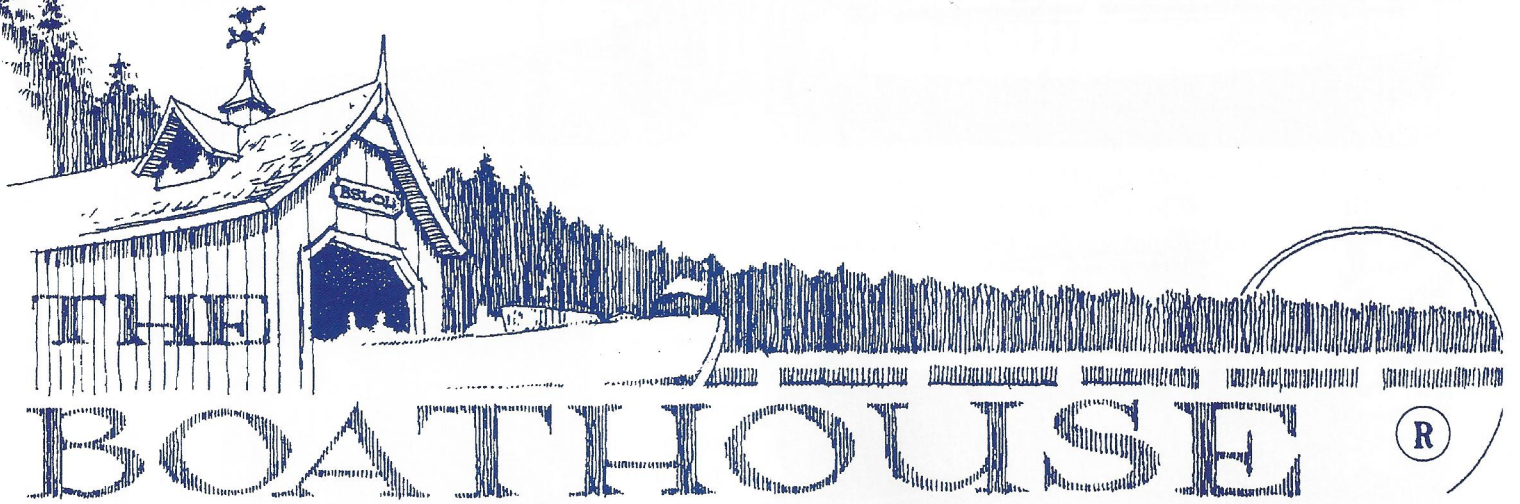
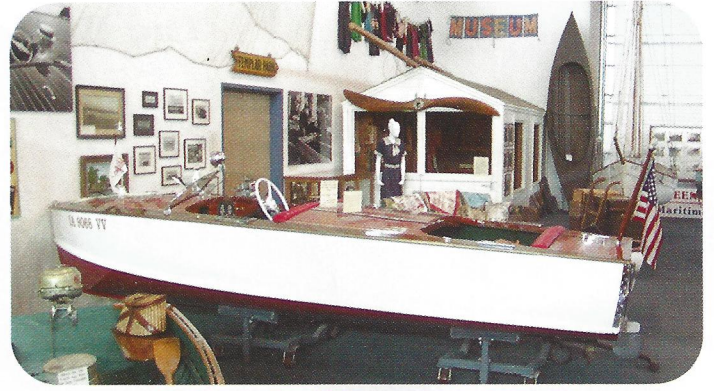


The Bi-Monthly Publication of the
Bob Speltz Land-O-Lakes Chapter
Antique & Classic Boat Society



Vol. 27 No. 1
February 2004



On February 7, at the invitation of our Iowa neighbors of the Clear Lake chapter, four BSLOL members made the trek to Arnold's Park, Iowa to visit the Iowa Great Lakes Maritime Museum, on Lake Okoboji. Here are some of the displays that made this day very worthwhile.

Thank you Clear Lake! Let's work on making this a more frequent activity between the two chapters.

Our thanks to Clark Oltman for these great pictures!



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

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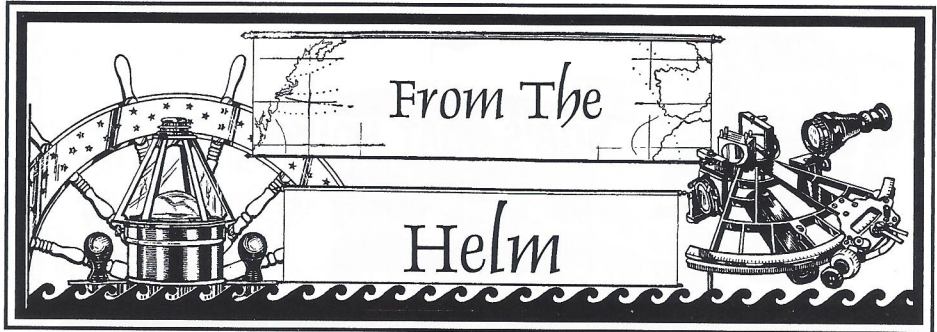
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For the first time in about four years we have snow on the ground in Minnesota. It is absolutely beautiful! Maybe this will help to ease our draught and raise lake levels this Spring. Before we know it Spring will be here and we will be getting our boats fitted out for another season of fun on the water.

2004 thus far has had highs and lows for our boating family. The year started out with an excellent Minneapolis Boat Show. We had stupendous assistance from our dedicated volunteers getting set-up and torn-down, not to mention those folks that brought their boats for the display. And it was one of the best displays in our history!

As many of you may have heard, we are in limbo at the present time as to a location for our 29th annual Rendezvous. Treasure Island Resort & Casino has indirectly and not so diplomatically made it impossible for us to hold the kind of show to which we are accustomed. So....we have a committee searching for alternate locations. We have a very good prospect and the Board is scrambling to try to make it work. Once we have a definitive location and dates (we are trying to keep the same dates) we will keep you posted via our website and through mailings. Cross your fingers and please feel free to offer your suggestions. Change is good; it keeps us on our toes and stimulates interest in our group. We feel that in the long run this may be a blessing in disguise.

We have plenty of activities already planned for the Spring, Summer, and Fall. Check our calendar of events on page 24 for more details. We hope to see you at one or more of them.

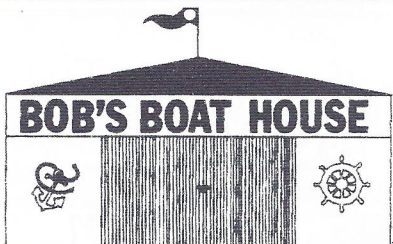
RESERVATIONS:

For the past year or so it has become more and more prevalent that people show up at one of our events without having made the required reservations. They expect to be served as if they had been included in the head count. There is a reason for making a reservation: meals are prepared for the number who have responded in advance. At our annual Fall Colours Cruise and Brunch, about twenty people just showed up at the door expecting to be served brunch. They had made no effort to make the required reservations. The same thing happened at our annual meeting and holiday party when eight people just showed up at the door. Be forewarned that we will not accommodate you at future activities if reservations are required and you fail to make them. Please follow the instructions given in our calendar of events, in mailings, and/or on the website. If it indicates to make reservations by calling a certain phone number or emailing, please do so. Leave your full name, phone number, and the number of people attending. It is just plain old common courtesy to do so.

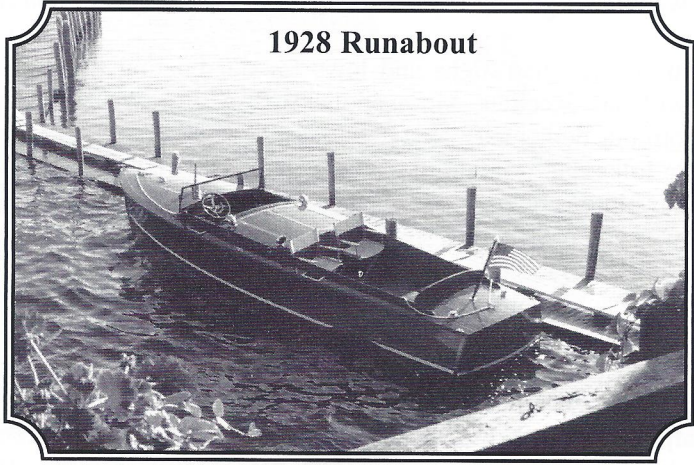
It's always a joy for me to participate in our BSLOL activities and I have truly been grateful to get to know so many fun and enthusiastic folks. The sharing of information and willingness to pass on knowledge is, in my opinion, the best thing about being a part of this family.

C-ya on the water (solid or liquid)!

*Andreas Jordahl Rhude
 President*



Bob's Scrapbook



1928 Runabout



1949 Chris Craft 25' Sportsman

BOB SPELTZ LAND-O-LAKES CHAPTER
 ANTIQUE & 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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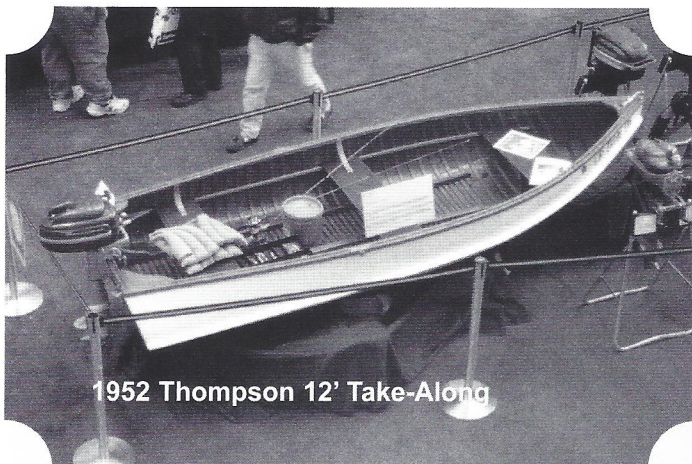
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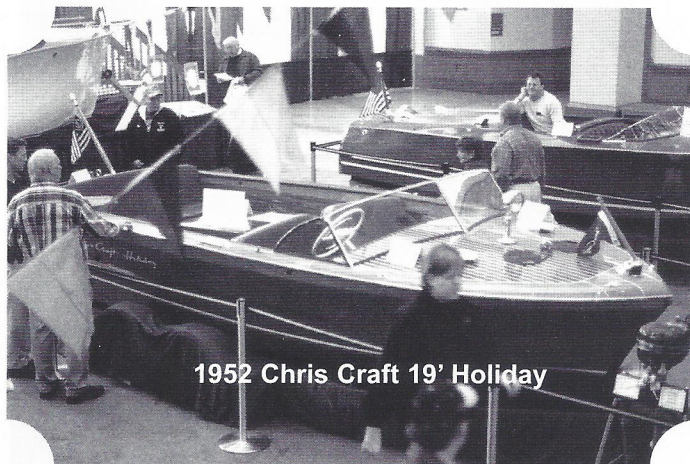
Tens of thousands of people braved the cold of Minnesota's January to view a bit of summer. This year's annual event returned to the Minneapolis Convention Center and BSLOL once again had a display of antique and classic boats. Always a hit of this "new-boat" show, our wooden beauties are a step back in time for show spectators. Our thanks to those that took the time and effort to get their boats out of storage to be a part of our display:



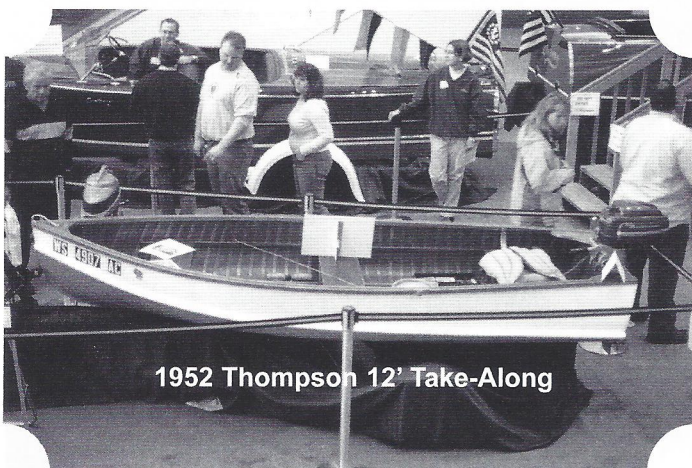
- | | |
|----------------------------|---|
| Ray Ellis & Carol Watonabe | 1942 Century 17' Sea Maid barrelback |
| Mark & Sally Ludlow | 1947 Stan-Craft Hardtop 26' Day Cruiser |
| Dwain & Mary Kasel | 1948 Century 18' Sea Maid |
| Joel Lemanski | 1952 Chris Craft 19' Holiday |
| John & Suzanne Laidlaw | 1952 Thompson 12' Take-Along (outboard) |
| Dan & Marilyn Jones | 1955 Larson 18' Cabin Special (outboard) |
| Aaron Gjerde & Family | 1958 Chris Craft 17' Sportsman |
| Dr. Bob Johnson | 1998 Dodge Watercar 22' Long Deck Runabout (replica of 1925 boat) |



1952 Thompson 12' Take-Along



1952 Chris Craft 19' Holiday



1952 Thompson 12' Take-Along



1947 Stan-Craft Hardtop 26' Day Cruiser

A million thanks must also be extended to the dedicated BSLOL volunteers that selflessly took time to get boats into the Convention Center, set-up and tear down our display, be a part of our booth during show hours, and to plan the activity. Many hundreds of hours were spent by this group to make it all happen. It was one of the best displays ever and the set-up went without a hitch thanks to careful planning and the extra ordinary efforts of General Sport Shows.

