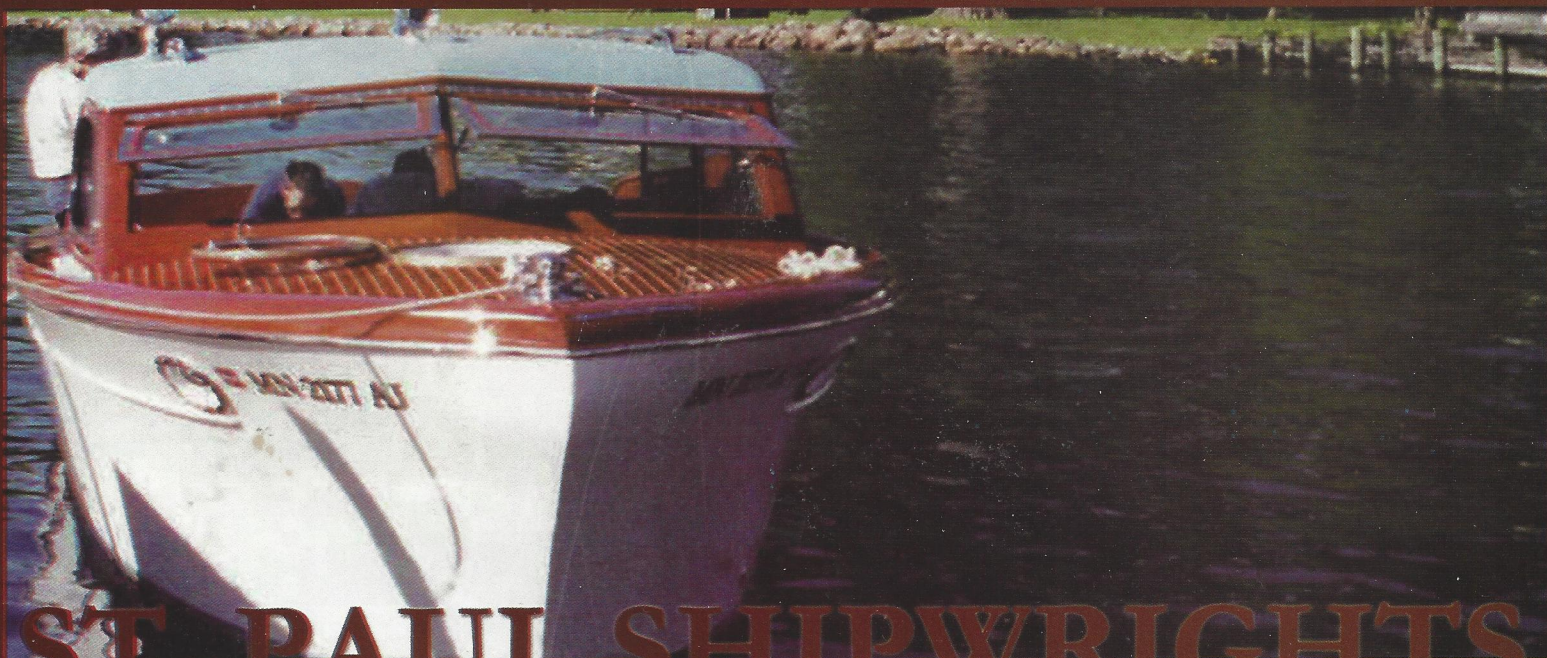


The Bi-Monthly Publication of the
Bob Speltz Land-O-Lakes Chapter
Antique & Classic Boat Society



Vol. 27 No. 6
February 2005



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

Editor: Peggy Merjanian
 952-473-4936/h 952-473-6601/w
pmerjanian@st-barts.org or datamerj@aol.com
 18275 Hummingbird Rd.
 Deephaven, MN 55391-3226
Photos & Much More!! Steve Merjanian
 email: datamerj@aol.com
 Home Office: 952-475-1384

BOARD OF DIRECTORS

- PRESIDENT ANDREAS JORDAHL RHUDE**
 612-823-3990 /h/w
ajrhude@aol.com
- VICE PRESIDENT JOHN KINNARD**
 952-472-1013 /h
 651-688-1936/w
ccseaskiff@aol.com
- VICE PRESIDENT JIM CAMERY**
 715-426-2022/h
 651-688-1936/w
jcamery@presenter.com
- TREASURER DAN SCHLEGEL**
 651-351-7650 /h
daniel.j.schlegel@accenture.com
- SECRETARY MARK NELSON**
 763-241-4959/h
mbnjagn@att.net

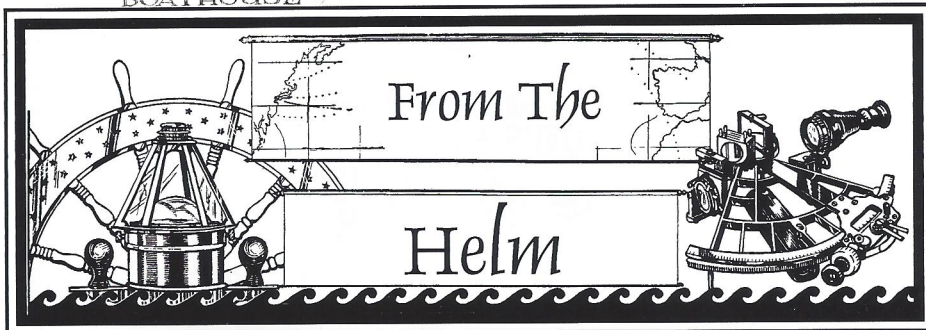
BOARD MEMBERS

- Win Adams 952-401-6308 /h
 612-581-4980 /cell
golfwithwin@msn.com
- Paul Brunswick 952-906-1112 /h
 612-600-8546 /cell
pbrunsw410@aol.com
- Brad Ernst 320-395-2854 /h
 320-864-6897 /w
bcernst@hutchtel.net
- Scott Hawkinson 763-476-9492 /h
 763-370-3569 /w/cell
hawksnest@usfamily.net
- John Laidlaw 952-926-9088 /h
jlaidlaw@mn.rr.com
- Peggy Merjanian 952-473-4936 /h
 952-473-6601 /w
datamerj@aol.com
- Mark Setterholm 952-474-1998 /h
 612-338-4656 /w
mark@drive-thru.tv
- John Tuttle 952-933-6603 /h
john.tuttle@centerpointenergy.com

DIRECTORS AT LARGE

- Greg Benson 952-447 3919 /h
 612-802-9031 /c
BSLOL@aol.com
- Suza Gosh 320-250-9679 /cell
g7su@2aol.com
- Bob Johnson 952-380-1505 /h
kesslerjohnson@earthlink.net
- Dave Doner 952-835-2549 /h
 612-532-1187 /c
ddoner9289@aol.com

CONTACT BSLOL: 952-934-9522 or 877-636-3111
 Email: BSLOLmbrshp@aol.com



Will the ice be departing our beloved lakes anytime soon? Be patient grasshopper, it will come to pass! In the meantime I hope you are all having a safe and productive winter. Have you gotten those hardware pieces re-chromed? Have additional coats of varnish been added (wooden boat owners) or has the gel coat been buffed (fiberglass boat owners)? Have you gotten that carburetor rebuilt? It's time to get it all put back together so that your craft is ready for another season on the water.

BSLOL will hold its **30th Annual Antique & Classic Boat Rendezvous** this year. Can you believe that it's been 30 years since our first show? This special event will take place September 10-11 at Maynard' Restaurant in Excelsior, Minnesota on Lake Minnetonka. Mark your calendars and get ready for some fun! If you have any suggestions as to how we can mark this occasion, let me know.

There was a long letter to the editor in the Winter 2005 issue of the ACBS "Rudder" magazine (page 14) regarding the use of two-stroke outboard motors at the ACBS international boat show next year at Lake Tahoe. A similar article appeared in the January 2005 issue of "The Antique Outboarder," published by the Antique Outboard Motor Club (www.aomci.org). At the present time, Lake Tahoe and many other lakes in North America do not allow two-stroke motors on their waters. What does this mean? A large contingent of our Antique & Classic Boat Society members, nearly one-third, cannot bring their boat to events held at these locations. The planning committee is communicating with the powers that be at Lake Tahoe attempting to get an exemption for the show in September '06.

How can you protect your rights? Contact the ACBS Board of Directors and let them know that you think ACBS as an organization should be doing some pro-active work on this issue. Let the ACBS boat show planners know how you feel. Also contact your state DNR and your legislators. If **you** do not act, two-stroke motors (and the boats to which they are attached) could be relegated to the parking lots and lawns at our boat shows.

Hope to see you at one of our upcoming events!

Andreas Jordahl Rhude
 BSLOL President

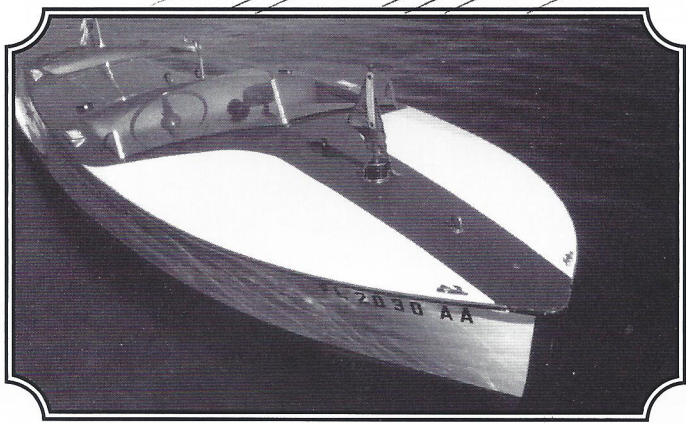
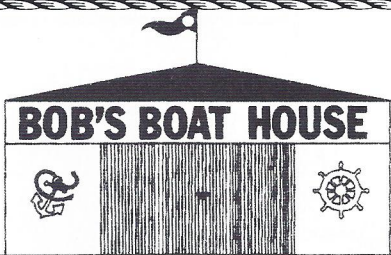
PS: Keep checking our website 2005 Events Calendar for the most up-to-date changes and information on our activities. This is the best place to find out what is happening along with the where and when and who.

