antique flat head engines this is a major change. Engine builders did not control the compression ratio to the second decimal place because they wanted to make things tough on the manufacturing line. If this half ratio increase in fact exists, you can no longer run the ignition advance at factory specs and still use regular grade fuel. The engine will knock.

All our antique engines were designed to run on unleaded marine fuel which had a motor octane number (MON)(D-357) in the mid 80s. Today, we use a new

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



Dr. Motorhead - cont'd from page 9

designation called octane number index (ONI), which is an average of the motor method and the research method (RON)(D-908) of the SAE standard octane number rating. Unfortunately, there is no direct comparison between octane number index and the motor method octane number of a given fuel, but statistically the octane number index appears to be two or three octane numbers higher, even though our older marine engines were rated on the motor method.

Fortunately, for those of us with these kinds of problems the fuel sold dockside is usually premium with an ONI of 92 or 93. If Tommy is filling up dockside, there is not much he can do to increase the octane number of the fuel in his tank. If, on the other hand, his boat is on a trailer and he fills the tank with low cost automotive fuel of 87 ONI, he can help himself by switching to premium fuel.

If switching to premium fuel does not eliminate his problem, retarding the basic timing of the distributor by probably no more than three or four degrees will eliminate the ping, and you will never notice the small loss in performance. Just to make sure that octane number is the problem, have some of his pilot friends get five or ten gallons of IOOLL avgas which should clearly eliminate the knock, verify the problem and not do the engine a bit of harm.

The worrisome thing is that running the engine under knocking conditions will sooner or later destroy the pistons by either burning a hole in the top, breaking the upper ring lands or breaking the rings. That usually spells the end of the boating season for the owner.

An alternative way to check whether inadvertently the overhaul shop has raised the compression ratio is to measure compression pressures. Cranking compression pressures should be in the range of 125 psi. If the pressure in Tommy's engine is in the 130 or low 140 range, you can bet your bottom dollar the shop did a good clean up job on the deck and cylinder head and he is running an engine with higher compression ratio than specified.

Glad to hear you finally got the "Ark" home to Minnetonka, but as I remember, it sank at the dock not long after being launched, or wasn't that the "Lana Turner" Riva.

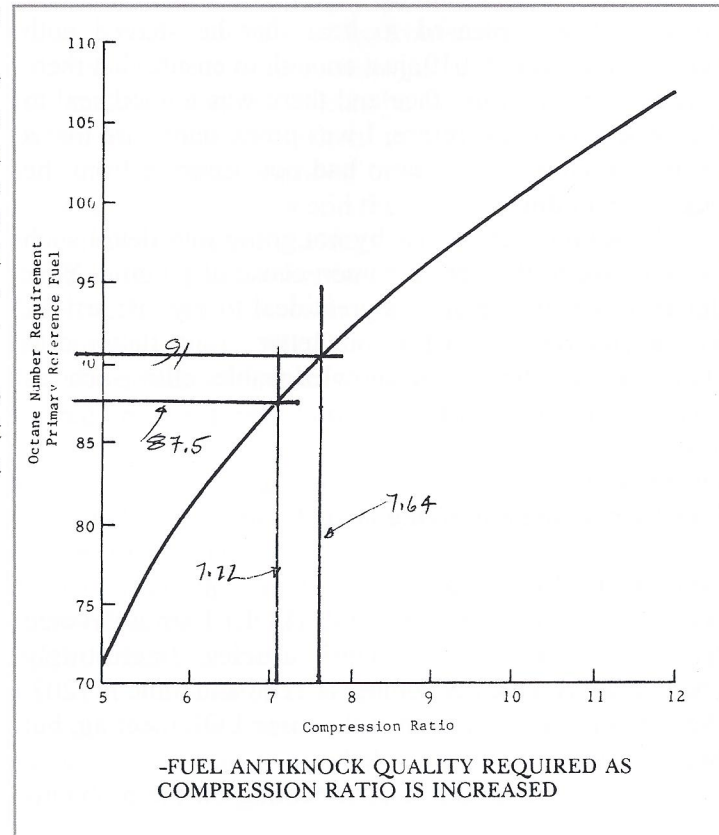
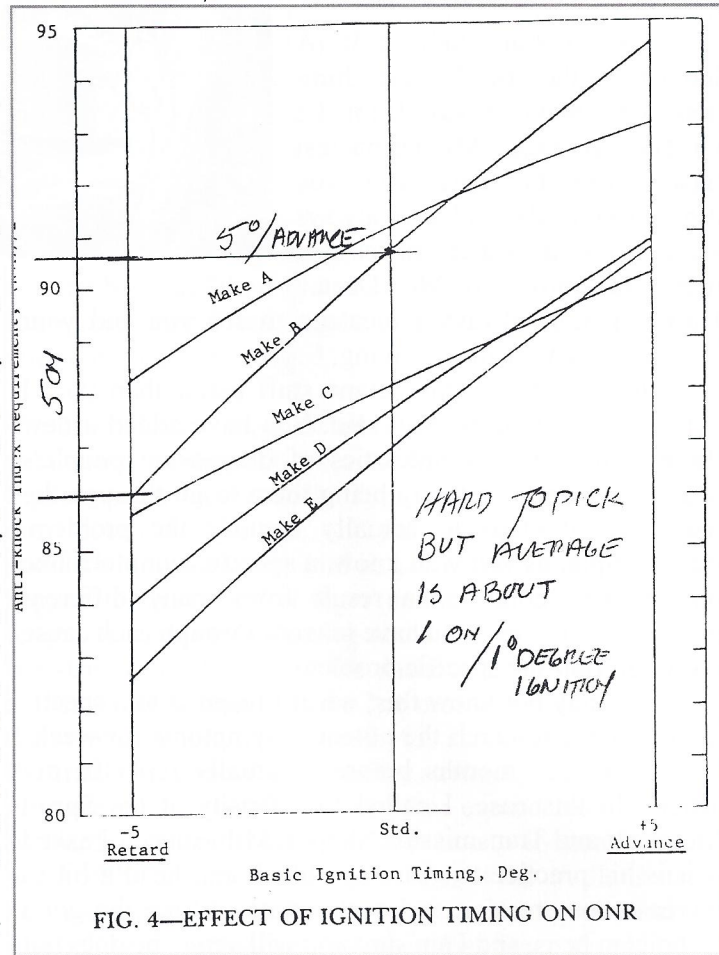
Best regards.

Gordon H. Millar, PE  
 Editor, *The Sheerline*



*Editor's Note:*

*Gordy Millar, one of the founding fathers of this chapter has graciously donated to the BSLOL Library, a photo album dating back to the second Rendezvous...1978. Our sincere thanks to you Gordy. We value your long association with BSLOL.*





**BSLOL ELECTION OF OFFICERS  
 DECEMBER 7, 2003**

The following offices are open. Nominees for each position is listed.

President	Andreas Jordahl Rhude
Vice President	John Kinnard
Treasurer	Jim Camery
Secretary	Open
Board Member	John Laidlaw
Board Member	John Tuttle

Beginning January, 2004, the Board will need a space to hold monthly meetings. The Board meets one evening each month, typically 6:30-9:00 p.m. A large conference table to seat 12-20 people is all that is needed. If you know of any possibility, please contact Andreas J. Rhude at 612-823-3990 or email: [ajrhude@aol.com](mailto:ajrhude@aol.com)

*BSLOL expresses its thanks to  
 PAUL MIKKELSON AND  
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 for allowing us to use their conference  
 room for the past four years. Your  
 contribution is truly appreciated!  
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# BOATS IN PROCESS

by Sherwood Heggen

## 1948 Chris Craft Sportsman 18' ~ Tom and Loree Yeager - Owners

Tom and Loree Yeager, who are five years members of BSLOL, were looking for a classic boat to restore, so they wisely checked out The Trading Dock in the Boathouse. Finding a possible boat, they called the owner only to learn that the boat had been sold, but another in similar condition was still available. It was a 1948 Chris Craft Sportsman 18. They went to see the boat and visit with the owner. Tons of questions about its condition and what would be necessary to bring it back into running condition were asked. It was obvious from the answers and its appearance that the boat needed a lot of work - more than what could be seen at the time. A deal was struck and the boat was hauled home to begin its new life with the Yeagers.

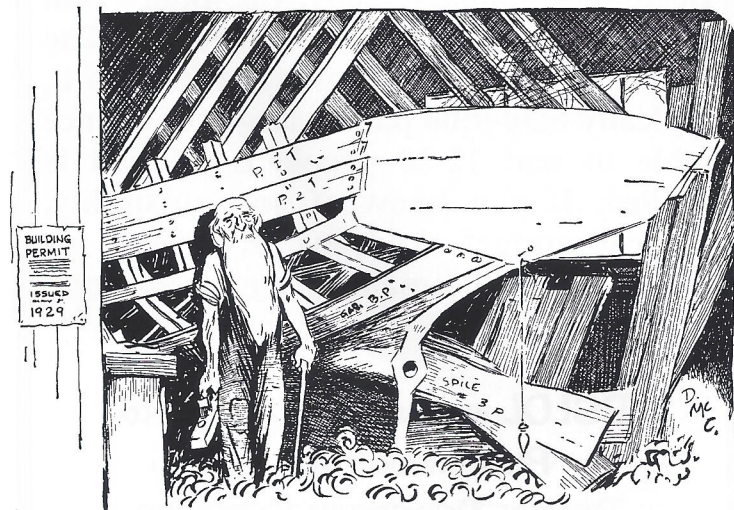
Very little is known about the history of the boat other than it was originally shipped to Minnetonka Boat Works in 1948. From its condition it was obvious it hadn't had a lot of attention for years and probably was stored outside. Some hardware was there but it was far from a complete boat.

At last, it was in a good home. Tom and Loree had never restored a classic wooden boat before, but Tom had spent 26 years building and racing hydroplanes. Taking on this project was a close parallel to the boat building Tom and Loree had done before. They did, however, need to learn new techniques and methods that are required for a planked wooden boat. It became an extensive restoration project with about 95% of the wood replaced with new.

A fresh engine, missing hardware, new upholstery and flooring were added to the restoration effort to make the boat whole again. Four years to the day on Labor Day 2003, the boat was deemed seaworthy and it was launched for the first time. It was definitely a time to celebrate for all of the hard work, frustration, and expense that went into this beautiful watercraft.

Now that the restoration is complete, Tom and Loree look back at what they have experienced. They feel qualified to give a bit of advice to others doing a restoration. That advice is to be patient with the effort. Disassembling a rotten hull and rebuilding to new is definitely and exercise in patience! Many projects boats are sold partially completed because the project is more than the owner can endure in patience. The most frustrating aspect of restoring their boat was getting a good varnish job. Who can't relate to that? Really, you are not alone, Tom and Loree!

