

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



**Vol. 27 No. 5**  
**October 2004**



*BSLOL Annual*

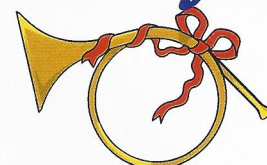
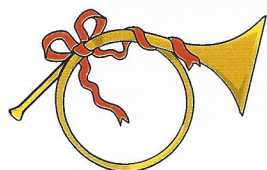
# *Holiday Party and Annual Meeting*

*Sunday, December 5, 2004*

*Lafayette Club*

*On the Shores of Lake Minnetonka*

*2800 Northview Road, Minnetonka Beach*

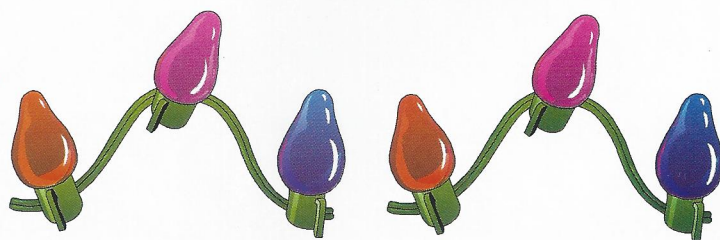


<i>3:00 - 4:30</i>	<i>Cocktail Hour (Cash Bar) with Hors D'Oeuvres;</i>
<i>4:30 - 5:30</i>	<i>Annual Meeting with Year-End Awards and Elections;</i>
<i>5:30 - 6:00</i>	<i>Cocktail Hour and Break</i>
<i>6:00</i>	<i>Buffet Dinner</i>

*Reservations with pre-payment required.  
Deadline: Midnight, Monday, Nov. 29, 2004.  
Sorry, no exceptions.*

*Make checks payable to BSLOL and send to:  
BSLOL Holiday Party  
P.O. Box 11  
Hopkins, MN 55343-0011*

*Please list names of all attending  
Space is limited so get your reservations  
and payment in SOON.*

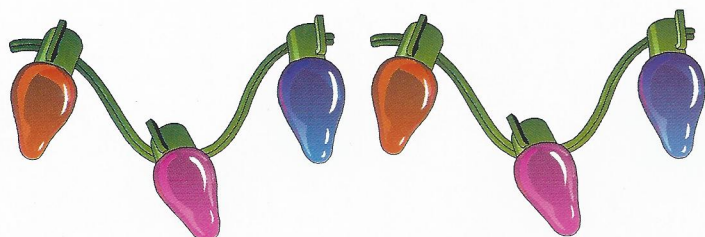


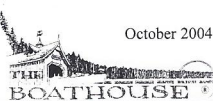
*Lodging is available at Lafayette Club for  
those who wish to stay on Sunday night.*

*Rate: \$116.09 including tax for standard room.*

*Make reservations directly with  
the Lafayette Club, 952-471-8493*

*Be sure to mention  
"Antique & Classic Boat Society"  
when reserving a room.*





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

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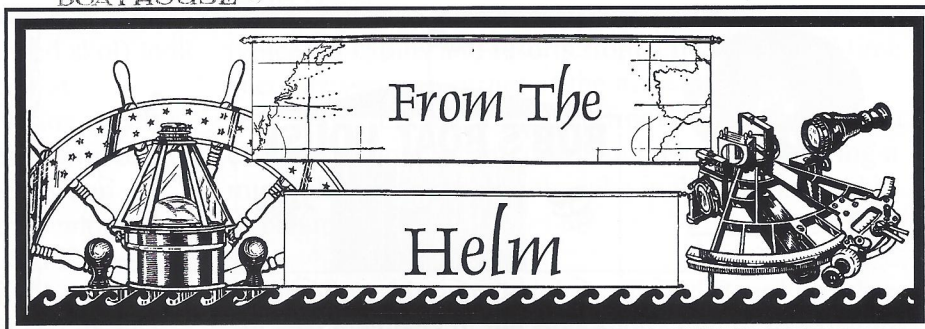
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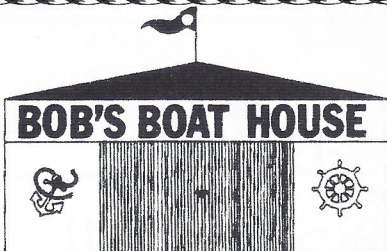
It's been a whirlwind of events this summer at BSLOL. It is difficult to believe that boating is finished for the season. It has been, without a doubt, one of our most busy summers, jam packed full of "official" BSLOL activities. We had three, yup three in-water boat shows, an entry in the Minneapolis Aquatennial parade, plus an on-land display at their Lake Calhoun Beach Bash, four Wednesday evening Club Cruises, a day of filming by a TV crew, pre-Rendezvous Mini-Cruises and our Fall Colours Cruise. It has been fun and educational!

Keep your eyes peeled for the St. Paul episode of "Antiques Roadshow." It is tentatively set to air in January 2005. Watch your Public Broadcasting System (PBS) programming guides. In the greater Twin Cities area the program is shown on TPT Channel 2. Why am I suggesting this? Because the "special feature" of this episode will focus on BSLOL members and their antique and classic boats. The TV crew was here in June and they spent six hours filming us on Lake Minnetonka. So stay tuned and get those VCR's ready to record!

January will also find us once again displaying six to eight classic boats at the Minneapolis Boat Show. If you are aware of a boat that has potential for our display, give me a call. There is much to do before, during and after the show; we can use your help. Please call me to see where and when is best for you.

Our Holiday Party and annual meeting will take place on Sunday December 5<sup>th</sup> at the Lafayette Club on Lake Minnetonka. Come and participate in the fun event and cast your vote for the 2005 Board of Directors. This is the committee that will shape BSLOL events for the coming year. I hope to see you there.

Andreas Jordahl Rhude  
President



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Reflections of Bob Speltz from his personal photo album.



**1941 Express Cruiser**  
 Owner at the time: Roger E. Kish, Euclid, OH



**1955 Chris Craft 26' Continental**  
*Re-Discovered*

### 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.



A Norwegian toast “skaal” (pronounced skol) took place on Monday evening October 4 at Alexandria, Minnesota. The celebration was for the grand opening of the Minnesota Lakes Maritime Museum facility. It was an exciting moment when Museum president, Jim Eidsvold, asked the hundred or more attendees to raise their glasses and salute the new museum. He said, “We are excited to bring the museum to reality and these displays are just a preview of what the museum will offer.”

Local Alexandria residents established the Minnesota Lakes Maritime Museum in 1999 after four years of groundwork. Their mission was to create a museum to document the boating life in and around the greater Alex area. The first efforts culminated in the annual antique and classic boat show held each summer at Arrowwood Resort near Alex. It was a goal of the organizers to get a museum display and all those years of effort have finally paid off.

And do they know how to throw a party in Alex! The museum was open to invited guests on the grand opening day. The event had complimentary catered hors d’oeuvres and cocktails. This was no cheese and cracker tray affair. It was a top notch, first class presentation with excellent food and spirits.

Everyone was free to roam the displays of antique and classic boats, outboard motors, and even a Viking ship replica, and to read the interpretive panels. After awhile the Museum bigwigs gave a short presentation of their history and years of dedicated work by many, many volunteers. The Museum was officially heralded in with President Eidsvold’s toast!

The displays are located in a building adjacent to the Runestone Museum (no, not rhinestone) at 206 Broadway in downtown Alexandria. It is just a stone’s throw from the large Viking Warrior statue. The Maritime Museum is working closely with the Runestone group.

Much of the current presentation focuses upon Alexandria Boat Works, the hometown boat builder. There are about a dozen boats made by the “Lady of the Lakes” firm currently on site. A screen porch

typical of cabins and resorts from a more tranquil time encompasses one corner of the museum space. It is decked out just like a veranda from days gone by! You can just imagine sitting down and relaxing, enjoying a mint julep and watching the lake in the distance! Ahh, to dream!

Many of the Museum’s volunteers and Board members are also members of the Bob Speltz Land-O-Lakes (BSLOL) chapter of ACBS. Some include Tom Juul, Carl Mammel; and Dwain Schutte.

BSLOL members from the Twin Cities area that made the trek to Alex for the opening included Bruce and Susan Zemke, Bob Johnson and Beth Kessler; A. J. Rhude; John and Paula Monahan and Paul Mikkelson.

The Board of Directors and membership of BSLOL wish all the success to the new Museum. We extend our hand in congratulations and offer our hand in assistance.

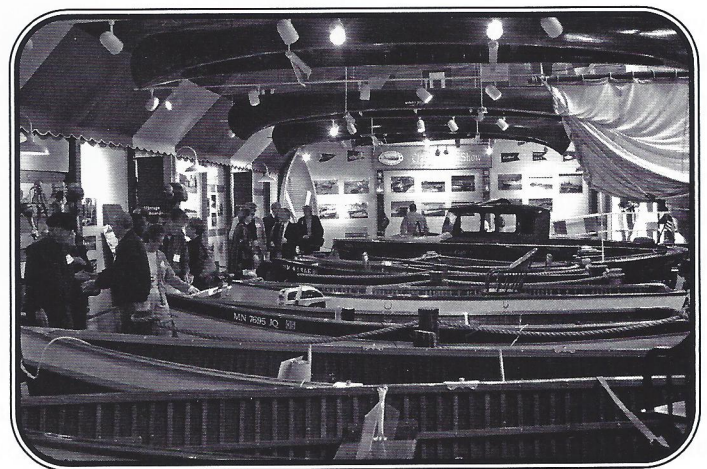
Museum memberships are available and volunteers are needed to continue the successes of the Maritime Museum. Contact curator Dean Dainsberg at (320) 524-2138 or write: Minnesota Lakes Maritime Museum, 206 Broadway, P.O. Box 1216, Alexandria, MN 56308.



ALEXANDRIA, MINNESOTA

### GRAND OPENING

By Andreas Jordahl Rhude

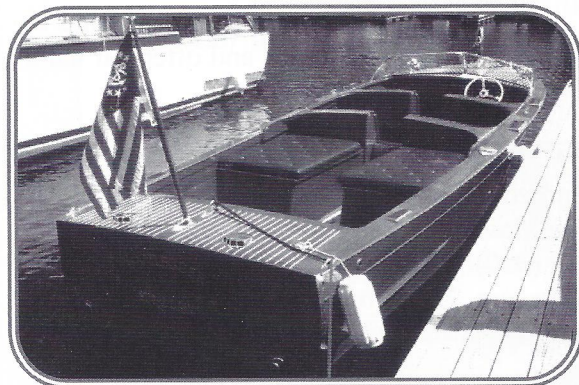
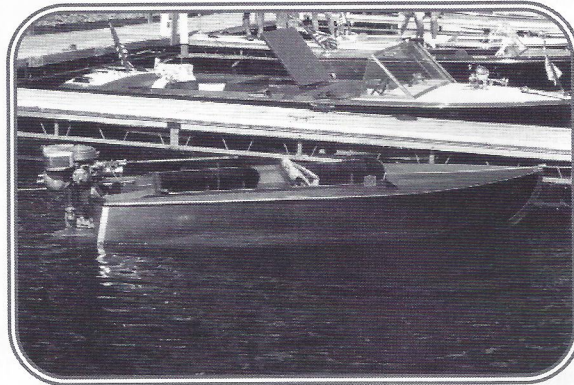


# BSLOL On The Mississippi

by Jim Camery

BSLOL's river event for 2004 was a smaller display held at the Bayport, Minnesota marina on August 14 and 15. The weather was beautiful for a show with mixed clouds and temperatures in the 80s. Approximately 29 boats were there over the course of both days, with a few more on Saturday than Sunday.

The event was organized on relatively short notice on a relatively tight budget, which limited the publicity, attendance, and activities. The activities were planned to coincide with National Marina Day. As part of National Marina Day, the Minnesota DNR, the U.S. Park Service and the Washington County Sheriff had displays on boating safety and river management on

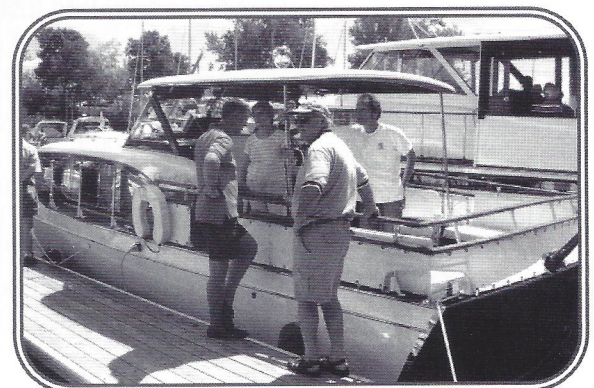


Saturday. We originally had planned on the Secretary of the Interior and other dignitaries attending. In the end, events conspired and we were not treated to any speeches.

