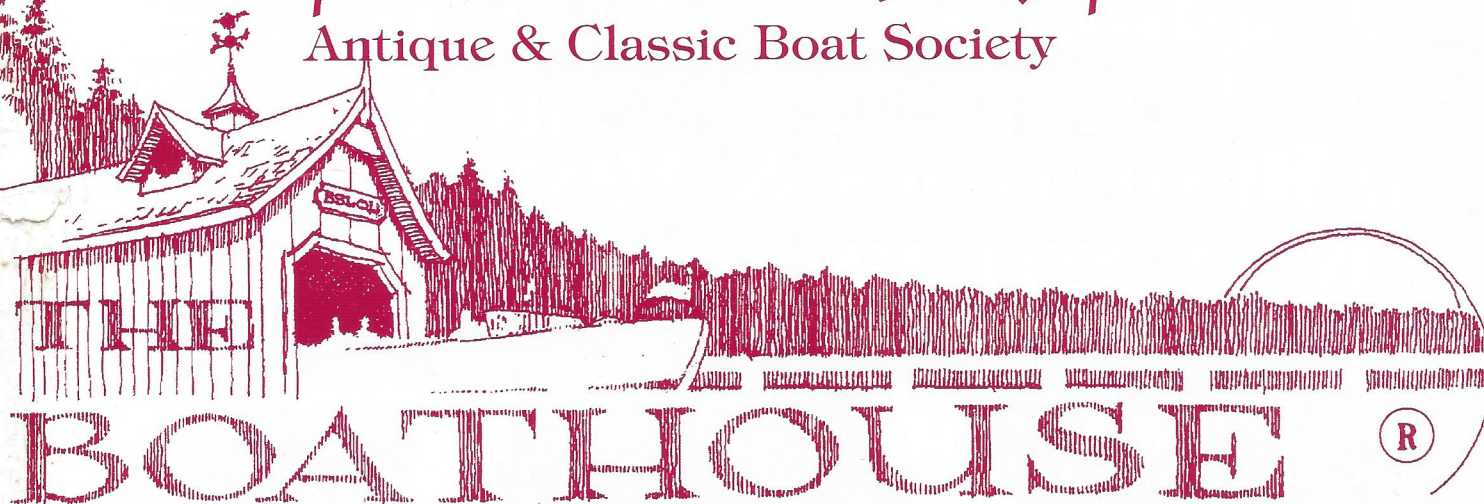



The Bi-Monthly Publication of the
Bob Speltz Land-O-Lakes Chapter
Antique & Classic Boat Society



Vol. 27 No. 2
April 2004

**DUE TO CIRCUMSTANCES
BEYOND OUR CONTROL**

**THE BOB SPELTZ LAND-O-LAKES
ANTIQUE & CLASSIC BOAT
RENDEZVOUS & MINI-CRUISES
WILL NOT BE HELD THIS YEAR!**



**On July 31, 2004, BSLOL will present the
LAKE MINNETONKA
ANTIQUE & CLASSIC BOAT SHOW**

as part of
Wayzata Minnesota's 150th Anniversary Celebration.

An array of stunning boats will be on display at
the Lake Street docks from 10 a.m. ~ 5 p.m.

See page 5 for details on the day's events.

A Registration Form is on the back of the mailer jacket this issue.



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.

Editor: Peggy Merjanian
952-473-4936/h 952-473-6601/w

email: pmerjanian@st-barts.org

18275 Hummingbird Rd.

Deephaven, MN 55391-3226

Photos & Much More!! Steve Merjanian

email: datamerj@aol.com

Fax & Home Office: 952-475-1384

BOARD OF DIRECTORS

PRESIDENT ANDREAS JORDAHL RHUDE
612-823-3990 /h/w
ajrhude@aol.com

VICE PRESIDENT JOHN KINNARD
952-472-1013 /h
612-408-6930 /cell
763-533-1200 /w
ccseaskiff@aol.com

TREASURER JIM CAMERY
715-426-2022 /h
651-688-1936 /w
jcamery@pressenter.com

SECRETARY OPEN

BOARD MEMBERS

Brad Ernst 320-395-2854 /h
20-864-6897 /w
bcernst@hutchtel.net

John Laidlaw 952-926-9088 /h
jlaidlaw@mn.rr.com

Peggy Merjanian 952-473-4936 /h
952-473-6601 /w
pmerjanian@st-barts.org

Hunt Russell 952-447-7899 /h
teamrussell@integraonline.com

Mark Setterholm 952-474-1998 /h
612-338-4656 /w
mark@drive-thru.tv

John Tuttle 952-933-6603 /h
john.tuttle@centerpointenergy.com

DIRECTORS AT LARGE

Suza Gosh 320-250-9679 /cell
g7su@2aol.com

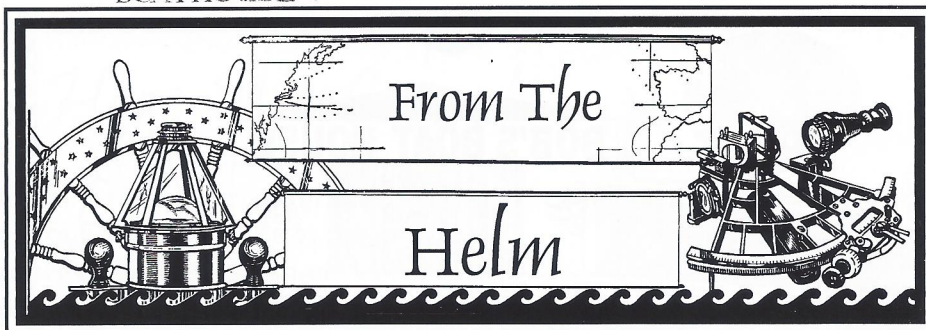
Bob Johnson 952-380-1505 /h
kesslerjohnson@earthlink.net

BSLOL PHONE NUMBERS:

Local: 952-934-9522

Toll Free: 877-636-3111

Emails: BSLOLmbrshp@aol.com
bslolMTKAshow@aol.com



Build me straight O Worthy Master!
Staunch and strong, a goodly vessel,
That shall laugh at all disaster,
And with wave and whirlwind wrestle.

Longfellow

Spring is here and the boating season is just around the corner. I am itching to get back out there on the lakes and rivers!

As Longfellow implies, I am certain we are all building or restoring a boat that will some day skim over the surface of the water. Harms way will be kept at bay with the strength and tenacity of our antique and classic wood, fiberglass, aluminum, and steel watercraft.

2004 will be a metamorphosis year for BSLOL. As many of you may have heard, we will NOT be holding our annual Rendezvous at Treasure Island Resort & Casino. Our second option for a location also fell through after diligent work by a handful of our volunteers. The location we had in mind was unable to come to terms with having a public boat show at their facility so they turned us down.

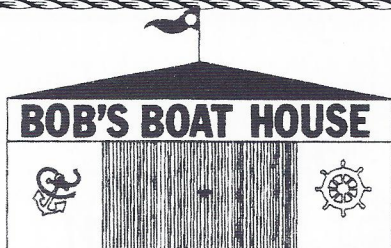
On the brighter side, we will be having an antique & classic boat show on Lake Minnetonka once again. On Saturday, July 31st, we will have a display of boats at Wayzata Bay as part of that city's 150th birthday celebration. Additional details can be found on page 5. Change is good; it keeps us on our toes and stimulates interest in our group. We feel that in the long run this may be a blessing in disguise.

We have had three excellent winter and spring workshops/tours that were very well attended. Thanks to all those folks that made them a success. The hosts deserve special recognition: Dan Nelson, Eric Theship-Rosalis, and John Monahan.

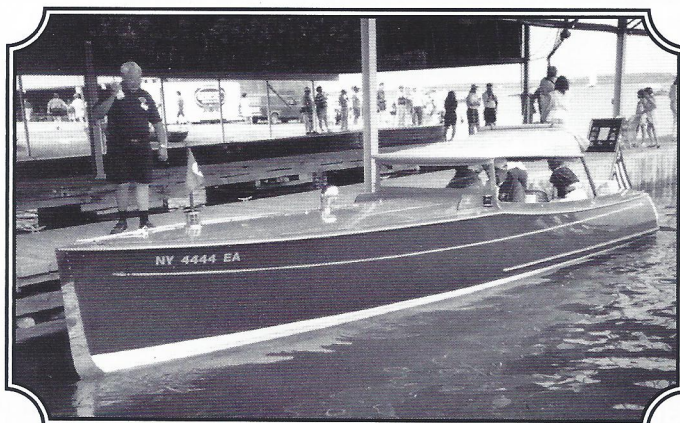
We have plenty of activities already planned for the Spring, Summer, and Fall. Check our calendar of events on page 22 for more details. We hope to see you at one or more of them.

C-ya on the water!

Andreas Jordahl Rhude
President



Reflections of Bob Speltz from his personal photo album.



Please accept my apologies for the delay of this April issue. Nothing is foolproof - not even this electronic age we've come to depend on so heavily. Thank you for your patience and understanding.

— Editor

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.

IN THIS ISSUE

From The Helm	3
Board of Directors	3
BSLOL Contact Information	3
The BoatHouse Schedule	3
Bob's Boat House	4
BSLOL Mission Statement	4
On Our Cover	4
Lake Minnetonka Here We Come!	5
After-Show Picnic	5
Spring Mixer	6
Grand Excursion 2004	6
Mt. Dora Show	7
Gadgets and Kinks	8
Service Department	9
More Boats In Process	12
Winter Educational Series	13
Complete List of Boats In Process	14
Meet Our Members	15
Welcome Aboard!	15
Outboard Corner	16
To Lynn O'Connor	17
Boating Safety	18
Aquatennial	19
Are You New to BSLOL?	20
Mt. Dora Show	21
BSLOL Events Calendar	22
Advertising Rates	23
Boat-In-Process Progress Report	25
More Mt. Dora	26
Porthole To The Past	27
2004 Boat Show Schedule	29
Trading Dock	30

On
Our Cover

*A Chris Craft 24'
Sea Skiff at the
Mt. Dora Show*

Lake Minnetonka Here We Come!

For the first time in several years, BSLOL will have a presence on Lake Minnetonka. **THE LAKE MINNETONKA ANTIQUE & CLASSIC BOAT SHOW** is part of the City of Wayzata's 150th anniversary celebration which marks the beginning of western settlement of what ultimately became Wayzata (a Sioux word meaning north shore.) It has been our goal to return to the area for quite some time. The Wayzata birthday party affords us that opportunity and we're excited to be back on Minnetonka.



Boats will be displayed in the water at the docks at Sunset's Restaurant on Wayzata Bay in the heart of downtown on **SATURDAY, JULY 31 FROM 10:00 A.M. UNTIL 5:00 P.M.** At the close of the show, a boat parade through Wayzata Bay (reminiscent of past years) leads all boats to an evening picnic on Big Island.

Due to the extremely limited amount of dock space, only BSLOL members boats (one per member) will be accepted. Boat selection is on a first-registered-and-paid, first-served basis. No on-site registrations will be accepted.

THE REGISTRATION FORM CAN BE FOUND ON THE BACK OF THE MAILER JACKET OF THIS ISSUE.

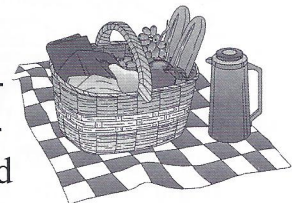
THIS IS THE ONLY REGISTRATION FOR THIS SHOW.

Get your entry in right away to assure a slip. Questions: Call our hotline at 952-934-9522 or 877-636-3111(toll free) or email bslolMTKAshow@aol.com

Note: This is NOT a judged show, however awards will be presented based on Peoples' Choice and Skippers' Choice votes.)

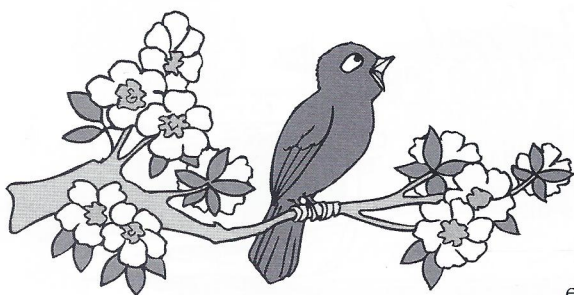


Use the Registration Form on the back of the mailer jacket of this issue. Get your reservation in right away - especially if you want to display your boat. The day will end soon after dusk with a fireworks display in Wayzata Bay.