Way to go Tom and Loree! Hopefully, you will be rewarded for all of the frustration and exercising of patience with years of pleasurable, trouble-free boating. You certainly deserve it!



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

positioned. Be sure all of the attachment points are well screwed together and the cradle is finished. The boat is now ready to roll over. If you have never rolled a boat, refer to the February '98 *Gadgets and Kinks*; it also covers a basic description of a cradle.



FIG. 2

I hope that gives those of you who need to get the boat upside down and mobile some food for thought and action. It has worked well for me for years.

At the risk of your getting tired of hearing it, I am going to say it again. Don't destroy it; restore it. It is a shame to see and hear of once-decent boats sitting outside in the elements wasting away while waiting for restoration, or just being allowed to waste away. If you can't get at the restoration of your own boat right away, at least cover it or find inside storage. If you don't want it, advertise it in the BoatHouse Trading Dock. Encourage others to do the same.

Got any questions about restoration?

Give me a call at 715-294-2415 or e-mail me at [Heggensj@Centurytel.net](mailto:Heggensj@Centurytel.net). I look forward to hearing from you.



## From the Ship's Store

We would like to thank everyone who volunteered and worked at the Ship's Store during the Rendezvous. There were also a few people who came to the tables and offered their time. Your hard work is greatly appreciated. We look forward to working with you and other members during the 2004 Rendezvous!

Thanks,  
*John & Suzanne Laidlaw*

*(Editor's Note: BSLOL owes a great debt of gratitude to John and Suzanne for the great job they did in organizing and operating the Ship's Store at the 2003 Rendezvous. They handled this giant task with no fanfare and the results were readily obvious by the way things ran all weekend. Thanks to you both! Your efforts are much appreciated.)*



Somehow, the expression "swabbing the decks" doesn't conjur up this image - at least not to a sane wood boat owner. Here the deck of a beautiful wood boat is being cleaned by one of "the Chris Craft Ladies" as they were known in Chris Craft brochures of the 1930's.



## WE GET EMAIL!

☺ Subject: Recent Boathouse

Dear Peggy,

I received the October, 2003 copy of The BoatHouse today and must send off a note to you and respond to a couple of articles.

First of all, thanks to Dave Doner for the fine *Bob's Boat House* article regarding Bob Speltz's Chetek. Dave, you were too kind in your comments. I hope my restoration of the Chetek will be worthy of your confidence. Yes, some day I will bring the Chetek back for a BSLOL Boat Show.

In addition, I would like to publicly thank your chapter and especially the "Big Swede", Pastor Eric, for reaching out to the children and parents from Children's Hospital. The article and photos tell the story of how your members gave of themselves for one day so that parents and children with serious health issues could forget and have fun. What better use could we do with our boats? I hope you will establish an annual tradition of "Reaching Out".

Keep up the good work. I am proud to be a member of the BSLOL Chapter of ACBS.

Stan Petersen

Mount Dora, FL

P.S. Let's try again to have a great turn-out of BSLOL members at our boat show in Mount Dora next year. The dates are March 26-28, 2004.

☺ Subject: Question about our boat

Hi there ,

My name is Pascal van Velzen and I am from the Netherlands. 2 years ago we bought a boat from a friend which was rather old and not well maintained. Right now we are rebuilding it and looking for all kind of parts and information. It is now almost finished but we still do not know where it comes from or which manufacturer is behind this special boat. The only thing we know is that in the polyester side it says Flying Fish. So we searched for this and arrived at this site :

<http://www.acbs-bslol.com/Classicglass/Herters.htm>

And there we saw the Flying Fish - and it looks very much like ours. Would you be so kind to take a look at our boat and maybe, if you know, give us some information on where and what and how? Maybe an internet adress or something.

Thank you for your time anyway.

Kind regards

Pascal van Velzen



P.S. the boat on the pic is in the old state and probably not original by color and/or front window.



Hi Pascal:

Herters was a company located in Waseca, Minnesota that sold products for the outdoor sportsman. They are no longer in business. Their catalog listed fishing, hunting and camping equipment along with the Fiberglass boats like the one you have. Those boats of the late 1950's and early sixties with huge tail fins were following the automotive styles of the era.

In addition to the BSLOL site you may want to visit the following web site for more information:

<http://www.fiberglassclassics.com/herters/index.html>

Attached are some photos of restored Herters boats that may assist you.

Herters1.jpg was taken at Red Wing, Minnesota in August 2003 and Herters2.jpg is the same boat as shown at Mount Dora, Florida in March of 2003. This boat is a 1957 Herters 15' Flying Fish that is owned by Bryan Fenwick, 653 West Briar Cliff Road, Bolingbrook, Illinois 60440, 630-759-3540 phone. Sorry, no email.

Herters3.jpg was taken at Red Wing, Minnesota in August 2003 and is a 1967 Herters 12' Canada owned by Roger and Jan Spindler of W6399 Main St., Bay City, WI 54723, 715-594-3753 phone or 715-594-3532. Sorry, no email.

Thank you for sending us your boat picture. I hope this information is helpful.

Steve Merjanian  
The BoatHouse

☺ RE: picture of my boat

Hi,

Thank you very much for displaying a picture of my boat in your excellent issue of "The Boathouse". It is the first time

*We Get Email - cont'd on page 15*



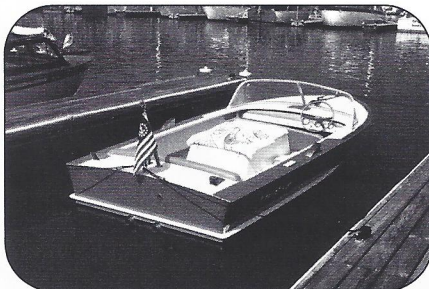
We Get Email - cont'd from page 14

any boat of mine was ever in print, page 15 of the October 2003 issue. However, the picture was supposed to be of Brad Ernst's 1966 17 foot Chris Craft Ski Boat which won an award for "Best CC Engine" at the latest BSLOL Boat Show. Instead, my 1966 17 foot Chris Craft Ski Boat was pictured. (It's easy for me to tell because I have an incorrect wooden stern pole.) Although I must say that I thought my boat looked great, it wasn't a "winner" at your boat show.

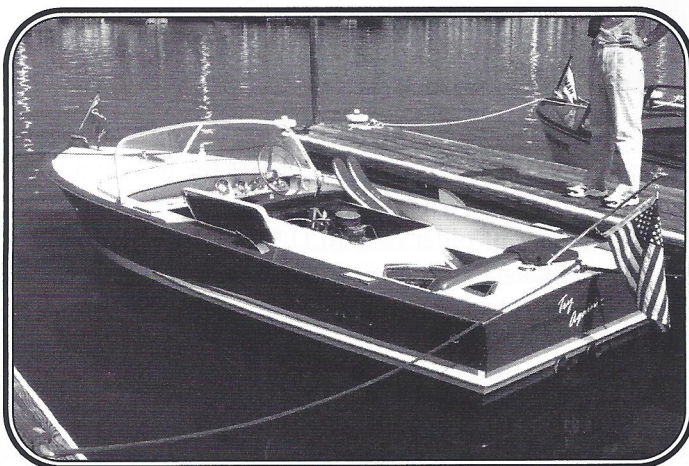
Thanks for all of your dedicated and hard work in making this great publication. Presently my son and I have two other boats undergoing restoration in my shop, a 1946 15 foot 4 inch Century Utility, and a 1954 Chris Craft 18 foot Riviera. Perhaps I'll send you pictures etc. sometime of our progress.  
 Best Regards,  
 Howard Lehman  
 Eau Claire, WI

From: pmerjanian

Oops! Sorry 'bout that. We had some confusion with Brad having gotten awards in two areas, on two boats. One was caught during the proofing, but obviously, I blew this one. I will print a correction for the Dec. issue. Thanks for your kind words. Good job on the boat. I agree....it did look great.



Oops - Wrong Ski Boat!



## Fall Potluck

Although numbers were down from previous years, the Fall Potluck was a fun and rewarding event for our group. About 30 people gathered at the Shorewood Community Center on Saturday November 1<sup>st</sup> for good food and plenty of time to visit with friends.

This was a low-key activity without any program. It was a relaxing way to spend a fall evening. A video was playing throughout the night. It showed the Fox 9 TV promotional spot from the previous August, which promoted the Rendezvous. It was fun to see classic wood and fiberglass boats on the television screen

*From the Editor*

In listing the Rendezvous Committee members, two names were mistakenly omitted:  
**RAY GARIN**, who once again skillfully coordinated all dock activity; his function was invaluable and **ANDREAS JORDAHL RHUDE**, chapter President, who was active in several areas. He is responsible for the great pre-Rendezvous ads, including a great 10-minute spot on TV.

*My apologies to Ray and Andreas*

Winner of the  
*Best Chris Craft Engine*  
 at the 2003 Rendezvous  
*A 1966 Chris Craft 17' Ski Boat*  
 owned by Brad and Chris Ernst.

Our apologies for the error and our thanks to Howard Lehman for bringing it to our attention. And as long as we're on the subject of Brad and Chris Ernst – our Congratulations to Brad and Chris on the birth of their first child, Blake. Like we've said before... we like to start 'em young!





## A GOLDEN ANNIVERSARY

by Jerry Petersen (Guest Author)

My son, Chuck, has mentioned my 1953 SwitzerCraft, 14 foot, Bullet in several of his articles in this column, hence, I was somewhat reluctant to give it more coverage. However, since the boat turned 50 this summer, I figured a few more comments might be in order, since not that many love affairs last 50 years! Anyway, I'll make my comments from a different perspective than Chuck's.

I bought the Switzer new in 1953 when I was a freshman at Northwestern University. I had grown up with our family's only power boat being a long deck Thompson with a 16 HP electric (motor-generator) opposed twin Johnson. This was a great cruise boat, but it couldn't pull water skis, which was a growing frustration through my teen years. When I was 15 I got my first boat, a 14 foot Dunphy, molded plywood Dolphin, powered by a Mercury Super 10. This was much more of a speedster, especially with one rider, but it still couldn't pull water skis. However, not having a ski tow boat didn't stop me from water skiing. I just had to find friends with inboards to give me a ride. One such tow boat was a 1939 split cockpit GarWood owned by a girl I dated. That started a couple of love affairs, but those are other stories.