The Bayport Marina contributed the dock space, which enabled us to waive the entry fee. The Marina also hosted a Saturday night dinner for its marina occupants and BSLOL attendees.

The dinner was held buffet style on the Marina's picnic grounds on Berenberg Point, which offered a beautiful venue for watching the St. Croix roll by. An 11-piece swing band provided the music for dancing.

The marina's management and members were very happy with the display and are excited about an event for 2005. The club plans on continuing its presence on the river. As many of you know, the marina at Treasure Island has been partially converted to leased slips. While it was a terrific site for the Rendezvous for years, it seems unlikely that we could host an event there in 2005. The Bayport Marina could be an excellent location for a larger, judged show in 2005. There is potentially space for 75 boats or more, there are restaurants and hotels nearby, and the marina has excellent facilities. A number of members have stepped forward to help organize the event, and we will begin planning after the new year.



# Rendezvous Recap

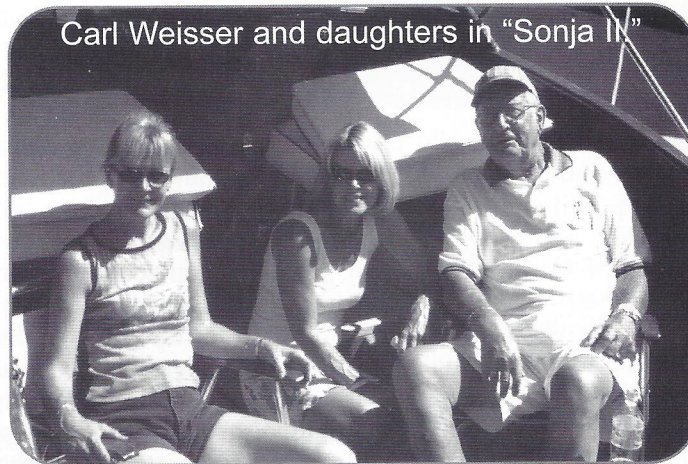
by Andreas J. Rhude

More than fifty boats were on display at the docks of Maynard's Restaurant in Excelsior as part of our 29<sup>th</sup> Annual Rendezvous. This was a big change from the past six years. We had a new location, we were limited with space for boats, and we had a new learning curve. It was a homecoming of sorts, however, as this was site of most of the previous shows held by BSLOL prior to the move to the Mississippi River.

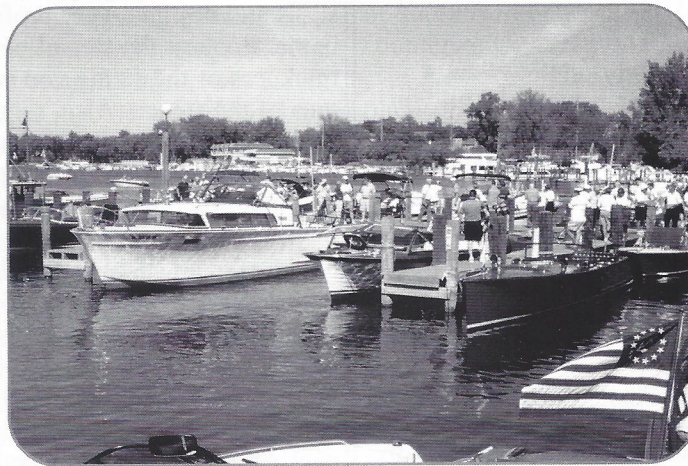
Enthusiasm was high for the beginning of the Rendezvous and set up began in earnest early Saturday morning. Of course, numerous folks had been making preparations for several months. They are all deserving of a pat on the back! All the registration materials were in place, the docks were ready, our ship's store was set up, and many volunteers were on site bright and early on the beautiful September day.

Boats began arriving around 7:30 AM and Brad Ernst and crew were on hand to place them and help them tie up. Space was very tight and two boats were actually pulled from the water to be displayed on land, as an effort to free up some more room at the docks. This was a last minute shuffle after our major sponsor that was going to take up all the land display area, backed out at the eleventh hour.

Many visitors came from the Excelsior Apple Day celebration in downtown, a few blocks away. The scheduling of our show and the Apple Day event was a coincidence; however, it did work out very well for both activities.



Carl Weisser and daughters in "Sonja II"



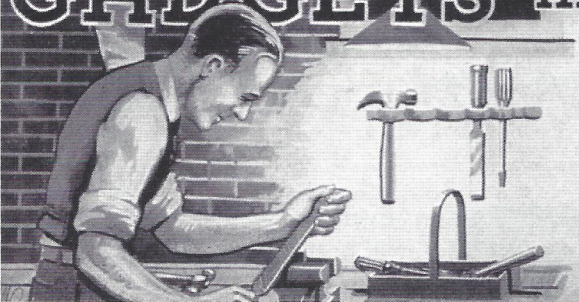
Even though there were fewer boats than in the past few years, we had more spectators. The quality of the boats was top notch. From a small outboard rowboat to a large cabin cruiser, there was some type of antique and classic boat for everyone's taste. Even a few classic fiberglass and an aluminum boat were part of the show.

Saturday evening found the group boating to Lighthouse Island for a barbeque picnic at the Minnetonka Yacht Club. Some chose to boat over on their own and a number of folks were shuttled to and from the island. Thanks to John Kinnard and Jayme Hines for offering their boats as taxi service. Again Brad Ernst was in charge of a great picnic, feeding 100 hungry souls. He and Dr. Bob Johnson grilled pork chops. Others helping out included Beth Kessler, Chris Ernst, John and Marcia Tuttle plus a whole slew on the clean up crew (Suza Gosh, A.J. Rhude, Dr. Bob, Beth, Brad Chris, John and Marcia plus others). It is quite a task to cater a picnic on an island. Everything had to be brought over via boat! It was a fun evening to be among friends at a wonderful setting.

There were plenty of visitors at the docks on Sunday. The Rendezvous concluded Sunday afternoon with the awards ceremony. Boats began to depart and everyone indicated they were eagerly anticipating our return to Maynard's next year.

*More Rendezvous pages 10, 11, 16-19*

# GADGETS AND KINKS



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

## WHAT IS IN A NAME (Other than Gold Leaf and Paint)

by Sherwood Heggen

Okay. You have chosen the name for your boat. You think it's clever and fitting even though your spouse thinks it's dumb. Give it some thought; maybe it is. Whatever the name, it still needs to be painted on the transom of the boat. You want professional looking gold leaf, but then you consider the cost of a sign painter and you have no skill or experience to do the job yourself. Well, there is hope by the following method to get through this with very little cash and some of your time invested.

The following is a "here is how I did it" rather than a "here is how to do it" article. That means it won't be all you need to know about gold leaf lettering and it might not be exactly the correct approach. It will, however, give you enough information to prompt the desire and confidence to try your hand at it and realize good results. This is a report of my first time experience of doing gold leaf lettering. If I can do it, you can do it.

Watching a sign painter exercise the skill of applying gold leaf and painting the shadow/outline is so intimidating. The sign painter's special little kit of brushes, paints, and a supply of gold leaf kept securely in an envelope makes them appear to have such special talents and skills necessary to do the job. You are impressed as you watch them lay out the work on the subject with a few strokes of a grease pencil. What begins to take shape is a name in artistic script or bold letters in any style desired. Then the kicker. They create depth with a painted shadow making the name appear to stand away from the surface it is painted on! Wow! How can that be done with such apparent ease?

Where does that leave us not so talented people who want the gold leaf lettering but don't want to pay a sign painter to do it? Well, that is what this offering of *Gadgets and Kinks* is all about. You can do gold leaf lettering and it will look good to great depending on your artistic skills. There will be a little cheating going on to get it to look professionally done but no one needs to know. Read on. Here is how I did it.

Please understand, you will not know everything you need to know about applying gold leaf lettering after you read this. With only a little practice in the beginning, results might not be just like a sign painter's effort, but you will get better every time you do it. Practice makes perfect.

Here is how you can proceed based on my first time experience. Determine what name you want on the aft end of your pride and joy. A simple, short name might be best to

reduce the size of the initial project. Once you have determined the name, decide what font style would best suit the boat with the aid of your computer. Also, make a rough drawing of the transom and name to determine size and placement of the lettering. Next, you are going to take a trip to a fast sign shop where they make vinyl stick on lettering. You are going to ask them

to make you a stencil of the name which will include a shadow or outline of the letters. The letter and shadow/outline portions of the stencil are cut separately on the same stencil and removed at different times as described later.

When you get to the sign shop, tell the person of your intentions. They can make virtually any size, shape, and style you want for the letters in the name. They can curve it, arch it, or stretch it to your satisfaction. They can put in a simple outline or a shadow which should include an outline. The outline/shadow must be cut separately in the stencil. You can exercise your artistic wishes through the computer operator's skills and design a very professional looking layout for the name. Request the stencil be of a thin material to reduce the thickness of the sizing you will be painting in the cutout area of the stencil. Also, request a few letters separate from the name to use as practice stencils. Pay the sign person for their work and head for home with your stencil. You are going to do gold leaf lettering!

A few tools will be necessary for the job. My search for gold leaf in art supply stores left me with nothing. They say they don't carry it because of very small demand. The source I used for acquiring gold leaf is Woodworker's Supply, Inc. They can be reached at 1-800-645-9292 or [www.woodworker.com](http://www.woodworker.com). I am sure there are other suppliers of gold leaf but this was convenient for me. From them you would order a 25 sheet pack of what is called Deep Patent 23K gold leaf. Gold leaf is expensive; nearly two dollars per three inch square sheet. You can opt for the imitation gold which is about one-fifth the cost, but when compared to real gold side by side, it doesn't have the same elegant appearance. By itself, it will do, so don't be afraid to use it. Also, buy a nanking gilder tip brush. This is used for laying and attaching the gold leaf onto the sizing. You can also buy a can of sizing, but for the limited amount of work being done here, varnish will act as the sizing. It is important to have a soft artist brush to apply the sizing for the gold leaf and also for the larger areas of a shadow. I used a flat, half inch wide, camel hair brush. For painting borders, a small pinstriping brush is necessary. These are available through quality art supply stores or auto paint supply stores. If they don't have them in stock, it is likely they can advise you what size would be correct and order them for you. Also, have available some cotton balls, a plastic bondo spreader, and some varnish and thinner. For those with past middle age eyes, some cheater glasses will help you see the fine detail when doing the work.

With all of the supplies available, practice before attempting the name on the transom. If you don't have a

*Gadgets & Kinks - cont'd on page 22*





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

Dear Dr. Motorhead,

The mirror like surface of the lake is reflecting the morning sun through ghost like images as the mist rises from the warm waters in the cool morning air. The geese are beginning to gather and flock but a few yards from my dock. The squirrels nervously scurry about the yard hoarding what appears to be a winters worth of acorns in their bulging cheeks. Fall is arriving in Minnesota. It seems like only yesterday, we were celebrating springs first arrival anticipating the long, lazy days of summer. This time of year, we squander the sun drenched autumn days with beautiful colors and long shadows. Only too soon, our boats will be tucked into their storage areas awaiting springs return.

My mind drifts from the splendor to the inevitable, yielding to mother nature and preparing for the winter ahead. Hauling out and winterizing before the winter winds and freezing temperatures set their icy grip should be a priority. As an ounce of prevention is worth a pound of cure, I so desire to perform all the necessary winterizing tasks that insure the safe hibernation of my beautiful craft. My recent spring purchase has yet to afford me the experience and knowledge to perform such duties. Anxiety ridden, I ask, "Will my beloved runabout fall victim to the frigid winter months?" Can you share with me your insight, wisdom and advice, to the proper winterizing techniques and correct storage? I am sure you and your trusted assistant Piston must be so very busy this time of year. In addition, your backlog of letters awaiting responses must be enormous. Could you find it in your heart to rejoinder and pontificate to this timely request? If I don't hear from you I understand. However, my only recourse if you can't respond, would be to ship my boat to Florida for the winter. Your insight and wisdom are beyond reproach. I am at your mercy.

Signed

Prolific Pendocrast III

Dear Pro,

Yikes, get off your knees, it's not becoming to a gentleman of your apparent stature. I am encouraged that you have the desire not only to enjoy your *beloved* runabout but also maintain and preserve it as well. Working on your own boat is not only a money saving adventure; it is also fun and rewarding. While Piston is looking up the words rejoinder and pontificate in our dictionary, I'll take this time to answer and give understanding to your query. Get out your pad and pencil, 'cause here's the skinny.

Don't wait too long to get all this done. Winter can hit and hit hard as early as late October, making your job miserable or even impossible.

You need to change the oil in your motor. Sometime in late September early October when that warm sunny day arrives get ready to do your work. Don't procrastinate; it will probably be the last warm, sunny day to take advantage of. Go for a boat ride. This will warm up the engine oil. Warming your oil thins it out allowing you to remove the

old oil with a marine oil pump. There are a number of different pumps that do the job. Buy one and enjoy it. This is one of life's little pleasures. The old oil contains acids that are corrosive and harmful to your engine during the many months of winter storage. Help your engine and change that oil. After the oil is changed, run your boat to the landing. This gives the new oil a chance to coat all the internal engine parts for the long winter ahead.