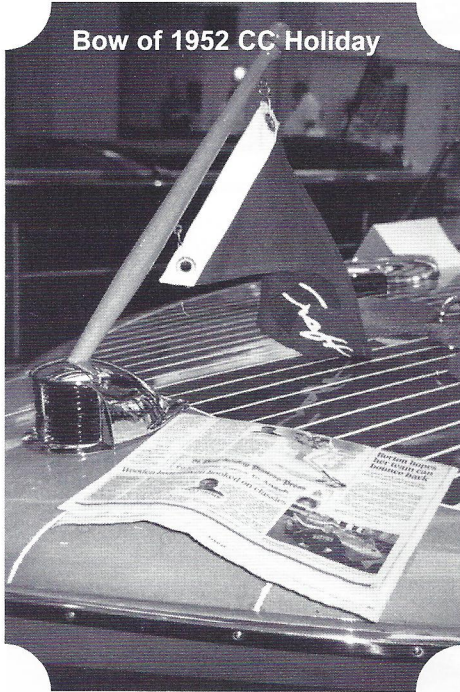
Boat Show - cont'd on page 6

Boat Show - cont'd from page 5

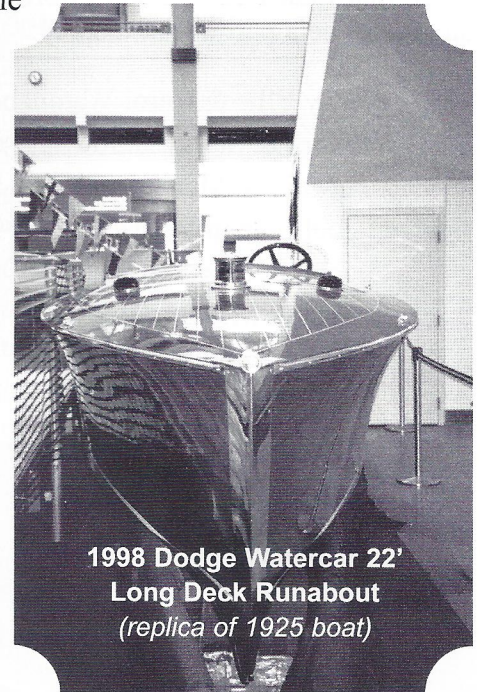
A special thank you must go out to Dave and Steve Perkins and Tony Quist of General Sports Shows for inviting BSLOL to take part in such a unique activity. They have made it possible for our group to have mid-winter exposure to thousands of people, and for that we are grateful.

It was fun to be talking old boats, while being in the midst of them when the temperature outside was below zero. The educational aspect of our display is self-evident. Numerous new members were signed up and quite a few members renewed.

Thanks once again to all those BSLOLers that made it happen. A "thanks-a-million" goes to Ron Goette for the hours and miles he contributed in helping move docks and stairs to the show. You are all the lifeblood of our family!



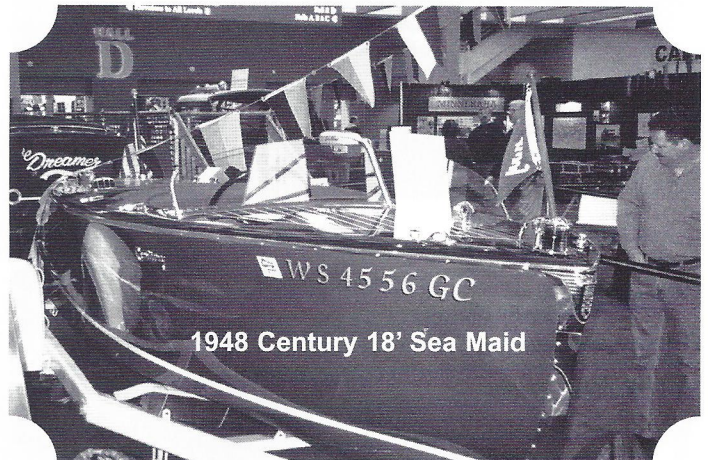
Bow of 1952 CC Holiday



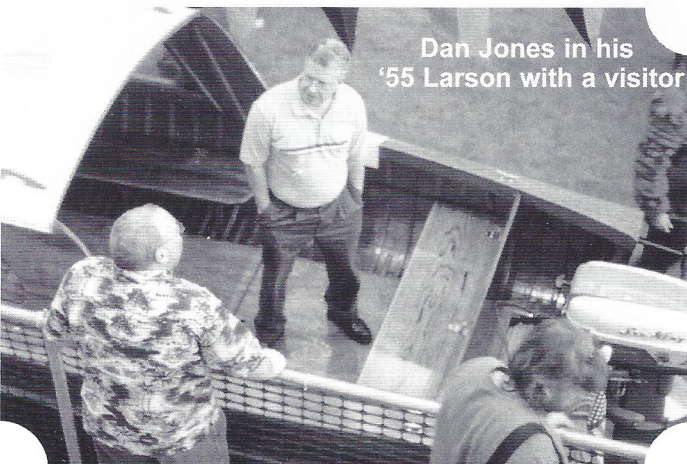
1998 Dodge Watercar 22'
 Long Deck Runabout
 (replica of 1925 boat)



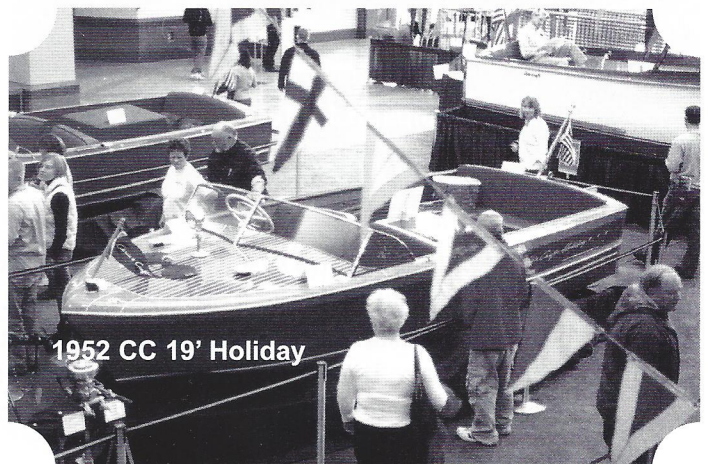
1955 Larson 18' Cabin Special



1948 Century 18' Sea Maid



Dan Jones in his
 '55 Larson with a visitor



1952 CC 19' Holiday

2003 BSLOL AWARDS

RETIRING BOARD MEMBERS

Dave Doner **Ray Garin**
Sharon Gunder **Paul Mikkelson**
Lynn O'Connor **Clark Oltman**

This group represents many years of experience and they will truly be missed!

BOATSWAIN'S AWARD

Given to those that accepted specific projects and provided the effort to see them fulfilled. They are the "deck swabbers" to use a nautical term, meaning they get things done!

Dave Thompson **John Tuttle**
Shawn Palmershiem **Jon Blackburn**
Al Lindquist **Chris O'Connor**
John Laidlaw **Peggy Merjanian**
Suzanne Laidlaw **Lisa Nye**

YEOMAN'S AWARDS

This award is presented to those that continuously work on numerous projects. They are the work-horses of BSLOL.

Jim Camery **John G. Kinnard, Jr**
Brad Ernst **Paul Mikkelson**
Chris Ernst **Bob Johnson**
Carl Weisser

BOATHOUSE® AWARD - GREG BENSON

The prestigious BoatHouse® award is reserved for that special person or persons that are dedicated to making our award-winning magazine the top notch publication that it is. They are always working for the betterment of the magazine and contribute countless hours to it.

VOLUNTEER AWARD - SUZA GOSH

This is an award for the person that aggressively seeks and performs multiple tasks that enrich our club. This year's recipient fits the bill to a tee. She continues to amaze all that know her with her willingness to do it all and she does it well.

ROOKIE OF THE YEAR - MARK SETTERHOLM

This award is reserved for a newcomer to BSLOL that has gone above and beyond the call of duty to make this a better club. Our rookie has been on the board for just one year now. His enthusiasm is infectious and it's wonderful to see such great joy. He is dedicated to making this a better chapter.

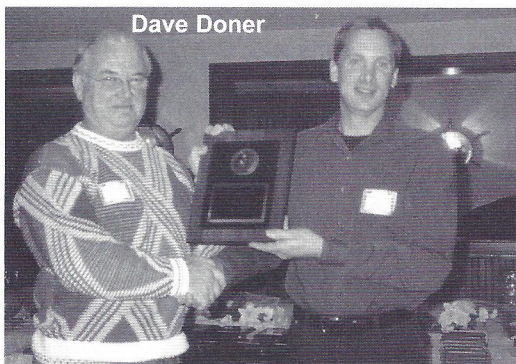
2003 PRESIDENT'S CUP - MARGOT AND RAY GARIN

This award comes from the ACBS headquarters and is given at the discretion of the chapter president. It honors dedication to the aims of ACBS. This year's recipients have been long standing members that contribute unselfishly to the success of our chapter.

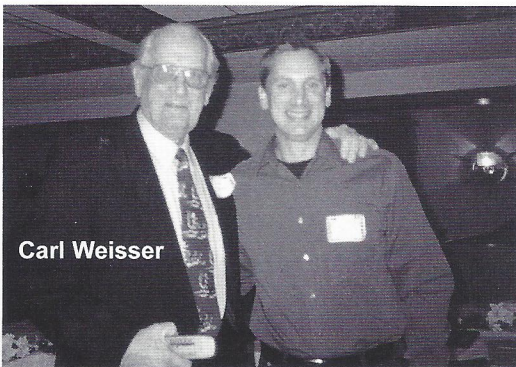
Some of the award recipients being honored by President Andreas J. Rhude are pictured here.



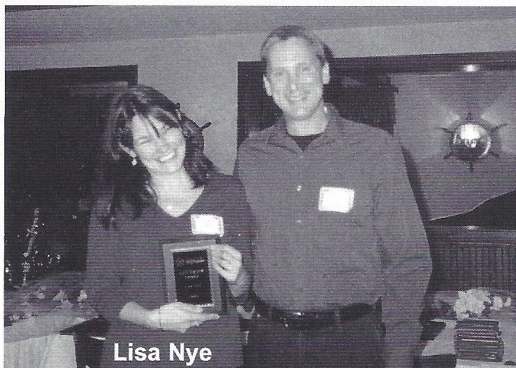
Suza Gosh



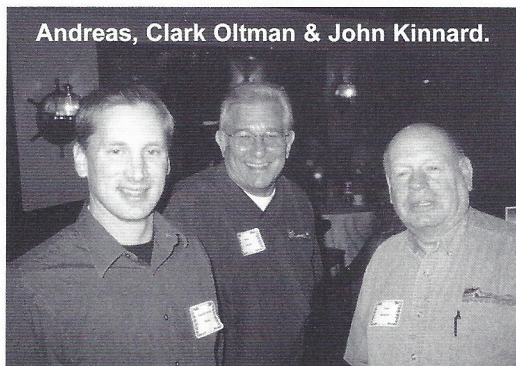
Dave Doner



Carl Weisser

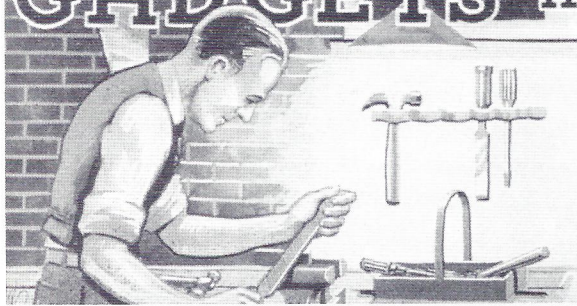


Lisa Nye



Andreas, Clark Oltman & John Kinnard.

GADGETS AND KINKS



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

INSTALLING NEW INNER PLANKING OR GIVING YOUR BOAT FRESH UNDERWEAR

by Sherwood Heggen

Most of the antique and classic inboard wooden boat bottoms, with the exception of Century boats, have double-planked bottoms. That is, the bottom consists of two layers of planking. The inner planking is made up of thin, narrow planks of mahogany set edge to edge at about a forty-five degree angle to the keel. The outer planking runs longitudinally. Typically, the inner planking of an original bottomed double-planked boat will be buckled and rotted, especially in the lowest point of the bilge.

Now, if you are a purist, the inner planking would be replaced with the same style and kind of planking as what the factory provided, but then you would be asking for the same inherent problems the boat had when it came from the factory.

Modern times has come up with a better idea. This highly regarded method is that of nailing down Okume plywood in a bed of 3M 5200 on the chines, keel, and transom base and then screwing down new outer planking over that.

What are the advantages of that? Your hull will be watertight and it will be stronger. It is not difficult to do, but there are details to the process that should be understood to get the best results. Let's run through the process.

It should be understood that a restored bottom includes new frames, lower transom bow, keel, and chines where necessary. When is it necessary? Whenever there is oil soaked wood, a hint of dry rot, or damage, it is necessary to replace the subject part(s). You should expect the restored bottom to last for decades. It would be horrible to have to tear all this apart because you saved yourself the work of not replacing a couple of marginal frames that you thought would last.

Okume plywood is a high quality plywood that is ideal for replacing the original mahogany inner planking. The original inner planking on Chris Craft and others was three-sixteenths of an inch thick and the Okume 6mm plywood is a bit thicker than that. It is said that 4mm plywood is sufficient on boats under 20 feet and 6mm is better for boats over 20 feet. Take your choice.

When you are sure that the bottom framework is solid, it is time to start fitting the plywood. But first, mark the center of the frame locations on the chines and keel with a felt tip marker. This will allow you to draw frame location lines on the inner planking after it is fastened down. When

you start driving screws, you will know exactly where the frames are located. Now, starting at the aft end, lay a sheet of plywood with an edge against the keel rabbet and the aft end even with the end of the lower transom bow. Clamp down the forward end of the sheet to a frame to draw it into the concave shape of the

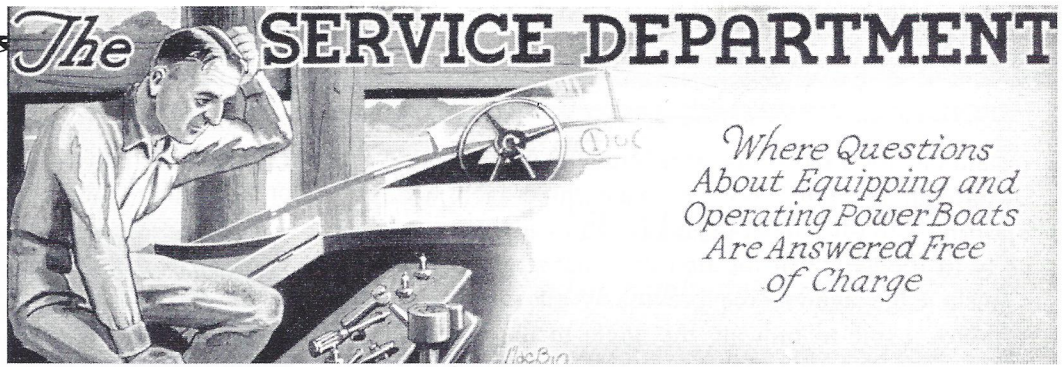
bottom frame if it is so shaped. Then, with a marking pen, mark the outer edge of the chine on the underside of the plywood. Also, reach inside and mark the forward edge of the most forward frame under the plywood and the rearward most edge at the transom. Now flip the plywood over and adjust the marks so the panel will fit the confines of the rabbet on the keel and chine after it is cut to size. Do so by moving the chine line in by the dimension of the outer edge of the chine rabbet to the outer edge of the chine. Then, move the line drawn against the frame back about half an inch so the forward end of the cut panel lies on the center of the bottom frame. Cut out the piece of inner planking plywood and do final trimming with a block plane for a loose fit. Follow the same to make matching panel for the other side. Temporarily screw these pieces in place with a few one inch long sheet rock screws. Now move on to fitting the next piece forward. There will be a point where the chine starts to curve up about half way forward of the transom. This is the point where the front edge of this piece angles forward at about forty-five degrees to the keel. Every piece in front of this must be done in strips of three to four inches in width to accommodate the double curvature of the forward portion of the bottom. If you are doing a Century or other boat that does not have a concave or convex bottom frames, then it is not necessary to fit the remaining forward section in diagonal pieces. Large panels can be fit, as they were fit aft, since there is only one curve to follow. Back to the concave bottom framed hull, cut and fit these two pieces and temporarily screw them into place as you did the aft pieces. Now comes the harder part of this task, cutting and fitting the diagonal strip planking. Each strip must be individually fit edge to edge and fit well in the keel and chine rabbets. Before you start cutting and fitting these strips, prepare the intermediate frames that will be screwed between the main and auxiliary frames. These are made with flat sawn white oak. They are typically nine-sixteenths by seven-eighths inch if for a Chris Craft. Because the hull is more concave in the forward area, it will be necessary to steam bend these few forward intermediate frames. Set up a bending jig with the curvature of the second frame back from the stem. This will be nearly correct for all the frames creating a bit of over bend, which is OK. Cut the stock for steaming longer than necessary and trim them to length as you fit them in place. Steam the frames and let them cool

Gadgets & Kinks - cont'd on page 10

NOTICE!
WE ARE
TEMPORARILY
CLOSED FOR
RENOVATION.

