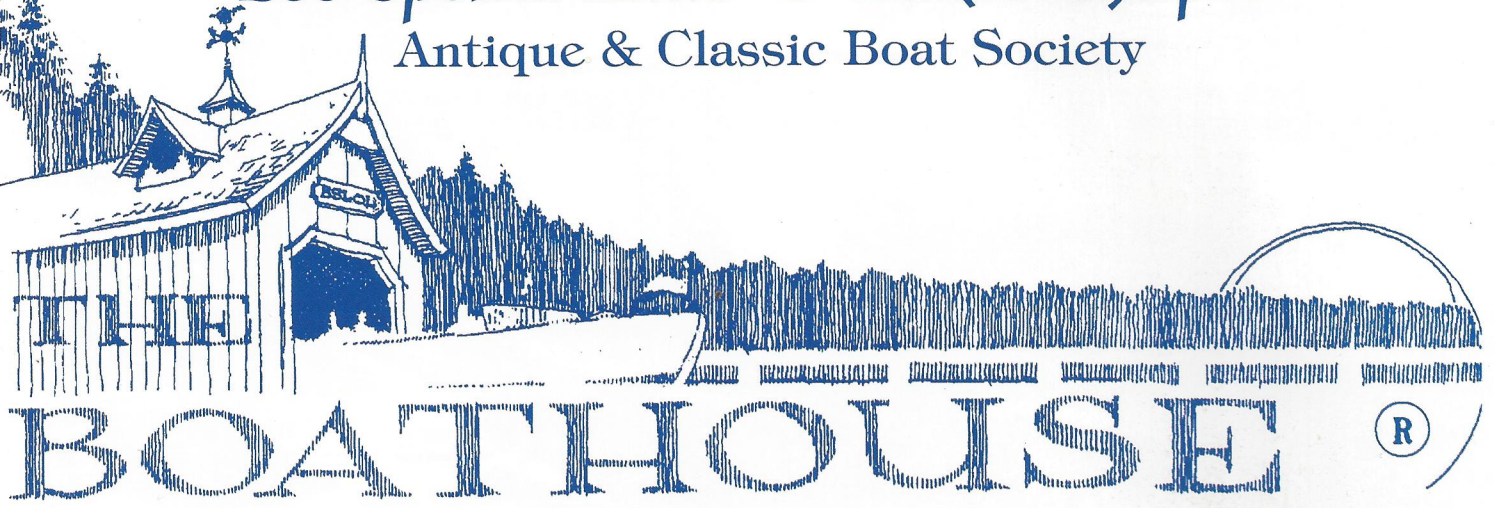
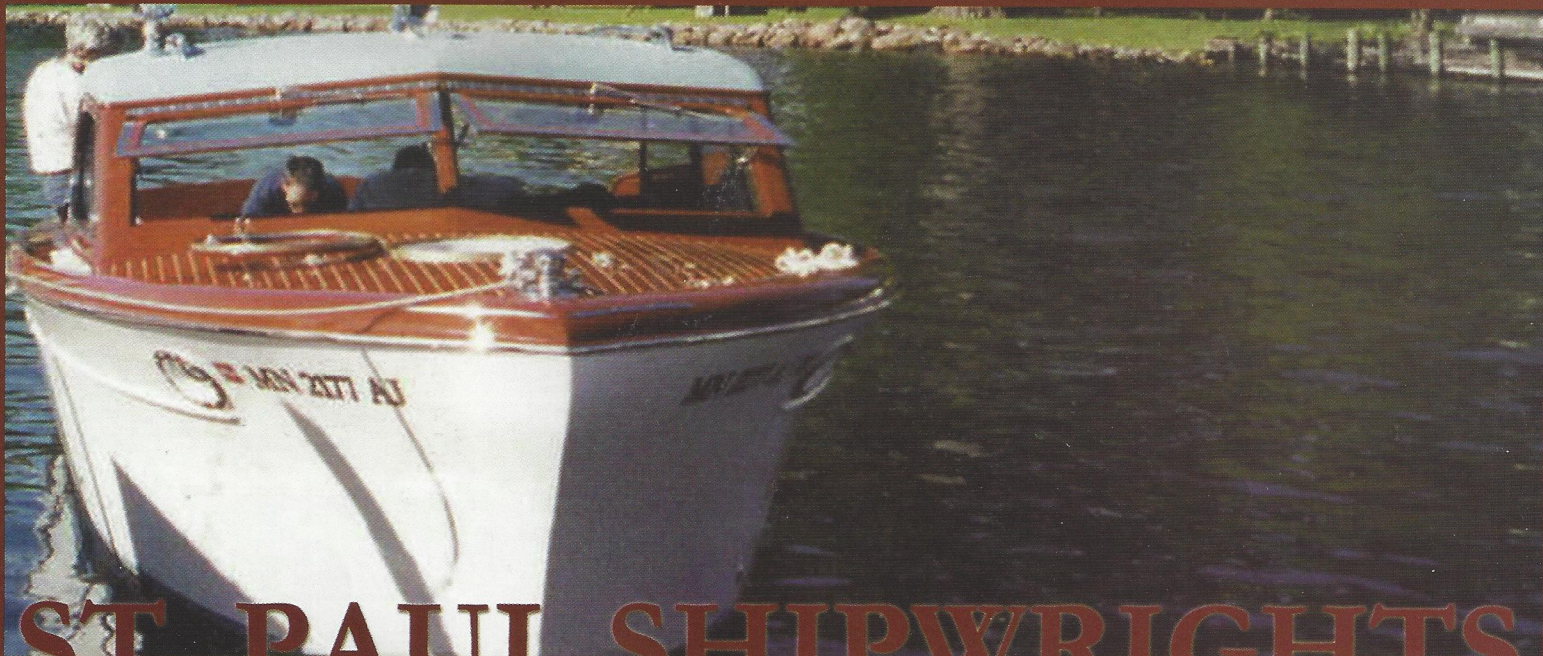
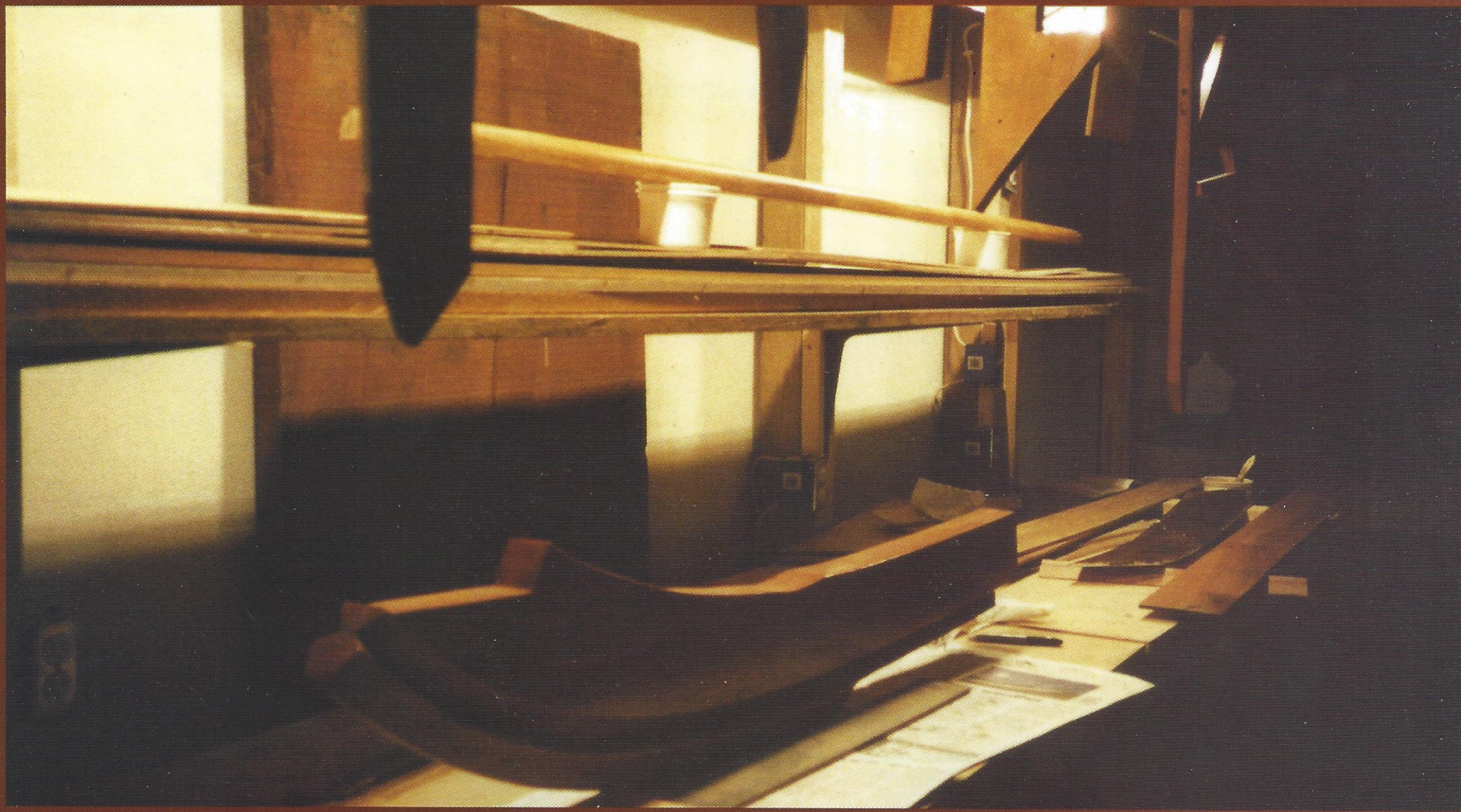


The Bi-Monthly Publication of the
Bob Speltz Land-O-Lakes Chapter
Antique & Classic Boat Society



Vol. 27 No. 6
December 2004



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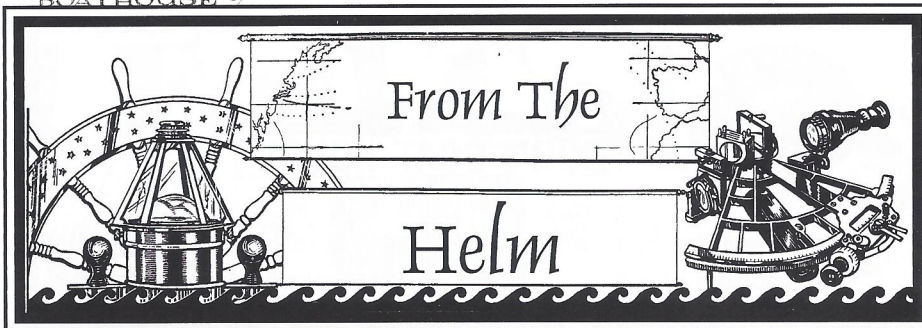
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Welcome to the year 2005. As I look at the year that has just been laid to rest, I can honestly tell you that it has been the busiest in BSLLOL history. We had more activities than ever before with excellent participation. Thanks for taking part in YOUR group!

All those that made this past year a success deserve a pat on the back. The two Board members that have retired also should be mentioned for everything they have done and all their contributions: Dirk Gunder and Hunt Russell. Thanks guys!