With your boat out of the water add a few drops of oil to the generator and distributor oil ports. Open up the distributor and spray WD40, or the like, into the lower part of the distributor. This will prevent the spark advance counterweights from getting rusty and stuck.

Next, drain the engine of all its water. There are drain plugs on all engines. They all must be opened draining your engine completely of water. If not drained properly, the result is a cracked block. Engine manufacturers are different, with varying locations to drain the water. If you need specific information for your particular motor, let me know; I can help you with the locations. Once you have opened these drains, especially the drains located on the engine block, probe a piece of wire into the hole. Many times a strand of seaweed or a chunk of sand gets lodged in the hole and won't let the water out. Another neat technique is to start the engine and let it idle while holding a board over the exhaust pipe. This forces the exhaust gasses through the engine blowing out all the water and any debris from the water passages. Try it, it's slick.

Your next task it to fog the engine. In my opinion, there is only one way to perform this task. You will need to purchase a can of Seafoam. Stor-X, is no longer available. Start your engine and set the throttle at 2000 RPM. With the flame arrestor off the carburetor, slowly pour about half the can into the carb. The mixture must get sucked into the engine and not just poured into the carburetor itself. The engine will run rough and smoke a lot. This is good. Turn off your motor and pour the remaining amount of Seafoam into the gas tank.

Make sure your battery has a good charge and disconnect the battery terminals. It's OK to leave the battery in the boat. But only if it has a good charge.

What to do with the gas in the tank? Some say that a full tank is best. This helps prevent the possibility of corrosion. Some say an empty tank is best. Less hazardous materials in a closed storage area. In addition, the gasoline today is much less stable, octane breakdown occurs much faster today. Six months of storage leaves you with a much weaker gasoline. I prefer the empty or near empty scenario.

*Dr. Motorhead - cont'd on page 24*

# Return to Lake Minnetonka

For the first time in five years, the annual BSLOL Rendezvous was held on Lake Minnetonka. For the first time in 29 years, this annual event did not take place in August. September 11 and 12 were the dates this year and the "mahogany gods" were smiling on us and gave us an absolutely perfect day. Bright sun, warm weather the entire weekend - it could not have been better. Following are comments from the various members involved in the success of this year's show.

## *From the Show Boss - Jeff Stebbins*

I can't tell you all how good it feels to have a boat show return to Lake Minnetonka, help BSLOL as show boss and take complete responsibility for the best weather on a weekend we have had all summer. Thanks to Peggy Merjanian, A J Rhude, John Kinnard, John Tuttle, Jim Camery, Doctor Bob, John Laidlaw, Mark Setterholm and all the volunteers who worked so hard to insure the success of the show on such short notice. Having the Rendezvous during Apple Days in Excelsior really made the show a community event, something I personally have desired for a long time. If you measure the success of a boat show with full docks, a wonderful array of quality boats, beautiful weather, great attendance, the enjoyment of meeting old friends and making new ones, I would say this was about as successful as we could ever have hoped for. I sincerely wish we can do this all again next year and for years to come.

## *The Popular Mini-Cruises - Bob Johnson*

The mini-cruises this year were a big success despite the short notice for planning. Because there is no charge, we never really know who exactly will show up. Some people sign up and don't come (about a third of the people) and some come who didn't sign up. To counteract the uncertainty, I arranged with the various restaurants to let us come in and order off the menu just like any other people who come in. This prevents us from being on the hook for pre-ordered meals for those who don't show up (and don't pay.) They let us do this because we come early - 5:30 p.m. for dinner and 11:30 a.m. for lunch.

Wednesday evening's Club Cruise was the best-attended ever. Mary and Denny

Newell brought their 36' 1930 Blanchard for the first time with a neighbor couple. Jerry Petersen and Dan Severson from Wisconsin were the only out-of-towners; otherwise it was our usual crowd. Jayme Hines' Skiff Craft set a record for the number of people on board. I counted 23 and there could have been more at other times.

*(Editor's Note: For the safety conscious, there were sufficient life jackets for all passengers.)*

On Thursday afternoon and evening we had about 11 boats and 25 people who cruised from Wayzata to Al & Alma's for dinner and back to Wayzata.

Friday was the big day. Eighteen met for breakfast at 8 a.m. at Sunsets before departing at 9:30 for the morning cruise. At 11:30 we had lunch at Maynard's, followed by a tour of the Minnehaha at her home dock. Then we cruised into the upper lake and took advantage of the new docks on "Lost Lake" in Mound. From there we walked to Todd Warner's Mahogany Bay museum and showroom for a nice tour and refreshments. Then back to the boats for the ride back to Wayzata.

I was happy with Mini-Cruises 2004 and hope we can expand them next year. I would appreciate your input.

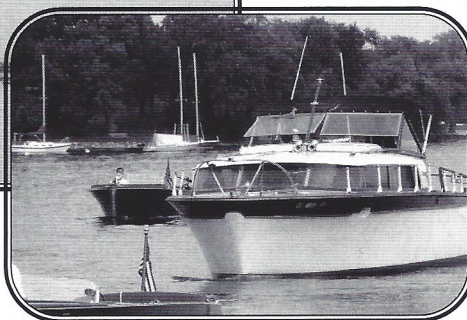
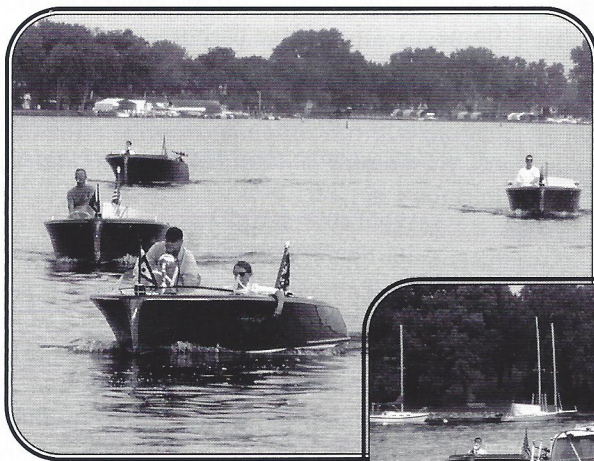
*Editor's note: Bob has been organizing our mini-cruises for several years and has always come up with terrific, well-planned events. This year presented quite a challenge both in time to plan and location. His expertise was more than obvious once again. Anyone wishing to give Bob feedback, you can reach him at 952-380-1505 or email the editor at [datamerj@aol.com](mailto:datamerj@aol.com).*

## *Saturday Night - Brad Ernst & John Tuttle*

The weather, mood and enthusiasm spilled over to our Saturday night event. More than 100 made their way to the Minnetonka Yacht Club Island - some came by land, others by "lake." Suza Gosh helped direct the land-lubbers to the shuttle boats. Our thanks to John Kinnard and Jayme Hines for providing this convenience. After watching the picture post-card setting sun - an extra special treat - it was time to eat.

A terrific Barbeque Picnic

*Return - cont'd on page 11*



Return - cont'd from page 10

Dinner of grilled pork chops, beans and salads were the menu for the night. Chefs John Tuttle and Brad Ernst labored over an immense charcoal pit, while Chris Ernst, Beth Kessler and Marcia Tuttle served at the buffet table and kept the food coming! A delicious, beautifully decorated BSLOL sheet cake topped off the evening. It was a perfect night in every way.

### Awards & Judging - Bob Johnson

The awards and judging went well this year. I think it was a lot easier on the judges having fewer award categories and boats to look at. The winners for 2004 begin on page 16. In going over the list, three boats stand out to me:

- ☞ Denny and Mary Newell's 1930 36' Blanchard won Best Antique Cruiser and Best Original Condition.
- ☞ Karl and Katy Newman's 1955 Chris Craft 20' Holiday won Best Classic Utility 20' and over, Best Chris Craft Engine and Best Chris Craft.
- ☞ The Hicks Family's 1929 Chris Craft 28' triple won Best Antique Runabout 23' and over, Skipper's Choice and People's Choice.

I want to give special thanks to the judging teams; they did a great job!

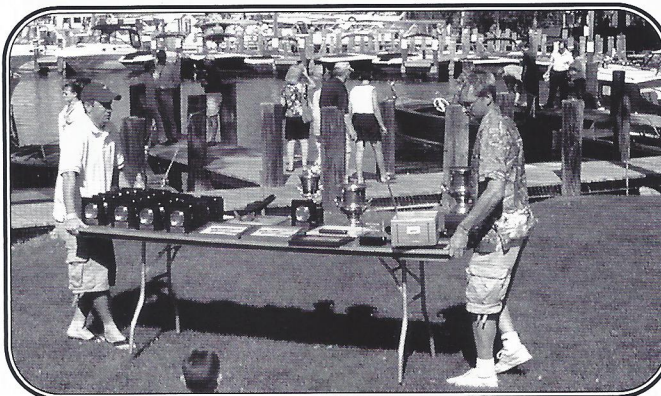
- Mike Favilla & Kathy Newman
- Eric Gustavson & Bruce Zemke
- Dave Doner & Mark Setterholm
- Bob Johnson & Andreas Rhude
- Bob Clark & Jim Kluck
- Eric Lomen & Ron Martens
- Dane Anderson & Steve Hicks
- Jerry and Chuck Petersen & Scott Anderson
- Lee Pfeilsticker & Don Severson
- Nathan O'Connor & Sherwood Heggen
- Beth Kessler & Terry Young.

Last, but not least, I want to thank Greg Benson and Peggy Merjanian for creating the awards. I would like to hear from anyone with suggestions or who would like to be on one of our judging teams. Call me at 952-380-1505 or email [datamerj@aol.com](mailto:datamerj@aol.com).

### Ship's Store

Once again John & Suzanne Laidlaw ran our Ship's Store with their usual organized professionalism. The

variety of merchandise continues to increase; they always have a pulse on what the visitors look for. In addition to our exclusive line of BoatHouse items, there's always a wide selection of books - from the full set of *Real Runabouts* (a definite staple) - to specialized manuals on just about every brand and type of boat. Because of the Laidlaws' management, our store's popularity increases with every event. Our thanks to those who help staff the store over the



Nathan O'Connor & Andreas setting up for the awards ceremony.

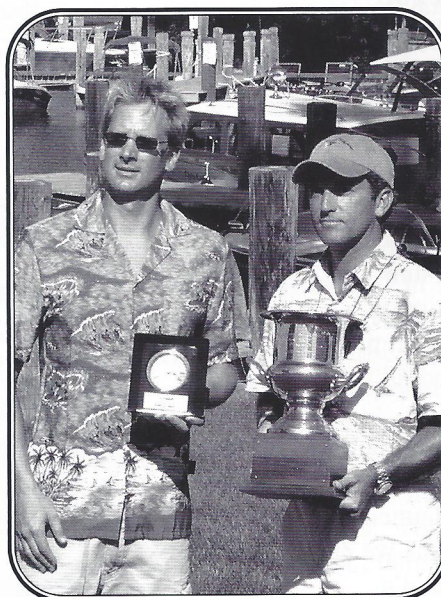
course of the weekend. They are: John

Bergstrom, Ginger and Stan Bolin, Chris Ernst, Margo Garin, Steve Hicks, Donna and Kevin Kenny, Peggy Merjanian, Don Schloegel, Dave Thomson, Marcia Tuttle and Susan Zemke.

### On the Docks

Given the limited dock space available to us, the number of boats on display was quite a feat! The dock crew, led by Brad Ernst, did an amazing job! Thanks to John Tuttle, Andreas Rhude, Dave Doner and Jayme Hines for the remarkable maneuvering. As a last resort,

in an effort to accommodate as many boats as possible, boats were pulled out of the water and displayed on land. Our thanks to Andreas Rhude, Clark Oltman and Alan Lizee for doing that.



President Andreas Rhude presenting Steve Hicks with Skipper's and People Choice awards.

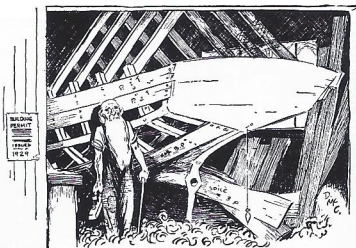
### Under the "Big Top"

Activity was constant at the registration tent all weekend. John Kinnard was ever-present, as he always has been for every show, for many years. From his position, he created necessary paperwork, kept track of all the winners and so much more. In the other (smaller) tent, wristbands were provided to those who went onto the docks for an upclose view of these great boats. At times, there was quite a waiting line. Needless to say, the docks were crowded just about all the time.