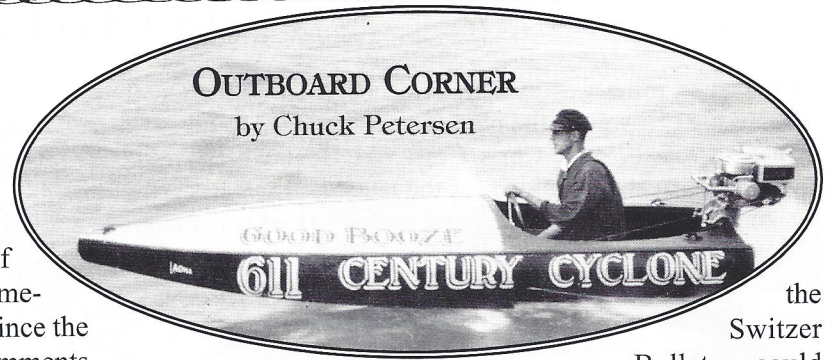
Come the summer of 1953, I got a job waiting tables at the Lake Lawn Ballroom on Delavan Lake (near Lake Geneva). What a perfect summer job for a freshman in college. I worked from 5:00 p.m. to 1:30 a.m., Tuesday through Saturday, and had all the daytime hours to swim, boat, and water ski. This was toward the end of the Big Band era. The Lake Lawn Ballroom had a good house band, and every Saturday we had a traveling name band on stage. Anyway, I wanted to do more water skiing, and still go fast when I wanted to cruise.

A well known outboard boat racer (Jack Maypole) lived on our home lake (Lauderdale), and he interested me in outboard boat racing. One race of special interest here in Wisconsin was the Winnebago-Land Marathon. It started from Fond du Lac at the south end of the Lake Winnebago, went up the west shore to Oshkosh, and then returned to Fond du Lac. You had to have a good rough water race boat, but still one that was fast on the straight away. During the early 1950's the boat to beat was the SwitzerCraft Bullet – a Class D (40 cubic inch) utility racer. Most Class D utility races saw Switzers finishing in at least three of the first five places!

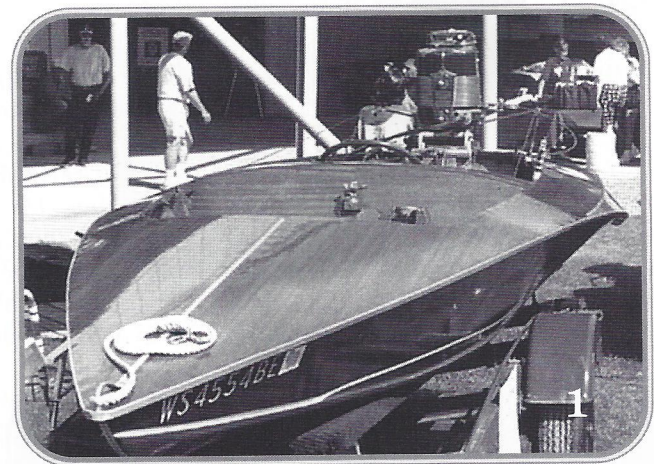
APBA utility class race boat rules required a front seat, so

## OUTBOARD CORNER

by Chuck Petersen



the Switzer Bullet could also be used as a ride boat – that is if you didn't mind smacking the waves. I was hooked, and traded my Dunphy and Super 10, in on a Switzer Bullet with a Mercury Mark 40. In addition, I bought two lower units for the Mark 40; a regular one that worked fine for water skiing, and a racing one (QuickSilver) for single operator top speed. I entered and won several local races, but never got into the APBA circuit. What was more important, I had a great boat for summer fun. Over the years, the Switzer has retained a special place in our family boating experience. Although my interest has turned to restoring old wooden inboards (two GarWoods and a Shepherd), I (and both of my sons) still look forward to those high speed runs each summer in the Switzer.



I took my Switzer to the ACBS Antique Race Boat Regatta at Clayton, NY in 1996. **Figure 1** shows the boat at my dry land display there. What was especially interesting to me was the number of older eastern U.S. boat racers who told me that the Switzer Bullet was also "king of the marathons" on the east coast back in the 1950's. There aren't that many Switzer Bullets left. Their plywood construction requires weather protection for longevity.

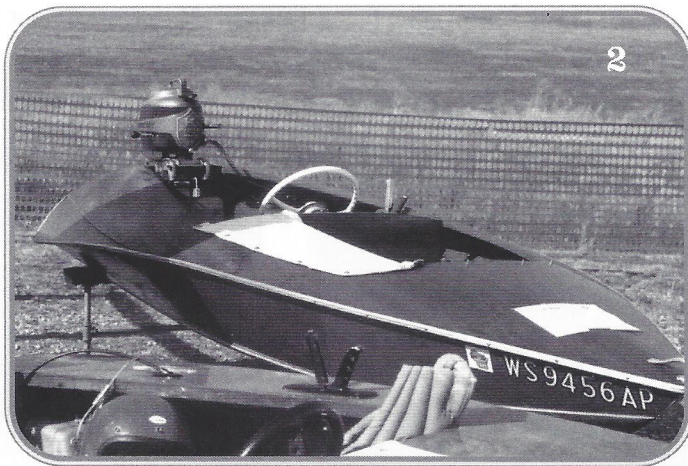
Remarkably, a lifelong friend, Stu Anderson, also acquired a Switzer within a year of my purchase. His was the Baby Bullet (Class B, 20 cubic inch), and was powered by a gold Mercury Mark 20H. The two of us raced around Lauderdale

*Golden Anniversary - cont'd on page 17*



Golden Anniversary - cont'd from page 16

in our Switzers for many years. Due to Stu's untimely death a couple of years ago, this Baby Bullet is now owned by his son, Scott Anderson, who is a very close friend of my son, Chuck. This surviving Switzer was displayed at the Rencouvus this August, (Figure 2) and won the "Best Outboard Racer" award from the outboard club co-hosting our event.



proven that to us. Anyway, the Switzer is kept in my dry boat house here at Lauderdale Lakes on a cradle that rolls down a short track into the lake whenever we want to use it. It never sits in the water when not in use. It is in excellent original condi-

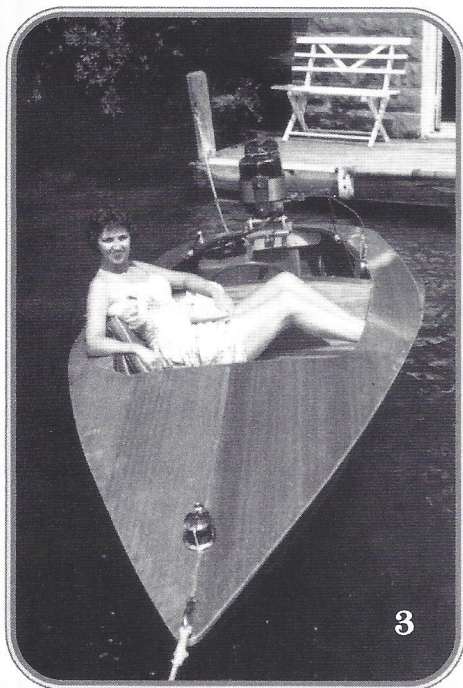
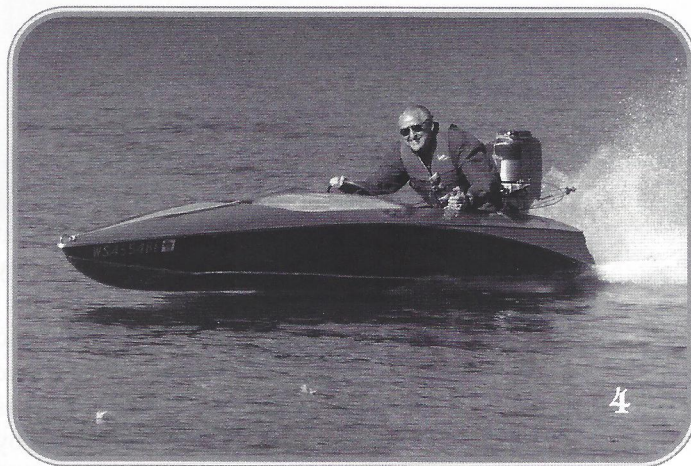


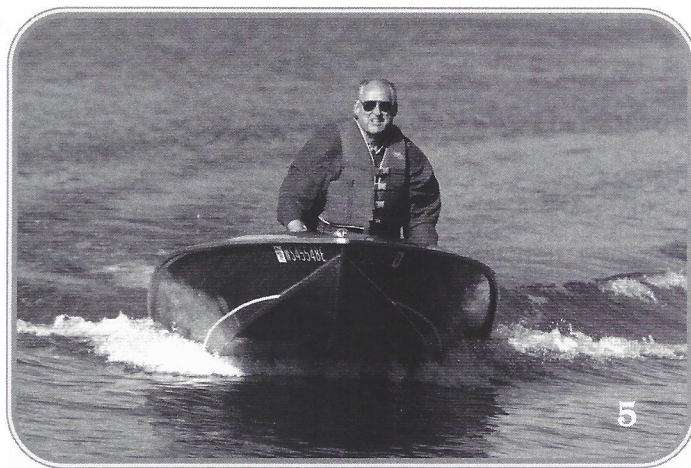
Figure 3, shows Carol in my Switzer way back in 1954, some three years before we were married. In fact, I met her here at Lauderdale Lakes at the home of the friend who owned the GarWood. The first thing I did after meeting her was to give her a ride in the Bullet, since I had arrived by boat. We were both students at Northwestern, and married after graduation.

She claimed to love fast boats when we met; a remark that some have told me was never true! Regardless, she has been a wonderful wife for over 46 years. We hosted two other couples on our Shepherd on the Rideau Romp in September and had a wonderful time. Over the years, I have found that collecting old boats is really about meeting great people. The ACBS has truly



tion (never stripped).

I have done some transom work, and a refreshing varnish job every decade. The engine is still all original; never repainted, and never opened. Chuck is a big help making sure the lower units are maintained, and that StaBil is added to the gas each fall. In fact, that gives both of us an excuse for another ride. Figure 4 shows me at speed this fall, and Figure 5 shows me coming back to the dock.