BSLOL Web Site
www.acbs-bslol.com

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Reflections of Bob Speltz from his personal photo album.



From the writing on the back of the photo, this is a 1947 Chris Craft 19' Racing Runabout owned by Jon Hoaglin of Babson Park, FL. A quick check of the ACBS Directory tells us Jon is a member of the Sunnyland Chapter and still owns this boat. Jon told me this boat is also on Bob Speltz's first Chris Craft poster (2nd row from the bottom.) I know we have that poster but didn't have time to dig it out. Thank's for the nice chat, Jon. -Editor



All we know about this photo is it was taken in 1988 and it appears to be the same make & model as the photo above - name: Floating High from Lake Tahoe. If anyone has info on its whereabouts, we'd love to have an update. Contact the editor at 952-473-4936 or email: datamerj@aol.com

BOB SPELTZ LAND-O-LAKES CHAPTER ANTIQUÉ & 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.



33rd MINNEAPOLIS

BOAT SHOW

By Andreas Jordahl Rhude

The Minneapolis Boat Show is only a memory now, but it was another great display of beautiful boats belonging to members of the Bob Speltz Land-O-Lakes chapter. We had eight boats representing many decades, designs and makers. The variety of watercraft is indicative of the diversity amongst our members. They were:

OWNER

BOAT

BRAD, CHRIS & BLAKE ERNST

1930 GLEN BUCK HOMEBUILT OUTBOARD 12'
 (ORIGINAL CONDITION – NEVER RESTORED)

JOEL LEMANSKI

1937 CHRIS CRAFT CLIPPER SEDAN 26' "BUNNY JAN"

LARRY & JACI LAGESON

1942 CENTURY SEA MAID 17'

BRUCE & SUSAN ZEMKE

1947 CHRIS CRAFT ROCKET 17' "PATRIOT"

ERIC SANDIN

1954 PENN YAN SWIFT OUTBOARD 12'

JOHN POLE

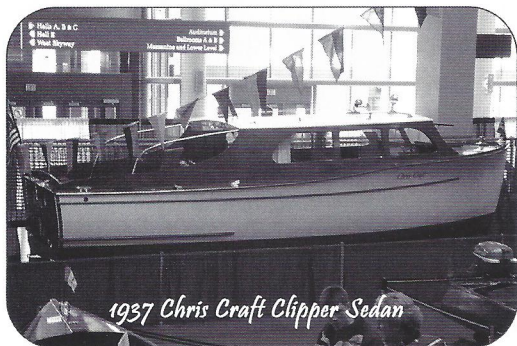
1954 GREAVETTE DISPRO 18'

F. TODD WARNER

1954 GREAVETTE STREAMLINER 24' "NITE OWL"

PAUL BRUNSWICK

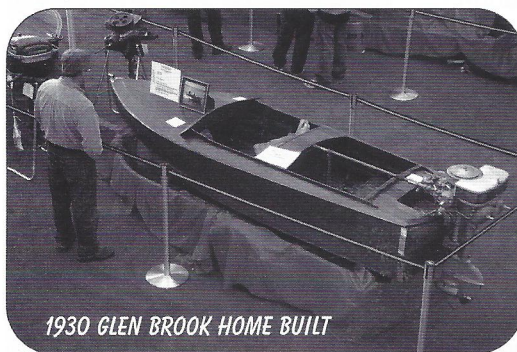
1966 CENTURY CORONADO 21' "CLASS ACT"



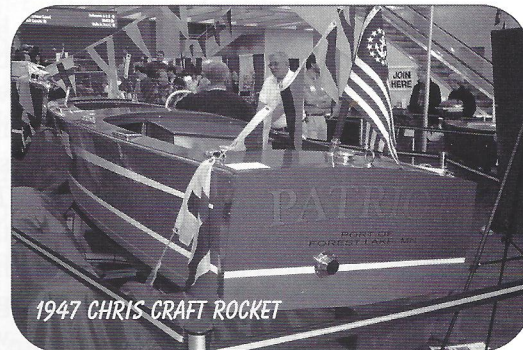
1937 Chris Craft Clipper Sedan



1966 CENTURY CORONADO



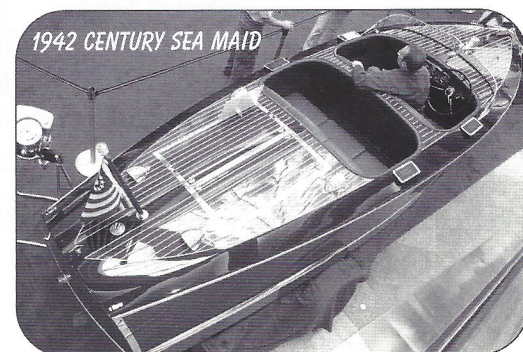
1930 GLEN BROOK HOME BUILT



1947 CHRIS CRAFT ROCKET



1954 PENN YAN



1942 CENTURY SEA MAID

Many volunteers made our presence at the show possible; too many to mention by name. The boat owners must be thanked for allowing their craft to be taken out of storage mid-winter and hauled down sloppy roads. They all deserve a pat on the back! Without them we would not have a display. Everyone that helped move the boats into our space, set-up the booth and tear it down went beyond the call of duty. It takes many, many hours to do this and our helpers took time off of work to get it done. There was a lot of schlepping of props, a TV, outboard motors, motor stands, docks and stairs, our ship's store merchandise, etc... that had to be done. Again, a number of members went the extra mile to make it happen. Thank you! The folks that worked the booth during show hours also made our static display come alive with personal anecdotes and they gladly answered questions of the inquisitive spectators. Bill Sparrow, a member of the Antique Outboard Motor Club, provided four great old outboard motors for our display; they were a super addition. He did this selflessly with very little advance notice.

The new show owners, the National Marine Manufacturers

Association (www.nmma.org) also need to be recognized for asking us to be a part of the Minneapolis Boat Show. Without their invitation and cooperation we would not be able to spread our educational message to tens of thousands of people in the middle of winter. Two NMMA personnel deserve special mention. Show manager Amy Murray and Darren Envall, sales manager and all around go-to-it guy, both went the extra mile to accommodate our needs; they were a big help in making everything go smoothly. THANKS Darren and Amy. (Wouldn't it be nice for BSLOL members to send them a thank you note! – *see address below)

All in all it was another exceptional experience to participate in the Minneapolis Boat Show. Here's to all those that made it a reality!

THANK YOU! THANK YOU! THANK YOU! THANK YOU!

* National Marine Manufacturers Association,
 200 E. Randolph Dr., Suite 5100
 Chicago, IL 60601-6528

Steam Bending Ribs

by Jerry Petersen

My 5200 bottom project on my 1934 GarWood is proceeding. I decided to remove all of the old ribs to clean and to seal the related keel and chine rabbits. I wanted to be sure that rot was not starting in the rabbits, and I also wanted to seal the rabbits with Clear Penetrating Epoxy Sealer (CPES) to prevent rot from starting in the future. Fortunately, all the rabbits looked fine with the exception of those in the aft sections of the chines which are being replaced. However, I found that some of the ribs had lengthwise cracks. Hence, once I had them off the hull, I decided to replace all of them.

The first step was to plane a white oak plank to half inch thickness, and then to cut it into one inch wide strips on my table saw. These strips were then used to make copies of each original rib. Some had angle cuts at the chine end. Most also had thinned ends at the keel rabbit. I used my joiner to plane the keel end thickness of these ribs on a progressive basis until a good fit was obtained. Each side of this boat has twenty (20) ribs. The aft dozen on each side don't curve enough to require steam bending. These ribs were easily pulled down to the correct curvature by 1ft inch silicon bronze screws at their center where they attach to stringer support blocks. However, the forward eight ribs on each side curved enough to require steam bending. Fortunately, I had a steam generator and steam chambers on hand from my prior 1939 GarWood restoration project.

Figure 1 shows my overall steaming setup. You can see the steam hose from my generator which injects steam into the top of my small steam box. **Figure 2** shows the details of the steam generator. It was built using

standard pipe fittings and a heavy duty 220 volt hot water heater element. It was constructed with 1ft inch galvanized pipe nipples, two tees, and a reducer at the top. The heater element screws into the bottom of the lower tee. Water feed enters the side of this tee through two valves; a needle valve to control flow rate, and a gate valve to stop flow when the unit is shut down. An overflow port is located in the middle. The purpose of the overflow port is to keep the electric heater submerged at all times. This is accomplished by adjusting the needle flow control valve so that some water continuously discharges from the overflow. As shown in **Figure 3**, I keep the end of the overflow hose near the bottom of a bucket containing some water. This prevents steam from exiting through the overflow port. Dry steam exits from the top of the unit. The three ports all have standard hose thread fittings. I have used a garden hose to feed the unit, but I find that gravity feed from a five gallon bucket works better. This provides a constant head and a very uniform flow rate.

