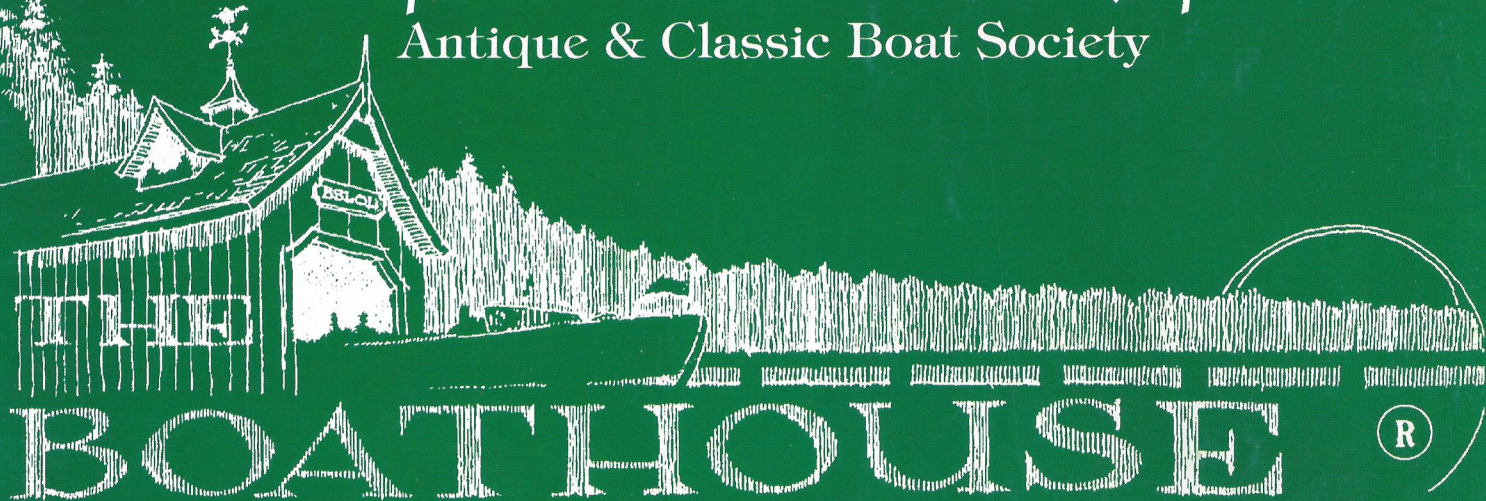
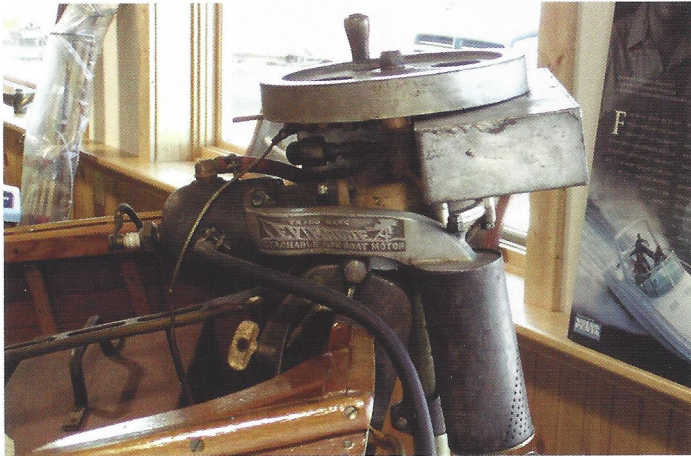


The Bi-Monthly Publication of the
Bob Speltz Land-O-Lakes Chapter
Antique & Classic Boat Society



Vol. 27 No. 3
June 2004



*BSLCL's final
Winter Educational Event for 2004
A trip to John Monahan's Museum
in Little Falls, Minnesota*

Our thanks to Clark Oltman
for these great photos.



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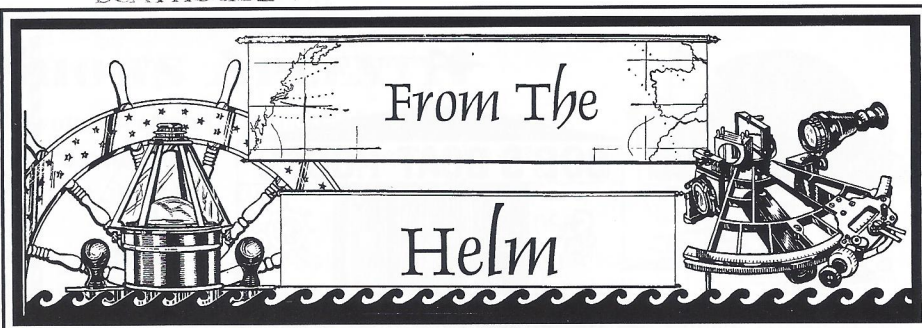
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24 June 2004 Lake Minnetonka:

I am writing this during a lull in a television production. A group of BSLOL members are at Lord Fletcher's on Lake Minnetonka. We are being filmed for a segment of the popular "Antiques Road Show" for the Public Television Service. BSLOL learned that the antiques and collectible appraisal show was coming to St. Paul. I took it upon myself to contact WGBH in Boston, show producers, to plant the seed of featuring antique and classic boats as part of the St. Paul episode. Minnesota is the Land of 10,000 Lakes and old boats and the TV show are a perfect marriage. BSLOL and the program can tell a great deal about old boats.

So....many weeks of prep work have come to fruition with the TV crew filming eleven wooden boats. Lord Fletcher's was kind enough to allow use of their docks. The episode featuring our boats is slated to air in early 2005. Keep an eye on future issues of *The BoatHouse*® and on our website for updates when, and if, we learn of an exact date.

Thanks to the following folks for taking a full day in the middle of the work week to bring a boat and take part in this educational and public relations event: John Laidlaw (Shepherd); Aaron Albu (Century); Bruce Zemke (Chris-Craft); Brad Ernst (self made Glen Buck); Todd Warner (Chris-Craft); Nathan O'Connor (Shepherd); Tim Ashenfelter (Hacker); Steve Hicks (Chris-Craft); Shawn Palmersheim (Chris-Craft); Andreas J. Rhude (Thompson); Joel Lemanski (Chris-Craft). Greg Benson was there but had problems with his Capri's boat engine, so his boat remained on land. Clark Oltman provided his modern Carver for the chase-and-filming boat.

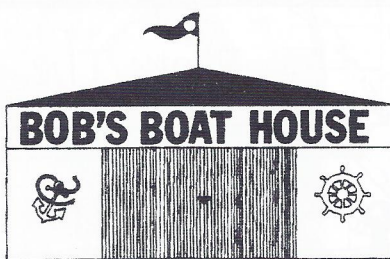
THANK YOU all, and a special thanks to Brad Ernst for bending my ear and coming up with the idea to contact Antiques Road Show!

WE NEED YOU! (think of patriotic Uncle Sam posters). Don't be shy. Share your enthusiasm for antique and classic boats and boating with the rest of us. You have a story to tell. Yes, believe it, we all want to hear. So jot down some notes and send 'em in to the editor and be a "member spotlight" in an upcoming issue. You do not need to be a polished writer; the editorial staff can fine-tune your notes. Answer a few questions on the handy "helper" on page 14 to share your story. Be a part of BSLOL.

We are always looking for new faces to serve on our Board of Directors. If you think you may have an interest in serving on the Board in any of the positions, let me know. I will be happy to hear from you and give you more details of terms and responsibilities.

I hope to see you at one or more of our three upcoming in-water antique and classic boat shows this summer!

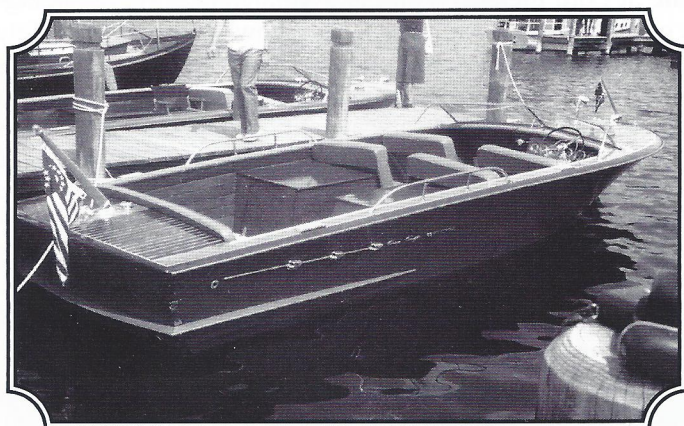
C-ya on the water!
 Andreas Jordahl Rhude
 President



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Reflections of Bob Speltz from his personal photo album.



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 to 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.



BSLOL BOAT SHOWS APLENTY!

In late January we learned that our Rendezvous location was not available to us in 2004. Sadly, we were without a show. Now, five months later, we have three on-the-water shows planned for this year!

- July 31 Wayzata 150th Display, Lake Minnetonka at Wayzata, MN
- August 14 & 15 River Rally & National Marina Day at Bayport Marina, Bayport, MN
- September 11 & 12 **29th ANNUAL BOB SPELTZ ANTIQUE & CLASSIC BOAT RENDEZVOUS** at Maynard's, Excelsior, MN

What follows is additional information on these three shows:

July 31... The one-day display at the WAYZATA 150th BIRTHDAY BASH will be held at the Broadway Docks in downtown Wayzata. These docks are located near Sunset's Restaurant on the east end of Lake Street. 15 – 20 boats will be displayed in the water from 9:00 to 5:00. BSL0L members are invited to register their boat for display. Sign up early due to the limited space. We shall also have our Ship's Store set up on shore along with membership and educational information. A boat parade through Wayzata Bay will close out the show at 5:00 p.m. But it 'ain't over yet! Tom Robb has graciously offered to host the picnic at his home in light of the Veteran's Camp closure (we learned this the day the last issue of *The BoatHouse*® hit the printing press!). A registration form can be found on the back of the mailing jacket in this issue.