City of Wayzata 150th Anniversary (Partial) Schedule of Events on Saturday, July 31.

- All Day:** Antique & Classic Boat Show at city docks by Sunset's Restaurant
- Morning:** Kids Olympics at Wayzata Beach followed by a kids lunch and a giant birthday cake. Yacht Club regatta in Wayzata Bay.
- 2:00 p.m.** Time Capsule dedication at City Hall.
- 5:00 p.m.** Street party on Lake Street with a cookout and entertainment.
- 10:00 p.m.** Fireworks in Wayzata Bay.

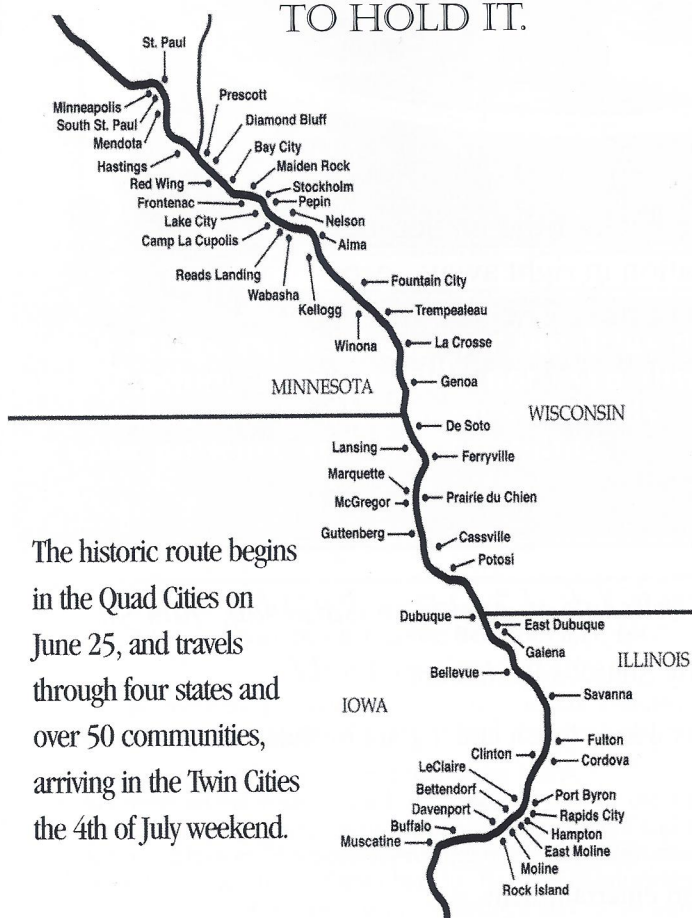


Spring Mixer May 23

Make your reservations now for BSLOL's official kick-off to the 2004 boating season. Once again we return to Al & Alma's Restaurant for dinner, followed by an evening of boating (weather permitting) on beautiful Lake Minnetonka. Cocktail hour starts at 4:00 p.m. followed by dinner. There will be a choice of four entrees for a cost of \$21.25 payable at the door. **RESERVATIONS ARE REQUIRED** and they can be made via our club hotline, **952-934-9522**. Please leave a message indicating your name, the total number of people in your party and provide your telephone number.

GRAND EXCURSION 2004™

A CELEBRATION SO BIG,
IT TAKES ONE RIVER
AND FOUR STATES
TO HOLD IT.



IN 1854 IT WAS THE BIGGEST
EVENT IN THE MIDWEST. 150
YEARS LATER, IT STILL IS.

GRAND EXCURSION 2004 celebrates the renaissance of the upper Mississippi regions, recreating the 1854 steamboat expedition that brought worldwide attention to what was then America's wild, western frontier.

Communities all along a 400-mile stretch of the Mississippi — from the Quad Cities of Iowa and Illinois through the bluffs of Wisconsin, to the Twin Cities of Minnesota — will host cruises, celebrations, recreational and cultural events, as well as showcase billions of dollars worth of river revitalization projects.

BUT THE MAGNIFICENT
CENTERPIECE OF GRAND
EXCURSION 2004 WILL BE
A STEAMBOAT FLOTILLA
THAT WILL RETRACE THE
ORIGINAL GRAND EXCURSION'S
HISTORY-MAKING JOURNEY.
THE FLOTILLA'S JOURNEY ENDS
IN ST. PAUL ON JULY 4.

Harbor, day and overnight cruises and railroad trips are available. You can sign up for free email ongoing updates on events and special offers from communities all along the route.

www.grandexcursion.com
or call 1-800-GEX-2004.

BSLOL TRADITION BEGINS IN MT. DORA

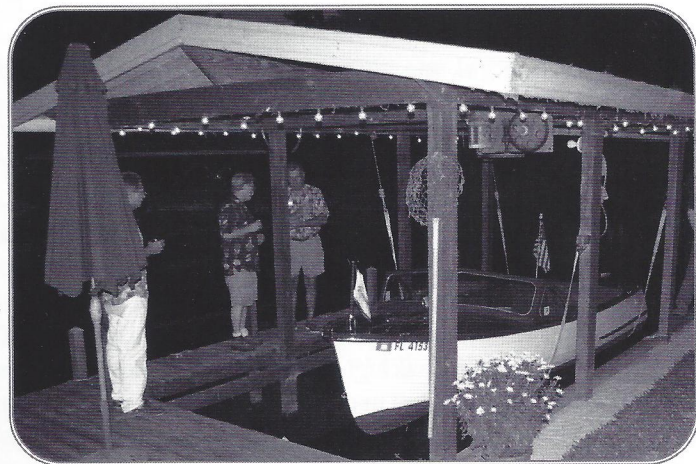
by Jerry and Maureen Valley

It was our greatest pleasure to host the second annual "Kickoff Party" for the Mt. Dora Boat Show. The party was designed to entertain visiting BSLOL members, their host families and their various friends from the local area to create an atmosphere of fun and comraderie for Jerry and I, it was a delight to see old friends mixing with new and to witness the exchange of information with promises to stay in touch.

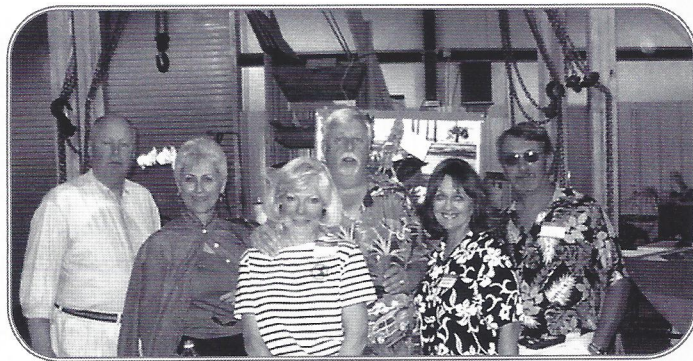
I may be adding more "tropical fish" to the pool which were of some concern to a number of party goers. Question: "What kind of fish can withstand the chlorine in your pool?" Answer: The kind that takes AA batteries!

We hope to make this an annual event and are already planning next year's soiree. Thanks to all that attended our party...your presence is what made it a success. We look forward to seeing all of you next year, so mark your calendars - the Thursday prior to the boat show!

'Til then, our best to all,
Maureen and Jerry Valley



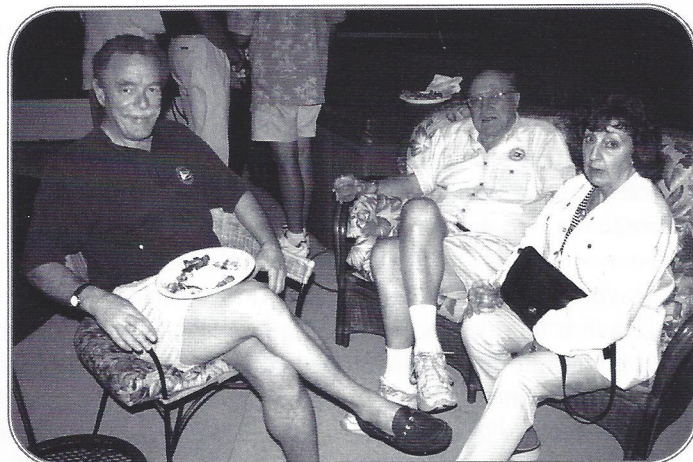
Under the canopy at the Valleys'.



Bob Johnson, Beth Kessler, Marcia & Lowell Arnold and Maureen & Jerry Valley

For those who have not had the pleasure of knowing Jerry and Maureen Valley, they are long-time members of BSLOL. Jerry was an invaluable addition to the Board of Directors for a number of years and their involvement with the club is very deep-rooted. If course, they were in Minnesota during that period, but have since opted for the warmer climes of Florida. (I hear there's unfrozen water all year long!) I guess that was just too much to resist. Except for the geography, not much has changed -- they're still BSLOLers and still in the center of things - albeit remotely - as is evident in this article. Our loss is Florida's gain. (You can take the BSLOLer out of MN, but you can't take BSLOL out of their hearts.)

—Editor

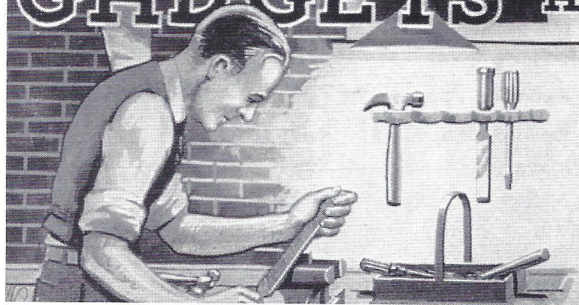


Jeff Stebbins, Gordy & Gina Millar



Jim Jergens & his wife, Lowell Arnold in the center.

GADGETS AND KINKS



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

WOODEN BOAT RESTORATION IDEAS OR HOW TO DRIVE THE NEXT RESTORER NUTS

by Sherwood Heggen

All does not go as planned. In the previous *Gadgets and Kinks*, I stated the subject would be making and installing new bottom planks. The subject project is not yet under way, so consequently, text and supporting pictures haven't been taken. Time management skills have not allowed us to make more than 24 hours in a day. So, we improvise and go a different route for the time being. In a future *Gadgets and Kinks*, the article regarding making and installing new bottom planks will be published. This time we have a whole "boat load" of great boat restoration ideas that amateur and professional restorers can use to make it really difficult for the next restorer. Let's review some of those clever ideas to maximize their aggravation level.

1. USE A LOT OF SILICON RUBBER (COLOR OPTIONAL)

Use every opportunity to use silicon rubber. Put a liberal amount of it in the screw holes before installing deck hardware and then coat all of the screw heads with it to keep water from penetrating under the varnish. This also makes the screws really difficult to remove and will keep vandals from stealing the hardware when the boat is in storage behind the garage. And for sure, you want to apply a liberal bead of silicon rubber on the inside of the cutwater at the screw line to keep the water out. Use it as a windshield gasket in the slot between the glass and windshield brackets. It will really protect the glass from damage plus it will keep it firmly in place. Smear it on the instrument terminal screws before installing the wiring and nut. No lock washers are necessary with the use silicon rubber. Then, after the wire and terminal nut is secured, apply a liberal coat of silicon rubber on the wire at the terminal to act as strain relief.

2. TIGHTEN SCREWS WITH ALL OF YOUR STRENGTH

You don't want the hardware on your boat to fall off, so put it on as tight as possible. Really crank down on those cutwater and rubrail screws. Deck hardware should be pulled down hard enough to dent the wood. You will know the screws are tight enough when you feel the screw give a little which means the holding power has met its limit. Stop right there. Further tightening will only loosen the screw. If you do go too far and the screw becomes loose, plug the hole with a

bunch of toothpicks and epoxy and drill a new hole for the screw. With this method, you can really crank down on the screw. In the event the screw snaps off, simply put in another one at an angle to miss the first one that was obviously too weak for the job. Remember to smear silicon rubber over the heads when the screws are firmly in place.