Figure 4 shows the open end of my steam box. The box was constructed from some scrap plywood and 2 by 2's. The bottom has several internal spacer blocks so that the pieces being steamed don't rest directly on the bottom where liquid water may be present. If you look carefully, you can see the end of a rib being steamed. I block the open end with an folded bath towel during steaming. I find that an hour of steaming is more than adequate for white oak. However, once removed from the steam box, you have only about a minute to form the stock. In this case, I did the bending using a pair of saw horses with a 2 x 4 temporarily suspended between them as

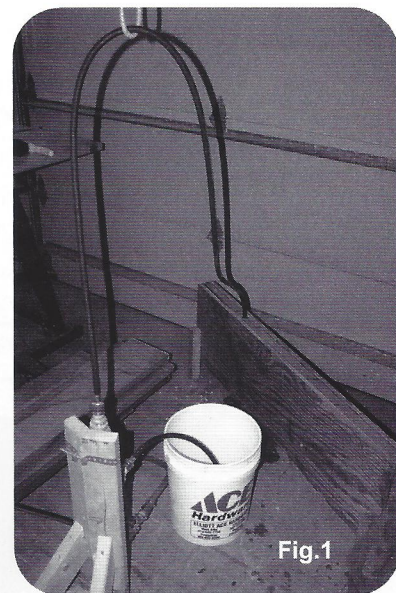


Fig.1

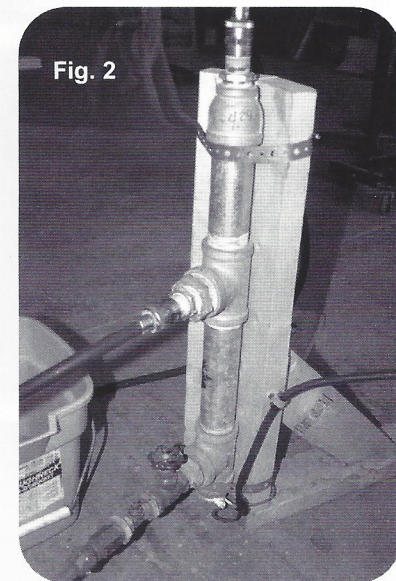


Fig. 2

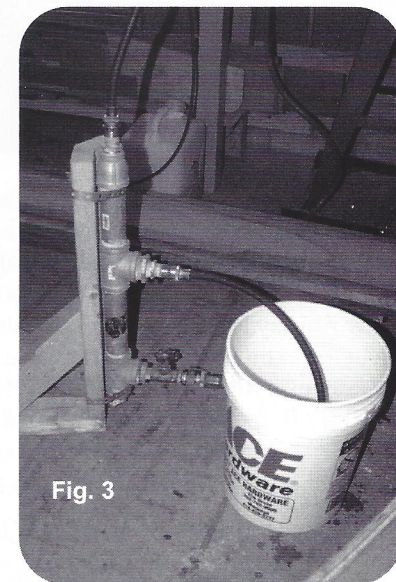


Fig. 3

Ribs - cont'd from page 6

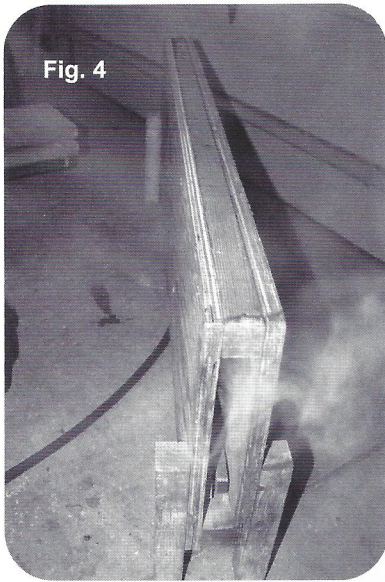


Fig. 4

shown on **Figure 5**. I used quick grip clamps to pull the center of the stock down until its curvature was close to that of the rib being replicated. In some cases, I used another quick grip clamp to twist the rib as well.

It all worked like a charm. **Figure 6** shows all the new ribs in place on the hull.

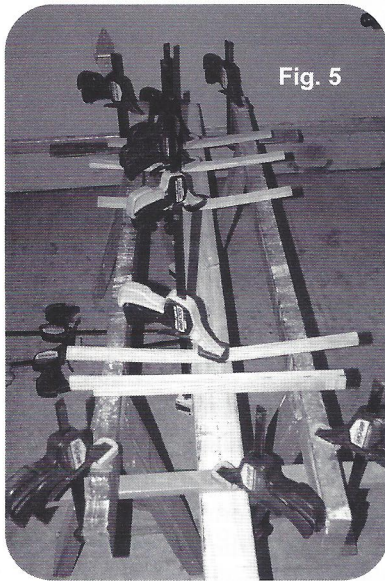


Fig. 5

I'm now turning my attention to interior hull painting, and installation of two new aft side planks, before I bed the new ribs into their rabbits with 5200.

It's easier to do this painting without the ribs blocking access from the top. I can crawl under the boat and work on my knees for some of the interior painting, however, it's much more comfortable to do it from above using a small step stool.

Interestingly, I observed that the bottom of some of the interior structure wasn't painted when, or since, the boat was built! This time

around everything will get sealed and painted. Within two weeks, I should be cutting and fitting the interior hull 4 mil Okoume marine plywood.

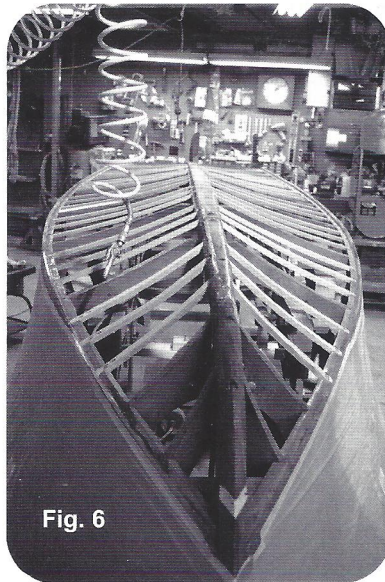


Fig. 6

ACBS INTERNATIONAL BOAT SHOW

The International ACBS boat show is coming to the middle part of the United States. It takes place on the eastern edge of Lake of the Ozarks in Missouri. The dates are September 14-17. It is 600 miles from Minneapolis, most of which is freeway. It's an easy drive! Won't it be fun to have a large contingent of Minnesotans at the show? Let's make a big splash and have good representation at the show. The two ACBS chapters in Iowa are also interested in attending en-masse.

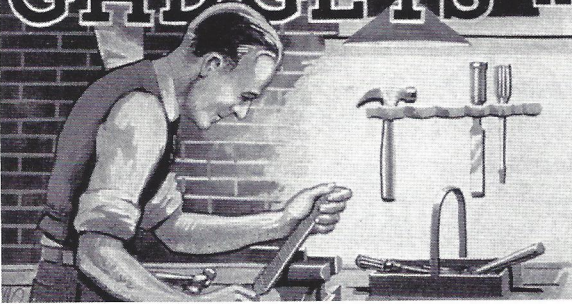
How about a caravan of old boats heading south on I-35? A number of BSLOLers have expressed interest in attending. Won't you consider joining in the fun? If interested in coming along and participating, let president Andreas J. Rhude know. Give him a call (612-823-3990) or drop an email: ajrhude@aol.com.

Check the ACBS website (www.acbs.org) for additional information on the meetings and show and registration forms can be accessed there as well. Take this wonderful

opportunity to join in the fun and get to know others in ACBS and see

numerous top quality antique and classic boats!

GADGETS AND KINKS



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

pen to mark a line on the plank. Keep the tool perpendicular to curve of the covering board as you make the cutting line. Carefully done, the line will be quite accurate. Make your cut according to the line, do a final fit, and screw the boards into place.

HANDMADE TOOLS

OR

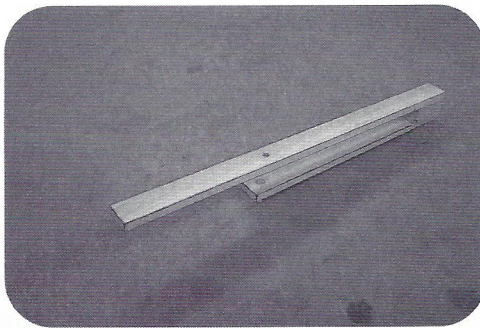
Necessity is the Mother of Invention

by Sherwood Heggen

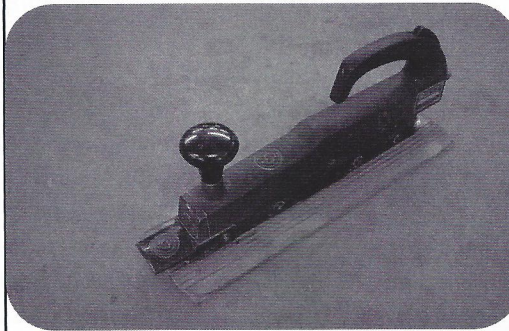
No workshop is complete without tools. To accomplish our tasks we have hammers, saws, pliers, wrenches, drills, etc, that can be conveniently purchased. One would think we could buy every imaginable tool. Yet, the process of restoring wooden boats often demands a tool that no one sells. It is a tool that has to be designed on the spot to fill the need. Like a monkey using a stick to extract ants from the ant hill for food, you feel a basic instinct come alive when a need arises for an unusual tool. Often, it can be made of scraps of lumber right in your own workshop. Below are descriptions of a couple of tools that came into use by imagination in my shop.

A perplexing problem when installing new deck boards is trying to cut the forward ends of the boards to fit flush to the inside of the covering board screwed to the deck. Another example is fitting bottom planks inside the chine rabbet. How would one know where to draw the cutting line when that line is hidden by the boards? Check out the tool in the picture below that makes scribing the correct line almost too easy.

It is simply two thin strips of wood joined with a spacer a bit thicker than the plank. There is a short dowel through the bottom strip and a hole big enough for a ball point pen to protrude through in the top strip without a lot of slop. The hole is located directly above the dowel edge that is on the side of the tool where the two strips are joined. With the deck planks cut a little long on the forward end and temporarily fastened at the aft end, the tool is placed over the edge of the planks. The dowel, protruding through the bottom strip, is held against the inside edge of the covering board and the top strip is held flush against the deck boards. A ball point pen is inserted through the hole in the top strip. Then, move the tool along the length of the covering board while applying pressure to the



Below is a picture of an air file, generally used in auto body work. It also does a very good job of fairing the hull of a boat. Its downfall is the sanding base is too narrow for fairing compared to a broadboard sander operated by hand. If one were to combine an airfile and a broadboard sander, it would look like what you see here..



The narrow airfile base has been replaced with 1/4 inch tempered hardboard which is thick enough to allow counter-sinking the mounting screws.