August 14 & 15... You are invited to bring your boat to our first annual RIVER RALLY which will take place on Saturday & Sunday, August 14 & 15. We have been invited to have a display of 30 to 50 boats at BAYPORT MARINA in Bayport, Minnesota. This is on the banks of the Saint Croix River, south of the city of Stillwater and just upstream from the I-94 bridge that crosses the river. The display is in conjunction with National Marina Day (www.moaa.com/nmd/). This BSL0L Rally will make it possible for our river friends and members to participate in one of our shows. Slips will be available at no charge for boats up to 50 feet in length. There will be no registration fee for this Bayport River Rally. The governor and several other dignitaries have been invited to attend the event. Boats are to be in place by 10:00 a.m. each day and the show is over at 5:00 p.m. on Saturday and 4:00 p.m. on Sunday. You do not need to be present both days, just come for one of the days. It is not a judged show, just a time to get together with fellow enthusiasts and have a great time. There is a boat ramp/launch on site that can be utilized.

Bayport Marina will have free hot dogs and other goodies at their Service Center from 11:00 to 2:00 on Saturday. Educational displays will be a big part of the weekend with participation by the Power Squadron (boat safety checks are available at no obligation), Minnesota DNR, National Park Service, Washington County Water Patrol, and environmental groups. Registration Form on BoatHouse Mailing Jacket.



September 11 & 12... Our third and final show of the season will be the most intense. Our 29th ANNUAL RENDEZVOUS is moving back to Lake Minnetonka where it all started nearly three decades ago. The location is MAYNARD'S RESTAURANT IN EXCELSIOR BAY. We are excited to be back to the site of many of our Rendezvous celebrations prior to moving to the Mississippi River. At the present time, we will have room for 50 to 60 boats. Because this is a smaller venue and we anticipate a big response, registration will be on a first paid – first served basis. One boat per owner will be the limit (for the time being also). We are in negotiations with Maynard's neighbor to the east attempting to incorporate their docks into our Rendezvous. This will be a judged show with awards for numerous categories of watercraft.

In a change from the past five years, boats will have to be vacated from the docks on Saturday night. For our out-of-town guests, we hope to have local Lake Minnetonka members "host" your boat over night. Launching and trailer storage will be at Tonka Bay Marine (thanks to Gabriel Jabbour). Anyone is welcome to use the various public boat ramps on the lake.

Friday night will find us at a Welcome Cocktail Reception. A Saturday evening cocktail hour and dinner will take place at a yet-to-be-determined lakeside club.

A block of guest rooms for lodging is reserved at the Lafayette Club on the lake. If you are interested in reserving one of these rooms for the weekend, please leave your name, phone number, email, etc., on our hotline, 1-877-636-3111. Make certain you indicate that you are interested in a room for the September Rendezvous.

We have scrambled to come up with an alternate to our extravagant Rendezvous of the past few years. Our hope is that our members and friends can participate in one or more of the three events we have presented. Let's make this the best summer of our long history. We hope to see you at all of our summer shows!

QUESTIONS?

Please call our hotline and leave a message.

Someone will respond as soon as possible.

952-934-9522 or 877-636-3111





Spring Mixer

Only one, yup one, boat decided to show up. The rest of us came by automobile. Sunday, May 23rd was not a good day for boating to say the least. But we had a great time in spite of the weather, visiting friends and making new ones. Nine, count 'em — nine, new members attended and were introduced. Each gave a brief description of their boat projects. A few have recently obtained user boats, one gentleman is building a launch from scratch, and several have boats that are a long way from being seaworthy! They are not alone, many of us are in the same boat — hehehe!

After the cocktail hour and plenty of time for chatting, a scrumptious meal was served. All and all it was a great day - no matter what the weather nymph was throwing at us. If you missed it, it was your loss. We hope to see you at one of our upcoming activities.



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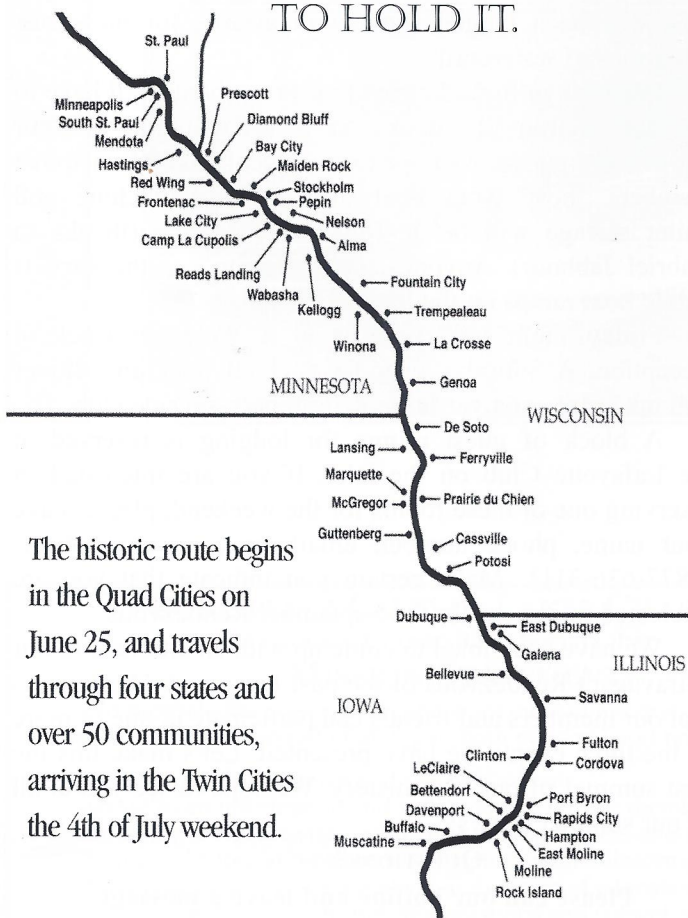
GRAND EXCURSION 2004 celebrates the renaissance of the upper Mississippi regions, recreating the 1854 steamboat expedition that brought worldwide attention to what was then America's wild, western frontier.

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
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 THAT WILL RETRACE THE
 ORIGINAL GRAND EXCURSION'S
 HISTORY-MAKING JOURNEY.
 THE FLOTILLA'S JOURNEY ENDS
 IN ST. PAUL ON JULY 4.

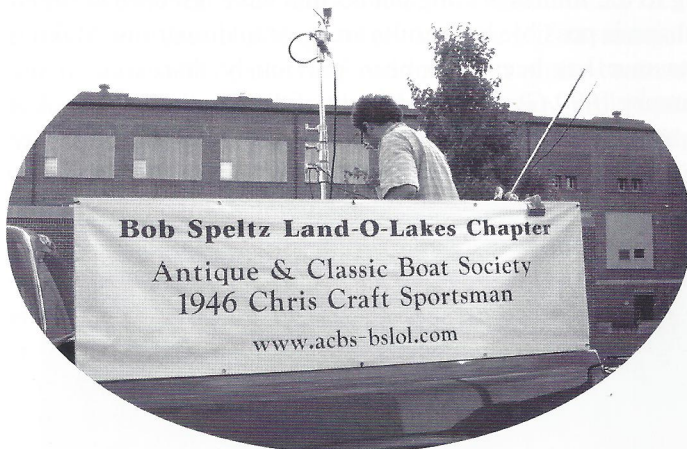
Harbor, day and overnight cruises and railroad trips are available. You can sign up for free email ongoing updates on events and special offers from communities all along the route.

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



Minneapolis Aquatennial

We are putting the "aqua" back into the Aquatennial! On Wednesday evening, July 21, we will have one or more boats in the annual Torch Light Parade. It was such a hit last year that organizers want more antique and classic boat participation. We have, therefore, been invited to have a small land display on Sunday July 25. This will be at Thomas Beach on the south side of Lake Calhoun. As part of the Beach Bash that includes the sand castle building contest, milk carton races and beach volleyball, the addition of old boats should bring even more interest to the activities on Calhoun. Our very own John Tuttle is coordinating both activities for BSLOL. Thanks John for the great legwork!



BSLOL will once again "strut her stuff" at the Torchlight Parade on Wednesday night, July 21. We had an entry in last year's parade and it was such a hit, we're going back! This picture was taken last year during preparation for the parade.

Want Your Boat Featured?

Do you want to have your beautiful boat displayed at one of the BSLOL activities? Quite often we are looking for high quality original or restored boats to take part in our displays such as at the Minneapolis Aquatennial or the winter Minneapolis Boat Show. Would you like to get your boat in the running for consideration? Let one of the Board members know and we will be happy to add you and your boat to the list of prospects list. It's fun to participate, so give us a head's up if you want to join in the experience!

Boats At Manitowoc

The first "Lakeshore Antique and Classic Boat and Motor Show" of the Wisconsin Maritime Museum was held 29-30 May. Rain, rain, and more rain did not dampen the spirits of those that brought boats and outboard motors. Held at the Museum grounds in Manitowoc, Wisconsin, the site is just a stone's throw from Lake Michigan. A dozen boats were on display including three by Thompson; two by Cruisers, Inc.; two by Dunphy; one each from Carver, Lyman, and Penn Yan; plus several non-classic vessels.

A large number of antique and classic outboard motors were also on display. The WinnebagoLand Chapter of the Antique Outboard Motor Club, Inc. was responsible for the thirty or so motors brought to the show. One unique motor was one of the original Thor outboards made by the firm that Carl Kiekhaefer took over in 1939. It was one of the "left-overs" when Kiekhaefer bought the company which ultimately became Mercury.

The Wisconsin Maritime Museum traces her origins to 1970 when it was founded as the Manitowoc Submarine Memorial Association. Its first order of duty was to bring a World War II submarine to the city. Twenty-eight subs were built at Manitowoc for the US Navy during the war. Today the USS Cobra is a major attraction. In addition, the Museum has exhaustive exhibits dedicated to Wisconsin built boats and the sailing and commercial shipping heritage of the Great Lakes. There are plenty of hands-on, interactive displays that are very user friendly.

It is hoped that the show will be held annually and grow. It is intended that Memorial Day weekend will be the dates for future years.

GADGETS AND KINKS



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

BOTTOM REPLANKING REVISITED (or Other Things You Need To Know)

by Sherwood Heggen

As promised, this is an article regarding the planking of the bottom of a typical wooden Chris Craft, Century, etc. It is an addendum to the previously published article on planking described in the December 2000 *Gadgets and Kinks* in the *Boathouse*. This is being done to give a better understanding of what is required for this process before beginning the job. If you don't have hard copy back issues of the *Boathouse*, the previous *Gadgets and Kinks* articles are available on the BSLOL website at www.acbs-bslol.com.

If you are considering replacing the bottom of your boat yourself, first consider your physical ability, your skills, and the equipment you have on hand.

First, let's talk about physical ability requirements. Even though you will use power tools in the process, a lot of strenuous physical effort is still required. Boards that are 10 - 12 feet long, or longer, are heavy and awkward to move around. Be sure you can tolerate heavy lifting. Not all bottom parts will be in front of you and accessible when you are working on them nor will they always come loose or fall in place with a simple application of a screw gun or wrench. Many times acrobatic ability is an asset as you will be crawling around under or on top of open framework to remove and install parts. Removing stubborn bolts and screws can tax the muscles of the strongest hands and arms. Standing for long hours and reaching/leaning over the bottom during construction can be very tiring on the legs and back. Keep in mind the work environment is dirty and noisy and the effects of chemicals such as paint stripper, epoxy, varnish and thinners may have an effect on your physical well being. Know what you are sensitive to and protect yourself accordingly. It sounds like a horrible price to pay physically just to make a boat seaworthy, but these are real issues to consider.

Woodworking skills are highly important. Knowledge of the correct selection and use of woodworking tools is not only important for the proper outcome of the project but also for your own personal safety. An accident in the shop can drastically change your life.

Equipment to replace a bottom can be quite extensive if you want to work independently. Minimally, power equipment should include a high quality saber saw, router,

cordless drill, and circular saw. To make life easier, a band saw, table saw, routers of various sizes, a thickness planer, a jointer, a sanding disc, a drill press, an electric hand plane, various sanding tools and other such motorized woodworking conveniences should be available. In addition, hand tools, such as, screw drivers of various sizes, wrenches, hammers, chisels, hand planes, and many of clamps of various sizes are a necessity. A large, flat workbench is important for doing various related tasks. One more important part of replacing a bottom is adequate room to do it. An inside workshop is ideal, but even a covered area outside would work for working during fair weather. Regardless of the location, it must be an area that can be dedicated to that project for an extended period of time, typically, weeks or months.

As you work on a project you will need to invent or make equipment and tools to get unusual tasks done. As an example, a steamer is necessary to get the planks to lay down snug to the frames. Fitting planks that have not been steamed to shape is possible but results are poor to disastrous. Making a steamer has been also been previously discussed in the February 1999 *Gadgets and Kinks* of the *Boathouse*. Check it out and the picture below. Give me a call if you have any

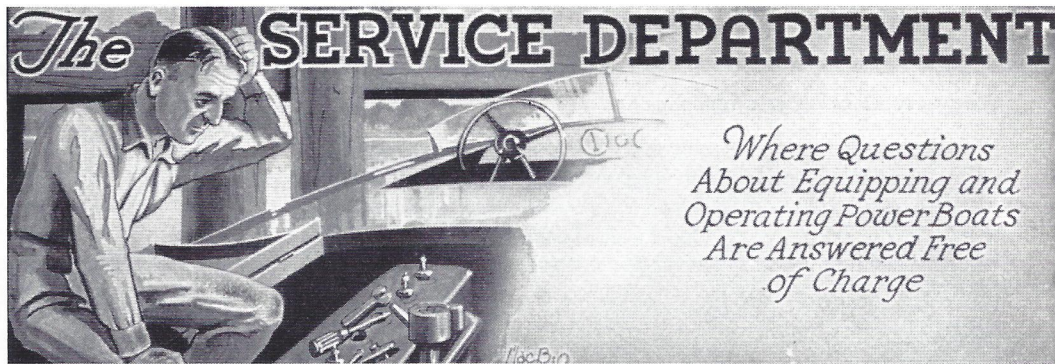


questions. It doesn't need to be pretty, it just needs to be functional. Steaming is actually a lot of fun.

Also, it is vital to have a holding jig to assist in holding planks during steaming and fitting that can be temporarily attached to the hull framework. With this jig, wedges can be installed to hold the planks in place after steaming or installing screws. Use oak for the "arms" as the wedges apply a lot of force. Even with this tool, you will want a helper to hold and position the plank while you screw and wedge the plank into position after steaming. Check out the picture below for an example of the jig. Yours may differ according to the need.

This information certainly doesn't tell all that is nec-

Gadgets & Kinks - cont'd on page 10



Dear Dr. Motorhead,

It is such a grand a glorious day as I sit to pen these words to you. All the rain we have had in what was one of the most dismal Mays I can remember. I now have great sympathy for all who reside in Seattle during the winter months. Alas, why dwell on the past "shall we make hay while the sun shines" as they say.

Pondering for a moment who "they" really are. Is there some type of secret committee in Washington DC that conjures up sayings for us all to live by with the acronym "THEY"? Who would have the answer to this first question of mine? Is there some web site that you could direct me to? Or perhaps this "THEY" committee is so secret, a website would breach their privacy and anonymity?

Ok, now to my real question. I know "anything that can break sooner or later will". It is with this knowledge and basic philosophy that keeps my "head level" and without anger when things are in need of repairs. In addition, I subscribe to another "they-ism", "If it ain't broke, don't fix it" I have taken your challenge to become the self-mechanic as most of this stuff on our flat head motors is pretty basic and fool proof. Built to last a long time with few problems. I have two questions of which the answers elude me. This spring I wanted to brush a touch-up coat or two of varnish on my dashboard. Knowing it is best to remove the gauges and switches prior to the initial sanding. I got behind the dash and proceeded to mark all the wires as to where they go, so I didn't screw things up when I put it all back together. Knowing, "an ounce of prevention is worth a pound of cure". Removed all the gauges except for one. I had trouble with the temperature gauge. I could not remove the little pipe on the backside that would allow me to pull the gauge out the front of the dashboard. I tried and tried but that darn thing just would not unscrew. So, I worked around it while varnishing. I put it all back together and now, you guessed it, the temperature gauge doesn't work. The second mystery is, my bilge pump also is not working. This worked just fine before, so I pulled out my test light with the Dr. Motorhead seal of approval and proceeded to verify if there was power to the pump. First I clipped the ground clamp to one of the gauge brackets behind the dash and tested to see if there was power to the switch. "You betcha". Next I pulled the switch on and tested to see if there was juice coming from the switch. "You betcha again". So, I said to myself, self, what would the good Doctor do next? See if the pump is getting the needed current. Make sure the wires were not cut or shorting out before they reached the bilge pump. Ok then, reinstalled the ground-clip to the shift lever and touched the light to the power wire from the switch. "You betcha again too". Next touched the test light to the automatic bilge power wire. "You darn betcha". So, I concluded that some-

how the varnish fumes must have incapacitated the bilge pump as power was everywhere but no pump action. However, before I go out and buy one of those spendy Lovett pumps, thought I might just "run this up the flag pole" with you as "they, say again too ya know".

Signed,

Inka Dinka Do

Dear Inka,

Is that a Norwegian name by the way? Do you know Carl Weisser? Are all Norwegian's born carpenters and furniture salesman? "Wait a minute, wait a minute here" as the old Shnazola used to say. I'm not supposed to ask the questions, I am supposed to answer them. Well, "do you want the good news or bad news first?" "I don't want to rain on your parade", but "you really did it this time" Inka. "Good news or bad news", either way, "first things first". "Dollars to Doughnuts", there is nothing wrong with your pump. "I'll bet you anything" the ground wire to the pump is loose or not even connected after your re-install. You see "my good friend", what you did with the test light was almost correct. You connected your ground-clamp to a perfectly good ground both times. You should have gone to the pump grounding point to test the appliance. When you touched the test light of course it went on. Why? You had power everywhere with an excellent ground. However, if the appliance is not properly grounded, it won't work. Power into the switch and out of the switch. Power into the pump, but not out. There is no way home without a good ground. Check your connection behind the dash and "as sure as my name is Dr. Fred Motorhead" you will hear the pleasant whirl of your spendy Lovett, once you make sure your ground connection is proper.

Now for the "bad news side of the equation". The small pipe you referred to is actually called the capillary tube. This is a sealed tube that runs to the engine. This transmits the temperature of the engine to the gauge. This works the same as those indoor-outdoor thermometers with the little tube you stick out the window. When you were trying to disconnect this "my friend", you most likely broke or cracked this tube and now there is no way to send pressure from the expanding alcohol inside the tube to the gauge and make it work. How to fix it? Remove the gauge, capillary tube and send it all to your favorite gauge restorer, along

Dr. Motorhead - cont'd on page 11



essary to replace bottom planks but hopefully it has given you food for thought to decide whether or not you should attack the bottom replacement yourself. On a scale of 1 to 5, with 1 being the easiest, this would rate a 4 because of the awkward standing or working positions that you must endure for long periods of time and the woodworking skills and tool knowledge required to be successful. If you feel comfortable with the above items, select your lumber, plane it to the proper thickness, and have at it!

You might have questions regarding restoration of your boat. Gadgets and Kinks is intended to be an educational service of the BSLOL Chapter to any reader and your inquiries are invited. Your question will be answered by myself or other BSLOL members who have knowledge related to the subject. You may submit your question to me by e-mail at Heggensj@Centurytel.net or by telephone at 715-294-2415 and an answer will come from a knowledgeable source. Really!

In the meantime, **don't destroy it; restore it.**



WELCOME ABOARD GLACIER LAKES CHAPTER

The Antique & Classic Boat Society Board of Directors approved application for membership of a new chapter on 30 April, 2004. The "Glacier Lakes Chapter" will encompass Eastern Wisconsin and portions of Southern Wisconsin. The founders are the remnants of the former Midwest Antique & Classic Boat Association (MACBA). MACBA had existed for a number of years. For several years the group has held an on-land display of boats and swap meet at Oconomowoc (west of Milwaukee) in mid-May.

Frank Petran is one of the organizers. The BSLOL Board of Directors recommended that ACBS accept the new chapter at our regular meeting this past January. We wish them good luck and offer our assistance to get them off to a running start.

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Dr. Motorhead - cont'd fom page 9

with a about \$100.00. You then will be “back in business” as they say.

“Oh by the way”, there is no secret committee in Washington DC with the acronym “THEY” “They”, are actually Gnomes who reside in the Norwegian forests with nothing to do but think up all these sayings as “They” say. Their staple diet is boiled potatoes, lute-fisk and lefse, which is the basic food group for creative thinking of silly phrases. No one has ever seen these little people, but all Scandinavians and good Minnesotans know “they” exist. These silly sayings have been found by lumberman for centuries written upon tiny crumpled pieces of birch bark along with small crumbs of lefse at the basses of hollow trees in the forbidden forests. Dette er all meget dumt, men moro. Gjør De blir enig? Mange takk Carl for alle Deres bidrag. “A stitch in time saves nine”

Dr. Motorhead

PS: You were very wise to mark the wires so you knew where to reconnect them. A road map and a set of directions is a good thing. I know asking for or reading directions even under the worst times is very difficult and challenging for most.



IOWA CARAVAN

The Clear Lake, Iowa Antique & Classic Boat Rendezvous is coming up on July 16-18, 2004. Let's get a convoy of tow vehicles and old boats and head to the show. The main display of boats will be on Saturday the 17th in downtown Clear Lake

If interested in joining in the convoy, please meet at 6:30 in the morning on Saturday July 17 at the former KNOX lumber store in Burnsville. It is just off of highway 35W at Cliff Road in the Minnesota River Valley. There is a large yellow “Knox” sign on the side of the building, readily seen from the highway. The group will depart promptly at 6:45 a.m.

Won't it be a fun sight to see a convoy of old boats being towed down the freeway?! It's less than a two-hour drive from Burnsville to the show site at City Beach.

Registration forms for the show along with details of the event can be seen at the Clear Lake Chapter website: www.acbs.org/clearlake

C-ya there!



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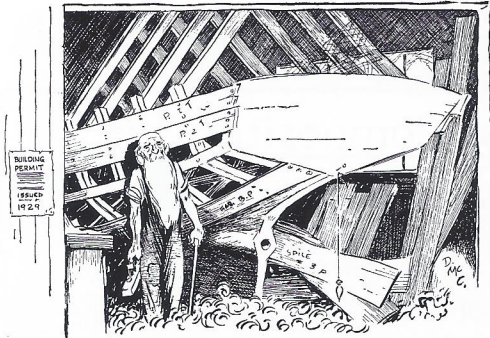
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BOATS IN PROCESS



1956 CORRECT CRAFT 15' ATOM SKIER - engine: Gray 4-75
Status: Built from plans/scratch by father in 1956. Finishing Boat 4 of 4 years. Complete restoration The only thing useable was the hull - redone into a twin cockpit runabout
To do: Install interior, debug mechanical/electrical. The goal is to get ready for the boat show.
Problems: The cooling system does not work well. It is difficult to get primed. There may be an air lock problem. The other remaining problems are small.
Willing to Share? Yes Tim Eke 651-501-0005
Editor's Note: Hopefully we'll see your boat at the Rendezvous in September!

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
- ☞ 1940 Chris Craft 23' Triple Cockpit
- ☞ 1946 Elco 27' Sport
- ☞ 1946 Garwood 17'6" Runabout
- ☞ 1947 Century 16' Sea Maid
- ☞ 1947 Chris Craft 25' Red & White Express
- ☞ 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
- ☞ 1952 Chris Craft 22' Sportsman
- ☞ 1955 Chris Craft 19' Capri
- ☞ 1955 Noerske 16' Utility (Speedboat)
- ☞ 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 Chris Craft 23' Sea Skiff
- ☞ 1961 Chris Craft 25' Constellation
- ☞ 1961 Owens 29' Express Cruiser
- ☞ 1963 Lonestar 23' Cruiser
- ☞ 1966 Century 17.5' Fibersport
- ☞ 1966 Chris Craft 48' Constellation
- ☞ 1967 Century 19' Resorter
- ☞ 1968 Alumacraft 16' Fishing Boat
- ☞ 1954 Chetek Twin Cockpit

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(Editor's Note: Unfortunately, this invitation was received too late for our last issue, however it is such a unique event that it deserved to be brought to everyone's attention. BSLOL congratulates the Dixieland Chapter's efforts for this most worthwhile cause. We'd love to hear how the weekend went!)

You are invited to the 9th Annual Children's Harbor Antique Boat and Classic Car Show on June 18-19 at beautiful Lake Martin in east central Alabama, sponsored by the Dixieland Chapter of ACBS. The setting is fabulous.....a picturesque New England seaside village motif featuring the Lighthouse, Harbor House, and Church. The show benefits Children's Harbor, a non-profit organization assisting critically-ill children and their families. The weekend is a whirlwind of fun.... riding the kids with cancer from Camp Smile-A-Mile in our boats on Friday afternoon..... the lavish cocktail party Friday night at the home of Chris and Joanne Richardson.... the public show Saturday complete with 2 bands, concessions, Silent Auction, clowns, kids activities, T-shirts, cruise to Chimney Rock.....the cocktail hour and Awards Banquet Saturday night....Church in the Pines Sunday.....AND the Great Race (<http://www.greatrace.com/>) as it comes through Alexander City on Sunday. We hope you will check us out at <http://www.childrensharbor.com/> and download the registration forms. If you have questions, email or call me. We look forward to having you join us as our show continues to gain national prominence. We have fun!!



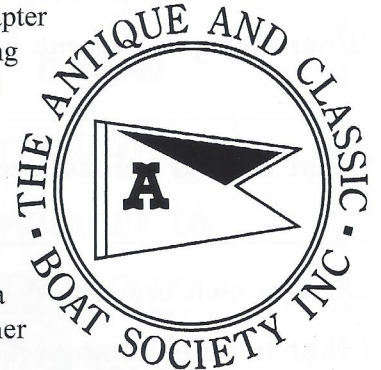
ATLANTA..SEPTEMBER 2004. HOPING TO SEE YOU.

Just a note from the Blue Ridge Chapter that we are hoping you are planning to attend the Annual Meeting and International Boat Show this September 15-19 at Lake Lanier. This is a beautiful time of year to visit our area! Several events have been planned for the week and weekend, and it will give you a great opportunity to meet other ACBSers from across the nation.

The Annual Meeting is a responsibility we each share as ACBS members as decisions are made that impact the direction of our club.

If we can answer any questions for you regarding the area or specifics of a trip here, please give us a call, Bill or Gail Turner, 770-971-6187. Wouldn't it be great if every chapter could be represented...wouldn't it be great to network with others and see this organization continue to preserve this hobby we all love? What will make this event special is your involvement. The boats are wonderful, but it's the people with them that make the stories and the history. Plan to be a part of history, 2004!!!

PLEASE NOTE: Tom O'Rourke, Chairman, urges anyone interested in attending the Annual Meeting in Lake Lanier to make their reservations NOW. You are strongly encouraged to make your reservations at this time. The hotel is looking to release our block of rooms to the public. There are very few (if any) alternate accommodations. At the same time, if you would please send in your registrations, it would help allow us to secure our function rooms. Again, they are looking for numbers, and will down-size the rooms the events are located in if our numbers do not reflect attendance. If you have ALREADY registered - Thank You! We look forward to seeing you.



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HAVE WE BEEN INTRODUCED??

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 Editor, The BoatHouse, 18275 Hummingbird Rd. Deephaven MN 55391

Twin City Outboard

OUTBOARDS

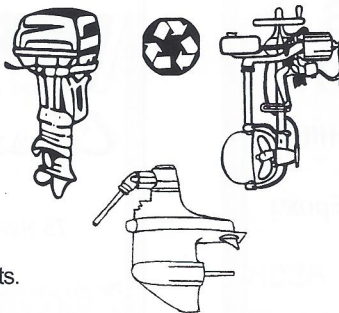
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Meet New Member DENNIS FISCHER

When did you become interested in antique/classic boats?

About 3 years ago. Owned a 1942 Chris Craft Barrelback for a short time.

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

Several years.

Do you own one now?

Yes

What kind is it?

1957 Lyman 18 foot Runabout w/Gray Marine 100

What is your home port?

Minnetonka

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

Have been to several BSLOL shows - have not brought a boat.

Do/did you do your own restoration/maintenance?

Yes

What problems did you run into?

None - have not had to do anything major.

What led you to join BSLOL?

Recommended by another member.

What activities would you like to see?

Looking forward to the cruises and really like the shows.

Glad you're aboard, Dennis! Our thanks for taking the time to let us get to know you a bit. With all the activities coming up this summer, we should see a lot of each other.

-- Editor

Welcome Aboard!

William & Carol Bernard	Aitkin
Eric C. Boss	Minneapolis
Robert & Mary Chasse	Apple Valley
Jay Diebold	Minnetonka
Dennis Fischer	Wayzata
Steve & Nancy Hendrickson	Shorewood
Craig & Beverly Miller	Wayzata
Museum of Lake Minnetonka	Excelsior
John Woodruff	Minneapolis

Are you
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(or returning)
member to
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the short
questionnaire
on page 14
and send it
(or email)
to the editor.
We will
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to fellow
BSLOLers

Peggy Merjanian, Editor
18275 Hummingbird Rd
Deephaven, MN 55391
email: datamerj@aol.com

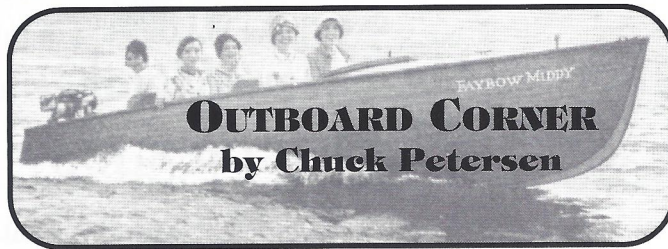
THE NEW USED MOTORS

I have never purchased a new outboard motor. During my racing career, we were running 1950's era Mercury 30 and 40 CID motors that were carefully rebuilt, with some new parts from the ground up. With the purchase of a cabin in Northern Wisconsin, I wanted to find a simple fishing boat my wife, Amy and I could enjoy with a minimum of maintenance. My brother, Jim, Service manager of at large marina in Michigan, helped me locate a 2001 Boston Whaler, 13.5 foot model with very low hours of operation. Wow, I thought, my first turn-key operation!!! Well, I found myself spending a few evenings in the shop to bring the "almost new" unit up to standards. These minor maintenance steps will hold true for the "daily driver" classics purchased by club members.

The first issue was cosmetics. The top cowl paint was in great shape, but a bit water spotted and dull. Remember, motors are painted, not gel coated. Use your favorite high quality car wax to bring out the shine. The tower housing and lower unit presents unique challenges. The heat generated by the exhaust system will cause a

build up on the tower section. Lime-Away brand solution works great to dissolve the build up. I use a tooth brush to apply the cleanser full strength and rinse with lots of water quickly. When the paint is clean, wax away. Gear housings should be checked for nicks, paint and filled with new synthetic gear lube even if the motor has been recently serviced.

Speaking of maintenance service, my motor had not been run for two seasons. My guess was that the cylinders had been fogged and stored properly. Using the "ear muff" style adapter, run the motor in your driveway to clear out the storage oil. Replace the plugs. Factory originals will show signs of engine block paint. I always use NGK plugs if available. Clean or replace the fuel filter element as applicable. While the top motor cowl is off, why not run all rubber and plastic surfaces with and Armor-All type silicon protectant. The spark plug wires and boat caps, inside and out, are especially good candidates.



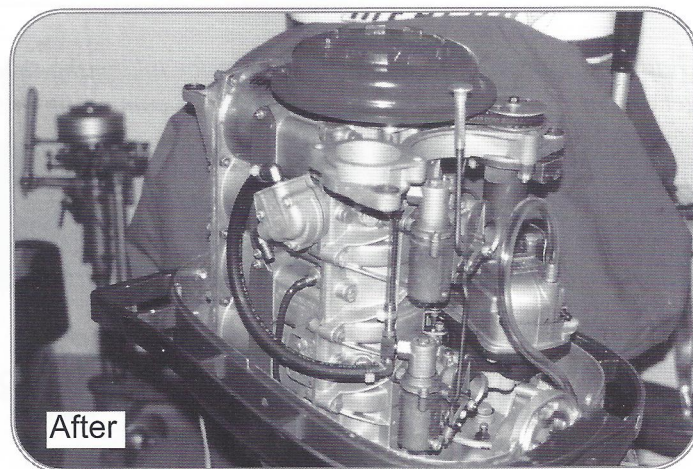
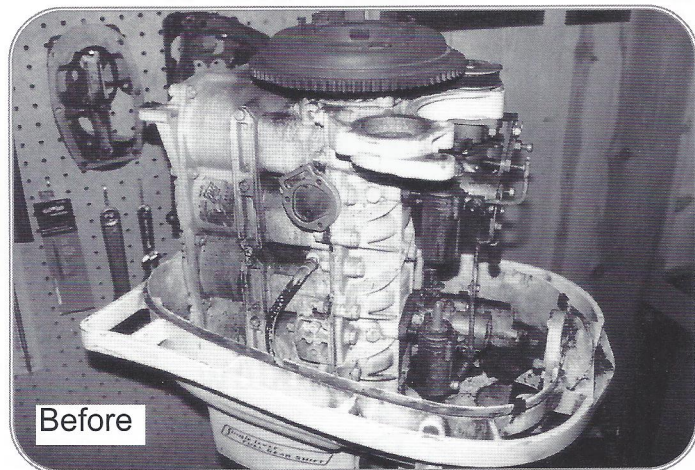
OUTBOARD CORNER by Chuck Petersen

Finally, grease all linkages, fittings and prop shaft with a good quality water proof product.

Speaking of propellers, my 40 hour, low mileage unit had an after market replacement prop with a few nicks to boot. I contacted the boat manufacturer directly to determine the original model number shipped with the rig from the factory when new. Why not start with the factory set up as a base line?

A final note. With two-stroke motors on the endangered species list, factories are streamlining their product lines. The 30 and 40 hp motors sharing the same power head displacement may only differ by a carburetor size or restrictor plate. An inexpensive upgrade may be possible.

My best to all at BSLOL. Hope to see you on Minnetonka.



Gerry "Silver Fox" Petersen catching air in his 1953 Switzer Bullet. Not bad for a 69 year old racer....(Gerry, not the boat.) Gerry bought the boat new in 1953 and has been enjoying it ever since.

Editor's note: The "69 year old" remark came from son, Chuck....not the editor: (Just want to make that clear!!!)

LAST OF THE BSLOL WINTER EDUCATIONAL SERIES ~ JOHN MONAHAN'S MUSEUM

by Clark Oltman

If you didn't make it, you missed another good time. About 50 or so of your fellow club members made the drive to Little Falls on April 24 for the visit to John Monahan's LARSON & CRESTLINER BOAT MUSEUM. This was my first visit to the museum and was certainly worth the drive. I would estimate it was a little more than a two-hour drive from the Lake Minnetonka area; an easy round-trip in one day.

I had no idea what to expect when we rolled in. I estimate John has somewhere in the vicinity of 60 boats in that building. In some cases, they are so close together you cannot walk between them. Don't get me wrong though, although the building is full of boats, you can look at them close up. I had to wonder though, John - how long does it take you to dust all those boats and motors?

After Andreas welcomed the group, we heard some of the history of Larson boats from John and Lee Wangstad. Like many boat builders, Larson boats started with wood boats and

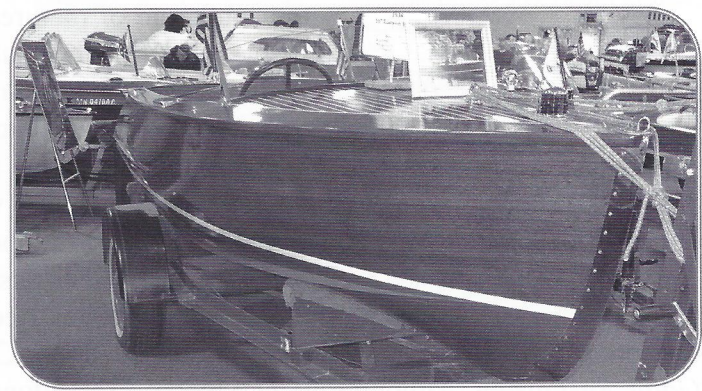
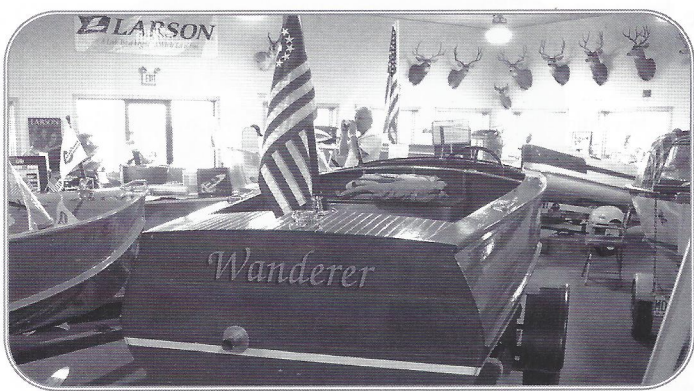
went into fiberglass when the market went that way. I am sure you have seen Falls Flyers and Thunderhawks, as both seem to be popular with collectors. However, that is just a small part of the boats built by Larson.

Just a couple of odd things that I found - seems the unusual always draws my attention. In one picture, it looks like there are two small canoes, one on top of the other. In reality, they are floating "shoes" approximately four feet long that you strap on your feet. I seem to remember something like that called Water Walkers. Anyone for cross country skiing on water?

There is also a round device made by Evinrude to supply air to divers. The engine kind of resembles an older Lawn-Boy lawn mower engine, which it probably was.

Another Evinrude was a 1909 detachable rowboat motor, likely the oldest motor in the place.

Words don't do it justice. Make a point to check this out. You will not be sorry.



Sunnyland Lake Hop

by Dave Doner

Over this past winter I was able to escape a tough Minnesota winter in exchange for two months in Mount Dora, FL. From the onset I was able to meet an ever-expanding number of ACBS Sunnyland Chapter members. Given the amount of activity, this was easy to do: the Wednesday evening restaurant get-togethers, visits to Sunnyland members who had boat projects going on and several restoration shops such as the Temple of Restorations' Stan Peterson and Tom Flood. I should also mention Jerry and Maureen Valley, the unofficial "chamber of commerce" representatives.

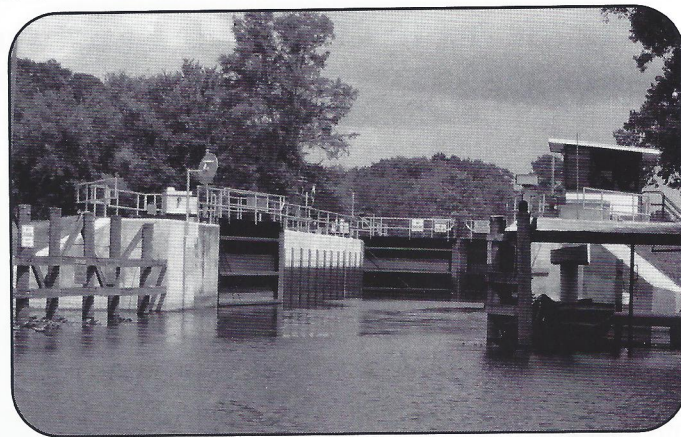
Since I pulled my '58 18' Continental down, I was able to do some serious boating over several of the Harris Chain of Lakes, most notably Lakes Dora, Eustis, and Harris. When I pulled out of my driveway mid January in Minnesota it was minus 10 degrees. Five days later I was boating on Lake Dora in mid-80 temps!



Jerry & Maureen Valley on the bowsprit of their "new" 1974 Chris Craft Sport Fisherman

One of the yearly events Sunnyland organizes is the Lake Hop. On May 15th seventeen boats organized at the Gilbert Park boat ramp, including yours truly. After a brief captain's meeting hosted by Jerry Valley, the armada headed west across Lake Dora for about five miles until we reached the south end of picturesque Dora Canal. Room is not

available here to adequately describe the absolute beauty of the Dora Canal. Briefly though, the somewhat narrow canal is navigated in a "no wake" manner. Enormous trees provide habitat for a vast number of bird species. As well, down on the water it is not uncommon to find a number of duck species, alligators, raccoons, blue herons, egrets and more. Once through the one-mile-long canal, we skirted the eastern shore of Lake Eustis until we reached the *Crazy Gator Restaurant*. Although we had made reservations for

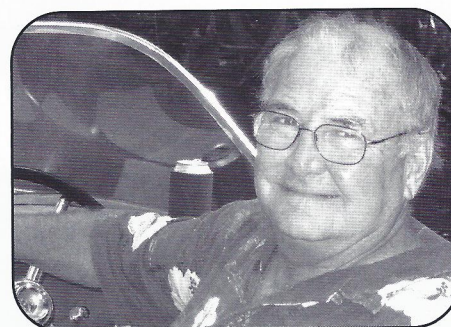


Burrell Lock in the Haines Creek Canal connecting Lake Eustis with Lake Griffin

about 40 boaters, an additional 30 or so showed up by car.

After finishing lunch, ten of the boats continued westerly across Lake Eustice, heading toward Haines Creek. Except for several no-wake zones, one can transverse the winding creek at a pretty good clip. From here we proceeded up the creek until we reached the Burrell Lock, which is a much smaller version of the locks we are familiar with on the Mississippi. Having locked through, we continued up the remainder of the four-mile creek until reaching Lake Griffin. At this point the skies were starting to darken and Holly, Al and I decided it was time to head *Wenonah* back home. Although we did run into some choppy seas and rain at times, we remained in good spirits and arrived back safely at Gilbert Park, none the worse for wear.

What a wonderful way to spend a day! Great weather, great boats, great scenery, great food and great people! The Sunnyland people rock!



Here's smiling Dave behind the wheel of his boat. He'd have us believe he was in Florida at the time, but more than likely, he was sitting in his garage in Minnesota. Nice try Dave!

THE FALLACY OF DRY ROT

by Andreas J. Rhude

Being a person that works with wood on a daily basis and having come from a tradition of woodworkers for many generations, one of my pet peeves is the myth of "dry rot." It is a term used commonly by amateur and professional woodworkers alike. Whether in building construction, millwork, cabinetry, or boat construction; "dry rot" is an oft-used term. It is, however, a misnomer

Rot and decay are synonymous. No decay fungus can grow without moisture, i.e. water. Therefore the "dry" in dry rot is a fallacy. Decay can only exist if there are four elements present: moisture, oxygen, proper temperature, and a food source. Take away any one of the four and decay will never occur. If wood is below water where oxygen levels are not high enough to support decay fungi, rot will never take place. This is why any number of wooden shipwrecks in fresh water such as the Great Lakes are in remarkably good condition. The lack of oxygen, coupled with cold enough temperatures, prevent decay. However, once a ship is brought to the surface and exposed again to plentiful oxygen and proper temperatures, decay will take hold in short order. This is what happened to the sailing ship Alvin Clark in Menominee, Michigan (see *BoatHouse*® October 1999). It sunk in the 1860s and was brought to the surface in 1969 in remarkably good condition. Within a decade she was rotten beyond belief and was ultimately bulldozed into a landfill.

Some decay fungi can thrive on very low levels of moisture. Some also have long water-conducting strands, like water pipes in your home, that can carry water from a source a great distance away. There also are wood destroying fungi that can remain dormant for long periods of time that can be reactivated once moisture becomes present again.

The heartwood of some wood species is naturally decay resistant. Woods such as white oak, redwood, any number of cedars, cypress, and others have natural chemicals in their cellular structure which resist decay fungi. Species such as these are commonly used in boat and ship construction for this reason. Another means to remove the food source for the nasties is to chemically treat the wood. Several pressure preservative treatments are commonly available for wood which makes it possible to use this construction material where it normally would be conducive to decay. Surface and brush-on treatments provide little, if any, long-term decay protection. Construction details and design elements also play an important role, especially in building construction, in making decay a non-issue.

The USDA Forest Products Laboratory has published a great deal on decay and wood. Their Research Note FPL-097 from March 1965, entitled "Some Common Fallacies About Wood," has a section devoted to "dry rot." It states that there is no such thing as dry rot and that it is a fallacy.

In the antique and classic boat hobby, the decay that is quite commonly found in the old boats is mislabeled/misunderstood and called dry rot. Folks think that just because the pieces of wood are dry and crumbly that "dry rot" was the culprit. This is false. The decay causing fungi thrived when the moisture content of the wood was continually above twenty percent. The wood was wet, temperature was in the proper range, there was oxygen present and the food source (the wood) was plentiful. "Wet rot" was inevitable.

The moral of the story is, get the term "dry rot" out of your vocabulary and stop spreading a poor means to describe rot.



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Spotlight On

CARL WEISSER

By Steve Merjanian



Carl has been a member of BSLOL since at least 1995. He came to the U.S. after WWII, got married and had four children. He has a charmingly-unique speech pattern that can be attributed to being raised in Norway. This makes it a joy to listen to the many stories of his 79 years. For instance: in 1942, while kayaking in a Norwegian fiord, he was almost thrown from his craft by an enormous wave; a German submarine had suddenly surfaced in front of him. Carl admits being a bit scared. Luckily for Carl, the German sub pulled away from him and nothing more came of that incident.

In 1940, he and his brother were out on the water and just happened to rescue two guys who were in the water and in big trouble. The Rio DeJanero, a ship that carried passengers, was sunk that morning with Germans aboard. A few months later he saw one of the men in a SS Uniform and was glad he was not recognized. He told me that could have become a sticky situation. Enough of the background stuff, let's get to the meat of this article.



Carl's first attempt at boating came in 1983 when he bought a used 1969 Mercury. He named this 18' boat after his wife: SONJA. The boat had a 120 hp Mercruiser engine and Carl says it was a beaut.

It was kept on a trailer at his furniture store in Bismarck, N.D. for six years; he sold it in 1989.

His second attempt at boating came when he was 70 and decided he'd like to have a cruiser. This time, he bought a 1954 Chris Craft 28' Sedan which he named SONJA II - again, after his wife. That boat and this writer became 'good friends'. The day it was launched in 1996 was a special day; the "Minnehaha" was set to be launched after a 10-year restoration. Peggy and I were invited to join Carl on his boat for this momentous event. On arrival at his dock, it quickly became evident there were problems. We had to fix the starboard engine. Ignition problems,



Carl's 1954 Chris Craft 28' Sedan - "Sonja II"

battery charging problems, valve adjustment problems... that engine was old and very tired. After working on it a couple of hours, we got the bugger to work and headed for Crystal Bay on Lake Minnetonka.

The Minnehaha was scheduled to sail under the Arcola Bridge simultaneously with a vintage steam locomotive passing on the train tracks above. It was

Member Spotlight cont'd on page 21

Member Spotlight cont'd from page 20

a wonderful sight and, thanks to Peggy who took the photo, we captured it.

Carl's boat has been to every BSLOL Rendezvous since 1996. The *Sonja II* is one of the gathering spots on those weekends. There are almost always guests enjoying Carl's hospitality and his wonderful family who often join him on Rendezvous weekends. He keeps his boat on his son Dean's property during the winter months. Dean is a real champ when it comes to tuning the engines, and finding other boaty jobs to be done.

Carl had a carpenter friend who borrowed the boat for a one-week cruise on the Mississippi River in payment for work he had done on the boat. His friend ran into some trouble...the bad news was he had hit a log and put a big hole in the hull. The good news was he managed to stuff the hole to prevent it from sinking. The little incident is told in a far more colorful fashion than my relating it here. Ask Carl to tell you the story sometime.



A typical Rendezvous gathering on the "Sonja II"
 This particular photo was taken at the
 2001 Rendezvous in Red Wing

Carl is a gentlemen and a great friend. I heartily recommend you look him up and spend some time with him on the *Sonja II*. He loves company and when you're with Carl, it's always a great day.



BSLOL "POSES" FOR ANTIQUE ROAD SHOW

On June 24, 2004, a number of BSLOL members appeared at Lord Fletcher's to be part of a photo-shoot for the popular *Antique Road Show*. Besides taking pictures at the docks, the group participated in fly-bys on Crystal Bay on Lake Minnetonka. *The Antique Road Show* was in Minnesota putting together a show that will air in January, 2005 on Public Television. The "antique and classic boats" feature is part of the Minnesota scene. Be sure to check your listings for time and channel. Here are just a few of those who were there.



Photo Shoot cont'd on page 24



2004 CALENDAR

For details on any of these dates, call us on the HotLine **952-934-9522** or toll free at **877-636-3111**. We're always accessible via email: bslolmbrshp@aol.com

bslolMTKashow@aol.com

(Events are subject to change)

JULY

- ☞ 14 Club Cruise
Lake Minnetonka*
- ☞ 21 Aquatennial Torchlight Parade
- ☞ 25 Land Display, Lake Calhoun
- ☞ 31 Lake Minnetonka In-Water Boat Display On the docks in Wayzata Bay (more on page 5)

AUGUST

- ☞ 11 Club Cruise - Lake Minnetonka*
- ☞ 14/15 River Rally Bayport Marina, Bayport, MN (details on page 5)

SEPTEMBER

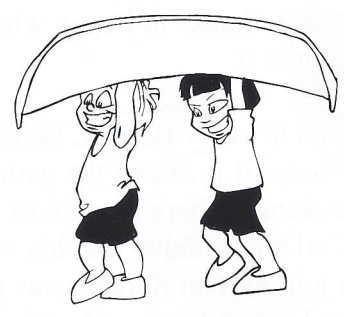
- ☞ 8 Club Cruise - Lake Minnetonka*
- ☞ 11,12 **29th Annual Rendezvous**
Maynard's in Excelsior, Lake Minnetonka (Details page 5)

OCTOBER

- ☞ 3 Fall Colors Cruise & Brunch, 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



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

We start 'em Young!

**2004 BOATHOUSE
 COMMERCIAL AD RATES
 (ONE YEAR/6 ISSUES)**

1/8 page	\$350
1/4 page	\$625
1/2 page	\$850
1/2 page Color	\$1,000
Full page Black & White	\$1,000
Full page Color	\$1,150
Full page Color-Back Cover	\$1,400

Ad Dimensions

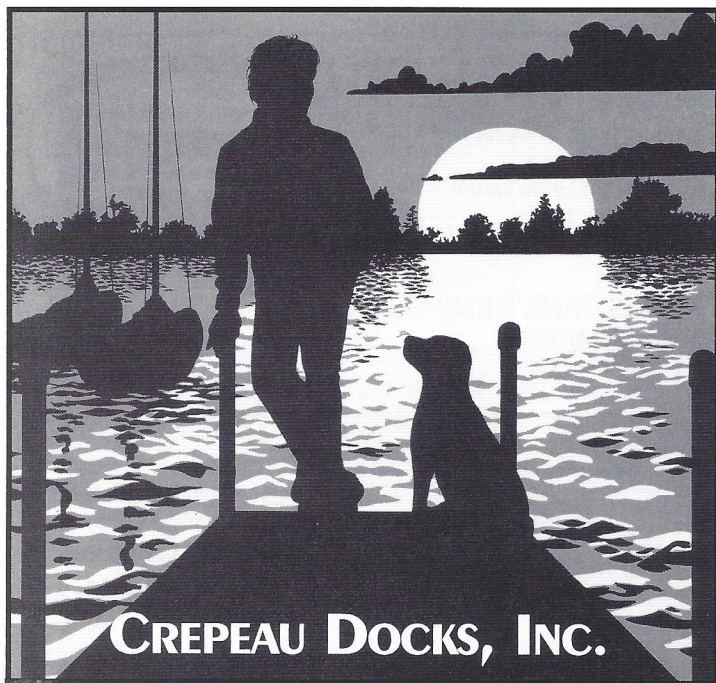
1/8 page	3.5 x 2
1/4 page	3.75 x 5
1/2 page	8.5 x 5.5
whole page	8.5 x 11

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.

