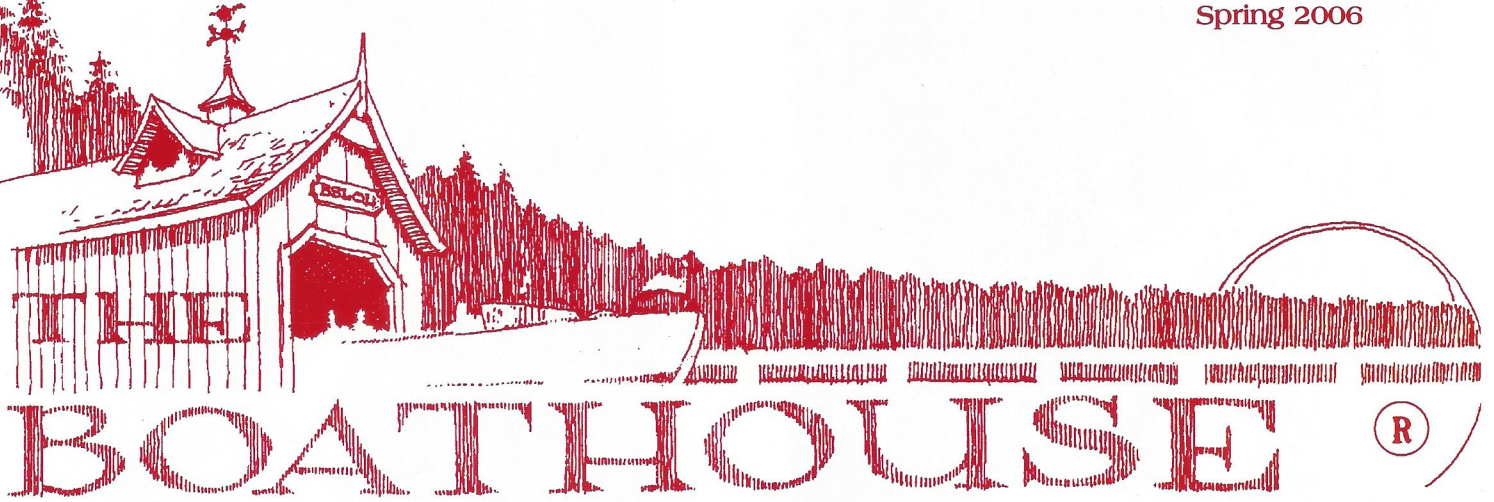


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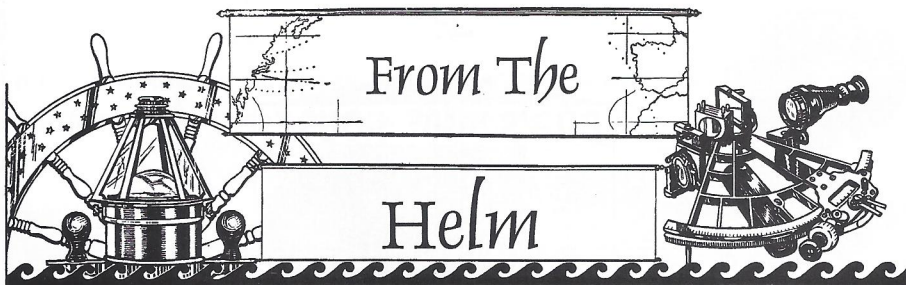
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Jim Camery
 BSLOL President

It's spring in the upper Midwest and time to be varnishing and painting. One of the rites of spring in my household is Jim vowing to be the first boat in the marina, going out to the boat barn and seeing which major component will need replacing, and struggling to be in the water by mid-June. This year it's some new hull planking.

We should all give a sincere thanks to the presenters of the three workshops this winter: *MAHOGANY BAY* with Kirk and Jess, *SURE-WOOD BOATS* with Sherwood Heggen, and *NELSON BOAT WORKS* with Dan Nelson and Fred Goughnour. These people get no reward for their efforts other than our thanks. When you see them at club events, please take a moment to thank them for their days of preparation.

While we're thanking people, I'd like to thank our BoatHouse advertisers for supporting the magazine and the chapter. The BoatHouse is easily the club's single largest expenditure. Advertising underwrites a substantial portion of the expense. It might sound trivial, but we really should patronize our supporters. Several are now offering discounts to BSLOL members which can total hundreds of dollars of savings for the cost of the membership. When you call them, please thank them for their support.

Now back to the varnish can...

Jim

BSLOL is an incorporated non-profit entity registered with the IRS as a 501(c)3 educational institution. Contributions may be tax deductible.



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Reflections of Bob Speltz from his personal photo album.



(Any notation Bob may have made will accompany his photos.)



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.

On Our Cover

One of the highlights of the Mt. Dora Show is always the amphicar. This year there were 14 of them. What a great sight!

A MT. DORA WEEKEND!

by Peggy Merjanian

The Sunnyland Chapter is well-known for putting on one heck-of-a-boat show and they always live up to that reputation. This year was no different.



Whether you just walked the shores (as I did) or ventured out on the docks, there were boats everywhere . . . gorgeous boats! There were so many boats on land, that in places, it was difficult to maneuver in and around them. They were stunning!



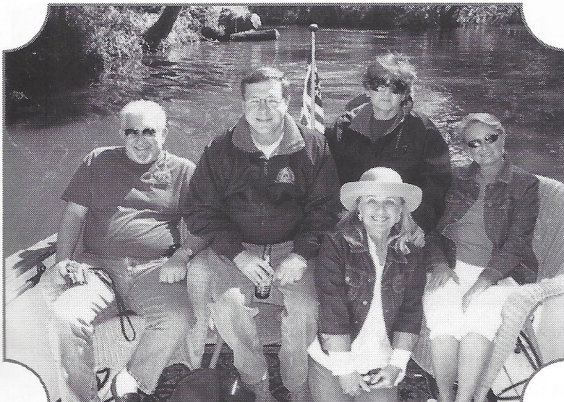
For the BSLOLers in town, the (now traditional) reunion of past and present BSLOL chapter members gathered at the home of gracious hosts, Jerry and Maureen Valley. Even though they've fled the land of "hard water", they maintain their membership and, most importantly, their friendship with fellow "Bob Speltzers." You can take the Valleys out of Minnesota, but you can't take the Minnesota out of the Valleys!

On Friday, Steve Merjanian and yours truly, along with Clark Oltman, Dave & Julie Wiborg accompanied the Valleys on their boat for a great cruise on Lake Eustis and the Dora Canal.

Others had the same idea and we met several along the way. At noon, we pulled up to The Harborside, a great eatery on the Dead River and enjoyed a leisurely lunch with those in about six or more boats who had the same idea.



Parked at the restaurant docks were some beautiful steam launches. What a unique sight that was! We passed a couple as we maneuvered through the channels.



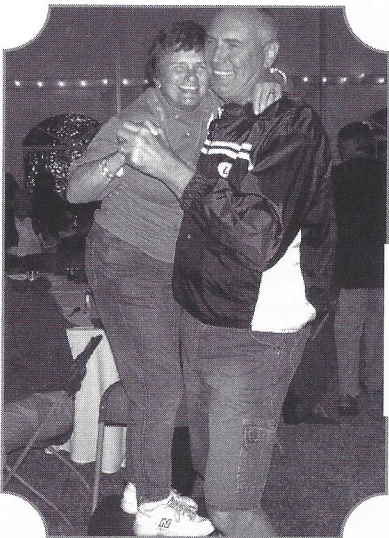
Clark Oltman,
Jim Aamodt,
Peggy Merjanian,
Marcia Aamodt &
Maureen Valley



A Mt. DORA WEEKEND!

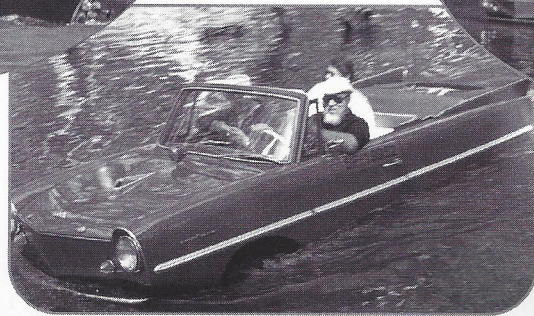


Show Traditions: the Amphicar "Splash-In" and the Amphicar parade. This year there were 14 of them!

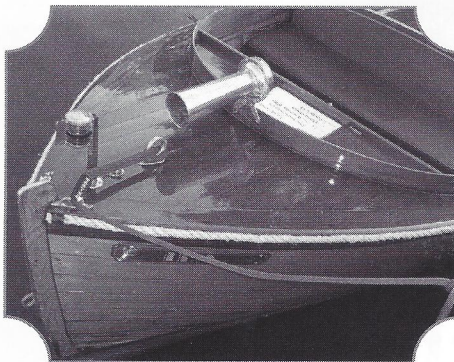


The long (Mike Yobe) and short (Becky Campbell) of it! The most unique couple on the floor Saturday night. Notice Becky is standing on a chair. Her shoes are at Mike's knees!

We Could have Danced All Night!



People enjoying Todd Warner's beautiful 30' Lyman!



Bow of Dave Doner's 1934 Yacht Tender, "IDA."



Maureen Valley and Terry Feist



A most unusual boat... it's a Russian craft that was used to rescue cosmonauts on their return from a space mission. It was monstrously noisy, but great fun to watch!

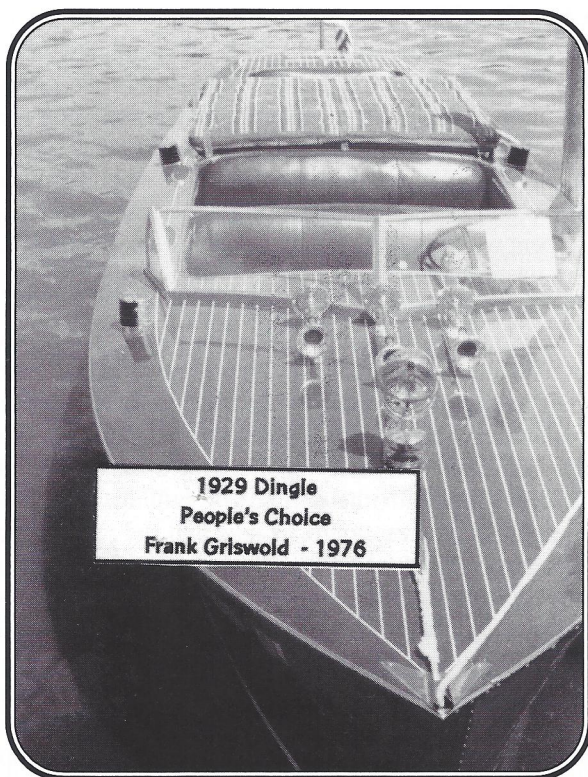


Remembering ...