- ☞ 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
- ☞ 1948 Chris Craft 17' Deluxe 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

## BOATS IN PROCESS



## WHERE IN THE PROCESS ARE YOU?

- ☞ 1956 Chris Craft 18' Sea Skiff
- ☞ 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

### LATEST BOAT IN PROCESS

☞ **1948 CHRIS CRAFT 17' DELUXE RUNABOUT, R17-1112, "MYBABYTOO"**  
**Status:** Bottom replaced using 3M 5200 method, topsides refastened and some replaced, all new deck boards, boat stained and coated with 18 coats of varnish. New upholstery, all parts newly chromed, instruments restored, engine detailed with several parts replaced or rebuilt. All the topside planks were removed and countersunk for bungs as this boat was filled with putty. Stern framing and boards were also replaced along with several mainframes and all intermediate frames.

**Left to Do:** Finish wiring instrument panel, polish stainless, get engine started.

**Problems:** None so far. Hope to launch boat this fall. Hard to get started again as we are in a rental and out boat is in a friend's garage. Good news is that the water doesn't get hard in the winter (at least not here in Arizona.)

**Willing to Share?** Absolutely. Larry Myer, 870-257-5322 or [smjaws1@centurytel.net](mailto:smjaws1@centurytel.net).

**Best Boat Buy  
For 1947!**



**Dingle SPEEDSTER**

This is just one of the better boats built by Dingle. Designed by experts and built by skilled craftsmen, Dingle boats receive instant consumer acceptance. Dealers everywhere are enjoying profitable sales with the Dingle line. Why don't you? Write today for details.

*A famous name in boats for 65 years.*

**DINGLE BOAT WORKS**

630 North Prior - St. Paul 4, Minnesota

# Boat Rally a Success: 60 Boats

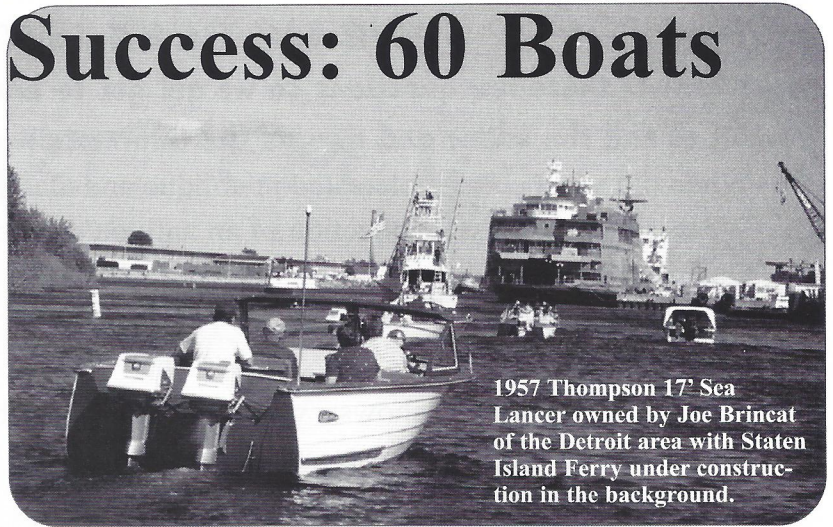
Sixty antique and classic boats were on display at the recent THOMPSON ANTIQUE & CLASSIC BOAT RALLY. It was held at Nestegg Marine in Marinette, Wisconsin on August 13, 14 & 15, 2004. It was the fourth annual Rally and this year commemorated the 100<sup>th</sup> anniversary of the formation of the original Thompson Boat firm, established in 1904.

Thompson Boat was formed by brothers Peter and Christ Thompson in the early months of 1904 on the family farm north of Peshtigo, Wisconsin. Their first product was a wooden canoe. They went on to become one of the largest builders of small pleasure boats in the world. Thompson Boat Company existed from 1904 until 2002.

The Rally commemorated the marine heritage of the Thompson Boat firm and its related spin-offs. There were 42 boats made by Thompson Bros. Boat Mfg. Co. of Peshtigo, WI; eight made by Cruisers, Inc. of Oconto, WI; four from T & T Boats, Inc. of Wausaukee, WI; one by Thompson Royal-Craft of Cortland, NY; two Dunphy Boats made at Oshkosh, WI; and one each from Chris-Craft, Tomahawk Boats, and Racine Boat Works. Boats came from as far away as Texas and Montana.

The oldest vessel at the Rally was a wooden lapstrake Racine canoe. The Racine canoe was constructed in 1898 by Peter Thompson while he was employed at Racine Hardware Manufacturing Company. He was a worker in the Racine Boat Works department of the firm, making the boat for his own use. The Thompson family has held possession of the canoe since 1898. It is currently owned by Pete Thompson of Peshtigo, grandson of the original Peter Thompson, builder of the now historic canoe.

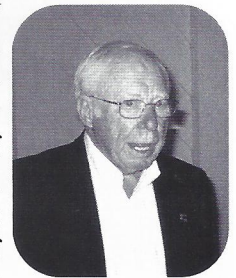
A wooden rowing skiff made by Thompson Bros. Boat in 1914, only a decade after their genesis, was also at the Rally. The fifteen-foot boat was returned to Peshtigo in 1959 when the original owner asked if the company could make some



1957 Thompson 17' Sea Lancer owned by Joe Brincat of the Detroit area with Staten Island Ferry under construction in the background.

repairs. The firm realized the historic significance of the boat at that time and a deal was struck wherein the owner was given a brand new 14-foot Thompson Lap-Chine boat in trade for the 1914 skiff. Thompson used the old boat prominently in marketing displays in 1959 and 1960. Both the 1898 Racine canoe and 1914 Thompson rowing skiff are normally on display at the Peshtigo Historical Museum.

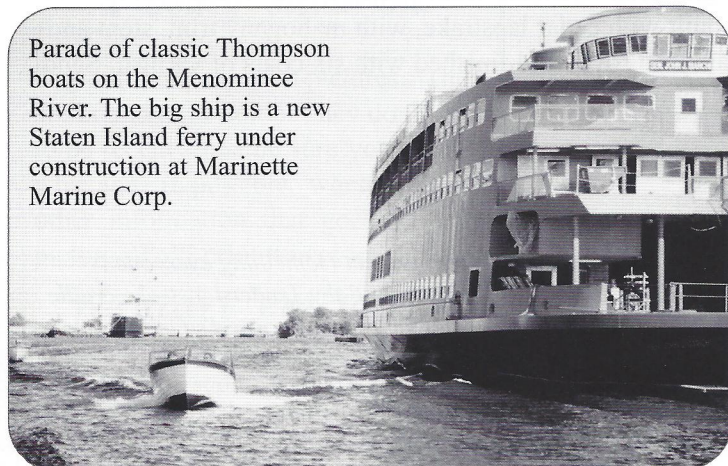
A special emphasis for the 2004 Rally celebrated the 100<sup>th</sup> anniversary of the formation of Thompson Boat in 1904. Commemorative anniversary activities took place including a 100<sup>th</sup> anniversary Champaign toast. Many Thompson family members participated, as did numerous former employees. Ninety years of age, Roy Thompson, son of company co-founder Chris Thompson, gave a talk at the Saturday evening banquet. He gave his impressions of 100 years of Thompson marine heritage. Roy began his career at Thompson Boat in the 1920s and retired in 1979 as President of boat builder Cruisers, Inc.



The Thompson Boat Rally and host site Nestegg Marine participated in National Marina Day on Saturday August 14<sup>th</sup>. A boat building contest and race were also held as part of the event.

The Thompson Antique & Classic Boat Rally, Inc. is a non-profit corporation. It was formed by Mr. Andreas Jordahl Rhude to bring the classic boat show to the public and also establish a museum dedicated to the Thompson marine endeavors. The fifth Rally will take place in two years, in August 2006.

For additional information contact:  
Andreas Jordahl Rhude  
4054 Wentworth Ave. So.,  
Minneapolis, MN 55409-1522  
Phone/Fax: 612-823-3990  
Email: [thompsonboat@aol.com](mailto:thompsonboat@aol.com)



Parade of classic Thompson boats on the Menominee River. The big ship is a new Staten Island ferry under construction at Marinette Marine Corp.



## HAVE WE BEEN INTRODUCED??

Just answer these few questions so we get to know you better. Drop us a note, send an email or call the editor and give us the information over the phone....it's as simple as that!

1. When did you become interested in antique and classic boats?
2. What is your earliest recollection of an antique/classic boat?
3. Do you own one now?
4. What kind is it?
5. What is your home port?
6. Have you visited other shows - with or without your boat?
7. Do/did you do your own restoration/maintenance?
8. What problems did you run into?
9. Where did you get any help you may have needed?
10. What led you to join BSLOL?
11. What activities would you like to see?

**By Mail:** Editor, The BoatHouse, 18275 Hummingbird Rd. Deephaven MN 55391

**By Email:** datamerj@aol.com

**By Phone:** 952-473-4936 or 952-475-1384



## IN OUR MAILBOX!

Dear Peggy,

This letter will update many things from the status of our project to the "We Start 'em Young."

First of all, we would like to thank all the members that have provided us with advice on our restoration - especially Sherwood Heggen. He has been the friendliest and most helpful as I am sure all members can agree and I hope they will continue to value the unselfish support he gives to all.

We will never forget him as we have just moved to Northeast Arkansas and are building a home on Lake Sherwood. We had enough of the high taxes and cold weather in Northern Wisconsin. We still intend to keep our membership with the BSLOL as we think it is the best and will participate in as many events as possible. We are not sure what local chapter we should join in Arkansas. Still searching.

Project update: 1948 Chris Craft 17' Deluxe Runabout, R17-1112, "MyBabyToo" on page 12.

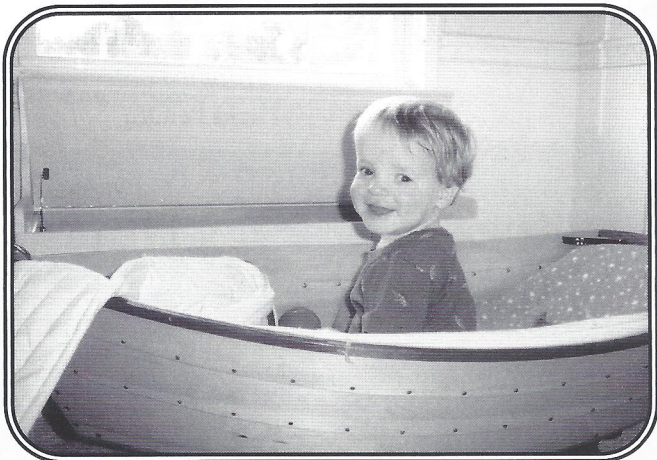
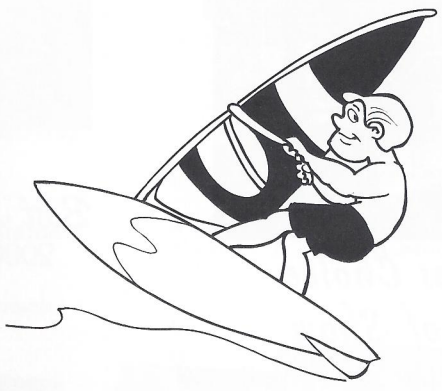
"We Start 'em Young:" I have enclosed a picture of our grandson Nicholas Weaver, age 2. He is sitting in his first and my first wooden boat project. It is a Baby Tender cradle built with cedar lapstrake, with mahogany trim, stem and stern. The cradle was built the traditional way with copper nails and roves and finished with six coats of varnish. Sandi designed and made the custom interior upholstery (bedding.) (page 15.)

Sincerely,  
Larry & Sandi Myer

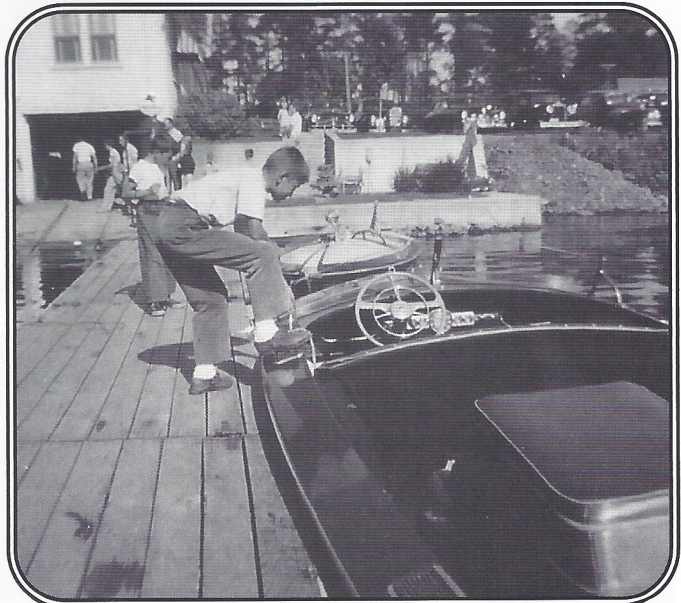
*My thanks to Larry and Sandi for providing us with an update on their Chris Craft restoration project (something everyone is encouraged to do) and because we received a great photo of their grandson sitting in that adorable Baby Tender lapstrake cradle that Larry built. The glowing compliments of Sherwood are always great to hear. Anyone who has read Sherwood's Gadgets and Kinks in every BoatHouse knows of his vast knowledge and willingness to help with any problem. So, whenever we receive letters or emails about him, you can bet I'll print them.*

— Editor

# WE START 'EM YOUNG



I have enclosed a picture of our grandson Nicholas Weaver, age 2, grandson of Larry & Sandi Myer, sitting in his first and Larry's first wooden boat project. It is a Baby Tender cradle built with cedar lapstrake, with mahogany trim, stem and stern. The cradle was built the traditional way with copper nails and roves and finished with six coats of varnish. Sandi designed and made the custom interior upholstery (bedding.)