The one shown is as long as the original base, but is about four and one-half inches wide. Since the board is too stiff and wide to lay flush against a concave surface such as the forward topsides, it was made more flexible by sawing lengthwise grooves about one-eighth inch apart and a little over half the thickness of the board on the topside. Now the board will conform with moderate pressure against a concave surface of the hull. More grooves can be cut across the board to give it more flex in the opposite direction to conform to a convex surface. Hand sanders for final fairing of the hull can be made in a similar fashion. Saw grooves on this one too and it will flex and conform nicely to the hull to take off all of the high spots. Screw on a couple of knobs or handles made of scrap wood, apply your stick on sandpaper and you have a fantastic fairing board for cheap.

Have you ever had to deal with a screw that has lost its hold or is broken making it impossible to remove with a screwdriver? It just stays hunkered down in the hole refusing to come out. You could try to pry it out with a screwdriver, but you can't afford to damage the wood around. It is time to make another tool. This one is so simple it is hard to think of. Although it might not always work on a real stubborn screw, it is worth a try. Make a small stick from scrap mahogany and whittle one end down to resemble a slot screwdriver, making the end just big enough for a snug fit in the screw slot. Point the end a bit if you are removing a R&P screw. Trial fit the end in the screw slot to be sure it is a snug fit. Be sure the

Gadgets & Kinks - cont'd on page 10



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

Dear Dr. Motorhead,

You have to picture this; I am sitting on the beach with my shades donned and straw hat positioned properly to cover my slightly-burned balding head. I am smoking a fine cigar and sipping on some of the best Canadian whisky Mexico has to offer with a small umbrella tilted slightly in the glass. It gives me great pleasure to know that you and your trusted assistant, Piston, are in the frozen tundra preparing experiments to determine the worthiness of the two products I have recommended to our fine members of BSLOL and the world. I am not sure if your skepticism stems from the fact you have never heard of these great products, or that the recommendation comes from me. (See the Dr. Motorhead article in the last issue of the BoatHouse) I, too, have a bit of knowledge on the proper use and maintenance of our fine wood boats and their motors. Remember, I am a close and personal friend of Lou Brisivity's; that itself should tell you a bunch. I also know people in high places. For instance, I am proud to know and call T. David Burns my close compatriot and soul mate.

So Mister Smarty pants, why don't you fill in our fellow ACBSers on what you have learned while performing your competency tests on the Stabil fogging oil and PB penetrating oil as described to you by my other close and personal friend, Happy Wanderer.

Now picture this again - me on the beach, basking in the sunlight, 80 degrees, with the crystal blue water lapping at my feet. You in Minnesota...in the frigid cold...with frozen lakes...wondering if your car will start in the morning. Oh, by the way, why aren't you speaking at the upcoming ACBS Symposium in April? I hear all the experts will be there to enlighten and educate the many participants.

Very truly yours I'm sure,
Cabo Bobo

Dear Mr. Bobo,

Man, I'm impressed! David Burns - one of your dearest friends and soul mate. I have never had the opportunity to meet him, but have heard good things from people all across North America. Isn't he a member of the Canadian Parliament? Wasn't he one of our esteemed international judges a number of years ago at our Rendezvous? I wasn't there that year to meet him. Sorry, I was in consultation with the Pope. He was looking for some advice on keeping the Vatican's fleet running properly and economically in addition to other matters that I am not divulged to discuss. Or - wait a minute - was that the year I was with President George H. W. Bush and his entire Cabinet discussing my then, new theory, regarding hydrogen and the fuel cell. Oh, I don't remember which one but I do have some information regarding Stabil fogging oil and

PB penetrating oil.

Thank you for your discoveries. I have the following good news for our readers. First, let's discuss the fogging oil. What a good fogging oil should do is get into the combustion chamber and spread a small film of oil coating everything inside. This is best done while the engine is running and pulled through the carburetor. If you just pour some oil into the spark plug holes, it doesn't coat the valves and seats and everything else as it should. As you can visualize, it is sometimes a difficult task to pour a liquid fogging oil from the can up hill, as you have to do with our old updraft carbs. Many fogging oils that come in a spray can send out a stream that is just as tough to get sucked in if you will. This Stabil product does a great job of atomizing the oil to ensure it is pulled into the combustion chamber. I can assume from the chemical analysis performed by Piston, the lubricating qualities are, and will be, satisfactory for the six months of winter storage.

WD 40 has always been the good stand by for displacing moisture, freeing rusted parts and providing a good lubricant and protector. This PB penetrating oil really works well in that application but wait until you use it to free rusted nuts and bolts or anything else that is rusted; it will blow you away. I cannot be biased because the label says "As seen on TV" anymore. I would also recommend its use.

So Mr. Bobo, there are a few good tricks you can teach this old dog. They both now have and carry the Dr. Motorhead seal of approval. Mexico? Ha! I would encourage you to drink a lot of water directly from the tap; I hear it is medicinal and therapeutic for us Gringos.

In regards to the ACBS Symposium, Piston and I were invited as keynote speakers for the event. I have enclosed my memo to the organizers and Steve Merjanian, as they contacted Mr. Merjanian in an effort to locate me, for your review and understanding. I would encourage you to attend even though I am unable to.

Yours truly,
The good Doctor

**From The Desk Of Dr. Motorhead
Frostbite Falls, MN**

February 2, 2005

Memo to: Steve Merjanian, Roger Smith, Gordon Millar Regarding: ACBS Symposium
CC: Piston

Dr. Motorhead - cont'd on page 13

Gadgets & Kinks - cont'd from page 8

screw head is not hung up on wood on the side of the hole. If so, trim the wood away with a sharp X-Acto blade. Put a drop or two of super glue on the tip of the stick and press the tip into the screw head. Let it be for a bit to be sure the glue has "kicked off", then slowly turn counter-clockwise while pulling gently. Most likely, the screw will come right out. The feeling of victory while looking at that stubborn little screw on the stick is hard to explain. Oh wait! The hungry monkey pulling a stick full of ants out of the ant hill comes to mind.

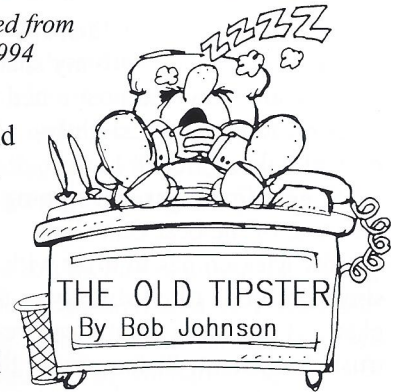
This is just a sample of the tools that can be made to meet a need. I have a drawer full of wedges, spacers, clamp accessories to give the clamp better "footing" or create a deeper throat, and devices that allow drawing of an accurately placed line. What tool do you need that your imagination can design? Don't let the lack of a tool complicate the process of restoration. Outwit the problem with your imagination, some scrap wood, and some time.

Hopefully, the non-boating season is allowing you plenty of time to make progress on your restoration project. Trying to get it done right can often be a challenge, especially if you haven't any previous experience. If you get hung up on how to proceed, don't be afraid to ask how to do it. Send me an e-mail at Heggensj@Centurytel.net or call me at 715-294-2415. You will be provided a useable answer by myself or other experienced restorer. Please understand we would rather see you restore it than destroy it. Hang in there. Keep the vision. Beauty comes slowly with sweat and effort, so, don't be afraid to put out a lot of it. It will be worth it on the lake when someone pulls up along side and says, "Nice Boat!"



Note: Reprinted from the January 1994 DryWrought

Today the Old Tipster has a couple of really hot tips.



A few years ago our local club had a shop tour of five members' workshops to demonstrate their projects and shop setups. It was a great time, but I noticed an obvious lack of fire extinguishers. Four out of five shops had none. The shop that did have them, had them on the floor behind some stuff and out of plain sight.

In our restoration activities, many chances of a fire present themselves, so it is imperative that a large fire extinguisher be mounted on the wall by each doorway. There should be at least two ways out of the shop in case of a major fire. The first thing to do is run out of the shop to protect yourself. Then call 911 if necessary, or go back in for a look; the extinguisher should be right by the door as you re-enter for easy access and use.

The second fire tip is also simple. Take a walk around the shop and mentally go through all the possibilities of where you would go to get out with different fire locations. Can you get the garage doors open or the windows open to crawl out if other doors are blocked? Is there a place where you could potentially be blocked in? Wouldn't this be a place to store that extra mooring cover which you could throw over yourself to charge through the flames to safety? Fire safety is much more involved than these two simple tips, but if you follow these two, your shop will be more fire safe than 80 % of the others.

Definitions for an ABC fire extinguisher.

- A = **ASH** (for fires that produce ash)
i.e. paper, wood, etc.
- B = **BOIL OR OIL** (for fires involving oil, gas or flammable liquids)
- C = **CURRENT** (for electrical fire)

On boats: use Halon.



OOPS!

In the December 2004 BoatHouse, the two boats pictured below were incorrectly described. My sincere apologies to the owners and thank you for your understanding.

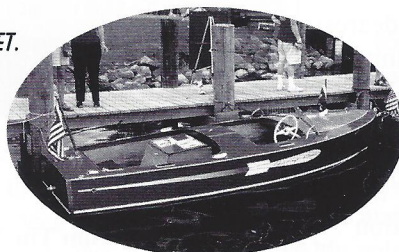
-Editor

LISTED AS 1954 CHRIS CRAFT 17' ROCKET.

THE CORRECT DESCRIPTION IS:

1947 CHRIS CRAFT

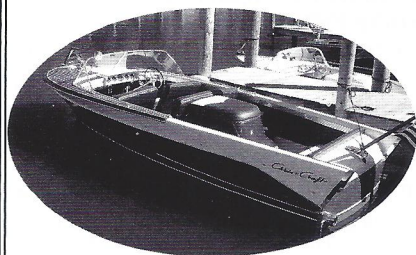
16' ROCKET PATRIOT.