3. DECK SEAMS

Improve on those narrow little deck stripes by making them wider so they can be seen better from a distance. If the deck seam has a crack that needs filling, you know how to fix that - cram the crack full of silicon rubber. In fact, if the seam looks like it needs replacing, dig it out with a chisel and replace the whole seam with silicon rubber. Use white so you don't have to paint it. An option here is to use bathtub caulk.

A great money saving tip is to use the less expensive tan colored masking tape we have used for years to mask off the stripe before painting it. Sure, the paint bleeds under the edge of the less expensive tape, but if you stand back to look at it, you won't notice it. To really save money and time, just use a narrow brush to paint on the stripes. A steady hand is important here, but again, if you stand way back to look at the end result, it won't look too bad.

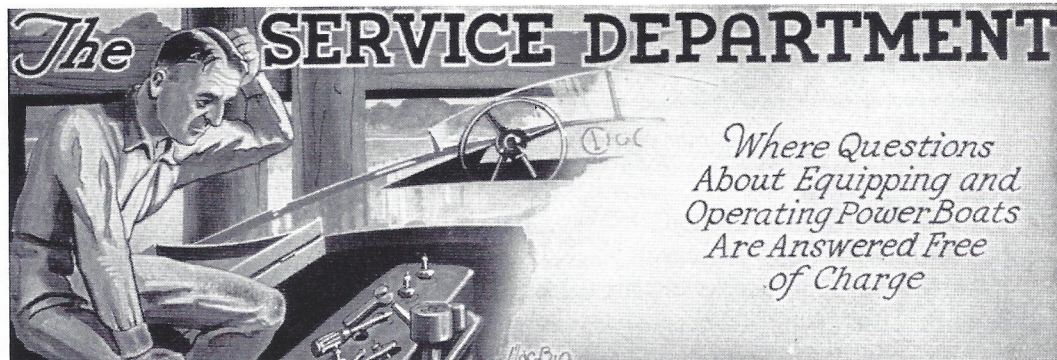
4. BE CREATIVE WITH THE BOOT STRIPE

The boat should look fast even when standing still. A good way to create this illusion is have the boot stripe go from the waterline at the stern (boater's term for back end of the boat) to the chine/stem junction at the front of the boat. This angles the boot stripe up to create that rearing back look that makes the boat look so fast while boot stripes that are parallel to the water line make the boat look like such a sissy. Do your best to make this change. Again, save money. Use the general purpose tan masking tape. Have you ever priced that supposedly superior 3M Fine Line masking tape those high buck restoration shops use? Wow! Use the tan stuff. It works pretty good at a tenth of the cost.

5. MASK OFF ALL HARDWARE BEFORE SANDING AND VARNISHING.

It takes a lot of time to remove and install hardware, so simply use the inexpensive masking tape and mask off the hardware. Apply the tape as best you can to the very edge of the hardware to keep the varnish off of it. This works fairly well. Be sure to remove the tape soon after you put on that last dust free coat of varnish to lessen your chances of leaving torn edge fragments of tape in the varnish. If there is tearing at the edge, leave it there as to not mar the varnish. The tape color should blend into the varnish. If you stand back, it will look OK. Using the more expensive blue painter's tape is not a good idea here as it will leave a noticeable blue remnant at

Gadgets & Kinks - cont'd on page 10



Dear My Main Man Dr. Motorhead,

I was pumped, psyched, wound up and ready to finish my boat and have the best "Chick Magnet" on the water. Here is where it all started. I went to the Minneapolis boat show for the first time in January 2003. I could not believe my eyes. The boats there were awesome. I saw everything from classics at the BSLOL display to super cool 40 footers with 1,200-horse power. What Babe in her right mind wouldn't go for the layout on these 40-foot "speedos"? I mean Dude, fur on the walls, mirrors on the ceilings, disco lights around the perimeter and the most radical mega thumping hyper-bass stereos one could imagine. It was truly inspiring. When I got home I popped open a cold one, closed my eyes and imagined myself sitting on a boat like this surrounded by a half dozen bikini clad women in high heels. Oh, could life be this great? Absolutely, I thought.

Then suddenly I snapped from my daydream and with a flash, realized this vision could even be better. Danny, I said to myself, you could have the best of both worlds. Turn your 1958 31-foot Constellation into a pleasure palace. That's it man, you are a genius. Think of it, the classic cruiser. Crusin' in my cruiser, the mere thought sent chills up my spine. All the Babes will go for it. The classic boat with a new pleasure palace interior. Nothing stopping me now, no sir.

Oh wait man, my bubble just burst, I thought to myself; none of this far out electrical stuff runs on 6 volts. I also wanted one of those 120-volt inverter things so I could operate a blender and a DVD player and television set. It says right on the box you need 12 volts to operate this inverter thing. What was I going to do? How do these inverter things even work? Man, this was too much to take for one afternoon. My dreams, my hopes, my aspirations to be the "Stud" of Lake Minnetonka were wiped out. Gone in an instant right before my very eyes.

"Dude", my roommate said, "get real you can have it all just like your vision". "Convert man, just convert", he insisted. "No way Jose, I am not going to church and settle down, or any of that stuff; not me man". "Not that kind of convert", he insisted. "Your generators Clyde, make them 12 volt", he proclaimed. "That's it Einstein, you're a genius", I declared "I am going to start tomorrow. Get me another cold one, we're celebrating".

No big deal I thought, in fact I had the Doctor Motorhead article from a few years ago on what to do and how to convert 6 to 12 volt, no sweat for this guy. Twelve volts here I come. But your Doctor Dudeship, this is where my troubles began.

Last spring was the beginning. I could almost feel the Babes flocking to my boat as I began removing the generators. Sent them out to Sparky's Generator and Used Clothing Shop to be converted. Oh did I tell you, I have twin engines, cool huh? Bought new batteries, switched over all the electrical stuff and was ready. Threw in the re-built

generators and fired the engines for my first ride of the season. I was going to do the remodeling and electronics over the summer. Heck, one thing wrong though, they wouldn't charge. My ammeter showed "0"-- one big goose egg. The generator wasn't generating. Heads were going to roll; somebody screwed up big time and I was getting anxious. Took them out and brought them back to have them fixed so they would work properly. Dropped them off and later got a call to pick them up. When I got there I asked, "What's the deal banana peal? Why didn't you do it right the first time?" The Dude behind the counter said, "nothing-wrong man". "Tested out just fine, throwing out 12 volts and the cutouts are doing their deal at 800 RPM man." So he said, "Put them back in and go out and get the Chicks like you said you wanted, can't do nothing for you here". Seems odd, I thought, how could they work here and not in my boat? Oh well, put them in and go for it I thought. Doc, same thing happened the second time -- no juice man this is getting serious. My roommate said, "Those guys at Sparky's are hosing you man". Bring them across town to Magneto's, the Italian generator shop. Get them done right and sue Sparky for all he is worth. So I did, brought them to Magneto's, I told them they didn't work and my attorney was in touch with Sparky as we speak. Two precious weeks go by and I finally get a call to come get my stuff. I got there and asked, "Well, what did you have to do?" "Nothing man, nothing." What? **"Nothing man, nothing."** "Sparky did a great job, both work just fine, 12 strong volts and the cutout trips at 800 rpms, perfect man, perfect." "Put them back in and use your boat." I was blown away. Now I had to sue my roommate for suggesting I convert. Not only did I not know why my generators weren't generating, I also had no idea of why there's a cutout on a generator anyway. Things were getting more complicated, not less.

I put them back in like I was told and you guessed it, they still didn't work. I was bummed to the max. My dreams were gone, blown away. What will I do? Do I have a jinxed boat? No stereo, no TV, no disco lights. The fur on the walls and the mirrors on the ceiling just aren't enough without all the electronics. It just wasn't working man, the Chicks never showed up at the dock. So it must be the lack of electronics. I need 12 volts big time, help me. Help Doc, get me converted. If you do, I'll meet you at Lord Fletchers and buy you a Long Island Ice Tea or something.

Signed, Disco
Danny

Dr. Motorhead - cont'd on page 11

the hardware/varnished deck junction if the tape tears.

6. USE WHAT SCREWS AND BOLTS YOU HAVE

Screws and bolts hold things in place. It is understandable that replacing screws that are damaged or missing can be a frustrating and expensive situation. Hardware stores sell screws if you don't have a source for those expensive stainless steel ones, or the really hard to find chromed brass screws. Steel screws stay nice looking for quite a while and are an inexpensive alternative. To better endure the elements, use galvanized screws. Oval head screws, especially the large expensive ones, can be substituted with galvanized carriage bolts. Just remember to drill out the hole in the hardware to fit the square thing under the head of the carriage bolt so it fits flush to the hardware. Appearance could be important to some people, you know, judges at boat shows and other so called critics.

If a deck hardware screw has lost its grip, replace it with a bigger one. Ignore what was said earlier about appearance if this is the best alternative to getting this boat in the water fast. Use what screws you have - slots, Phillips, Frearson, oval or flat head. It really doesn't matter. Diversity is the thing now days. Different screws can all work together to hold things in place. And remember to stand back some to admire your pride and joy. One place it really doesn't matter what screw is used is under the plug thingies in the deck. Do you have some extra oval heads lying around? Use 'em! Who is going to care what is under there anyway as long as it holds everything secure?

7. WINDSHIELD REPLACEMENT

Replacing cracked flat windshield glass can be very expensive. Glass shops don't work for free and the glass is likely to break again. The best route to go here is to use Plexiglas. Go to the hardware store and pick out a sheet that will fit for the replacement. Use your own saber saw and be proud of the fact that you made a replacement windshield yourself at a fraction of the cost. Maybe if the windshield on the other side breaks some day, you can make a matched set. Certainly, I hope you all took the above information as really bad advise, but it is surprising how many "restorers" practice the exact ideas described. Do not follow the above advise. On the serious side, I have been thinking some of the neat discoveries and ideas that come when working on boats. None of them are totally earth shaking, but they do provide convenience, save time and/or money, and might make the finished restoration look better than expected. Here goes.

Eliminating varnish runs and sags

When applying varnish, the idea is to get a full smooth coat. Every effort is made to lay it on with no sags or runs, but guess what? They happen. Sanding them out is a real effort to bring it flush to the surrounding varnish surface. The varnish stays soft and gummy in the sag for quite a while and loads up the paper. Preventing runs and sags is better than trying to resolve them. But, by the time you recognize one has begun, the varnish has already started to set. unless you thin the varnish with 5 -10 per cent Interlux thinner. Brushing thinner. It lengthens the time the varnish holds a wet edge and brushing out a run or sag can be done even 10 - 15 minutes later in slower drying conditions. If a run or sag does escape your attention, it can be easily sanded out but with a little help from denatured alcohol and 400 grit sandpaper the next day. Wet a paper towel with the alcohol and rub it over the run. Immediately sand the run with the sandpaper on a hard rubber sanding block. Take it easy with you sand because the alcohol causes the varnish to temporarily change allowing rapid removal. When the alcohol flashes off the run still isn't all gone, wipe alcohol over it again and carefully sand. Soon the run will be gone from gentle sanding and you can go on to the next coat of varnish. Be more careful on the next coat.

Eliminating dust in the varnish coat

How do you eliminate dust in the varnish coat? Getting it all out of the environment most of us have to varnish is very difficult, but you can attack it head on in the preparation of the hull before varnishing. The dust hides where it can, particularly in the hardware holes, the underside edges of the cockpit, hatch openings, the seam between the topsides and the deck, topside deck seams, and other similar locations. Now, if you were to trap the dust so that it can't be drawn out by the varnishing brush, that would eliminate that dust from being spread around on the surface. Try this. Clean the boat very carefully with the tools you have, i.e., tooth brush, compressed air, pressure, vacuum, washing with water, denatured alcohol, etc. Then, where ever there is a screw hole, vent hole, or crack that could conceivably hold dust, apply a coat of thinned varnish to that isolated area with a small brush. Say there is a screw hole that you just can't get any cleaner. Apply a little bit of varnish to the screw hole. For vent holes in the deck apply a coat of varnish to the inside edge of the hole. If there is any excess varnish it is on the surface, wipe it off with your finger leaving only a film. Do this a couple of hours or so prior to applying the actual varnish. This seals whatever dust still exists in that area and allows the sealer varnish to dry somewhat. Prior to the actual varnishing effort, go over the whole boat a couple of times with a tack cloth while not wearing a shirt or tee shirt. It is amazing how much dust there is in clothing. Most of the battle of dust control is in the preparation. Getting a dust free varnish job can be the most frustrating task in boat restoration. Good luck with this!