This vintage photo features a 12 year old Jerry Valley (in the forefront) and his 9 year old brother Billy. Jerry is peering into a brand new J.C. Higgins red and white boat moored at a steak house on Lake Wissota, Chippewa Falls, Wisconsin. The year? 1950. This photo proves to be prophetic as how could that 12 year old possibly know that his curiosity would grow into a lifelong passion for old boats and a dedication to the preservation and integrity thereof?

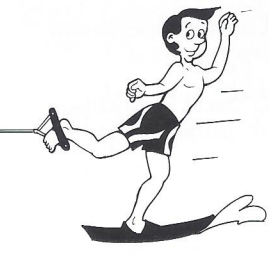
*Footnote: It is believed that this is the last photo taken of Billy Valley, as he lost his life in a tragic drowning accident shortly after it was taken.*

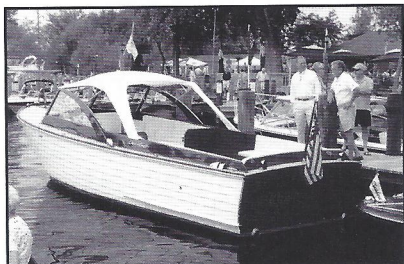
*We're always looking for pictures of children in a "boaty" situation.*

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!***

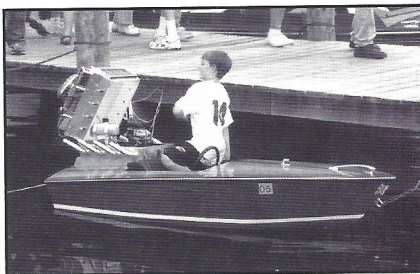
(Your photo will be handled with care and returned as soon as it is scanned.)  
Questions? Call the editor at 952-475-1384





**Judges Choice  
 Best of Show**

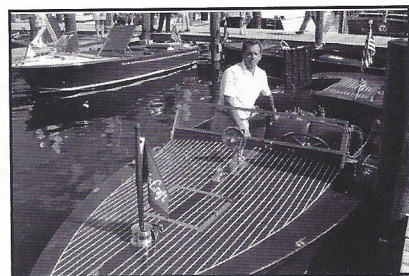
1961 Chris Craft 30' Sea Skiff  
 "Queen Mary"  
 Jon Monson



**Kids Choice**

**Best Special Interest Boat**

2000 Home Brew 8' Custom  
 "Miss Adventure"  
 John Sotirin

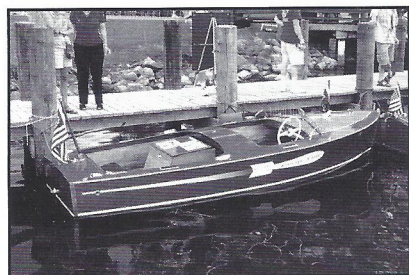


**Skipper's Choice  
 People's Choice**

**Best Antique Runabout**

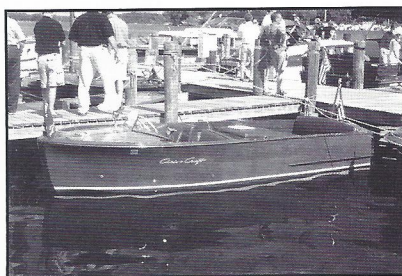
23' and over  
 1929 Chris Craft 28'  
 #17 Custom Runabout  
 "Janice"  
 Hicks Family

# Rememorable Retiree



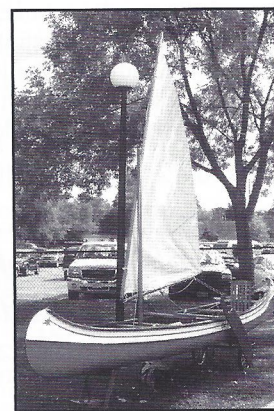
**Best Classic Runabout  
 under 19'**

**Best Display**  
 1947 Chris Craft 17' Rocket  
 "Patriot"  
 Bruce & Susan Zemke



**Best Classic Utility  
 less than 20'**

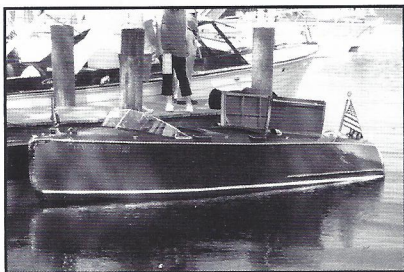
1947 Chris Craft 18' Sportsman  
 "Rosie"  
 Pat Carnes & Scott Hawkinson



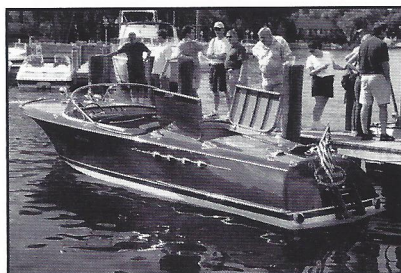
**Best Non-  
 Motorized Boat**

1966 Otca 17'  
 Sailing Canoe  
 "OTCA"  
 Alan Lizee

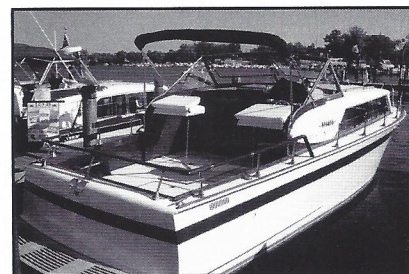




**Best Antique Runabout  
 under 23'**  
 1942 Century 17' Sea Maid  
 Ray & Carol Ellis



**Best Classic Runabout,  
 19' and Over**  
 1970 Riva 28' Super Aquarama  
 "Waterbug"  
 Todd Warner & Dana Bruzek

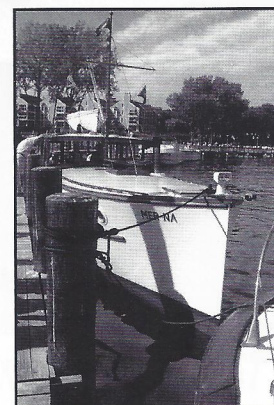
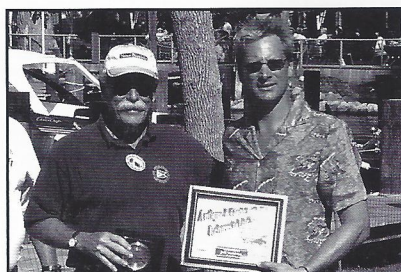


**Best Classic Cruiser,  
 Any Length**  
 1962 Chris Craft 32'  
 Roamer Express  
 "Sea Creature"  
 & Lisa Sundberg

# Boats To Lake Minnetonka

## Special Presentation

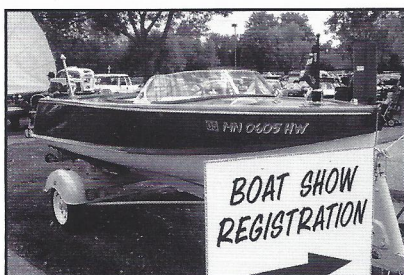
Jeff Stebbins  
 for his dedication in  
 RETURNING THE RENDEZVOUS  
 TO LAKE MINNETONKA



**Best Antique  
 Cruiser**

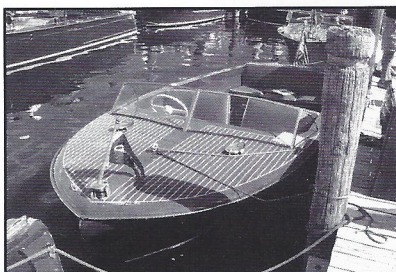
## Best Original Condition Boat

1930 Blanchard 36'  
 Standard Cruiser  
 "Mer-Na"  
 Denny & Mary  
 Newell

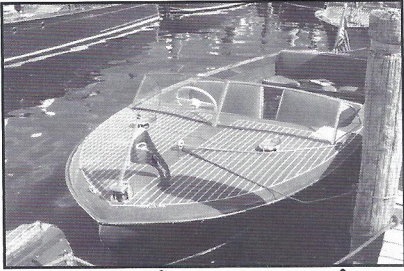


**Best Outboard Boat  
 14' and over**

1955 Thompson 14' Thomboy  
 "Thommy"  
 Andreas Jordahl Rhude



**Best Chris Craft  
 Best Chris Craft Engine**  
 1955 Chris Craft 20' Holiday  
 Chris Craft MBL 6 cyl  
 Karl & Kathy Newman



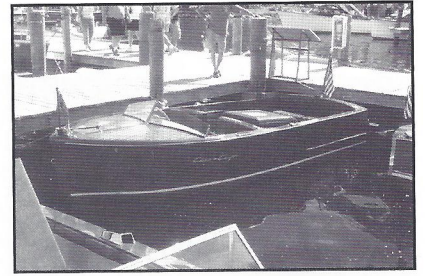
**Best Classic Utility**  
 20' and over

1955 Chris Craft 20' Holiday  
 Karl & Kathy Newman



**Best Outboard Boat**  
 14' or less

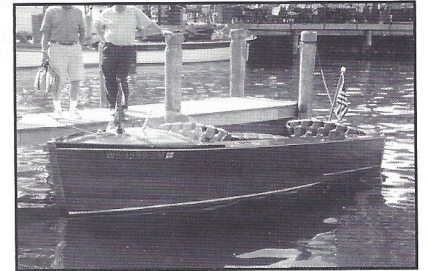
1957 Tonka Craft 14' Mata Hari  
 "Good Luck"  
 Joe Soucheray



**Best Amateur Varnish**

1948 Chris Craft 18' Sportsman  
 "Sport N Woody"  
 Tom Seger

# Rendementous Return



**Best Antique Utility**  
 any length

1939 Gar Wood 19' Utility  
 "Carol K"  
 Jerry Petersen



**Angie Speltz Award**

1929 Morris 32' Longdecker  
 "Enough"  
 Andy Mitchell

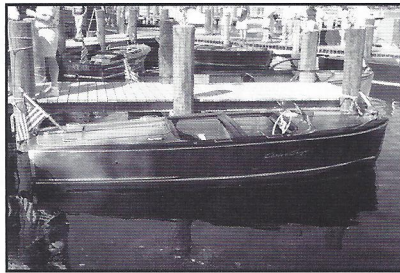


**Best Century**

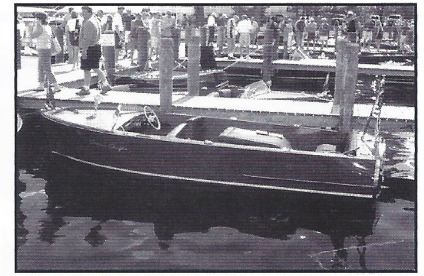
1966 Century 21' Coronado  
 "Class Act"  
 Paul & Betsy Brunswick



**Best Fiberglass Boat**  
 1968 and older  
 1958 Biesmeyer Flat Bottom  
 Steve Shoop

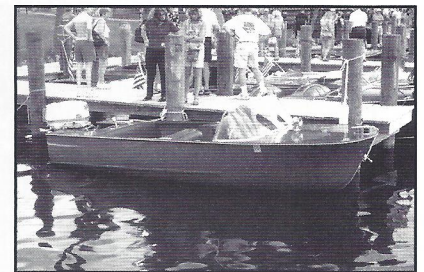


**Dry Wrought Award**  
 1947 Chris Craft 17'  
 Deluxe Runabout  
 Ron & Esther Martens  
 (Hit 2 boats while arriving at show)

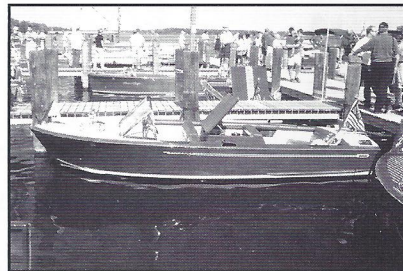


**Bob Speltz Award**  
**Best Amateur**  
**Woodworking**  
 1948 Chris Craft 18'  
 Sportsman Deluxe Utility  
 "Twyster Too"  
 Tom & Loree Yeager