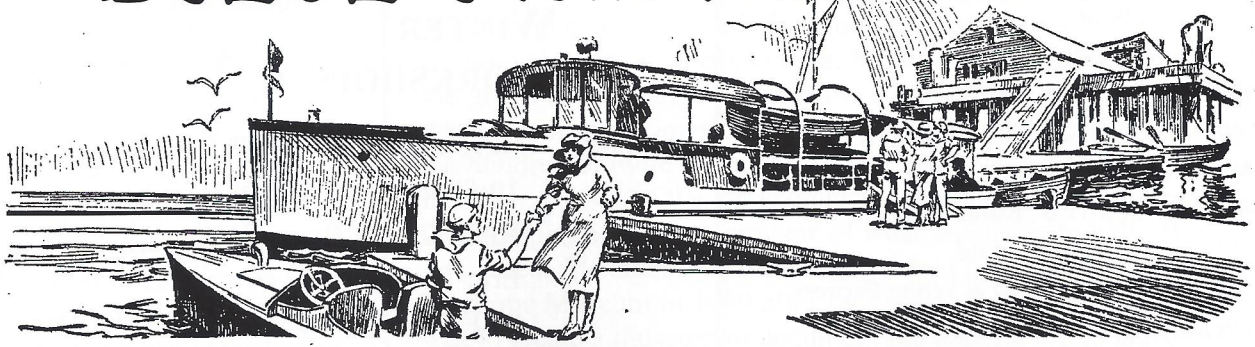
*LISTED AS 1960 CHRIS CRAFT
20' CONTINENTAL.*

THE CORRECT DESCRIPTION IS:

**1959 CHRIS CRAFT
21' CONTINENTAL**



BSLOL Shows Announced



BSLOL will host two (2) in-water antique and classic boat shows this year. We are excited to announce that we will have a presence on **Lake Minnetonka** as well as on the **St. Croix River**. The two locations makes it possible for most members and friends to be able to participate in one of our events.

Our 30th Annual Antique & Classic Boat Rendezvous will take place on Lake Minnetonka on September 10 & 11, 2005 at Maynard's Restaurant in Excelsior, the site of last year's Rendezvous. You can also plan on the three very popular single-day *Pre-Rendezvous Nice-N-Easy Mini-Cruises* on the lake. As in the past, this is a judged show with awards presented to the "best of" in several categories. There is space for 50-60 boats (depending upon size). Once again, we plan to have a Saturday evening picnic on an island on Minnetonka. Details are not yet firmed up, so watch future issues of *The BoatHouse* and keep checking our website (www.acbs-bslol.com) for updates and registration forms.

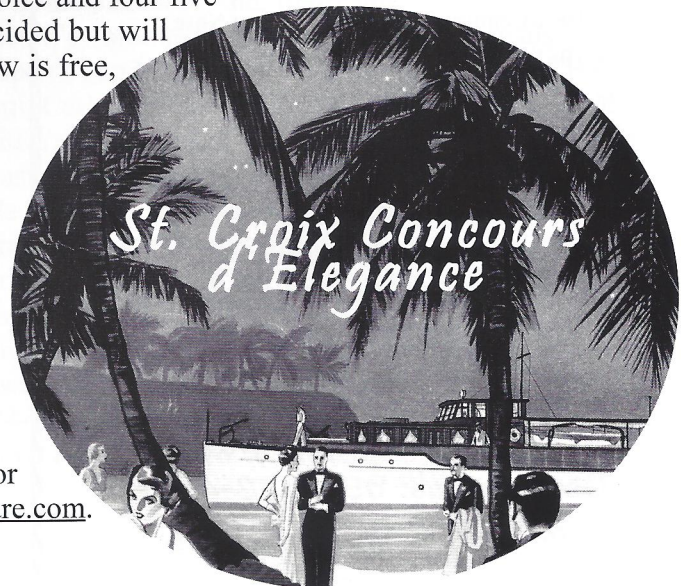
Hold the weekend of August 13 & 14 open for our *St. Croix Concours d'Elegance* at Bayport Marina on the banks of the beautiful St. Croix River in Bayport, Minnesota. Some of the planned events include:

- ☞ Awards for judged entries, including individual classes, Skippers' Choice and People's Choice.
- ☞ Displays and exhibits including the Power Squadron, the U.S. Park Service and the Minnesota DNR.
- ☞ On-site food available from Clyde's Restaurant
- ☞ BSLOL's signature "Nice-N-Easy" mini-cruises hosted by (*the now-well-known*) Bob Johnson. On Thursday, August 11, the destination is Stillwater, MN and on Friday, August 12 to Prescott, WI.
- ☞ A Friday night wine and cheese reception on the clubhouse veranda.
- ☞ A Saturday night party in "The Big Tent" on Berenberg Point, one of the nicest venues for an outside dinner on the St. Croix. The party will include dinner and a jazz/swing band.

A full registration packet will be mailed in April and made available on BSLOL's website www.acbs-bslol.com. As part of that weekend, BSLOL is happy to once again participate in National Marina Day. The show will feature two types of awards: "fun" - Skippers' Choice and People's Choice and four-five judged awards. The specific categories have not yet been decided but will be in the line of "best of". . . Admission to the Bayport show is free, but non-perishable food items will be accepted for the St. Croix Valley Food Shelf.

The staff at Bayport Marina is working closely with us to plan a great bunch of activities for us. Again, watch *The BoatHouse* and our website for updates as they materialize.

If you'd like to be involved in one or both of these shows, please let us know. There is always plenty to be done and we can always use help. For more information about the Annual Rendezvous, contact Andreas Rhude at 612-390-3990 or email ajrhude@aol.com. For the St. Croix d'Elegance show, call Jim Camery at 715-426-2022, email jcamery@presenter.com or Joel Lemanski at 651-248-7314, email joel@classicboathardware.com.

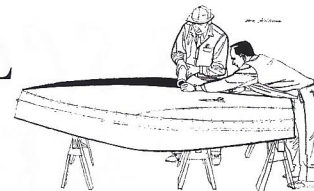


BOATS STILL IN PROCESS

- ☞ 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

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

FINAL TWO 2005 BSLOL WINTER WORKSHOPS



DATE: **SATURDAY, MARCH 19, 2005**
10:00 a.m. - 2:00 p.m.

PLACE: **REAL CRAFT BOAT WORKS**
Eric Theship
920 West 6th Street #8 ~ Carver, Minnesota

TOPIC: **GLUES, GOOS & BOATBUILDING SCHMOOZE**
(epoxies, glues, finishes)

PIG ROAST PICNIC LUNCH

COST: \$5.00 for BSLOL members,
\$10.00 for non-members.

RESERVATIONS are required - no exceptions.
Deadline for reservations is Monday, March 14.
Call Jim Camery at 715-426-2022 or email:
bslolinfo@aol.com, and leave the names of all who
are attending - along with your phone number.

DATE: **SATURDAY, APRIL 30, 2005**
10:00 a.m. - 2:00 p.m.

PLACE: **MERLYN SYSTEMS**
Lyn Matson
24779 River Hills Ct. NW ~ Isanti MN

TOPIC: **SAFETY & "GEE WIZ" ELECTRICAL
SYSTEMS FOR BOATS**

PICNIC LUNCH: COST: \$5.00 for BSLOL members,
\$10.00 for non-members.

RESERVATIONS are required - no exceptions.
Deadline for reservations is Monday, April 25.
Call Jim Camery at 715-426-2022 or email:
bslolinfo@aol.com, and leave the names of all who
are attending - along with your phone number.

☞ **BSLOL Web Site:**
www.acbs-bslol.com

Dr. Motorhead - cont'd from page 9

Thank you for the call and your interest in my able-bodied assistant Piston and myself attending and speaking at the upcoming Symposium this April. It comes as a great honor to be considered and stand amongst my esteemed colleagues and offer my understanding and experience in the existential knowledge of mind over motor. However, it comes with great regret that I must decline your request to participate and speak at the before mentioned affair.

As a matter of explanation to you all, both Piston and I have suffered greatly from the current NHL lockout. We, as Minnesotans, feel very hockey-deprived. As a matter of good therapy and advice from other masters of Garage Logic, we have planned a trip to Fiji in April. You see it is the traditional time for the annual South Pacific Hockey Association final four championships. Steve, you may recall that Piston was the all-conference player as goalie his senior year at the University of Hawaii. It will serve as a break from the cold, a reunion with old friends and a good dose of hockey for us both. Our airline tickets are non-refundable which adds yet another factor towards our decision to hold our original plans.

We wish you the very best of luck with your event and please say hi to all our ACBS acquaintances and friends at the Museum.

With kind regards,
Dr. Fred Motorhead

PS: Besides, there is only one person who knows my true identity. My anonymity must not be compromised, otherwise I would have to issue cyanide capsules to all those who met me and learned of my true self. A very unpleasant thought for such a worthy and pleasant experience you are planning at the museum for all.



MUSEUM GRAND OPENING

By Andreas Jordahl Rhude

A Norwegian toast "skaal" (pronounced skol) took place on Monday evening October 4th 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 hearty 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.



DON'T BE SCAMMED

Written by Mike Riharb

I have my 1965 18' Super Sport for sale and have it advertised in several magazines and listed on various web sites. Recently, I received an e-mail from an individual who was interested in buying my boat. He represented himself as an Italian based in the Netherlands, and was the manager of a company called Concept Holding which, he said, deals in the buying and selling of quality boats/yachts. Upon his request, I sent him some pictures and brief description of the boat, and trailer.

The next e-mail I received from him was that he would take the boat for the stated price, however a colleague of his based in the States, who owed him some money (which was \$5,200 more than I was asking for the boat) would make the payment. *That's where the scam begins.* The colleague would write a check to me for the amount owed to the individual in the Netherlands. He then wanted me to send a Western Union check to the shipping agent who, upon getting the funds, would get in touch with me to pick up the boat within 72 hours after I received my check, to have it shipped to Holland.