I hope the above information and ideas help you with your restoration project. The whole idea of *Gadgets and Kinks* is to help make your restoration effort go better. If the subject doesn't cover your need for an answer, feel free to call or write. You can reach me at 714-294-2415 or at Heggensj@Centurytel.net. I look forward to hearing from you. In the meantime, don't destroy it; restore it!

Dr. Motorhead - cont'd from page 9

PS: By the way, you may have seen me at Fletchers before; I'm the Dude with the Gold Chains.

Dear Danny,

Gold chains? How am I supposed to tell you apart from the other 300 Dudes with gold chains on any given night at Fletchers? Give me a break. Perhaps I should identify you as the one with the battery chargers in your boat. You aren't related to Dave Schmidt by any chance are you?

Dude, you don't have a problem, except perhaps with your life style. I will be the first to tell you, believe me. Here is what you got going. Get ready to party. You will be converted. Electronics, you and your "Chick Magnet" are soon to be one and the same. When I received my Doctorate, I took an oath; I offer advice to anyone on any mechanical or electrical problem regardless of life style, religion, means or gold chains.

So are you ready to swing down? Here's the skinny. Plain and simple, your generators are on the wrong engine. Unlike alternators, which you don't have, generators work in one direction only. The port engine (or for you the left one) turns clockwise or digital if your watch has no hands. The starboard engine (or for you the right one) turns counter clockwise or anti-digital if your watch has no hands. If you have the right hand generator on the left hand engine you will get nothing, "nada" as they say south of the border. Take them off and switch them to the opposite engine and you will be picking up Babes faster than you can say, "Where's my 'Pina Colada'"

Cutouts break the electrical connection to the battery. Remember boys and girls, current runs in either direction. If you shut down your engine the battery will supply power to your generator. Or better said, the generator will draw power from your battery. This will want to make your generator operate like an electric motor. In turn, running down your battery while shortening the life of the generator. So, if all you campers out there wanted to know why your ammeter didn't move and show that you were charging until you reached 800 to 1,000 rpms this is why. The cutout switches on and off the connection from your generator so it can generate instead of degenerate if you will.

As far as those 120 volt inverter things, where they turn 12 volt DC current to 120 volt AC current, I don't know how they work either. It's one of those things I just chalk up to magic.

Catch you on the rebound Dude,
 Dr. Motorhead



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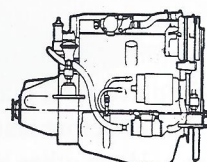
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MORE BOATS IN PROCESS

1940 CHRIS CRAFT 23' TRIPLE COCKPIT

engine: MS

Status: All frames replaced, starting stem, transome and chines. Engine rebuilt

To do: Finish bottom, start sides

Problems: Sure. Every step of the way has surprises

Need: Finances.....(sorry, just a joke)

Willing to Share? Yes

Mary & Paul Carey pauldoc@brainerd.net

1967 CENTURY 19' RESORTER

engine: 440ci Chrysler 330hp

Status: Sherwood Heggen has done woodworking & varnishing including total bottom replacement

So Far: We did all the disassembly of the chrome & interior. 90% of chrome has been rechromed or purchased new. We restored/stained all the vinyl seats

To do: Restore floorboards, assemble all the components

Problems: Not yet....Sherwood Heggen has been great!

Willing to Share? Yes

Ron Haberkorn 952-474-4415 ph.

952-470-1133 fx norteam@aol.com

1961 CHRIS CRAFT 23' SEA SKIFF

engine: 283ci Chris Craft 185hp

Status: Just starting. Stripped interior, have got info from Maritime Museum in VA

So Far: Know probable scope of restoration/rebuild. Many broken/rotted ribs. Replace 50% planking

To do: Everything. Got to build shelter before starting. Probable 3-year total project. Have other boats to finish along with this.

Problems: Time and energy

Need Help: Sure - once I get the prelims done.

Willing to Share? You bet....have tools, will travel!

Paul Morris, Des Moines, IA 515-243-1845/ph

515-282-3151/fx cedartreeinc@MCHSI.com

1955 NOERSKE 16' UTILITY (SPEEDBOAT)

engine: I now have a 1955 25hp Johnson OB to match motor on original boat.

Status: Stripping, painting & varnish - started sanding.

So Far: About 75% done on bottom.

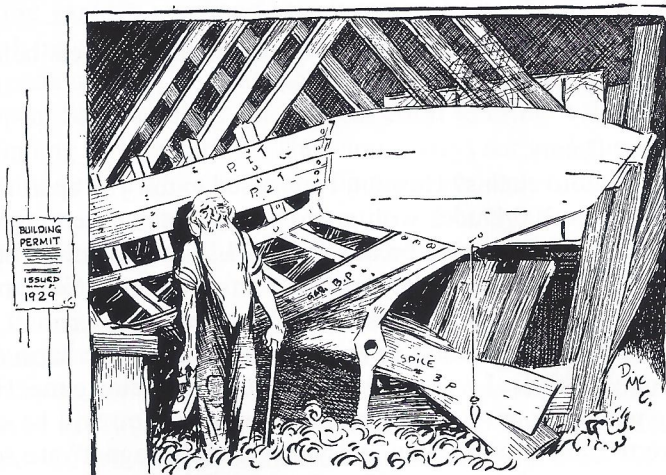
To do: All inside work yet to do.

Problems: Yes the varnished cedar strips are nailed with copper nails. These need to be reset and clinched.

Need Help: Yes - I will need some help.

Willing to Share? Yes

Ed Sheldon, 320-398-2552 sheldon@uslink.net



1961 CHRIS CRAFT 25' CONSTELLATION

engine: 283ci Chris Craft 185hp

Status: Just starting

So Far: Taking off all hardware - removing all carpeting

To do: Repair 3 holes in hull - boards in cabin. 2 boards each side of cabin. Replace all boards in cockpit fiberglass work. Paint.

Problems: Everything in general. First time working on a boat and knowing what to call the boards I'm replacing

Need Help: Yes

Willing to Share? Yes

Jon M. Card, 608-526-3456 jccard30@msn.com

1952 CHRIS CRAFT 22' SPORTSMAN

engine: Repowered 350 Chevrolet

Status: Fairing of the hull and installing new splash rails

So Far: Installed new keel, bottom & deck frames, bottom, hull sides, deck & transom planking, transom base.

To do: Install new sealing boards and new interior staining and varnishing.

Willing to Share? Yes

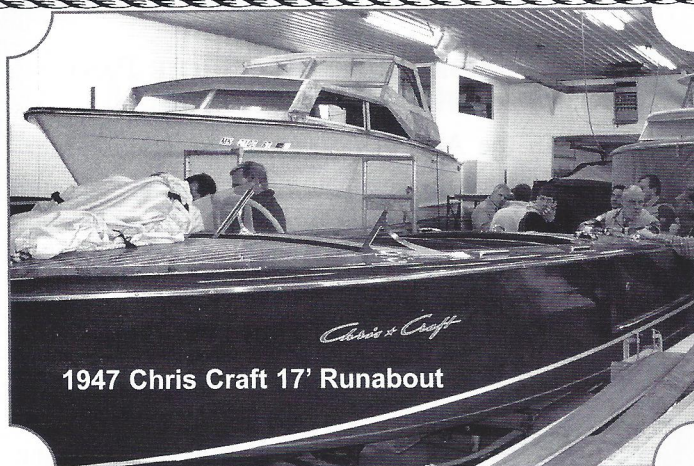
Brad Ernst 320-395-2854

OOPS! WE GOOFED!

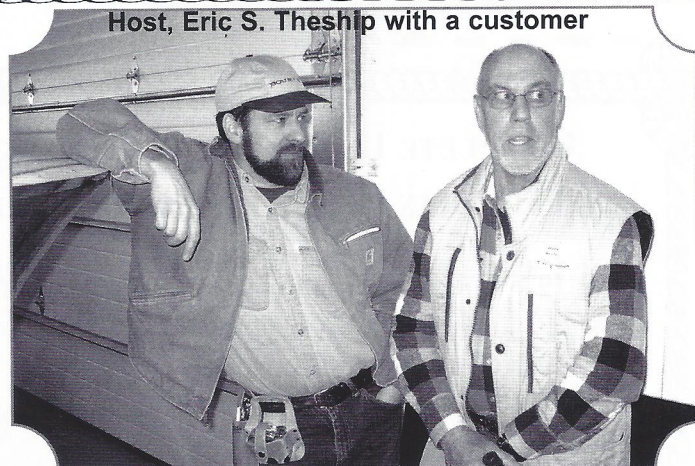
The first Boat In Process listed in the February BoatHouse is a **1968 ALUMACRAFT 16' MODEL A FISHING BOAT** NOT a 1988 as printed. Our apologies to Fred McCormick. Fred expressed the following need: "Could use help in finding a new prop shaft or someone who could plate up and machine down the old one." He also needs a trailer to be able to bring it to shows.

Please contact Fred at 651-736-9284 or email: fbmccormick@mmm.com if you can help.

Complete list of Boats In Process on page 14



1947 Chris Craft 17' Runabout

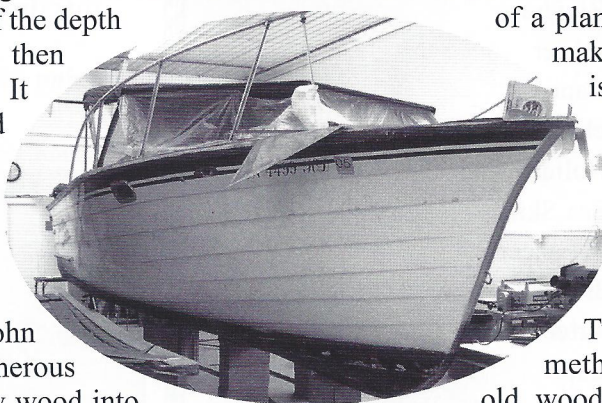


Host, Eric S. Theship with a customer

OUR WINTER EDUCATIONAL SERIES CONTINUES WITH A PLANK REPAIR WORKSHOP

by Andreas J. Rhude

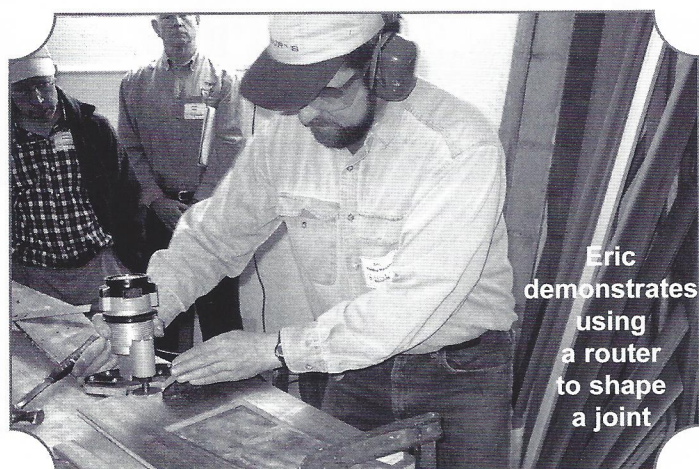
Over 50 members and friends attended our second winter educational workshop on March 20th. Held at Real Craft Boat Works in Chaska, Minnesota, it is owned and operated by member Eric S. Theship, shipwright. The group milled around, networked, and looked at the various boats in the shop for repair and restoration before instruction began. Eric gave a detailed working demonstration on router to mill out a certain portion of the depth rust stain, or other damage. He then the portion removed by the router. It cure. After curing it can be sanded And viola, you have a high quality otherwise would have to be method can be used on painted varnished.



After a great lunch prepared by John continued. Eric demonstrated numerous planking in addition to scarfing new wood into utilize as much of the existing boat structure as possible.

Tuttle and friend, instruction methods for making repairs in old wood. All this is in an attempt to

After the educational session was over, Eric opened up the home brew beer, a two-piece band began to play, and the remainder of the afternoon was an open house. It was an eye opening educational experience for many. In addition, the friends one makes and renews and networking of ideas and sources at these events is one of the most rewarding benefits of BSLOL membership. THANKS Eric for opening up your shop and sharing your expertise with us!