We have five new faces on our Board. It is especially gratifying to have them come aboard and be willing to take time to contribute their wealth of knowledge. The captain welcomes you to the bridge of this ship we call BSLLOL!

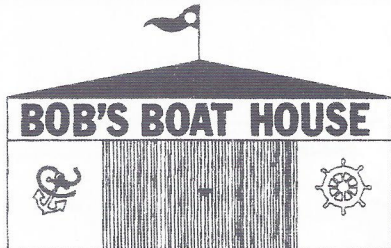
So what's up for this new year? Take a look at our schedule of events on page 19 in this issue. Also watch our website (www.acbs-bslol.com) for continual updates. If any of you have suggestions for changes to our already-full plate, or think we should have other and additional activities, please let me know.

Many of you are aware of our participation in the television program "Antiques Roadshow" this past summer. Well, the three episodes from St. Paul will air in the Twin Cities area on channel 2 (TPT) on January 3rd, 10th, and 17th. Set those video recorders! Look at your local TV listings for up-to-date changes. The six hours of filming have been edited down to a few minutes, so don't blink! This was quite a coup to be invited to be a part of this educational TV show and we are certainly thankful for the opportunity. It is a wonderful means to spread our word!

We will most likely have two in-water boat shows in 2005. Our principal Rendezvous will once again be at Maynard's on Lake Minnetonka the weekend after Labor Day. We need YOUR input. I hereby call a meeting of the "Boat Show Committee" for Saturday January 22nd at 11:00 AM. This will be held at our booth in the Minneapolis Convention Center during the Minneapolis Boat Show. It will basically set the tone for the future meetings and put in place an admiral and scribe and some other important sub-committee captains.

Come and be a part of our family and learn all about antique and classic boats!

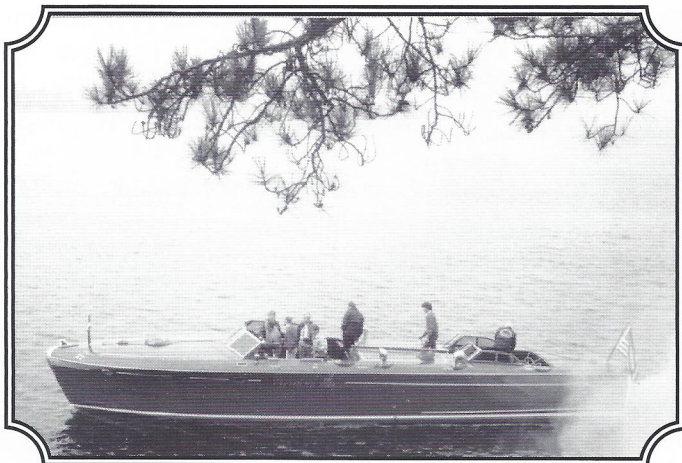
Andreas Jordahl Rhude
President



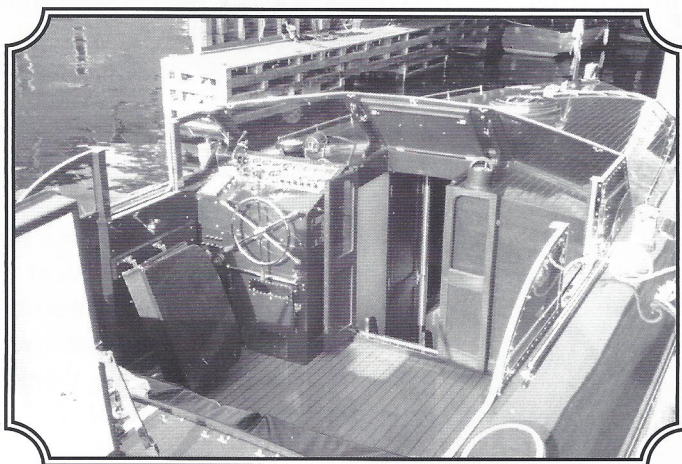
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Reflections of Bob Speltz from his personal photo album.



1948 Huskins 48' "Pardon Me."



Interior view of "Pardon Me" at Antique Boat Museum in Clayton, NY.

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.



Annual Fall Colors

While the colors were not yet peak on October 3, we were blessed with great weather for our Annual Fall Colors event. Bright sun and ideal temps (close to 60°) brought our members and friends out in record numbers:



Everyone met for brunch at Lord Fletcher's



And we're off! "Luv Is" leads the way.

*20 boats,
60 people.*



After a great brunch, we all headed for the boats.



Ever present ...the "Sonja II"



The O'Connors' 1956 Shepherd 18' Runabout "Nice Eh?"



Here comes "Pokey" - 1954 Chris Craft 28' Sportsman

A New 5200 Bottom

by Jerry Petersen

At the age of 70, my 1934 16 foot split cockpit GarWood let me know it's time for a new bottom. This was my first antique wooden boat acquisition. I found her in an Oconomowoc, WI boat storage building back in 1984. Since we were born the same year, I decided we were destined to find each other.

She was in very good original condition, having been in storage for over 25 years in the boathouse of the original owner! The leather was rotten and the engine needed an overhaul, but the deck and sides were in great shape. After replacing the aft portions of two bottom planks, giving the bright work a re-varnish, sanding and painting the bottom, rebuilding the engine and re-upholstering, she was ready to go. I named her "Silver Fox" after GarWood himself, and she has given me twenty years of great enjoyment. In fact, she was the first boat I took to a Minnetonka Rendezvous. That was back in the late 1980's. I remember, she won *The Best GarWood* award at the show. However, I do recall taking on a lot of spray as I motored from a launch site on the eastern end of the lake to Excelsior Bay. This small GarWood is not designed to be run dry in over one foot waves! Jumping to the present, this summer I found three soft spots on bottom planks that were beyond a patch. Hence I decided it is time for an entirely new bottom.

As you may recall from my BOATHOUSE articles in the mid 1990's, I had the experience of

restoring a pattern 1939 GarWood utility, including putting on a new 5200 bottom. The first task is to build support legs attached to the stringers in the front and aft seat compartments. **Figure 1** shows the legs and side bracing I placed in Silver Fox's front compartment. For the prior project I had designed and built a belt system for turning over small woodies. I had also constructed a dolly frame to support the legs allowing the boat to be moved around once turned over. It is simply a rectangular frame with casters at each corner. I narrowed it to match the spacing of the stringer legs on the Silver Fox since this boat is narrower.

Figure 2 shows the belt and pulley I use for boat rotation. In this case, I raised the boat off its trailer in my shop with block and tackles attached to the lifting rings and slipped the rotation belt to the center of gravity of the boat. I then attached the belt pulley overhead and made final adjustments before removing the trailer. The block and tackles were then removed and four of us rotated the boat. The first 90 degrees goes very easily, since the center of gravity drops when the boat is moved to its side. However, the second 90 degrees required some force. We used a strap and one of the block and tackles to finish the rotation. Sorry, we were too busy for photos of the rotation.

Since, I wanted to protect the mint side finish, I attached plastic drop cloth sheeting at the water line all around as show in **Figure 3**. This was fol-

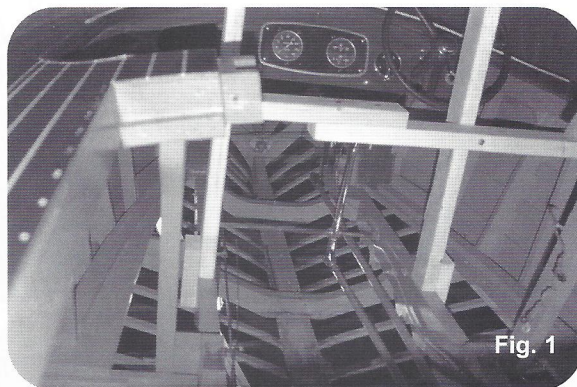


Fig. 1



Fig. 2



Fig. 3

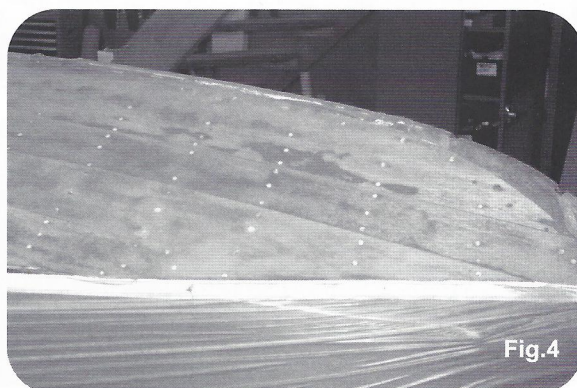
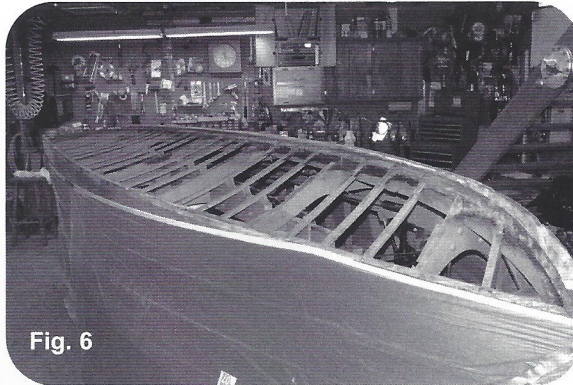
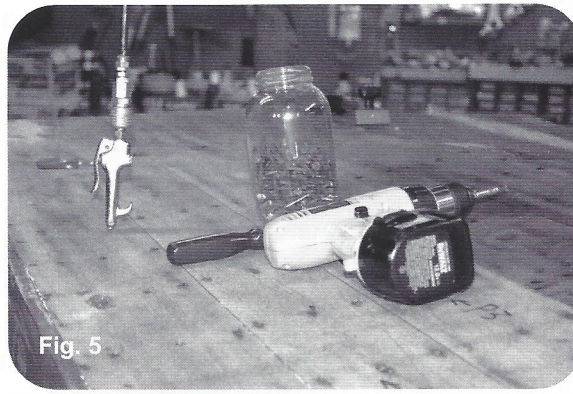


Fig. 4

5200 Bottom cont'd from page 5

lowed by bottom paint stripping and sanding. All the bottom plank screw plugs needed to be exposed. **Figure 4** shows the plugs exposed after sanding the bow planks. It was interesting to me that most of the original bottom screws were plugged with caulk, but the ends of each plank were plugged with mahogany wood plugs. This boat has five planks from keel to chine. The inner four are divided into aft and forward portions with butt block joinery. Since there were about 1,000 screws to remove, I set up my air line over the boat to blow out caulk and plug fragments as I opened up each screw hole with a pick. **Figure 5** shows my air blow gun supported by a bungee cord over the hull. I used my DeWalt battery powered driver to remove the screws. It was a joy to find that all the original brass screws came out clean. My GarWood utility pattern boat, and my Shepherd hardtop transom, had many steel screws from prior botched restoration attempts. Those screws had to be removed by cutting a cylinder of wood out around the screw and then using a vice grip on the screw once the plank was



removed. No such problem with these original brass screws, even after 70 years!