We're going back to the early years for a look at Rendezvous winners. We've dusted off the old albums and we'll be printing some memories from our archives every issue.



From our very first Rendezvous after becoming an official chapter of ACBS ~ 1976.



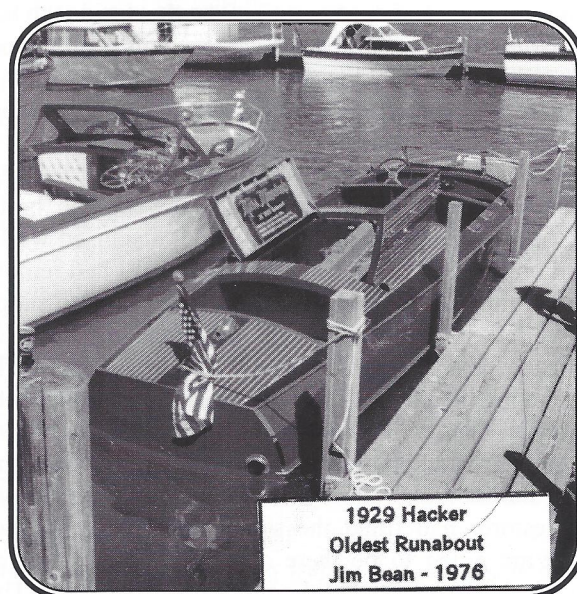
1929 Dingle
People's Choice
Frank Griswold - 1976

1929 Dingle
Peoples Choice
Owner: Frank Griswold



1887 Sandbagger
Oldest Sailboat
MacRae/Lizee - 1976

1887 Sandbagger
Oldest Sailboat
Owners: MacRae/Lizee



1929 Hacker
Oldest Runabout
Jim Bean - 1976

1929 Hacker
Oldest Runabout
Owner: Jim Bean

GADGETS AND KINKS



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

BEAUTY IS SKIN DEEP (Rot is throughout the frame.)

by Sherwood Heggen

Do you know the condition of the bottom of your boat? Have you ever considered what is beyond the beauty of the varnished mahogany? What ugly issues do you suppose are lurking within the bilge? If your boat has an original bottom or it is taking on water, you might be interested in digging in to see what the problem is. You might be surprised.

Recently I moved a boat into my shop to repair some damage on the bottom. The bottom appeared to be in sound condition except for the obvious damage that had been poorly repaired. On going is an account of what problems this boat revealed to me. Hopefully this will give you some fair warning regarding what you might expect if you should decide to tackle a bottom repair or rebuild.

To be able to do bottom repairs on this boat, it was necessary to remove the bottom planks. Before I could start that, the boat had to be gutted, meaning the engine had to be pulled, the seats and floors removed, gas tank drained and removed, and anything else removed that would be in the way of getting the bottom off. Often there are parts, such as engine or seat risers, floor supports and rails, steering mounts, etc., that restrict access to the bolts through the stringers holding the frames in place. Remove anything you suspect will be in the way of disassembly.

Bottom removal of the Chris Craft begins inside the boat. There are hundreds of pan head screws holding the inner planking to the outer planking from the inside the boat. To not remove these screws will guarantee great difficulty in removing the outer bottom planks. The screws might be small, but they have amazing gripping power. I found them at the edges of the inner planking strips in a line between the bottom frames. Some of these are difficult to find, disguised well by grime and bilge paint. Once I was satisfied that I had removed every one of those little buggers, I built framework to support the boat while it is upside down and turned the boat over.

With the boat upside down on the sturdy framework, I began removing the putty in the bottom screw holes - all 1800 of them. This went well since the holes were filled with the plaster type putty that breaks up and is easily removed with an ice pick or similar tool. You might not be so lucky if some well meaning restorer had filled the screw holes with an epoxy putty. You are going to be there a while digging those out. Anyway, I kept at it until all of the screws were exposed. Then, I began removing the screws. I find that I can carefully use a variable speed drill with screw driver bit to loosen and remove most of the screws, but at the first sign of the bit jumping out

of the screw slot, I change over to a manual screw driver to loosen the screw. It is too easy to damage the screw slot with the variable speed drill because it isn't possible to control it as well as a manual screw driver. Once the screw slot is damaged, the screw can be very difficult to remove. For the stubborn screws, be sure the slot is clear of debris and use the manual screw driver with a

lot of downward pressure on the screw to keep the screw driver in the slot. Once loose, use the variable speed drill to spin the screw out.

Speaking of spinning, if you find a lot of screws that just spin in the hole, you have a problem. I found the majority of the screws in the transom base were broken off providing no holding power at all to keep the bottom planks tight to the frame. Other "spinners" were a sign of something else - either rot or a cracked frame and confirmation that the bottom needs attention. The process went on until all 1800 screws were out and in a bucket, never to be used again. They will go directly to metal recycling where cash is given for the metal.

Time had come to pull the bottom boards. One by one the boards were lifted from the home they had enjoyed for the past 67 years. Yes, this was an original bottom. Occasionally a plank would not pull free only to find that one of those pan head screws was still in place. A pry bar and some grunting noises soon freed the plank. A down side of taking an old boat apart is the smell of oil soaked planks and musty, rotten canvas. The smell permeates my workshop and clothes and hangs with me where ever I go. Everyday spent working on the boat makes me smell musty. It is a great day when the boat gets new lumber, the old boards are burned and the musty stink no longer has to be endured.

The next thing to remove is the inner planking. Just pull and remove the planking, right? No. First remove what remains of the rotten, musty smelling canvas and dispose of it. Then pull the inner planking. Each of these planks is held in place with very small iron nails and many of them have rusted partially away and break off with the activity of pulling the planks. Pulling the planks creates clouds of dust and debris as boards break and remaining canvas parts break loose. Crap flies all over. Wear a dust mask. What remains after the inner planks are off are nails that didn't come loose with the planks. They should be pulled for safety reasons, as they can catch and tear skin if you would brush over them, or if the frames are to be replanked.

Now you have a good look at the bottom frames to see what would be necessary to repair or replace. Being the optimistic type, except for the known damage, things looked pretty good. Closer inspection of the transom base started to clear away the optimism. Besides all of the broken screws in the transom base, someone had previously replaced it, making it only big enough to slide in from the back between the chines. There was no tight fit to the chines and a large void was filled with 3M 5200 or the like. Looks like the transom base gets replaced. Moving forward and cleaning the sludge and grime off the strut frames, I found another problem. The strut frames had a wiggle

Gadgets & Kinks cont'd on page 10

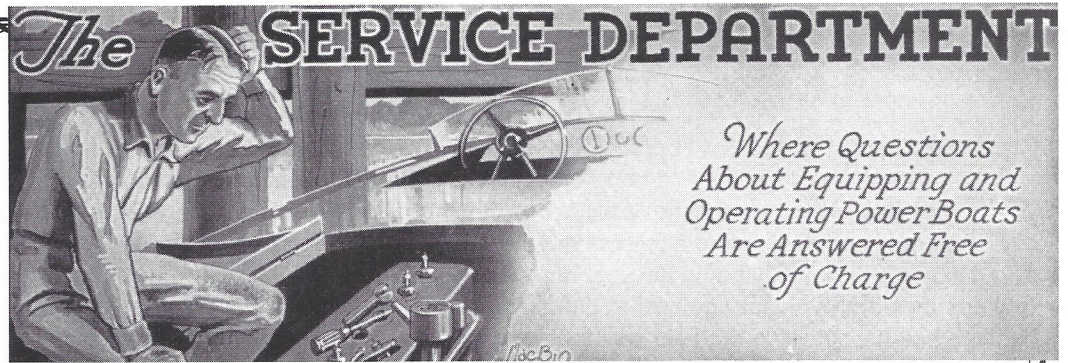
Dear Mr. & Mrs. Merjanian,

Doctor Motorhead here. As you well know, Piston and I spend our spring break in Fiji attending the South Pacific Collegiate Hockey Association's final four. Even though Piston has graduated and no longer plays hockey for the University of Hawaii, we still so enjoy participating and rooting for our favorite team. Certainly the beautiful beaches, catching some rays and drinking tequila tutus from a coconut shell has its lure for the two of us as well.

The rules here in Fiji are quite different than in the U.S. Here, betting on the outcome of the collegiate tournament is encouraged right in the hockey rink itself. Not being a betting man, I was convinced by piston to make a wager on the final outcome. I decided to bet on the underdog, hoping for a cinderella story and an upset. The odds were not in my favor as the tiny junior college from New Caledonia had only six players on their team. But what the heck, nothing ventured, nothing gained. I sauntered up to the betting window, placed a bet on the New Caledonia Guppies to win; a long shot of 150 to 1. What the heck, it's only money. Well, wouldn't you know, they pulled it off. The final game reminded me of the "Miracle On Ice" when the United States beat the Commies in Lake Placid during the Olympics. Brilliant play – they controlled the pace, style and speed of the game, which left the Tonga Humpbacks on their heels. The atmosphere was electric, more fun than anyone should have. My bet was immaterial that day – the game was paramount. Some of the best hockey I've seen.

So Peggy, what does one do after winning \$15,000.00 on a long shot? Press your luck and head for the casino after dinner, which was my treat by the way. Confidence was present but that word alone doesn't do justice to the euphoria I was feeling. Invincible may describe my feelings at the time. Stupid is as stupid does, so I put my entire winnings on 26 red at the roulette wheel. The place went silent as the entire casino's focus was turned to the wheel. Beads of sweat were forming on the brows of the casino owners and their employees. The wheel was spun and the ball was sent into motion. I was wearing my lucky shirt, the one with the BSLLOL logo. My fingers were crossed and my eyes were shut. It wasn't until I heard the roar of the crowd while being lifted to the shoulders of my dinner guests, that I knew I had won. The jubilation was beyond incredible, even beyond words. I beat the wheel with a 35 to 1 pay off. I was able to parlay my \$100.00 to over \$500,000 in just a few hours.

While digesting all of this and wondering what to do with my winnings, Piston came up with the grandest of



*Where Questions
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of Charge*

ideas. "Let's throw a party," he exclaimed. "Pip, pip," I countered, but whom do we invite? Well, after a couple of tall cool ones, we decided to reward all those who have written into The Boathouse over all these years, Charter a jet and fly them down for a week --- all expenses paid.