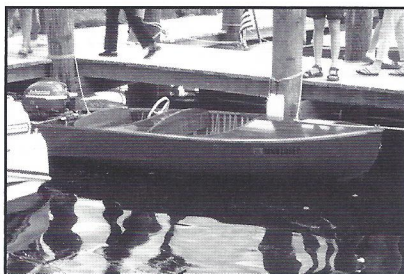
# Runs To Lake Minnetonka



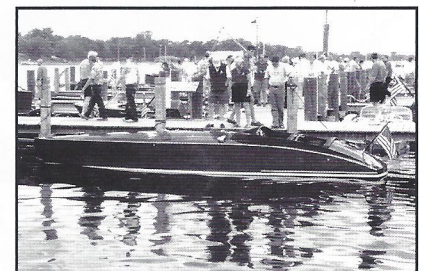
**Most Unusual Boat**  
 1959 Dunphy 16' Speedboat  
 Chris Mickman



**Best Inboard Engine**  
 1967 Century 19' Resorter  
 "Last Hurrah"  
 Chad Dill, John Humphrey  
 & Ron Haberkorn



**Best Outboard Engine**  
 1954 Penn Yan 12' CZT Swift  
 1954 Johnson RD-15 25 hp  
 Eric Sandin



**Best Contemporary Classic**  
 2005 Stone Boat Yards 20'  
 Gentleman's Racer  
 Dave Bortner

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John & Sharon Moss	Eau Claire WI
Brian O'Neill	Deephaven
Eric Samdin	St. Michael
Michael Swanson	Wayzata

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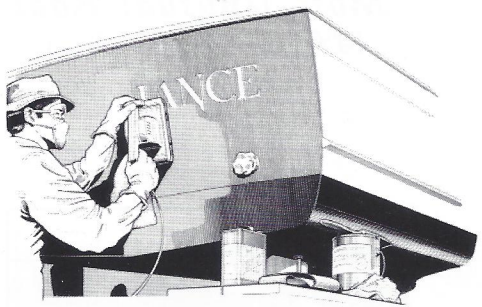
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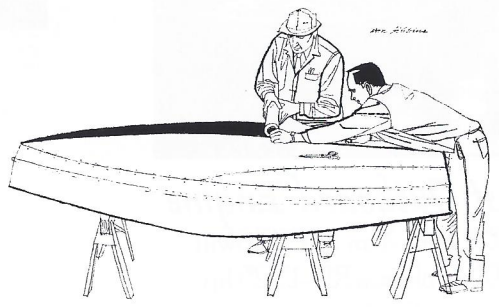
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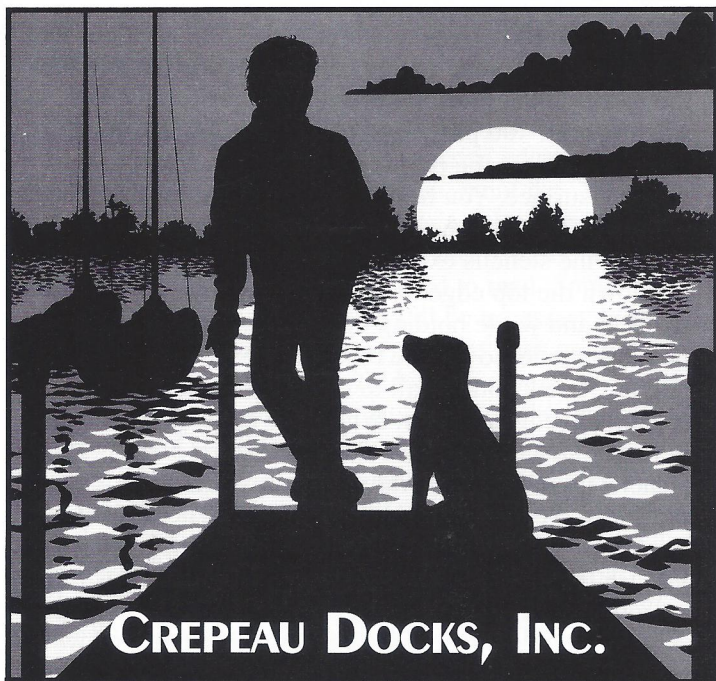
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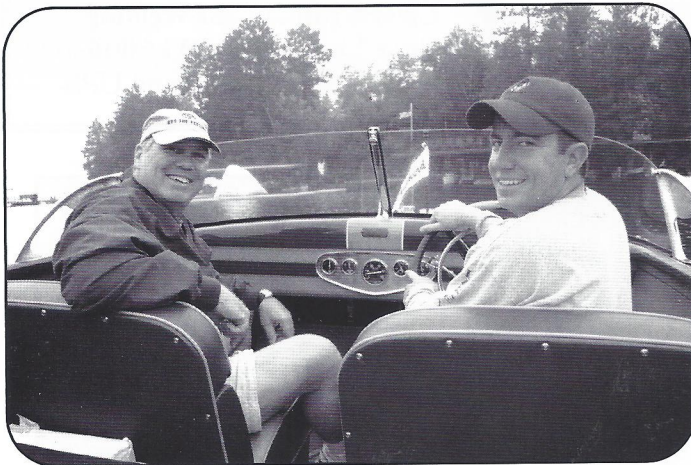
*Gadgets & Kinks - cont'd from page 8*

varnished surface available to practice on, use a piece of glass or side of a flat gallon can. When you actually do the name on the transom, prepare the surface by wet sanding with 400 paper and clean the surface well. Cut out a letter from the practice stencil and affix it to the practice surface. You have one shot at getting this placed correctly. This is done by removing the covering from the back of the stencils exposing the sticky surface. Carefully lay down the top edge of the stencil against the practice surface, and while holding up the free edge, use a plastic bondo spreader to lay the remainder of the stencil to the surface. Use a cotton ball to press the stencil firmly around the edge of letter. When you are sure the stencil is firmly attached, remove the front paper, exposing the stencil. If not already removed, remove only the letter part from the stencil where the gold leaf should be. Leave the shadow part in place. Using a soft brush, apply varnish thinned about 20 percent to the open areas of the stencil. This will act as the sizing to attach the gold leaf. After it has dried to a tacky state, remove the shadow/outline portion of the stencil. Let the varnish continue to dry until the surface has a dry, rubbery feel when you touch it. Don't touch it with your fingertip. Instead, close you hand and use the second joint of your index finger to feel the surface. If it is still too wet, the varnish will feel tacky. If it is ready for the gold leaf, it will have the dry, rubbery feel.

Here comes the fun part - applying the gold leaf. Gold leaf is extremely thin and fragile. The gold leaf you purchased has a backing to it to transport it to the surface where it will be mounted. Any little breeze, including breathing on it, might lift the gold leaf from the paper backing, so proceed slowly and carefully. No heavy breathing, coughing, or sneezing is allowed here. Certainly, don't do this outside in a breeze or you will see gold flying in the wind. Mount the gold to the sized area by carefully laying the gold side to the surface from the bottom of the letter up and brush it in place through the paper backing with the nanking gilder tip brush with moderate pressure. Follow up with rubbing the area gently with a cotton ball to be sure all of the surface has gold



Greg Benson, John Tuttle, Jeff and Nancy Stebbins



John Tuttle and Nathan O'Connor



What's so fascinating down there?

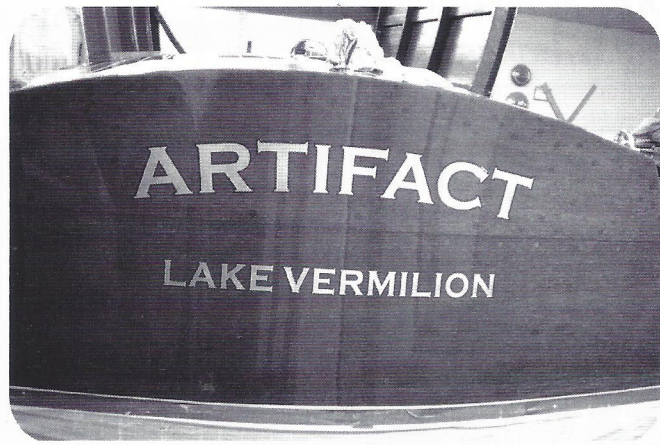


*Gadgets & Kinks - cont'd on page 23*

*Gadgets & Kinks - cont'd from page 22*

attached while holding the paper in place. Remove the paper. Wherever there was varnish/sizing, the gold will attach. It will look ragged at this point. Let the varnish dry overnight. When dry, use the nankling brush to brush away the loose gold leaf for a clean, crisp edge to the letter. Using a small pinstriping brush, paint the shadow/outline. Use black enamel or a color to match upholstery. Stay with darker colors otherwise the letters will look washed out and will be hard to read. Some artistic ability and a steady hand will be necessary here. The stencil will keep the paint within the lines on the outside of the letter, but you will have to control the brush to paint only to the edge of the gold leaf on the letter. To hold your hand steady and away from the surface, cut a half-inch dowel to about a foot long length and tape a small piece of sponge to one end to act as a pad. Place the padded end against the surface holding the other end with your free hand, and use the dowel as a bridge to hold your hand a way from the surface while painting the shadow/outline. When you are finished, the work will look like the photo below.

Don't be disappointed that it looks like a second grader's art project, it will soon get better. Peel the stencil off the surface and the work will look a lot better, as in the photo below.



Let the outline/shadow paint dry overnight and then apply a coat or two of varnish. Do not sand before you varnish or you will remove the gold with the first pass.

Practice this process for a number of letters on your practice surface until you feel confident with your new found skill. Then move on to applying the name stencil to the transom of your boat. Do a "dry mount" first by positioning the stencil with the backing in place. When satisfied with its position, tape it in place at the top edge if the transom is flat. Tape it on the side if the transom is curved. This will allow the stencil to lie flat when attaching it to the surface. Witness what happens on the first photo when the stencil is taped on the top with a curved transom. The stencil buckles. All worked out well, but not without undue anxiety. Make position marks with tape and then remove the whole stencil from the transom. Carefully peel the backing off the stencil and

position it on the transom according to the marks. It is good to have an assistant hold up the free edge of the stencil to keep it from attaching itself prematurely. Once the stencil sticks, it is difficult to remove it without creating additional problems. Use the bondo spreader to lay the stencil in place, starting at the top/edge center. Proceed with the job as described above.

Keep in mind I said this is how I did it. There are probably professional sign painters out there reading this getting a good laugh because they can do this free hand, but by the process described, it came out very well. As my experience and knowledge of the process grows, I am sure I will find the absolute correct equipment and techniques. I am sure I will never do a gold leaf name without a stencil because my artistic talent is just not there. I feel confident that if you follow the method described above, you will have the same satisfactory results I had.

Isn't boat restoration fun? If you have come to the part where you have done the name in gold leaf on the transom, you probably have accomplished many other boat restoration tasks you didn't think you could do. To you I say, "way to go: good job". You suddenly realize that you didn't destroy it; you restored it. This restoration process is all about keeping a boat from the past to pass on to the boat lovers of the future. It is an admirable effort. Keep at it.

If you want to know more about restoring your boat, or just have a quick question about boat restoration, you may contact me at [Heggensj@Centurytel.net](mailto:Heggensj@Centurytel.net) or 715-294-2415. Either I, or a network of knowledgeable sources, will get an answer to you as quickly as possible. It is okay to ask questions about how to do something. It is not okay to work blindly and screw it up, making more work for yourself or someone else. Time is passing and you're not getting any younger. Get to work on that boat!



**BSLOL GOES VIDEO!**

**This summer, the camera crew from the**  
***ANTIQUES ROAD SHOW***  
**came to Lake Minnetonka to photograph**  
**some of BSLLOL's antique and classic**  
**beauties. Approximately 15 members and**  
**their boats made it to the shoot. The show**  
**is slated to air in January 2005. In the**  
**Twin Cities area, it's on PBS, Channel 2.**

**Keep an eye on your**  
**local listings...look for**  
**Series 12/12 on HGTV.**



**BSLOL**  
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# IT'S AN ELECTION YEAR!

At BSLLOL, EVERY year is an election year and December is when it happens.

## BALLOT FOR EXECUTIVE AND BOARD OF DIRECTORS FOR 2005

<u>OFFICE</u>	<u>CANDIDATE</u>	<u>TERM OF OFFICE</u>	<u>STATUS</u>
President:	Andreas J. Rhude	Up to 3 years	Up for Re-Election
Vice President:	Jim Camery	1 year	Nominee
Vice President:	John Kinnard	1 year	Up for Re-election
Treasurer:	Dan Schloegel	1 year	Nominee
Secretary:	Mark Nelson	1 year	Nominee
Board of Directors:	Win Adams	2 years	Nominee
	Paul Brunswick	2 years	Nominee
	Brad Ernst	2 years	Up for Re-Election
	Scott Hawkinson	2 years	Nominee
	John Laidlaw	2 years	Begin 2nd year
	Peggy Merjanian	2 years	Up for Re-Election
	Mark Setterholm	2 years	Begin 2nd year
	John Tuttle	2 years	Begin 2nd year

*Elections are held at the annual holiday party.  
 (See inside front cover for invitation.)*

*Dr. Motorhead - cont'd from page 9*

Top off the tank with fresh gas in the spring. This method has never created any problems for me. It never hurts to stick a rag in the exhaust pipe and the carburetor openings. This helps keep moisture from entering the engine through any open or partially opened engine valves.