As shown on **Figure 6**, all the outer bottom planks and the diagonal inner planks have been removed. The inner planks were tacked to the keel and chine using brass tacks. The canvas placed between the two tore sticking partly to each bottom layer as the outer planks were removed. I found some rot in the aft three feet of each chine, but the keel and transom frame look fine, as do most of the ribs. It is interesting that GarWood intentionally make this small boat light by thinning up all the wood. The outer bottom is 0.4 inch thick, and the inner only 0.18 inch thick. I plan to use 4 mil Okoume marine mahogany plywood for new the inner layer. I will use the original planks for patterns augmented

by temporarily attached Lauan plywood edges, but that will be the subject of a future article on this project. Nothing like a good wooden boat project to pass time over the winter if you have a heated shop with a good sound system close to your home. I now have my lumber list and will be acquiring all the wood needed over the next month.



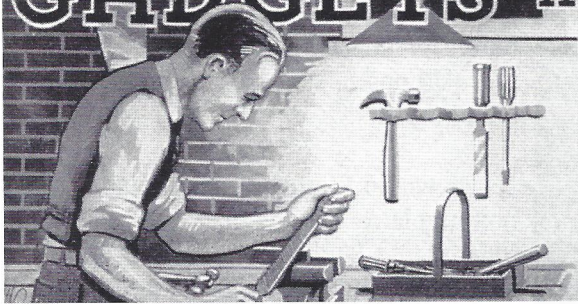
1960 Chris Craft 20' Continental



1938 Chris Craft 29' Sportsman - The only twin engine of this model known to exist of the three made.

Two of the boats waiting at the docks at our Fall Colors Event.

GADGETS AND KINKS



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

To Buff Or Not To Buff

That Is The Question

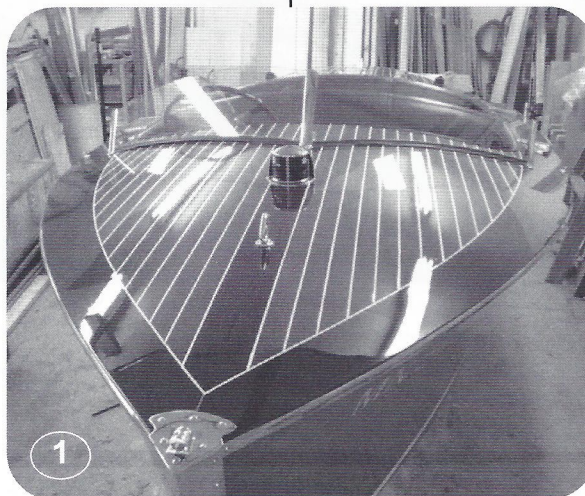
by Sherwood Heggen

Have you ever seen a varnished wooden boat that doesn't have a flaw in the varnish; not as much as a dust speck? Well, it is possible you are looking at a varnish job that was buffed out. The practice is a bit controversial. To buff the varnish, abrasives are used to level the surface and eliminate dust, moth wings, and bug legs. Some say breaking the surface of the varnish by using an abrasive causes it to age more quickly than if it were left alone. Others claim it doesn't matter that much, if at all.

During my research of this topic, I learned that the idea of buffing the varnish is not recommended. That isn't to say it can't be done, otherwise why would I be writing about it? The topic for this offering of *Gadgets and Kinks* is buffing the final coat of varnish. Let's see what the experts say about it.

The Epifanes rep I contacted made two points regarding the practice: the varnish does not come up as glossy as an unbuffed finish, and, the abrasives in the buffing process leave microscopic scratches in the varnish, shortening the longevity of the finish. Those are two valid points but can the downside be tolerated for what appears to be a better looking finish? The point regarding less gloss wasn't recognized in the example used in my buffing effort and the longevity is relative. In speaking with two professional restorers regarding buffing varnish, both had similar conclusions; the finish looks great but may not last quite as long. If the boat's finish is protected from the elements, it should still see a reasonably long life. So, make your choice. Picture #1 is an example of a buffed boat.

Let's throw caution to the wind and buff the finish. You might want to try it at least once. If you don't like the affect it has on the varnish long term, don't buff it out the next time you var-



1500 and 2000 grit, and 3M Finesse-It II finishing material to do the polishing work under the swirling pad. These supplies can be purchased at most auto or auto paint supply stores. Be advised that this process is a lot of work and you may want to consider doing only the decks and transom. Boat

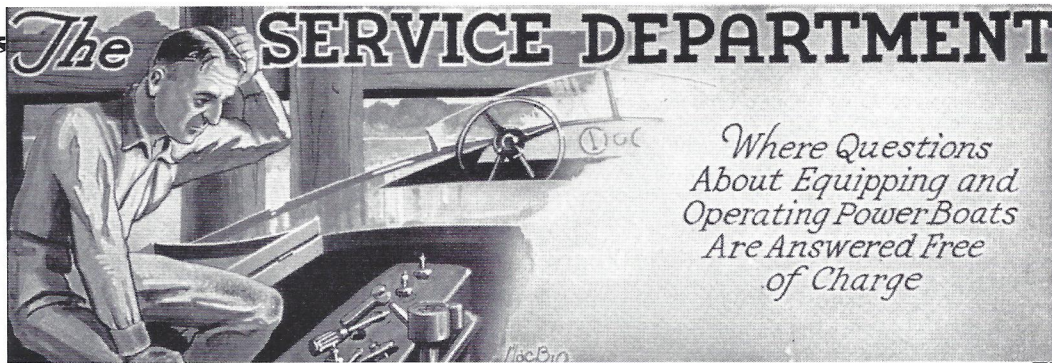


sides are seldom recognized for any flaws when being admired from the dock. Let's get started.

It is important to understand that varnish should be well cured before buffing is attempted. Typically it takes a couple of weeks for the final coat to cure. It is important to have a hard surface to work. Also, if the deck seams are to be painted, that should be done before buffing. It will cause the painted seam appear to be part of the finish with no ragged edge to catch cleaning rags on when the buffing is completed.

Now, with a supply of water, clean rags, and 1500 wet or dry sandpaper, begin sanding the deck. Wrap a half sheet of sandpaper around a Scotch-brite or a small cloth folded into a pad about three by four inches in size to distribute the sanding pressure. Sand a two by two foot section at a time keeping the area sloppy wet to avoid debris build-up on the paper. After sanding the section, wipe it down with a dry rag and check your progress. You should see a semi-gloss finish instead of

Gadgets & Kinks - cont'd on page 10



Dear Dr. Motorhead,

Last month I was visiting dear old friends in Florida. You know, the ones like most who live down there, and have dinner between 4:30 and 5:00 in the evening. We chatted after dinners to the wee, wee hours of 8:30 or 9:00 every night. It was a good thing my kids didn't know my wife and I were such cavorters on our vacation. Needless to say, I had plenty of time to catch up on my reading while stashed away in the guest room, trying to fall a sleep as early as my gracious hosts.

On one such evening, I picked up a copy of *The Sheerline*, Sunnyland Chapter's newsletter and read it from stem to stern. I made note, however, of an article written by a Herr Doctor Helmut Motorkopf. This article was fascinating in its content and raised some caution about the fuel we use in our old boats. The most interesting and curious thought I had was in regards to the authors name. I remember your grandfather changed his sir name from Motorkopf to Motorhead shortly after immigrating from the old country. Is this guy some distant relative of yours? Do you even know of this person? Does he even know what he is talking about? I mean, isn't there only one Dr. Motorhead? Are you writing under an alias? I am trying hard not to feel betrayed here. Oh great one, tell me about what this Floridian is writing about. Do you eat dinner at 5:00 like this guy? I have sent with this letter, the edition of which I speak for your reference and critique. The article is entitled, "The Use of Alcohol-Primed Motor Fuels in Antique and Classic Boat Engines". I just hope there isn't one more thing I have to worry about. I so hate having to worry. Oh, by the way; on our trip back from Florida we stopped to visit some other close friends in Milwaukee. I have always wanted to visit Lou Brisity's Transmission and Speed Merchant Shop. Boy, was I impressed! That guy can do it all – a bit of a perfectionist though. Oh well, it's a shame. I guess we all can't be like you Dr. Motorhead – or may I call you Fred?

Oh, and Fred, we also made another stop just prior to crossing the Minnesota border. We were just north of fashionable Somerset WI, visiting the Clarks. You know, as in Bob and Renee. Bob and I had a lengthy discussion regarding some new products that he had discovered (well, not actually discovered as in working in his secret basement laboratory.) He came across it while visiting his most favorite plumber, Kim. Did you know Kim is the only plumber in the United States without a crack back? Back to our conversation. Bob showed me two products and told me there is nothing better in the whole world when it comes to fogging oil and super penetrating oils. These are PB penetrating oil and Stabil fogging oil. I must say I am skeptical because it says right on the can "As seen on TV", and you know what the quality of some of that stuff really is.

Anyway, I know Bob is very knowledgeable when it comes to fine cigars and Canadian whisky, but before I go out and spend my hard-earned cash, I wanted to make sure it carried the "Dr. Motorhead Seal of Approval".

Well, we made it home from a very enjoyable adventure and hoped you might have some time to demystify all of this cool stuff for me.

One last thing. Isn't there a saying somewhere that "Old wood boaters never die, they just move to Mt. Dora?"
Signed,
Happy Wanderer

Dear Happy,

Let me start at the top, as that is exactly where I am at the moment. Am I writing under an alias as Dr. Motorkopf? No. I have my allegiance to *The Boathouse* readers. I have been asked many times to answer questions in many, many different magazines such as I do here. Most notably the ACBS *Rudder*. I have declined, as my most important work belongs here at home in Minnesota. I do not want to get spread too thin and not perform 100% for all you BSLOLers.

Is Dr. Motorkopf a realitive of mine? No, I am the only surviving descendant of the great Motorheads (Motorkopfs) who have preceded me. The fact is, I know who writes that article for the *Sheerline*. It is none other than Gordon Millar, ex-resident of Minnesota and current resident of Florida. Is he plagiarizing my name? Yes, absolutely, and I am going to file suit and challenge him to an arm wrestling match as soon as I finish this letter. Does he know what he is talking about? Yes he really does, especially when it comes to gasoline and its composition and additives. I would be so bold as to say there is no other authority than Gordon. Besides, he has a cool boat and likes to fly.

A few of the high points he mentions in his article regarding ethanol-blended gasoline. We are in for a change with the composition of our gasoline. The gas docks do not have ethanol-blended gasoline as of yet. This ethanol does have different burning characteristics than gasoline and our engines today have computers to make sure they perform as they should when switching from one fuel to another. Our old flatheads do not have computers to make minute changes in timing and fuel management adjustments. There is an opportunity for carburetor icing because of reduced inlet manifold temperatures. Ethanol blended gasoline can cause problems

Dr. Motorhead - cont'd on page 12

Gadgets & Kinks - cont'd from page 8

shine and dust. If the surface doesn't have a consistent semigloss finish, continue sanding as necessary until it does and then move onto the next section. When you are finished sanding with 1500 grit paper, repeat the process with 2000 wet or dry sandpaper. When that is done, it is time to buff and polish with the electric polisher. Squirt a couple of lines of 3M Finesse-It II finishing material on the area that you are going to work. Smear the buffing pad around in the finishing material and then start the polisher at its lowest speed. Again, keep the work area confined to a two by two foot area at first. Keep the work area coated with finishing material. As the polishing progresses, you will see the shine start coming up. Start working a bigger area as the shine comes up and the finishing material dries under the friction of the buffing wheel. If the shine doesn't come, apply some more finishing material and continue buffing. Soon you will be making large sweeping passes with the polisher as you begin to recognize a glossy shine. Don't let the buffer run in one spot too long or heat could build up causing damage to the varnish. When passing the buffing wheel over an edge, such as, around the cockpit or the sheer line, be sure the buffing wheel rotates over the edge, not into it. If the wheel runs into the edge, the material in the buffer will catch on the edge and there will be buffer wheel lint all over the place. Try it once and you will know what I mean.