We did it and we did it big; they were all here: Bewildered, Hydro Carbon, Tommy Burns, Prolific Pendocrast III, Derwood Peafreen, Happy Wanderer, Mortified "Mort" Anderson, Lester Prairie, Clyde Kadinger; Fed Upity, Bummed to the Max, Dopey, Sparky, Oily McPherson, Waldo Rizlado, Smokestack Lightning, Disco Danny, Inka Dinka Do, Skippy, Cabo Bobo, The Other Woman, One-for-the-moment-without gas, Warmest Regards, All-revved-up-with-no-place-to-go, Jimmy Hoffa, Bobby "Big Bong" Bitzco and Arnie Torgelson. Hopelessly-lost-in-the-meanderings-of-my-own-mind, Jobe, Alfie, Lou Brisity and the Enlightened One, just to name a few. We pulled it off and we are still partying. One big problem though, I haven't written an article and I know the deadline has come and gone. I have a headache and I can't find my computer. So, you'll just have to do without me this time. I know this isn't at all like me and irresponsibility isn't a trait I savor. However, that's the reality. Maybe you can get Jim Aamodt to write an article on spring tune-ups or something. He's a motorhead too, just not a doctor. Signed,

Dr, Achinghead, Piston and the rest of the crew.

PS: Actually we all have headaches, probably will stick around here for a few more days. I hear the ice went out last week on Minnetonka. Looks like I won't have the first boat on the water this year.

Editor's Note: I thank the good doctor for the blow-by-blow account of that fascinating junket with the "unique crew." While we'll certainly miss the wit and wisdom usually found here, I took the suggestion and got Jim Aamodt's permission to reprint this column he wrote a few years ago for The BoatHouse. We all know Jim's expertise in this area, so his advice is well-taken. We thank him for agreeing to fill in for the rambling, roving doctor.

Engine Checklist cont'd on page 11

GADGETS AND KINKS



*A Department in which
 Readers of Power Boating
 Swap Useful Ideas*
 cont'd from page 8

factor of between nine and ten. That is pretty extreme. The larger of the two was broken in the middle.

About this time I decided to remove the keel to free things up and see how loose other frame members might be.

Digging for bolts that held the keel in place, I found gobs of caulking filling voids in the keel at the transom. What ever damage had happened to the keel was repaired with caulking rather than with wood as it should have been. Three different colors of paint can hide a lot of problems. The keel eventually was removed and set on the workbench for cleaning and repair. The paint was stripped from it and then thoroughly washed with lacquer thinner. The oil soaked surface was scraped and planed to remove the surface crud. Below was reasonably clean, useable wood. Once the voids are replaced with new wood, the keel will be ready to go again.

Next the chines were loosened by removing the bolts holding them to the main frames. That sounds easy enough except that the bolts had been there a long, long time and didn't want to leave. Often, at the factory when the boat is built, the nuts are tightened down on the bolts and then the excess bolt length is cut off at the nut. This damages the end of the bolt and the nut will not easily turn off. Attempting to back the nut off with a wrench just causes the carriage bolt to turn in the chine. The bolt is buried deep in the chine and there is no way to get a grip on it, so a way has to be made. The easiest way I have found is to drive a narrow bladed screw driver into the hole next to the bolt head. Then while turning the nut off with a wrench, turn the leading edge of the screw driver blade against the bolt head. This wedges the screw driver blade against the bolt and stops it from turning, allowing the nut to be turned off. If that fails, try a hack saw to cut the bolt, if you can get at it.

The auxiliary frames are held to the chines by a large screw which passed through the chine and into the end grain of the frame. But in most every frame, the screw was broken or stripped, so that lessened the disassembly time. That leaves the bottom frames free to move around which does not promote a water tight bottom. Another thing I noticed was that the auxiliary frames were not fit tight to the chines. That is not how the factory built it; the boat had spread over time.

With the chines and keel removed, it was apparent that frames were no longer fastened tight to the stringers. There had to be a reason why. Screws securing the strut frames were made of steel and had rusted away leaving little to hold the frames in place. Some time in the past life of this boat, someone had noticed one of the strut frames was loose. A quick fix was done with a steel lag bolt screwed in from the top of the stringer down through the strut frame to secure it. Over time the bolt rusted, destroying the wood around it. There was no longer anything holding the frame in place. The frame was simply lifted off the stringers to remove it. It is no wonder the frames were easy to wiggle as stated earlier. In many cases, the rusted screw left an oversize hole. To repair the hole and larger hole was drilled and plugged with a mahogany bung and epoxy filler. Now there is new, solid wood for the new silicon bronze screw to hold fast in.

The auxiliary frames were next on my inspection run. Every one of them was oil soaked and/or showed evidence of

rot or breakage. Bottom ties also were oil soaked and broken. Every auxiliary frame was loose and free to move up and down. The screws holding them to the stringers were also steel. The steel screws were locked in their holes by rust plus the slot for the screw driver was didn't exist any more. Using a screw driver to remove the screws was not possible. Instead, a chisel was used to open a slot beside the screw, and after the bottom tie was removed, the frame was rolled away from the bolt to remove it. Care was taken to keep the frame intact to use it as a template for its replacement. To remove the screws a vise grip pliers was required.

Each of the auxiliary frames was replaced with new wood and brought into alignment with the existing main frames. I noticed that the keel and bottom was not flat forward of the transom as it should be. In addition to that, the auxiliary frame in front of the shaft hole in the keel stood proud of the rest of the frames by at least a quarter of an inch. This caused a hump on both sides of the bottom. Maybe this accounts for the wedge someone had installed at the transom to make the boat plane flatter at speed. That hump was mistakenly built into the boat at the factory. The keel was flattened and new auxiliary frames were installed correctly this time to flatten the planing surface. The wedge should no longer be necessary to achieve a flatter planing angle.

Problems were also found with the main frames: oil soak, cracks, broken screws, rot, some kind of a brown fungus growing between the chine and the frame. Remember I said the boat was in for bottom damage repair. Well, the damage went a lot farther than just a hole punched in the bottom. I believe the boat was run on a Colorado river when it hit an underwater boulder, sinking the boat. The water was heavy with silt which found its way into the boat and settled in the hollows and cavities in the frame, especially in the frame/chine junction. The silt remained there and held moisture which encouraged rot. There was no hope in saving the main frames. One by one they were removed, copied with new wood and replaced. The bottom ends of a number of topside frames also had to be replaced and held in place with a sister frame.

From the outside, the chines looked pretty good. Inside they were bad news. Rot at the main frame areas and erosion at the transom was obvious. They will be replaced.

Did I mention the stem. No, I didn't. It is not unusual to see the bottom of the stem cracked, dried out, and broken. This was the case with this stem and a new section was scarfed in place and fastened to the gripe. Believe it or not the gripe was in excellent condition. A good cleaning and it was good to go.

So does that give you an idea how beauty is skin deep but rot is throughout the frame. If your boat has an original bottom, I can guarantee there are problems that are compromising its strength and safety. This boat with the "good looking" bottom will soon a bottom that will be both good looking and sound for safe ride for years to come. Do the same for your boat.

If you are puzzled with how to proceed on your boat project, don't hesitate to call or e-mail me at 715-294-2415 or Heggensj@Centurytel.net. Your questions should have answers so you can get on with your project. I look forward to hearing from you. Now, put this magazine down and go work on your boat.





THE SERVICE DEPARTMENT

Where Questions
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of Charge
continued from page 9

ENGINE CHECKLIST

We're all anxious to get our boat in the water. The normal checklist of engine maintenance, oil changing, charging the battery, safety equipment and a clean-up, makes the boat almost ready for the water...but not quite. Following is a reminder list of things that should be done annually for antique to older wood boats — some of which you may not have done for years if you have normal procrastination tendencies. Run down the list and see if you've addressed all of them.

BATTERY AND CABLES

If you have a 6-volt, or a large engine with a 12 volt system, have large (#00) cables and clean connections (clean with water and baking soda.) Test batteries - replace if needed and be sure to clean the battery cable to engine ground part.

STEERING - GEAR TYPE

If loose, secure brackets and check for gear play. The sliding upper collar will adjust bearing load while the eccentric side plate will adjust gear mesh. Final adjustment is usually a compromise as gear wear is in the center of steering wheel pattern and removal of same will eventually lead to too-tight a fit at each extreme of steering turns. Be sure to re-seal with a liquid sealer any adjustment moved items before final tightening. Also check ball socket and Pittman arm. Arm should be bolted solid to shaft, ball joint spring should have tension and grease in it. The steering box usually contains #90 lube, and check fill hole so it shows to within 1/4" of base. Check and replace leaky seals. A gear filled with grease is second best and will work, but it is only this way because leaking oil seals were not replaced.

CONTROLS

Older units with rod and ball socket system should be checked for ball socket wear (replace as necessary) interference and undue friction in routing. Apply some waterproof grease to binding areas. Replace loose clevis pins, cotter keys, or worn levers, steering and mechanical shift leakage should be checked for the same. Cables for tachometers, 90 degree tack drive elbows and push-pull cables should all be checked and lubricated. If push-pull cables are frozen, replace the unit.

ELECTRICAL

In addition to checking all functions, consider a dedicated ground system. Chris Craft and others relied on copper oil lines, rods and levers, etc, to act as a ground circuit. Add

dedicated wires from engine ground to base of dash, steering gear, rear light, and fuel tank. Most importantly, make sure there is a ground wire from metal gas filler to gas tank to prevent explosions. Ground wires from engine block to strut, rudder, and other thru hull fittings will also prevent electrolysis.

FUEL LINES

Check for leaks. If copper, make sure lines are not chaffed, or free to vibrate (and crystallize and break.) Rubber lines should be free of kinks, double clamped, and insulated from any hot areas.

DRIVESHAFT

If you have a pre-war boat with an actual ball-socket bearing built into the stuffing box, get rid of it pronto!! This should be converted to the modern flex hose - stuffing box so that as the boat flexes, it will not bind or break the prop shaft.