WILL RETURN IN APRIL

Dr. Motorhead



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

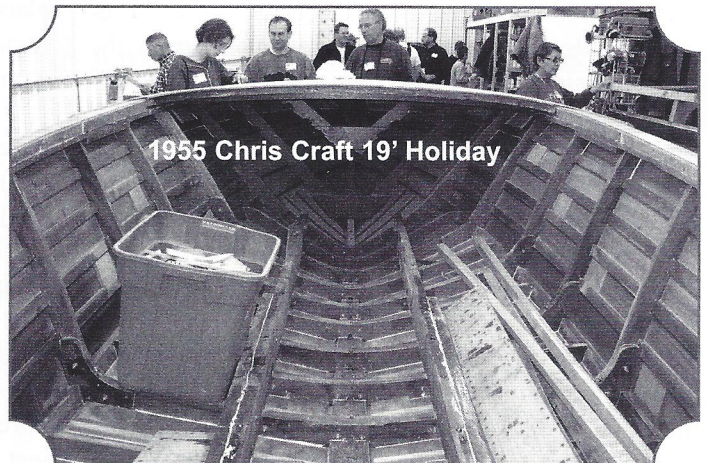
BSLOL's 2004 WINTER EDUCATIONAL SERIES

by Peggy Merjanian

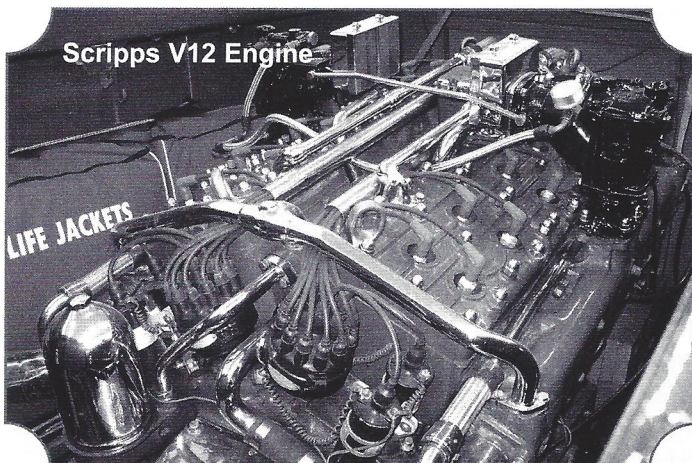
What has become a BSLOL tradition - and eagerly anticipated by members and friends - our *Winter Educational Series* began on Saturday February 14. The first offering was held at Nelson Boat Works in Minnetrista - the shop of BSLOLer Dan Nelson. Approximately 40 showed up and were filled with knowledge and suggestions about How to Prepare Your Boat for Judging at a Show. They were also filled with barbequed pork chops, potato salad, coleslaw and beans! The "shop lunches" have also come to be a tradition. It's a great opportunity for everyone to sit and chat socially. Here are some pictures that highlight the day.



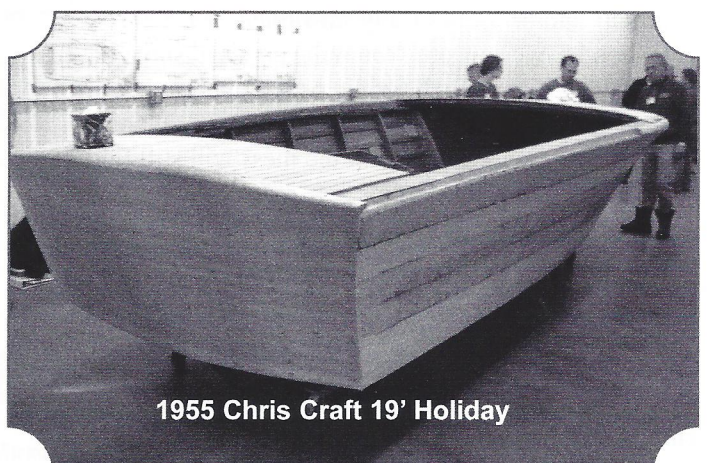
1930 Hacker Craft 30' Runabout



1955 Chris Craft 19' Holiday



Scripps V12 Engine



1955 Chris Craft 19' Holiday

Winter Series - Cont'd on page 13

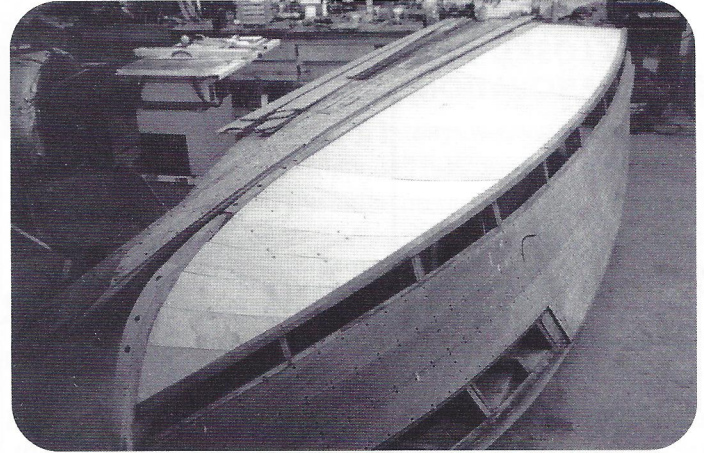
Gadgets & Kinks - cont'd from page 8

and dry for a day. Now, run some Okume plywood through the table saw to make three inch wide strips. Cut off a length from a strip to approximately fit the length of the first diagonal strip. Lay the strip edge against the previously fit sheet edge. Mark a line to indicate the angle to the keel and then cut and fit to the keel rabbet. It might take some trimming with a block plane to get the right angle. Once it fits, place the keel end in the keel rabbet, push the strip against the concave bottom frame. Then, mark and cut the chine end. You need to do this because the overall length is longer when the strip is pushed against the frame. Cut the strip and then hold it in place against the edge of the previously fit sheet. Do the edges fit tight? If not, take your block plane and trim the edge of the strip to fit reasonably well. Continue this process with additional strips until the forward space on both sides is filled. During this process, cut and fit and temporarily install the intermediate frames in their correct positions with one inch sheetrock screws. Pre-drill a hole for the screw to prevent splitting the intermediate frame. These frames need to be included in the fitting process to create correct shape for the forward diagonal planking.

When you have satisfactorily fit all diagonal planking strips, remove them from the frames, setting them aside in order. Now, apply a couple of coats of Smith's penetrating epoxy to both sides and all edges of the plywood inner planking. Let it dry for a day. When it is dry, apply a bead of 3M 5200 on the outer edge of the frames and spread it to the full width of the frame with a putty knife. Notice: This is where you will learn how messy 3M 5200 is. Keep at hand a generous supply of paper towels and naphtha for cleaning purposes. If you don't immediately clean your self and/or tools of any unwanted 3M 5200, it will soon be everywhere. You will carry and spread it to every place you touch for the next 12 hours. It will find its way to places you never realized you touched. You can wear latex gloves, but the mess will still find its way to your clothes, tools, car seats, and pets, so clean off any mess immediately. Enough warning, if you heed it.

Where were we. Oh, yes. With the 3M 5200 spread on the frame outer edges, lay the plywood panels and strips carefully in place one a time. With a straight batten long enough to span from keel to chine, draw a line to indicate the frame location using the marks on the keel and chine you made earlier. Now, using these frame location lines, nail the plywood in place with one and one quarter inch copper ring shank nails. Use enough nails to draw the

plywood snug to the frames from chine to keel. When you have fastened the last piece in place, you are finished and the work should appear something like the picture below.



That is one method of doing the inner planking job. If you wish you can install the intermediate frames at this time. Apply 3M 5200 to the mating surface of the frame and screw it in place with one inch sheet rock screws. As you screw the outer planking in place into the intermediate frames, these sheet rock screws will be removed. Some restorers screw the intermediate frames to the plywood before screwing it to the main frames. Take your pick.

The job isn't all that difficult, although somewhat messy at times and you can feel good that you are providing a bottom for your boat that will last for many years to come. Now, the bottom is ready for the outer planking. Stay tuned. Next time we will take on the challenge of fitting new bottom planks that will make you proud.

If you have read this far, you are likely one of those boat lovers who would rather restore than destroy an old wood boat. My hat is off to you. Spread the word of restoration and protect the unrestored boats. If you have a question about restoring your project boat, give me a call at 715-294-2415 or e-mail me at Heggensj@Centurytel.net. I look forward to hearing from you.



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 Minneapolis, MN 55418

BSLOL Members!

Are you going to the
Mt. Dora Boat Show
March 26-28?

Maureen & Jerry Valley
(BSLOL transplants)
cordially invite you to their second annual

BOAT SHOW KICK-OFF PARTY

THURSDAY, MARCH 25

5:00 p.m. 'til closin' time

2430 Country Road 44W ~ Eustis, Florida
This get-together is for BSLOL members
and their host families. A number of Sunnyland
members will be present also,
so it's for old friends - and new.
For more details (or directions) email:
maureenvalley@comcast.net
jerryvalley@comcast.net

BSLOL extends a sincere

Welcome

to the newly-formed

BLUEGRASS CHAPTER

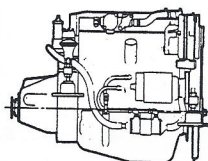
of the ACBS

Steven Gray, current Secretary for the new chapter, reports that while they are a small group of about 28, as word gets around in Kentucky, their numbers are growing. They are in the early stages of designing a web site for the chapter. Check them out at

www.bluegrass-chapter-acbs.org/Index.html

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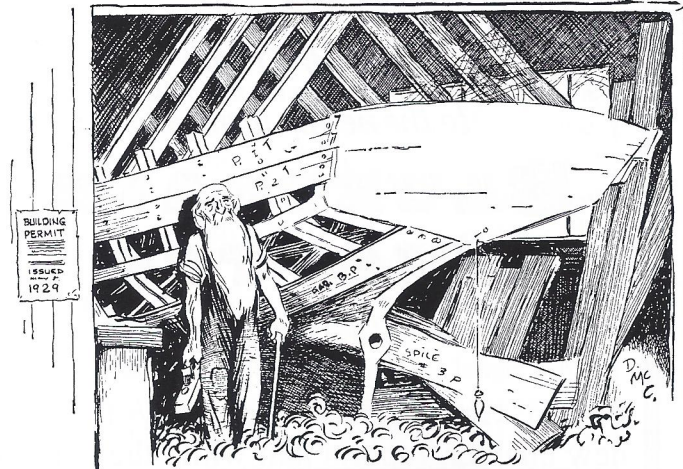
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BOATS IN PROCESS



Just as the robin announces the coming of Spring, we announce the boating season is just around the corner by the increase of "Boats In Process." Here are several more projects underway.

As you read these reports, you are urged to contact the owners with any procedure you have encountered. I know there are many out there who have "been there ... done that" and could be a big help to someone who is looking for advice or direction. THIS is the primary reason for this feature, folks - to help each other and stay connected. IT'S WHAT WE'RE ABOUT! The more boats that get into the water, the more visibility we have for these great old boats.

- Editor

1988 ALUMACRAFT 16' MODEL A FISHING BOAT

1970 Mercury 7.5 hp outboard

Status: User boat not currently under restoration.

So far: I've researched the Boats age

To do: Mercury prop shaft has some corrosion, needs repair or replacement to prevent lower unit grease leading problem. Boat needs cleaning/polishing, but no major repairs will be required.

Problems: None

Need: Could use help in finding a new prop shaft or someone who could plate up and machine down the old one. Have not yet contacted Twin Cities Outboard yet, but they are on my list of places to try. I'll need a trailer to be able to bring it to shows.

1966 CENTURY 17.5' FIBERSPORT

210 hp Interceptor inboard

Status: Just started, but previous owner, Steve Beck, had done a lot of tear-down & wood replacement part fabrication.

So far: Cataloged wooden parts and assessed hull issues

To do: Needs a lot of work as it is basically completely disassembled. At least one stringer needs repair/replacement. Need to finish making wood replacement parts: interior, seat & engine box framing, floorboards, bow & stern decking, seat bottoms & backs. The gel coat has some bubbling and minor crazing and some of the trim paint is "wrong." The engine, gas tank, prop & shaft, and rudder need to be reinstalled and reconnected. All wood framing and such needs to be assembled and installed and interior and decking need to be reupholstered. The 1966 Tee-Neer trailer could also use some work or possibly, replacement.

Problems: Not yet, but I just got started - there's plenty of time!

Need: Could use help in finding the best fiberglass shop to do the stringer work and the best place for trailer repair/evaluation.

I will be happy to share my experiences, but since I am very new to this, I do not think that I have a lot to share yet. Both boats owned by Fred B. McCormick. 651-736-9284

Email: fbmccormick@mmm.com (work)
themccormicks55119@yahoo.com (home)

1950 CHRIS CRAFT 18' RIVIERA

131 KBL

Status: Engine, hardware and upholstery stripped

So far: See above.

To do: Turn boat over - new transom, new bottom, several topside planks, engine overhaul.

Problems: None.

Need: May need help down the line.