Once the entire boat is buffed, you will have to clean up residue from the process. A wipe down with a damp Turkish towel, followed by a dry towel, will reveal a beautiful glossy finish.

Basically, that is all there is to it. Good luck with your attempt at shining up the old tub.

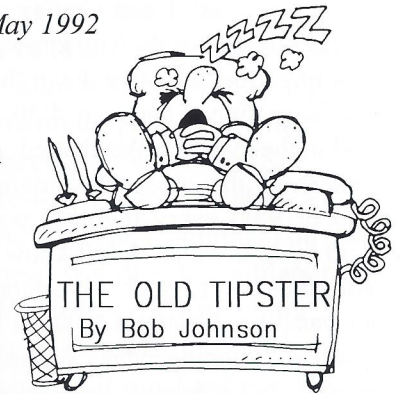
This boat restoration past time involves a lot of experimenting with methods, tools, and ideas we haven't tried before. I urge you to be inquisitive and try new things and pass the stories of successes and failures on to others so they too can learn. I am interested to hear what you might have experienced so that I might pass the information on to others. Or, if you have any questions regarding restoration, feel free to contact me at Heggensj@Centurytel.net or 715-294-2415. Either I or a qualified contact will provide an answer to your question or concern. Be assured, we care to make sure you restore it rather destroy it.

Now, go work on your boat. Go on. Get to it!! Time is wasting away!! Spring is coming!! Really! Turn the TV off and go work on the boat!!



*Reprinted from the May 1992
 Dry Wrought*

The Tipster was at a breakfast with a bunch of boat show/boat nuts the other day when one guy asked how he could treat his mildew stained upholstery. Being dedicated and helpful boat buddies, everyone launched into their personal mildew recovery treatment.



While many things work, my personal favorite is "Tilex" which is available at most grocery and hardware stores. The directions on the bottle are very good, so read and follow them.

A few tips on its use. Take the seats and cushions out of the boat, take them outside, put them on a table, and spray with a hose. Spray the "Tilex" on a limited area and brush lightly and briskly with "White Wall Brush" which is a large soft bristle brush available at your NAPA store. After 1-5 to 20 seconds, rinse completely and well, then observe the results in bright sunlight. If you leave it on too long, it can fade or streak on colored and white upholstery. Error on the side of not leaving it on long enough and redo the process a 2nd or 3rd time. This is not a difficult or physically exhausting process. The chemicals do the work.

A note of caution on any chemical treatment: Be sure to rinse well because your bare skin will be in contact with it in the future. Any chemical residue could affect your brain and gonads. *Editors Note: This one is too easy, therefore I refrain from comment.*

A 2nd note of caution: Tilex and other chemicals produce noxious fumes, so if you don't have a fume mask respirator, be sure to stand "up wind" or, if no wind, then set a fan behind you so the fumes never get to you.

Back to the breakfast table. After talking this problem to death, we were ready for some talk about the special girls from the boys who stopped by the "Cafe Risque" at the turnoff to the show. We forgot to discuss the root cause of the mildew problem but that's another story.

Stay tuned for the next exciting article when the tipster explains it all to you.

33rd BOAT SHOW

JANUARY 19-23, 2005
MINNEAPOLIS CONVENTION CENTER

BSLOL will be the featured attraction once again at this annual event. Whether you've been to one of these shows, or have never missed one, it's always a fun experience. If you've never attended this mid-winter preview of the boating season, make it a point to do so this year. Chances are it won't be your last. Listed below are the boats that will be part of BSLOL's display.

In addition, the Minnehaha Steamboat Society will be on hand with the fascinating story of that historic boat and restoration. Bring the family and plan to stay a few hours. What a great way to break up the winter doldrums! There's something for all ages.

1930 Glen Buck 12' Home-built Outboard
(original condition - never restored!)

Owner: Brad & Chris Ernst

1937 Chris Craft 26' Clipper Sedan Cruiser
"Bunny Jan"

Owner: Joel Lemanski

1942 Century 17' Sea Maid

Owner: Larry Lageson

1954 Greavette 24' Streamliner "Nite Owl"

Owner: F. Todd Warner

1954 PENN YAN 12'

Owner: Eric Sandin

1954 Chris Craft 17' Rocket "Patriot"

Owner: Bruce & Susan Zemke

1954 Greavette 18' Dispro

Owner: John Pole

1966 Century 21' Coronado "Class Act"

Owner: Paul Brunswick

**A SMALL SAMPLE OF THE GREAT BOATS
YOU'LL SEE UP CLOSE AT THE SHOW.**



1954 Chris Craft 17' Rocket "Patriot"



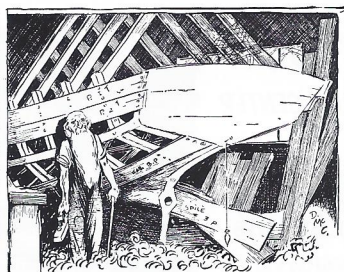
1937 Chris Craft 26' Clipper Sedan Cruiser
"Bunny Jan"



1966 Century 21' Coronado "Class Act"

BOATS STILL IN PROCESS

- ↳ 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 Century 16' Seaflyte Runabout
- ↳ 1955 Noerske 16' Utility (Speedboat)
- ↳ 1955 Dunphy 12' Perch
- ↳ 1956 Chris Craft 18' Holiday
- ↳ 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

1955 CENTURY 16' Seaflyte Runabout with 25 hp Johnson motor.

Accomplished thus far: All the seats, windshield, floorboards removed, sanded & stained.

Left to Do: Plenty! Sand inside (all those ribs) and varnish. Strip paint off exterior & epoxy bottom, color-match exterior to original robin's-egg blue, stain & varnish seats, etc. then reassemble.

Problems: If you can tell me how to manufacture time ... Attempting to complete for Alexandria Boat Show in Summer, '05.

Need Help: Not yet, but I might by next spring!

Willing to Share? Possibly.

David Hakensen 952-933-4521 Email: dkhaken@aol.com

Dr. Motorhead - cont'd from page 9

with gaskets, rubber components and corrosion. There is an opportunity to collect more water in our gas tanks with ethanol in the gas. We should have a way to drain this water easily.

Here in Minnesota we know that all gas at the pumps contain at least 10% ethanol or grain alcohol, a renewable and clean burning resource. The gas docks as of yet are not required to have this blend. So what do you do if you don't live on a lake allowing you to get your gas at a gas dock? What if your lake does not have a gas dock? Or, what if you just don't want to pay \$1.00 more per gallon for dock gasoline? The answer: use ethanol-blended gasoline with pride. Nothing Mr. Millar is stating in his article is incorrect. Please do not get me wrong; I feel that he is making just a little too big a deal out of the facts.

The carburetors in our flat heads are archaic cast iron and with few adjustments. Yet they are dependable, easy to maintain and do the job. They have idle adjustment screws, low-speed air/fuel adjustments and most zenith carburetors have high-speed air/fuel adjustments. If you use ethanol-blended gasoline, adjust your carburetor as you have been taught through Steve Merjanian's spring tune up primer. If you are a real perfectionist like Lou Brisity, you will have your head in the motor box once a week anyway, so no big deal if you go back and forth between different types of fuel. Just make the simple adjustment. If you aren't a perfectionist, no big deal either because you will hardly notice a change in performance. Even if you use only one type of fuel, you will be making manual changes in your archaic carburetor, like Lou, throughout the spring, summer and fall because of temperature, pressure and humidity changes as the season progresses. Your car computer does this automatically. So, who needs a computer when all you need is a screwdriver to occasionally adjust your carburetor properly?

Carburetor icing occurs when the moisture freezes at the intake of the carburetor. This freezing can eventually choke off all the needed air to

Where in The Process are you?
Give us a call: 952-473-4936
or Email datamerj@aol.com

Dr. Motorhead - cont'd on page 13

Dr. Motorhead - cont'd from page 12

perform combustion. This freezing can take place when the air temperature is well above freezing. Compressed air cools when it is forced through your venturi. Anyone who flies knows this is a real issue that applies to airplanes with normally aspirated, non-fuel injected engines. This problem exists for the most part when the air is cold and damp, long after we have put our boats away for the winter. Although rare, icing can occur with warmer temperatures, as high as 60 degrees Fahrenheit. However, I have used ethanol-blended gasoline in my boat for years and have never experienced carburetor icing. Although I did once while flying, and that was kind of scary, especially when it happened to me while turning base to final.

What about the issue of corrosion and deterioration of rubber components in our engines? Yes, this is true for very old fuel pumps and nothing else, in my opinion. All new rubber gaskets and fuel pumps use ethanol-resistant compounds. If your fuel pump is one of those older ones that have not been replaced then, sooner or later, you will need to if you use ethanol; the rubber diaphragm will pretty much fall apart. No big deal here. I've taught you all the simple procedure of replacing your pump.

What about collecting water in the gas tank? Alcohol absorbs water. Ever heard of the product "Heet"? "Heet" is alcohol that absorbs water and melts small amounts of ice in your gas lines. By the way you Minnesotans, have you had any gas lines freeze up in your car with this ethanol-blended gasoline lately? The alcohol is already in the gas. Save your money and leave that can of "Heet" on the shelf; your gasoline is doing the job. It is true that ethanol can only absorb or hold so much water before the two separate, but with each new tank of gas is another jolt of moisture-absorbing ethanol sloshing around with every wave you hit. So, in my opinion, there's much less chance of excess water accumulating in the bottom of your tank with this new fuel.

So, do as the good Doctor does – use ethanol right from the gas station; save yourself \$1.00 per gallon and support Minnesota agriculture.

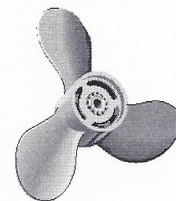
What about PB penetrating oil and Stabil fogging oil? I don't know anything about this stuff. I am going to send Piston out to get some and we will get to the laboratory post hast to analyze this new discovery. Oh, by the way Bob, the only Clark that did any discovery was the won traveling with Lewis. No, I take that back, there were some indigenous people who, in fact, traveled the Missouri River long before they did.

SEE YA!

Fred



BSLWL WINTER WORKSHOPS



DATE: **Saturday, Feb. 19, 2005**

PLACE: **Propulsion Prop & Marine Supply**
1719 Coulee Road, Hudson WI

TOPIC: **Propellers**
David Monahan will give a primer on propulsion and how to improve the efficiency of propellers and struts and other underwater systems used to move our boats thru the water. He has agreed to do a free and no-obligation analysis of several props. So, bring in your prop and maybe you will be one of the lucky ones to get your prop checked out by a pro!
David will conduct a tour of the facility.