If you do not own a storage trailer, you should. Not only does it make your job easier, the support the trailer gives your boat is very beneficial.

In conclusion, when you haul your boat earlier rather than later, you allow your boat to dry out. This is very important, especially for you who have opted to install a "west system" bottom.

Here's hoping all of you enjoyed the fall colors cruise. My schedule is very busy these days. I hope to be in town for the January Boat Show. I couldn't make this years Rendezvous unfortunately. However, I received a satellite phone call from Piston who said it was fantastic. Since Piston graduated from the University of Hawaii and no longer plays for the South Pacific Hockey League, I travel to the Pacific Islands primarily for my annual holiday. I do however get a chance to take in a couple of games while visiting. Next year I will make my reservations a week later so as not to miss the next Rendezvous.

Aloha Tahitinui,  
 Dr. Motorhead



### PICTURES....

**we get scads and scads of pictures.**

We'd like to acknowledge those who provide all the terrific photos you see in these pages every issue of *The BoatHouse*. Steve Merjanian takes dozens of photos at every Rendezvous (typically, 18 roles of 36). We have a photo record of every Rendezvous for the last 28 years! Now, with the advent of the digital camera, we get countless pictures from every show that any of our members attend. This is great! As a result, we are able to bring you coverage of many shows that may not be covered otherwise. We enjoy bringing them to you and hope you enjoy(ed) them. Our thanks to:

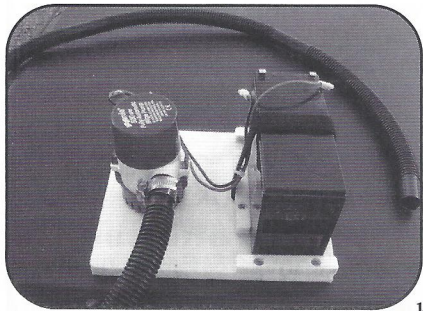
Greg Benson	Andreas Rhude
Rob Chasse	Mark Setterholm
Dave Doner	Jeff Stebbins
Clark Oltman	Maureen Valley



What do you do if you have a boat that has not swelled and you have no battery to power a bilge pump? I had this problem some time ago so decided to design a self contained bilge pump system.

The first step is to determine what size pump you need. In my case, I felt a 500 GPH pump would be sufficient as I was not going to leave the boat in the water overnight. I found a model from Rule that is automatic. It turns on every couple of minutes. If it finds a load (meaning water to pump,) it pumps until the load drops off; it shuts off and resets to cycle again. An alternative would be a pump and float switch.

Now what about power? The pump instructions will tell you what amperage is necessary to run the pump. With that and an idea of how long you would want it to run on a charge, stop in one of the battery specialty stores that are around. Batteries Plus is one. Tell the person what you

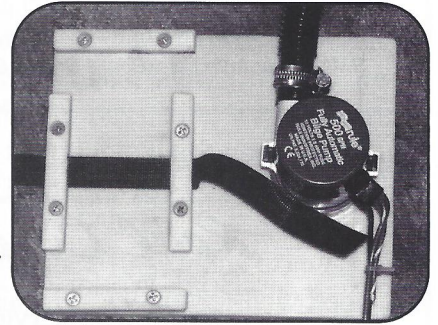


want to run or take the pump with you. They can help you select a battery to fit your needs. In my case the battery is a Panasonic sealed lead acid 12v 7Ah/20HR and is 6" X 2 1/2" and about 3 1/2" high. This battery has the capacity to run the pump for about three hours on a charge. That means it can pump approximately 1500 gallons of water - more than ample for my needs. The same store should be able to suggest a charger. For my battery, a simple 1/10 amp trickle charger is best. It will take a day to recharge, but if left on a little extra will not damage the

## SELF CONTAINED BILGE PUMP

By Clark Oltman

determine the size base we need. Mine is plastic obtained at the local hardware store. It is 7" X 9" and 1/2" thick. I got a little larger piece and cut some small blocks to make a holder for the battery. I also got a piece of velcro to hold the battery in place, brass screws, a hose clamp, a couple of spade connectors and piece of hose to throw over the side of the boat. Place the pump and battery (float switch) on the base and mark the pump and battery location as well as the overall size. Cut the base to size.



Locate and secure the pump with screws. Take the small blocks and place them around the battery and mark and drill the holes. Lay the velcro strip down and place the blocks over it and secure with the screws. Now you have a battery box with velcro to keep the battery from bouncing out.

All that is left is to attach connectors to fit the battery terminals. Mark the wires, plus and minus. If you accidentally reverse the terminals, the pump will run backwards. Attach the hose. Now, charge the battery, connect the pump, drop the assembly into the boat, drape the hose over the side and walk away.

Now you can socialize at the show without worrying or having to man the pumps. Enjoy.



# Twin City Outboard

### OUTBOARDS

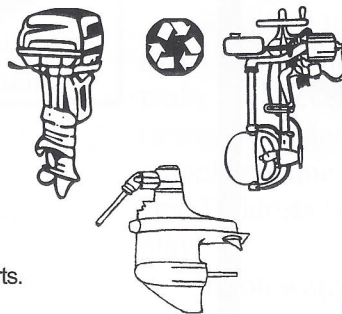
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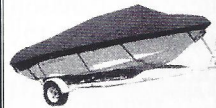
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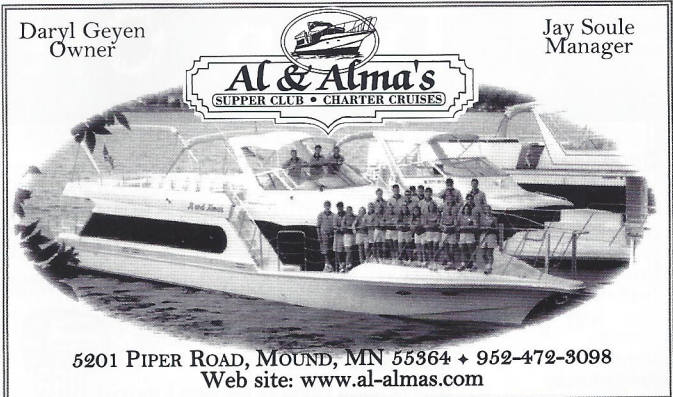
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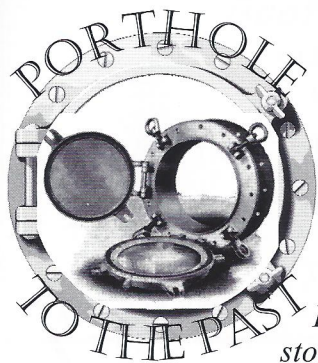
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## ON ITS WAY TO CILICIA

*The February and March issues of the BoatHouse told the story of the "Cilicia", a replica of a 13th Century Medieval Merchant sailing vessel built by the Ayas Nautical Research Club of Yerevan, Armenia. Built in accordance with medieval shipbuilding technologies, it took 11 years to complete. Armenian merchants set sail this past summer taking it through 12 countries. This is an update of that historic event.*

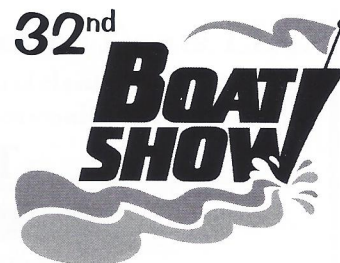
On September 21-23 "Cilicia" will reach the territory of the historical Cilicia. Alexander Margarian, member of "Ayas" Marine Research Club, informed Azg Daily about this. He sailed on the ship till Athens. At present, he is in Armenia and is coordinating the works on the shore. "Cilicia" is sailing to Syria, Latakia, from Beirut. He will leave for the historical Ayas, Korikos. The sailors say there is almost nothing today in Korikos. But sailing by the coasts of Cilicia is a tribute to our history, ancestors and a display of historical interest.

"We will receive permission to enter the harbor just before approaching it," Alexander Margarian said. "No problems occurred till now. I am hopeful we will not have them this time too," he added. In case of getting the permission, the ship will find shelter in the harbor, if not they will merely sail around "the Armenian waters." After this voyage of tribute in the marine territory of the historical Cilicia the ship will return to Athens.



## MINNEAPOLIS BOAT SHOW JUST AROUND THE CORNER

By Andreas Jordahl Rhude



Believe it or not, winter is coming soon and that means the Minneapolis Boat Show is just around the corner. It's difficult to think about a winter boat show when we are still enjoying the small window of boating weather here in the Upper Midwest. But, it's time to mark your calendar and get in the mindset of helping out!

The show takes place at the Minneapolis Convention Center in downtown January 19- 23, 2005. Show hours are 5 -10 p.m. on Wednesday, noon - 10 p.m. Thursday and Friday; 10 a.m.-10 p.m. Saturday, and 10 a.m.- 6 p.m. on Sunday. This will be the first time the show occurs under new management and ownership. In June, General Sports Shows sold the Minneapolis Boat Show to the National Marine Manufacturers Association (NMMA). We are excited to create a working relationship with NMMA. We must make a great impression with the new owners to insure our spot for future events. This is where you come in!

OK, here comes the plea for help. We need volunteers to assist on Monday January 17<sup>th</sup> getting boats into our exhibit space. Several folks will be required the next few days to help set up the booth space. And of course, we need lots of good workers to promote BSLOL, market memberships, sell merchandise, and make a good impression during the entire show.

This is one of our premier and most important activities of the year. It is an unequalled opportunity to get our name and educational mission out to the general public. Won't you help to make it a success?

So....call the BSLOL hotline if you are willing to assist in this worthy endeavor. It's YOUR club and YOU make it a success. Leave a message on our hotline indicating when and where you can best help out. Leave your complete name and telephone number(s) and maybe your email address too. Let's make this another successful display! ☺

If you want to find out more about NMMA, visit their website: [www.nmma.org](http://www.nmma.org)



*Mark Your Calendars!*

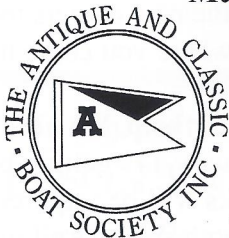
**April 22-24, 2005**  
**The Antique Motorboating Symposium**  
is returning to  
**The Mariners' Museum**  
***Chris-Craft: Rediscovering the Legacy***

This Symposium will provide new insights about the history, manufacturing, marketing and the spirit of this legendary company. Sessions will include analysis of Chris-Craft boats and their place in the boating industry; practical advice on research, restoration and preservation; and expert demonstrations of restoration methods and techniques.

***Research Your Boat***

All of the Museum's resources will be available throughout the Symposium, including the Chris-Craft Collection, an unmatched archive of detailed boat information, hull cards, records, drawings, photographs and shop directives.

Also visit the new International Small Craft Center and the Civil War U.S.S. Monitor artifacts. **Don't miss this great event! Open to All Boating Enthusiasts The Mariners' Museum, Newport News, Virginia.** Sponsored by the Antique and Classic Boat Society and The Mariners' Museum in cooperation with The Antique Boat Club. Visit [www.ACBS.org](http://www.ACBS.org) and [www.mariner.org](http://www.mariner.org) for updates! or call 1-315-686-2628



***For ALL ACBS MEMBERS:***

The ACBS Spring Quarterly Meeting will be convened in conjunction with the Symposium on Friday, April 22, 2005.