Willing to Share / assist others? Yes

Jim Swanson - email: order@expresscomposites.com

Work Phone: 612-789-8621

Home Phone: 651-464-1295

1925 DODGE WATERCAR 22' LONG DECK RUNABOUT

Chev V8 (Replica 1998)

Status: Added 4 coats of varnish on outside for Minneapolis Boat Show display

So far: Now adding 4 coats varnish on cockpit ceiling boards, seats, etc. Also 3 coats of paint on bottom and floor boards.

To do: Put cockpit parts back in and fasten

Need: 2 air scoops for deck and step pads.

Want help? Yes

Willing to Share / assist others? Yes

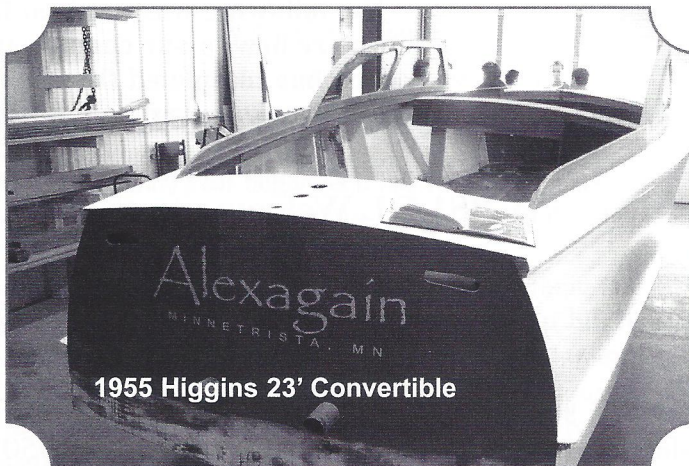
Robert Johnson 952-380-1505

email: kesslerjohnson@earthlink.net

Winter Series - cont'd from page 9



1950 Chris Craft 17' Special



1955 Higgins 23' Convertible

During the course of the workshop, Dan went over all the boats pictured here, describing the various steps needed to get them “show-quality” ready.

IN SUMMARY:

The 1950 Hacker Craft 30' Runabout was in very good condition. It needed a light sanding and more varnish. The engine looks fabulous.

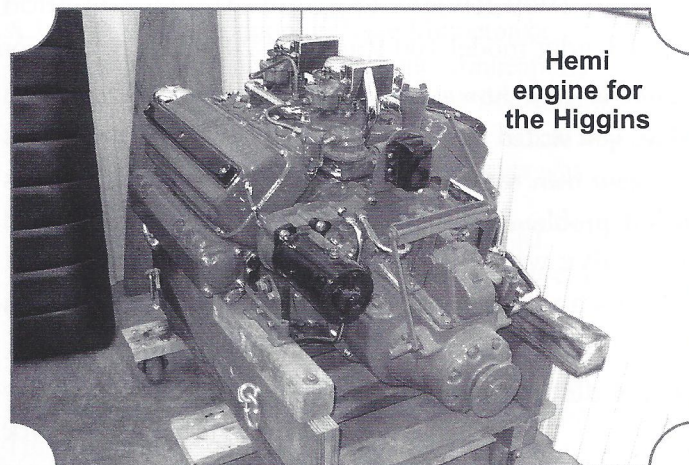
The 1955 Chris Craft 19' Holiday was a basket case prior to Dan working on it. It had been completely re-skinned and is ready for the engine, hardware, upholstery, etc.

The 1950 Chris Craft 17' Special was upside down getting a new bottom. Most of the frames had been replaced and the chines were a laminate of three pieces of wood.

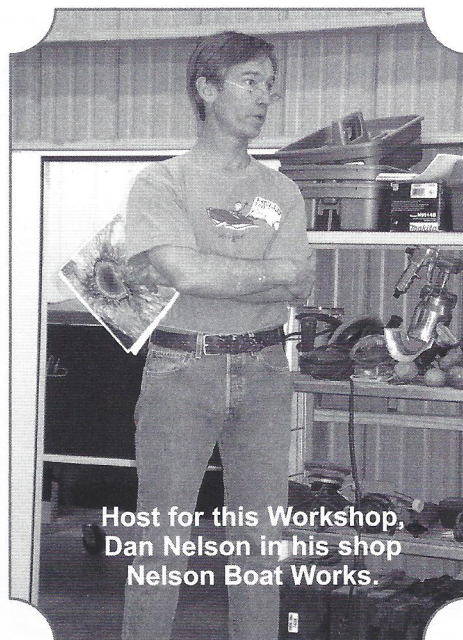
The 1955 Higgins 23' convertible is Dan's own boat. That boat is awaiting its Hemi engine and was in the water two years earlier. The hull is together and receiving its paint. All the hardware is ready to go on.

Looks like Dan has a lot of work ahead of him.

Our thanks to Dan and Fred Goughnour being such great hosts at this very informative workshop.



Hemi engine for the Higgins



Host for this Workshop, Dan Nelson in his shop Nelson Boat Works.

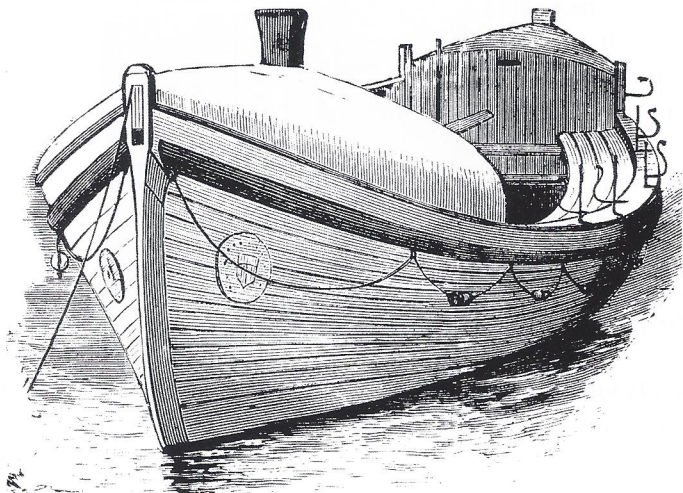
MEET OUR MEMBERS!

The following was received from three members of BSLOL: two are new to our chapter and one is renewing membership. Each has completed the form found on the BoatHouse jacket.

ARE YOU NEW (OR RETURNING) TO BSLOL? We'd love to hear from you!

A BSLOL Welcome to Bernie Johnston!

When did you become interested in antique & classic boats? 20-25 years ago
 What is your earliest recollection of an antique/classic boat? Way back in 1950
 Do you own one now? 3
 What kind is it? 1963 Sea Skiff 19' restored
 1949 Riviera 18' good original condition
 1931 Cadet model 100 Runabout 20' needs restoration
 What is your home port? Waupaca, Wisconsin
 Have you visited other shows? yes
 Do your own restoration/maintenance? yes
 What problems did you run into? Nothing I could not solve with info. I learned talking to people at shows and vendors. Also get several publications which I read in detail.
 Where did you get any help you needed? Only needed machine shop work
 What led you to join BSLOL? Last 2 years was at Aug Rendezvous...really enjoyed. Plan on attending in 2004 - will bring Sea Skiff.
 What activities would you like to see? Boat Shows. Good publications and information.



A BSLOL Welcome to Edward (Ned) Dayton

When did you become interested in antique & classic boats? about 5 years ago
 What is your earliest recollection of an antique/classic boat? Lake Minnetonka as a boy in the '50s
 Do you own one now? yes
 What kind is it? Chris Craft Sportsman
 What is your home port? Wayzata
 Have you visited other shows? no
 Do your own restoration/maintenance? no
 Where did you get any help you needed? Todd Warner
 What led you to join BSLOL? Todd Warner
 What activities would you like to see? (not sure)



A BSLOL Welcome Back to Gary Wilson

When did you become interested in antique & classic boats? Had a 14' Penn Yan as kid. Bought a wooden Cavalier 4 years ago.
 What is your earliest recollection of an antique/classic boat? 14 years old
 Do you own one now? yes
 What kind is it? 1950 Chris Craft 22' Sportsman
 What is your home port? Live in Stillwater, launch at Windmill in Afton
 Have you visited other shows? yes
 Do your own restoration/maintenance? no
 What led you to join BSLOL? Love of wooden boats
 What activities would you like to see? As I am gone most Saturdays, I would love to see some Sunday afternoon workshops on restoration ideas during the winter.



Welcome Aboard!

Clark & Marlene Anderson	Bloomington
John & Leslie Baumhoefner	Keystone IA
Duane & Betty Bennett	Baltimore OH
Tim & Betsy Brown	Hutchinson
Maria Canelake	River Falls WI
Mike Christopherson	Lilydale
Michael & Jennifer Clark	Bloomington
Patrick Cody	Nisswa
James & Bobbie Elder	Orono
Rick, Judi & John Fabing	Eagan
Aaron & Amy Gjerde	St. Paul
Paul Hilborn	Ramsey
Michael & Jolene Hull	Austin
Kyle Jamar & Dr. Jill Schamp	Tulsa OK
Bernie Johnson	Waupaca WI
Rich & Karie Kaul	Cottage Grove
David & Paula Lindberg	Crystal Bay
Richard & Arnette Lindeen	Shorewood
Gary & Kari Myhre	Moorhead
Steve & Gwynn Pletsch	Minnetonka
Michael Russ	Stillwater
Michael, Blake & Pamela Schulz	Waconia
Richard & Mary Stein	Excelsior
Tom & Bonnie Sweeney	St. Paul

BSLOL Year End Report 2003

by Andreas J. Rhude

The year 2003 has been one of the best for BSLOL. Our chapter has had more activities than ever before and with better attendance.

- The (calendar) year began as it has for many years - with the Minneapolis Boat Show in January. BSLOL's display is always a popular attraction.
- We set up our club library in January - something that has been on our list for a long time.
- BSLOL's winter educational workshops have come to be eagerly anticipated by members and friends during the non-boating months. And this year, we had record participation.
- A spring mixer kicked off the boating season.
- Three club cruises on Lake Minnetonka.
- One cruise on the Mississippi.
- A July 4th boat excursion on Lake Minnetonka.
- We made our presence known at the Minneapolis Aquatennial Torch Light Parade for the first time in many years.
- A day devoted to children with health issues was selflessly provided by our members.
- A TV filming on Lake Minnetonka in August.
- Three fun pre-Rendezvous Nice 'n Easy mini-cruises (now a tradition)
- A wonderful, albeit HOT, Rendezvous;
- The annual October brunch and Fall Color Cruise on Lake Minnetonka put a farewell to the boating season. This year the weather was terrific and a record number showed up with boats. Without a doubt, this was about the best we've had.
- A fall potluck
- The annual holiday party rounded out our "official" events for the year.

In and around all these activities, the Board of Directors met 10 times and all the Rendezvous planning sessions were held.

Some lament that there aren't enough activities on Lake Minnetonka as in years past. If we're counting, there were eight club functions on the waters of Lake Minnetonka this past year. Overall it has been a very successful event-packed year.

The one thing that marred the year was the shocking news that our secretary, **Lynn O'Connor**, suffered a stroke. The O'Connors are one of the stalwarts of this club. Our thoughts and prayers are with Lynn and the family.

We congratulate **Brad and Chris Ernst** on the birth of their first child on November 17. and welcome the newest BSLOL member: Blake.



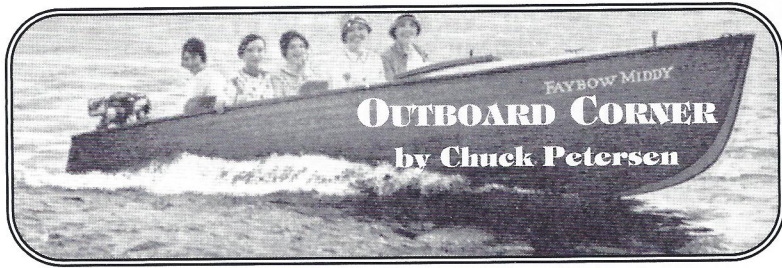
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(Guess that's why they're called insurance adjusters.)



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“WHAT HAPPENED TO THE OWNER’S MANUAL?”

As part of a boating family that has owned outboard motors as part of our lake life since the 1920's, I have had a unique perspective on the way outboard manufacturers have sold and serviced their products over the years. One interesting aspect that has changed slowly but surely over time has been the concept of owner maintenance.

When my Dad purchased his new Mercury MK40H in 1953, it was assumed the owner would engage in not only simple day to day maintenance, but minor repairs over time. This fact is beautifully illustrated by the evolution of the Owner's Manual. The original 1953 manual provided with the MK40 was very detailed. Not only were basic maintenance issues covered including lubrication, propellers, linkage and winterization but full exploded diagrams of internal parts and electrical systems were provided to help with more involved repair needs. In those days, carburetors needed adjustment, electrical points and condensers needed changing and recoil starter components would wear out. Most outboarders would find that “popping the hood” and servicing their motors was part of the outboard ownership experience. This became obvious in the 1961 manual I purchased recently. Absent were the internal diagrams and parts number listings. Still present, however, were detailed operational procedures, settings and basic trouble shooting guides. This fairly complete owner's manual was still available in the 1970's, when I began my boating life.

A drastic change seemed to occur recently with the advent of fixed jet carburetion, CD ignition and electric

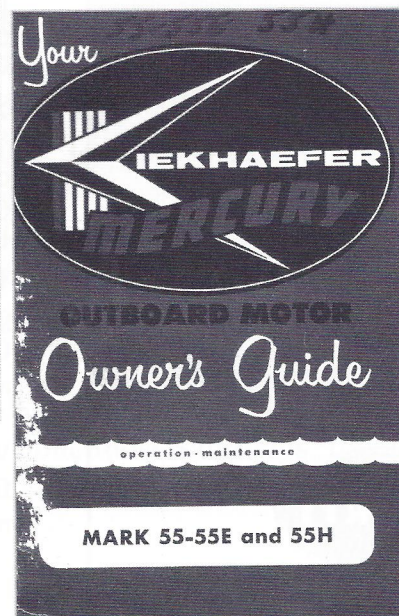
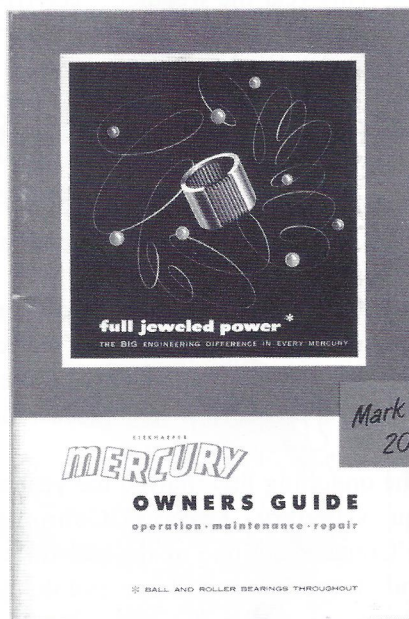
starting standard on even low horse power models. Modern owner's manuals are abbreviated versions of their former selves. Warranty details, dealer service intervals are basic operation are all covered in simple terms.