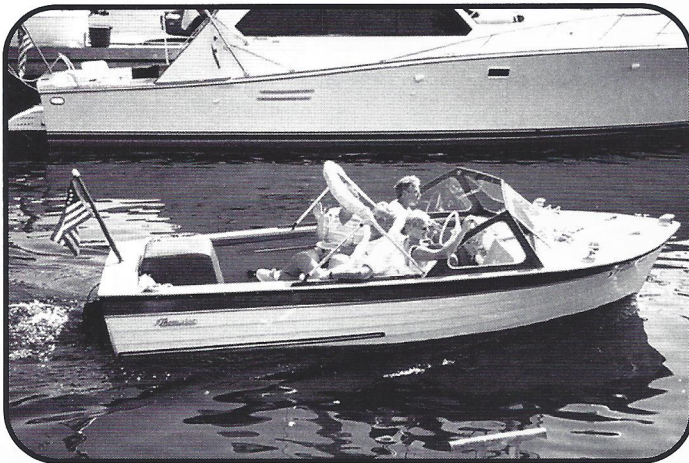
*Editor's Note: Our thanks to Jerry for sharing the 50<sup>th</sup> anniversary with his Switzer. What a neat story!*

*This article could easily be a MEMBER SPOTLIGHT of Jerry Petersen. It has all the aspects of his life from his early years to the present, as it pertains to wood boats. This is just the kind of thing we like to feature about all our members. I invite you to call me - we'll have a nice chat while I jot down notes about your introduction to and continuing interest in wood boating. Call Peggy at 952-475-1384 or email [datamerj@aol.com](mailto:datamerj@aol.com) - let's talk!!*



## THOMPSON & CRUISERS BOATS GATHER

by Andreas Jordahl Rhude



1962 Thompson 18' Sea Lancer  
 Jud McKinley



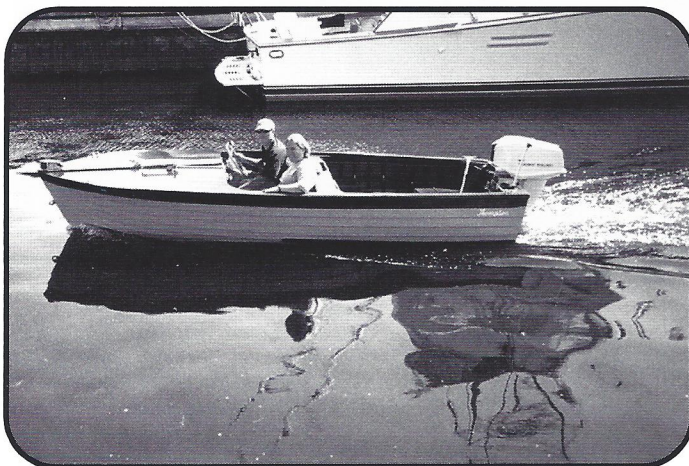
View of the Rally

**F**orty-three wooden and fiberglass boats were on display at the third annual **Thompson Antique and Classic Boat Rally** August 8-9-10, 2003. Held at Nestegg Marine in Marinette, Wisconsin, the Rally celebrates the marine endeavors of the Thompson family.

For the third year in a row over 40 antique and classic plus a few contemporary boats made by the Thompsons were on display. Boats from as far away as Missouri participated. All told there were 27 boats by Thompson; ten by Cruisers, Inc.; three from T & T Boats, Inc.; one by Thompson Royal-Craft; and one each from Chris-Craft and Correct Craft. Cruisers, T & T, and Thompson Royal-Craft were spin-offs from the original Thompson Bros. Boat Mfg. Co. of Peshtigo, Wisconsin.

The oldest boat was a 1941 Thompson TVT Deluxe Speedster sixteen-footer and the newest was a 40-foot 2004 Cruisers Yachts 400 Express. A special emphasis at this year's Rally was the fiftieth anniversary of Cruisers Yachts.

Cruisers traces her origins to the summer of 1953 starting out as Cruisers, Inc. Her founders were six of the second generation Thompson family members. Ray,



Mike Gray cruises past the 42' Cruiser.

Glenn, Roy, Grant, Bob, and Ted Thompson, Jr. established Cruisers as a result to fill a niche for larger outboard cabin cruiser type boats.

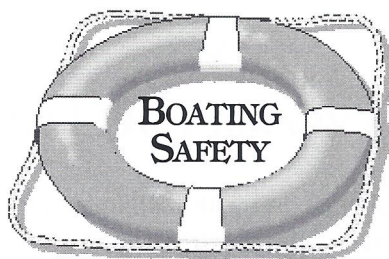
The corporation Cruisers, Inc. was created with the full blessing and cooperation of Thompson Boat. The synergy between the two corporations is evidenced in the initial actual cabin cruiser made by the two firms. In the late months of 1953 Cruisers, Inc. built a nineteen-foot cabin cruiser. She was a clinker hull suitable of using the largest of twin outboards then available. The advertising flyer proudly stated she was "Thompson Designed" and built to "Thompson Quality" by Cruisers, Inc. and sold by Thompson. The cabin boat was built specifically to show at the New York Boat Show in January 1954. Another one was purported to have been built for display at the Chicago Boat Show, several weeks later. The model was dropped from the product line and those two boats were the only ones of the type built. No one knows what happened to them.

From her inception in '53 until the end of 1958 Cruisers and Thompson were working hand in hand. Another example of this cooperation was the 1955 Thompson Off Shore eighteen-footer. The exact same picture was used in the 1955 Thompson catalog as was used by Cruisers the following year in their literature to illustrate their Vacationer model. Ownership of Cruisers changed hands effective January 02, 1959 when brothers Roy H. and G. Grant Thompson gained complete control. From that point forward the firms competed with one another.

As more and more builders introduced fiberglass boats, the markets for wooden watercraft were declining in the early 1960s. Cruisers was producing 3,000 boats annually in the early sixties. This dropped precipitously when only 800 were sold in the 1965 sales season. The only means to get back in the game was to make the leap from wood to reinforced fiber plastic technology.

*Thompsons - cont'd on page 34*





## SAFE BOATING COURSE OFFER

The Minnetonka Power Squadron, a unit of the United States Power Squadron (USPS), offers courses covering boating basics. The USPS is the world's largest private non-profit boating organization.

You are invited to join us for one of our upcoming safe boating courses that we offer to the public. The course, which covers the basics of boating, is designed for skippers and crew of all types of watercraft. Topics include:

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The only cost to the participant is the cover materials; instruction is offered at no charge. Registration takes place on the first class night, so please arrive early.

### COURSE DATES:

Attend one of the following two sessions, which meet for seven Mondays, 7:00 - 9:00 p.m. at Hopkins Senior High School, 2400 Lindbergh Drive, Minnetonka.

January 19 - March 1, 2004

March 15 - April 26, 2004

For more information regarding the Minnetonka Power Squadron, call our hotline: 612-253-2628 (leave a message) or log on to [www.minnetonkaps.org](http://www.minnetonkaps.org)

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# Welcome Aboard!



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 Richard Thompson Grand Rapids  
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ACBS  
 and CHAPTER  
 membership renewal  
 forms for 2004 have  
 been mailed out! Please  
 renew ASAP to ease the  
 workload at ACBS  
 Headquarters.

## Twin City Outboard

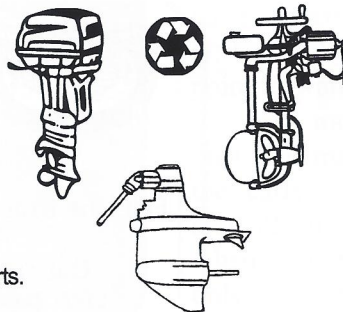
### OUTBOARDS

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## BSLOL LIBRARY CONTINUES TO GROW

Another donation has been made to the ever-growing BSLOL club library. Lowell Arnold, one of the charter members of our club, sent us a box of our old newsletter publication *The Dry Wrought* to add to the collection. It is a great addition and nice to be able to have our own newsletter for our own library! There are still some gaps that need to be filled, however.

Lowell and wife, Marcia were long-time Lake Minnetonka resident until fleeing the area for a warmer climate. They call Florida home now. THANKS for the donation, Lowell!

Our library has grown considerably in the last year and we thank Sharon and Dirk Gunder for providing space for it. We appreciate all those who have given items and ask everyone to remember that we welcome anything that may be connected to the chapter's history. Before you discard any item, please call a member of the Board (numbers on page 3) and let us know about it.



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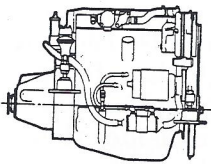
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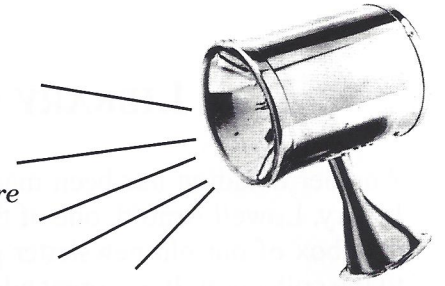


SPOTLIGHT ON . . .

# Little Rock Boat Works

by Steve Merjanian

*This is the fifth in a series of articles that highlight the restorers who are members of the BSLOL. We don't endorse any restorer, however we will try to factually report their accomplishments.*

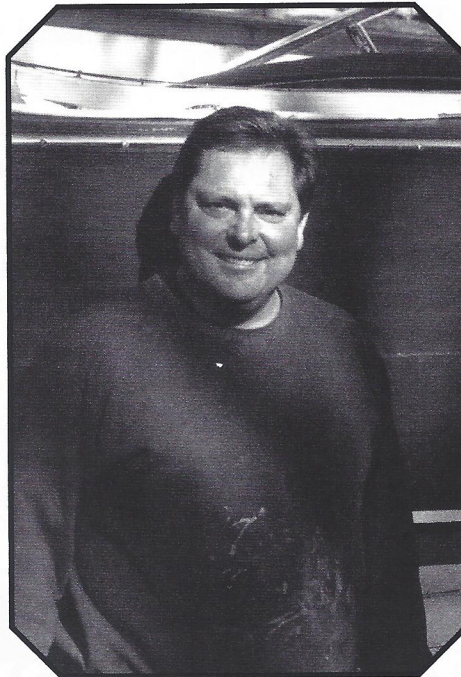


Dave Watts was raised in Austin, Minnesota on Spam. (That's his joke, not this writer's.) He is a combat marine veteran (1971-1973) and saw combat in NAM in 1972 and 1973. After returning stateside he won a scholarship to St. Cloud State and earned a degree in Criminal Studies. He then worked as a screw (AKA guard) at the St. Cloud Reformatory.

His life-long love of boats kept calling him to the waters edge. So he bought a small summer cabin on Little Rock Lake near Rice, Minnesota and then things just sort of happened.

His first boat was a home-made eight-foot pram he built with his dad at age fifteen. The second boat was a ten-foot B Class hydroplane with a modified Champion motor. That made him the fastest water-borne teenager in Austin. The third boat was a 1956 Chris Craft 42' Constellation that he managed to partially restore before he sold it. That boat sat behind his cabin (he has nice neighbors) and his pet cat adopted the boat as her dry land cat house. The next purchase was a 1955 Chris Craft 26' Sedan Fly Bridge which he planned to fix up "in a few months." Five years later it was done and displayed at the LOL rendezvous on Lake Minnetonka. That five-year effort taught Dave the fine points of boat restoration.

In 1986 he left his job at the reformatory and established the *Little Rock Boat Works* in his garage. The first job was a 1928 Dodge 26' Water Car triple cockpit runabout with 100 hp Chrysler Silver Dome called "Snoop." I



remember riding in this boat after an LOL rendezvous and admiring Dave's work. The restorations from small outboards on up to large cruisers have all shown his meticulous attention to detail. Dave had joined the LOL at this time and actively participated as a board member.

After his marriage in 1988 to Elaine, he moved his shop to St. Cloud to get boat parts out of the house. Not that Elaine was "anti-boat" - far from it. As a result of the years spent in Dave's environment, she has acquired Dave's skill in assessing a boat's condition. She's usually right by his side when Dave is out looking at boats.

At the 2000 BSLOL Rendezvous, a 1929 Deere 16' outboard with a 14 hp two-cylinder Lockwood won the Judges' Choice, Skippers' Choice, and Angie Speltz awards. That same year this boat won Best in Class Award, People's Choice, and Thunderbird awards at the Lake Tahoe's Concours De Elegance.

That is a commendable achievement for any boat, and an eye-opener when you consider this outboard bested larger boats at these shows. For the same client, a 1956 Streblov 15' was restored and brought to the 1991 LOL rendezvous. This boat is also the oldest known Streblov.

During the summer, Dave keeps a 1956 Chris Craft 33' Futura with two 413 Chryslers on Lake Superior at Bayfield, Wisconsin. This boat from Little Rock really rocks. Try driving a cruiser that performs like a runabout through a three-foot chop at full speed. It is an awesome experience, especially when this head-turner passes a plastic go-fast boat.



1928 Belle Island  
42' Triple Screw Commuter

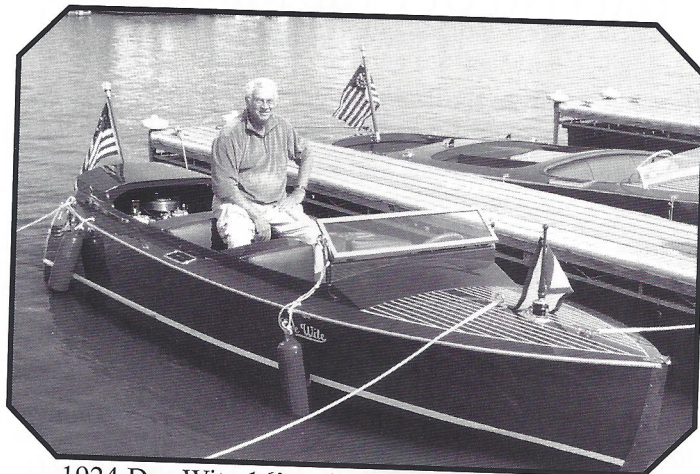
*Spotlight - cont'd on page 23*



Spotlight - cont'd from page 22



1942 Century 17' Sea Maid showing restored frames and battens



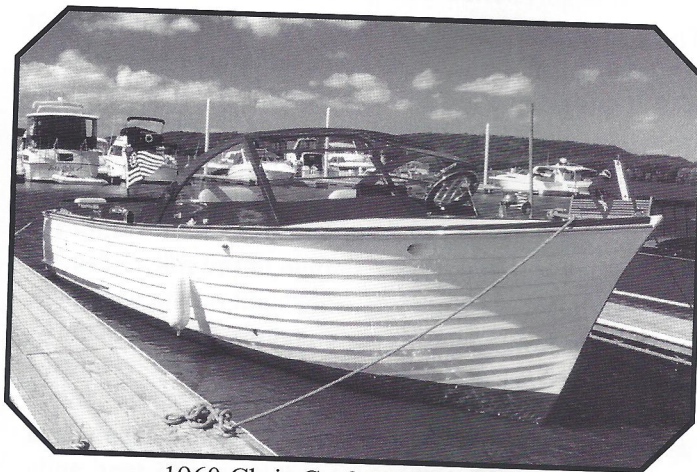
1924 Dee Wite 16' outboard at the 2000 BSLOL Rendezvous - Pete Allen

While looking around the boat yards in the Bayfield area, Dave spotted several 30' Sea Skiffs that were used for fishing and were now retired. In 2000 he restored one with all varnished ceiling planks, additional cockpit seats, and a small galley. That boat is now on Lake Minnetonka gathering admiring glances. A second boat was brought to the 2002 BSLOL Rendezvous, won the Hagerty Insurance award and was immediately sold to another Lake Minnetonka admirer. A third Sea Skiff is in the Little Rock inventory awaiting restoration. The fine joiner work and finish along with the usability of these boats have earned a major "drool factor".

His current shop is on Highway 10 in Rice, Minnesota. If you listen to Joe Soucheray's radio talk show, you may have heard him mention "all the woodies on Highway 10." Dave is one of the guys that can (and does) razz Joe on the air regarding woodies. If you stop by the shop, you just may find his five-year-old son Benjamin helping dad.

Dave has about a four-year backlog of work. His co-workers are Jacob Johnson, Scott Bentler and Steve Lively. The shop typically works on five boats a year. Dave believes in maintaining a considerable inventory of restorable boats that includes a 1928 Belle Island 42' triple screw Commuter, a 1929 Hacker Craft 45' Cruiser, a 1957 Riva 26' Tritone, three 1950's Shepard 27' runabouts and many more. I believe doing above-the-bar restorations and using the best products available for longevity, are just two factors in the success of the *Little Rock Boat Works*.

You may contact Dave at:  
 LITTLE ROCK BOAT WORKS  
 600 Division Street South  
 Rice, MN 56367  
 320-393-3370



1960 Chris Craft 30' Sea Skiff at the 2000 BSLOL Rendezvous



1956 Chris Craft 33' Futura in Bayfield, WI  
 [Not visible is yours truly (Peggy Merjanian) at the helm. Notice the boat is not underway...]





# HAULING OUT THE MINNEHAHA

by Steve Merjanian

If you aren't from the Twin Cities area, you may not know the story of the "Minnehaha." To many, it's hard to believe there's anyone who isn't familiar with its history. A brief background will bring you to the present.

On August 29, 1980, on the north side of Big Island, a streetcar boat was raised from the depths of Lake Minnetonka where it had been sunk 54 years earlier. The Minnehaha was one of six streetcar boats built by Twin City Rapid Transit Company to transport passengers to work, school, or anywhere else on the lake that the streetcars or railroads didn't go. At that time, there was no other way to get between Wayzata and Excelsior efficiently except by boat.

The Minnehaha was remarkably well-preserved, but after 10 years out of the water, it had deteriorated badly. It was at this point a group of extremely dedicated people from the Lake Minnetonka Division (LMD) stepped in and took over the massive restoration of the boat. They worked Wednesday evenings and Saturday mornings for the next six years and brought it "back to life." Since its official launching on May 25, 1996, it provides rides every summer and is an imposing sight on the water. There is a lot more to this story and the full tale is at least two six-packs long.

A few statistics of this boat are in order. The Minnehaha is 70 feet long, 14'-10" in beam, displaces 55 tons, and has a 128 hp triple expansion steam engine with a modern Cleaver-Brooks water tube boiler. The boat uses diesel fuel instead of the original coal. The steam is used as high as 180 psi and is condensed after use and put back into the boiler. The original setup used lake water and then dumped the steam. The boat has been modernized with an Onan diesel generator set that sits in the aft hold. This electricity is used for lights, condensate pumps, engine controls, blowers, etc. The irony is that the steam engine can't be run unless the generator is started first.

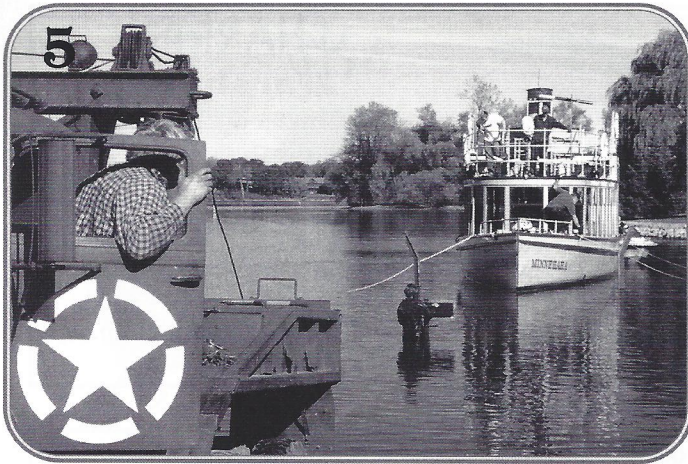
BSLOL member, Dave Doner, is also member of the LMD. He is a volunteer purser for the boat and spends many summer days steaming on Lake Minnetonka. He invited me to witness the hauling out event that took place on October 18, 2003. "Oh, by the way, Steve, I think you should bring your camera." That was the main message he gave me. Naturally I went.



*Minnehaha - cont'd on page 25*



*Minnehaha - cont'd from page 24*



I was greeted by Bob Johnson, another BSLOer, who is one of the volunteer captains for the Minnehaha. In addition to piloting the boat, Bob puts in many, many hours during the off-season for maintenance. He introduced me to a few people and gave me a brief run down of the morning's events so I knew what to expect.

When I arrived, the Minnehaha was tied up near the ramp, boiler cold and hull glistening in the early morning sunshine. This was a great photo-op day with clear skies and cool temperatures. Relative to the boat, the tow vehicle is new equipment. It is a 1942 Army Tank Retrieval truck, six-wheel drive with a huge Hercules engine. (Photo 1), The back of the truck has a tow hook and a power winch that runs a cable over a lifting boom. There is an additional winch on the front with its cable payed out to a buried ring at the head of the ramp. This truck is owned and operated by Jeff Jensen.



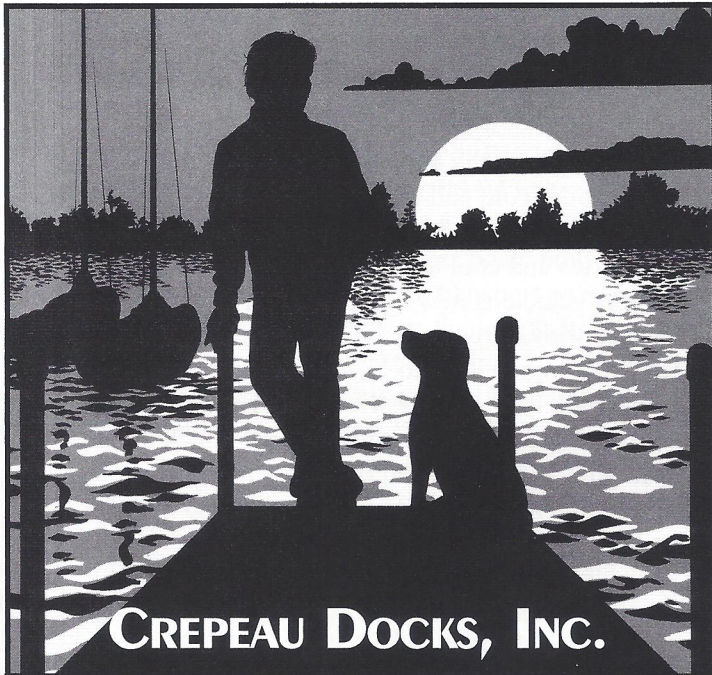
The first order of business is getting the trailer into the water so the boat can be floated on to it. The trailer wheels are blocked and the short towing tongue (Photo 2) is replaced with a 70 foot hauling out tongue. (Photo 3) The trailer is then backed into the water with Ann Merriman, (Photo 5) Site Administrator of the Lake Minnetonka Division, riding the tongue at the bow stop. She attached the towline shackle to the bow ring with a clevis. In the meantime, Mike Kramer and Jack Kegel, Minnehaha Captains, in a small fiberglass boat acting as a tug boat, (Photo 4) maneuvered the Minnehaha to the end of the submerged trailer. With the towline fastened to the towing bit and the guide ropes manned from the sides, the towing winch eased the Minnehaha into proper position over the trailer. The truck used both the front winch and the six-wheel drive to pull the boat up the ramp. After all the careful preparation, the actual haul out is anticlimactic. (Photo 6)



The truck then pulled the Minnehaha up a hill (see cover photo) and 300 yards down a walking/bike trail to the winter storage building. (Photo 7) During the summer, the foliage along the trail has grown, and the crew on deck manned the branch trimmers to clear an aerial path. (Photo 7) At this point, the truck maneuvered the rig into position for a final scrubbing before being put away for the winter. (Photo 8) The whole procedure was done smoothly and reminded me of a well-rehearsed one-act play. No one yelled, instructions were minimal, and each participant was in the right place at the right time. This was a stellar performance by dedicated volunteers and staff.







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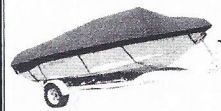
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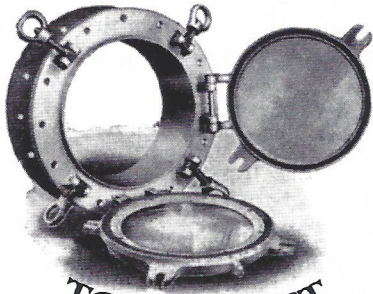
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## TO THE PAST

# REMEMBER IT?

What the Boating World Was Talking About Twenty-five Years Ago, as Shown by Items in the January, 1907, copies of *MOTORBOAT* (as reported in a January, 1932 issue of *MOTORBOAT*)

THE Motor Boat Show season of 1907 opened early – about as early as could have been possible. The Chicago Show opened in the Coliseum in that city at 3 o'clock on the afternoon of New Year's Day. It is interesting to note the exhibitors represented in that show of a quarter of a century ago, and to observe that a goodly proportion of them are still active factors in the industry, either under the same name or in the hands of direct successors. Among the boats there were exhibits of the Gas Engine and Power Company and Charles L. Seabury & Co., Consolidated; the W. H. Mullins Company; The Matthews Company; Electric Launch Company; Michigan Steel Boat Company; Monarch Boat -Company; Detroit Boat Company; Oshkosh Boat Company and the Pope Boat Company. The motor exhibits included the following makes: Gray, Monarch, Ferro Automarine, Ralaco, Speedway, Brown-Cochrane, Termaat & Monahan, Holliday, Regal, Doman, Lamb, Phillips and Brownell Trebert. The leading displays of accessories were those of C. D. Durkee & Co., of New York, and George B. Carpenter & Co., of Chicago.

In the story of the show this point was made prominent: "The float feed carburetor was omnipresent, the vaporizer having practically disappeared, but it was offered optionally by one motor manufacturer." Also note this point: "In the matter of lubrication the gravity feed, with multiple sight feed lubricator was in the majority for four-cycle engines, but the exhaust pressure feed system and the mechanical lubricator are also used. An oil pump, direct connected to the motor was also shown.

A School of Motorboating was opened in New York City by the West, Side Y. M. C. A. Among the instructors were T. E. Ferris, Carl T. Forster, John Friebe, H. Newton Whittelsey and Alfred E. Luders.

Among new members elected to the Motor Boat Club of America were these: George S. Graham, Eugene A. Riotte, A. E. Luders, Walter M. Bieling, George S. Macdonald, Thomas Fleming Day, Martin C. Erisman, while James Gordon Bennett was elected an honorary member.

A motor boat carnival was announced to take place on Lake Worth. at Palm Beach, Florida, January 29 to February 2, with rather pretentious program. The racing was to be handled by a committee composed of W. Gould Brokaw, Lieut. Hugh L. Willoughby, J. S. Clark, W. K. Vanderbilt, Jr., A. D. Proctor-Smith, James K. Clarke, H. L. Bowden and George E. Andrews.

The Thousand Islands Y. C. has entered a challenge for the A. P. B. A. Gold Cup, held at the time by the Chippewa Bay Y. C.

It was announced that the National Motor Boat Show in New York to be held in the old Madison Square Garden from February 19 to 26, would be separate from the Sportsman's Show, with which it had been associated for the past two years.

An interesting article from the pen of the late Frederic S. Nock bore the heading, "The Doom of the Small Steam Yacht," and pointed out the greater efficiency, economy and comfort of the motor propelled craft.

An editorial entitled "Plantomania" warned against manufacturers overbuilding because of too great enthusiasm as to the immediate future. To quote the final paragraph: "You've always got to be prepared for a quake of some kind. When Vesuvius goes to sleep, something else wakes up." In view of the fact that a panic followed within a few months, the depression of 1907, which affected people about as has the recent period, Frank Prial, the editor who wrote that editorial, appears to have had unusual foresight. Yet we find that most of the industry survived to prosper soundly in the years then to come.

The Ferro Machine & Foundry Company, of Cleveland, announced that it had contracted to supply five hundred Ferro motors to the W. H. Mullins Company for use in steel boats to be built for the 1907 season at the Mullins shops at Salem, Ohio.

The Matthews Boat Company, recently moved into its new plant at Port Clinton, Ohio, announced that it occupied buildings having a total floor space of 65,000 sq. ft., equipped with the latest machinery, all operated electrically.







It's never too early to look ahead to the next boating season!

Here are some of the club's activities planned for 2004. For details on any of these dates, call us on the HotLine 952-934-9522 or toll free at 877-636-3111.

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 (Events are subject to change)

**JANUARY**

☞ 21 - 25 Minneapolis Boat Show  
 Minneapolis Convention Center  
 (See details on page 7.)

**FEBRUARY**

☞ Workshop - Details to Follow

**MARCH**

☞ Workshop - Details to Follow

**APRIL**

☞ Workshop - Details to Follow

**MAY**

☞ (To be Announced)

**JUNE**

☞ 9 Club Cruise on Lake Minnetonka

**JULY**

☞ 14 Club Cruise on Lake Minnetonka  
 ☞ Grand Excursion, St. Paul  
 (Details when available)

**AUGUST**

☞ 11 Club Cruise on Lake Minnetonka  
 ☞ 18,19,20 Pre-Rendezvous Nice 'n Easy  
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 ☞ 21,22 28<sup>th</sup> Annual Antique & Classic  
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**SEPTEMBER**

☞ 8 Club Cruise on Lake Minnetonka

**OCTOBER**

☞ 3 Brunch & Fall Color Cruise on  
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- Mar 26-28 17<sup>th</sup> Mt. Dora Boat Show, Mt. Dora,  
Florida (352) 383-2165
- May 31 Classic Boat & Outboard Motor Show  
Manitowoc WI (866) 724-2356
- Jun 18-20 Wooden Boat Show & Summer  
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- Jul 17 Antique & Classic Boat Show  
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[www.acbs.org/clearlake](http://www.acbs.org/clearlake)
- Jul 30, Aug 01 13<sup>th</sup> Minocqua Antique & Classic Boat  
Show, Minocqua WI, (715) 356-5266,  
[www.minocqua.org](http://www.minocqua.org)
- Aug 6,7,8 Antique & Classic Boat Show  
Arnold's Park, Okoboji, Iowa
- Aug 13-15 4<sup>th</sup> Thompson Antique & Classic Boat  
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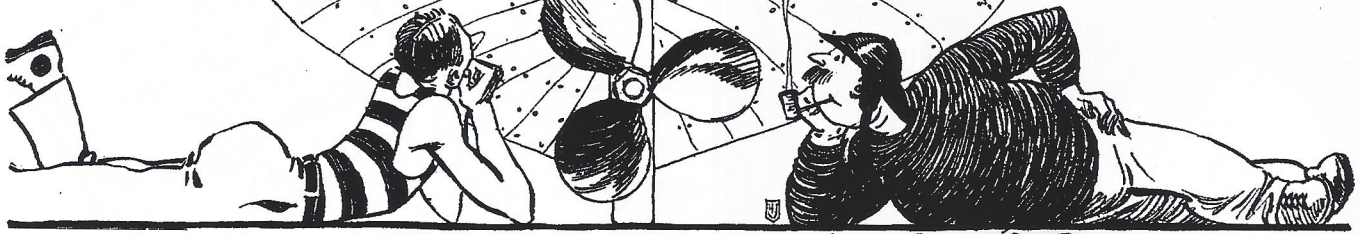
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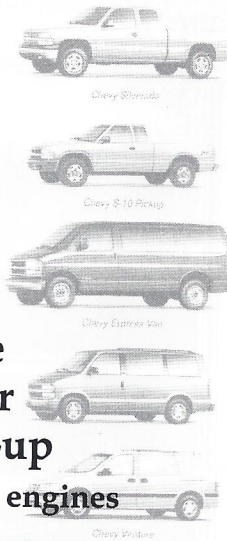
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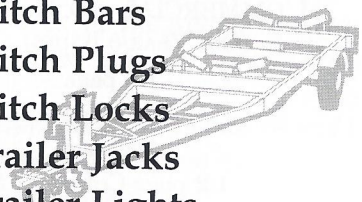
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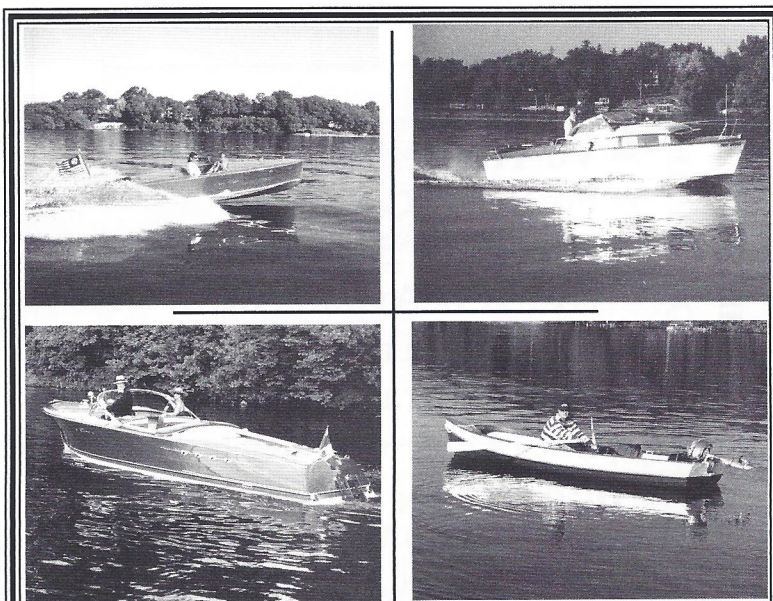
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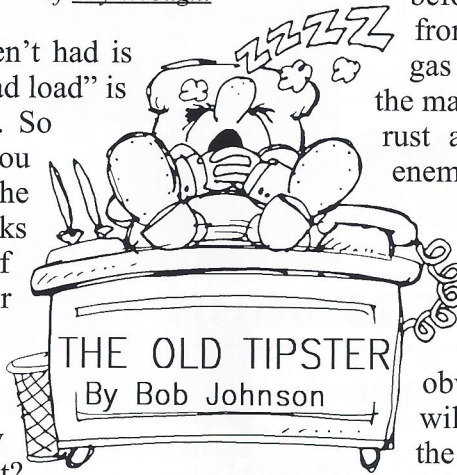
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Reprinted from the January 1991 issue of *Dry Wrought*