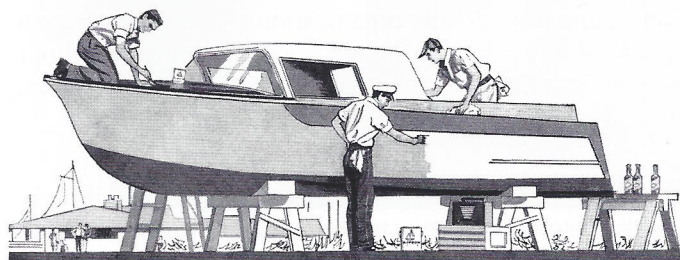
Picnic lunch with beverages

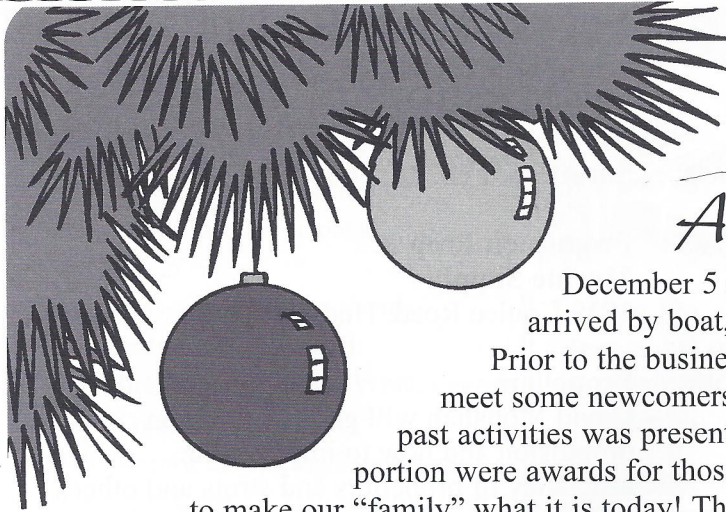
COST: \$5.00 for BSLWL members
\$10.00 for non-members.

RESERVATIONS are required - no exceptions. Deadline for reservations is Monday, February 14 at midnight. Call our hotline and leave ALL names attending along with your phone number:
952-934-9522 or toll free 877-636-3111.

DIRECTIONS: Located on the north frontage road of I-94 near the Northern Tool store. Exit at Carmichael Road/ County Road F and take the north frontage road West past the Target store several blocks.

Editor's Note: *Details on the other workshops will be announced in the February "BoatHouse" and/or via email. If we do not have your email address, you're missing out on some important event information. Just send a quick email to datamerj@aol.com saying you would like to add your address to our records... we'll then have your address.*





Holiday Party & Election of Officers

About 70 members and friends attended the annual Holiday Party and year-end meeting on Sunday, December 5 at the beautiful Lafayette Club. Although no one arrived by boat, the weather was such that it could have been possible!

Prior to the business meeting, everyone got to renew acquaintances and meet some newcomers during the social hour. A brief review of the year's past activities was presented by president Rhude. Also included in the business portion were awards for those extraordinary people that contributed countless hours to make our "family" what it is today! Thanks again for all your dedicated volunteerism!

After the meeting, a scrumptious buffet meal was provided. The food was out of this world. During cocktails and dinner we were serenaded by a piano. Member Lorianne Thomas treated us to a free concert as she sang a few holiday tunes for us! What a treat!

BSLOL Year End Awards 2004

This year's **Retiring Board Members** are Dirk Gunder and Hunt Russell. We thank them for their dedicated work.

YEOMAN'S AWARDS

Presented to those who continuously work on numerous projects. They are the backbone of BSLOL. All recipients have done multiple tasks to ensure the success of our club.

Jim Camery

As Treasurer Jim has done a wonderful job in keeping our finances in check for several years. He has also been active on our Rendezvous Committee for the past several years. In a committee of one, Jim took the reins of our boat show at Bayport Marina this year and made certain we continued to have a viable presence on the "Rivers" in spite of our Rendezvous move to Lake Minnetonka.

John G. Kinnard, Jr

John has been involved in BSLOL since day one. He is a charter member and has held every position on the board with the sole exception of secretary. He works non-stop at MANY, MANY projects for the betterment of the club. If something needs to get accomplished quickly, who ya gonna call? John Kinnard. His dedication is unprecedented.

Bob Johnson

Dr. Bob or *The Old Tipster* has been a long-standing member and supporter of our organization. Always willing to bring a boat to our events, he is a constant fixture in all our activities. As a Director at Large for the past several years, Bob has been involved in several other events as well.

John Tuttle

John has stepped in on many Board assignments willingly and with gusto. This past year he again got us involved with the Minneapolis Aquatennial. He was beverage lead man for

our two "island" barbecues this summer; no easy task considering everything had to be brought to the event site by boat! Thanks John for all you do!

John Laidlaw

John is ever willing to give sage advice to our many Board decisions. He has taken charge of our Ship's Store, a daunting task, and he has done a bang up job. He and his family are present at nearly all of our activities.

Jeff Stebbins

Jeff jumped in with both feet this past year to spearhead the return of our Rendezvous to Lake Minnetonka. His leadership in making the move was certainly the kick in the pants we needed to see continuity in our Rendezvous event.

Suza Gosh

Suza continues to amaze us with her willingness to help make our activities a success. She is the volunteer of volunteers. Her long list of accomplishments includes our spring mixer, Fall Color Cruise, and this holiday party. She's takes over when there are important tasks to be done. Her dedication and energy helps make BSLOL the great chapter that it is.

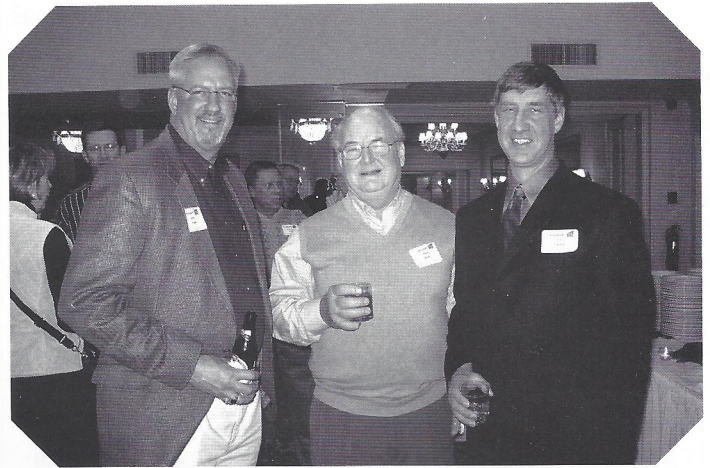
BOATHOUSE® AWARD is reserved for that special person or persons dedicated to making our award winning magazine the top notch publication that it is. They are always working for the betterment of the magazine and contribute countless hours to it. The BoatHouse is one of the most precious of assets BSLOL has in its possession. Editor **Peggy Merjanian** and her husband **Steve** are the heart and sole of *The BoatHouse*. You cannot begin to imagine the number of hours they spend making this a top flight publication.

Holiday Party - cont'd on page 15

Holiday Party - cont'd from page 14

PRESIDENT'S CUP award comes from the ACBS headquarters and given at the discretion of the chapter president. It is to honor a person whose dedication to the aims of ACBS was exemplary during the past year. This year's recipient is **Brad Ernst**.

Brad is a long standing member who contributes to the success of our chapter and is a strong supporter of our mission. There is a willingness to go the extra mile to make certain BSLOL is a successful enterprise. He has been involved in the Rendezvous Committee for several years and also served on the Board of Directors. Brad is a constant fixture at all our boating events.



John Vogel, Dave Doner & Jim Camery



2005 BSLOL BOARD

- President: Andreas J. Rhude
- Vice President: Jim Camery
- Vice president: John Kinnard
- Recorder: Mark Nelson
- Treasurer: Daniel Schlegel

Directors

- | | |
|-----------------|-----------------|
| Win Adams | John Laidlaw |
| Paul Brunswick | Peggy Merjanian |
| Brad Ernst | Mark Setterholm |
| Scott Hawkinson | John Tuttle |

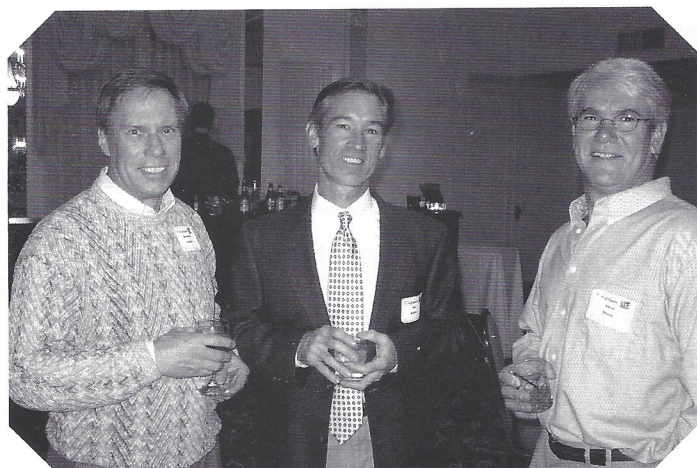


John Tuttle accepting Yeoman's Award from Pres. Rhude



Suza Gosh accepts Yeoman's Award from Pres. Rhude

Welcome new officers and directors.



Sherwood Heggen, Dan Nelson & Steve Shoop



Lorianne Thomas & pianist with some holiday tunes.

PESHTIGO'S NAUTICAL HERITAGE

By Andreas Jordahl Rhude

With the departure of Thompson Boat from Peshtigo in 1980, a connection to boat building was not severed. A viable lifeline to traditional shipbuilding using a "modern" material has continued in Peshtigo to this day.

Engineered timbers made of structural glued laminated timber are used in building construction; in pedestrian and vehicles bridges; highway noise barriers; electric utility and decorative lighting standards; and in marine applications. Sentinel Structures, Inc. of Peshtigo is currently making white oak laminated members for use in the restoration of "Old Ironsides," the USS Constitution. This is just another of the many Old Ironsides restoration projects that the firm has worked on in the past decades.

Sentinel Structures traces her origins to the original Unit Structures, Inc. which was formed in 1934 by the Hanisch family and members of the Thompson family of Peshtigo. Their first products were glued laminated timber arches for the Peshtigo School gymnasium/auditorium. These were the first of their kind in North America. The arches were fabricated in the Thompson boat works by Unit Structures. From her founding until his death in 1946 Peter Thompson was president of Unit Structures.

During World War II the Peshtigo laminating plant was gluing keels for Thompson Boat in the war era defense build up. The marine laminating activities at Unit really stepped up during the Korean War. They made frames (ribs), keels, deck beams, and other structural components for US Navy 165-foot minesweepers. Complete ship sets were sent to shipyards in Wisconsin, Maine, New York,

and Florida. Frames were made of all-heartwood white oak bonded with resorcinol adhesive.