The classic outboard (1955-1965) owner would be well served to obtain and original owners manual. I have seen several collectors of such items offer a wide variety of factory literature at boat shows for a fair price (\$10.00-\$20.00).

I would encourage all classic owners to seek out this documentation. Information covering maintenance, setting and specifications are a valuable addition to any collection. While similar documents for classic boats and inboard engines are rare and only seen in museums. Outboard owner's manuals can be found in original form. Like most motorized sports, a certain pleasure can be obtained by performing basic service at home. Owners manual are not limited to outboard engines. At the 2003 BSLOL show in Red Wing, I purchased the pictured guide for installation of remote control linkage for Mercury MK20-25 models. This was

considered an upgrade feature to be retrofit by the owner for remote steering, throttle and shift operation. Modern motors are all dealer set up for these functions. Keep in mind that specific reference to spark plug numbers and oil brands will be superseded by today's standards. So expand your vintage outboard experience! Buy appropriate owners manual at a show or swap meet.

My best to all at BSLOL. This is a very exciting time for our family with the purchase of a summer home on Planting Ground Lake in Three Lakes, Wisconsin. I hope my neighbors are ready for hydroplanes!



PLENTY IN THE TANK

by Lee Wangstad

Whether he's loading up for a joy ride or a little racing, Dr. Bob Johnson still gets the most out of his 1948 Chris Craft 22-foot Sportsman

There's something magical about visiting a classic boat show that is hard to explain. For many, the walk along the dock is a kind of therapy, eyeing all of the magnificent boats and the hard work that has gone into making them so presentable. It's easy to become mesmerized by the small details and craftsmanship of an era gone by. They just don't make them like this any more, and you're viewing the living proof.

You're enjoying the serenity of the whole scene when suddenly an excited voice from behind you asks, "Hey! Do you want to go for a boat ride?" As you turn around, startled, you find yourself responding with an unsure "OK." If that inquiring voice looking for riders belongs to Dr. Bob Johnson, it's not going to be a gentle ride around the shoreline, bobbing along with the pontoon crowd.

Guaranteed, it will be a wind-in-your-face, hold-on-for-all-you've-got, you-have-100-percent-of-my-attention kind of ride. It will be a ride that will stay with you for a long, long time. An expert at handling big, fast boats, Johnson is in his prime tearing up the waterways with as many people as he can convince that a fast ride in a big antique boat will set you free.

He has the perfect boat for the task, a 1948 Chris-Craft 22-foot Sportsman, a big, beamy boat with plenty of room for as many as 10 passengers seated in its spacious cockpit. Johnson's boat has been fitted with the optional seat behind the driver so passengers can hold a conversation with the driver as they go.

But Johnson's list of options doesn't end there. "This particular boat belonged to a friend of mine, John Clark," says Johnson. "He built it for river cruises. He needed a boat that could carry a lot of people and all their stuff, and it had to be fast. He rebuilt the bottom with an expanded 19-foot racing runabout bottom configuration that gives it a couple of extra mph. He also put in a modern small block Chevy engine for reliability. He built the engine himself, doing only those modifications that weren't too radical. He just wanted to make it more efficient and not lose the dependability. He put a 400 crank into it, increasing the displacement from 350 cubic inches to 383."

Shortly after World War II, when Johnson's boat was built, Chris-Craft was experiencing difficulties with lumber shortages. The problem had become so extreme that the company was considering cutting production, but found other wood substitutes for the hard-to-locate mahogany. Chris-Craft found itself using almost any kind of wood for the hulls, saving the valuable mahogany for the varnished decks. It painted the hull sides white, hiding the blemishes


of the not-quite-perfect wood. The hull of Johnson's Sportsman is made of cedar. While not as nicely grained as mahogany, it's lighter by almost a couple of hundred pounds over a comparative all-mahogany boat. For Johnson, this just makes it all the faster. And he doesn't mind the lower maintenance of a painted hull either.

Between the new bottom, the lighter hull, and the hopped-up engine, this package is the perfect match for a driver that lives to go fast across the water. "I just love to take people out for rides," says Johnson. "It's a great way to get them interested in old boats. I always see a couple of friends at the shows that I want to take out for a ride, why not add a few more? You know, it's just as easy for me to put eight or ten riders in my boat as it is a couple. Top end on this boat is around 45 or 46 mph. With a full load it slows down to around 42. Not much difference. And it handles surprisingly well. There isn't much difference if it's empty or full." Johnson says with that kind of performance, he loves to race. "There is nothing quite as satisfying as beating someone that thinks that their boat will do 50 or 55 mph with a boat that only goes 45 mph! Of course, I don't always win, but I get my share."

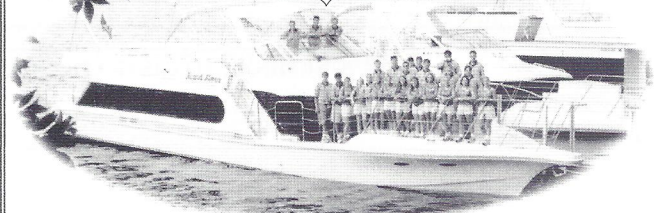
"What is so great about this boat is that it's so easy," adds Johnson. "It's easy to trailer, easy to maintain, easy to drive. Since I picked it up in 1995, I've found that I hardly ever use any of my other boats." What really comes easy for Johnson is making new friends every time he leaves the dock with a boat full of passengers, eager to see just what his old Chris-Craft has left in it.

Boating World November 2003

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Owner




Jay Soule
Manager



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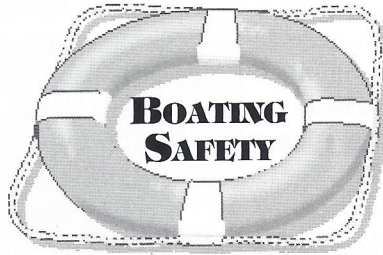
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TIPS FROM THE HINTERLANDS

by Gary Baker

TIP #1:

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

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

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

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

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

TIP # 2.

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

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

Not coming from a boating background or being as old as Dr. Bob, I have always resorted to researching my “how-to’s” from the internet and boating magazines. It seems everyone has a horror story and a preferred procedure to remove the steering wheel. I have read about backing plates fabricated out of 1/2 inch steel and complicated apparatus being used so as not to crack the delicate plastic. I have step-by-step instructions on just how long to soak the wheel in combinations of liquid wrench and WD-40 over a period of days, along with precise locations of what type of hammer to tap with. It was with trepidation that I decided this was the year for the removal.

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

Assemble the puller as shown in the diagram: You simply inserted the bolts through an adjustable metal bar with a center counter screw. Turn the counter screw until the wheel pops off. It couldn't have been easier.

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





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BY CHANCE, MAN IS REUNITED WITH BOAT AFTER 50 YEARS

Chuanpis Santilukka Staff Writer,
St. Cloud Times - 26 July, 2003

ROCKVILLE - Ed Sheldon's love of antique boats has led him to a variety of different shows with a variety of different boats. But none of those journeys brought him to what he found this spring- a family boat he'd last seen almost 50 years ago.

"It was like all these memories came flooding back," Sheldon said. "All my brothers thought this boat was gone." Sheldon was reunited with the Noeske speedboat, which belonged to his older brother, David, less than 10 miles from his home on Grand Lake. His girl friend's daughter saw a sign for the boat that Anthony Alexander, a Cold Spring resident, was selling and told Sheldon about the boat in passing.

When Sheldon saw the boat, he didn't recognize it as the craft he and his three brothers spent time in back in the 1950s. "I kept saying it was just like the boat we used to have," Sheldon said. "And I told (one of my brothers) about it. When I knew, I got goose bumps all over." Sheldon hadn't expected to see again the boat three of his six daughters learned to water-ski behind. First of all, it's wooden, and wooden boats often deteriorate, he said. Also, Sheldon and his family used the boat when they stayed in Park Rapids, a small city about 120 miles north of St. Cloud.

It was Sheldon's younger brother in Eagan who realized the boat was the one brother David bought in the mid 1950s. He told Sheldon to check for a block of wood the men's father had put into the boat to tilt the steering wheel. It was there. "I was like, yeah, whatever, how could this possibly be the same boat," Alexander said. "But then he started say-

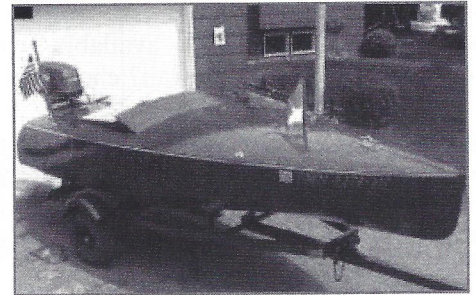
ing all these little things about it, and I realized he was right."

Alexander's connection to the boat came from his ties to the Park Rapids area, too. His stepfather's family owned a cabin in nearby Hubbard. Piecing together the information they had, Alexander and Sheldon believe that it was Alexander's step-grandfather who bought the boat from David Sheldon sometime in the 1960s. Ed Sheldon moved from the area around 1955.

Although Alexander only visited the cabin occasionally, he said he also had memories aboard the boat. "That was probably the first time I was on a boat," Alexander said. While Sheldon recalls with nostalgia the boat he spent part of his youth on, finding the boat has created new experiences for him. He said he's talked more with his brothers since finding the boat.

"My girlfriend said I've talked more with my younger brother since finding this boat than I have in the last five years, and I (recently) talked to Dave for the first time in awhile," Sheldon said. "I guess, in a way, it's brought our family more together."

Sheldon said he is considering buying the boat.



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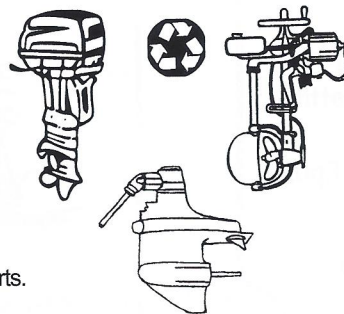
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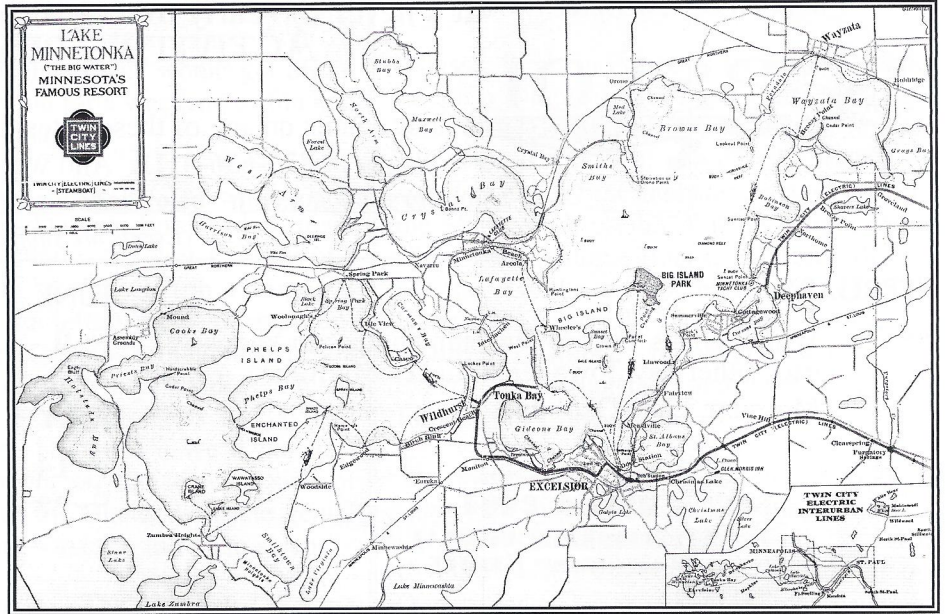
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HELLO LAKE MINNETONKA! BSLOL IS BACK!

An antique and classic in-water boat show is planned for **SATURDAY, JULY 31** on Lake Minnetonka. It will be part of the 150th anniversary celebration of the city of Wayzata. We have been asked to furnish 20-25 boats for a display to take place at the Sunset's docks in Wayzata Bay.



The day-long celebration will mark the beginning of “western” settlement of what ultimately became Wayzata. “Wayzata” is a Sioux word meaning “north shore.” Some of the activities planned for the festival include a children’s Olympics, a street fair on Lake Street, a sailing regatta with the Wayzata Yacht Club, and our BSLOL antique and classic boat display. A spectacular fireworks display will culminate the activities!

As details are finalized, BSLOL will keep you informed. If you desire to have your boat in our display, please call our hotline or email: bslolMTKashow@aol.com. Leave your complete name, phone number, and the type of boat you desire to bring. Make certain you indicate that it is for the Wayzata 150th anniversary event.

Let’s make a good impression and have a a great time!

ATTENTION! SURVEY!

For those BSLOLers with email capabilities, keep an eye peeled for a message from the club to complete a quick survey on your boats, boating activities and other things. It will only take a few minutes and is completely anonymous. To complete the survey, go to this web site (type carefully)

<http://www.surveymonkey.com/s.asp?u=3329238718>

If you are on the web but don’t get an invitation to participate, it’s probably because the club doesn’t have your current address. Feel free to update your club email address by sending the particulars to John Kinnard at: ccseaskiff@aol.com

ATTENTION! SURVEY!

It's never too early to look ahead to the next boating season!
ACTIVITIES PLANNED FOR 2004.



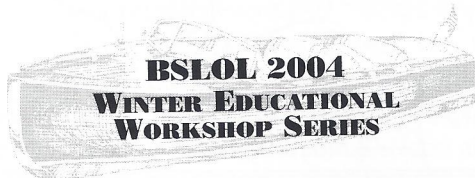
For details on any of these dates, call us on the HotLine 952-934-9522 or toll free at 877-636-3111. And we're always accessible via email:

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(Events are subject to change)

FEBRUARY

- ☞ 7 Winter Blahs Tour of museum and get-to-know-each other day. Iowa Great Lakes Maritime Museum, Lake Okoboji.



PLEASE NOTE! The following applies to all Workshops: February, March and April

Workshop Hours: 10:00 a.m. - 2:00 p.m.

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COST: \$5.00 members & \$10.00 non-members (Pay at door)

- ☞ 14 Educational Workshop & Picnic Lunch
TOPIC: How to Prepare Your Boat for Judging
 Nelson Boat Works (Dan Nelson)

MARCH

- ☞ 20 Educational Workshop with Picnic Lunch
TOPIC: El Presto Plank Repairs to Save a Cruiser
 (router plank repairs)
 Real Craft Boat Works (Eric Theship)

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 Go around to the back....Bay # 8

Eric extends an invitation to stay on for an open house beginning at 2:00 (right after the workshop) Music and beverages provided.

APRIL

- ☞ 24 Shop & Museum Tour with Picnic Lunch
TOPIC: The Boat Works
 (Larson & Crestliner Boat Museum)
 John Monahan's The Boat Works
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MAY

- ☞ (To be Announced)

JUNE

- ☞ 9 Club Cruise - Lake Minnetonka

JULY

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

AUGUST

- ☞ 11 Club Cruise - Lake Minnetonka
- ☞ 18, 19, 20
 Pre-Rendezvous Nice 'n Easy Mini-Cruises
Details to be announced.
- ☞ 21, 22
 28th Annual Antique & Classic Boat
 Rendezvous *Details to be announced.*

SEPTEMBER

- ☞ 8 Club Cruise - Lake Minnetonka

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A BOAT FANTASY

By Andreas Jordahl Rhude

Minneapolis Star-Tribune columnist Doug Anderson, in a recent article, fantasized about winning the lottery. "What boats would I buy if I won?" he asked himself. He decided to get a different boat for each day of the week to suit his changing moods. Keep in mind that money was no object in this dream. What seven boats would you obtain if you struck it rich? An interesting conundrum to mull over, isn't it? Here's my list:

Monday: My week starts with a 1955 Thompson Thombooy fourteen footer. This outboard double cockpit runabout is a cute little boat with tons of style points. (I already have one of these by the way!). A good way to start the week of boating!

Tuesday: A typical outboard utility is an excellent boat for tooling around, picnics, water skiing, or a high speed run across a body of water. My 1957 Thompson 17-foot Sea Lancer is a perfect boat for this day. The lapstrake hull pushes the spray up and away so she's a dry boat too, even in the Great Lakes.

Wednesday: A 5.5 meter wooden sailboat that I can handle on my own would be a great vessel for the midweek hump day. A late afternoon cruise, relaxing, silent with only the wind and waves as my companions. They are sleek boats with a slight freeboard, so the water is only an arms length away. Being close to the water is a wonderful feeling. There are a fleet of these boats in Chicago and quite a collection in Menominee, Michigan near the place I grew up.

Thursday: A wood and canvas canoe such as a Peterboro or Old Town would definitely be my Thursday boat choice. Maybe a Thompson, since I am a nut about their watercraft! Canoes are what Thompson began making at their genesis in 1904. Silently gliding

thru the serene lakes of the Boundary Waters Canoe Area or any isolated lake would get me in the mood for a weekend of fun and excitement.

Friday: Chris-Craft's 32-foot Super Deluxe Enclosed Cruiser from 1950 is the choice for the end of the workweek (oh I forgot, I won the lottery so work is a non-issue). Cruising around the Apostle Islands with my buddies after a fish fry at Greunke's in Bayfield can't be beat. We'd anchor overnight on the leeward side of one of the islands with the gentle rolling waves to lull us to sleep.

Saturday: The next day I'd use a little classic fiberglass finned guy, something like a red and white, fifteen foot Cutter Jet deVille. Not too flashy but with enough late 1950s flare to make folks take a second glance. These "fiberglassics" are becoming more and more popular with old boat enthusiasts and I'd certainly be amongst them in this financial fantasy!

Sunday: The week comes to a conclusion with use of my 1929 Thompson 20-foot Black Beauty inboard runabout. The gentle rumble of her Universal engine pushing the varnished beauty through the water's surface is like nothing else imaginable. What a way to end the week in a boat that could stand the test of distinction sitting next to any Chris-Craft of similar vintage and length.

Of course, I'd have to get a pole building to store all my toys and a nice tow vehicle. A cabin boy for the big boat would be on my wish list too! What a way to dream! A different boat of your choice for everyday. Hummm, better start buying lottery tickets to make my dreams come true!

Let the editor know what you dream about and submit it for potential inclusion in a future issue of *The BoatHouse*®.



BOAT HISTORY CONFERENCE

"Classic Boats in Print and on Display" is the title of a symposium to be held in Cincinnati, Ohio April 16-17-18, 2004. Several authors and experts in their genre will be on the speakers list. These include: Jerry Conrad of the Mariner's Museum; Wilson Wright of the Chris-Craft Antique Boat Club; Tony Mollica of the Garwood Society; restorer Don Danenberg; noted Thompson enthusiast Andreas J. Rhude, fifties and sixties boat expert Lee Wangstad; and Don MacKerer formerly of Chris-Craft.

The symposium, the second to be held, is sponsored by The National Boating Museum; the Chris-Craft Antique Boat Club; and The Century Boat Club and will be held at the Quality Inn in Norwood, a Cincinnati suburb.

The conference will be a chance to learn a great deal about boats and boating history as well as have opportunities to speak to experts in their field. The Antique Boat Center will be open during the weekend for viewing their 65-70 antique and classic boats displayed in their indoor showroom.

As complete details become available they will be posted on web sites of the Antique Boat Center www.antiqueboat.com and the Chris-Craft Antique Boat Club www.chris-craft.org

BSLOL LIBRARY

We're always looking to expand BSLLOL's library. 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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BOATING LIFE MAGAZINE NAMES TOP-10 INNOVATIONS IN BOATING HISTORY

Boating Industry

Thursday February 5, 2004

Winter Park, Fla. – *Boating Life* has announced a list of what it believes to be the 10 greatest innovations that changed boating forever.

Boating Life's editorial staff researched the past 100 years of boating by contacting museums, combing through archives, and interviewing industry experts to determine the top-10 historical changes. Those innovations have made it possible for boating to be enjoyed by 13 million Americans today, the magazine said.

The list covers the first outboard engines developed in the early part of the 20th century to the modern GPS navigation devices that help novice navigators get around now. This list illustrates recreational boating's transformation from an oar-powered novelty to a week-end way of life on modern machines.

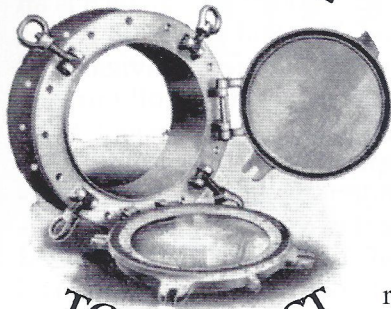
“With so many boating products and accessories on the market, we tend to take the major innovations for granted,” editor-in-chief Randy Vance said. “This really puts things into perspective. We all owe a lot of gratitude to the innovators who built the boating industry.”

The planning hull design and fiberglass construction are two changes that many experts cite as helping to expand boating's reach to the mainstream. Other innovations haven't been as recognized, yet their effect has also been widespread, the press release said, such as the depth finder and the forward/reverse/neutral gearshift, both of which made boating easier for everyone from avid fishermen to water skiers to cruising families.

The Boating Life top 10, listed chronologically, are:

- * Outboard motor
- * Planning hull
- * Forward control
- * Impoundments
- * Fiberglass construction
- * Marine aluminum
- * Forward/neutral/reverse gearshift
- * Depth finder
- * Stern-drive motor
- * GPS receiver

PORTHOLE



TO THE PAST

**AYAS Nautical Research Club of Armenia Completes
 Replica of 13th Century Medieval Merchant Sailing Ship "Cilicia"
 to Retrace Ancient Armenian Maritime Trading Route,
 Starting Summer 2004 -- Part I**

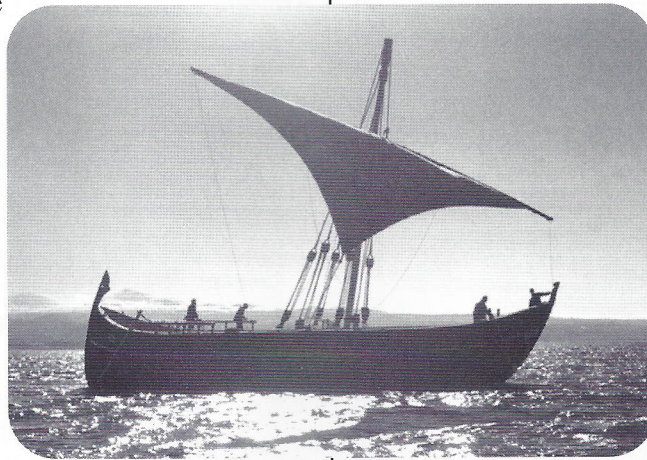
*By Jackie Abramian
 as published in the Armenian Press*

LAKE SEVAN - In the landlocked country of Armenia (the smallest of the former Soviet republics), floating upon the channel harbor of Armenia's Lake Sevan, 1,916 meters above sea level, is a medieval sailing ship called CILICIA, which is awaiting its Seven Seas Expedition to retrace the ancient Armenian maritime trading route. As we near the ship, black clouds darken over the majestic Lake Sevan's unpredictable waters — sudden waves rock the boat as we climb into CILICIA welcomed by its soft-spoken, bearded Captain, Karen Balayan, whose gentle smile and piercing eyes are partially hidden under a baseball cap. More than 15 years in planning and building, CILICIA is the result of the commitment of a group of 25 volunteer professional sailors who spent their weekends, dexterity and in-depth knowledge of Armenia's maritime and ship building history to reconstruct a replica of a medieval Armenian sailing ship from the Cilician Armenian Kingdom (XII-XIV c.c.).

visited the ship and was so impressed that he donated the funds needed for the ropes to put the ship's sails in place. Since its entry into Sevan, the crew has conducted sailing exercises on the Lake's ever-changing waters, awaiting sponsors, in addition to the angel funders thus far, to realize their two-year, seven-seas expedition.

SEVEN SEAS EXPEDITION

CILICIA's Seven Seas Navigation expedition will take her through 40 major harbors, in 21 countries and three continents. Planned for June 2004, the expedition will be launched with the ship flying Cilician-era Armenian flags, being towed to Batumi, on the Black Sea. From there the ship will sail through the Marmara, Aegean, editerranean and Adriatic seas to arrive in Venice in September of 2004 where the ship will winter. The crew will return home to Armenia and, in the spring of 2005, will return to Venice to start the second stage of the expedition that will take the ship from Venice to circle Europe and arrive in Amsterdam by September 2005.



The reconstruction, in strict accordance with the information culled from medieval manuscripts, utilized techniques and technologies available in the 13th century. At snail pace, the ship slowly came to existence in the village of Massis, 20 minutes from Armenia's capital city of Yerevan as financial assistance trickled in from angel funds. Finally, in May 2002, almost to everyone's disbelief, the ship was completely built and ready to be towed from Massis to Yerevan's Republic Square where it sat for public viewing. Later in May, the ship was towed the 45-minute distance from Yerevan to Lake Sevan — as the crew anxiously followed the tow truck and crowds escorted the ancient vessel. Once at Sevan, the ship was blessed, named CILICIA and baptized with a slow push into the freezing waters where it would winter.

"We plan to have a crew of 14 on board," says Captain Karen Balayan pursing his lips. "We foresee perhaps having on board one or two guests, representatives of the countries visited, officials or honorable persons on the short one-day stages of the trip." The crew hopes to obtain funds to have period-designed clothes tailored so they can wear the attire during their expedition to educate the public about the history, tradition, culture and maritime practices of ancient Armenia. In addition, the ship will carry symbolic representation of the period's cargo carried by similar Armenian ships while the crew's diet will reflect the period cuisine — no tobacco, no potatoes — only fish and seafood, in addition to dried meats. "Our cook is now testing these foods on us," smiles Karen Balayan as we



That September, Armenia's president, Robert Kocharian — himself a sailor —

t a k e *Porthole to Past - cont'd on page 26*

Porthole to Past - cont'd from page 25

refuge from piercing winds to the lower level of the ship. We gather around the wooden table — made by the crew out of authentic Cilician wood brought from Turkey — and are warmed by the tight quarters of bunk beds on either side and the aroma of fried fish and steaming potato and parsley soup that the cook offers us in small bowls. "Today's meal is not representative of those times, of course," laughs Balayan. As we toast Captain Balayan's birthday, we wish the crew a safe launch into their upcoming journey, anticipated for more than a decade. The sunburned faces of the crew around the table affirm a commitment to a project started as an idea and realized into a fully functioning ship.

At the lower level of the ship's tight quarters soft, wooden bunks stack against the body of the ship to accommodate the 14 crew members. Right outside the dining area, in a tight corner niche sits the kitchen. "The cook has a most challenging job of feeding hungry and exhausted crew," says Balayan as he leads us to the



opposite end of the ship, beyond the dining hall, into the tight, curved Captain's quarters. Here Captain Balayan sits behind a slanted wooden desk, which is an extension of the body of the ship, and shows us period maps, an ancient navigational compass with an oil-burning lamp and other ancient maritime instruments. "We will use modern navigational maps during the expedition, as the conditions of the seas have changed and new dangers face us," explains Captain Balayan. "However, we will compare everything with the old maps."

Editor's Note: Given the two subjects closest to my heart - my Armenian heritage and wood boats - this article was sent to me. I find it fascinating in both categories. In the April BoatHouse "Porthole to the Past" will continue with the History of Armenia's Maritime and Shipbuilding and About AYAS Nautical Research Club. My thanks to Jackie Abramian of J.A. Associates in Wellesley, Massachusetts, who wrote this fascinating piece and allowed me to share it with you; and to Lou Ann Matossian of The Cafesjian Foundation here in the Twin Cities, who brought this to my attention.