After your boat has been in the water a few days, align your prop shaft if this has not been done in the last two years. First, check your strut bushing (under the boat in the strut.) If it is rubber — a slight movement laterally of the shaft is OK, but if the shaft can wiggle loosely in it, replace. Next, loosen the coupling on the rear of transmission, usual four bolts holding the two flanges together, split apart the flange (maybe 1/8"), then re-tighten bolts so there is from .010 to .050 clearance at the 12 o'clock position. Whatever is the test dimension, use a feeler gauge to check at 3, 6, and 9 o'clock for a dimension that each are within .004 of original selected dimension. Adjust the motor mounts to correct to tolerance and check for loose mounts, separating rubber cushions, broken bolts, etc. Replace as needed. Tighten up (and perhaps new grade 5 or 8 bolts) when correct.

ENGINE THERMOSTAT

If you have one, remove and replace if automotive style (restrictor) or hot water test, clean and re-use if by-pass style, using new gaskets and sealer. Replace if it fails. If you don't have one, consider a universal mount by-pass style (about \$100 new) as it will improve performance, engine life and economy.

SPRING HINT

Before replacing spark plugs, with battery hooked up, disconnect coil wire, squirt some oil (a teaspoon of engine oil) into each cylinder and crank engine 10 seconds with plugs removed. Next, check engine boxes and water pump packing, fill block with water, recheck for leaks and leave water in engine for launching fire-up. Do your normal safety item checks, add fresh fuel, stir briskly in the lake and go boating!



Editor's Note: The following article appeared in the March/April, 2006 issue of "Minnesota Moments" and is reprinted here with the permission of author Erik J. Roadfeldt and "Minnesota Moments." Our thanks for allowing The BoatHouse to present it to its readers. Paul Mikkelson is a long-time, highly respected member of BSLOL whose name is synonymous with Larson/Falls Flyer boats.

BOAT COLLECTION FINDS HOME IN WILLMAR 'GARAGE'

BY ERIK ROADFELDT

Ever felt your garage isn't quite big enough? You know — too much stuff, not enough space?

For Paul Mikkelson of Willmar, Minnesota, the problem was worse. His collection of antique Minnesota-made Larson Falls Flyer boats was (gasp) — garageless.

"I used to store the boats in different cubbyholes around Minnesota," Mikkelson explained. For boat shows, he and his family would gather up the collection from different sites and trailer it to the event, often making multiple trips. "By the end of a show, I had a tired family that just wanted to go home. Unfortunately, we'd still have eight more boats to move."

It was exhausting, and as his collection grew, it became clear that his rare and beautiful Falls Flyers would need to retire from the boat show circuit. So, Mikkelson went garage shopping.

He contacted a realtor friend in Willmar who recommended an old manufacturing warehouse in town. The building had been neglected and empty for years. The windows were broken, the floors were cracked, the furnace was ancient, and a family of raccoons lived in the attic. It wasn't pretty, but the price was right —so was the 7,800 square feet of space. Mikkelson bought the place and went to work.

Over the next year and a half, his boat garage got a

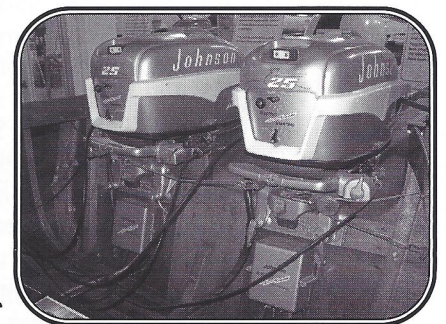
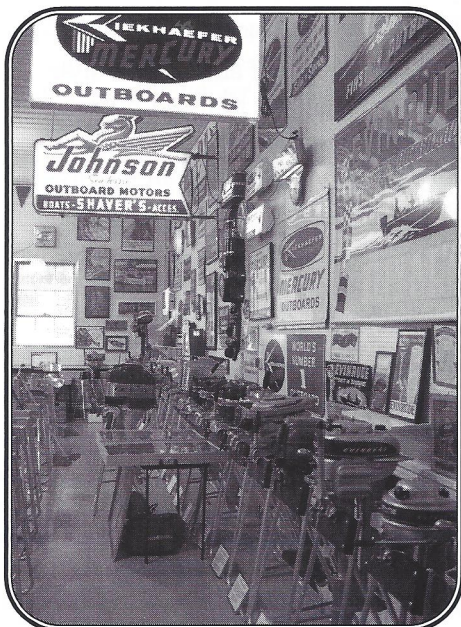
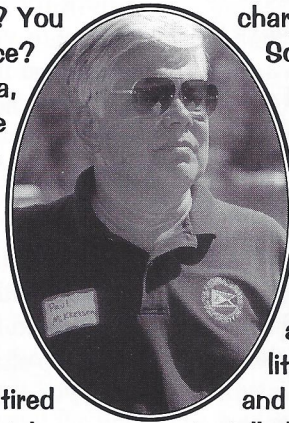
new roof, energy-efficient windows, updated electrical, plumbing, heating, and flooring. Even the outside received a face lift! "We basically rebuilt the place," Mikkelson said. As the structure improved, people would stop by to see his progress and his boats. "Friends would visit and say, 'Why don't you

charge a fee and open this place to the public?" So, he did.

To make the garage more comfortable, he added a bathroom and mini-kitchen. Cases were built to protect and display his boating collectibles. The empty walls were covered with pegboard and painted Falls Flyer colors - ivory, black and red. Soon, marine signage brightened the once-bare interior. Old boat and motor ads, posters and Larson sales literature led the way followed by lighted signs and promotional clocks all powered by the newly installed (and numerous) electrical outlets.

The result - The Mikkelson Antique and Classic Boat Museum. For the vintage boat lover it is heaven on earth. Inside, you will see the most beautiful and carefully restored Larson boats in existence. There are 14 extraordinary watercraft on display. All are in immaculate condition and water ready. The centerpiece of Mikkelson's collection is his Larson Falls flyers. One glimpse and you will know why. These watercraft were made to exemplify style, grace and speed, and the designers succeeded in grand fashion. The Falls Flyer has beautiful lines and curves. It was constructed with steam-bent white oak frames and cedar strip planking and then finished with canvas skin. Later models employed fiberglass. Most Flyers were outboards. a few were inboards. Each one was built by hand, before the time of mass-produced look-alike boats, at the Larson Boat Works in Little Falls. The Falls flyer name was inspired by world-famous aviator and Little Falls native Charles Lindberg.

Surrounding Mikkelson's boats is a wonderful sampling of pristine and unique outboards. As guests browse the rows of classic motors, it's not unusual to for own boating memories to rekindle. Johnson, Evinrude Mercury, Scott-Atwater - they are all here, plus several other scarce brands. A few outboards



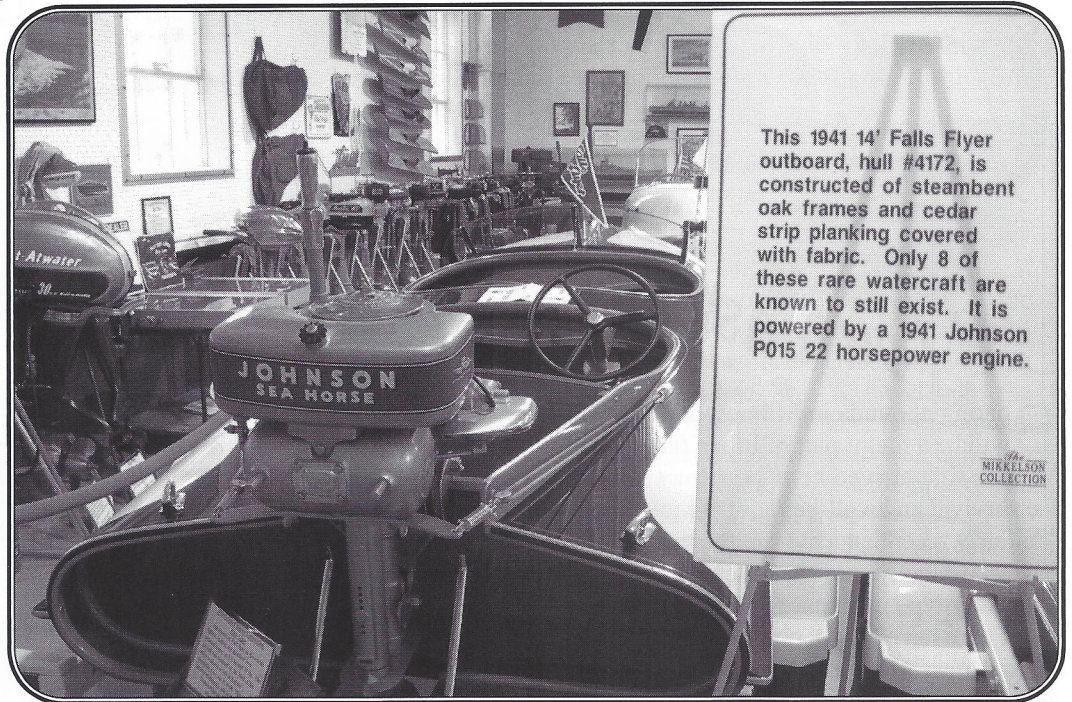
Boat Collection - cont'd on page 13

Boat Collection - cont'd from page 12
 are pedal powered. All look showroom new and are ready to run.

For kids of all ages there are also hundreds of toy boats from all over the world. Battery, steam; and gas-powered motor boats; submarines, wind-up vessels - Mikkelson has it all - a world class display of maritime toys both old and rare.

Although he is retired, Mikkelson's passion for boating artifacts and memorabilia hasn't waned. "The collection is in a state of perpetual change," he said. "I'm always adding, building and improving. Its become an obsession for me."

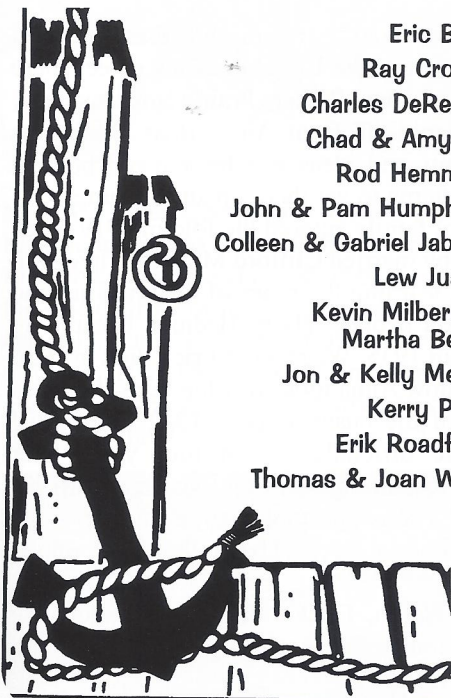
The Mikkelson boat garage-turned-museum is owner operated. When Mikkelson greets you at the door, you immediately feel comfortable and welcome - not to mention thankful that his collection finally has a home.



This 1941 14' Falls Flyer outboard, hull #4172, is constructed of steambent oak frames and cedar strip planking covered with fabric. Only 8 of these rare watercraft are known to still exist. It is powered by a 1941 Johnson P015 22 horsepower engine.

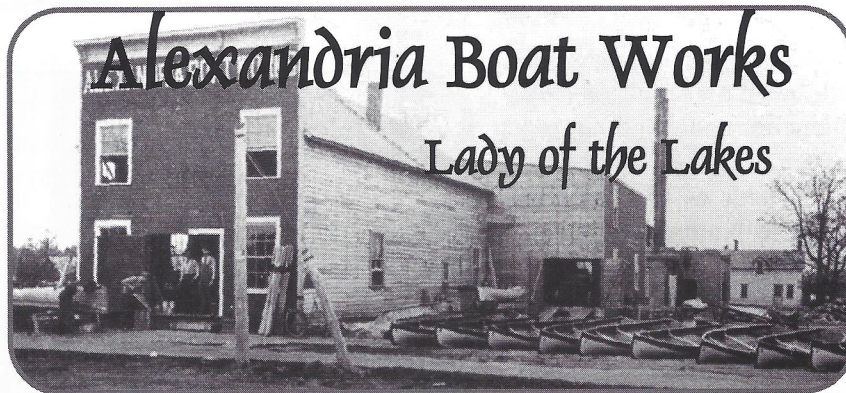
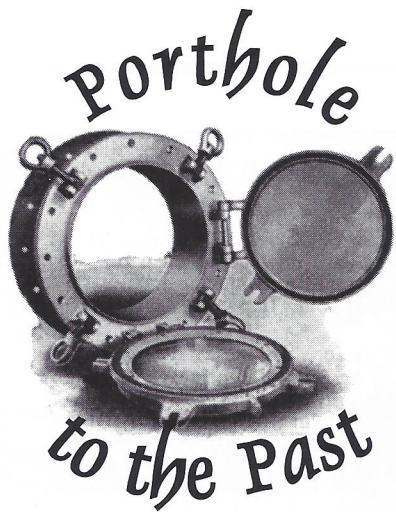
THE MIKKELSON COLLECTION

Welcome Aboard!



- | | |
|------------------------------|--------------------|
| Eric Boss | Plymouth |
| Ray Crosby | Chaska |
| Charles DeRemer | Fargo ND |
| Chad & Amy Dill | Shorewood |
| Rod Hemming | Maple Grove |
| John & Pam Humphrey | Shorewood |
| Colleen & Gabriel Jabbair | Tonka Bay |
| Lew Juadis | Sturgeon Bay WI |
| Kevin Milbery & Martha Beery | Mendota Heights |
| Jon & Kelly Menth | Excelsior |
| Kerry Price | Austin TX |
| Erik Roadfeldt | Duluth |
| Thomas & Joan Ward | Shawnee Mission KS |





By Andreas Jordahl Rhude

Boating abounds in Minnesota. It always has and it always will be a major part of life in the region. From the time that humans first arrived here, boat transportation has been vital to the survival and well-being of the inhabitants. Pleasure boating is a fairly recent endeavor in the big picture of humanity. It has not been much more than a century that pleasure boating has made any type of impact on our lives.

There have been a plethora of small, regional boat builders in the Upper Midwest. The "Land of 10,000 Lakes" was a natural for spawning many boat makers. Alexandria Boat Works (ABW) in Alexandria, Minnesota was one such endeavor.

Erick G. Erickson was born in Sweden in 1866 and arrived in American at the age two with his parents. At the young age of seventeen he decided to build a boat for his own fishing adventures. The family lived near Lake Ida outside of Alexandria. It was only natural that boats for hunting and fishing would be a prominent aspect of food gathering in the nineteenth and early twentieth centuries. Neighbors soon asked Erick if he could build boats for their use. With this background he began making boats for resale in 1885 while also working at other jobs. He soon was known as "Boat Erick!"

In the late 1890s he moved his tiny operation into the city of Alexandria and built a small shop. In 1903 he moved to a new location at the corner of what is now Broadway and Third. In the autumn of that year Erickson appealed to the city officials, asking to run a steam pipe from the municipal light plant into the boat shop. He wanted the steam source for use in bending rib stock and other curved components of the boats. He was allowed to tap into the city utility.

In 1906 the plant was equipped with a planer; rip saw; cut-off saw; band saw; shaper; drill press; boring machine; and a rounding device. A six horsepower gasoline engine ran the machinery. Six men were employed in the boat building trade that year with two additional part timers. They had nine gasoline launches plus 100 row boats in stock ready for shipment in March 1906. By 1914 Erickson's boat shop covered 7,000 square feet of floor space.

Most of the boats were sold within a small radius of Alexandria. Some went as far as Kansas City and Chicago. However, the bulk of sales were in the Minnesota region. The earliest boats were built with lapstrake hulls. Around 1902 Erickson switched to strip built, smooth hull construction. As with most builders of cedar strip boats, Alexandria Boat Works claimed to have invented convex-concave hull strips. Virtually every boat maker using this method claimed they were the first

to do so or that they perfected the method.

Sometime in the early days of the Alex Boat Works the name "Lady of the Lakes" was attached to their products.

The name stuck and was used as the trade name for their boats for the remainder of their existence. By the early part of the twentieth century launches were dropped from the product mix in favor of outboard powered boats and rowing boats.

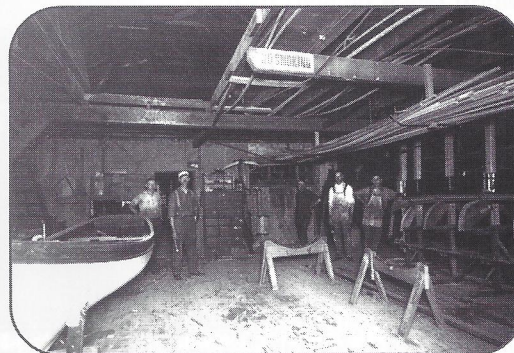
Numerous US patents were granted to Erickson including an underslung boat trailer in 1925; boat anchor; his strip-built method of boat construction; self-locking oarlock; and an aquaplane surfboard.

A major factory revision was completed in 1930. The original factory location was sold to a service station and a new L shaped factory was erected wrapping around the corner gas station. Eighty boats were on hand and ready to be shipped in February 1930.

A number of other boat builders got their start at Erickson's Alex Boat Works. Ole Lind began his career there before venturing out on his own. Parkers Prairie Boats made by Joe Friet was also a spin-off from Alex. Boat Erick was generous with his talents and ideas and he allowed both of these men to use his patterns to get them up and running!

A new generation of family entered the fold in 1919 when Erickson's daughter Ruby married Clifford Movold. They both joined the boats works, learning the ropes of boat making and the business end. Erick's nephew Harry Bedman became an owner of the operation in 1935. When Boat Erick died in 1936 at the age of 69, his widow Anna took over the reins. She was active in the running of the business until 1942 when Cliff Movold took over. He officially retired four years later although he continued to participate in the business until his death in 1967. Clifford's son John took charge in 1946 – the third generation to run the boat works. His brother Mark joined the team in 1962.

Mildred Erickson Wallin, Erick's daughter recalled one snowy winter. She remembered one evening that her dad said



Porthole to the Past ~ Cont'd on page 15

Porthole to the Past ~ Cont'd from page 14

"In the morning I'll have to get the men up on the roof and clear it off. The snow is pretty deep up there." At about 3 AM the family, living across the street, heard a horrible crash. "There goes the roof." said dad.

By the 1950s the company not only built and sold her own line of boats, they also sold boats made by Chris-Craft and Feathercraft; Grumman aluminum canoes; Evinrude outboard motors; in addition to accessories such as water skis, cushions; life jackets, anchors, batteries, and sporting goods.

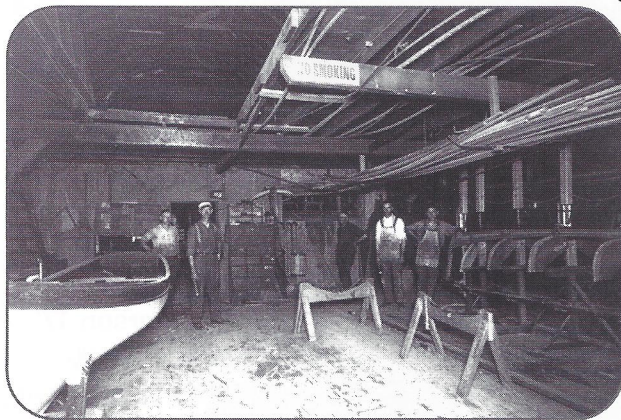
By 1952 Alexandria Boat Works had constructed 15,250 boats in her 67 year life-span. Twenty-one different models were being built that year. The same year a new, modern facility was constructed east of town to house the evolving company.

Planking of the wood strip boats was in western red cedar, Port Orford cedar, cypress, or redwood. Keels, ribs, and other structural components were made from white oak and sometimes mahogany.

The boat works decided in 1954 that building wooden boats was not the means to remain in business. They saw the wave of the future towards non-wood boats. With this in mind they ceased production of their own boats and they became a retail and wholesale dealer for several other boat lines. They also sold and serviced outboard motors and other marine items.

A deal was made with Bowman Boats of Little Rock, Arkansas in 1956 for ABW to become a fabricator of the Bowman line of fiberglass boats. The fiberglass hulls were manufactured by Goodyear Aircraft of Akron, Ohio. The process utilized match steel dyes and great pressure to make hulls of uniform thickness (much like the V.E.C. system of Genmar in the 21st century). Bowman then took the blank hulls and fitted them out with decks and seats and other interior features. Bowman wanted a northern fabricator and distributor and ABW became that operation.

It was anticipated that ten boats per day would be "assembled" by ABW. They, like Bowman, would install wooden decks and seats along with hardware on the fiberglass hulls. The arrangement with Bowman lasted only a year or so.



Alexandria Boat Works became the first distributor of newly formed Standard Glass Products aka "Glastron" in February 1957. Glastron was unable to obtain booth space at the Chicago Boat Show so they arranged to display one of their boats on a trailer in the booth of

Moody Trailer Company. Glastron was only a few months old and they were looking to expand distribution. An entire truckload of boats was ordered by ABW for immediate delivery. A distribution arrangement was consummated. ABW was the sole distributor for Glastron boats in Minnesota, the Dakotas, Iowa, Wisconsin and into Canada. Any marine dealer wanting to take on Glastron had to work through ABW. This arrangement lasted for many years and ABW continued to be one of the largest Glastron distributors into the 1970s.

ABW held a dealer meeting at Lake Darling outside of Alex in September 1959. One hundred dealers attended to inspect the 1960 Glastron and Texas Maid boats and Little Dude trailers.



Sno-Jet snowmobiles were added to their wholesale and retail lines of products in the late 1960s. ABW sponsored a racing team for a

HOW A BOAT WAS BUILT

as dictated by Jack Movold

(circa 1983)

There was a form for each model and the boat was built on the outside of the form. The keel was laid on first and onto the keel was fastened the bow with bolts. The keel was screwed onto the transom (stern). The keel had a convex groove, and the first strip was nailed to the keel with 2 x 15 wire brads. The strips were tapered from the bow to the transom in addition to having a convex groove on one edge and a concave groove on the other edge. The grooves gave the boat the desired water-tightness and smooth exterior. The strips, which were naturally wide at the stern, tapering gradually to the bow. This gave the boat its intended design. Each 16 foot boat had approximately 2,112 wire brad nails that held the strips together; much like reinforced concrete. The boat was then lifted off of the form.

While the boat was still upside down, it was marked for the placement of the ribs. This marking was done on four inch centers. The boat was then drilled on every strip to accommodate 1/4 inch clout nails. The drilling was alternated on each rib, so that the strip was fastened to a rib every 8 inches.

In later years, the horsepower of motors was increased, and so short ribs were added between each long rib, so as to strengthen the bottom. Approximately 3,300 clout nails were used per 16 foot boat. Clout nails were rectangular at each end and were clinched on the inside of the ribs, so that they couldn't come out. They would not pull out under stress and strain.

The boats were then taken to the finishing room, where they were painted before the finishers put in seats, seat rails, gunwales, etc.

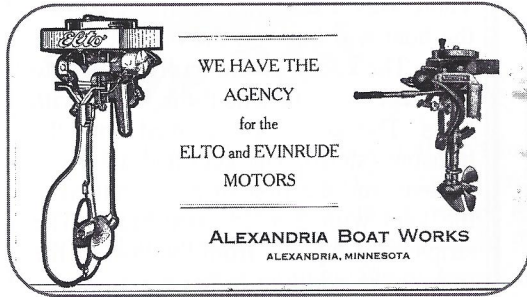
The materials used were white oak for keel and bow, oak, and in later years, Philippine (sic) mahogany for the stern, and the strip planking was western red cedar, California redwood, or Port Orford cedar.

Porthole to the Past ~ Cont'd on page 16

Porthole to the Past ~ Cont'd from page 15

number of years – promoting the sport with Mark Movold heading the winter sports efforts.

The Glastron distributorship brought great amounts of work to ABW. Truck load after truck load of basic boats arrived from the Texas factory. ABW did all the final fitting out and would then ship them back out to dealers in the




WE HAVE THE
 AGENCY
 for the
 ELTO and EVINRUDE
 MOTORS

ALEXANDRIA BOAT WORKS
 ALEXANDRIA, MINNESOTA

five state region. It was a lucrative portion of their business. When Glastron decided to eliminate regional distributors in the 1980s, ABW lost the majority of their income. It was not long before they closed their doors and held a liquidation auction.

ABW was still in operation in 1983, a century after Erick “Boat” Erickson made his

—WE BUILD GOOD BOATS
 AT A PROFIT IF WE CAN
 AT A LOSS IF WE MUST
 BUT ALWAYS GOOD BOATS—



ALEXANDRIA BOAT WORKS
 ALEXANDRIA, MINNESOTA

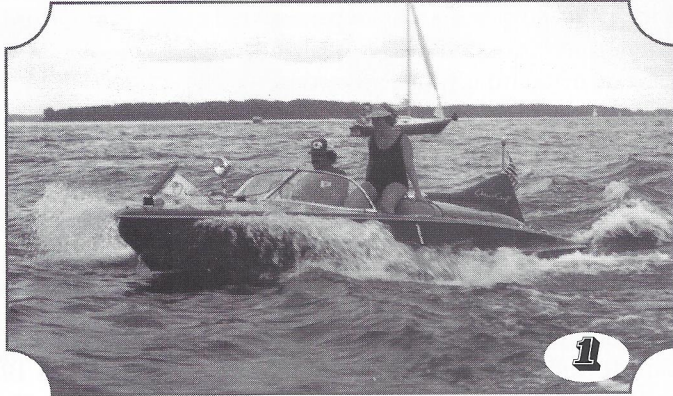
first vessel. The company was still a family enterprise. The legacy of the “Lady of the Lakes” thrives today at the Minnesota Lakes Maritime Museum in Alexandria. They have devoted a great deal of their exhibit space and energies to the local builder. Old boats of all size and make will be celebrating once again at the annual antique and classic boat show at Alexandria on 08 July. It is sponsored by the Museum, which can be contacted at www.mnlakesmaritime.org

Thanks to the Douglas County Historical Society at Alexandria, MN for providing access to their archives (www.rea-alp.com/~historic/).



**THE YEAR: 1980 ~ THE PLACE: LAKE MINNETONKA
 THE EVENT: ANNUAL RENDEZVOUS**

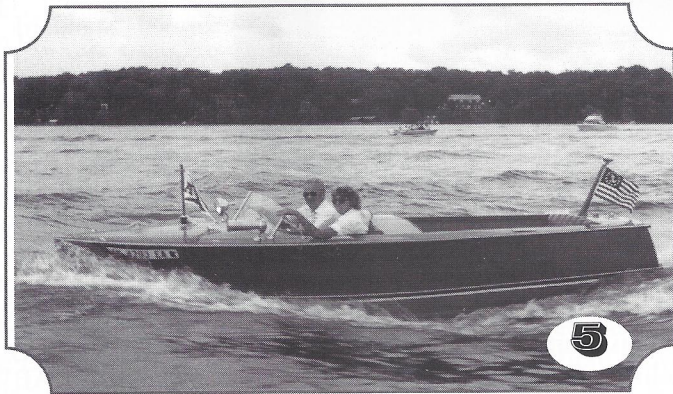
Four of the eight photos that appeared in the last BoatHouse were identified by BSLOLer Lowell Arnold. Thanks, Lowell! Our thanks again to Jimmie Holtz for sharing these pictures.



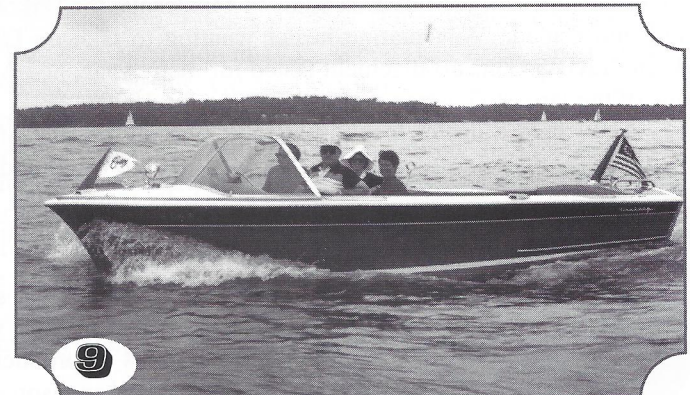
**Chris Craft
 18' Cobra
 Ron &
 Kay
 Prescher**



**1939
 Chris Craft
 17'
 Jon &
 Kelly
 Menth**



**1938
 Larson 17'
 Ed &
 Jean
 Lewin**



**Century
 Coronado
 21'
 Ron
 Johnson**

WHAT'S IN A NAME?

by Dave Doner

What's on the transom of your boat? What were you thinking when you named your boat?

In this segment of *The Boathouse* we ask our members to share with us how/why their boat got its name. We began with Steve and Peggy Merjanian's "Rumrunner", a 1949 Chris Craft 25' Sportsman, which was a familiar sight on Lake Minnetonka for some 15+ years. In the last issue, we learned why Jim Camery & Tammy Tolefson named their 1956 Chris Craft 26' Day Cruiser, "Shingobee II."

Here's the story behind John G. Kinnard's 1964 Chris Craft 28' Sea Skiff "CHEMIN DE FER." This boat has been a fixture on Lake Minnetonka for many years. It's been in every Rendezvous since it hit the water, and has been a part of just about every BSLOL activity for whatever was needed at the time. From show entry to shuttle service, *CHEMIN DE FER* was always there..

The name *CHEMIN DE FER* has graced the transom of almost every boat that the Kinnard family has owned. Only my first boat, a 1956 Chris Craft 20' Continental has not because my father still owned a boat with the family name.

The story goes like this: One evening, my father was playing cards at a private club in Minneapolis. He came home and announced that he had won \$5,000. Bear in mind the year was 1949 and \$5,000 was a lot of money then. He was in my parent's bedroom emptying his pockets of bills, checks and IOU's when my mother



said "you were late for dinner." My father replied " but Betty, look at all this money I won!" My mother replied sternly, "you were late for dinner!" The conversation digressed to an argument about being late for dinner and during the argument my father told my mother, most firmly, that the next day he was going to buy a boat. The boat was a 1949 Chris Craft 18' Sportsman. The card game that made it possible to buy the boat was called *CHEMIN DE FER*, so that's

what he named the boat — and that name has stayed with every boat since then.



MINNESOTA LAKES
 MARITIME MUSEUM

"Chain of Lakes" CLASSIC BOAT SHOW

Saturday, July 8, 2006

Arrowhead Resort & Conference Center Lake Darling, Alexandria MN

This year's show salutes "*Juul Boat Works*"

Tom Juul is a resident of the Alexandria lakes area and board member of the Minnesota Lakes Maritime Museum. He has gained national prominence for his excellent classic boat restorations. If you own a classic boat that Tom has maintained or restored, we encourage you to bring to this year's show.

A large variety of watercraft from manufacturers such as Alexandria Boat Works "Lady of the Lakes", Chris Craft, Higgins and GarWood will be shown on land and in the water at this year's event. Lunch and refreshments will be available. Classic wood boat enthusiasts are encouraged to enter watercraft of all kinds, whether they are old canoes, fishing boats, outboards or inboards. **We are very pleased to announce a new addition to this year's show. The Central Lakes Cruzers hot rod club will have over 30 classic street rods on display from 1:30pm to 4pm at Arrowwood.** Admission is free. The Minnesota Lakes Maritime Museum is temporarily located on

the campus of the Runestone Museum at 206 Broadway in Alexandria, Minnesota.

Event Schedule:

- Registration for Entrants: 8:00 a.m.
- Land & Water Showing: 9 a.m. - 4 p.m.
- Awards: 2:30 p.m.
- Don't miss the BOAT DRIVE-BY at 3:30 p.m.** (Weather Permitting)

For more information, call Robin Niedenfuer 320-524-2138
Maritime Museum Construction Underway
 Construction continues on the new home of the Minnesota Lakes Maritime Museum in Alexandria. The MLMM encourages your support through contributions to the building fund and by becoming a museum member. Membership forms are available online at www.mnlakesmaritime.org. For more information on this exciting project contact Jim Eidsvold, MLMM president at 320-763-3194.



EDUCATIONAL WORKSHOPS

Three educational workshops have been held in the past three months. They were very well attended with 60 or so people at each. The Saturday activities were chock full of great information, useful to amateur and professional boat restorers and enthusiasts.

Mahogany Bay's restoration shop was site of the workshop on February 11. Painting tips were the topic of the day. Several of the firm's staff had a live demonstration of applying paint. They had also created, ahead of time, a sample board of the process of painting a hull from the initial sealer to the top coat. Of course, a tour of the shop's numerous boats was provided. And oh, as an added bonus, the storage facilities of Mahogany Bay a few miles down the road were also opened up for workshop participants to tour.



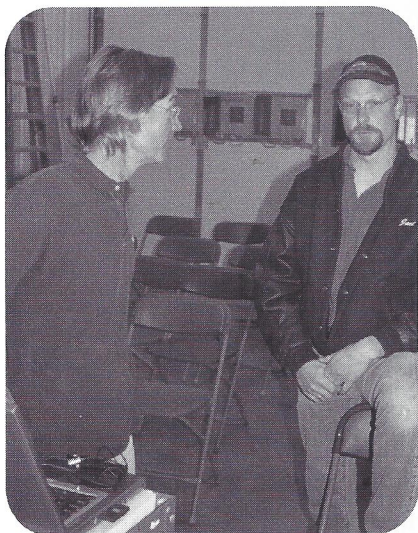
Andrew Clark and Kirk Lillie



A 1941 Chris-Craft 29' Sportsman

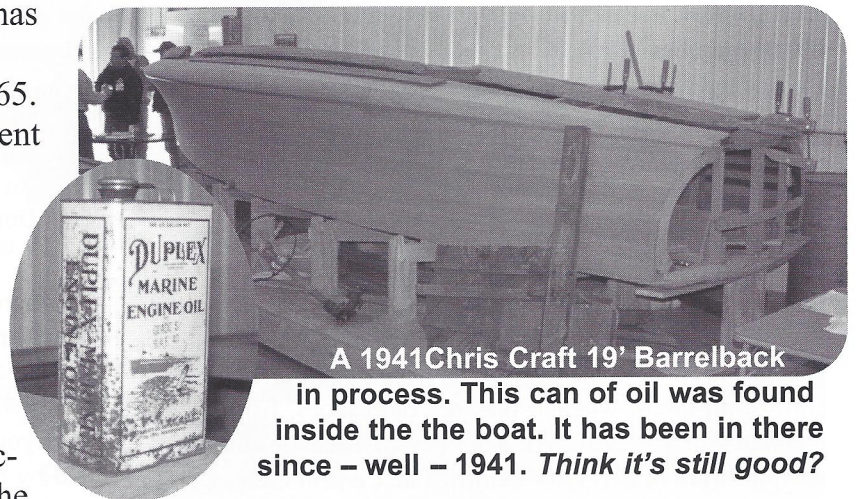


Here's a really neat triple cockpit.



Dan Nelson & Joel Lemanski

On April 8, Nelson Boat Works hosted a session. The topic covered the recent New Hampshire "discovery" of a 1941 Chris-Craft 19 foot barrelback. The boat is in pristine, original condition and has not been in the water since 1965. Dan Nelson spent an entire day documenting the boat via photography and



A 1941 Chris-Craft 19' Barrelback in process. This can of oil was found inside the the boat. It has been in there since - well - 1941. Think it's still good?

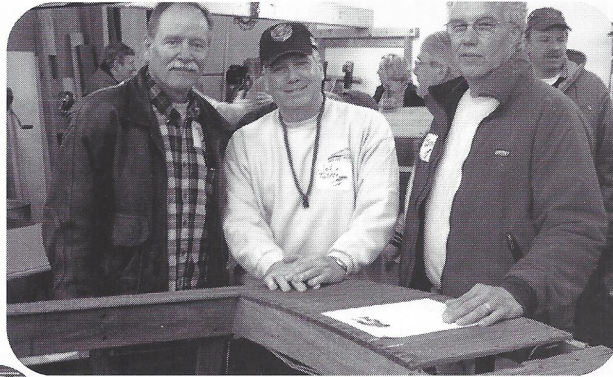
measurements. Nothing had been changed since the day it left the factory. Nelson gave an illustrated talk on the numerous heretofore unknown construction details. To the person restoring one of these boats and to the judge of them, the presentation was invaluable.

Sherwood Heggen of Sure-Wood Boat Restorations hosted the BSLOL crowd on March 11. His small, well-equipped, and very efficient shop was home to over 60 people that day. Sherwood gave a very thorough talk on how to plan, build components, and install a planked deck for a wooden boat. His presentation made it look simple to do yourself.



Sherwood Heggen & Jon Menth.

Here's Sherwood demonstrating how to put grooves in planks.



Greg Benson, John Tuttle & Ron Martens



Sherwood is restoring a 1939 Chris Craft 17' (this one is for himself) and Mark Setterholm gives Sherwood his undivided attention.

Thanks to the presenters for making their facilities available to us and for taking the time and effort to give great seminars. To Mahogany Bay, Sherwood Heggen, and Dan Nelson **THANK YOU!**

Brad Ernst deserves a round of applause for planning and implementing the three educational sessions. He lined up the events and planned the lunches (and did some of the cooking himself!). Next time you see him, give him an "atta boy!"

**THANK YOU!
THANK YOU! THANK YOU!
THANK YOU!**

If you have ideas for next winter or you desire to host a workshop, let Brad Ernst or one of the other BSLOL Board members know (see page 3 for contact information.) We'd be happy to have your constructive input.

Let's Get Acquainted!

Our BSLOL chapter has approximately 500 members at any one time. It's safe to say none of us knows everyone. We meet many depending on the events we attend and get to really know others over time as we frequent the various activities. But what about the others? How many times have you met someone and during a brief conversation (probably about boats) and discover you've found a friend? In this feature, we'd like to start that brief conversation. Just answer the few questions below and either email your end of the conversation to editor@acbs-bslol.com or drop it in the mail to BoatHouse Editor, 18275 Hummingbird Road, Deephaven MN 55391 so we can *Get Acquainted*. Feel free to elaborate as much as you wish. Questions? Call me at 952-473-4936.

Your name(s): _____

When did you become interested in antique and classic boats?

Do you own one now? _____ What kind is it? _____

What is your home port? _____

Have you visited other shows – with or without your boat? _____

What led you to BSLOL?

What activities would you like to see?

HOW ABOUT A 29" . . . (YES!) BOAT?

by Clark Oltman



I have had a subscription to Radio Control Model Boat magazine for several years. I actually have not owned a radio control model boat or car but had some interest in the hobby. When reading a recent issue of the magazine, I came across a RTR (ready to run) model of a classic boat. This one is 29" long and is made to resemble a runabout. I am not sure it is actually a copy of any particular year or model. It is made by Pro Boat and is their Classic model. I checked with the local hobby store, but they didn't stock it. They said they could order it - I took the chance. The boat came in just before I left for Mount Dora so I took it along.



The boat comes well packed and is pretty complete. The hull is fiberglass (boo) with a wood veneer (much better). All you need to do is install the steering wheel and add batteries. With 8 AA batteries (I used rechargeables that I had) for the radio and a 7.2 volt battery and charger, I was ready to go. The boat, 7.2 volt battery charger, including tax,

came to about \$300.00. Not bad. Off to Florida.

A short test run in Jerry and Maureen Valley's pool assured me it would float and the rudder and motor worked. So a few days later I got brave and launched in Lake Dora. The controls are for speed and rudder. The speed controller allows for forward only, so don't get into a corner that you would have to back out of. But the boat responds well as long as power is on. If you cut the power and try to turn, it will be a little sluggish. With the power on it turns quite well.

I pulled it to one side and hit the speed control. WOW! This thing flies! My best guess is somewhere between 15 and 20 mph. The photos don't show it, but it is difficult to steer, hit the throttle and aim the camera all at the same time. Still, it is quick. I am impressed with this and plan to add it to my boating program.



Advantages: ♦ Reasonable price.
 ♦ Complete right out of the box.
 ♦ Easy to use controls (*I am a beginner here*)
 ♦ Looks good - works great.

Drawbacks ♦ The wood grain doesn't match on the sides, I guess you can't have everything.
 ♦ No reverse (*you could replace the speed controller with one that has reverse.*)
 ♦ Prop is clear plastic. Would be better for display purposes if it was brass or appeared to be brass.
 ♦ Chrome trim around the engine hatch is tape - so there are some wrinkles in it. Not apparent at a short distance.

If you want a good-looking woody to enjoy, this is certainly a candidate.

MENASHA MARINA & MENASHA LOCK CELEBRATION

JUNE 10, 2006

ANTIQUÉ BOAT SHOW

&

IN-WATER BOAT PARADE

Menasha Wisconsin is proud to celebrate the 150 years of the Menasha Lock & 20th anniversary of Menasha Marina.

YOU ARE INVITED TO BRING YOUR ANTIQUÉ OR CLASSIC BOAT AND JOIN THE CELEBRATION!

The boat show will be on Saturday, June 10 that includes an in-water boat parade. The antique/classic boats will be guided by the Coast Guard Auxiliary and the Winnebago Sheriff Boat from Jefferson Park to the Menasha Lock, passing through the lock to the lower lake and back to the marina.

Contact
 Diane Schabach,
 Harbormaster,
 920-853-3422 or
 Menasha Marina
 920-967-5193
 for additional details.



BSLOL
BOB SPELTZ LAND-O-LAKES CHAPTER

SUNDAY, JUNE 25

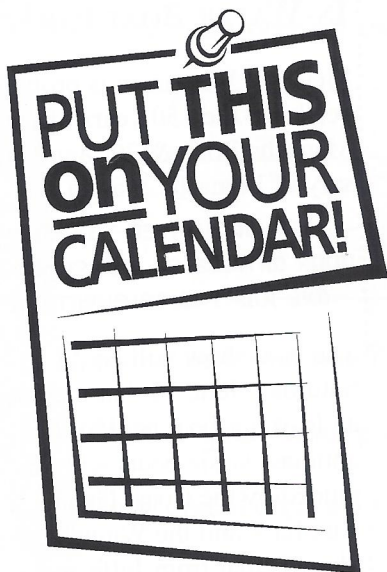
CLUB CRUISE!

OUR FIRST CLUB CRUISE FOR THE 2006 BOATING SEASON!

NOTE THE DAY CHANGE FROM WEDNESDAY TO SUNDAY!

HERE ARE THE DETAILS FOR AN "ALL NEW" CLUB CRUISE EXPERIENCE!

We meet at the Mound City Docks located at Lost Lake at 10 a.m. There is plenty of vehicle parking, coffee houses, a convenience store, and a grocery store within walking distance. A boat launching facility is located two blocks away at the Mound City Park at Cook's Bay. There is a low profile bridge at the access to Lost Lake, which will prohibit cruisers from entering. A boat will be available at the Lost Lake docks to ferry passengers to the cruisers in Cook's Bay, if needed.



Our cruise will take us from the upper lake, to the Narrows, skirting Excelsior and Greenwood, through the lower lake into Wayzata Bay. We will dock in Wayzata at the Depot or at Sunsets for a 1/2-hour lay-over. On our cruise back, we will take the northern route to Arcola Bridge, through Crystal Bay, past Fletcher's (pit stop optional), through the straits of Alligator Alley and back to Cook's Bay and Lost Lake. Maps will be available at our starting point! Questions?- call Fred Goughnour at 952-472-7649.

SATURDAY, AUGUST 26

POKER RUN

Plan on a 9:00 a.m. start. At 12 noon: we meet for lunch. Prizes at 1:00 p.m. Approximately five stops at highly recognizable businesses and landmark residences. A safe harbor will be found to host the festivities. More information will be provided soon, so save this date for some unique boating fun!

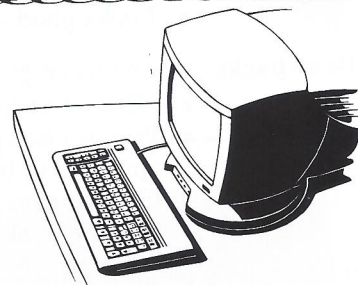
**IF YOU'VE EVER BEEN ON A POKER RUN, YOU KNOW HOW MUCH FUN IT IS.
IF YOU'VE NEVER BEEN ON ONE, KEEP THIS DATE OPEN SO YOU DON'T MISS IT!**

Any questions, suggestions, and/or help in planning - call Fred Goughnour at 952-472-7649.

DO WE HAVE YOUR EMAIL ADDRESS?

Announcements and notices may not always make The BoatHouse in time for an event. To assure we reach as many members as possible, we often utilize the internet with reminders and/or last-minute changes.

Send us an email to: president@acbs-bslol.com
We'll then have your address and you'll be kept informed!



REID MANOR, MEMBER OF TORONTO ACBS, SHARES HIS FIRST WOOD-BOAT EXPERIENCE.

It all began when my parents rented a couple of rooms over the boat house at Port Cunningham Lodge on Lake of Bays some 35 years ago. I remember seeing the wooden boats stored in the boat house and I thought, WOW! Over the years I had admired them from afar. Then one day I caught a glimpse of her in an ad the size of a postage stamp. It was love at first site, but she was in Augusta, Maine and I was one border crossing and some fifteen hours away in Toronto.

Correspondence and phone calls went on for some time and, once I saw some pictures, the deal was sealed. I could see that the bare hull had an interesting line, a steep tumble hone at the back and she could comfortably fit her 16'6" frame with a five foot beam in my home. So I called my good friend Phil and we made the two-day drive down to Maine. As we rounded the corner I saw her hanging in the rafters and boy, did she look big! Her beautiful mahogany framing was spotless, the materials, first rate - just as I was told.

We covered her in tarps as the wood had never been wet, and duct-taped everything. We taped the letters "RED GREEN" on the transom in a fitting Canadian gesture. At the border we exchanged paper work and off we went with the summer rain storms nipping at our heels.

The boat was then taken to Stan Allanson, who has been building boats for



over 20 years. He completed all the mahogany planking and moulding of the hood scoop so a V8 210 hp motor with a four-barrel carb could be installed. The long deck has a mother-in-law seat that can double for storage in the bow.

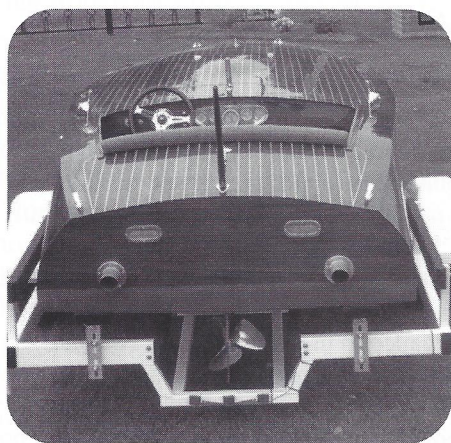
Meanwhile I was sourcing the internet for stuffing boxes and shaft logs from California, props from New Mexico(?), steering wheel from Boston, steering linkage from Nova Scotia, gauges and hardware from all over Ontario and the shepherd hood scoop hinges came from John Warden from Lindsay,

Just as the woodwork was completed, Stan had an accident and broken his leg, collar bone and four ribs in an accident, so the boat was transferred to the Oshawa area where Rich & Jeff Hughes did the hull fairing, staining and varnishing.

Rich created custom motor mounts, stainless steel exhaust tips, aluminium gas tank, shift linkages, throttle assembly, mechanical hood scoop lift lever, custom mother-in-law hatch lock, and a wiring harness and panel with LED circuit indicators. Rich's wife Linda Hughes did the upholstery and boat cover in roaring red. Once everything was ready, he installed the engine in the boat and left me a voice-mail with the engine rumbling...

Renovating our 52 year-old home took two years; this project took fourteen months. The boat is aptly named, "My Time."

Neil & Nicole Honeyman
www.portcarlingboats.com



The boats listed below were reported in the process of being restored. If your boat is on this list, we'd love to know how you're coming along. Call the editor at 952-473-4936 or email datamerj@aol.com.

- ☞ 1925 Dodge Watercar 22' Long Deck Runabout
- ☞ 1929 Hacker Craft 26' Triple
- ☞ 1930 Chris Craft 38' Commuter
- ☞ 1940 Chris Craft 23' Triple Cockpit
- ☞ 1946 Elco 27' Sport
- ☞ 1946 Garwood 17'6" Runabout
- ☞ 1947 Century 16' Sea Maid
- ☞ 1947 Chris Craft 25' Red & White Express
- ☞ 1948 Mays-Craft 23' Utility
- ☞ 1948 Ventnor 21' Racing Runabout
- ☞ 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 Noeske 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 16' 7" Sea 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
- ☞ 1963 Century 21' Resorter
- ☞ 1966 Century 17.5' Fibersport
- ☞ 1966 Chris Craft 48' Constellation
- ☞ 1968 Alumacraft 16' Fishing Boat
- ☞ 1954 Chetek Twin Cockpit

Meet "The Board"

Joel Lemanski

Hey Gang!

Well, they asked me to introduce myself to the members of BSLOL. I am not very good about telling stories but here we go...

I am Joel Lemanski, I have been around wooden boats since I was born. Actually rumor has it that I may have been... well.... I guess we do not need to go into that. I was literally raised at Miller Marine, which is now St. Paul Yacht club. My parents had a small wooden cabin cruiser called the *Bunny Jan*. This little boat was our summer cabin. As the plastic boats were gaining popularity, my dad refused to give in, so I learned to rake seams varnish, sand, paint, polish, rake seams, varnish, sand, paint, polish, rake seams, varnish - I think you get the idea. This was all at a very early age, year after year. Sound familiar? Little did I know my parents were the ones responsible for the dreaded "mahogany addiction".

Well it didn't stop with the *Bunny Jan*. My father had a knack for collecting junk, or at least that is what Mom called it. A number of times, Dad and I would go on these trips to other marinas to pick up parts; that is what he liked to call it. I liked it because I got to climb on boats and use tools. What more could a five-year-old ask for?

This was the sad time in wooden boat history. The marinas were stacking woodies up and having a wienie roasts, usually with the motors, hardware, everything intact. The move to plastic was on.

Luckily Dad had the knowledge to collect "junk." And yes, I have inherited the habit from my father. Just ask my wife! It is amazing the stuff that follows me home or ends up in my suitcase.

Today, I dabble in antique and classic boat hardware. My full-time career is owning a commercial and retail bakery in St. Paul - P. J. Murphy's Bakery. I do my boating on the St. Croix River and Upper Mississippi. I still own the *Bunny Jan*, along with a couple others that made it past the wienie-roast era (I have lost count.)

I am proudly on the BSLOL Board of Directors, member of the United States Power Squadron, Past Commodore of Bayport Marina, husband (to Michelle), father of two (Lucien and Erin), dog owner (Wyatt) and the son of a very wonderful lady "Bunny".

Well I guess that is my story in a nutshell. Oh yah - I all most forgot - I got "Junk" too.



Sea Scouts, B.S.A.

SSS Mendota ~ Ship #248 ~ Northern Star Council, BSA

THE RESTORATION OF "PELICAN"

By Joel Lemanski

After the 2005 St. Croix Concours d'Elegance, Mr. Stanley Hubbard donated his 19' 1955 Lyman Islander to the Mendota Ship Sea Scouts. For those of you who are not familiar with the Sea Scouts, they are a continuation of the Boy Scouts of America; where young adults learn the fundamentals of boating. Where conventional scouts are referred to a "troop", the Sea Scouts are known as "The Ship." This particular Ship, #248, the SSS Mendota, provided dockhands and the concessions for the St. Croix boat show last August.

Jim McKee, one of the Sea Scouts leaders, and I went to Mr. Hubbard's home last November to pick up the Lyman. Work began almost immediately on her. The boat was in good shape; Mr. Hubbard had rebuilt the engine for the Sea Scouts. Just a little TLC was needed, along with a full fluff and buff.

The Sea Scouts were excited to begin on the restoration. Their main goal is to have her completed by the 2006 Bayport Concours d'Elegance so they can take Mr. