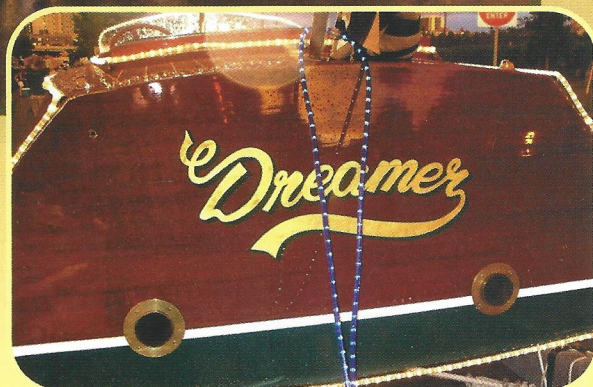
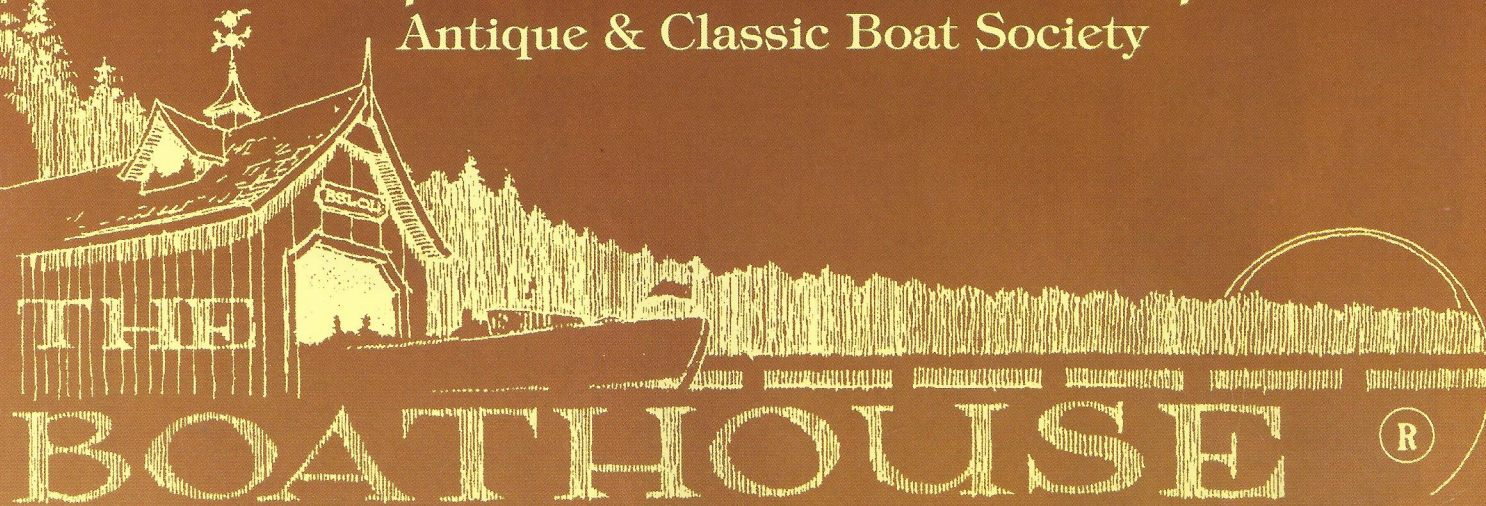


The Bi-Monthly Publication of the
Bob Speltz Land-O-Lakes Chapter
Antique & Classic Boat Society



Vol. 27 No. 4
August 2004



BSL OL
BOB SPELTZ LAND-O-LAKES CHAPTER

29th Annual

Unique & Classic Boat Rendezvous Returns to Lake Minnetonka



SEPTEMBER 11 & 12, 2004

On the docks at

MAYNARD'S RESTAURANT IN EXCELSIOR



Saturday 10 - 5 Sunday 10 - 3



Admission: \$5.00 Adults
\$1 DISCOUNT WITH "APPLE DAY" BUTTON
Under 14 Free

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
 320-864-6897 /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 /w

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

Greg Benson 952-447 3919 /h
 612-802-9031 /c
BSLOL@aol.com

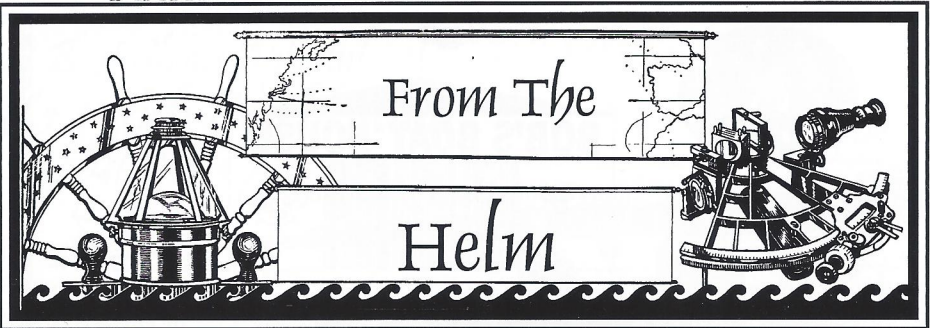
Suza Gosh 320-250-9679 /cell
g7su@2aol.com

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

Dave Doner 952-835-2549 /h
ddoner9289@aol.com

CONTACT BSLOL

Local: 952-934-9522
 Toll Free: 877-636-3111
 Emails: BSLOLmbrshp@aol.com
bslolMTKAshow@aol.com



Activity abounds at BSLOL! It has been a steady ride of planning, evolving plans, boat displays, and on-water boat excursions for our family. Details are throughout this issue. If you haven't taken part in any of these events, I hope to see you at one of our remaining water activities of the season.

Our Rendezvous will be September 11 and 12 at Maynard's Restaurant on Lake Minnetonka in Excelsior, Minnesota. The change of venue and reduced dock capacity has made for some interesting challenges, but we think you will be pleased about our new Rendezvous home. It is recommended you get your reservations in quickly, as it will be on a first registered/first paid – first accommodated at the docks.

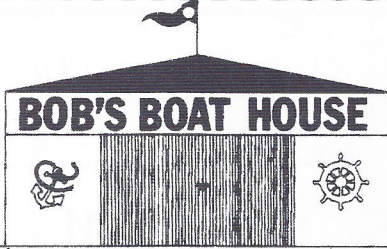
Dr. Bob has made certain our pre-Rendezvous "Nice-N-Easy Mini Cruises" will remain an integral part of the fun. Read more about the cruises on page 20 and in your registration packet.

Election of officers for 2005 will be held at our annual meeting in November/December. Open positions include: President, Vice President (up to three); Secretary, Treasurer, and Director (up to six). If you have a desire to help make this the best ACBS chapter, please contact Greg Benson – captain of our nomination committee at 952-447 3919. Also, if you have suggested nominees, get in touch with Greg.

Watch for the St. Paul episode of the television program ANTIQUES ROADSHOW with a special feature on our BSLOL antique and classic boats. It will air on your local public television station (TPT Channel 2 in the Twin Cities) in early 2005. Get those videotape recorders set! A great deal of effort by several members went into making this happen and I'm looking forward to seeing the results.

C-ya on the water!
 Andreas Jordahl Rhude
 President

In the June BoatHouse, we announced that BSLOL had three boat shows planned for the year – a year that began without the prospects of any show at all! We are pleased and excited to report that we've been "on display" around the Twin Cities more than any previous year. We've participated in the Aquatennial Torch Light parade. As part of the Aquatennial, we had a great land display on Lake Calhoun, and we were there in force at Wayzata's 150th Anniversary celebration. By the time you read this, we'll have had our fourth – in Bayport on the St. Croix. And, of course, our big event – the 29th Annual Rendezvous is coming up on September 11 and 12 on Lake Minnetonka. We hope that weekend is on your calendar! The continuing saga begins on page 5.



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
Wayzata's 150th Celebration	5
Aquatennial Splash	6
Beach Bash at Lake Calhoun	7
Gadgets and Kinks	8
Service Department	9
Alexandria Boat Show	10
Boats In Process	12
Reflections of Bob Speltz Continued	13
Have We Been Introduced?	14
Welcome Aboard!	15
Outboard Corner	16
Porthole To The Past	17
Rendezvous Pre-Show Mini Cruises	18
Rendezvous Awards & Judging	19
BSLOL Calendar	20
BoatHouse Commercial Ad Rates	20
BSLOL Email	23
Clear Lake Iowa Rendezvous	24
ACBS Announces Another Benefit	24
More Boat Shows	25
Trading Dock	26

Reflections of Bob Speltz from his personal photo album.



1948 Chris Craft 20' Custom Runabout
 Hull #R20-196 Engine 350 ci CC-V8 270 hp
 Name: "Hurricane"

See page 13 for the latest on these boats!

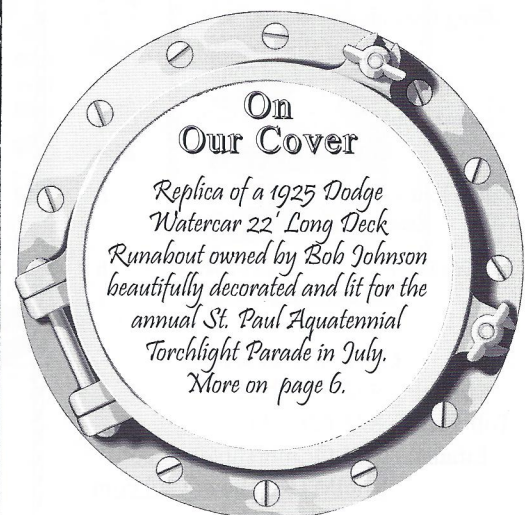
1929 Chris Craft 26' Model #5, Hull #927
 Engine: 200 hp Kermath G (original)
 Name: "Dolly Bea"



BOB SPELTZ LAND-O-LAKES CHAPTER ANTIQUE & CLASSIC BOAT SOCIETY, INC. MISSION STATEMENT

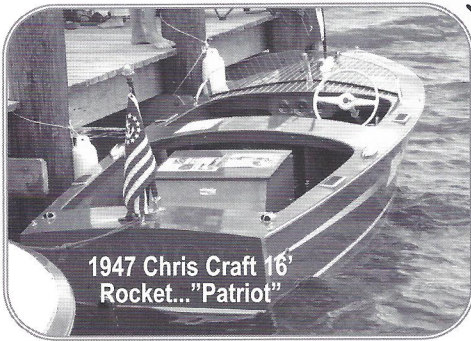
To promote the preservation and enjoyment of antique, classic and special interest watercraft of all types, both powered and non-powered by:

- 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.



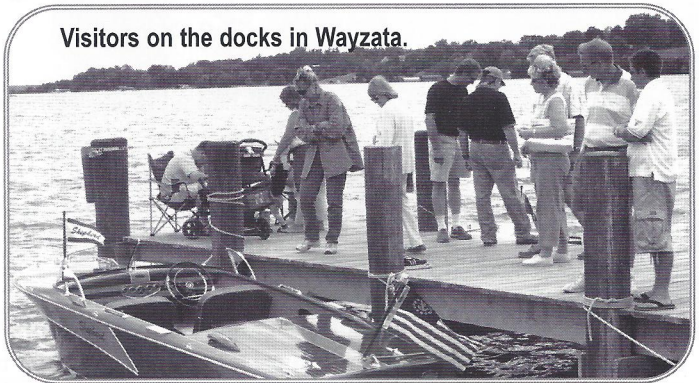
BSLOL Boat Shows Aplenty! Wayzata's 150th Celebration

(1st of 3)

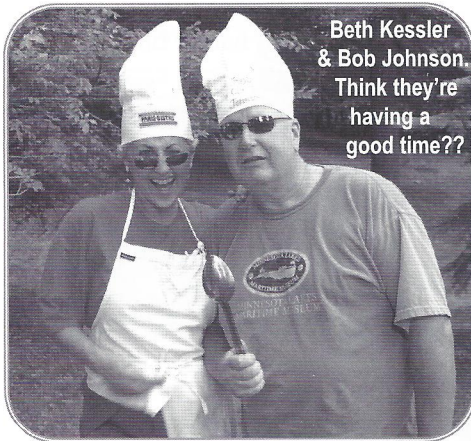


1947 Chris Craft 16' Rocket... "Patriot"

Seventeen boats were displayed at the Broadway Docks in Wayzata Bay on Lake Minnetonka, Saturday, July 31. BSLOL participated in the 150th birthday celebration of the city of Wayzata.

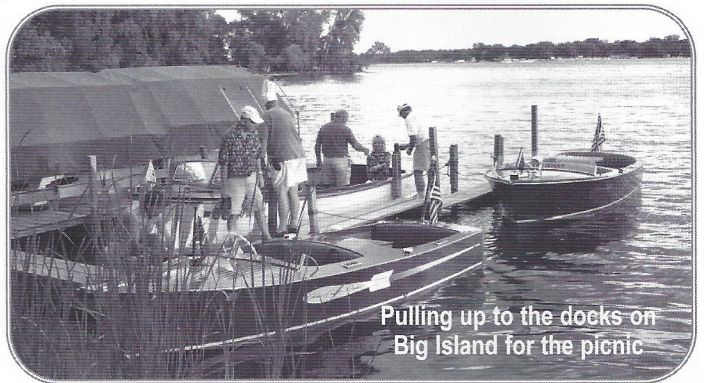


Visitors on the docks in Wayzata.



Beth Kessler & Bob Johnson. Think they're having a good time??

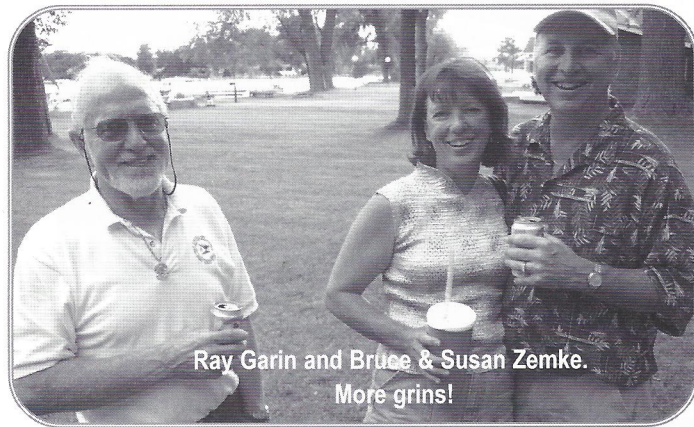
The day-long display had thousands of spectators walk the docks to view the boats. Wood, steel, aluminum, and fiberglass boats of all sizes and types participated in the mini-show. Our presence was one of the main attractions at the city's celebration. Judging by the steady



Pulling up to the docks on Big Island for the picnic

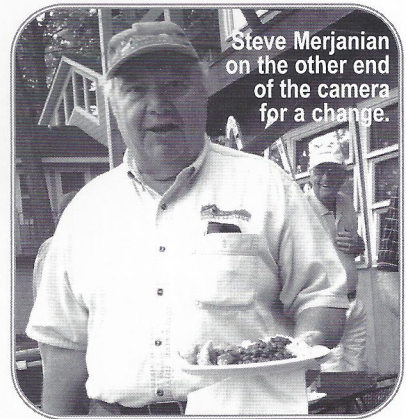
stream of visitors, it was one

of the more popular attractions.

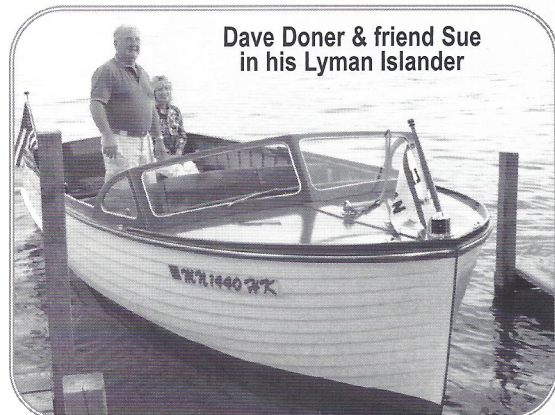


Ray Garin and Bruce & Susan Zemke. More grins!

A boat parade to and from Broadway and the Depot docks capped off our tenure for the day. Thirty BSLOLers and guests had a picnic dinner at the cabin home of Tom Robb on Big Island later in the evening. Brad Ernst prepared food with contributions from Beth Kessler and John Tuttle. Thanks to each and everyone for your above-the-mark contributions!

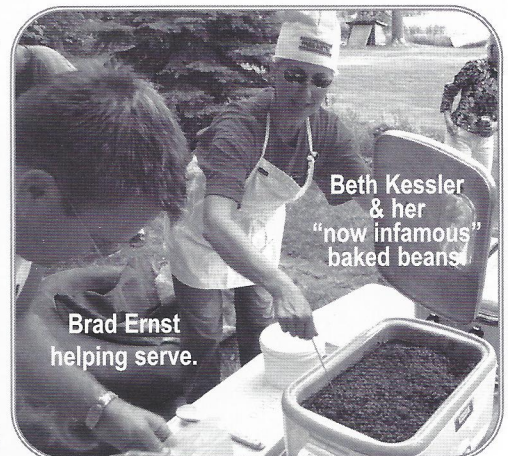


Steve Merjanian on the other end of the camera for a change.



Dave Doner & friend Sue in his Lyman Islander

Thanks also to Tom who graciously offered his property and Valerie (Tom Robb's daughter) for playing host to an invasion of their island home. Their neighbors also deserve a salute for allowing us to pull up to their docks for the evening. It was a hugely successful day; these pictures pretty much say it all.



Beth Kessler & her "now infamous" baked beans

Brad Ernst helping serve.

"Shows Aplenty" cont'd. on page 6



BSLOL Boat Shows Aplenty! Aquatennial Splash (2nd of 3)

For the second year in a row, BSLOL had a classic wooden boat in the Minneapolis Aquatennial Torch Light Parade. Wednesday July 21 was a beautiful evening for a "light" parade. Even with a quick downpour right before the start, it turned out to be a great night with a large crowd of spectators.

Dr. Bob "The Tipster" Johnson was kind enough to allow use of his 1925 Dodge Watercar 22-foot Long Deck Runabout. The boat was decked out in rope lights making a spectacular entry in the parade. (See cover photo.) The boat progressed down Hennepin Avenue in Downtown Minneapolis carrying special guests: Aquatennial Directors Ruth Ann and Tim White. BSLOL President Rhude was at the helm of the majestic boat. It was truly a hit!

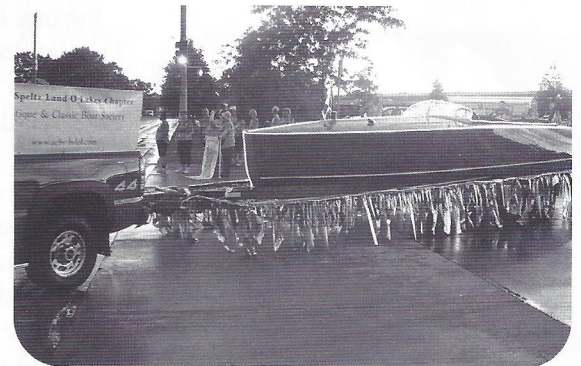
Mark Setterholm provided the tow vehicle and John Tuttle was the "captain" of the entire affair. It was a long day of hard work for

Tuttle and Setterholm and the lighting crew. The parade kicked off at 8:30 p.m. and our entry, in the prominent second-to-last position, did not get through the route until after 10:30.

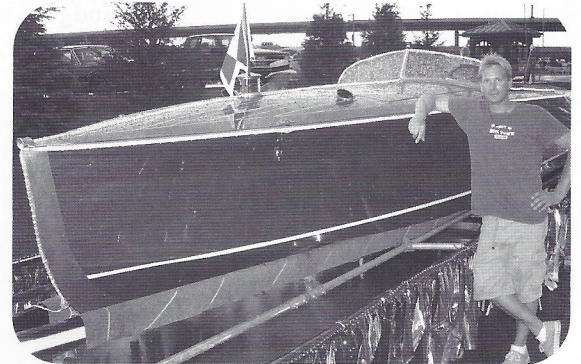
Thanks to all those that helped make this another successful BSLOL enterprise and a special hats off to Bob Johnson for providing the boat.



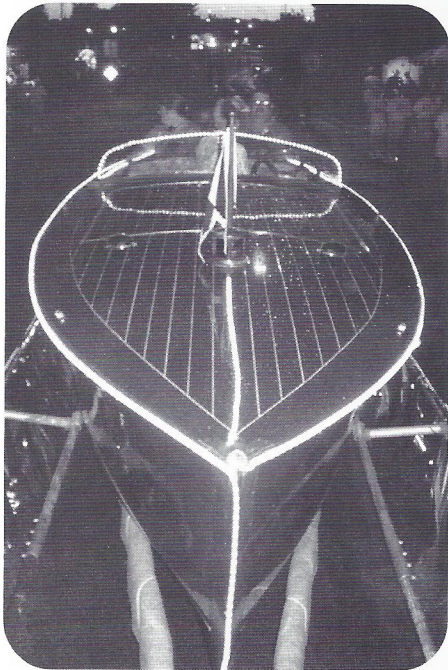
This is who we are!



Getting ready for the parade.



President Andreas Rhude beside "Dreamer"



"Shows Aplenty" cont'd on page 7

BSLOL Boat Shows Aplenty! Beach Bash at Lake Calhoun

(3rd of 3)

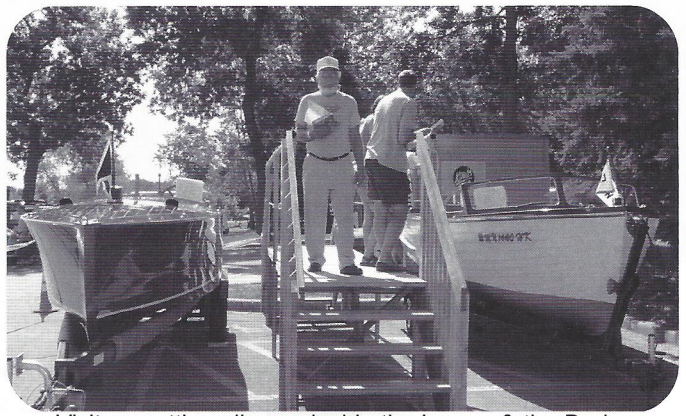
Thousands of people were able to take a close look at five antique and classic wooden boats as part of the Minneapolis Aquatennial on Sunday July 25. BSLOL displayed the boats at Thomas Beach on the south shore of Lake Calhoun in the heart of Minneapolis. It was part of the "Beach Bash" with the popular milk carton boat races and sand castle/sculpture contests.

The boats were shown on the land just a few steps from the sandcastle builders. Tons of other activities were taking place all around the boats. Countless number of spectators saw the impressive and varied boat display. On display were:

- Dr. Bob Johnson's 1925 Dodge Watercar 22' Long Deck Runabout
- Dave Doner's 1954 Lyman 18' Islander
- Chris & Lynn O'Connor's 1956 Shepherd 18' Runabout
- A.J. Rhude's 1955 Thompson 14' Thomboy
- A.J. Rhude's 1957 Thompson 17' Sea Lancer

Jim Camery brought the stairs and docks so that folks could get a better interior view of the Dodge and Lyman. Chapter reps John Tuttle, Andreas Rhude, Dave Doner, Jim Camery and Chris and Lynn O'Connor distributed BoatHouses, show schedules and member applications. Coordinator for all of BSLOL's participation in the Aquatennial was John Tuttle. Our sincere thanks to John for all his tremendous work in making this a reality. It was no small feat and we are most appreciative to John.

The Aquatennial organizers were quite impressed with the boats and happy to have BSLOL as a part of the fun Beach Bash. Maybe next year we can have an in-water display at the event?!



Visitors getting glimpse inside the Lyman & the Dodge



Andreas J. Rhude with one of his two Thompsons



Chris O'Connor & Jim Camery holding down the fort!

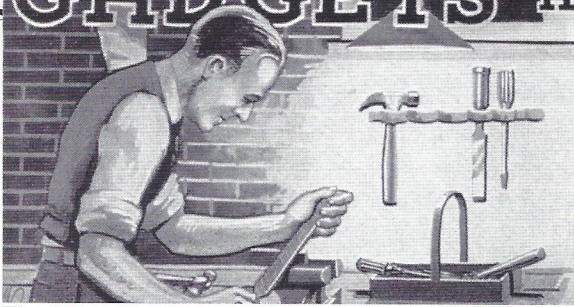


Aquatennial Commodore, Captain, Queen & Princesses



Chris & Lynn O'Connor in front of their 1956 Shepherd

"Shows Aplenty" culminates in the October issue with shows 4 (Bayport) and 5 (29th Annual Rendezvous.)



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

the plank. Extend the frame location line onto the plank. Transfer the above measurements to that plank, marking the point on the line for the first screw to hold the frame. The measurement starts at the inboard edge of the keel rabbet.

Here comes the hard part that causes so many to struggle. The

THE INTERMEDIATE FRAME (It's More Than Just a Stick)

by Sherwood Heggen

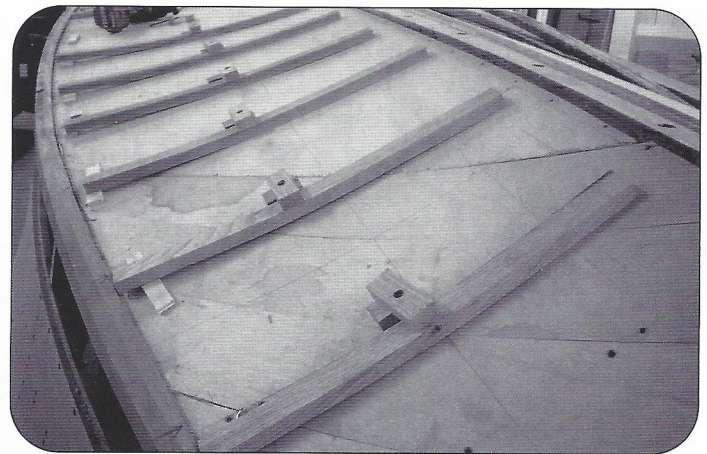
Making and installing intermediate frames is the topic for this offering of *Gadgets and Kinks*. Is there enough to write about regarding this simple stick in the bottom of a boat? Though it is a simple stick, is an important bottom frame member. And, it can be an aggravating little stick to deal with. Let's see what this is all about.

In the majority of double planked bottoms, there is a structural member called the intermediate frame. It is a piece of white oak measuring approximately five-eighths inch by one inch. The broad side lays against the inside of the inner planking and is fastened through the bottom planking from the outside with one inch screws. It serves to hold the inner planking and outer planking together between the heavier mainframes.

The intermediate frames are simple to make. A piece of flat-sawn white oak is cut into one inch wide strips. Then, either by saw or thickness planer, they are sized to five eighths inch thick. Now you have correct dimension stock in strip form with which you can cut the individual lengths. If you don't have the old intermediate frames for measurement reference for their individual lengths, measure the inside dimension between the chine to the keel and subtract two inches. Two inches is subtracted from the measurement for space between the ends of the intermediate frame and the chine and keel to allow water to pass, as do the limber holes in the mainframes. The measurement is taken for each intermediate frame at their location halfway between each main frame.

How does one know where to position the intermediate frame when the planking is already installed? To identify the location of each frame, draw a line with a pencil and straight edge ninety degrees to the keel at each intermediate frame location on the outside surface of the inner planking. Mentioned earlier, the intermediate frame is about an inch from the keel on the inside. But, when looking at the bottom from the outside, one loses reference as to where an inch from the keel is. No problem. Add the three dimensions of the width of the keel rabbet, the inch spacing, and an extra one inch for the location of the first screw in the intermediate frame. Record the total of these measurements for each frame station. It is best to install the garboard plank at this time so you can screw fasten the intermediate frame through

bottoms of most wooden boats are concave. Those little sticks are stiff and straight. Bending them into position as the bottom is screwed in place is nearly impossible. As you move forward to the shorter ones, it is impossible to bend the into place without breaking something. The answer to this struggle is steam. Yes, steam each intermediate frame and bend it into shape. Go to the BSLOL website at www.acbs-bslol.com to check out the Feb 1999 *Gadgets and Kinks* for information on the steaming process. The jigs for bending the intermediate frames are the main frames on the bottom of the boat. A bit of preparation is necessary while you are steaming the intermediate frames. To hold the intermediate frames in place after steaming them, make clamping blocks with a hole in the middle big enough to pass a two inch sheet rock screw and stand-offs the same thickness as the intermediate frame for each frame. Refer to the picture below and you will see how they are used to hold the intermediate frames as they cool.



Steam the intermediate frames that have been cut to length for about a half to three-quarters of an hour. Take one at a time from the steamer and screw it down to a frame adjacent to its actual position. This will provide its approximate shape. Over-bend the frame by placing a one-quarter inch spacer under one end. After the frame has cooled and removed from its clamp it will spring back some and will fit nicely in its location. Screwing it into place will now be a simple task.

Drill screw holes for the intermediate frames at those points marked. Now take your intermediate frame and measure in one inch from the end and drill the anchor hole

Gadgets & Kinks - cont'd on page 12

The SERVICE DEPARTMENT



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

Dear Dr. Motorhead,

Last summer before I put my boat away a strange thing was happening: let me explain. I was motoring along enjoying the scenery when all of a sudden the engine quit. Nothing could bring it to life. I knew I had plenty of gas, as I had just filled her up. My family and I waited and drifted as I pondered what the problem might be. Being a man of patience and mechanical ignorance, I relied on my patience as we sat and waited for someone to give us a tow. Some time passed, with no one in sight to offer assistance. Then I says to the wife, "I just don't get it." At this moment, in frustration, I turned the key and she fired off and purred like a kitten (the boat, not my wife) as if nothing had happened. "Whoa", I says to myself, "perhaps patience does pay off". Who needs to know how to fix this old stuff if all you have to do is sit around and wait for a minute or two. I was on top of the world feeling smart, and enjoying the day in old Woody. Then, all of a sudden, just like before, she died again. My bliss was only to last about 20 minutes. Re-pondering the situation, I remembered how well I fixed it the last time by just sitting around. So, what the heck, pop open a tall cool one, sit for a while, and see how well I will do this time. One beer down, it's time to show my wife what a good a mechanic I have become. I says to the wife, "Watch this", as I grinned and turned the key slowly. Bang she fired up and once again we were "off a boaten". With plenty of gas and one less beer, we were back at it again enjoying the sounds and sites of a wonderful day. Well Dr. Motorhead, this continued all day long and I was soon wishing I had more mechanical skills now. Even for me, I was quickly running out of patience.

Signed,
Jobe

Dear Jobe,

Sounds like a pretty nice day out on the lake. I hope you had plenty beer to sit and fix the boat with and enough to get you back to the dock. Patience is a virtue, but it has yet to fix an engine, at least not to my knowledge. I will explain your problem to you in layman's terms so you may understand what the heck was going on. Remember, you need three things to make an engine run: gas, air or oxygen and a spark to get all this good stuff (gasoline) to burn. You had two out of the three, which isn't bad, but you still need all three. You were, or should I say your motor was missing the spark when your engine killed. There are a number of components that give your engine the spark to ignite the gas and air mixture in your cylinders. Your battery or generator, the power source; the spark plugs, who would guess; the points and condenser; and last but not least the coil. One might ask, what about the distributor? This only

sends the juice from one cylinder to the next at the exact right time, and does not make the spark. So why it would work sometimes, then not work at all, then again, like magic work again. Your coil, oh patient one. You see, the coil is one of those electrical phenomenons's that converts the 6 or 12-volt electricity into literally tens of thousands of volts. Nobody really seems to know why, but it does. If you were to cut a coil open, but please don't, you will find that it is full of coiled wire, hence the name, and some oily looking stuff called the dielectric. Sometimes when a coil starts to wear out the dielectric fails. Things get hot and bingo, one dead engine. Wait around for a while, have a brewsky or two, turn the key and bang, you look like a genius. All that has happened is you have given the coil enough time to cool down and work properly for you again. This cycle will continue until she finally gives up the ghost. So Mr. Patience you need to replace your coil. Remember, when you wire up the new one, the one little wire that connects to the distributor goes to the (-) terminal on the coil. The little wire that leads to your ignition connects to the (+) terminal on the coil. And the great big one connects the top of the distributor and to the top of the coil. Just that easy. Remember, when you are buying a new coil, specify either 6 or 12 volt. Chances are you will need a coil with internal ballast. Look on your coil bracket and see of you have a little white porcelain piece about the size of a Bic cigarette lighter, wired in to the ignition. If you do the ballast is external. If you don't the ballast is internal. The ballast internal or external is required to limit the amount of current passing through your points. If you don't have one, they will melt down in a very short time. Still confused, bring in the old one to the parts store and let the guy behind the counter fetch you the correct coil. I recall once hearing a story in Sunday school about a man named Jobe with an abundance of patience. Any relation?

Signed,
Dr. Motorhead

PS: Out of beer and still not home? Remove the coil from the bracket while still wired and stick it in your cooler. The ice will help the coil stay cool and give you longer running times.

ALEXANDRIA BOAT SHOW ~ ANOTHER SUCCESS

by Bob Johnson and Andreas Rhude

Photos by Rob Chasse

The yearly Chain of Lakes Classic Boat Show in Alexandria took place Saturday, July 10 at the Arrowwood Resort and Conference Center. The show is sponsored by the Minnesota Lakes Maritime Museum, which was formed by a group of local antique boat nuts who just opened the museum adjacent to the "Rhinstone Museum" near the "Big Ole" statue in downtown Alexandria. (Make it a point to see it.)

The skies looked as if they would open up in a torrential rain, but alas, it ended up being a delightful, dry day. An intimate show, they had about 25 boats in the water and 25 boats on land. The show always has



Lapstrake
Cruiser

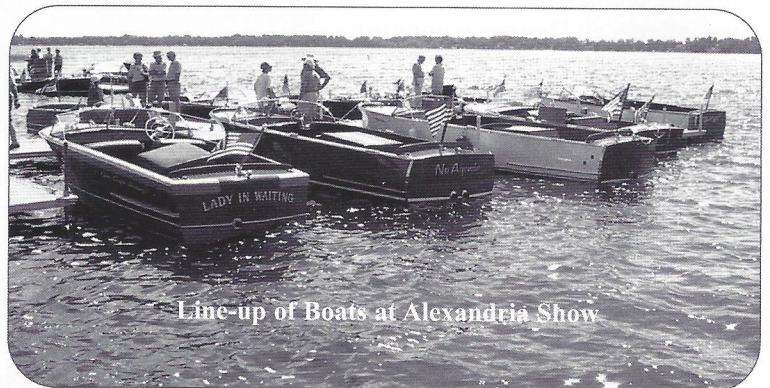
a lot of local outboards and rowboats from local builders of yore, such as "Alexandria Boat Works" and "Parker's Prairie Boat Works" among others.

The Arrowhead setting is ideal with the hotel and restaurant facility overlooking the

pool and outdoor dining deck.

An expansive, beautifully manicured lawn leads to the lakefront marina show docks. It's such a treat to be able to sit down to a meal in the dining room four stories up looking down on all the action.

The weekend started Friday evening with the Captain's Party at the home of Joyce and Carl Mammel on Lake Carlos (the largest of the chain of lakes.) A sumptuous buffet was enjoyed under the direction of Joyce with the help of other local club members. Let me tell you, it was not your "low fat/low carb" fare! Tom Juul added to the night's fun giving rides in Carl's rare and beautiful 23' Chris Craft triple cockpit barrel stern. I can't believe how



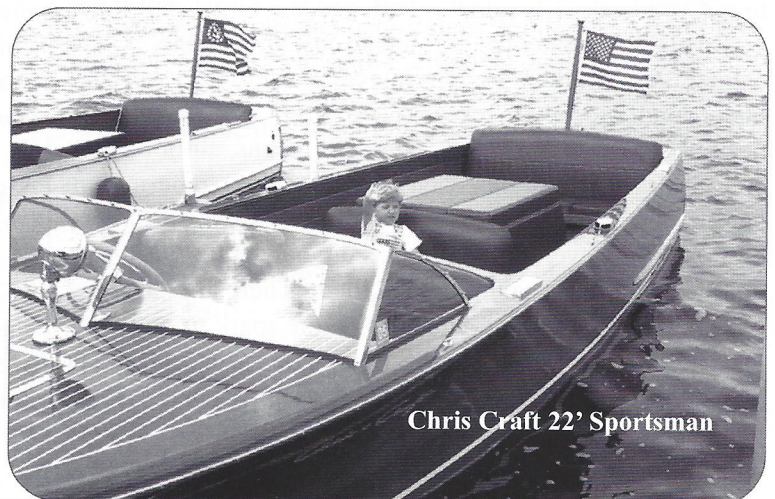
Line-up of Boats at Alexandria Show

fast it goes with its 130 h.p. "M" engine!

Saturday was show day. In order to get a good slip, I was the first one at the docks at 7:15 a.m. As the boats streamed in, it was apparent that it was going to be an exceptional quality show. About one-third of the boats at the docks looked like they were just out of the restoration shop! A number of boats from the greater Twin Cities area made the trek to the lovely Lake Darling!

- ◆ Aaron Albu brought his 1968 Century Resorter;
- ◆ Chris and Brad Ernst had their 1966 Chris-Craft Ski boat;
- ◆ Bob Johnson's 'Cowboy', a Chris-Craft Sportsman, was in attendance;
- ◆ John and Suzanne Laidlaw and their daughters participated with their 1955 Shepherd;
- ◆ Nancy and Jeff Stebbins were there with "Pokey", a 1954 Chris-Craft Sportsman, and
- ◆ A.J. Rhude brought his 1955 Thompson Thomboy.

Alexandria Show cont'd on page 13



Chris Craft 22' Sportsman

Seven Seas
 Chandlery
 Builder Supply
 Paints by Interlux ~ Pettit
 Z-Spar ~ Epifanes
 Full Line Stocking Dealer of West System Epoxy
 Fasteners ~ Hardware
 CALL FOR WINTER HOURS: 612-879-0600
 2827 Dupont Ave. So. ~ Minneapolis 55408
 www.sevenseas-mn.com

Hawkinson Wooden Boats, LLC
 ~ Restoration and repair of classic wooden boats
 ~ Quality results and reasonable rates

Scott A. Hawkinson, owner
 Home: (763) 476-9492 Shop: (763) 370-3569

Your one stop source for all
 your classic & antique
 restoration needs!

Classic Boat Connection

75 Navaho Avenue, Suite 5 ~ Mankato, MN 56001

Ph: 507-344-8024 Hours: 9 a.m. - 4 p.m.
 Fax: 507-344-8056 Visit us on the web
 classicboatconnection.com

Express Composites, Inc.
 Fiberglass Supplies
 order@expresscomposites.com

Jim Swanson
 tel: 612.789.8621
 fax: 612.789.1414
 3147 California Street NE
 Minneapolis, MN 55418

Specialists In
 Complete Engine Rebuilding
 Automotive Machining & Parts

Marine Engine Inboard/IO

Wagamon Bros.
 37th & University Ave NE
 Minneapolis, MN 55421
 Phone: 763-789-7227
 Perry or Wally

Boat'art Gallery
 844 Grand Avenue
 St. Paul, MN 55105

Custom Models from Photos or Plans
 Antique, Classic Model Restorations
 Fine Scale Model Ships & Boats
 Nautical Gifts & Antiques

Tom Sweeney
 651-222-8800 www.boatartgallery.net

YOUNGBLOOD LUMBER CO.
Wholesale Distribution Since 1876

FAST SHIPMENT AND DELIVERY **WIDE RANGE OF INVENTORY**
FINE QUALITY CABINET GRADE MATERIALS **COURTEOUS KNOWLEDGEABLE SERVICE**
ONE ON ONE SERVICE REPRESENTATIVES **MATERIALS SORTED OR SELECTED SPECIFICALLY FOR YOU**

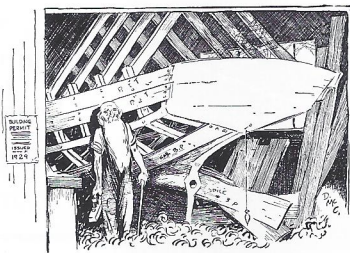
THE INDUSTRY LEADER...SERVING THE UPPER MIDWEST

1335 CENTRAL AVENUE - MINNEAPOLIS, MN 55413
 952-789-3521 ❖ 1-800-933-1335 ❖ FAX: 952-789-9625

Visit us on the Web @ www.youngbloodlumber.com Email: yblmpls@aol.com

- ☞ 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

BOATS IN PROCESS



WHERE IN THE PROCESS ARE YOU?

- ☞ 1956 Correct Craft 15' Atom Skier
- ☞ 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
- ☞ 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

Gadgets & Kinks cont'd from page 8

for the one inch screw that will hold the frame in place. Make sure the anchor hole is not too small for the screw or the frame end could split. If it is too big, the screw will not hold sufficiently. A test on some scrap wood of the same dimension is a good idea here. Insert the one inch screw in the hole drilled in the plank and then position the intermediate frame, hole end first, under the inner planking. Find the hole in the frame with the protruding screw and draw it up tight with a screw gun. With one end in place, how does one line up the frame so it is parallel to the others? Drill a screw hole about three inches in from the chine rabbet on frame location line. Now you need to make the alignment tool that solves the problem of aligning the frame. Go back to the BSLOL website and check out the Dec 2000 *Gadgets and Kinks*. There will be a picture of the tool. It is a short length of scrap frame stock with a notch the width of the intermediate frame and a screw in the center of the notch. To use this alignment tool, push the screw of the tool through the inner planking from the bottom which will cause the notch to face down. Now, holding the tool in place, position the intermediate frame into the notch. While holding the frame in position, drill a hole through the inner planking on the location line at some point inboard from the alignment tool. Remove the alignment tool and fasten a flat head three-quarter inch screw through the inner planking into the intermediate frame. (Man, that is a lot of words for a simple task.) The

intermediate frame is now in position to accept all of the bottom planking screws. Repeat that procedure for all of the intermediate frames on both sides and the job is done.

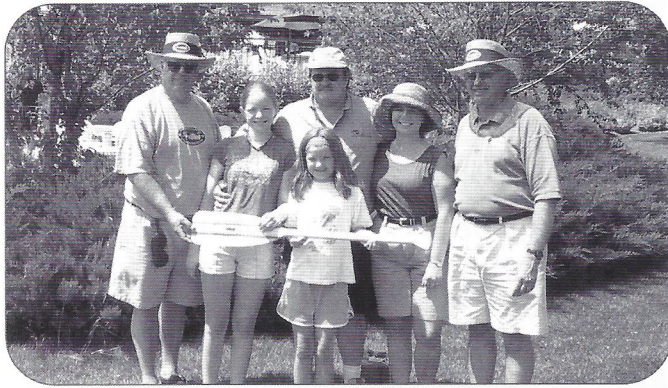
Simple task? Yes and no. Once you get going it will become simple, but it takes a little bit of thinking to get going.

Here is the part of the article where we say all together, **DON'T DESTROY IT; RESTORE IT!** If you see a wooden part of history laying out in the open rotting a way, do what you can to find it a home. These boats, whether they be wood, metal, or fiberglass, deserve our attention to save them from destruction from neglect and abuse. Sure, it takes time, skill, and money to bring them back, but seeing that beauty sitting lazily at the dock gleaming in the sunshine or skimming across the water makes it all worth it.

Got a question or problem with your boat for which you need an answer. That's why *Gadgets and Kinks* is here. You can contact me at Heggensi@Centurytel.net or 715-294-2415. Through the network of knowledgeable people available, your answer will be on its way.



Alexandria Show cont'd from page 10



The Laidlaw's display the Skippers Choice Award.

Other BSLOL members from the Alexandria area were also at the show with their boats. One of the many highlights of the show was Harry Munson's new single-axel display trailer with about a dozen exotic inboard engines from the early 1900s.

Around 3:00 p.m., the awards were given out. Jeff Stebbins' "Pokey" won People's Choice and John Laidlaw's Shepherd won Skipper's Choice.

Following the awards, a first-time fly-by in front of the Marina docks was attempted. A strong offshore wind made getting away from the docks a big challenge. It was otherwise a great success, much enjoyed by the throng of spectators who almost made the docks collapse. This was the conclusion of the show.

Thanks again to the Minnesota Lakes Maritime Museum, the show sponsors, for making all the visitors feel right at home!



Jeff Stebbins with his People's Choice Award

Reflections of Bob Speltz from his personal photo album.

The two boats pictured on page 3 were among the many that were given to us by Bob's sister Mary Keating. It is from this collection that we have been sharing Bob's personal memories. Many - probably most - had Bob's hand-written notes on the back. Given that information, I had a brainstorm. Just for the fun of it, I thought I'd try to see if either of these boats might still be in our (ACBS) possession somewhere.

I started first by looking up the owners at that time; it was the same for both boats. And sure enough, he was in our directory: Gerry Pederson from Ontario Canada. I wondered if he would be willing to let us identify him as the owner. So I called and his wife, Kathy answered. I told her who I was and why I was calling. Before I got very far, she immediately knew I was speaking of the "Dolly Bea." (Obviously, she's into this boat thing also.) Yes, they still owned the 1929 Chris Craft. In fact, she said it was Gerry's favorite, still in the water and being used regularly! The 1948 Chris Custom, "Hurricane" was sold when space became an issue, but Kathy assures me it has a nice home, so they are comfortable with having to part with it.

They are listed as having several boats and Gerry is always "in the process" of restoring one. My thanks to Kathy for the nice chat - it was a fun conversation. I really enjoyed playing detective and having a positive result! The best part of it all is the knowledge that there are many who are dedicated to keeping these old beauties and are taking good care of them. I know Sherwood Heggen will be thrilled to hear of this also. Quoting Sherwood's mantra... **DON'T DESTROY IT! RESTORE IT!** And that's obviously the Pederson's belief also. One side note - Kathy said the "Dolly Bea" won top prize last year in show in Canada. Thank you Gerry and Kathy.!

Peggy Merjanian,
 Editor

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

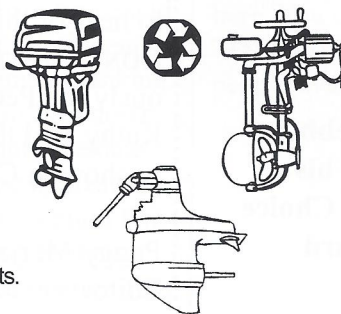
Scott Atwater
 Scott-McCulloch
 Seaking
 Waterwitch
 Champion
 Neptune-Muncie
 Elgin
 Majestic
 Voyager
 Bendix-Eclipse
 Buccanneer
 Brooklure
 Sea Bee
 Homelite
 Corsair
 Firestone
 Hiawatha
 Lauson
 Martin
 Oliver
 Eska

- ❖ We buy outboards for parts.
- ❖ Used boats & trailers.
- ❖ New & used parts for Outboards Inboards & Stern Drives
- ❖ New & used parts & service for most makes & models
- ❖ Large line of used outboards in good running condition

Well over 10,000 outboards in stock for parts.
 All prices approximately 50% of new.

Phone: 952-496-1951

Since 1968
MOTORS FROM 1906 TO PRESENT



OPEN ALL YEAR-ROUND

– We ship all over the world –

Rebuilt or remanufactured
INBOARD-OUTBOARD:
 Manifolds -- Risers -- Water pumps, etc.
 Powerheads -- Lower Units -- Props
 Seal Kits -- Carb Kits -- Gasket Kits
 and much, much more

30 YEARS EXPERIENCE!

600 Canterbury Drive
 Shakopee, MN 55379

British Seagull
 Johnson
 Evinrude-Elto
 Mercury-Wizard
 Chrysler-Seaking
 Mariner
 Force
 Spirit
 Suzuki
 Yamaha
 West Bend
 Chris Craft
STERN DRIVES
 OMC
 Cobra
 Merc-Cruiser
 Alpha
 Renault
 Volvo-Penta
 Eaton
INBOARDS
 Chris Craft
 Gray Marine
 etc...

Welcome Aboard!

Don & Marleen Edeen Minnetonka
Dane Johnson Minneapolis
Peter Welles Long Lake

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

We will introduce you to fellow BSLOLers

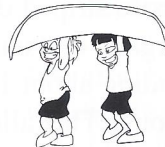
Peggy Merjanian, Editor
18275 Hummingbird Rd
Deephaven, MN 55391
email: datamerj@aol.com



CEDAR TREE INC.
Des Moines, IA
Paul & Marge Morris

Smith and Co. CPES
MAS Epoxies
Epifanes Finishes
Marine Supplies
Restorations
Plywood

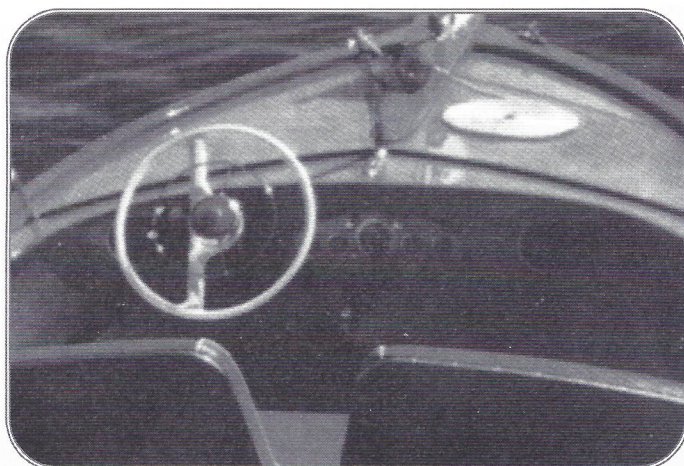
Phone: 515-243-1845
Email: cedartreeinc@mchsi.com
Web: www.cedartreeinc.com



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!



CAN YOU IDENTIFY THIS BOAT?

CLUE 1

This cleaned-out dashboard could be from the factory or from an owner's customization, but the steering wheel is very distinctive. What boat and era is this from?

Can't get it? The second clue is on page 22.

CEDAR STRIP BOATS

Bob Speltz fondly described cedar strip outboard builders in his Real Runabouts Volume IV as "my favorite boats we are going to discuss". My first boat, a 1950 12' Larson Speed Runabout, still holds a warm spot in my heart as well.

Manufacturers in Minnesota like the Minnetonka Boat Works and Larson Boat Company combined with Wisconsin legends like Chetek and Thompson Brothers to build some of the most elegant small scale hulls ever built.

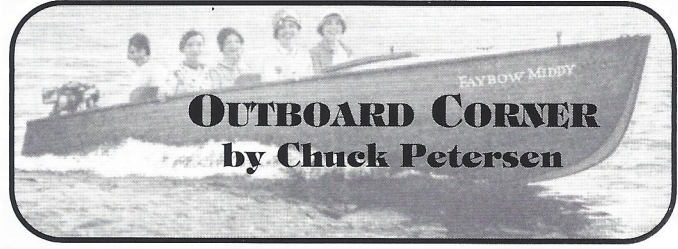
Bob outlined the basic construction of the hulls in Chapter One. The basic idea was to form fi inch thick by 1/ inch wide cedar bands around a mold or "jig" and nailing steam bent oak ribs to hold it all together. The combination of oak and cedar made for strong yet light weight structure that offered a beautiful contrast when finished.

Options ranged from fairly bare utility or "fishing" hulls to runabout models with long decks, remote steering and upholstered seats.

Pre WWII racing hulls were built and run successfully prior to the dawn of plywood technology. The solid keel and oak spray rails made for a stable, dry ride. The round bottom designs made for great handling with moderate horse-power. Given that the typical engine available in the 1930's- 1940's was rated in the 10-20 hp range, an excellent choice.

My 12' Larson was purchased in 1972 from a now defunct marina in Oconomowoc, Wisconsin. Distinctive features include a long alternate striped deck of cedar and mahogany and an after plane, extending about 10" aft of the transom. This allowed for better planning and performance with modest horsepower. My first power plant was a 5 hp twin cylinder Johnson. When seated amidships, the 11 year old captain could plane the hull out.

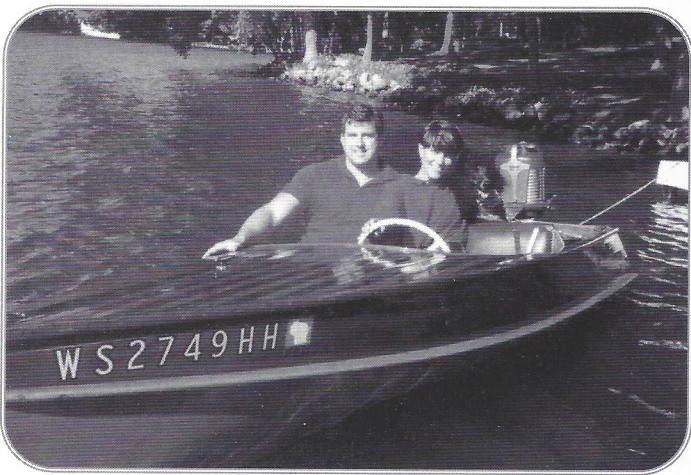
I have since upgraded to a Mercury MK 25, 18hp model with remote steering and throttle.



My daughter, Allie hopes to test out the rip on Lauderdale Lakes, Wisconsin (in about 5 years). The key to obtaining a safe, clean handling ride is to combine adequate horsepower with light weight. Too heavy a power plant and the boat will porpoise and not behave at speed.

Cedar strip boats went out of production in the mid 1950's. Less expensive molded plywood and aluminum were just more economic.

Check out A.J. Rhude's Thompson or a strip built Larson Falls Flyer at our show to see excellent examples of this construction. Nothing beats the sweet smell or solid feel of a nice Cedar Strip hull under way. I am happy to see BSLOL Rendezvous return to Minnetonka. I'll see you there!

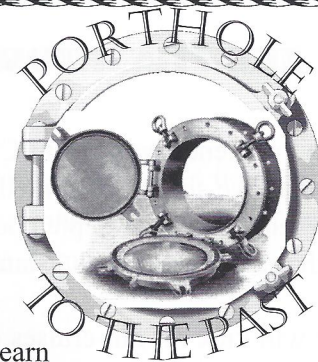


The following article appeared in a special edition of *Lakeshore Weekly News* on July 27, 2004 celebrating the 150th Anniversary of Wayzata Minnesota.

BOAT BUILDING WAS IMPORTANT INDUSTRY

During WWII, Boatworks built watercraft for the military

by Jason King, Editor, Lakeshore Weekly News



For the first half of the 20th century, Wayzata's top industry was boat building, and it all occurred at the Boatworks building between the railroad tracks and the lake near the Wayzata Depot.

Al Stender of Wayzata experienced much of Wayzata's boating history first-hand. He began working for the Minnetonka Boatworks in 1946, spent 39 years with the company and rose to become vice president.

In the early 20th century, mahogany-hulled speedboats plied the waters of Lake Minnetonka, and many were built at one of three boatworks in Wayzata: the Ramaley Boatworks, the Wise Boat Works, the the Moore Boat Company.

Jeff Stebbins, a member of the Bob Speltz Land-O-Lakes Chapter of the Antique and Classic Boat Society, said Ramaley started building boats in 1909 or 1910. He added that the Wise Works operated before Ramaley at a facility near where the Wayzata Yacht Club is located today.

"(Ramaley) built some of the finest power boats around," Stebbins said. But the boats didn't fit everyone's budget. A 1931 Chris Craft price list shows that a 24-foot, 10-passenger runabout cost \$3,155. A 26-foot, 11-passenger "convertible sedan" went for \$5,400.

Stebbins said, "That's why at the Excelsior Amusement Park, the ride concession for boats was so popular. People couldn't afford a mahogany boat.

According to an April 15, 1954 article in the *Minnetonka Herald*, the Minnetonka Boatworks began in 1929. It incorporated facilities used by Ramaley and Wise, the article states.

Stender said in the 1930s Walfred and August Swenson began working at the boatworks. The brothers, who had learned boat building in their native Sweden, ended up moving into boat sales at the company.

During the Depression, when demand for boats diminished, the boatworks build bus bodies for the Will Motor Co. of Minneapolis. Then, during World War II, the U.S. government commissioned the boatworks to build small "storm boats" for the Army.

Stender said when he served in the Army during World War II, he used the boats to carry troops across the Rhine River in March of 1945. At the time, he didn't realize the boats had been built in Wayzata. Stender said after his military service ended, he went back to Wayzata to seek employment. His brother helped him get a job at

the Minnetonka boatworks.

"They put me downstairs to learn all the parts that went into a Tonkacraft boat," Stender said. Soon he was doing bookkeeping work for the company, and he eventually moved into boat sales and management of the operation. The company still manufactured wood boats at the Wayzata factory until 1958.

"Fiberglass was coming into the picture rapidly," Stender said. "In order to compete, we'd have had to get a bigger factory." Instead, the boatworks representatives decided to focus the company's efforts on boat sales and service. The boatworks sold Chris Craft boats. Stender said fiberglass boats became more popular in the 1960s. "People were looking for something they could afford," he said.

Stebbins explained that fiberglass boats didn't require as much maintenance unlike a wood boat. Additionally, fiberglass boats could be easily transported on a trailer, which solved the problem of storage for people who didn't live on a lake.

Stebbins said the original fiberglass boats soaked up water, causing them to become heavier with use. But in the 1960s the quality of fiberglass boats improved. "A lot of wood boats were just destroyed," Stebbins said. He added that wooden boats didn't become popular again until the 1970s.

In 1985, Stender and his fellow Minnetonka Boatworks owners sold their interest in the company to Irwin Jacobs. Jacobs eventually resold the facility.

"I'm glad to see they kept the name — it's still Minnetonka Boatworks," Stender said. "Wayzata has always been one of the great boating cities," Stebbins said. He added, "Wayzata also has a heritage of boat racing." Stebbins explained that races were held on Wayzata Bay on Sundays.

Stebbins said the Bob Speltz Land-O-Lakes Chapter of the Antique and Classic Boat Society will display class boats during Wayzata's 150th celebration on Saturday, July 31. The display will be located near Sunsets. Stebbins said 15-20 boats will be included. For more information, call 952-934-9522 or visit www.acbs-bslol.com.

Editor's Note: BSLOL displayed 18 boats at Wayzata's 150th Celebration. See article on page 5.

LAKE MINNETONKA RENDEZVOUS PRE-SHOW MINI CRUISES 2004

By Bob Johnson

The Pre-Rendezvous Mini Cruises were such fun in Red Wing that we thought we should do something on Lake Minnetonka prior to the weekend rendezvous on September 11 & 12. Lake Minnetonka is a fine lake with many bays, coves, islands and channels to explore.

We will kick off our cruises on **Wednesday evening, September 8**. This is BSLOL's regular s Club Cruise Night that takes place every second Wednesday in the summer months; we invite you to be part of it. We meet in Wayzata Bay at the downtown city docks on Lake Street at 6:00 p.m. There are two public docks on the waterfront – one on the east end by Sunset's Restaurant and the other next to the Minnetonka Boat Works Marina in front of the antique train station docks. We depart at 6:30 p.m.

We cruise from Wayzata west, around Big Island, and then past the Minnetonka Yacht Club into Carson's Bay with its protected waters and fine scenery. Here we raft up and enjoy a meal together. Everyone brings something to share and we crawl from boat to boat begging for the best food and drink. About 8:30 p.m. we depart Carson's Bay and return any riders back to the Wayzata Train Station docks and head for home.

Whether or not you have a boat, please join us...there's always room on someone's boat.

Thursday, September 9 we meet at 4:00 p.m. at the Wayzata public docks by Sunset's Restaurant. After a short Captain's Meeting, we depart at 4:30 p.m. heading west through the lower lake and into the upper lake arriving at Al & Alma's Restaurant docks about 5:30 p.m. in Cook's Bay. We'll have dinner here on your own, off the regular menu (try the camp-style walleye!) At around 7:00 p.m. we depart Al & Alma's for a tour of the upper lake and back to Wayzata at about 8:30 p.m. – or you can just head for wherever you need to go.

Friday, September 10 at 8:00 a.m., early birds meet at the Wayzata City docks near Sunset's Restaurant for breakfast on your own from the menu. At 9:30 a.m. there will be a Captain's Meeting on the city docks and we depart shortly after that for our morning cruise. The cruise will include Libbs Lake, Woolsey Pond, Minnetonka Yacht Club island, Big Island and on to Excelsior Bay to tie up on the Steamboat Minnetonka ("necessary" facilities available.) I will lead an informal tour of the boat and answer questions. *(Editor's note: Bob is a trained captain of the Minnehaha and operates the unique steam engines regularly during the Minnehaha's seasons on the water.)* After the Minnehaha, we head for lunch at the Lafayette Club in Crystal Bay (pay your own bill). Their docks are about two blocks from the club house; you'll enjoy a short stroll on their beautiful lawn and golf course. At about 1:30 we cruise to the Mound city docks on Cook's Bay. A short two-blocks walk brings us to F. Todd Warner's Mahogany Bay museum and show room.

Todd will give us a tour of his facility. Around 2:30 p.m. (or whenever) we will depart Mound to return to Wayzata - or wherever you need to go. Friday evening is open for you to explore the area or just relax before the weekend show begins. – never a dull moment!

While there is no charge for these mini-cruises, we would like you to register so we have a head count for the various restaurants we will be visiting.

Antique & Co.

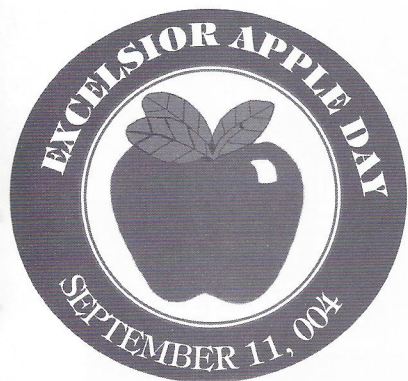
Return

You will only have to pay for your food and drinks. Information about launching, trailer storage, maps, overnight boat slippage, etc. will be in a separate communication. Mark your calendars now for some great boating fun!



LAKE MINNETONKA RENDEZVOUS AWARDS AND JUDGING UPDATE

By Bob Johnson



BSLOL is no stranger to Lake Minnetonka when it comes to our annual Rendezvous. However, since the venue the last five years was on the Mississippi, some changes are required with regard to awards.

We will go from over 100 boats in the water to about 60. We will also go from virtually unlimited on-land display space to almost no on-land space. Obviously, we won't need as many awards as before. The awards committee has made the following changes:



1. CRUISERS goes from 4 categories to 2
2. CLASSIC UTILITIES from 3 categories to 2
3. OUTBOARDS from 3 categories to 2
4. CANOES & ROWBOATS from 2 categories to 1 which will now be called Best Non-Motorized.
5. FIBERGLASS BOAT is back to 1968 and older (from 1978 and older)
6. BEST INSTRUMENTS was deleted
7. FARTHEST TRAVELED was deleted
8. A new award: KIDS' CHOICE was added.



We have a net loss of six awards overall. Also, because of budget constraints some of the awards have been switched to a less elaborate format. The judging will be the same as previous years and preliminary reports show that our judging teams will be back as before. Anyone interested in being a judge, give me a call at 952.380.1505.



THE ANTIQUE AND CLASSIC
 BOAT SOCIETY INC.
BSLOL
 BOB SPELTZ LAND-O-LAKES CHAPTER
2004 CALENDAR

SEPTEMBER

☞ **8** Club Cruise - Lake Minnetonka, 6:00 p.m. Meet at Wayzata City Docks. (weather permitting.) Bring a dish to share. Don't have a boat? Come anyway - there's always room for one more!

☞ **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!

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)

☞ www.acbs-bslol.com

**Correction to the
 April 2004 BoatHouse**

In the article "KIDS NEED LIFE JACKETS ON THE MISSISSIPPI RIVER," the following paragraph should read:



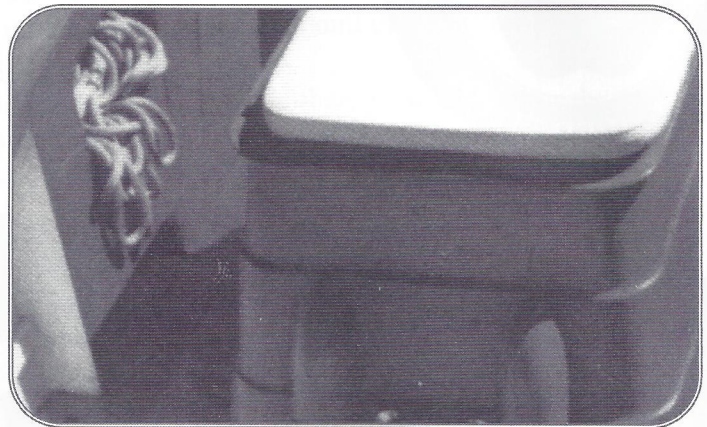
Recreational boaters and their passengers can greatly increase their chances of serious accidents by **NOT** wearing a life jacket while boating. It's not enough to have it on board - boaters must wear them to save their lives.

My thanks to C. Essig for catching this error. -- Editor

CAN YOU IDENTIFY THIS BOAT?

CLUE 2

Still can't identify this boat? These fiberglass engine boxes mean that fiberglass was commonly used in this era, but the hull wasn't.



The Clue #3 on page 22 is your last chance.

**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

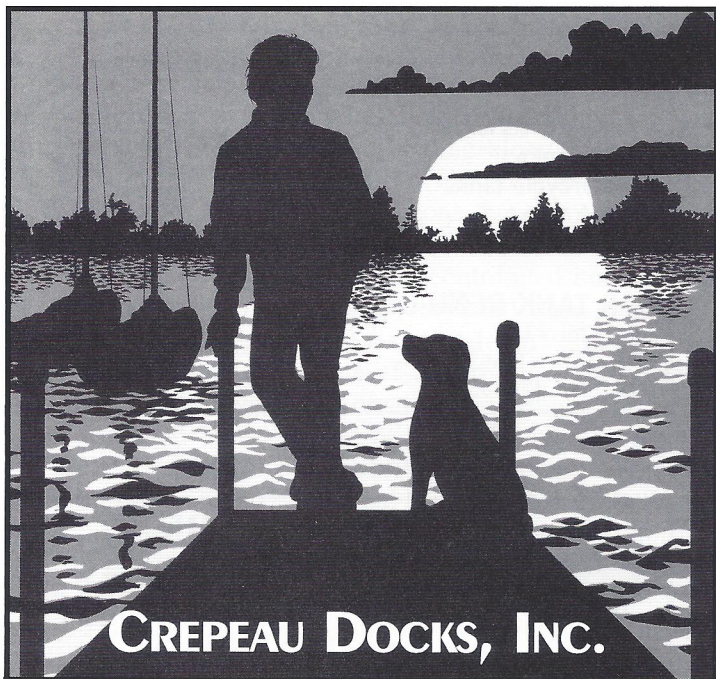
Ad Dimensions

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.



CREPEAU DOCKS, INC.

*Serving Lake Minnetonka and the upper Midwest since 1948
 Rick Niccum, owner since 1987*

763-479-6835

♦ 5/4" Western Red Cedar ♦ All Galvanized Steel ♦ Free Delivery

SOLD ONLY AT

CREPEAU DOCKS, INC.

1111 Co. Road 19 ~ Maple Plain, MN 55359

Boat Lumber ♦ Marine Plywood

Vancouver Island

British Columbia, Canada



Small & Large Orders ~ We Arrange & Ship Everywhere

Contact Jan Nielsen for a Quote

westwind@islandnet.com

1-800-667-2275

Visit us on the Web

www.westwindhardwood.com

ELMOS'

(651) 777-1431

Lumber & Plywood

3481 Laverne Ave. N.

Lake Elmo, Mn 55042

Domestic & Foreign Hardwoods
 Okume & Teak Marine Plywoods
 Custom Mouldings & Millwork

Lester ENGINE

AUTOMOTIVE AND TRUCK
 CLASSIC AND ANTIQUE INBOARD
 MARINE ENGINE REBUILDING

1948 175th Street
 Lester Prairie, MN 55354

Les Mahlstedt
 (320) 395-2881

Cast Metal Restoration

Specializing In The Restoration Of Cracked, Broken And Eroded
 Cast Iron, Cast Aluminum and White Metal Products
 Cylinder Heads and Blocks, (Water Jackets and Combustion
 Chambers), Intake and Exhaust Manifolds,
 Housings, Brackets, Casings, etc.

Restoration to Original Geometry and Texture Is Possible



Crow Custom Cast Welding

364 Ruthie Lane Hudson WI 54016-8132

715-425-6653 Shipping UPS

You paid
\$24,000 for it.

Now they want
 to give you
\$17,000.

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



Collector Boat Insurance

1-800-762-2628 | www.hagerty.com

Fiberglass Plus + • Marine Repair • Wood Canvas • Cedar Strip

Boat Restoration


Arrowhead BoatWorks

Dave Grinnell Ph: (218)384-3325
 www.arrowheadtoboggan.com Fax: (218)384-3187

1592 Olsonville Road / Carlton, MN 55718
S.W. corner from BlackBear - Cty Rd 61 South 3/4 mile

Our patented process is an excellent way to repair virtually any tank:

- Antique tanks for restoration
- Boat tanks
- Motorcycle tanks
- Truck tanks
- Industrial tanks



GAS TANK RENU-USA
 TANK RE-NU OF MN
 6390 CARLSON DRIVE
 EDEN PRAIRIE, MN 55346

(952) 937-0557
 1 (800) 633-TANK

Real Craft

Boat Works
 offers these services:

- ◆ Major and minor wood, plywood and lapstrake repairs
- ◆ Complete rebuilding and refinishing of classic boats
- ◆ Marine metal work, custom cutwaters and gold leaf
- ◆ Accurate estimates
- ◆ Consistent excellence

Eric S. Theship - Master Shipwright
 9201 Audubon Road, Chanhassen, MN 55317
 Phone/Fax 952-361-9388



HARRIS Warehouse

Canvas & Camping

Travel Covers - Stock or Custom
 Boat Lift - Pontoon Covers - PWC Covers
 Large stock of flat covers for outdoor & winter storage

Harris is your in town complete repair & fabrication facility. Windows - Zippers - Snaps, etc.
Since 1903

N. of University Ave. on 30th Ave., S.E. 612-331-1321 or 800-397-5026
www.harriscanvascamp.com

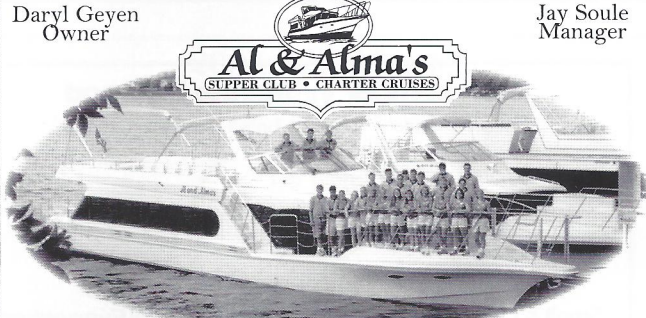
We Support Your Hobby

JOHNSON ENTERPRISES

CUSTOM BOAT TRAILERS
 WOOD BOAT SPECIALIST

8225 Rolling Road Don Johnson
 Toddville, Iowa 52341 319-393-2561

Daryl Geyen Jay Soule
 Owner Manager



Al & Alma's
 SUPPER CLUB • CHARTER CRUISES

5201 PIPER ROAD, MOUND, MN 55364 + 952-472-3098
 Web site: www.al-almas.com



Specializing in Marine Electrical Systems & Components
 Certified **ABYC** Marine Technician

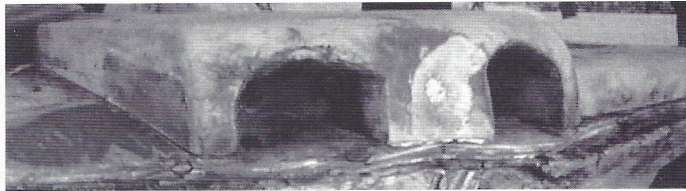
6 to 12 volt conversion
 Control wiring repair & design
 Mechanical component design, repair & rework

Lyn Mattson

24779 River Hills Ct. NW 763-444-5776
 Isanti, MN 55040-4329 lyntonmattson@earthlink.net

CLUE 3, CAN YOU IDENTIFY THIS BOAT?

The front piece, less its chrome trim, won't be found on any Chris Craft or Century.



To see if you were right....or to satisfy your curiosity, you'll find the answer on page 25.

BSLOL EDUCATIONAL OUTREACH

One of the principal goals of BSLOL is to provide educational outreach to the public. Letting folks know about antique and classic boats and boating along with how to restore and maintain them is part of our mission. We recently had communications with someone that was recipient of our information clearinghouse.

Sherwood Heggen has long contributed his Gadgets and Kinks "how to" articles to our BoatHouse magazine. The articles ultimately get posted on our website (www.acbs-bslol.com). Some of his articles were recently utilized by a gentleman in Norway as a resource.

Mr. Paal Holst-Roness of Moss, Norway contacted BSLOL letting us know that Sherwood's articles had helped him to work on his old boat. Paal has a Swedish built "Vaato dubbeltkabin" (twin cabin) wooden boat that he is restoring. She is powered by a Gray Marine 4-52 engine. He has worked on the boat for two years.

Thanks Paal for letting us know that our magazine and web page helped you through the rework of your boat. And THANKS to Sherwood Heggen for selflessly sharing his knowledge with all of us!

Following is the email exchange concerning Pål Holst-Roness's boat.



From Sherwood Heggen,
 author of *Gadgets & Kinks*.

I thought it would be interesting and encouraging for you folks to receive evidence that what we are putting out through the Boathouse/

BSLOL website is read and appreciated by more than the BSLOL membership. The attached e-mail is one of many I receive from all over the country and out of the country. The two out of the country e-mails I recall are from Norway (the attached) and Australia. We are definitely fulfilling our educational requirements in part for our 501(c)3 through this medium. We actually gained a member from Tennessee as a result of the information put out through Gadgets and Kinks. I am still in periodic contact with this person, and with others, who is nearing completion of his boat. What fun, huh?

When you think the effort to get the Boathouse out is a chore, just remember there are thousands out there waiting to see what we can come up with next for their reading and learning experience. They are depending on us!! Keep up the good work!!
 Sherwood

Thanks for the kind words, Sherwood. Your Gadgets and Kinks is one of the more sought-after features, and mentioned regularly. You are definitely part of our credibility and success. -
 - Editor

From Pål Holst-Roness. Moss, Norway

Sent: Friday, June 04, 2004 1:14 PM

Subject: Impressing information & knowledge in gadget & kinks

Dear Mr. Heggen,

Just want to say that I find your article relate to restoring of wooden boats in BSLOL's homepage very interesting and helpful. From the name and the area of USA that you are living in I assume that you may have Scandinavian heritage. I am myself living in Norway and in the process of restoring a Swedish mahogany boat called Vätö dubbeltkabin(that is twin cabin) It is a very nice boat with an old Gray 4-52 engine. Keep up the good work as I will be looking in on BSLOL homepage to read your good articles in the future also. Say hello to all Norwegian's over there as I can see from the names there may be a few.

Here is a picture of my boat before the restoration process. I am just in the process of getting her back on water after two years work, but are struggling to get parts for the engine. I was to have the valves re-ground, but discovered that some of the valves, (in fact all intake valves had bad pitting and need to be re-newed, so now I am searching for a supplier of these on the internet, seems like there are some companies providing parts, but I am waiting for a quote from them. Have a Nice summer on Lake Minnetonka

Best regards

Pål Holst-Roness
 Moss, Norway



Pål Holst-Roness' "Vätö dubbeltkabin"

CLEAR LAKE, IOWA RENDEZVOUS

By Andreas Jordahl Rhude

Clear Lake, Iowa, situated in north central Iowa just a few miles south of the Minnesota border - is a perfect backdrop for an antique and classic boat show. The 10th Annual Rendezvous was held on Saturday, July 17 at the city park in downtown Clear Lake.

Nearly thirty boats of all shapes and sizes participated at the Rendezvous. Since many Clear Lake Chapter ACBS members also belong to BSLOL (and vice versa), it was not a stretch that BSLOL was well represented with several boats. Marilyn and Danny Jones hauled their 18-foot Larson Cabin Special to the show from River Falls, Wisconsin and A.J. Rhude brought his 14-foot Thompson Thomboy from Minneapolis.

After a great deal of fun, some boat rides, and chitchat about boats, the show concluded on Saturday evening with a lake cruise and diner on the local excursion boat.

The Clear Lake Chapter made everyone feel welcome and they laid out the red carpet for one and all. They put together a very nice event and BSLOLers should make every effort to attend their future shows.

Thank you, Clear Lake, for the great show!



??????

ON MORE REASON TO BE A MEMBER OF ACBS

ACBS is proud to announce an additional benefit to our members. We have developed a new strategic plan with the Antique Boat Museum of Clayton, NY. The opportunity is for ACBS members to become an initial member of the Antique Boat Museum for two years at the price of one year. Single membership is \$40; family membership fee is \$50. The ABM is on a yearly cycle, so if you join in August, your membership will run through August 31, 2006. After that time, membership continues with annual renewals.

A Museum membership presents many benefits. Situated on one of the loveliest harbors in the 1000 Islands, the Antique Boat Museum offers a summer of fun and excitement. Members can enjoy exhilarating speedboat rides in a triple-cockpit mahogany Hacker Craft, Row in a replica of a St. Lawrence River Skiff and Experience a priceless collection of over 220 antique boats. Joseph Gribbins refers to the museum's collection, in *The Nautical Quarterly* as, "the largest and most impressive collection of inland recreational boats in the world." Members also get free admission to the Museum, as well as special events - The Festival of Oar, Paddle and Sail on July 17, The 40th Annual Boat Show, August 5-8; The Biannual Race Boat Regatta 2004, August 20-22, 2004.

Free research on antique boats and motors is available to members at the Lou Smith Library, a valuable resource for antique boat restorers. Members of ABM receive 10% discounts on boat building and restoration classes as well as in the Museum's River Memories gift shop.

Likewise, the Antique Boat Museum will offer to their members the opportunity to become a new member of ACBS for two years for the price of one year's dues. With so many shared interests, we hope this joint venture with the Antique Boat Museum will add strength to the memberships of both organizations.

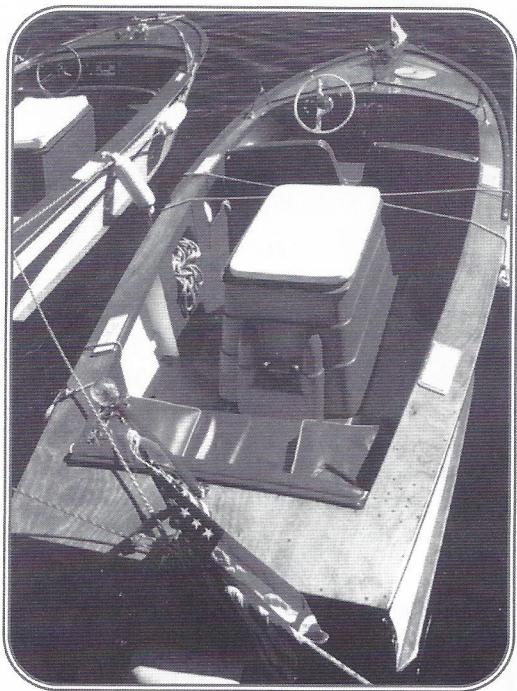


Century BOAT CLUB, INC.

ANNUAL IN-WATER BOAT SHOW
September 10-12, 2004
Manistee, Michigan

Featuring all Century Boats
Other makes welcome
Contact Kave Kamaloski,
A&A Marine, 231-723-8308
email: aamarine@classicboating.com
or www.centuryboatclub.com
for further information and entry form.
Show and awards banquet on Saturday.
Other events Friday evening
and Sunday morning.

CAN YOU IDENTIFY THIS BOAT?



ANSWER

These plywood boats came in 15', 17', or 19' lengths. This is a 1955 Higgins 17' Sport Speedster Deluxe with a 125 hp Chrysler Crown engine.

2004 BOAT SHOWS

- 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 3rd Annual ACBS International Boat Show, Lake Lanier, Georgia at Renaissance Pineisles Resort
1-800-327-7409. Registration forms in winter "Rudder." Contact: (315) 686-2628.
- Sep 25 Bluegrass Chapter Rendezvous, Lake Cumberland, Kentucky. Contact Mike Gresham, 859-987-9135.

YOU'RE INVITED!

The Bluegrass Chapter of the ACBS invites you to join us on Saturday, September 25, 2004 on beautiful Lake Cumberland in south-central Kentucky. This one-day event promises to be a fun-filled opportunity to cruise the lake, display your boat and chat with other antique boat enthusiasts.

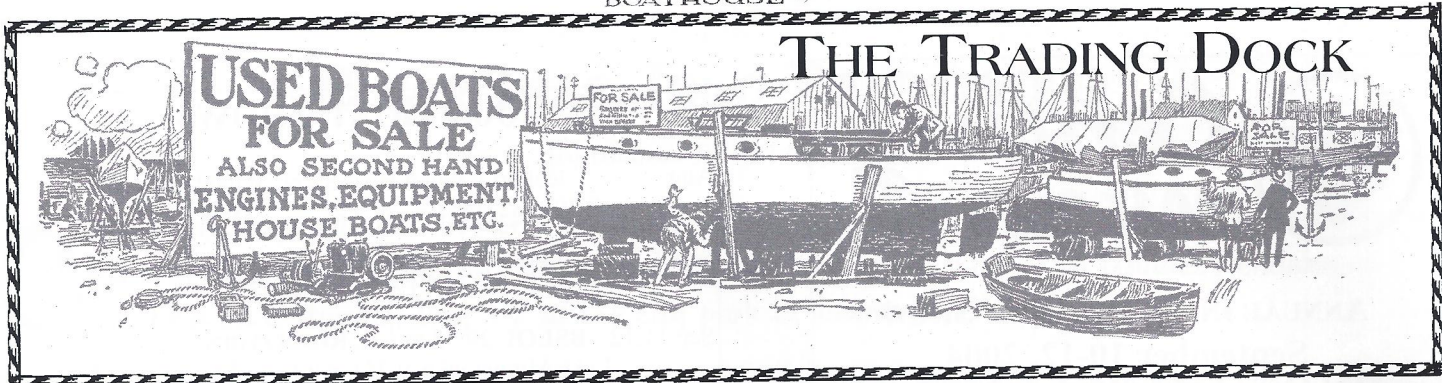
The Rendezvous location is the World Class Jamestown Resort & Marina, Jamestown Kentucky, a spectacular 300 acre recreational paradise that includes over 1200 miles of forested shoreline. A block of rooms has been reserved on a first-come, first-served basis, so don't delay. Provisions have been made for early arrival on Friday and late departure on Sunday so that your Saturday can be a completely relaxed day of boating.

People's Choice, Captain's Choice and ACBS Most Original/Best Preserved awards will be presented. We look forward to seeing you at the event!

Mike Gresham, President
859-987-9135

Have a puzzler for the club? Send your ideas or photos to the editor at datamerj@aol.com or drop in the mail to:

BoatHouse Editor
18275 Hummingbird Road
Deephaven, MN 55391



THE TRADING DOCK

●1966 PENN YAN 22'

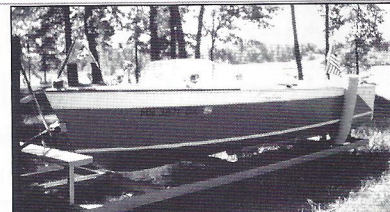
EXPLORER - Original show-room condition. Meticulously maintained by current owner of 35 yrs. In heated dry storage except for the few occasions used. MerCruiser Stern Drive.



Luxurious mahogany interior features. Fully equipped & updated with latest in accessories & electronics. Includes Bennet computer trim system, CD/AM/FM, lighting & gas alarms. Original manuals & instructions. Hull never leaked a drop. Gray hull w/white top strake & boot stripe, red anti-fouling bottom, similar to current production boat, Skiff Craft x220. Customized tandem trailer w/elec winch. Death in family prompts sale. \$25,000 or serious offer. Contact Rolland Toenges 952-938-6200 or rptoenges@aol.com (NM0804)

●1958 CHRIS CRAFT

CAVALIER - utility inboard speedboat equipped with spotlight, 2 mirrors, upholstered seat backs & cushion, factory fiber-glassed bottom, engine instruments, lift rings, vinyl flooring. Includes trailer.



Complete with 130 feet of track, cradle for the boat & electric motor-driven winch. Low 20's 61.8 actual hours. Call Bill at 218-678-3911 Brainerd area (M0404)

●WANTED: EXPERIENCED WOOD-BOAT OWNER TO HELP ME DESIGN A BOATHOUSE.

To be constructed on a northern Minnesota lake in three years. New BSLOer needs ideas regarding amenities, power requirements, off-season storage, size, orientation to the lake, and methods of getting an 18 foot inboard runabout in and out of the water into the boathouse. Any and all ideas much appreciated. Please contact Bob at 952-829-0290 or email bcmekruse@cs.com Thanks! (M0804)

●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)

●1955 LARSON 14' FALLS

FLYER - Mint - Just restored. Comes with new trailer and near-mint original 35 hp Evinrude Big Twin.



Interested? Call 218-327-1512 or dithomps@paulbunyan.net (M0604)

●IN SEARCH OF - a folding canopy for a 1950 Chris Craft Sportsman. Contact Rob Chasse 612-816-2774 (M0804)

●1953 TONKA CRAFT 14' - with Mark 55 Merc. Comes with cover & trailer. Fresh restoration. Looks great, drives even better. Denis 218-246-8868 (M0404)



Print & Copy Center

The Source For All Your Printing Needs

15400 Highway 7
Minnetonka, MN 55345

952.933.1090

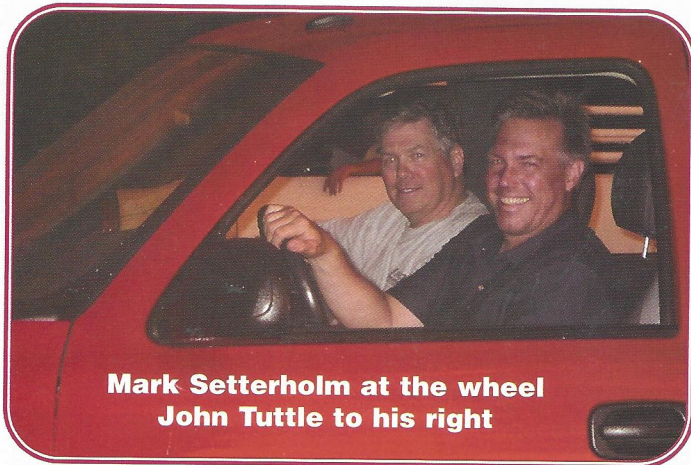
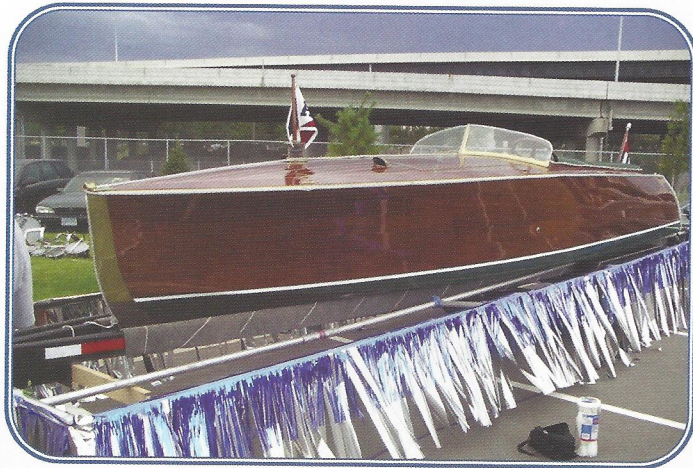
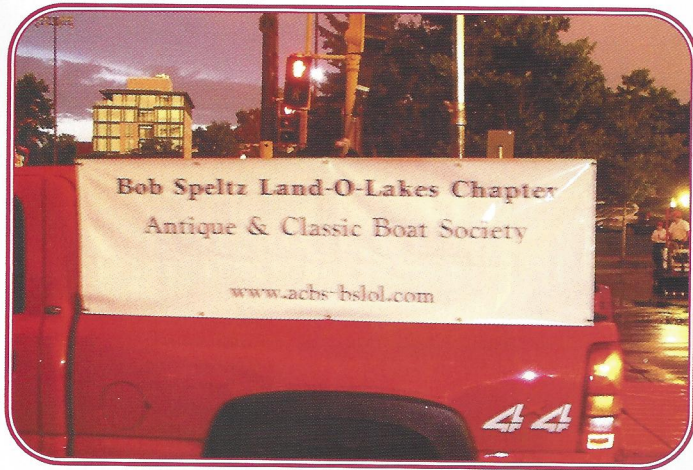
Fax: 952.933.8197

sales@gophergraphicsinc.com

*Creative Design & Layout • Full Color Printing
Pre-press Services • Full Bindery & Finishing
Color Copies • High Speed Copying*

**Brochures
Business Stationary
Fliers
Business Cards
Carbonless Forms
Newsletters**

**Labels
Programs
Announcements
Invitations
Menus
Custom Pocket Folders**



**Mark Setterholm at the wheel
John Tuttle to his right**

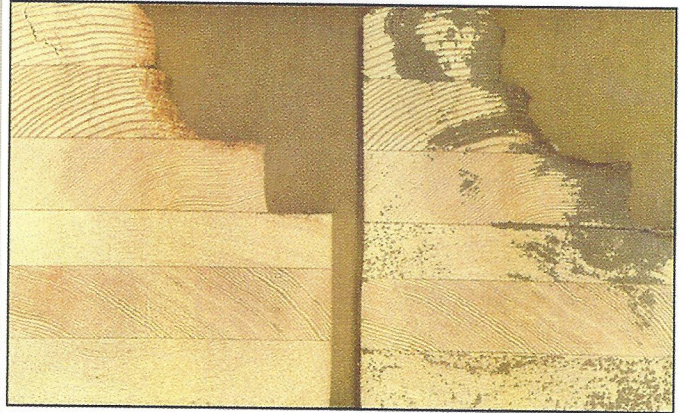


**BSLOL's entry in this year's
Minneapolis Aquatennial
Torchlight Parade**

Rot goes into wood farther than you think.

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

This is the modern technology
that restores deteriorated wood.



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

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

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

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

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

MIDWEST BOAT APPEAL



"Your Wood & Fiberglass Refinishing & Restoration Shop"

- ✿ Refinishing
- ✿ Restorations
- ✿ Fiberglass & Gel-Coat
- ✿ Cleaning & Detailing
- ✿ Weekly/Monthly Cleaning Programs
- ✿ Pre-Owned Boat Sales
- ✿ Indoor/Outdoor Storage
- ✿ Complete Mechanical
- ✿ Insurance Claims Work
- ✿ Refinishing Supplies



From Start



To Finish

Chris Craft Skiff Craft Hacker Craft Garwood Lyman Century

952-446-9611

4340 Main Street, St. Bonifacius, MN 55375 ✿ 701-A Minnetonka Blvd., Excelsior, MN 55331

Hwy 7 west from Excelsior to Cty.Rd. 92 So - 2 blocks on left