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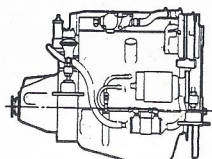
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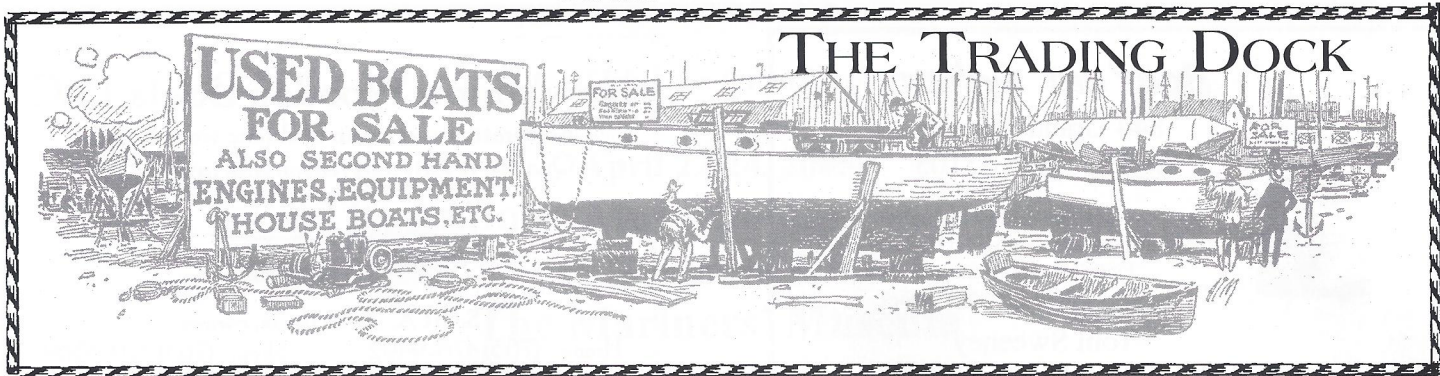
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●**1949 CHRIS CRAFT 25' SPORTSMAN** - Model W Hercules engine, 160 hp. Project boat - very complete, all hardware. No need to chase "original" items. Includes home-made trailer. \$12,000 firm. Call Steve at 952-475-1384 (M0404)

●**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](mailto:dithomps@paulbunyan.net) (M0604)



●**A LARGE COLLECTION OF WOOD ROWBOATS, DUCK SKIFFS, CANOES AND OUTBOARD RUNABOUTS** to restore. 1930s-1950s vintage, call 952-473-4364 or 715-779-5904 (M1004)

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

●**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](mailto:bcmekruse@cs.com) Thanks! (M0804)

●**1926 MATTHEWS 46' DOUBLE CABIN** - hull #1400, 671 GM engine, boat name: Fiji II. Inside stored since fall 2001. Hull is solid but needs to be repainted. Prop needs to be redone. General clean-up to put back on water. It drove onto the trailer in fall of 2001 and has been stored ever since. Stained glass ceiling panel and etched glass side windows. Was in 2000 BSLO Rendezvous at Treasure Island Marina. Beautiful classic boat All original well-kept boat. Asking \$20,000. Call Elizabeth at 1-651-388-5784 or email [ebh7@charter.net](mailto:ebh7@charter.net) for more info. (M1004)

●**1955 PETERSON CEDAR STRIP FISHING BOAT.** Exterior has been repainted, interior has had varnish added but never stripped. All wood solid. On a 2002 Easy loader with guide bars and spare tire. Motor is extra. Asking \$1,695. Clark Oltman 952-471-7635 or [clarkoltman@msn.com](mailto:clarkoltman@msn.com). (M1004)



●**FOR SALE...COMMEMORATIVE 100" ANNIVERSARY THOMPSON BOAT CLOCK** - Limited quantity, 10 3/4" diam, includes battery. Proceeds benefit Thompson Boat Rally. \$22.00 includes shipping in USA. Send payment to A.J. Rhude, 4054 Wentworth Ave., S. Mpls, MN 55409. 612-823-3990. Email: [ahrhude@aol.com](mailto:ahrhude@aol.com)

●**1955 THOMPSON 14' SEA SKIFF**, outboard lapstrake. Needs major restoration. No motor or trailer. \$300 OBO.

●**1959 CRUISERS, INC. 16' HOLIDAY** - Outboard lapstrake, double cockpit, two-toned stained decks and covering boards, upholstered seats. Needs major restoration. Trailcar trailer, 33hp Johnson outboard. \$450 OBO. Located at Peshtigo, WI. 612-823-3990. Email: [ahrhude@aol.com](mailto:ahrhude@aol.com) (M1004)

●**1988 Zirlott 43' Trunk Cabin Trawler** - Beautiful one owner boat, features a 2" cyprus hull, unique juniper interior, 10' beam, with 471 Detroit Diesel (1200 hours) and 10KW Isuzu diesel generator. Can be viewed at Red Wing, MN area. This boat needs a home and is priced to sell. Call Dave Doner at 952-835-2549 for additional information (M1004)

### BOATS FOR SALE

The following boats were at this year's Rendezvous with "Available for Ownership" signs displayed on each. The usual "List of Boats for Sale" did not get printed as is usually the custom. Our sincere apologies to these owners. As a courtesy, we are listing those that were part of that group.

2005 Stone Boat Yards 26.6' Gentleman's Racer  
 David Bortner 952-495-0007, 612-590-5110

1959 Dunphy 16' Speedboat  
 Chris Mickman, Anoka MN

1959 Chris Craft 35' Constellation "Old Timer"  
 Mitch LaPointe, 952-471-3300

1929 Morris 32' Longdecker "Enough"  
 Andy Mitchell, 612-242-4515, 952-930-1681

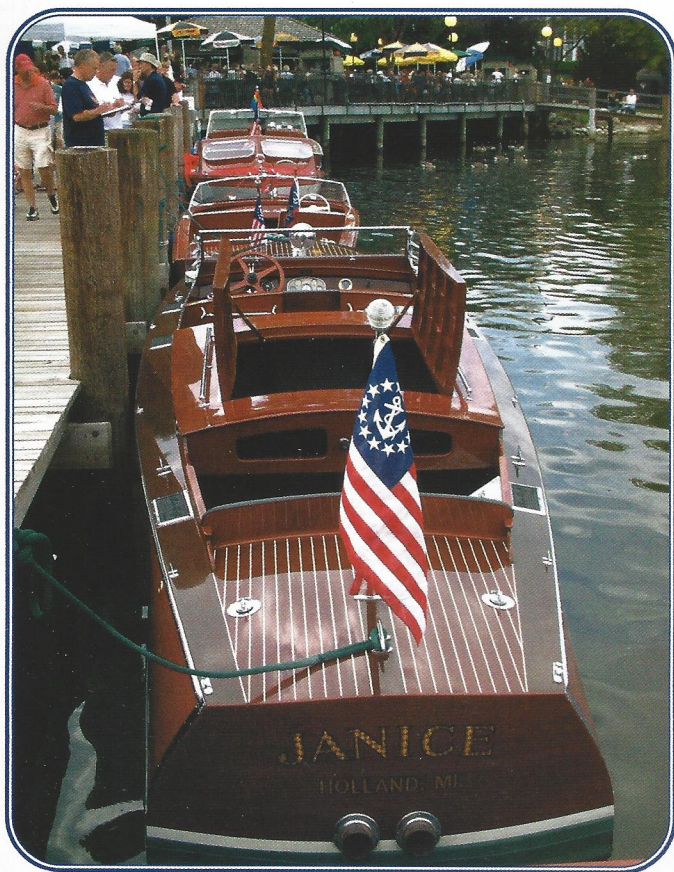
1957 Tonka Craft 14' Mata Hari "Good Luck"  
 Joe Soucheray, St. Paul, 651-690-1612

1964 Chris Craft 18' Super Sport  
 Mike Peterson, 952-470-3979, 952-474-4953

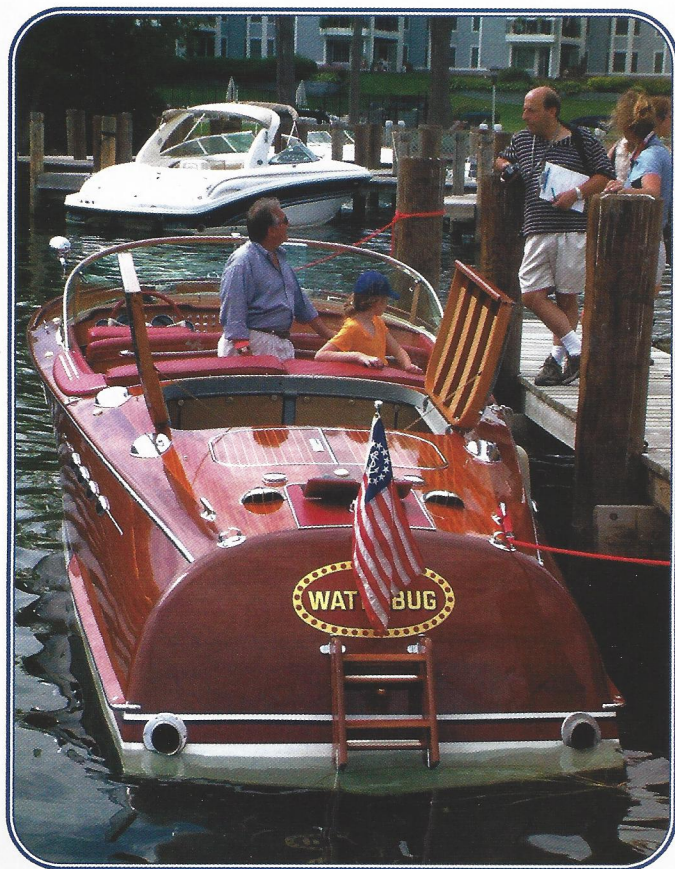
1966 Span American 14' Runabout "Minne-Me"  
 Robin Kukas, 612-827-4138, 612-600-6743

1953 Chris Craft 22' Sportsman "Tantra Mar"  
 Tom Underwood, Minneapolis

1955 Peterson 13.5' Fishing Boat "Po Folks"  
 Clark Oltman, 952-948-4113, 952-471-7635 (see ad this page.)



**Best Antique Runabout 28' & Over  
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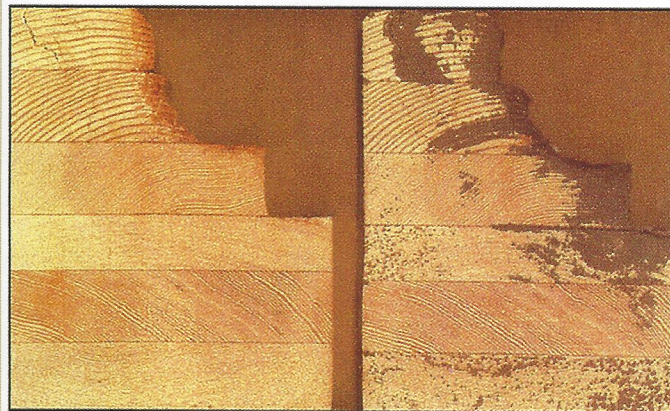


**Winner of Classic Runabout over 19"**

## Rot goes into wood farther than you think.

*You cannot see all of it.  
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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.

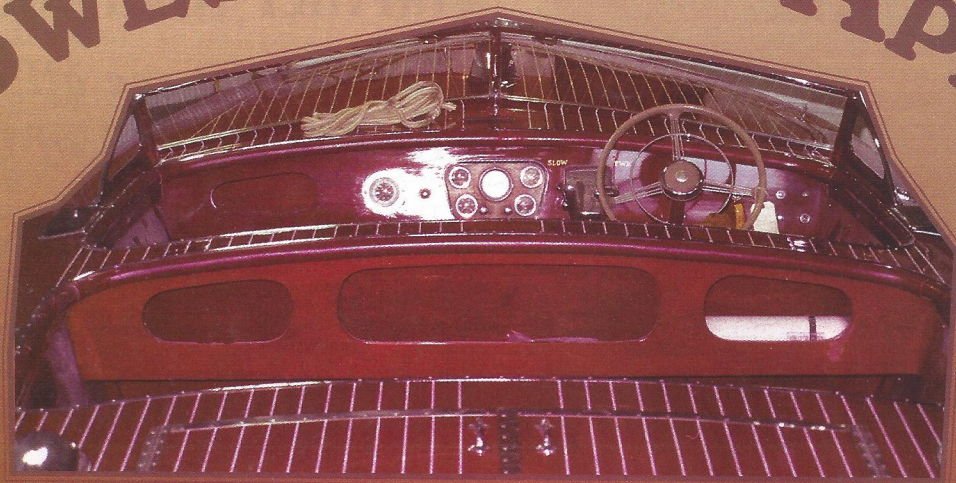
In regions where the fungi have eaten the wood, the dyed resin is now visible. CPES impregnates deteriorated wood much more than sound wood, because it has more porosity. These regions are now impregnated with a highly rot-resistant and water-repellent resin, and useful mechanical properties are restored.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

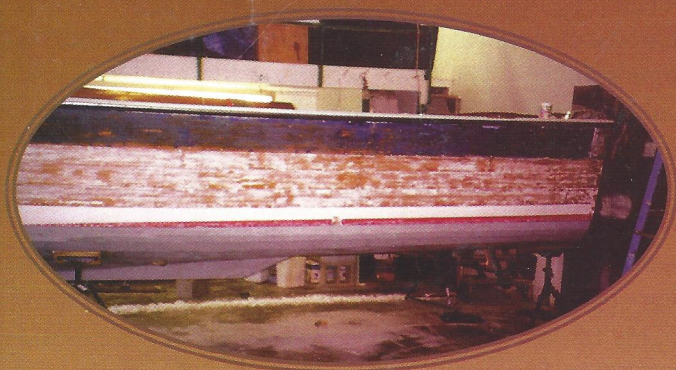
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