I checked with my bank and they assured me that it was a scam. Any transaction, whether it's a Certified or Cashier's Check takes as much as 2-3 weeks to clear the banking system. I have my boat at the Antique Boat Connection in Cincinnati, Ohio for sale; they said that they get about two to three emails a week and have enough rubber checks to wall paper their bathroom walls. There is an old saying: "If it looks like a duck, walks like a duck and quacks like a duck, it must be a duck"

After hearing that another chapter member got a similar e-mail from the same company name in the Netherlands, from someone with a different Italian name, I contacted the FBI. They indicated that there was a group of con artists located in Nigeria that were sending out e-mails on the pretense of buying boats, cars, trucks, motors, etc. and setting up an average scam of \$2,000 to \$5,000. The FBI cannot trace/track them down because e-mails with a Yahoo or Hotmail address do not have registered names and addresses associated to them.

If you get an e-mail that sounds like a scam, you can report it on line to the FBI Internet Fraud Complaint Center at www.ifccfbi.gov/index.asp. A legitimate buyer should not ask you to send money to him, or anyone else, in order to complete a sale. Good luck on selling over the internet !!!

Editor's Note: Thanks for this great heads-up, Mike! We appreciate your taking the time to share your experience.

ONE-TIME REGISTRATION FOR CRAFTS 25 YEARS OR OLDER?

When I received my new canoe registration slips in the mail this year, it occurred to me that it was getting expensive to register them every three years, even if some didn't get used.

So I called the DNR to see if there were any options. There really wasn't; just to not register a boat until it gets used, but they suggested I call my Rep. to see if they could write a bill offering an alternative. So I did, and she (Rep. Connie Bernaldy) had some research done and wrote a bill that mimics an existing snowmobile bill. Basically it allows a one-time register (don't know if it's the person or craft) that would allow the craft to be used for "historic" outings, parades, club events, PR events, etc, plus 10 personal days of use. It is written to define old craft as 25 years old or older.

Sen Don Betzold is going to introduce the bill in the Senate. This likely wouldn't go too far, but maybe some of your members would be interested if they have multiple boats.

Dan

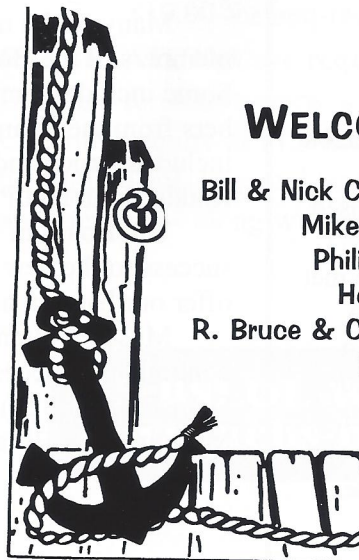
PS - I don't have a bill number yet.

WANTED!

BSLOL desires to obtain an enclosed storage trailer. No more than 12 ft. in length and it must be road ready and waterproof. A typical storage type, single or dual axle trailer is appropriate. This will be used to store our club supplies such as tents, flags, etc. Low cost or a donated trailer is sought. Donations can be tax deductible since we are a 501(c)3 charitable organization. If you have any leads, please contact BSLOL President A.J. Rhude, 612-823-3990, email; ajrhude@aol.com.

WELCOME ABOARD!

Bill & Nick Charboneau	Rochester
Mikey Erickson	Orono
Philip Williams	Ranier
Herb Sellner	Faribault
R. Bruce & Carla Smith	St. Paul
Brad Such	Minneapolis



The following is request from Maureen Valley to BSLOL members who will be in Mt. Dora on March 17. The BoatHouse is happy to oblige

You are cordially invited to Maureen & Jerry Valley's

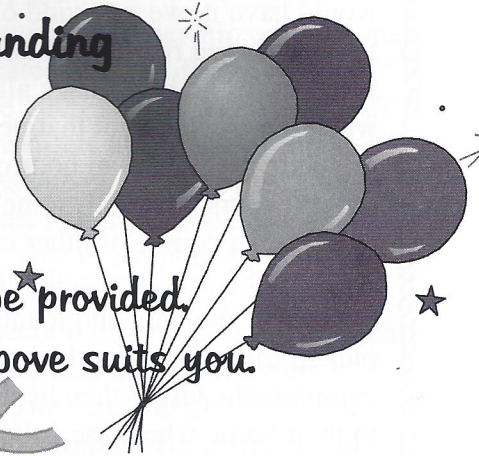
3RD ANNUAL PRE-BOAT SHOW KICKOFF PARTY

Date: Thursday, March 17, 2005

Time: 5:00 P.M. 'til the last soldier is standing

Place: 2430 W. County Road 44
Eustis, Florida 32726

Beer, soft drinks, tonic and water will be provided.
You are invited to BYOB if none of the above suits you.
We'll have food, too!



We look forward to seeing you all for this fun event where old friends meet new, and Minnesotans commiserate with Floridians and go home wondering why they continue to live in a place where you can only boat a few months out of the year. But I digress. . . RSVP, please.

Email us at maureenvalley43@comcast.net

or call Home: 352-357-9382

Jerry's Cell: 352-348-8554 ~~ Maureen's Cell: 352-455-7309

This is a private event and not sanctioned by the Sunnyland Chapter of the ACBS.

ATTENTION LYMAN OWNERS!

Did you do your own restoration??
Devereuxbooks.com is evaluating a book proposal that would involve the stories of people who have restored a wide variety of boats. The possibility of including someone who has restored a Lyman would be of interest. The boat could be anything from a small outboard to a larger inboard, and it could be any vintage. Devereuxbooks is looking for someone who did the restoration on their own - not professionally restored and who can work to an outline to get the story on paper. They would be happy to answer any questions you might have. Interested individuals should contact Stan Grayson, or Devereux Books, at sgray45@earthlink.net.

MISSOURI REQUIRES BOAT LICENSE

Are you planning on bringing a boat to the ACBS International Show at Lake of the Ozarks this Fall? If so, please read the following article, as it applies to boaters using those waters.

As of January 1, any Missouri resident born after January 1, 1984 must complete a water safety course and be issued a boater's license in order to operate a vessel on state waters. Here is a link to the new law:

<http://www.moga.mo.gov/statutes/C300-399/3060000127.HTM>

If you are going to visit Missouri from another state and you are in that age range, you will have to have a license, too. There are several questions on drug use, who has the "stand-on" and operation of jet skis. If these apply to you - and even if they don't - if you're planning on boating in Missouri, you may want to have an idea of what you may run into. To get an advance peek, here is the link:

<http://www.boat-ed.com/cgi-local/exam/practice.cgi?st=mo>

BSLOL LIBRARY HAS A NEW HOME

A group of dedicated souls braved the rain one Sunday to relocate the BSLOL Library. For several years, Dirk and Sharon Gunder housed the collection of nautical books and magazines, some dating back to the turn of the century (the last century, not this one.)

A few years ago, the club had been looking for a location where this valuable material could be stored and accessible to members. The Gundersons offered their home, but admitted they really didn't have an appropriate way of displaying them. As luck would have it, we got wind of a local library that was being rebuilt and all their shelving was "up for grabs." That's all they needed - when the Gundersons got that news, they were on their way within an hour or so. For several hours, and with some (very little) help from a couple of other club members, Dirk and Sharon dismantled a massive amount of shelving and loaded it into their pickup truck. They worked past dark to complete the task - then hauled it all back to their home where the collection was protected, neatly stacked on shelves and available to the club.

When it became necessary to relocate the library, Mark and Jackie Nelson, Jackie's dad John, and Jim Camery stepped up to the task and one very rainy Sunday, moved bag and baggage to the Nelsons' home where our library will be still be accessible to the club.

Our thanks again to Dirk and Sharon Gunder and grateful appreciation to the Nelsons for opening their homes for the BSLOL library.

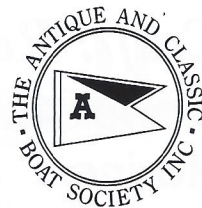
THANK YOU!
THANK YOU! THANK YOU! THANK YOU!
THANK YOU!

2005 ANTIQUE & CLASSIC BOAT SHOWS

(Not a comprehensive listing)

- 17-20 March ~ 17th Mt. Dora Boat Show, Mt. Dora, Florida
 (352) 383-2165
- 22-23 April ~ Chris Craft Symposium
 Mariner's Museum, Newport News, VA
www.acbs.org (See page 24 for more details.)
- 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, Arrowwood
 Alexandria, Minnesota (320) 834-4569
- 16-17 July ~ 9th Antique & Classic Boat Rendezvous,
 Clear Lake, Iowa (641) 823-4310
- 15-16 July ~ Fiberglassics Midwest (classic fiberglass),
 Rockton, Illinois www.fiberglassics.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
- 13-14 Aug. ~ Concours d'Elegance, Bayport Marina
 Bayport MN. See details on page 11.
- ??? 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
- 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.

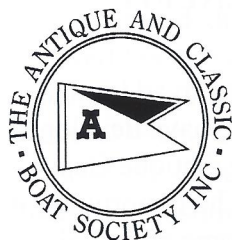
A Museum membership presents many benefits. Situated on one of the loveliest harbors in the 1000 Islands, the Antique Boat Museum offers a summer of fun and excitement. Members can enjoy exhilarating speedboat rides in a triple-cockpit mahogany Hacker Craft, row in a replica of a St. Lawrence River Skiff 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. 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.

Chris-Craft: Rediscovering the Legacy

**The ACBS International Antique Motorboating Symposium at
The Mariners' Museum, Newport News, Virginia**

April 22-24, 2005



REMINDER! REGISTER NOW. IT'S NOT TOO LATE!

Initial response indicates the Symposium will be the highlight of the Spring season, so don't miss this memorable weekend. Hotel rooms are going fast. Symposium and Quarterly Meeting headquarters hotel is **The Newport News Omni**. Call direct at 757-873-6664. If The Newport News Omni hotel is filled, these are recommended alternatives:

Point Plaza Hotel: 35 rooms reserved. 5 minutes to The Omni. Rate: \$139 for two-bedroom suite (share with your friends!). Mention ACBS. Call 800-465-4329 or direct to the hotel at 757-599-4460.