Eric demonstrates using a router to shape a joint



Eric examines his work.

COMPLETE LIST OF BOATS IN PROCESS WHERE IN "THE PROCESS" ARE YOU?

- ✦ 1925 Dodge Watercar 22' Long Deck Runabout
- ✦ 1929 Hacker Craft 26' Triple
- ✦ 1930 Chris Craft 38' Commuter
- ✦ 1946 Elco 27' Sport
- ✦ 1946 Garwood 17'6" Runabout
- ✦ 1947 Century 16' Sea Maid
- ✦ 1947 Chris Craft 25' Red & White Express
(See progress report on page 25.)
- ✦ 1948 Mays-Craft 23' Utility
- ✦ 1948 Ventnor 21' Racing Runabout
- ✦ 1949 Chris Craft 22' Sportsman
- ✦ 1950 Chris Craft 17' Special Runabout
- ✦ 1950 Chris Craft 18' Riviera
- ✦ 1952 Higgins 17' Speedster
- ✦ 1955 Chris Craft 19' Capri
- ✦ 1955 Dunphy 12' Perch
- ✦ 1956 Chris Craft 18' Holiday
- ✦ 1956 Chris Craft 18' Sea Skiff
- ✦ 1957 Thompson 17' 6" Lancer
- ✦ 1957 Trojan 17' Sea Breeze Deluxe
- ✦ 1958 Century 19' Resorter
- ✦ 1958 Chris Craft 21' Capri
- ✦ 1959 Chris Craft 21' Continental
- ✦ 1959 Thompson 17' Sea Lancer
- ✦ 1960 Lyman 15' Runabout
- ✦ 1960 Chris Craft 25' Cavalier
- ✦ 1960 Shell Lake 16' Runabout
- ✦ 1961 Century 19' Resorter Square Nose
- ✦ 1961 Owens 29' Express Cruiser
- ✦ 1963 Lonestar 23' Cruiser
- ✦ 1966 Century 17.5' Fibersport
- ✦ 1966 Chris Craft 48' Constellation
- ✦ 1968 Alumacraft 16' Fishing Boat
- ✦ 1954 Chetek Twin Cockpit

FIBERGLASS FROM THE PAST

In the April 1959 issue of "The Rudder" magazine, they noted that even though wooden boats still dominated the scene, fiberglass was quickly creeping up and overtaking the marketplace. At the National Motor Boat show in New York in early 1959, 48.5% of the boats on display were of wood construction. This was down from 60% only two years earlier. Fiberglass boats accounted for 18% of the boats at the show in 1957 and this increased to 34.5% in 1959. This was a sign of things to come that fiberglass would soon take over the new boat markets. Interestingly, aluminum boats had 21% of the boat displays in 1957 and this dropped to 13.9% by 1959.

Source: "The Rudder" magazine, April 1959, page 41

You paid
\$24,000 for it.

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



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Meet New Member MARK TOMPKINS

When did you become interested in antique and classic boats?

Many years ago.

What is your earliest recollection of an antique/classic boat?

My dad had a very old wooden sailboat and old outboards.

Do you own one now? Yes

What kind is it?

1956 Crestliner 12' Commander powered by a 1957 35hp Johnson.

What is your home port? Roseville, MN

Have you visited other shows - with or without your boat? Yes

Do/did you do your own restoration/maintenance? Yes (In Process)

What problems did you run into?

Many layers of 47 year old paint that I stripped off.

Where did you get the help you may have needed?

Kirsten E. & Mark at Twin City Outboard were very helpful.

What led you to join BSLOL?

I found my boat at the Treasure Island show and I liked the idea of showing my boat - and your web site

What activities would you like to see? Shows and cruises

Meet New Member Bob Kruse on page 17

Are you
a new
(or returning)
member to
BSLOL?
We'd love to
hear from you!
Just complete
the short
questionnaire
on page 20
and send it
to the editor.
We will
introduce you
to our readers.

Welcome Aboard!

Craig Aronson	Houston, TX
David & Linda Flaatt	Bay Point, FL
Frederick & Signe Koehler	Minnetonka Beach
Robert & Catherine Kruse	Bloomington
Roger & Susan Norbert	Edina
Mark Tompkins	Roseville

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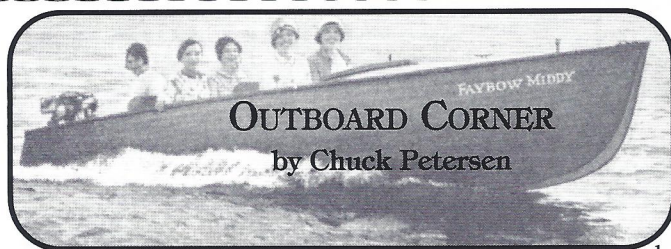
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OPC RACING AND THE ARISTOCRAFT

The 1950's saw the rapid growth of stock outboard racing captivate the U.S. boating audience, driven largely by the development of lightweight, affordable and reliable power plants by Carl Kiekhafer at Mercury Marine. The premiere races of the day included short track or circle courses of one mile or less, usually three lap sprint events. Marathon racers like the

Wisconsin-based Winnebago and Albany, New York races drew world-wide attention.

The 1960's saw a new version of stock outboard racing emerge. When most folks hear the term OPC they think of Bill Seebold and the Budlight sponsored tunnel boats powered by 300hp V-6 outboards. In its formative years OPC stood for "Outboard Pleasure Craft". Owners of wood and fiberglass monohull craft built by names like Crosby, Glastron, Yellowjacket and Whirlwind raced boats that could pull water skiers on the weekend! These were true family pleasure boats, powered by standard full gearshift type lower units, as they were sold by marine dealerships. Roy Rogers, the "King of Cowboys" added a publicity boost when he entered the sport.



Tunnel hull designs, tracing their roots to the Hickman Sea-sled, were refined by Bob Switzer, Ted Jones, and the famed Molinari family of Italy. This design eventually was out as the APBA standard.

My 1954 Aristocraft 14' Torpedo was raced in the late 1950's and early 60's. The firm was based in Georgia and produced a wide range of craft including cabin hulls. The most popular models were the 12' Typhoon, the 14' Torpedo, and

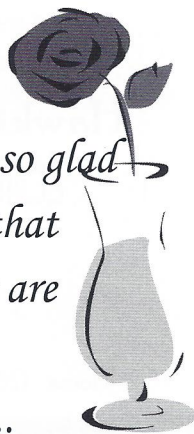
the 16' Matador performance runabouts. The Bob Speltz, Volume IV Outboard Edition features excellent photos of all versions. The semi U-bottom design is not as fast a true flat-bottom racing runabout, but the ride is better in rough water. My 43-year old back and knees really like the upholstered seats however! The Torpedo, like it's contemporary Switzer Shooting Star, could be fitted with front or rear cockpit steering. True performance enthusiasts always opted for the rear cockpit model. I was interested to find my boat was converted from front to rear seating by the original owner. I have experimented with various power plant configurations over the years and will elaborate in a future article. Happy Spring and a safe ice-out to all at BSLOL.



To Lynn O'Connor

Your friends at BSLOL

send you this greeting. We're so glad to hear you are home. Know that you are loved and our prayers are with you for a complete and speedy recovery! Hurry back... we miss you!



Daryl Geyen
Owner

Jay Soule
Manager

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Meet New Member BOB KRUSE

When did you become interested in antique and classic boats? I was about five years old when I became aware of our family's 1934 Dunphy speedboat, although at the time I didn't know what it was.

What is your earliest recollection of an antique/classic boat? From my earliest memories of my family's cabin near Ely MN, I recall a mysterious wood speedboat stored on railroad ties under a plastic tarp next to the lake. It has a long history in our family and sat derelict for many years.

Do you own one now? I now own the boat which is a 1934 Dunphy Water Phaeton. It's both registered and titled in MN, with her original registration number once again re-issued (that's another story!). She will be home-ported in Ely, MN. The Dunphy will finally be restored and put back where she belongs...on the water!

Have you visited other shows - with or without your boat? I've visited the Minneapolis Boat Show on several occasions. The BSLOL display was always my favorite. My boat has never been publicly displayed, although in its pre-restored form, it would make for quite a striking display next to the beautifully restored club boats.

Do/did you do your own restoration/maintenance? When she's finished, I plan on doing all my own maintenance.

What problems did you run into? My boat needs everything. I'm just now mapping out the restoration process. My only previous restoration experience was with a 1969 Dodge Charger that I completely rebuilt back in 1994. I'm thinking that working with mahogany wood may perhaps be somewhat different than doing sheetmetal work on a Dodge.

Where did you get the help you may have needed? I'm a complete beginner in the wood boat world. I've got more questions about storage, docking, trailering, maintenance and the like than you can shake a mahogany stick at, but I absolutely love old wood boats and am in great admiration of everyone in BSLOL whom I've spoken with, especially Sherwood Heggen who'll do the bulk of the restoration work on my Water Phaeton.

I've also created a website about my boat that people can visit: thelastwaterphaeton.com where people can partner with me in her restoration if they're so inclined.

What led you to join BSLOL? I would have to say that Bob Speltz led me to BSLOL. In 1979, when I was 23 years old, my dad wrote to Mr. Speltz regarding the unidentified boat on lake property. In his reply letter, which I still own, Mr. Speltz conveyed his love of these old craft and on this basis, I decided to someday recover and restore our family's boat. The chapter wasn't named after him at the time and it was the encouragement of Sherwood Heggen that finally got me to sign up. Thank you, Sherwood!

What activities would you like to see? I really love the BSLOL website and this is one activity that I'd like to see expanded. When my boat is finished, I'll plan on going to as many cruises as I can, of course. Please convey my thanks to Mr. Rhude for his kindness and assistance in becoming a member of BSLOL. I eagerly anticipate the day when one more wood boat, which could easily have been lost a dozen times over, returns to the water in sparkling original trim.

My sincere thanks to Mark and Bob for letting me introduce them to our members. Nice meeting you both! We look forward to seeing you this summer on the water and at our other events! Check the calendar on page 22 for our monthly Wednesday night cruises, the Lake Minnetonka Show and our May Mixer coming up very shortly (May 23).

—Editor



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KIDS NEED LIFE JACKETS ON THE MISSISSIPPI RIVER

Reprinted from Scuttlebutt September, 2003

If your family is boating on the Mississippi, be sure everyone under 13 years of age is wearing an approved life jacket while you're underway. The U.S. Coast Guard Boating Safety Office says the life jackets must be worn or you could face up to \$1,100 in fines for each violation.

Recreational boaters and their passengers can greatly increase their chances of serious accidents by wearing a life jacket while boating. It's not enough to have it on board — boaters must wear them to save their lives.

According to the latest Coast Guard statistics, nearly 80% of those who died in boating accidents in 2001 were not wearing life jackets, even though in many cases there were life jackets on board.

The National Safe Boating Council (NSBC) notes, "With new, more comfortable life jackets, it's easier than ever to wear one." Although boating fatalities and injuries have declined over 20 years, the numbers remain high — 681 dead in 2001. The latest statistics emphasize the speed and suddenness of accidents. Two thirds of all reported recreational boating fatalities in 2001 involved capsizing and falls overboard.

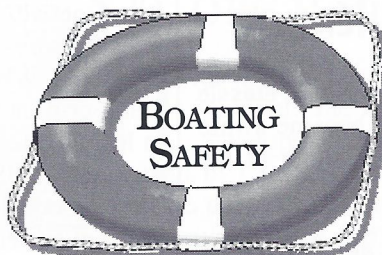
"In an emergency, boaters and their passengers often don't have time to find and put on stowed life jackets. It all just happens too quickly," said Rear Admiral Harvey Johnson, of U.W. Coast Guard. "The safest way to go is to wear a life jacket while you are on a boat. If more boaters did so, and insisted that their passengers follow suit, it would prevent tragic and needless deaths. Simply put — life jackets float, boaters don't. For information visit safeboatingcampaign.com or www.uscgboating.org or www.nasbla.org

NO LIFE VESTS AND EXPIRED LICENSES AMONG MOST COMMON BOATING VIOLATIONS

Reprinted from Scuttlebutt September, 2003 www.scuttlebutt.com

DNR conservation officers and county sheriffs deputies are taking note of a large number of boaters who violate the law by not carrying the proper number and type of personal flotation devices (PFDs of life preservers) on board their boats.