Sentinel Structures took over the old Unit facility in 1973. Her first project was making treated red oak knees for Old Ironsides. The marine laminating tradition continues to this day. Glued laminated timbers from Peshtigo have been used for framing numerous ships in recent years. Some of these include: the US Brig Niagara; the Kalmar Nyckle at Wilmington, Delaware; the schooner Lynx in Maine; two brigantines of 90-foot length built at the Los Angeles Maritime Institute; spars for Captain Cook's Endeavor replica; and many others. In the 1980s large and compass timbers were made at Peshtigo for 224-foot long US Navy Minecounter Measure (MCM) ships and 109-foot long Yard Patrol (YP) craft.

The Thompson's owned half of Unit Structures from her genesis in 1934 until the sale of the firm to Koppers in 1962.

The tradition of wooden boat and shipbuilding continues to be a part of Peshtigo. Even though boats are no longer made in the village, a connection to modern day boat building using engineered wood materials is alive and well.

Sentinel Structures, Inc. has been a sponsor of the Thompson Antique and Classic Boat Rally the past four years. Their website can be viewed at www.sentinelstructures.com.



ACBS INTERNATIONAL BOAT SHOW

The next ACBS International Boat Show is coming to middle America! The show will take place September 14-17, 2005 at Lake of the Ozarks in Missouri. Now the "fly-over" states and provinces have a chance to participate in this premier antique and classic boat show!

It's about 300 miles (rough guess) from the Minneapolis area to Lake of the Ozarks. Maybe BSLOL should get a caravan of old boats headed south to attend the show? Think about it!



2005 ANTIQUE & CLASSIC BOAT SHOWS

(Not a comprehensive listing)

17-20 March 17th Mt. Dora Boat Show, Mt. Dora, Florida
(352) 383-2165

30 May Classic Boat & Outboard Motor Show,
Manitowoc, WI (866) 724-2356

17-19 June Wooden Boat Show & Summer Solstice
Fest, Grand Marais, MN (218) 387-9762

09 July Chain of Lakes Classic Boat Show,
Arrowood-Alexandria, Minnesota (320) 834-4569

16-17 July 9th Antique & Classic Boat Rendezvous,
Clear Lake, Iowa (641) 823-4310

15-16 July Fiberglass Midwest (classic fiberglass),
Rockton, Illinois www.fiberglass.com

29-31 July 14th Minocqua Antique & Classic Boat
Show, Minocqua, Wisconsin (715) 356-5266

29-30 July 25th Antique & Classic Boat Show at
Arnolds Park, Okoboji, Iowa (605) 334-1030

??? 31 July 6th Woodies on the Water Antique Boat
Show, Superior, Wisconsin (218) 722-7884

13-17 July Wooden Canoe Heritage Assoc. Assembly,
Paul Smiths, NY www.wcha.org

??? 07 Aug. Boats on the Boardwalk, Traverse City, MI
(269) 372-3321

06-07 Aug. 15th Door County Classic Boat Show,
Sturgeon Bay, Wisconsin (920) 743-5958

??? Aug. 17th Jechort's Wood Boat Show, Winneconne,
Wisconsin (920) 582-7557

03-04 Sep. Lake Vermilion Antique & Classic Boat
Show, Cook, Minnesota (218) 666-5850

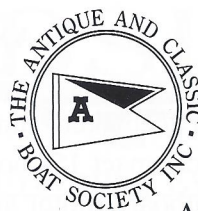
10-11 Sept. 30th Annual Lake Minnetonka Antique &
Classic Boat Rendezvous, Excelsior, MN (877) 636-3111

10 Sept. Century Boat Show, Manistee, MI

14-17 Sept. 4th ACBS International Boat Show, Lake of
the Ozarks, MO (315) 686-2628

23-25 Sept. Geneva Lakes Antique & Classic Boat
Show, www.blackhawkacbs.com

Subject to change



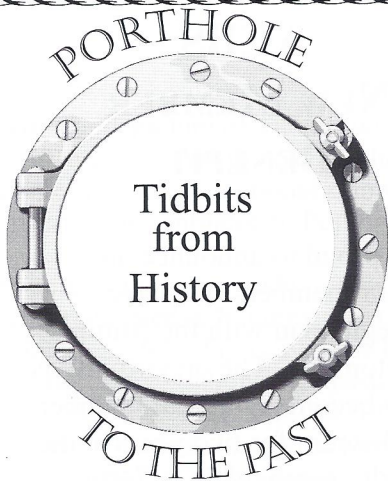
ACBS NEW MEMBER BENEFIT

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 17th, The 40th Annual Boat Show, August 5th-8th; 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.



AND NOW, THE REST OF THE STORY

The "Pacemaker" runabout was the flagship of the Pioneer line of boats in 1940. This compact 15-foot boat weighed in at only 515 pounds. She was set up for an outboard motor and was quick for her size, handling up to the 32 HP motors. Her lines were pleasing with a raked transom and slight tumblehome. Standard equipment for the little boat included V-type plate glass windshield; running lights; richly upholstered seats; and a paddle.



What was she? In the words of radio journalist Paul Harvey, "And now for the rest of the story." The boat was made at Middlebury, Indiana by the Pioneer Manufacturing Company. They had twenty-five years experience making boats. Their hull material of choice? It was none other than galvanized iron! Iron, yup, you read it correctly. Not steel, iron! Pioneer felt that iron was the best boat building material and all their boats were made of this material, unthinkable to most other boat makers. Who'd of believed it? Now you know!

The boat came painted in two color combinations: white hull with blue decks and bottom or maroon hull cream decks and fire red below the waterline. For \$5.00 extra she could be painted in custom colors. Her cost was a low \$174.00 in January 1940.

DID YOU KNOW?

"Calypso," the research vessel utilized by Captain Jacques Cousteau was none other than an old wooden boat! She was a 141-foot long former wooden YMS class minesweeper built in the United States in 1948. She had a beam of 28 feet and draft of 8 feet. Cousteau obtained the ship and converted her into an ocean going research vessel. She was made famous by the many expeditions by this underwater explorer.

ANOTHER TID BIT

Minnesota, with the exception of Duluth, is not known as a location that built large boats and ships. This changed, however, during World War II when numerous large ocean going vessels were built in the state. Cargill, Inc. of Savage built gasoline tankers during the conflict. The ships were 325 feet in length and nearly all components were made in Minnesota. This included the guns made by Northern Pump of Fridley. These ships were launched on the Minnesota River and sent down the Mississippi River to the sea.

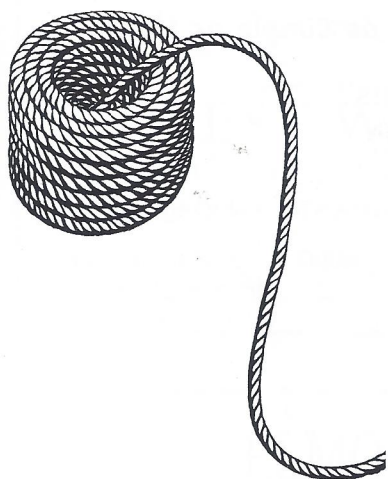
Porthole - cont'd on page 19



Porthole - cont'd from page 18

Inland Waterways of Duluth constructed fourteen torpedo boats in that era including PT, PTC, and BPT boats. Marine Iron and Shipbuilding, also of Duluth, along with Zenith Dredge Company of that city were both building net layers during the war. Well-known pleasure boat maker Dingle Boat Works of St. Paul made three wooden subchasers (SC) ships and their neighbor Donovan Construction built five of these vessels during WW II.

The crisis required extraordinary efforts by all American, and Minnesota the Land of 10,000 Lakes stepped up and helped out by building much needed ships for the war effort



www.acbs-bslol.com

UPCOMING EVENTS - 2005

- January 19-23
MINNEAPOLIS BOAT SHOW - Minneapolis Convention Center
 Display antique & classic boats, outboard motors, Minnehaha booth
- February 19, 10:00 - 2:00 **EDUCATIONAL WORKSHOP & PICNIC LUNCH**
TOPIC: Propeller and Propulsion Systems
Primer with Dave Monahan
 Propulsion Prop & Marine Supply - 1719 Coulee Road, Hudson, WI
Reservations required - BSLOL reserves the right to refuse entry without reservation RSVP to BSLOL hotline: 952-934-9522 or 877-636-3111 COST: \$5.00 members & \$10.00 non-members. Payable at the door (*See page 13*)
- April 22-23 **CHRIS-CRAFT SYMPOSIUM**
 Mariner's Museum, Newport News, VA
 See page 24 or go to www.acbs.org
- June 8 **CLUB CRUISE on LAKE MINNETONKA**
 Potluck dinner, no fees. Meet at Wayzata city docks at old railroad Depot @ 6:15 PM
- July 13 **CLUB CRUISE on LAKE MINNETONKA**
 Potluck dinner, no fees. Meet at Wayzata city docks at old railroad Depot @ 6:15 PM
- July 20 **MINNEAPOLIS AQUATENNIAL TORCH LIGHT PARADE**
 BSLOL will have one or more boats in the parade
- July 24 **MINNEAPOLIS AQUATENNIAL BEACH BASH**
 On-land display of boats at Thomas Beach, Lake Calhoun
- August 10 **CLUB CRUISE**
Location to be determined. Potluck dinner, no fee.
- September 7 **CLUB CRUISE on LAKE MINNETONKA**
 Potluck dinner, no fees. Meet at Wayzata city docks at old railroad Depot @ 6:15 PM
- Sept. 10-11 **30th Annual LAKE MINNETONKA ANTIQUE & CLASSIC BOAT RENDEZVOUS**
 Maynard's Restaurant, Lake Minnetonka, Excelsior, MN
- October 2 **FALL COLOR CRUISE on LAKE MINNETONKA**
Preceded by brunch -- Reservations required - BSLOL reserves the right to refuse entry without reservation

Events subject to change

Call toll free (877) 636-3111 or email: bslolmbrshp@aol.com
 to request additional information



COMMERCIAL AD RATES

(ONE YEAR/6 ISSUES)



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

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, 952-835-2549, email: ddoner9289@aol.com

BSLol reserves the right to refuse any advertisement.

 www.acbs-bslol.com

HAVE WE BEEN INTRODUCED??

Just answer these few questions so we can get to know you better.

Drop us a note, send an email or call the editor.

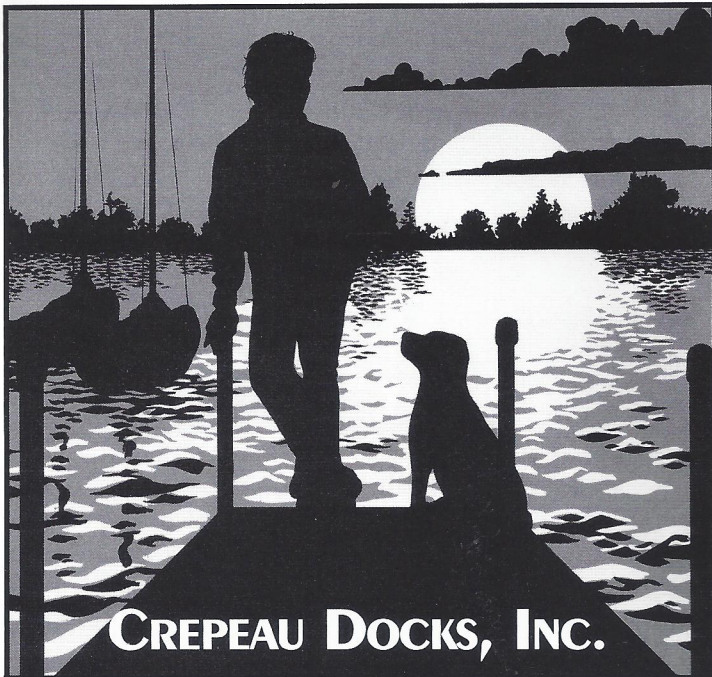
We'll be glad to take your information over the phone ... it's as simple as that!