The Hampton Inn: 20 rooms reserved. 10 minutes to the Omni. Rate: \$99. Mention ACBS. Call 800-216-6865 or direct to the hotel at 757-249-0001.

Candlewood Suites: 30 rooms reserved. 10 minutes to the Omni. Rate: \$99 for studio with kitchen. Mention ACBS. Call 800-465-4329 or direct to the hotel at 757-766-9137.

Others at Central Hotel Booking: 800-695-8284.

Confirmed Speakers List:

*Chris Smith
Don Danenberg
Wilson Wright
Gary Scherb
Jerry Conrad
Don MacKerer
Dick Avery*

*Jack Irwin
Rod Graves
Doug Nichols
Don Ayres
Jeff Stebbins
Lou Rauh
Dr. John Treadway*

*Tony Mollica
Jim Blake
Kathy and Bo Muller
Herb Hall
and others
yet to be announced.*

Visit ACBS.org for more information and registration forms.

REGISTER NOW FOR THIS GREAT EVENT!

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.


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UPCOMING EVENTS - 2005

MARCH 19 EDUCATIONAL WORKSHOP & PIG ROAST

PICNIC LUNCH ~ 10 a.m. - 2 p.m.

TOPIC: Glues, Gooos & Boatbuilding Schmooze (epoxies, glues, finishes)

Real Craft Boat Works (Eric Theship)

920 West 6th Street, # 8 ~ Carver, MN

Reservations required – BSLLOL reserves the right to refuse entry without reservation. RSVP to Jim Camery at 715-426-2022 or email: bslolinfo@aol.com and leave the names of ALL who are attending - along with your phone number: Reservations must be in **no later than March 14, 2005.**

COST: \$5.00 members & \$10.00 non-members.

Payable at the door

APRIL 30 EDUCATIONAL WORKSHOP & PICNIC LUNCH

10 a.m. - 2 p.m.

TOPIC: Safety & 'Gee Wiz' Electrical Systems for Boats

Merlyn Systems (Mr. Lyn Mattson)

24779 River Hills Ct. NW Isanti, MN

Reservations required – BSLLOL reserves the right to refuse entry without reservation. RSVP **no later than April 25, 2005** to Jim Camery at 715-426-2022 or email: bslolinfo@aol.com and leave the names of ALL who are attending, along with your phone number.

COST: \$5.00 members & \$10.00 non-members.

Payable at the door

MAY 22 SPRING KICK-OFF & MIXER

Al & Alma's, Lake Minnetonka

Cost: \$22.50/person - choice of 4 different dishes.

Cash bar.

Cruise on the lake after dinner, weather permitting.

Arrival Time: 4:30 (or before)

Dinner Served at 5:00 p.m. **Reservations required**

RSVP to Greg at 952-447-3919

BSLOL reserves the right to refuse entry without reservation.

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 TORCHLIGHT PARADE BSLLOL 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 11 CLUB CRUISE (This one is a Thursday night.) Location to be determined. Potluck dinner, no fees.

AUGUST 13,14 Concours d'Elegance - Antique & Classic Boat Display Bayport Marina on the St. Croix River, Bayport, MN. Details on page 11.

SEPTEMBER 7 CLUB CRUISE ON LAKE MINNETONKA Potluck dinner, no fees. Meet at Wayzata city docks at old railroad Depot @ 6:15 PM

SEPTEMBER 10-11 30th ANNUAL LAKE MINNETONKA ANTIQUE & CLASSIC BOAT RENDEZVOUS Maynard's Restaurant, Lake Minnetonka, Excelsior, MN Details to follow.

OCTOBER 2 FALL COLOR CRUISE ON LAKE MINNETONKA Preceded by brunch. **Reservations required** - BSLLOL reserves the right to refuse entry without reservation

Events subject to change

Contact any Board Member (#s on page 3) or email: bslolinfo@aol.com for additional information

For up to date listings of events along with changes and additions, frequently visit our website:

 **BSLOL on the Web**

www.acbs-bslol.com

MN LEGISLATURE BILL WILL AFFECT VINTAGE WATERCRAFT

The Minnesota State legislature is considering a bill that will affect the owners and operators of vintage watercraft. The House of Representatives version is H.F. 493 and the Senate version is S.F. 612. The law would make it easier for those that own and operate old boats to register these boats with lower or no fees. It will also allow the same owner the use of one registration that can be transferred to one or more watercraft that they own.

The Board of Director's of the Bob Speltz Land-O-Lakes chapter considers this an important piece of legislation and we urge all members of BSLOL (and friends) to contact their senator and representative to voice their opinion. The more people that let their reps hear how they feel, the more likely the bill will be enacted (or defeated).

You can read the full text of the bill (it's only one page) at www.revisor.leg.state.mn.us/bin/bld-bill.php?bill=H0493.0&session=ls84

Contact your rep. via phone or email ASAP. The name and contact information can be found on Internet (<http://www.leg.state.mn.us/leg/districtfinder.asp>). Actually, by the time you are reading this, the bill may have already been considered. The Environmental Committee will be the first stepping stone for the bill. Below is a partial copy of the bill:

H.F. No. 493, as introduced 84th Legislative Session (2005-2006) Posted on Jan 27, 2005

BE IT ENACTED BY THE LEGISLATURE OF THE STATE OF MINNESOTA: 1.9 Section 1. Minnesota Statutes 2004, section 86B.005, is 1.10 amended by adding a subdivision to read: 1.11 Subd. 2a. [COLLECTOR WATERCRAFT.] "Collector watercraft" 1.12 means a watercraft that is 25 years old or older, was originally 1.13 produced as a separate identifiable make by a manufacturer, and 1.14 is owned and operated solely as a collector's item.

Subd. 4. [COLLECTOR WATERCRAFT.] The commissioner may 2.4 issue a special permit to a person or organization to operate or 2.5 transport a collector watercraft without a license or 2.6 registration sticker in parades or organized group outings, such 2.7 as races, rallies, and other promotional events and for up to 2.8 ten days each year for personal transportation. The 2.9 commissioner may impose a reasonable restriction on a permittee 2.10 and may revoke, amend, suspend, or modify a permit for cause. 2.11 Sec. 4. [REPEALER.] 2.12 Minnesota Statutes 2004, section 86B.401, subdivision 13, 2.13 is repealed.



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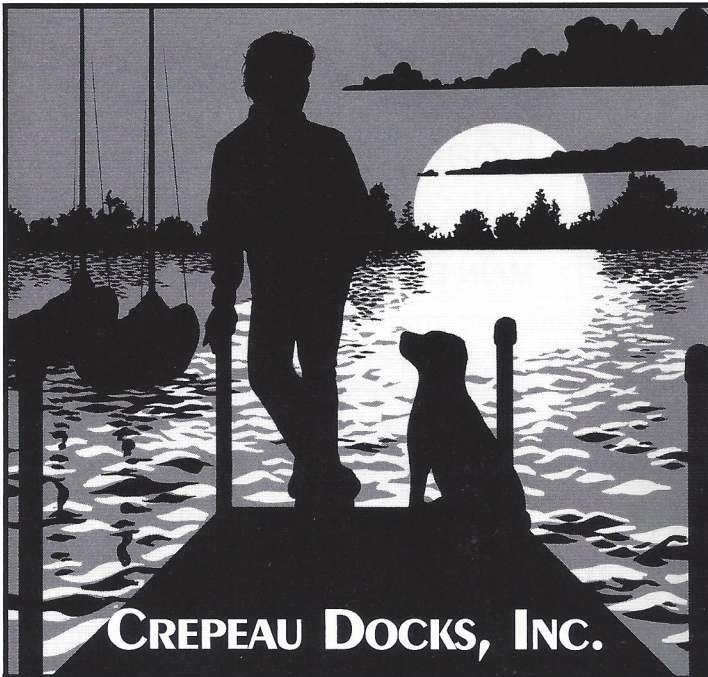
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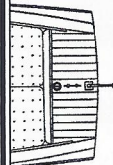


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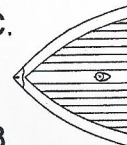
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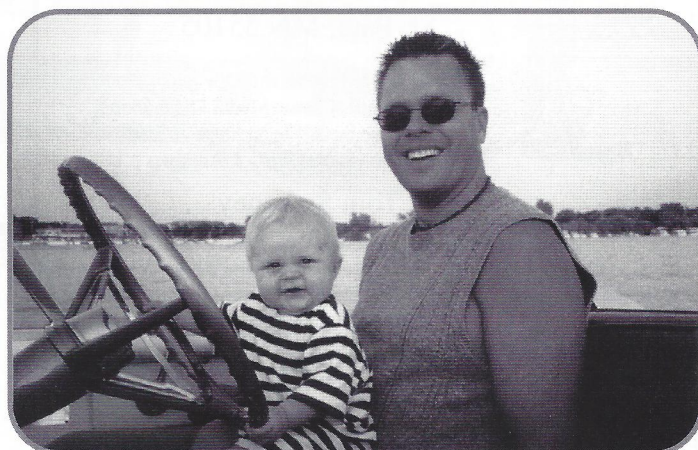
It's time to start thinking warm thoughts for Summer Boating! We invite everyone to join the **MANOTICK CLASSIC BOAT CLUB'S 30TH ANNUAL ANTIQUE & CLASSIC BOAT SHOW**. And, we have the perfect way to get you there - by water!! The flotilla will leave from Clayton on Monday, August 8th, arriving to our show site on Friday, August 12th. Accompanied by Jim & Linda Potter, this will be a comfortable and casual run up the Rideau River and Canal. For more information, and to register, please contact Linda Potter:

by Email: lp7001@aol.com

by Phone: 613-692-4208

by Fax: 613-692-6267

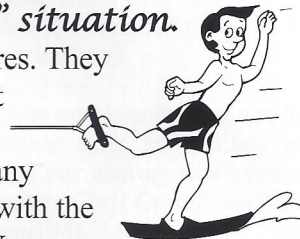
Nancy L. Taylor
 613-692-2241



Blake Ernst taking his dad, Brad for a ride on Lake Minnetonka last August in their 1966 Chris Craft Custom Ski Boat.