"It just amazes me as I go through the officers' reports, how many people forget their life jackets or don't have enough on board," said Tim Smalley, MN DNR boating safety specialist. "This law isn't new; it's been in effect for just about forever, but some boaters just 'space out' when it comes to their safety equipment. A life vest is the one thing



that has been proven over and over to help prevent boating deaths."

It is not just life preservers that boaters seem to be forgetting about. According to Smalley, other boating law violation list-toppers include: lack of current boat registration, intoxicated operation of watercraft and operating violations for personal watercraft, also called Wave Runners, Jet Skis, Sea Doos, etc. The DNR offers these tips to help boaters have a safe outing and avoid running afoul of the law.

- Carry the correct number and type of readily accessible life jackets on board. That includes a Coast Guard-approved wearable life jacket for each person on board the boat. Boats that are 16 feet or longer (except canoes and kayaks) must carry a Coast Guard approved boat cushion or ring buoy as a throwable device.
- Make sure your boat's registration (license) is up to date and the MN numbers and validation decals are correctly displayed on both sides of the forward half of the boat.
- Avoid alcohol while boating. It is unlawful to operate a motorboat while impaired, and it's a bad idea for even passengers to be intoxicated on a boat.
- Watch your wake. As boats get larger, the damage caused by their wakes can be larger too. A DNR officer recently reported a boat capsized, the occupant thrown into the water, by a large boat wake and his head was cut by his own boat's propeller. Wakes can also increase shoreline erosion, especially in times of high water levels.
- Watch where you're going. The number one cause of boat collisions is failure of the operator to keep proper lookout.
- Know the personal watercraft laws and obey them. You are required to display the personal watercraft rules decal issued at no cost by the DNR in full view of the operator. You may only operate a personal watercraft between the hours of 9:30 a.m. and one hour before sunset. Maintain a slow no-wake speed (5 mph or less) within 150 feet of non-motorized boats, shore (unless launching a skier), docks, swim rafts, swimmers or moored or anchored boats. You may also not jump the wake of other boats within 150 feet.

Boaters may obtain a free copy of the Minnesota Boating Guide with a summary of the state's boating regulations at 1-800 MIN-NDNR (646-6367), or download one from the DNR's web site: www.dnr.state.mn.us/boating





1950 Thompson 14' Runabout



Century Resorter Runabout

As the head guy for ACBS there are a number a laborious duties that have and will occur during my tour as President. Being invited to stay with good friends Maureen and Jerry Valley, attending the Mt. Dora Boat Show and all the activities while representing ACBS is a duty that I accept without hesitation.

For those of you who have had the privilege of visiting the area, boating through the Dora Canal and seeing the marvelous display of boats, cars and flea market vendors know of what I speak. The City of Mt. Dora and the Sunnyland Chapter work hand in hand to promote one of the finest shows in the Country. It is truly a pleasure to see a Community event as successful as this. With over 200 boats on display for this non-judged show is a very impressive sight. In addition to the wonderful weekend and the many activities planned around the show, the St. Johns River Cruise has proven to be equally as successful. Once limited to a southbound trip preceding the weekend, it now includes a northbound trip to meet with the popular demand that allows more people to participate.



Chris Craft 22' Sportsman

One of my many missions was to shake hands and kiss babies as an ambassador to ACBS. This really is the fun part. I have always stated that this organization is all about the people. Our focus is antique and classic boating however the people and the events make the society. I met many new friends and visited with countless acquaintances. The perk I received for this responsibility was finding a very rare and badly needed tachometer at the flea market. Only in Mt. Dora.

My many thanks to Maureen and Jerry for their hospitality and the great party they hosted on Thursday night at their beautiful home with a swimming pool that doesn't need draining in the winter. However, you

do have to keep on eye out for the monsters that lurk in the yard. Organizers Terry Fiest and Pete Williams for pulling off another successful show. Organizers Guy Marvin and Gerald Dake for their expert leadership on the St. Johns River Trip. And to all those many new faces I can now call friends.

Mark your calendars for the third week in March, 2005. Join your fellow ACBS'ers and take part in the many activities that are planned every year just for you.

Jeff Stebbins

MT. DORA BOAT SHOW



Amphi Car

ARE YOU NEW TO BSLOL? Help us get to know you better.

Name: _____

When did you become interested in antique and classic boats? _____

What is your earliest recollection of an antique/classic boat? _____

Do you own one now? _____ What kind is it? _____

What is your home port? _____

Have you visited other shows - with or without your boat? _____

Do/did you do your own restoration/maintenance? _____

What problems did you run into? _____

Where did you get any help you may have needed? _____

What led you to join BSLOL? _____

What activities would you like to see? _____

Return this portion to BSLOL, P.O. Box 11, Hopkins MN 55343-02011

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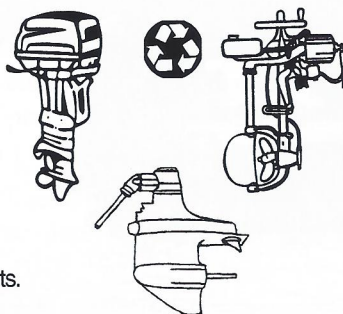
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65TH ANNUAL MINNEAPOLIS AQUATENNIAL



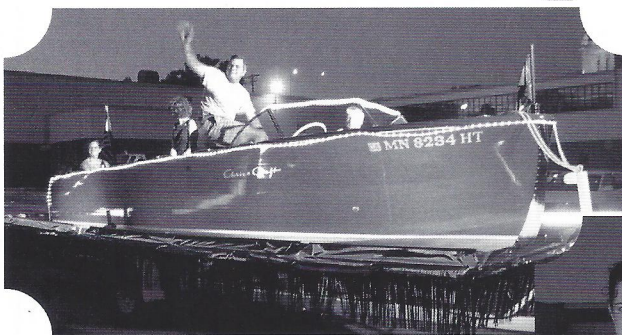
This year's Aquatennial opens on Saturday, July 17 with the customary Grand Day Parade at 12:30 p.m. This is always a fun event and gets things started off with a bang. The ten days that follow are crammed with all kinds of (water-related) activities.

BSLOL enters the festivities on Wednesday, July 21 with an entry in the Torchlight Parade. We will again display a stunning classic watercraft beautifully lit. It will be difficult to beat last year's entry, but the talented, creative and enthusiastic BSLOLers who tackled the job last year are back. Their creativity made quite an impression generating lots of 'ooohs and aaahs,' and we're betting they'll surpass all expectations! The parade kicks off at 8:30 p.m. - make it a point to be there.

Then, on Sunday, July 25, BSLOL will have a land display of three or four boats at Thomas Beach as part of the Aquatennial's "Beach Bash" - you know - the popular event with sand castles, milk carton races and so much more. We will be there from 9:00 a.m. to 4:00 p.m. - a one day show.



2003 Aquatennial Parade



Last year BSLOL entered one greatly-lit 1946 Chris Craft Sportsman owned by Shawn Palmersheim in the Torchlight Parade. In addition to being a great attraction in and of itself, the boat was graced with the Queen and two Princesses from the previous year's Aquatennial. The 2002 parade was rained out, so these ladies never got to ride in the parade. It was a beautiful addition to our entry!



2004 CALENDAR

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:

bslolmbrshp@aol.com

bslolMTKAshow@aol.com

(Events are subject to change)

MAY

- ☞ May Mixer - Dinner at Al & Alma's on Lake Minnetonka. Details on page 6
Reservations Required! See below

JUNE

- ☞ 9 Club Cruise - Lake Minnetonka

JULY

- ☞ 14 Club Cruise - Lake Minnetonka*
☞ 21 Aquatennial Torchlight Parade
☞ 31 Lake Minnetonka Antique & Classic Boat Show
On the docks in Wayzata. Full details, page 5.

AUGUST

- ☞ 11 Club Cruise - Lake Minnetonka*

SEPTEMBER

- ☞ 8 Club Cruise - Lake Minnetonka*

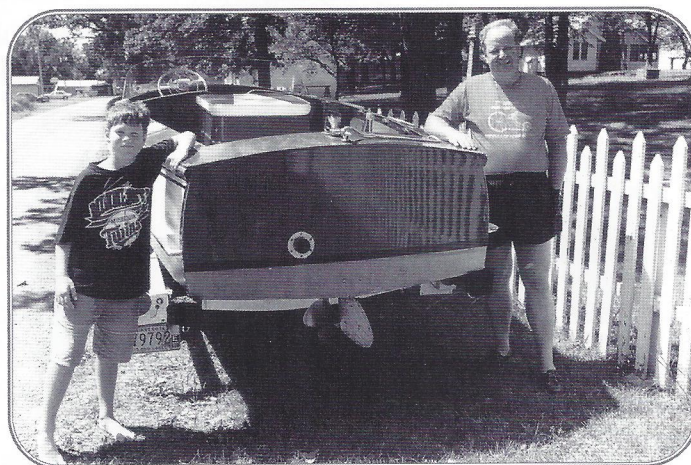
OCTOBER

- ☞ 3 Fall Colors Cruise & Brunch on Lake Minnetonka
Brunch at Lord Fletchers begins at 11:00 a.m.
Reservations Required! See below

For all **"Reservations Required"** Events
RSVP to BSLOL hotline:
952-934-9522 or 877-636-3111

*All Lake Minnetonka Club Cruises start at Wayzata City Docks at 6:00 p.m. on the second Wednesday of the month (weather permitting.) Bring a dish to share. Don't have a boat? Come anyway - there's always room for one more!

☞ www.acbs-bslol.com

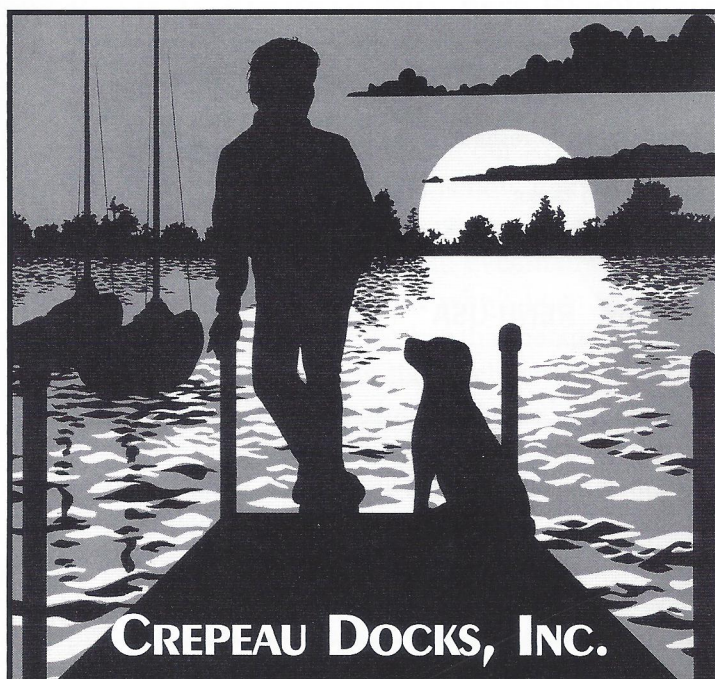


John Eiser, age 8 and Bob Johnson
with Bob's "Miss Higgy" in 1990.

Thanks to John's dad, Richard Eiser,
for sharing this great photo.

*We're always looking for
pictures of children in a
"boaty" situation.*

Dig out those summer pictures - there are bound to be some. They don't have to be recent - just be sure you identify who and if possible where and any other information that goes with the picture. We'll print it here in our ***We start 'em young!*** feature.



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

The BoatHouse is published 6 times a year on the even months. Ads must be camera-ready and paid when submitted. Send **PAYMENT TO:** Jim Camery, W11860 County Road FF, River Falls, WI 54022. Direct questions regarding ad rates to Dave Doner at 952-835-2549 fax 952-831-5074 email: ddoner9289@aol.com

BSLOL reserves the right to refuse any advertisement.



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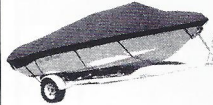
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BOATS IN PROCESS PROGRESS REPORT

Chris Craft 25' Red & White Express
Lowell & Marcia Arnold

Here are a few progress pictures on our Red and White Express Cruiser *Dauntless*. She is now getting her first coat of white primer on the inside. Things are still being fitted and the inside will eventually be a nice bright red as before (anyone who's been to our Minnetonka Shows will remember that beautiful cruiser.) Additional holes in the sideboards will allow for airflow (very important in humid climates.) The Red and Whites are good for that in the old design as they didn't have enough air flow on the interiors and were thus called "stink boats." "*Dauntless*" will no longer be classified as "stinky."

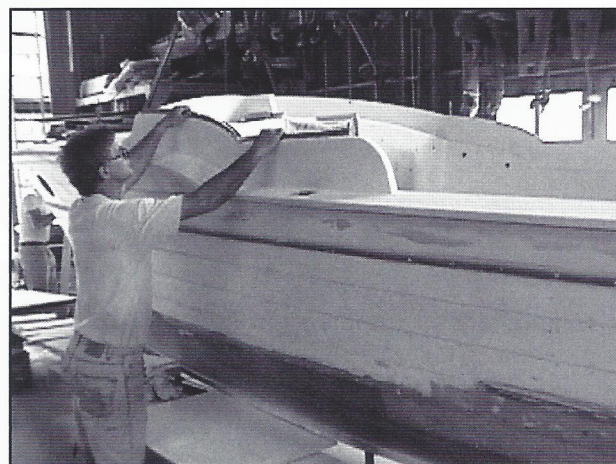
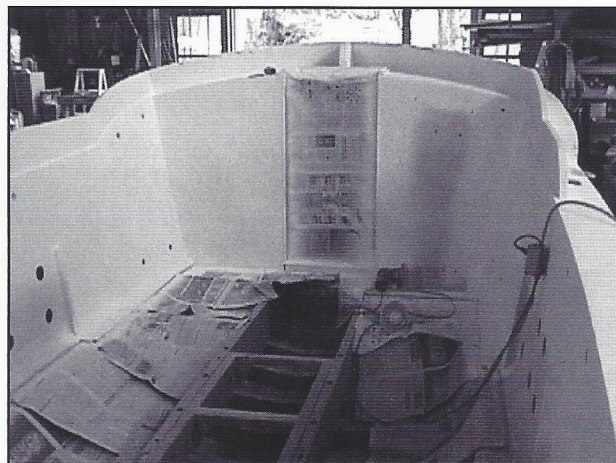
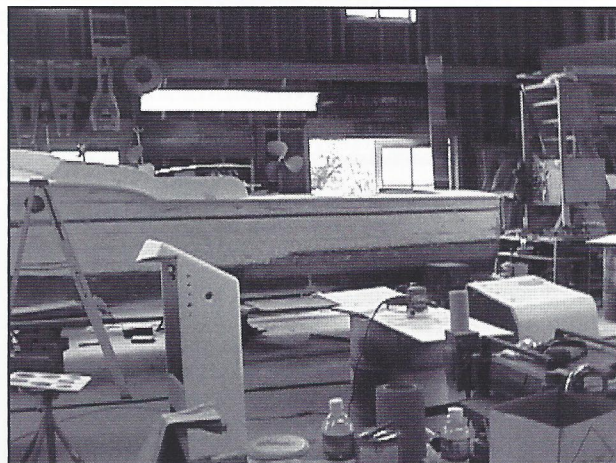
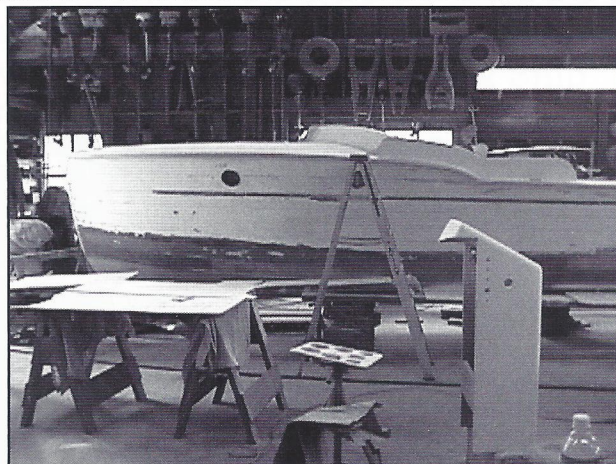
The riser for the windshield is now being installed. It's very important to mount the windshield and not have any undue stress to the glass. The glass is original and we just don't want anything to happen to that. It is a learning process for everyone. So the bottom is done, sides are sanded and ready to paint as well as the deck. We're working on replacing the non-stainless steel covered buttons on the V-berth cushions as they will "bleed" through rust down here.

Another thing we've learned is that we have to look at larger white bumpers for the boat for docking; the lakes and river down here get really choppy. We're anxiously anticipating the launch of *Dauntless* on the St. John's for her first test run.



Thanks for the update on Dauntless. Keep us posted. We'll especially want to see the finished product.

— Editor



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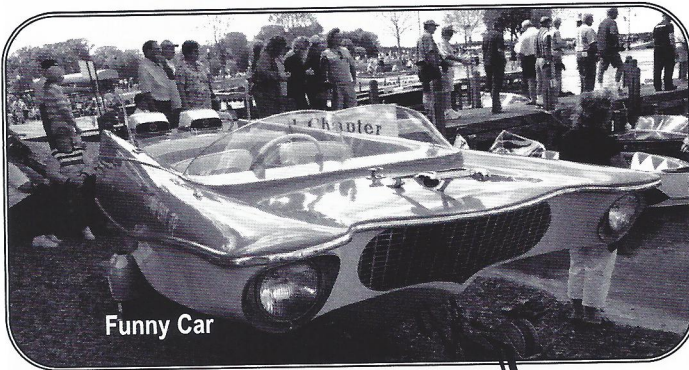
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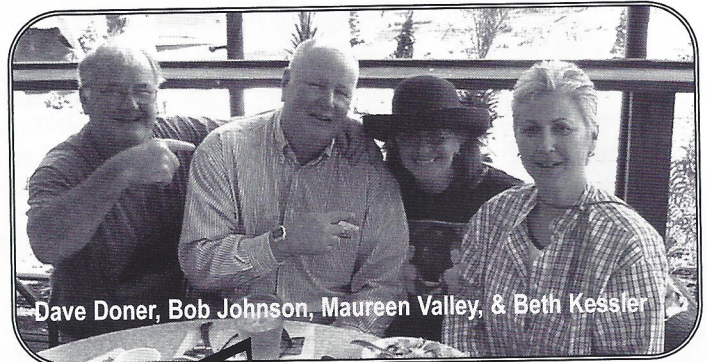
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S.W. corner from BlackBear - Cty Rd 61 South 3/4 mile

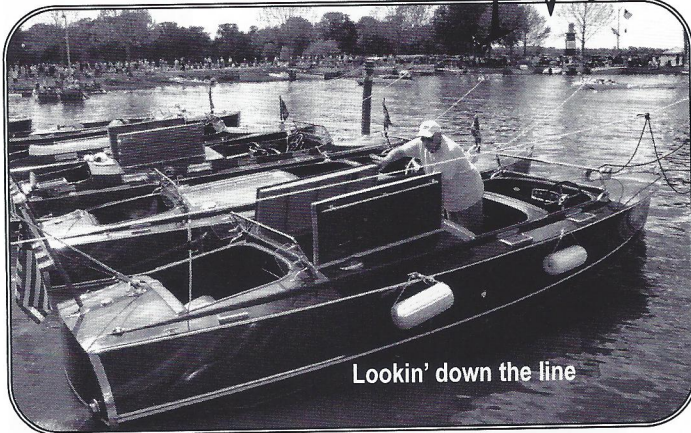


Funny Car

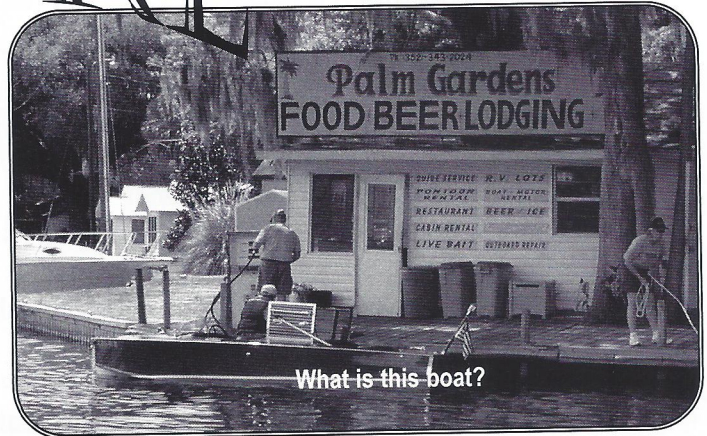


Dave Doner, Bob Johnson, Maureen Valley, & Beth Kessler

MORE

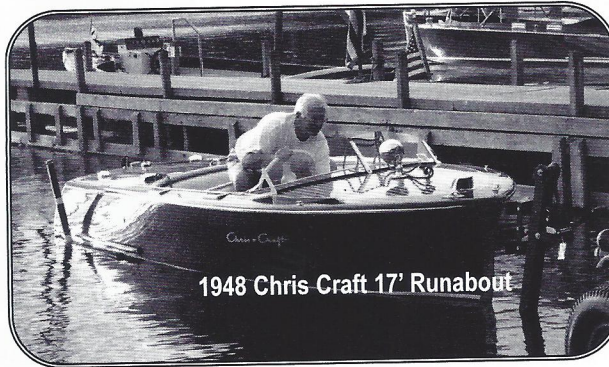


Lookin' down the line



What is this boat?

MT.

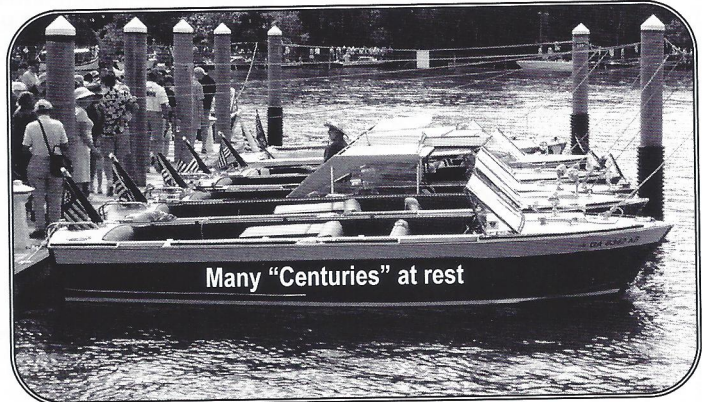


1948 Chris Craft 17' Runabout

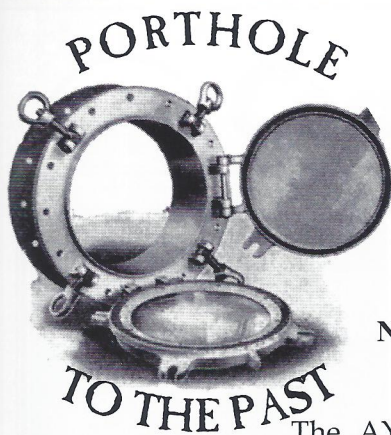
DORA



1947 Chris Craft 22' Sportsman



Many "Centuries" at rest



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

By Jackie Abramian as published in the Armenian Press

ABOUT AYAS NAUTICAL RESEARCH CLUB

The AYAS Nautical Research Club, named after the medieval port of Ayas in Cilician Armenia, was founded in 1985 in Yerevan, Armenia. It functions on the basis of membership fees and donations. Club members research ancient sea maps as well as the early instruments of navigation and pursue underwater archaeology in Lake Sevan [1916 meters above sea levels] in northern Armenia. The club hopes its rich library of more than 5,000 books, collected in the last 15 years, will someday be part of a permanent maritime museum in Armenia which will also house and exhibit ancient Armenian maritime history and history of vessels and shipbuilding craft used on Lakes Van, Urmia, Sevan and rivers in ancient Armenia. Since its founding, the Club has organized 12 exhibitions and carried out several surveys on Armenian navigation. As members of the International Society for Nautical Research, International Commission of Maritime History, International Foundation of Disabled Sailing and Armenian Geographic Society, Ayas club members participate in international conferences on maritime history and underwater Archaeology, and maintain contacts with the National Maritime Museum in Greenwich, Museo Navale in Venice, and scientists worldwide. The Club members consist of professional doctors, electrical engineers, mechanics, engineers, chief administrator of National Chamber Orchestra, designers, a geographer, a musician, physicists, a teacher, an archaeologist, a historian, an economist, a film producer, photographers, a reporter, rescue workers, students and scholars.