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



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Member Spotlight

MARK SETTERHOLM

by Steve Merjanian

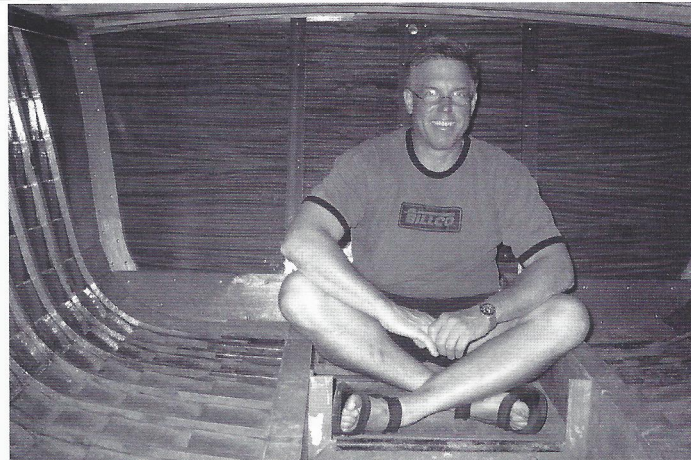
One Tuesday evening I finally caught up with Mark Setterholm at his lake-front home in Excelsior, MN. Needless to say, the home was great and so was his hospitality. I asked him to regale me with his boat stories and, like a true Minnesotan, he was reluctant to spout a few gems. In any event, he does have a strong interest in antique and classic boating.

He started his boating back about 26 years ago with a 26' plywood boat called *The Torlew*. This boat was in desperate shape and needed lot of loving care. He bought it for \$2000 as a project boat. The boat initially was a leaker and Mark and his friends got their first taste of wood boat repair work. He joined our club for the first time with *The Torlew*.

At present, Mark has three boats, all Lyman's. His first love is his 30' Lyman which has been towed to Ohio for reconstruction. His second boat is a 15.5' Lyman runabout with a 35 hp Johnson Javelin and his third boat is a 23' Lyman Sportsman. Oh yeah, I forgot, his wife, Sandy, has a Chris Craft 22' Sportsman which she is getting ready for the water. Her boat has a Chrysler Crown 125 hp, which she intends to replace with a V8.

Mark and Sandy have a hobby farm in Winsted, MN, which is across the road from Lester Prairie. He has four big buildings with the three boats in one of the heated work spaces. It is only 30 miles from his home so he can easily get there. Working in a heated indoor shop is his wintertime preoccupation. Since he has joined the ACBS, he has met many of the Lyman folks around the country. He states that they are a great resource for information about Lyman boats. He has traveled extensively around the Great Lakes where he has met these Lyman people.

I asked Mark if he could give me his thoughts about BSLOL. This was his response:



Here's Mark in his 30' Lyman, "Sea Diamond" that is being restored at Ideal Boatworks in Columbus, Ohio. It's not quite ready for the water just yet.

"It is really hard to talk about myself in regards to this club. The little time and effort that I give to the club is so overshadowed by the benefit, fellowship and enjoyment I receive from the club and its members. Discovering the beauty of antique and classic wooden boats and the waters in this world that they navigate has become such a wonderful pastime for me! I only wish that I could spend more time with my hobby! 2005 will be the year (with the help and coaching of other club members) that I will dive in (and hopefully make regular



Mark's 23' Lyman. It's coming along nicely.

progress) to a wood boat restoration project on my own! I'm sure that there will be a few club members that will install "caller I.D." just because of me once I get started!

Mark is very modest with regard to his contribution

Member Spotlight cont'd on page 23

Member Spotlight cont'd from page 22

to the chapter. Almost immediately upon joining the club, he volunteered to be on the Board of Directors. This alone says volumes about his attitude! We discovered early on that he is an extremely busy guy juggling many “balls in the air” almost continuously. With all that vies for his time, he manages to jump in when something needs doing. A prime example of that is his involvement in the past two Aquatennial Torchlight Parades. The first year, with less than



Mark's most favorite vehicle in the world – his 2003, red, GMC, fl ton, Duramax Diesel pickup truck pulling a 30' Lyman down in Ohio.

four weeks' notice, we were accepted to participate. Mark dove right in and, with the help of John Tuttle and Andreas Rhude got it done. This involved a herculean effort by the three of them, but it was Mark who arranged for professional lighting and design crew to set-up the float, a 1946 Chris Craft

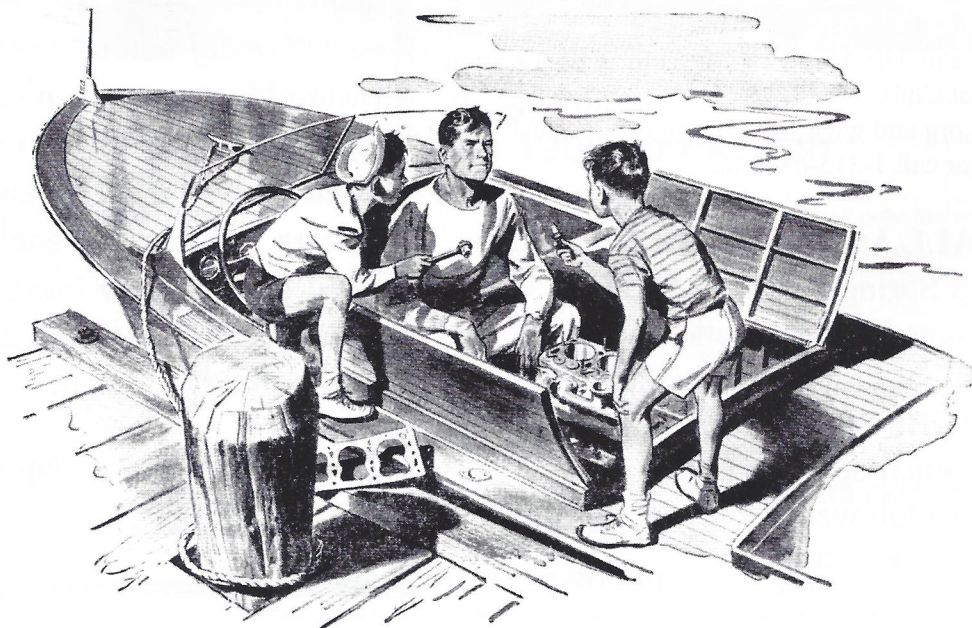
Sportsman U-22 owned by Shawn Palmersheim. This boat is a beauty all on its own, but with the trim and lighting, the effect was awesome and it made a fantastic impression in the parade! Mark arranged for all the necessary equipment and used his truck to tow the boat.

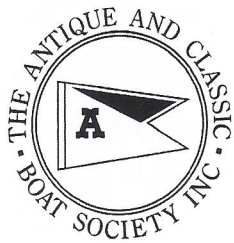


Mark at the wheel of his “most favorite vehicle in the world” (his 2003, red, GMC, fl ton, Duramax Diesel) with John Tuttle at the Aquatennial Torchlight Parade.

This past year, Bob Johnson's 1925 Dodge Watercar 22' Long Deck Runabout was trimmed in rope lights making a spectacular entry in the parade....again, with Mark's involvement. When Mark gets involved, it's with an enthusiasm that is contagious.

There you have it folks! Mark is a great guy and I suggest you make his acquaintance.





Mark Your Calendars!

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Chris-Craft: Rediscovering the Legacy

The Mariners' Museum of Newport News, Virginia will play host to the ACBS International Antique Motorboating Symposium in April 2005. The theme will be "Chris-Craft: Rediscovering the Legacy." Speakers have been lined up and the planning is well underway. It will be focusing upon Chris-Craft and her products. Well known folks will present topics varying from company history to getting the perfect varnish job. Since the event is held at the Mariners' Museum, the Chris-Craft archives will be available for those wishing to research their boat.

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.

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. Sponsored by the Antique and Classic Boat Society and The Mariners' Museum in cooperation with The Antique Boat Club.

Visit www.acbs.org and 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. Watch the ACBS "Rudder" magazine for additional details and also check with the club website: www.acbs.org.

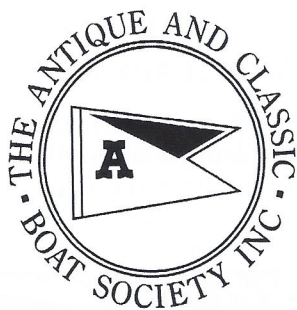
THE REAL HEROES!

*As another year draws to a close, it is fitting to thank those who have contributed to the success of *The BoatHouse*. We are most fortunate to have the talent and knowledge of many writers who are willing to provide articles on a variety of subjects . . . all dedicated to helping you restore and maintain your classic watercraft. Some are professional, others have the experience of years of labor. Some names you see regularly, others are sporadic based on a current project. ALL are deeply appreciated.*

I know full well what it takes to compose an article. Having the knowledge on any particular subject is one thing, but to convey that knowledge so others can benefit from it - that's totally another matter.

*BSLOL has a presence at just about every show in the area - and occasionally across the country. Invariably someone takes pictures and shares them with us for *The BoatHouse* for all to enjoy. My sincere gratitude to each and every one for your invaluable contributions. You are the heroes who make this publication what it is!*

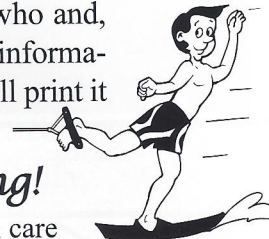
*Peggy Merjanian
Editor*



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*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.

ANTIQUES ROAD SHOW FILMS BSLOL BOATS!