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

Dig out those summer pictures. 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. Your photo will be handled with care and returned as soon as it is scanned. Questions? Call the editor at 952-475-1384.



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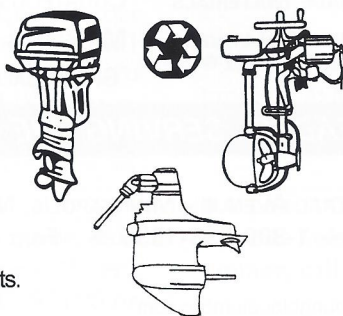
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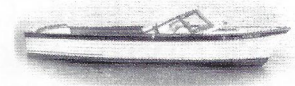
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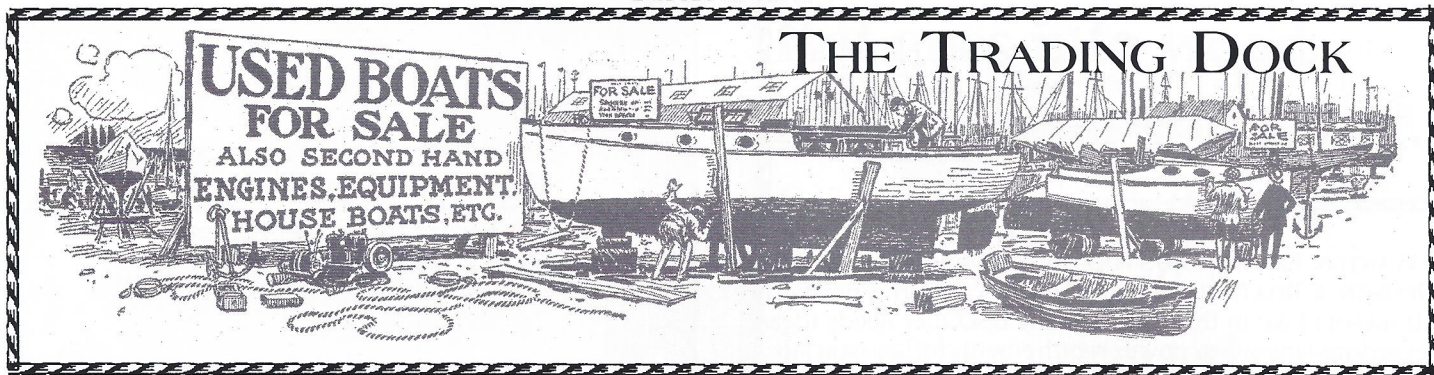
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●**1948 VENTNOR 21' FINNED RACING RUNABOUT** - w/M8 143 hp engine on dual axle trailer. Boat partially restored & the engine overhauled. Complete boat minus gauges. \$10,000. Contact Duane at 763-434-9181. (M1204)

●**1958 CHRIS CRAFT 17' CAVALIER UTILITY** - A boat "turn-key" operation! Everything you need for speedboating except you. Inboard 105 hp motor like brand new w/61 total hrs. Boat trailer for outings away from your lake. 140' of H.D. track complete w/dolly. Winch for easy boat removal from water. Shiftable, early car transmission 1/1hp elec. motor, emergency brake, 200' plus of 1/8" cable. Everything \$19,500 or BO. Seeing is believing. Call Bill 218-678-3911. Brainerd area. (M1204)

●**WANTED! AN ENCLOSED STORAGE TRAILER**, single or dual axle, road ready & waterproof, no more than 12 feet in length, used to store BSLOL club supplies such as tents, flags, etc. Low cost or a donated trailer is sought. Donations can be tax deductible since we are a 501(c)3 charitable organization. If you have any leads, please contact BSLOL President, A.J. Rhude, 612-823-3990, email: ajrhude@aol.com.

●**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. \$11,500 or BO. Call Steve at 952-475-1384 (M0205)

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●**1958 THOMPSON SEA COASTER** - Paperwork to show this was a R&D boat with a V-6 IO unit, several custom wood pieces, all chrome and glass with boat. Newer trailer(2000). Needs lower transom board and has 6" hog by transom. Not a pattern boat. Motor stuck. \$1,100

●**1958 LYMAN 16 1/2' OUTBOARD** - Pattern boat with good windshield. Sitting on a demo 16' trailer with inboard cage \$750

●**2002 TUG BOAT 12' HOME BUILT** - with 2- 8' barges to push in front, powered by 25 hp elect. start Merc OB. Very well built and well equipped for show or fun. Custom 32' trailer to haul your barge line down the parade or highway. \$2,500

Most of these boats have been at Treasure Island show and have won awards. All boats have current titles and trailers have current 2005 tags. We are changing our boating to a Lyman or such to go with or soon to be complete Chris Craft Aqua-Home. Don Johnson 319-393-2561 donj1946@aol.com (M0205)

●**FOR SALE...COMMEMORATIVE 100TH 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: ajrhude@aol.com

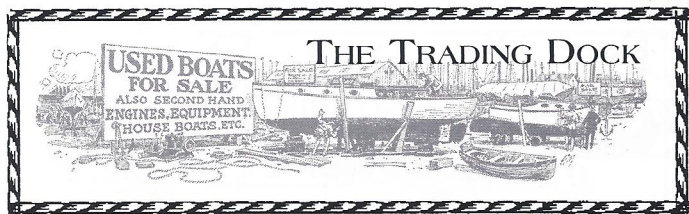
●**1955 THOMPSON 14' SEA SKIFF**, outboard lapstrake. Needs major restoration. No motor or trailer. \$300 OBO.

●**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: ajrhude@aol.com (M1004)

●**1955 CHRIS CRAFT 22' CONTINENTAL** - ML engine, tandem axle trailer. Bottom needs work. All hardware w/boat. \$8,000 or BO. Call Dave at 612-581-7819. (M1204)

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More Trading Dock on page 26



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

●**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 BSLOL 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 for more info.
(M1004)

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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

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Our thanks to Gary Baker
for this oldie, but goodie.
Can anyone identify the
specifics of this boat?
What? Why? When?
Where? Year?





1954 Greavette 18' Dispro



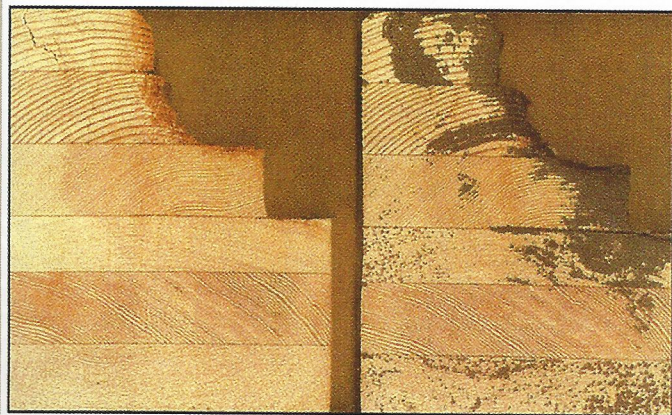
Inside view of the steering station of the 1937 Chris Craft 26' Clipper Sedan

Rot goes into wood farther than you think.

You cannot see all of it.

We can find all of it.

This is the modern technology that restores deteriorated wood.



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

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

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

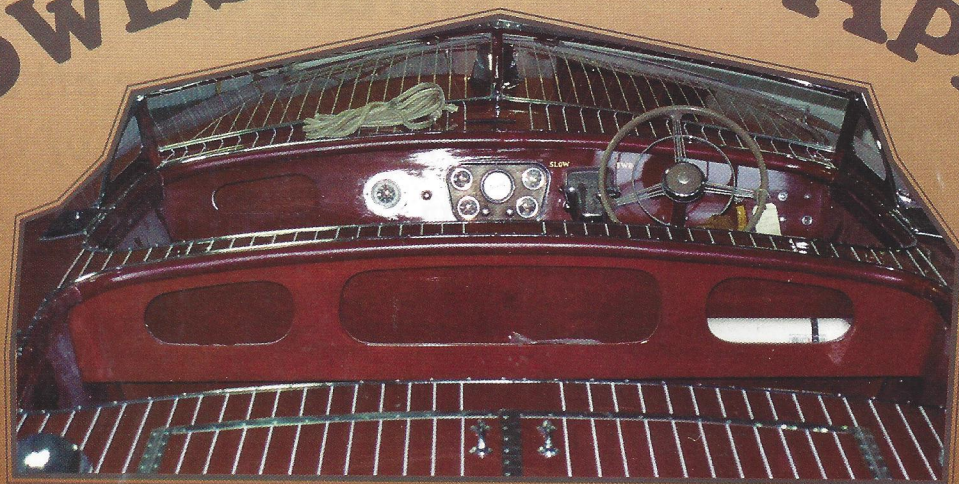
This is the first step in the restoration process. When finally painted, a fresh coat of CPES glues the paint to the wood, so the paint sticks better and lasts longer.

For more information contact: Smith & Co., 5100 Channel Avenue, Richmond, CA 94804-4646.

1-800-234-0330.

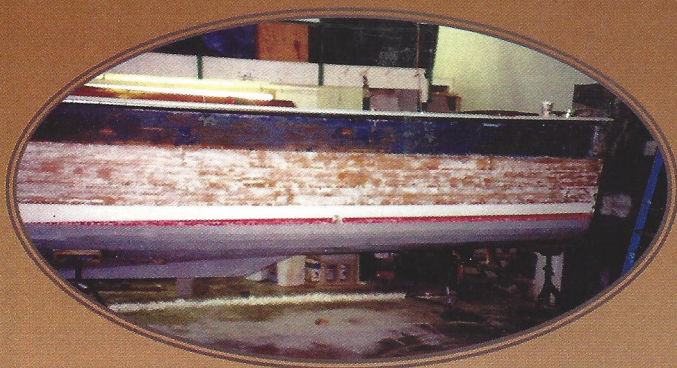
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