HISTORY OF ARMENIA'S MARITIME & SHIPBUILDING

Historical Armenia lies amidst the prehistoric world — a crossroad that connects ancient countries since the prehistoric times. The region lies between the Mediterranean, Black and Caspian seas with three

great lakes — Sevan, Van and Urmia — and a number of navigable rivers, two of which are Euphrates and Tigris, well known since ancient times. Rock paintings, found on the mountains surrounding the basin of Lake Sevan, include constellations carved on the rocks and stones in the passes of the mountain ranges around the lake to help travelers and merchants orient themselves. This further proves Armenia's position as a crossroad for trade routes over long periods of time, and Lake Sevan's role in the trade development both as coastal route and as an inland water trade route. The first written evidence of vessels in Armenia comes from a Hittite inscription (13th c. BC) documenting different-sized vessels used for transporting passengers and cargo on the Upper Euphrates. The Assyrian



cuneiform writing (8th c. BC) talks about a raft floating on the Upper Tigris by Urartians (inhabitants of Van's Kingdom = Urartu = Ararat). Herodotus talks about shield-type wood framework leather boats (Kur in Armenian, = Curragh, Coracle on British Islands, Kouffa, Gufa in Arabic). These boats were built on the Upper Euphrates in Armenia. Marco Polo bears witness that Levon III, King of Armenia, had presented to him, his father and uncle a galley especially built for them. The Kingdom's navy was described as having battles between Armenian King Levon II's fleet and a pirates fleet between the island of Cyprus and Cilicia. Arab historian Ibn Al Vardi talks about the siege of the port of Ayas by

Mamelukes and notes how the Armenians had three big military ships: "Ayas", "Atlas" and "Shama." The kingdom had a merchant fleet, most importantly for development trade, and in 1184 had coastal laws passed as state law obliging the return of ships and cargo to owners, and assistance in the event of a shipwreck near the kingdom's coast.

(Jackie Abramian can be reached at jaassociates@comcast.net. Interested to sponsor CILICIA's expedition? Contact Karen Balayan in Armenia at ayas@freenet.am or visit the Club's website at www.ayas.am to view photos of the CILICIA.)










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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.

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Patty Steele 585-394-3044

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2004 BOAT SHOW SCHEDULE

(Not a comprehensive list)

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

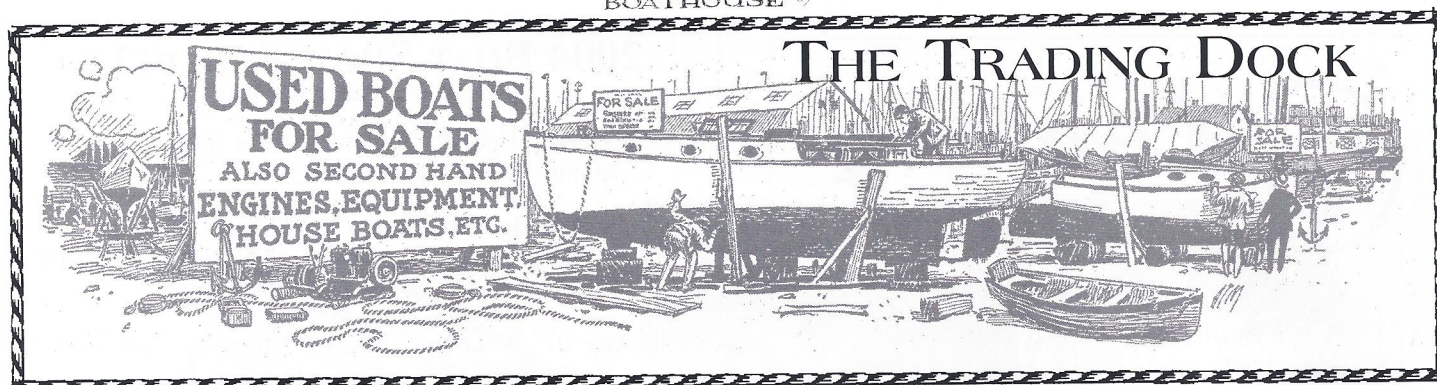
August Jechort's Wood Boat Show, Winneconne WI
(920) 582-7557

Aug 21,22 29th Bob Speltz Land-O-Lakes Antique &
Classic Boat Rendezvous (952) 934-9522

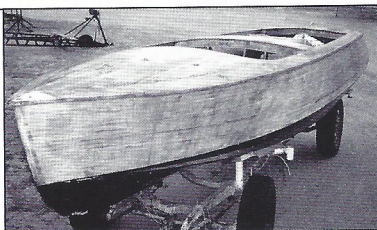
Sep 4, 5 Lake Vermilion Antique & Classic Boat
Show, Cook, MN (218) 666-5407

Sep 10-12 Century Boat Club Show - Manistee, MI
231-723-8308 email: aamarine@classicboating.com

Sep 15-19 ACBS International Boat Show, Lake Lanier,
GA (315) 686-2628



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(M1203)

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●**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, augaa 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)

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(M1203)

●**1949 CHRIS CRAFT 25' SPORTSMAN** - Model W Hercules engine, 160 hp. Project boat - very complete, all hardware. No need to chase "original" items. Includes home-made trailer. \$12,000 firm. Call Steve at 952-475-1384

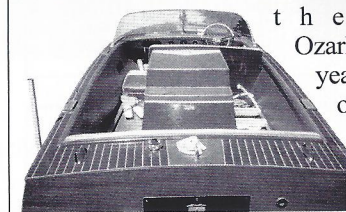
(M0404)

●**1960 CHRIS CRAFT 17'** Original 283 V8 engine with 340 hours. Has been in the family right from the factory. Purchased from great aunt in 1981 and used on MN & WI lakes and Lake of



the Ozarks. Has not been used in several years. Boat is all original inside and out. \$18,000 or best offer. David Primus, Mt. Auburn, IA 319-475-2394

(M0404)



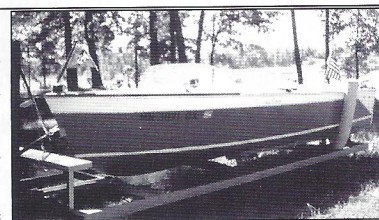
●**1953 TONKA CRAFT 14'** - with Mark 55 Merc. Comes with cover & trailer. Fresh restoration. Looks great, drives even better. Denis 218-246-8868

(M0404)

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

(M0204)

●**1958 CHRIS CRAFT CAVAILIER** - utility inboard speedboat equipped with spotlight, 2 mirrors, upholstered seat backs and cushion, factory fiberglassed bottom, engine instruments, lift rings, vinyl flooring. Includes trailer. Complete with 130 feet of track, cradle for the boat and electric motor-driven winch. Low 20's 61.8 actual hours. Call Bill at 218-678-3911 Brainerd area



(M0404)

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

(M0204)

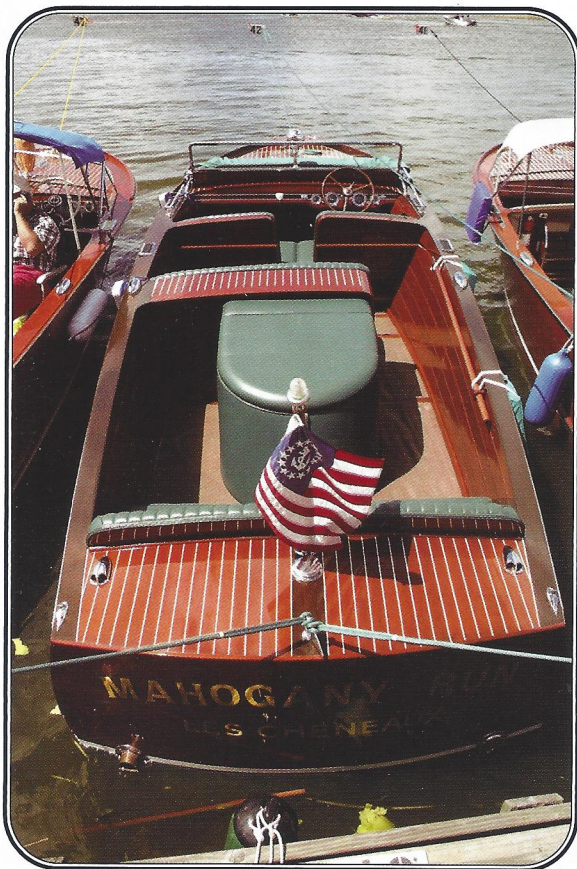
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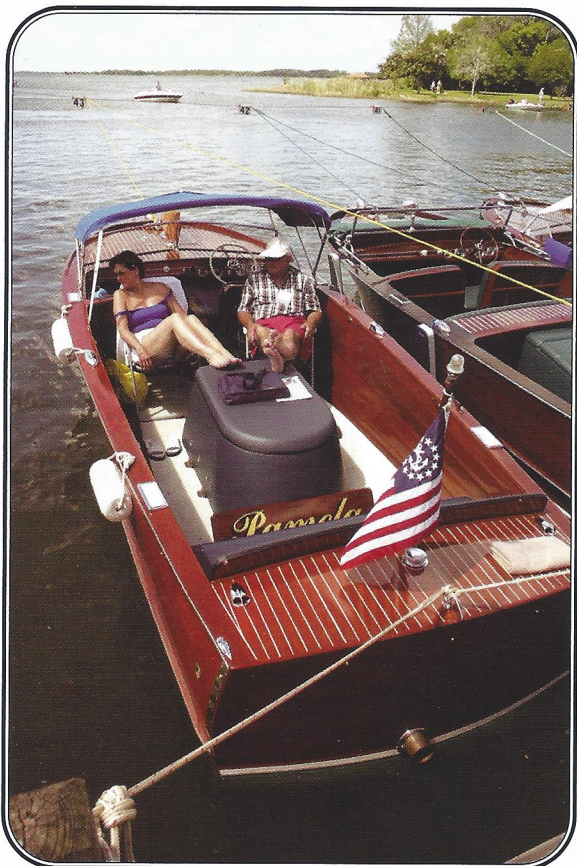
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Chris Craft 24' Sportsman at Mt Dora



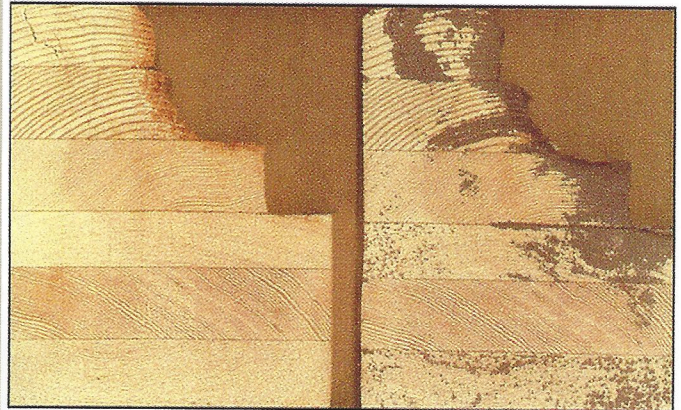
Chris Craft 22' Sportsman at Mt. Dora

Rot goes into wood farther than you think.

You cannot see all of it.

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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.

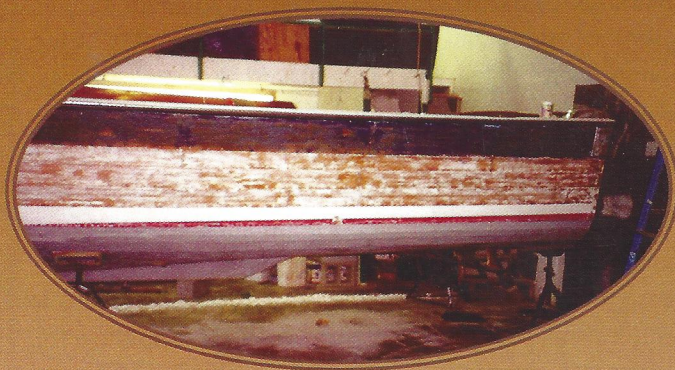
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