This summer, the *ANTIQUES ROAD SHOW* came to Minnesota. As part of that, the camera crew went to Lake Minnetonka to photograph some of BSLOL's antique and classic beauties. Approximately 15 members and their boats made it to the shoot. The show is slated to air in the Twin Cities area on PBS, **CHANNEL 2 (TPT) JANUARY 3RD, 10TH AND 17TH.** . Keep an eye on your local TV listings for any up-to-date changes

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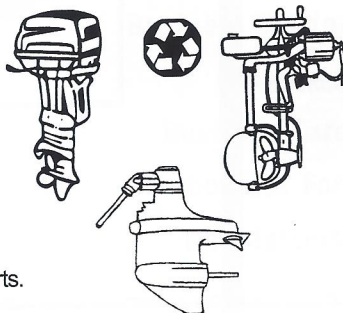
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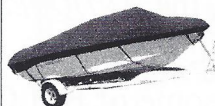
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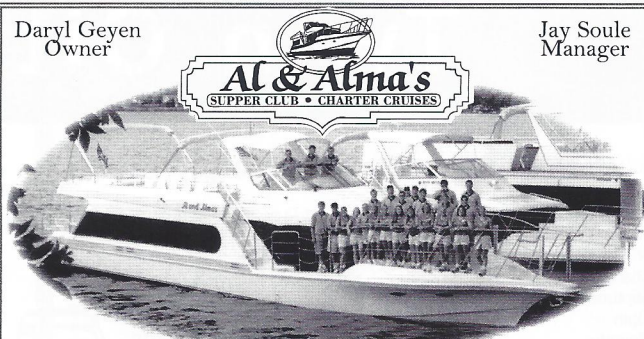
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Above: 1959 Lyman 23' Utility

Below: Similar interior at the BSLOL Fall Colors



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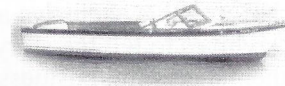
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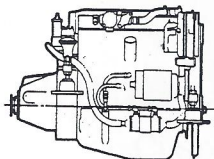
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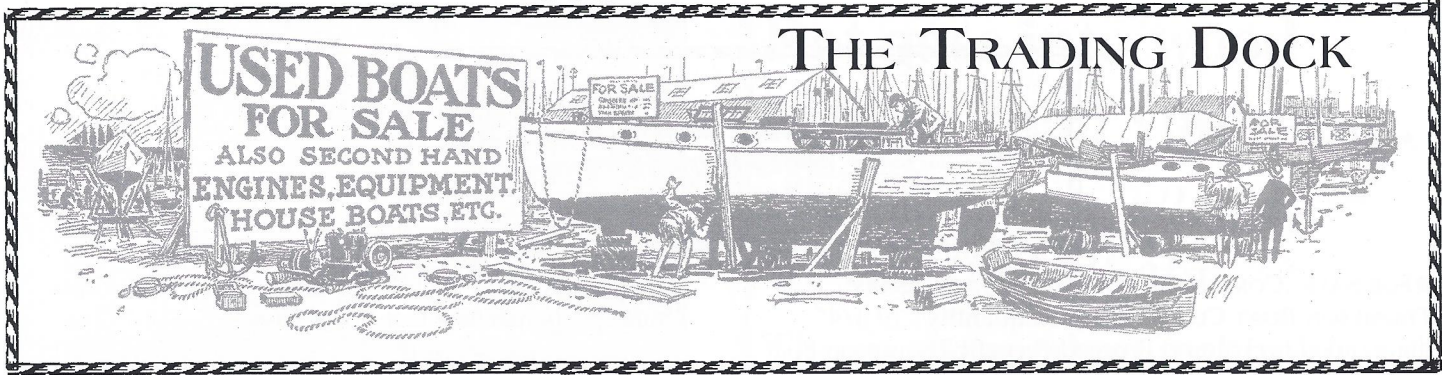
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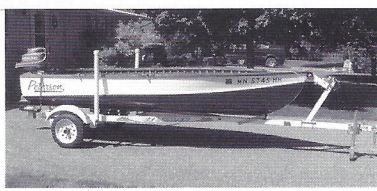


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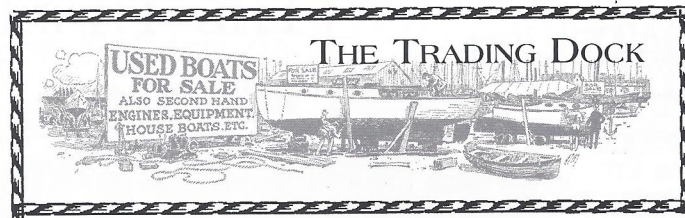
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More Trading Dock on page 30



Trading Dock - cont'd from page 29



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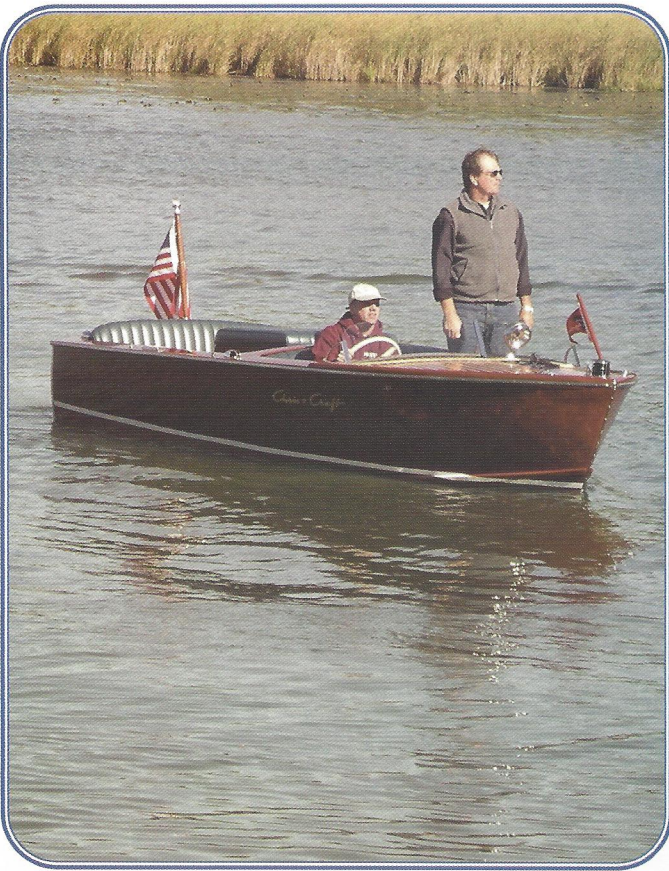
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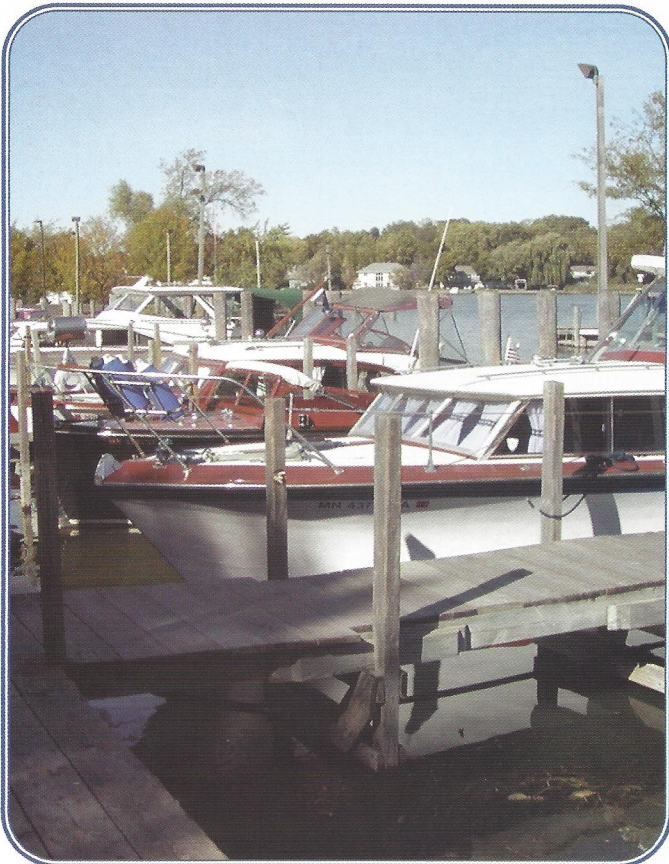
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ChrisCraft 17' Sportsman

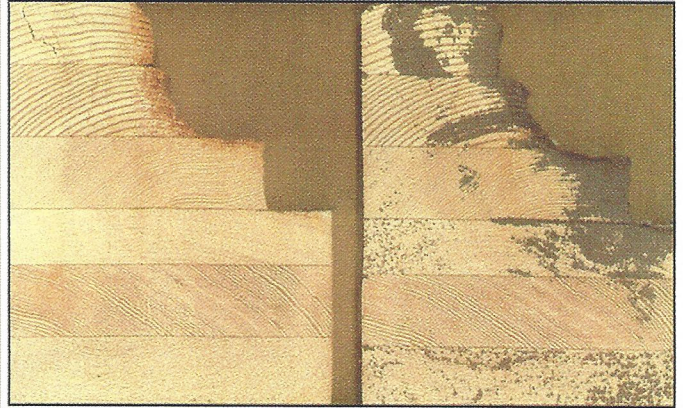


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**This is the modern technology
that restores deteriorated wood.**



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

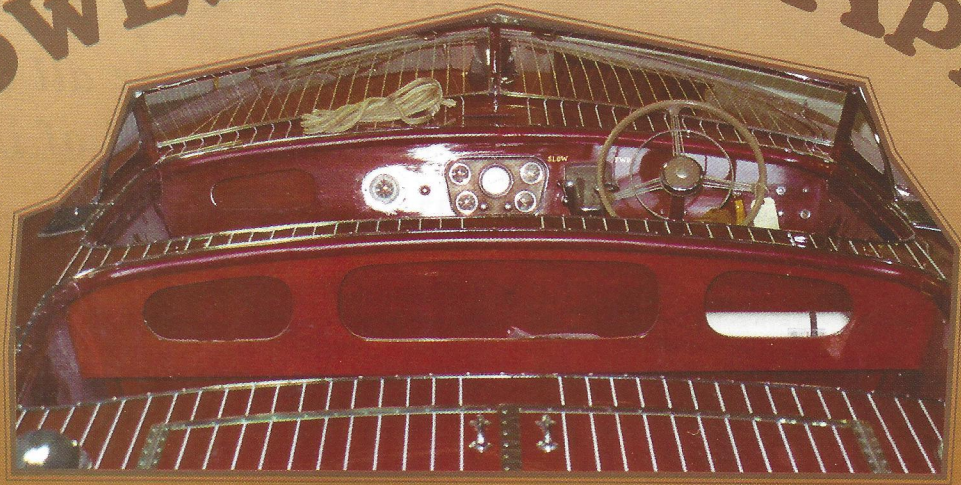
The slice on the right was treated with Clear Penetrating Epoxy Sealer™ [CPES™] dyed blue, so that regions of abnormal porosity would be visible after impregnation. The wood was placed in a shallow tray and the liquid wicked up into the wood in only a few minutes.

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

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

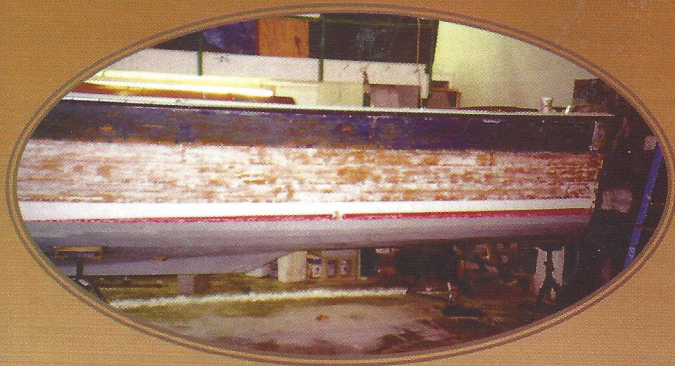
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