One of the only problems I haven't had is getting a "bad load" of gas. A "bad load" is a lot of water and debris in the gas. So why would these be in the gas, you ask? The answer is simple; the marinas on the lake have large tanks that can cost literally thousands of dollars to fill. From September through May they sell almost no gas. Would you sit on a few thousand dollars of worth of gas for nine months or put that money in the bank to earn some interest?



The answer is obvious - let the tank go empty and fill her up in May of the next year. Another more likely reason to let it run down to empty is that they don't have the money to fill it.

So what is wrong with an empty gas tank? In our neck of the woods the temperature goes up and down as does the humidity. When the temperature goes down, the humidity in the gas tank condenses on the metal walls and forms water drops that run down and collect in the bottom of the tank. The wet walls form rust on the surface of the tank that flakes or runs off and collects in the bottom of the tank. In May when you pull in for some gas, the water, rust and other debris is then pumped into your tank to be sucked into your carb and engine with obvious bad effect.

So who ya gonna call! The Old Tipster of course! Tip says don't fill up at marinas at all; just trailer your boat and fill up at your favorite gas station. Also don't get gas from a pump with out a filter on it either.

This may be impractical for people who slip their boat, so here are some tips for you. Fill your tank in the fall

before storage so you don't get water or rust from condensation and then you have pure gas to use in the spring. Try not to fill up in the marina until June when most all of the water, rust and debris has been pumped into your enemies' boats. Another trick is to carry a large funnel with a brass screen in the bottom. Put this into your filler tube and run the marina gas into the funnel. While filling, stop several times and look at the screen. The debris will be obvious as specks of dirt or rust; the water will show up as small droplets of water on the screen. Stop if you see these!

For prevention of condensate from your own tank during storage, store it full and add a bottle or two of isopropyl alcohol that dissolves the water in the tank. Do not use any products with methanol (methyl alcohol), as this will eat holes in the bottom of your tank.

*(Dry Wrought) Editor's comments with the tipsters permission: An alternate method of storage is to fog the engine and then seal air tight the carburetor air intake and exhaust pipe with taped plastic. The empty tank should have its vent hole taped up to prevent an exchange of gases with the humid atmosphere. The condensate that forms will be a minimum of water vapor and mostly the benzine that naturally effuses from stored gasoline. The carburetor air horn on an updraft Zenith will have to be drained in the spring. The fluctuating pressures in the sealed gas tank are relieved by dumping excess gas into the air horn.*

*BoatHouse Editor's Note: When this article was created in 1991, the landscape of the club was a bit different. Some portions have been modified to avoid misunderstandings.*



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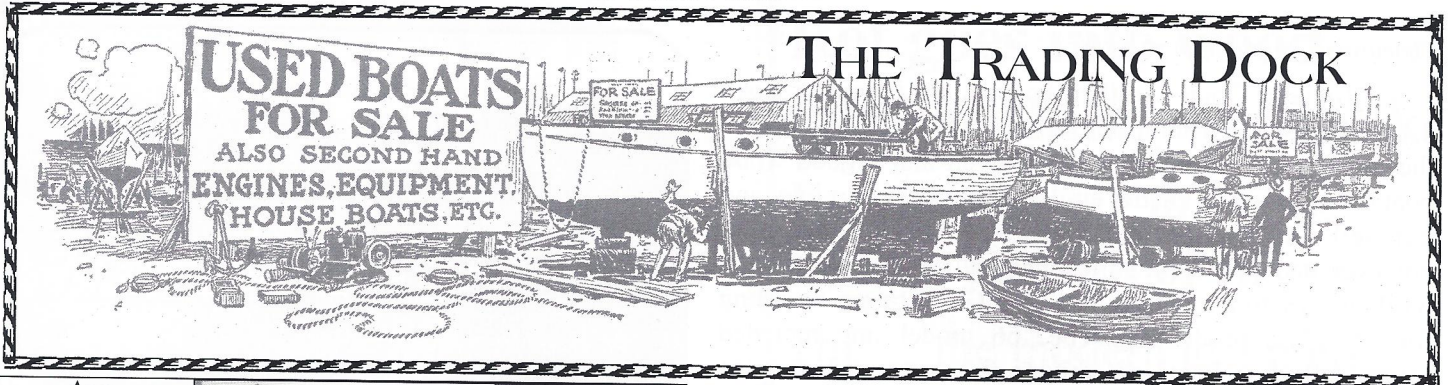
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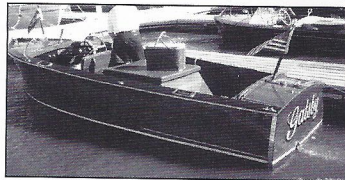


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•1963 CHRIS CRAFT 37' TRI-CABIN CONSTELLATION - Beautifully maintained, sleeps 7, two heads, 4.0 Onan genset, new nautilux, good varnish, updated interior, nice condition. Lots of boat for \$24,000. Don Elskamp 952-472-6130 email: [donelskamp@mtbmail.com](mailto:donelskamp@mtbmail.com)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



•1951 CHRIS CRAFT 16' RIVIERA - Solid, original, unrestored boat. Not running, needs restoration. Nice single-axle trailer. \$8,500.

FOR SALE - Chris Craft parts for V8 installation. Front & rear mount, distributor, starter, generator, flywheel & drive pulley, oil pan & pick-up, water pump, tach drive, coil. \$350 for all Steve Benjaminson 715-394-4481 (M1203)

•1956 CHRIS CRAFT CUSTOM KIT BOAT with 1956 Johnson Javlin 30 hp outboard. Judged best outboard motor at 2002 show. Ready to go and has current title and Iowa regis. \$3500

•2002 LITTLE TOOT TUG BOAT AND BARGES. The crowd hit at the 2003 show. The tug is 12' long and the 2 barges are 8' each and will hold 4 people each. This fiberglass over wood outfit is powered by a 20 hp electric Mercury OB. Little Toot has gas gauge AM/FM, auugaa horn and all required safety equip. It rides on a 2003 custom 32' trailer. Be the only one on the lake with your own barge line. Well built and safe. \$4500

•1958 THOMPSON 18' SEACOASTER; Our beloved leader Andreas Jordahl Rhude did some investigation on this boat and it is a 1958 with an IO drive. This was a test boat that Thompson put together 2 years before production of the first IO's. It is in need of total restoration but not a pattern boat. It comes on a 2000 Reliance trailer that has never seen water \$1850

•RELIANCE DEMO TRAILER for sale. Custom made for wooden boats and only used as demos at shows. \$1300 Don Johnson 319-393-2561- (M1203)

•1958 CHRIS CRAFT 21' CAPRI - Here's a chance to own a unique and rare boat. Three-year restoration completed in 2002, been in the water four times since. Award winning, only 44 built, smooth and fast. 1962 Glen-L Missile, in water labor day weekend. Hot rodded RB383 Chrysler, 14% over V-drive, fast and furious. \$4,000. Need to move the 1958 Barracuda, how about \$1,900? Ross Pfund, Ada, MN 218-784-2541 days; 218-784-4522 evenings. (M1003)

•1937 LARSON 16' - Very original, structurally above average condition, mahogany stripped, original sealing planks. Original 4 cyl engine-disassembled-complete with original gauge panel & all hardware. \$7,000. Dave Watts 320-393-3370 (M1203)



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*Thompsons- cont'd from page 18*

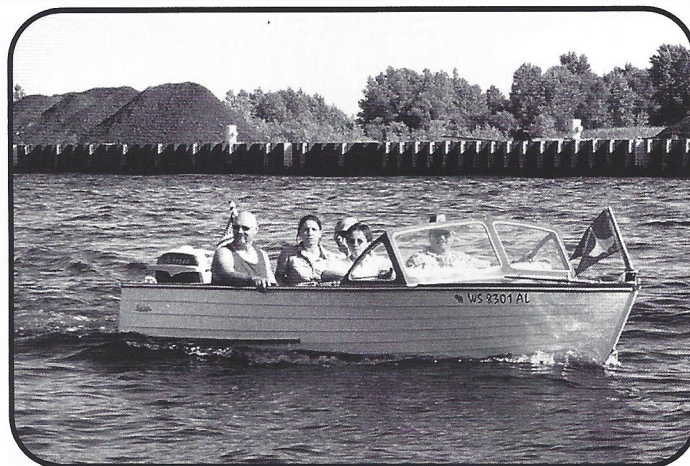
Roy and Grant and their cousins at Thompson Boat, T & T Boats, and Thompson Boat of New York all resisted the impending change. They all believed that a good wood boat (which they all made) could out perform, out live, and out sell any comparable fiberglass boat. Consumers, however, had a different philosophy and wooden boats were on their way to extinction. Roy and Grant began retooling for fiberglass production. The '66 model line included several all-glass boats as well as the traditional wooden clinkers. By the following year all wooden boats had been unceremoniously dropped from their product mix. They brought in Cyrus Atkinson to head up their fiberglass production. He had years of experience with the material and he was instrumental in making the transition at Cruisers, Inc. as painless as possible.

The operation at Oconto eventually got over the pains of evolution and Cruisers, Inc. was on an even keel by the late 1960s. Grant Thompson retired from the firm in 1970 and it was announced in December 1971 that Cruisers, Inc. had been sold to Mirro Aluminum Company. Roy Thompson remained at the helm of the Cruisers Division of Mirro Marine until his retirement in 1979. Thus ended his boat industry career that had spanned half a century.

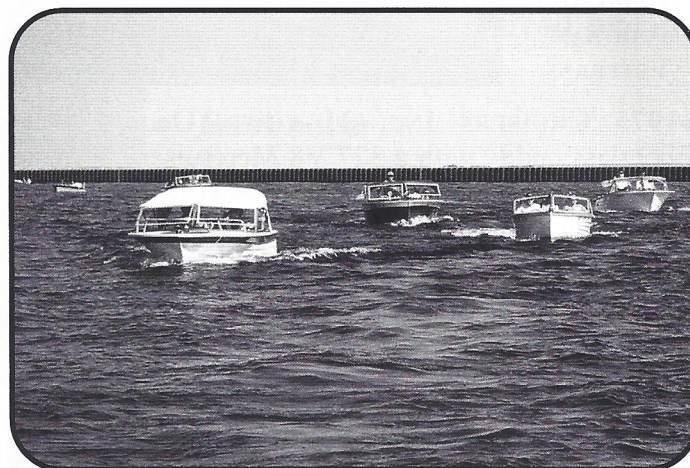
Cruisers rode the peaks and troughs of the marine industry and for the past decade it has been owed by K.C. Stock and it is known as Cruisers Yachts A Division of KCS International, Inc. Today they make high quality fiberglass yachts ranging in size from 28 to 54 feet. The foundation that was built in the 1950s and 1960s by the Thompson family has been used to build the company to the successes she currently enjoys.

Cruisers yachts helped to celebrate the **Thompson Antique and Classic Boat Rally** in August 2003. Not only did they contribute financially, a forty-foot yacht was brought to the Rally and she was open for tours during the show. Some folks even got to go for a ride. Paul Stenton and Jeff Butz of Cruisers Yachts were on hand during the Rally to give tours and let folks know what the firm was up to in the twenty-first century. What a juxtaposition to compare the new boat with those built in the 1950s!

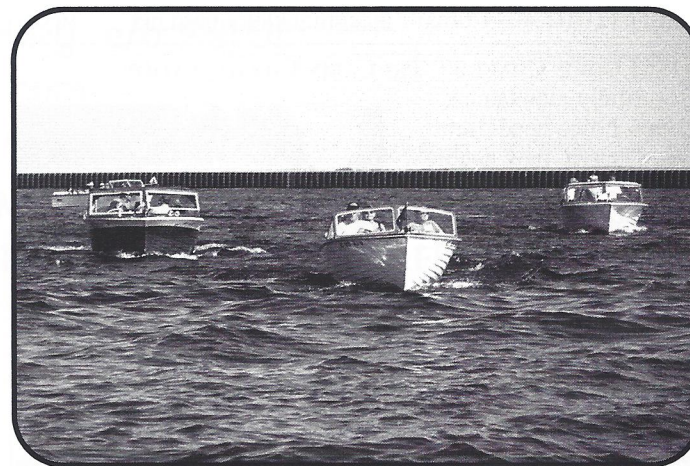
A slide show on Cruisers' history was presented at the Rally on Friday evening along with a welcome reception. There was an in-water boat parade Saturday afternoon with thirteen classics and two modern boats participating. The boats motored down river into the big waters of Lake Michigan's Green Bay and headed to the Menominee, (MI) Marina several miles away. It was quite a sight to see all the beautiful boats in formation! Numerous former employees of Thompson, Cruisers, and T & T were on present during the Rally to answer questions from today's old boat enthusiasts. Thompson family members were also present during much of the event and for the first time ever, some Thompson family members got to meet one another. They



1958 Cruisers



Group of Thompsons



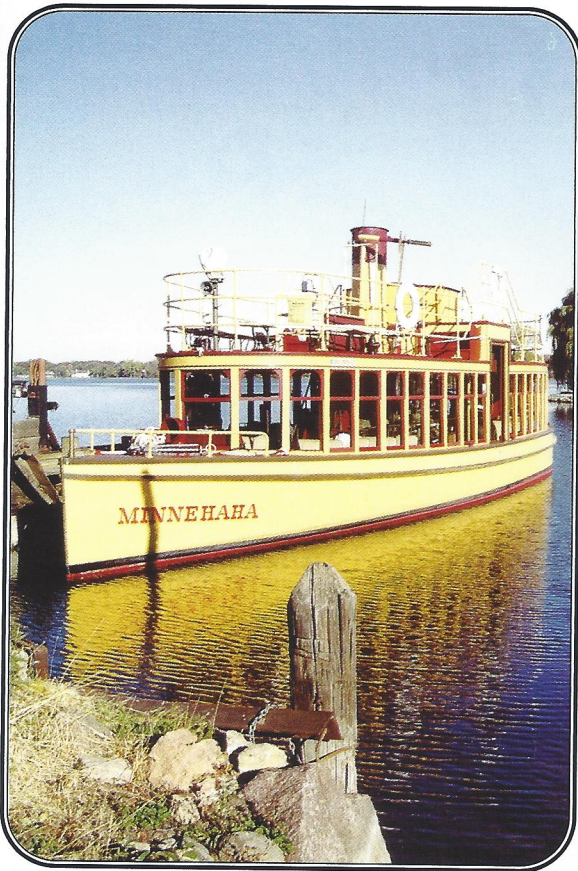
Thompsons in late afternoon sun.

were brought together by the Rally!

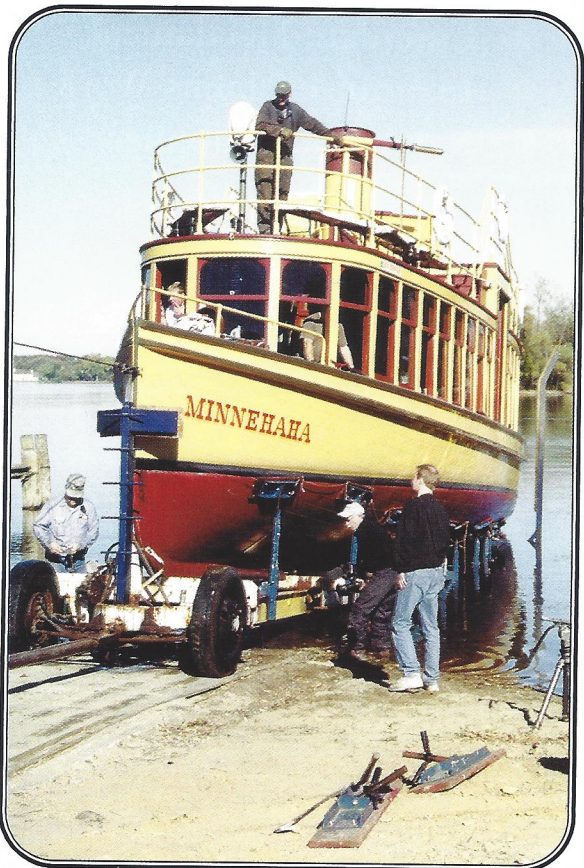
The fourth annual Rally will once again take place at Nestegg in Marinette on August 13-14-15, 2004. This will be a special year, one that will mark the 100<sup>th</sup> anniversary of the formation of the original Thompson Boat in 1904. For more information and to be added to the mailing list, email: [thompsonboat@aol.com](mailto:thompsonboat@aol.com)







**The Minnehaha just as the hauling out operation was beginning.**



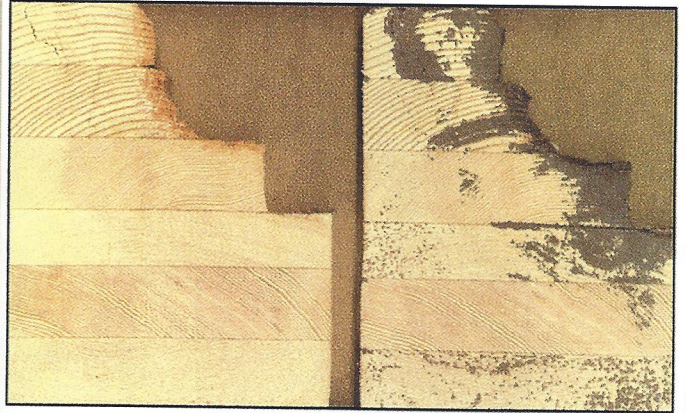
**The Minnehaha successfully on its trailer.**

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

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

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For more information contact: Smith & Co., 5100 Channel Avenue, Richmond, CA 94804-4646.  
1-800-234-0330. [www.smithandcompany.org](http://www.smithandcompany.org).

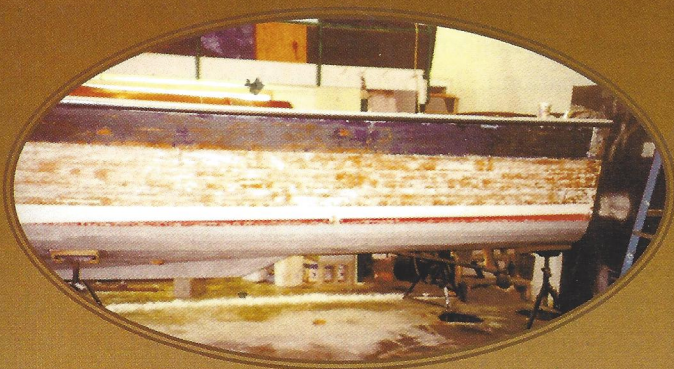


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