*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!



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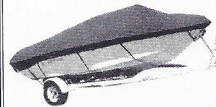
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Photo Shoot cont'd from page 18



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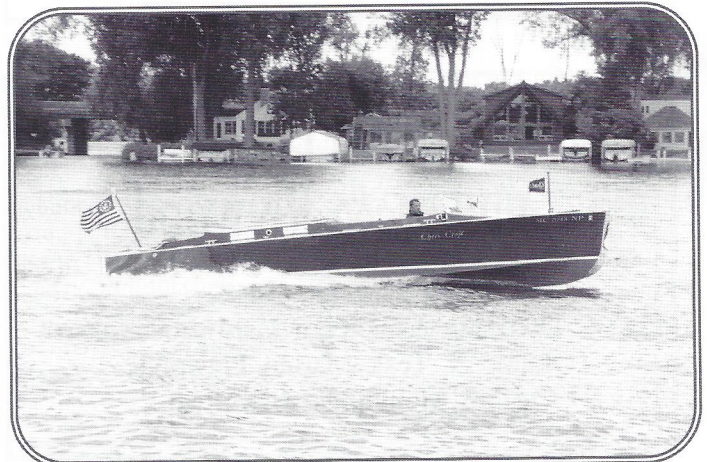
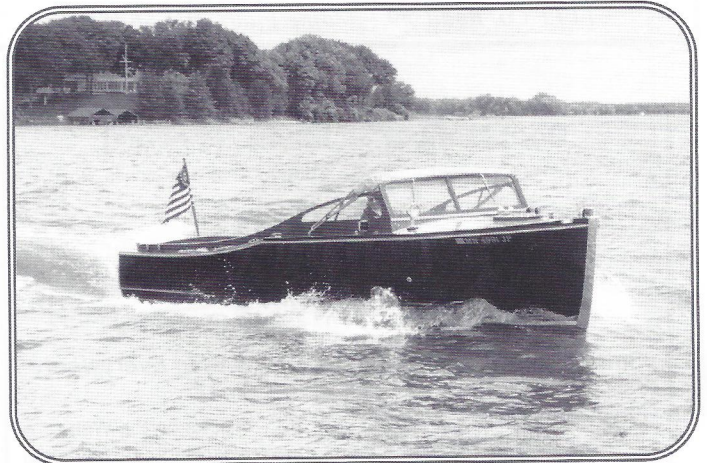
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BSLOL'S FIRST CLUB CRUISE NIGHT FOR 2004

"It was a dark and storming night." Thus begins one of the world's worst novels.

Well, the weather looked bleak for the first BSLOL summer club cruise on Wednesday, June 9. But the clouds disappeared, the sun came out and it was a glorious evening on Lake Minnetonka. All day the weather was crummy and that frightened most folks away from an evening on the water. So, only two boats showed up but there was ample room for the twelve brave and hearty soles that decided to throw caution to the wind and participate in a fun BSLOL activity.

After a smallish cruise we anchored together in Carson's Bay for a fun time of food and fellowship. And yes, the sun was shining. Pulling up the anchor at the close of the night took a curious turn. The boats actually were drifting, so twice we had to pull the anchor and move the boats. But that last attempt when we were ready to head home was a different story. I pulled and pulled and pulled and to no avail could I get the anchor to break free. Finally after popping a vein, it came loose. But as the anchor got closer to the surface it again ceased to come up. More pulling finally got it up. Well, it snagged another line and bungy cord contraption which in turn was attached to something solid. Oh oh, what could it be? A car, a sunken boat, a dead ___! Uff da! Finally it came up to the surface and revealed itself to be a concrete block! So my first fishing attempt of the season was a bust.

Oh, and to cap off the evening, a spectacular fireworks display took place from the Lafayette Club as we came by! We were surprised but happy they did this for us!

The next club cruise is Wednesday July 14. Won't you join us?!



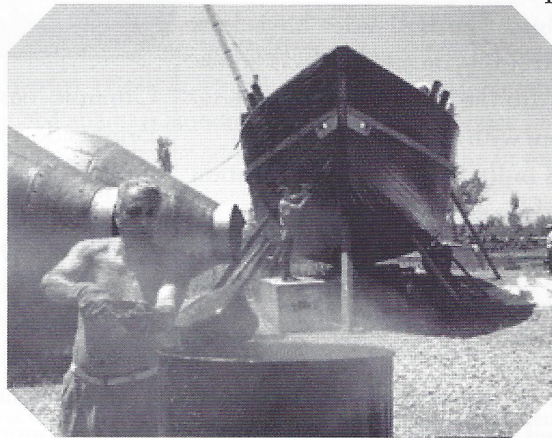
THE CILICIA SETS SAIL

Excerpts from the ArmenPress, Yerevan, Armenia

As promised, here is an update of the two-part "Porthole To The Past" article about "The Cilicia" in the February and April issues of The BoatHouse.



The "Cilicia," was replicated from a 13th century medieval sailing ship. The idea of constructing this ship was conceived by members of the Ayas Nautical Research Club of Yerevan, Armenia. The exact replication of the merchant ship took 11 years to complete and was built in accordance with medieval shipbuilding technologies.



In addition, navigation engineering of the period will be used. The only exception will be the use of up-to-date communications channels and rescuer facilities, which is a mandatory requisite for sailing today.

Armenian merchants will take it to the Georgian port of Poti, some 650 kilometers from the Lake Sevan where it was first tested two years ago. The planned voyage will take the ship and crew through the Black Sea, the Mediterranean Sea, onto the Atlantic Ocean toward Amsterdam. In the first stage of its trip, Cilicia will visit 12 countries: Georgia, the Ukraine, Russia, Romania, Bulgaria, Turkey, Greece, Egypt, Lebanon, Syria, Cyprus and Italy.

The crew, composed of a musician, engineer, doctor, signaler, film director and cameraman, vary in age from 20 to 60. The crew will wear 13th century clothes and even the ship's menu will be medieval. Especially for this purpose, earthenware crockery was made with the inscription "Cilicia" on it.

Cilicia's voyage will be navigated by compass, chronometer, astrolabe and the sailors will orientate themselves by stars. It is however, equipped by some modern devices. The first leg of the journey is supposed to end by the end of September. After spending the winter in Venice, sailors will return to Armenia. In May, 2005, they will continue their voyage to Amsterdam.

Armenian Prime minister Andranik Margarian expressing his appreciation to the crew of the "Cilicia," stressed that the ship will be sailing under the flag of the independent Armenia and wished the crew a successful voyage.



A LEAGUE OF ITS OWN

Dave Doner has owned and restored a variety of wooden boats over the years, but he just can't seem to let go of his 1954 Lyman Islander.

While looking across the field of mahogany boats at a wood boat show, your eyes are suddenly glued to one that stands out from the rest. It's Dave Doner's 1954 Lyman Islander, a different version of understated elegance.

Instead of a gleaming mahogany hull with its glistening reflection bouncing wildly off the surrounding water, here is one that is painted a stark white. The hull sides have laps similar to the familiar clapboard siding on a Cape Cod house. The deck, transom and interior are the saving grace for those who equate varnished mahogany with a classic boat.

When Doner's Islander was built, it was the continuation of a style that had been in the Lyman lineup since the early '30s. Lyman pioneered the open-style inboard utility boats when most other inboards were of the decked-over runabout style. The big, roomy utilities plied the Great Lakes in both comfort and style.

The 18-foot Islander was introduced in 1947. It was moderately powered and aimed for the fishing and trolling enthusiasts rather than the speedboat market. It featured steering from the rear starboard seat to make simultaneous driving and fishing easier. A passenger could sit in the front portside seat, which afforded plenty of room to land a big fish. An extra steering wheel at the front starboard seat was optional. To make certain that all those aboard stayed dry, a full-canvas weather covering could be ordered.

In 1997, when Doner was looking for a winter project to occupy himself during retirement, he bought his Islander. It was the continuation of a habit that started after he graduated from college, when he spent his first bonus check from General Mills on a second hand Glasspar runabout. The Glasspar soon yielded to an outboard-powered Sea Ray, and on and on it went.

When Doner found the Lyman at a shop in St. Paul, Minnesota, it was in poor condition. Everything was taken off and piled up inside the boat. Although the engine was no longer there, everything else seemed to be present. "I had not idea where anything went," he says, "but after laying it all out, I could see where it was supposed to go:

"I had to replace about five strakes," continues Doner, "each of them being about 24 to 36 inches long. I scarfed them in, just like they did at the factory. I West Epoxied them in place, using 3M 5200 sealant between the strakes. I replaced the rear deck, gunnels and a small part of the wood on the jump seat. I took the boat down to bare wood and then used an



Dave giving rides at a BSLOL Rendezvous in his 1954 Lyman Islander.

Olympic-based stain on the interior. I used the Interlux Brightside primer and polyurethane white to finish the hull."

Doner discovered that there wasn't a stitch of upholstery in the boat. "They really meant utility when they made this boat!" he says. When he got the boat, it still had the original canvas top, clear side curtains and tonneau cover for the rear. It was designed so that if bad weather came up, you could enclose the cockpit and drive from the optional front wheel completely protected.

Doner did all of the work, including the painting, woodwork and even the engine. When he had to find a engine, he visited Lyman expert Tom Koroknay, who looked up the hull card from the factory records and found that it had a Chris Craft Model A 60-hp engine when it left the plant in Sandusky, Ohio. Doner located this model in Northern Minnesota and bought it. It was covered with about four layers of paint, so he stripped it down, painted it the Chris Craft blue enamel, shined up all the bronze and got it running.

"This boat is extremely reliable," says Doner. "Even after sitting for a couple of months, you just choke it and crank it for about 5 or 6 seconds, and it fires right up." In addition to the Lyman's reliability, it also rides quite well. "It gets up on plane immediately," Doner says. "Its rounded bilge allows it to ride smoothly and prevents pounding like the flat-bottomed boats do. If you see it at the dock, you'll notice that only about 2 inches of the transom is under water."

Since finishing the Islander, Dave Doner has bought, restored and sold various boats. While these boats come and go, the Islander remains. There is something about the Lyman, perhaps its simple elegance or the purposeful design, that makes this particular boat a class that you can't let go.

Reprinted with permission of Boating World and Lee Wangstad

HONDURAS MAHOGANY

This information was found on the website WoodZone.com.

- Common Name:** Honduras Mahogany
- Botanical Name:** Swietenia macrophylla
- Other Names:** South American Mahogany
Caoba (throughout Latin America)
Acajou (French-speaking areas)
Often named after the country it came from (i.e. Brazilian Mahogany, Peruvian Mahogany, etc.)
- Species Distribution:** Scattered areas throughout central & South America including some Caribbean islands.
- Endangered?:** The species is secure in El Salvador & Honduras, but it has become endangered or extinct in some regions of South America. (Bolivia, Brazil (some regions), Colombia, Costa Rica, Guatemala, Mexico, Nicaragua, & Panama.) Honduras mahogany trees once had a distribution covering most of South America. Supply of the wood is still plentiful thanks in part to plantation harvesting.
- Tree Characteristics:** Height of 150' with trunk diameters as large as 6'. Honduras mahogany prefers dry forests & can also be found in high elevation stands.
- Wood Characteristics:** Straight grain with a fine even texture. Honduras Mahogany is relatively free of voids & pockets.
- Color:** Reddish brown to medium red which darkens to a deep reddish-brown with time.
- Workability:** Excellent! Honduras mahogany is one of the best woods for machining, cutting, & planing. Tools should be kept sharp, & a low angle should be used when planing Mahogany with a wavy grain pattern. Honduras Mahogany can be sanded very easily & efficiently. Routered edges are crisp & sharp. Honduras Mahogany also turns well on a lathe.
- Finishing Qualities:** Excellent! Honduras Mahogany readily accepts a wide range of common stains & finish.
- Durability:** Very Good! The wood is strong & dense. It will dent with a sharp hit from a solid blunt object. Slightly less durability than Red Oak. For outdoor applications such as patio furniture & wooden boats this wood is an excellent choice for its combination of strength & rot resistant properties. The popular Chris Craft wooden boats were built from mahogany until the early 1960 when it was replaced by fiberglass.
- Drying:** Honduras Mahogany can be air-seasoned & kiln-dried without appreciable warping or checking. Movement after manufacture is rated as small.
- Kiln Schedules:** T6-D4 - 4/4 stock T3-D3 - 8/4.
- Shrinkage:** radial 3.0%; tangential 4.1%; volumetric 7.8%.
- Weight:** Air-Dried: 30-52 pounds per cubic foot.
- Stability:** Excellent in kiln dried lumber.
- Uses:** Fine furniture, cabinet making, plywood, turning, boat building, outdoor furniture.
- Comments:** Honduras Mahogany has become a valuable cash crop for many South American countries. Plantation farming is working to supply the demand for this versatile lumber. Many other species, such as Lauan, are marketed as "Mahogany", however they often come from other wood families.
- Price:** Moderate

YOU ARE INVITED!

Jerry Dyhrkopp, Iowa Great Lakes Chapter, would like to invite all of you to join in on the fun for their 24th Annual Antique and Classic Boat Show on West Lake Okoboji on August 6-8, 2004. The boat show takes place on the shores of West Lake Okoboji at the historic Arnolds Park. There will be personnel available to launch and retrieve your boats. There are plenty of restaurants, shopping and the Iowa Great Lakes Maritime Museum all within walking distance of the show site. Here is the itinerary for the week-end events:

Friday, August

6:00 p.m. Cocktail Welcoming reception at Crescent Beach Restaurant on West Lake Okoboji Come by boat as dock space is reserved for the wooden boats!

Saturday August 7.

8-10 a.m Boat show registration at Arnolds Park on West Lake Okoboji.
 10 - 3 Boat Show viewing at Arnolds Park
 6 p.m.. Cocktail Reception at the Iowa Great Lakes Maritime Museum at Arnolds Park.

Sunday August 8

9:00 a.m. Coffee and Rolls on the Queen at Arnolds Park

Contact Royce A. Humphreys @ royceh@trvnet.net 515-890-1570 or John Franken @ john.franken@echogroupinc.com for registration information

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3rd Annual ACBS Boat Show

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Registration forms in the winter Rudder

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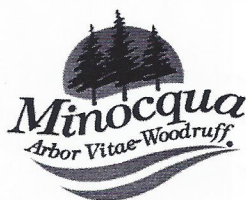
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FRI. JULY 30, 6:45 P.M.

◆ Wooden boat parade before the Min-Aqua Bat water ski show at the Aqua Bowl

SAT. JULY 31 - 8-5 & SUN, AUG. 1 8-2

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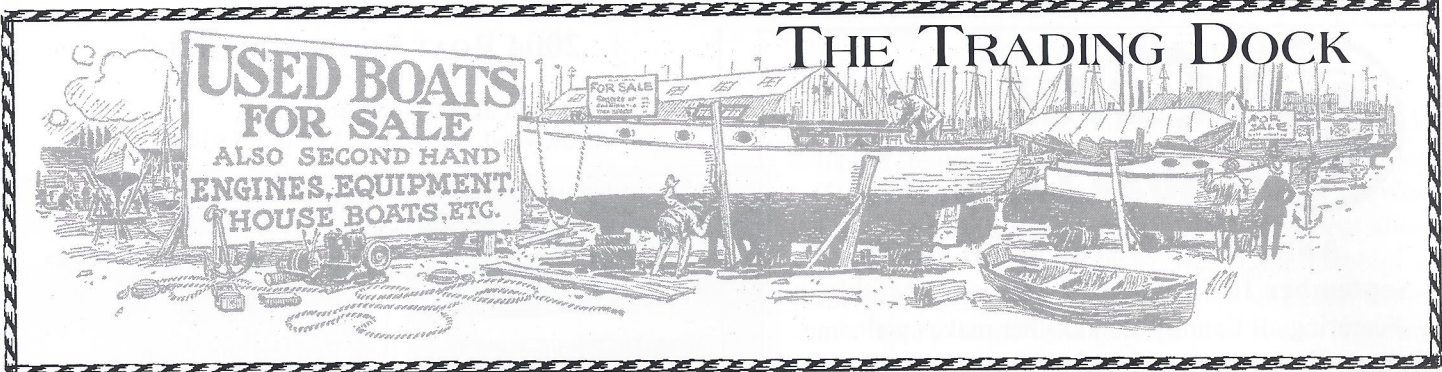
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2004 BOAT SHOW SCHEDULE

- 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 21 **BSLOL ENTRY** - Minneapolis Aquatennial Torchlight Parade
- Jul 25 **BSLOL LAND DISPLAY at Minneapolis Aquatennial** Thomas Beach, Lake Calhoun, Minneapolis MN
- Jul 30-Aug 01 13th Minocqua Antique & Classic Boat Show Minocqua WI, (715) 356-5266 www.minocqua.org
- Jul 30-Aug 10 Wooden Canoe Heritage Assoc. Assembly, Paul Smiths, NY www.wcha.org
- Jul 31 **BSLOL IN-WATER BOAT DISPLAY**, Wayzata Bay, Lake Minnetonka 952-934-9522 1-877-636-3111
- Jul 31 Woodies on the Water Antique Boat Show Superior WI (218) 722-7884
- 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 . IA (605) 334-1030
- Aug 13-15 4th Thompson Antique & Classic Boat Rally Marinette WI (612) 823-3990, email: thompsonboat@aol.com
- Aug 14,15 **BSLOL RIVER RALLY** - National Marina Day Bayport Marina, Bayport, MN Call 952-934-9522 or 877-636-3111
- Aug __ Jechort's Wood Boat Show, Winneconne WI (920) 582-7557
- Sep 4, 5 Lake Vermilion Antique & Classic Boat Show, Cook, MN (218) 666-5407
- Sep 11,12 **BSLOL 29th ANNUAL RENDEZVOUS** Lake Minnetonka at Maynard's in Excelsior, MN Details on page 5..To Register, call 952-934-9522 or 1-877-636-3111 (toll free)
- 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

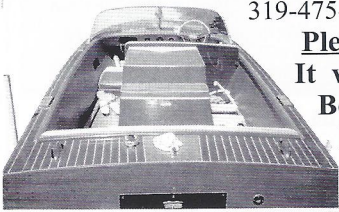
THE TRADING DOCK



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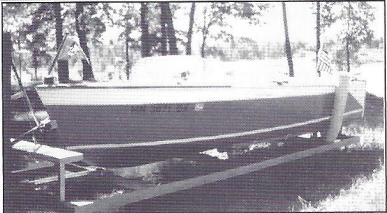
Please note the above price.
It was incorrect in the April BoatHouse. Our apologies to Dave.
 (NM0404)

●**MID-50s HIGGINS 17'**
UTILITY - This is a gray hull pattern boat. I believe the essential hardware is present including steering wheel, dash with intact gauges, molded engine box, gas pedal, fuel tank, shift lever, drive shaft, rudder and prop. The Chrysler 6 cyl engine is in the boat but the condition is unknown. \$1500. Dave Doner 952-835-2549 ddoner9289@aol.com



(M0604)

●**1958 CHRIS CRAFT CAVALIER** - 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)

●**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

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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.



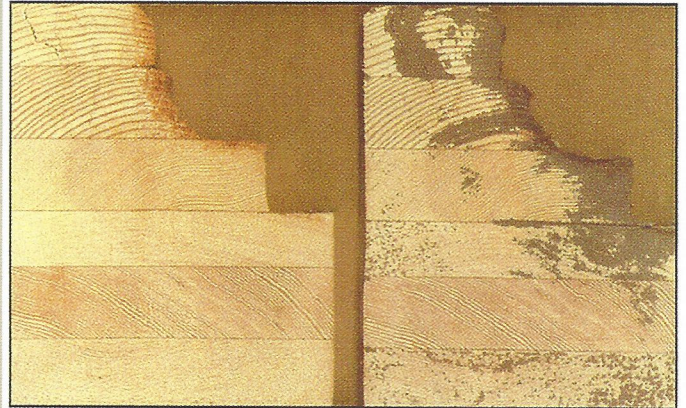
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We can find all of it.*

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.

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