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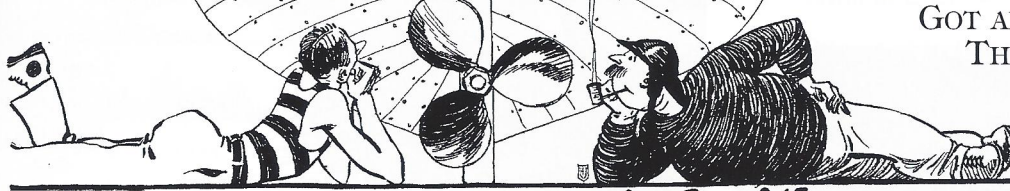
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The FORUM



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Dear Peggy:

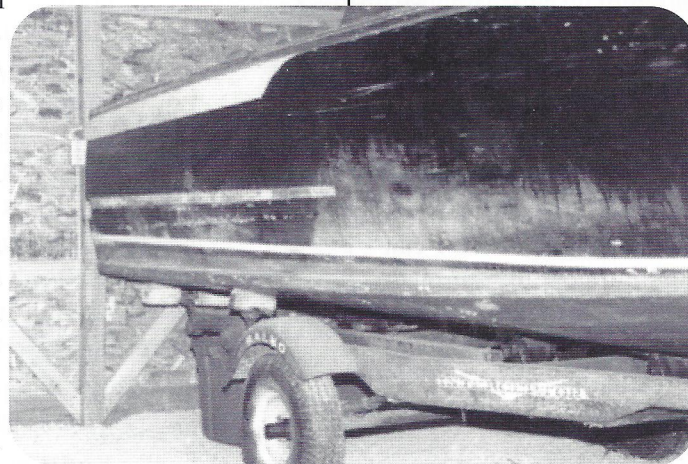
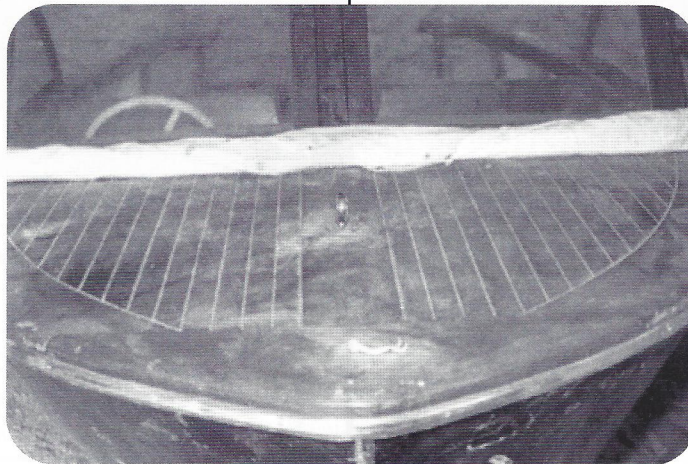
After reviewing the December 2003 edition of "The Boathouse", I decided to accept The Forum's invitation for questions regarding the restoration of classic boats.

Several years ago my wife and I received a gift of what was described as a 1957 Trojan "Sea Breeze Deluxe". This boat is 17 foot LOA, has a 6 1/2 foot beam and a 15 inch transom. The hull is mahogany plywood on white oak frames. The deck and window frames are solid mahogany. The boat weighs about 800 pounds.

The boat was purchased in 1957 by the father of my donor friend who used the boat on Lake Winnebago in eastern Wisconsin for approximately 20 years. From the early 80's to the present, the boat has been stored in a hay mow of a barn and is in surprisingly good condition. The only significant structural problem was a rotten transom and surrounding frames which have been repaired professionally this fall by Brightworks Boat Shop, in Madison, Wisconsin. The boat is now ready for stripping, sanding, repainting and varnish.

When I received the boat from my gracious friend, most of the hardware was included in a cardboard box which was under the deck. The box contained 2 name plates which suggested the boat is a "Trojan Sea Breeze". However, I have been told that Trojan did not manufacture a black hulled 17 foot sea breeze in 1957 which had the mahogany window frames of this boat and that the boat is really a 1957 "Black Marlin." I have been unable to find any photographs which identify a 1957 Trojan Sea Breeze or a 1957 Trojan "Black Marlin" if such a boat was in fact

manufactured and therefore request help in identifying the boat in my possession. I have enclosed 2 photographs of the boat which we own and request that you publish them with this correspondence so that your readers can help with my identification problem. Further, does anyone have photographs of an intact 1957 "Sea Breeze" or "Black Marlin" from which I can work?



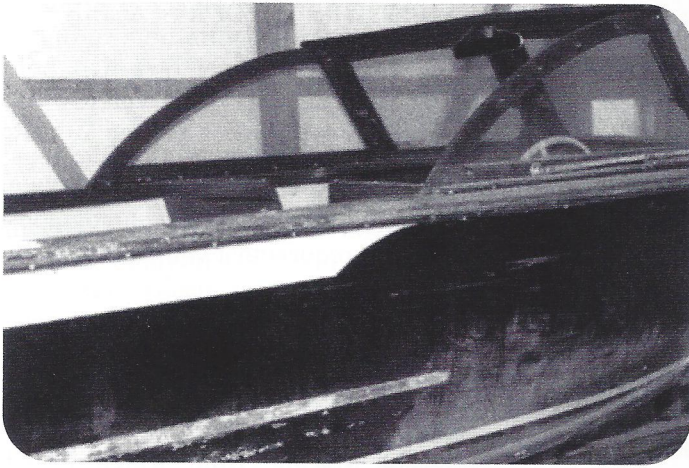
My next inquiry pertains to the outboard motor which should be used on this boat. The original outboard was a 1957 35 horse-power Johnson. Apparently the single 35 horse-power motor was one option available with this boat in 1957. Trojan also rigged this model with twin 25 horse-power and twin 35 horse-power outboards. In 1958, Johnson introduced a 50 horse-power outboard and the original owner substituted the 50 horse-powered outboard for the 35 horse-powered which he felt was insufficient. According to my friend, the 50 horse-powered outboard was "plenty." Neither the 35 horse-power nor the 50 horse-power outboard is available to me and I

would like to purchase a modern 4 stroke outboard for use on this boat. I have been unable to find a 50 horse outboard which is designed for a 15 inch transom. If I use a modern 50 horse outboard, I will need a "jack plate" to raise the outboard above the transom. However, this Trojan has a mahogany cover which is mounted over the outboard and attached to the frames near the transom. I assume the designer attempted to give the boat a more finished appearance by covering the outboard hanging on the transom.

Forum - cont'd on page 28

Forum - cont'd from page 27

I would like to use the cover and thus the jack plate alternative is not acceptable. Therefore, I must find a solution which uses either twin 25 horsepower outboards or a



40 horse outboard designed for a 15 inch transom. Mercury manufactures a 40 horse 4 stroke for a 15 inch transom but I am unsure whether the 40 horse would be sufficient to properly power this boat. Therefore, I inquire as to whether a modern 40 horse 4 stroke outboard is the equivalent in power to a 1958 50 horsepower-outboard. I have been told that the current manner of rating horsepower differs from the manner in which horse-power was rated in 1958.

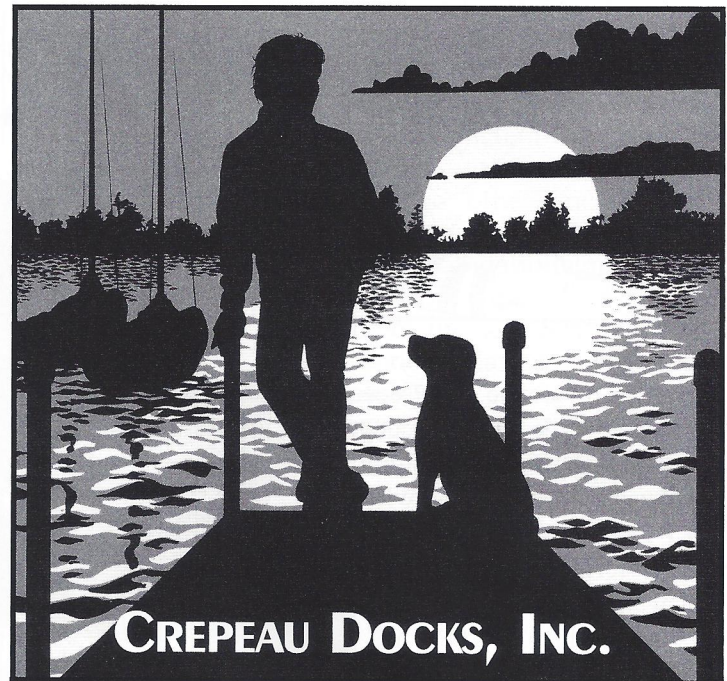
Finally, I have read each edition of "The BoatHouse" which I received since joining last January. Although helpful, I have not seen any articles which provide the standards by which a restored boat is judged at a show. I assume the judges at the various shows, such as the BSLLOL show at Red Wing, Minnesota, have written standards by which they judge each entry. If I am correct, please publish these standards or advise me where I can obtain a copy. Specifically, should my goal in refurbishing this boat be to achieve the same appearance as existed at the time of its manufacture or do I have some license to make changes such as the color of the hull, color of the interior, stain on the mahogany, etc.

I appreciate any help which your readers can provide and can be reached at 608-875-5214 (after 6:00 pm)

E-mail: jimjoyce@mhtc.net

Very truly yours,
 James P. Czajkowski

Editor's Note: Is there anyone who can talk to the issues Jim has raised? If you have any information that may help, please contact him.



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 on beautiful Keuka Lake in the heart of the
 Finger Lakes Region Hammondsport, NY.
July 16, 17, 18, 2004

ACTIVITIES FOR THE PUBLIC

Friday: 10:00 am. View Boats cruising Keuka Lake
Saturday & Sunday: Display of antique & classic boats.
 Water parade and fly-by Saturday
Sunday: Race Regatta at Noon (Contact us for details.)
Friday: Evening Wine Tasting Reception
Saturday: Dinner at the Three Birds Restaurant
Sunday: Chicken BBQ lunch after the Regatta.

For registration and full details:
 Duncan Remington 585-396-2425.
 5910 Seneca Pt. Rd., Naples, NY. 14512

Patty Steele 585-394-3044
 Email: wccb2001@yahoo.com or
woodyfun@rochester.rr.co

Visit our web site at
groups.msn.com/WineCountryAntiqueClassicWoodBoaters

3rd Annual ACBS Boat Show

LAKE HARTWELL, GEORGIA
 September 15-19, 2004

Renaissance Pineisles Resort.
 1-800-327-7409
 Registration forms in the winter Rudder

Century Boat Club ANNUAL SPRING SEMINAR Saturday, March 13, 2004

Macatawa Bay Boat Works ~ Saugatuck, Michigan
 8:00 a.m. ~ 5:00 p.m.
 Dinner and speaker to follow at 6:00 p.m.
 Coral Gables Restaurant.

Speaker: Geoffrey Reynolds Century Outboard Racers of the 1930s

A tour of the last steam ship, *Keewaydin*,
 is offered on Sunday morning.
 For more information, see
www.centuryboatclub.com
 or call Chuck at 412-766-3180

2004 BOAT SHOW SCHEDULE

(Not a comprehensive list)

- Mar 12-14 Canoecopia 2004 - All "Paddle" Sports
 Alliant Energy Ctr, Madison WI
- Mar 26-28 16th Mt. Dora Boat Show, Mt. Dora FL
 (352) 383-2165
- May 31 Classic Boat & Outboard Motor Show
 Manitowoc WI (866) 724-2356
- Jun 18-20 Wooden Boat Show & Summer Solstice
 Festival, No. House Folk Schl Grand Marais MN
 218-387-9762 www.northhouse.org
- Jul 30-Aug 10 Wooden Canoe Heritage Assoc. Assembly,
 Paul Smiths, NY www.wcha.org
- Jul 10 Chain of Lakes Classic Boat Show,
 Arrowwood-Alexandria, MN (320) 834-4569
- July Fiberglass Nationals, Rockford, IL
www.fiberglass.com
- July Long Lake Wood Boat Show, Sarona, WI
 (715) 354-3333
- Jul 16-18 Antique & Classic Boat Rendezvous, Clear
 Lake IA (641) 823-4310 www.acbs.org/clearlake
- Jul 17 Antique & Classic Boat Show @ Joey T's,
 McHenry, IL (815) 385-0454
- Jul 31 Woodies on the Water Antique Boat Show
 Superior WI (218) 722-7884
- Jul 30-Aug 01 13th Minocqua Antique & Classic Boat
 Show, Minocqua WI, (715) 356-5266,
www.minocqua.org
- Aug 6-7 Door County Classic Boat Show
 Sturgeon Bay, WI (920) 743-5958
- Aug 7 Boats on the Boardwalk, Traverse City MI
 (269) 372-3321
- Aug 6,7,8 Antique & Classic Boat Show, Arnold's Park
 Okoboji IA (605) 334-1030
- Aug 13-15 4th Thompson Antique & Classic Boat Rally
 Marinette WI (612) 823-3990,
 email: thompsonboat@aol.com
- August Jechort's Wood Boat Show, Winneconne WI
 (920) 582-7557
- Aug 21,22 29th Bob Speltz Land-O-Lakes Antique &
 Classic Boat Rendezvous (952) 934-9522
- Sep 15-19 ACBS International Boat Show, Lake Hartwell,
 GA (315) 686-2628
- Sep 4, 5 Lake Vermilion Antique & Classic Boat
 Show, Cook, MN (218) 666-5407

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Classic Boat Connection

75 Navaho Avenue, Suite 5 ~ Mankato, MN 56001

Ph: 507-344-8024

Fax: 507-344-8056

Hours: 9 a.m. - 4 p.m.

Visit us on the web
classicboatconnection.com



BSLÖL MEMBERSHIP CARDS ARE IN THE MAIL

by John Kinnard

The 2004 membership cards have been mailed and by now you should have received them. As membership chair, here are some FAQs (frequently asked questions) that you might have.

Q: What are the numbers on my membership card for?

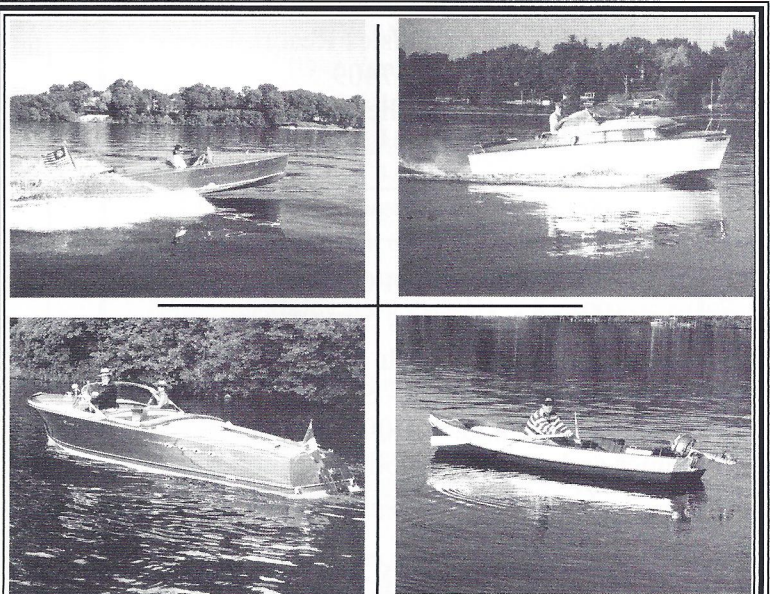
A: They are your National membership number - then your BSLÖL membership number separated by a "--".

Q: I did not receive my membership card. Why not?

A: I have sent out membership cards to everyone that renewed with National as of January 30, 2004 and any that were sent to P. O. Box 11, Hopkins on or before February 9, 2004. If you sent your renewal to National prior to January 30 and did not receive BSLÖL's membership card, you should check with National, (315-686-2628) to make sure they got it in time to get your name in the National Directory.

As you may know, memberships not received at National on or before January 30, 2004 will NOT be in the directory. You will get one but you won't be in it.

Don't forget that the back of the card has some important Email addresses and phone numbers for your use.



Elegant note cards

Antique & Classic Watercraft in full color!

8 cards, 8 envelopes 952-934-9522 (local)

(2 of each print)

877-636-3111 (toll free)

\$11.00 (Includes shipping)

Boats In Process - cont'd from page 12

1955 CHRIS CRAFT 19' CAPRI

131 Hercules 6 Original

Status: About ready to turn it over and begin

So far: Pulled the engine

To do: Complete bottom restoration, new varnish, interior, wiring, etc.

Want help? Anything/ everything. Advice on how to turn it over

Willing to Share / assist others? Yes

Kyle Kragenbring 651-437-3953 Fax: 507-263-6517

Email: kkragenbring@amesbury.com

1959 CHRIS CRAFT 21' CONTINENTAL

Chrysler 426 ci "wedge" V8

Status: Boat "flipped", bottom off. Beginning frame replacements.

To do: New framing, new bottom, new topsides, planking, new deck, re-chrome, upholstery, replace or rebuild engine.

Problems: No particular problem other than "lack of experience" questions. Am using Don Dannenberg's book *How to Restore Your Wooden Runabout* as my guide.

Willing to Share / assist others? Yes

Tim Brown 320-587-4808 cell: 612-986-7903

320-587-0340

email: tbbrown@hutchtel.net

1947 CHRIS CRAFT 25' RED & WHITE EXPRESS

Twin 'K' Hercules

Status: Bottom frames replaced. New inner planking, original external planking re-installed

So far: Paid the bills

To do: Paint, roll upright, replace console top and instruments. Rechrome hardware, complete engines' R&R, re-install engines, fuel tank, hardware, paint as required

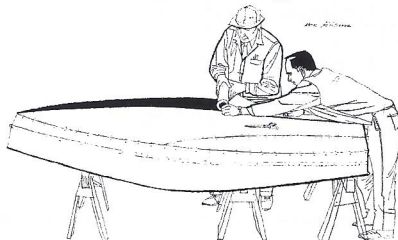
Problems: No

Want Help? Just sympathy

Willing to Share / assist others? Sure

Lowell and Marcia Arnold, 352-589-9557

email: marciaarn@aol.com



1946 ELCO 27' SPORT

Had Chrysler Crown 6 - will have Mercruiser 496

Status: New frames, stem, keel, chine and cripe

So far: Boat stands and lifting hoist built. Bottom pulled off and half the framework replaced.

To do: New everything, including cabin, deck, cabinets, wiring, fuel system, cooling system, bow thruster.

Problems? Yeah.....Oh Yeah

Need: Can't flip the boat over. The cabin trunk would have to be removed. Working over my head has one good thing however...building good upper body strength!

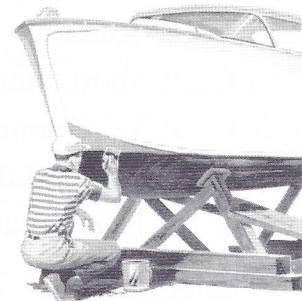
Want Help? I'm open to suggestions....always/

Willing to Share / assist others?

Kyle Jamar 918-629-4483 cell

918-743-8031 home

Email: kyle@valornet.com



*Working On Your Boat?
 Need Engine Work
 or Advice?*

**Look to our advertisers
 first for your
 restoration needs.**

**Chances are you'll find
 exactly what you need.**

Boats In Process - cont'd page 32

COMPLETE LIST OF *BOATS IN PROCESS* SINCE 2001

Is yours still here?

- ☞ 1956 Chris Craft 18' Sea Skiff
- ☞ 1955 Dunphy 12' Perch
- ☞ 1957 Thompson 17'6" Lancer
- ☞ 1960 Shell Lake 16' Runabout
- ☞ 1963 Lonestar 23' Cruiser
- ☞ 1948 Ventnor 21' Racing Runabout
- ☞ 1947 Century 16' Sea Maid
- ☞ 1950 Chris Craft 17' Special Runabout
- ☞ 1960 Chris Craft 25' Cavalier
- ☞ 1946 GarWood 17'6" Runabout
- ☞ 1929 Hacker Craft 26' Triple
- ☞ 1952 Higgins 17' Speedster
- ☞ 1966 Chris Craft 48' Constellation
- ☞ 1958 Century 19' Resorter
- ☞ 1949 Chris Craft Sportsman 22'
- ☞ 1930 Chris Craft 38' Commuter
- ☞ 1959 Thompson 17' Sea Lancer
- ☞ 1960 Lyman 15' Runabout
- ☞ Bob Speltz' Chetek
- ☞ 1948 Mays-Craft 23'x8' Utility
- ☞ 1956 Chris Craft 18' Holiday
- ☞ 1961 Owens 29' Express Cruiser
- ☞ 1961 Century 19' Resorter Square
- ☞ 1946 GarWood 17'6" Runabout
- ☞ 1929 Hacker Craft 26' Triple
- ☞ 1952 Higgins 17' Speedster
- ☞ 1958 Chris Craft 21' Capri
- ☞ 1957 Trojan 17' Sea Breeze Deluxe
(See story in The Forum, page 27)
- ☞ 1988 AlumaCraft 16' Model A Fishing Boat
- ☞ 1966 Century 17.5' Fibersport
- ☞ 1950 Chris Craft 18' Riviera
- ☞ 1925 Dodge Watercar 22' Long Deck Runabout
- ☞ 1955 Chris Craft 19' Capri
- ☞ 1959 Chris Craft 21' Continental
- ☞ 1947 Chris Craft 25' Red & White Express
- ☞ 1946 Elco 27' Sport

As always, we'd like to get updates on your progress. We're not asking for an article; just a "got the bottom painted," or "working on the third coat of varnish."

Send a quick email to datamerj@aol.com or call it in to 952-475-1384.
On your next coffee break, let us know how you're doing!!

HAVE YOU VISITED THE WEB SITE LATELY?

If you have, you'll see that the BSLOL site (www.acbs-bslol.com) is as interesting, well-organized, and easy to use as any in the ACBS. The credit goes to GARY BAKER who puts more hours than he'd probably admit into the endeavor. It takes a lot of hours to build a web site and a lot more to keep it up to date. Gary goes far beyond "above and beyond" to make the BSLOL site a resource for chapter members and a lot of others who "stray in from other chapters. THANKS A TON, GARY!



ALL
 PROCEEDS
 OF THIS SALE
 GO TO THE
 MINNESOTA
 VIETNAM
 VETERANS.



●**1975 CRUISERS INC. 21 FOOT (Oconto, WI)** fiberglass cuddy with a 327 V8 Mercruiser out drive and tandem trailer. Must sell for \$1,500.00. Boat located in St. Paul. Call Vic at Crosstown Auto (651-642-7715) or Cell # 612-325-8588. (M1003)

●**1947 CHRIS CRAFT DELUXE RUNABOUT** - Rebuilt 95 hp "K", upgraded to 12 volt, recent traditional bottom and new upholstery. Excellent user boat. \$13,900 For photos call 218-327-1512. email:dithomps@paulbunyan.net (M0204)

●**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)

●**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)

●**AIR COMPRESSOR** - 3hp, 20 gallon Sears rollaround. Approximately 15 years old. With 25' quick connect hose \$75 Jim Camery 715-426-2022 or jcamery@pressenter.com (M0204)

●**CREPEAU OVERHEAD LIFT** - for boat with lifting rings. \$1500 or best offer. 952-474-6406 John Benzian (M0204)

●**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)

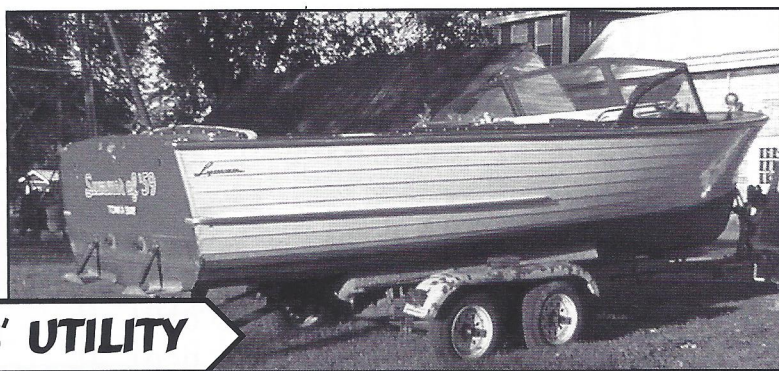


USE OF THE TRADING DOCK IS FOR NON-COMMERCIAL ADS ONLY

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

Non-Members: \$15 per issue, One-time \$5 fee for a photo. Payment must be received before the ad appears. Questions? Contact the editor at datamerj@aol.com or call 952-473-4936.

**FUND RAISER FOR
BSLOL
EDUCATIONAL PROGRAMS**



1959 LYMAN LAPSTRAKE 23' UTILITY

225 hp inboard Chrysler.



- Some transom work needed
- Engine needs a once over
- White upholstery w/red piping
- Convertible top
- Boat cover
- Hydraulic trim tabs
- Search light
- Swim ladder
- Tandem trailer
- All current registration

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@presenter.com

TAKING CLOSED BIDS - MINIMUM BID IS \$2,000. BIDS CLOSE MARCH 15, 2004 AND MUST BE RECEIVED OR POST-MARKED BY MIDNIGHT MARCH 15 TO BE CONSIDERED.

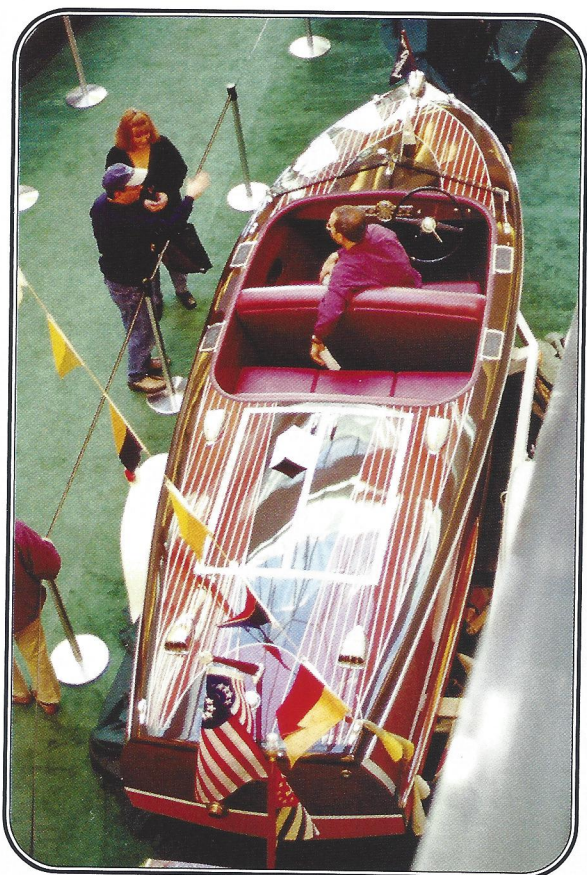
ATTENTION! SURVEY!

For those BSLOLers with email capabilities, keep an eye peeled for a message from the club to complete a quick survey on your boats, boating activities and other things. It will only take a few minutes and is completely anonymous. To complete the survey, go to this web site (type carefully)

<http://www.surveymonkey.com/s.asp?u=3329238718>

If you are on the web but don't get an invitation to participate, it's probably because the club doesn't have your current address. Feel free to update your club email address by sending the particulars to John Kinnard at: ccseaskiff@aol.com

ATTENTION! SURVEY!



1948 Century 18' Sea Maid
Owned by Dwain & Mary Kasel

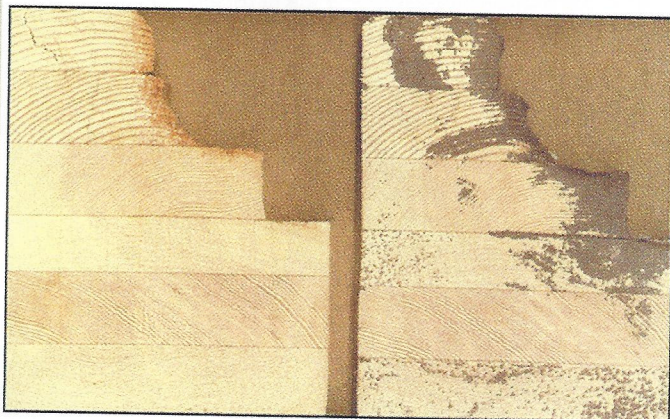


1942 Century 17' Sea Maid
Owned by: Ray Ellis & Carol Watonabe

Rot goes into wood farther than you think.

*You cannot see all of it.
We can find all of it.*

This is the modern technology
that restores deteriorated wood.



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

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

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

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

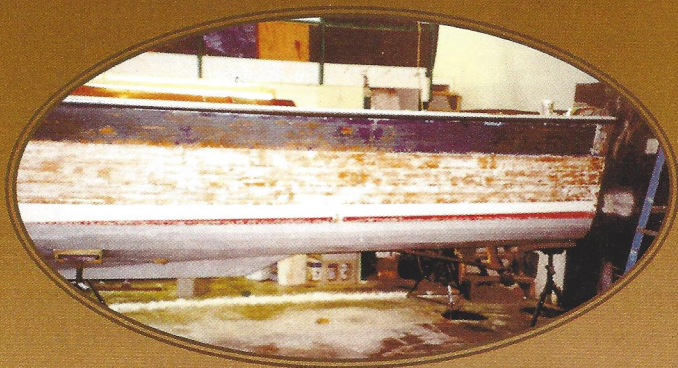
For more information contact: Smith & Co., 5100
Channel Avenue, Richmond, CA 94804-4646.
1-800-234-0330. www.smithandcompany.org.

MIDWEST BOAT APPEAL

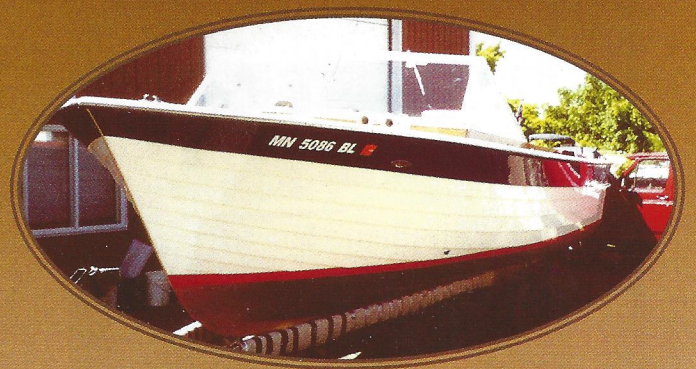


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From Start



To Finish

Chris Craft Skiff Craft Hacker Craft Garwood Lyman Century

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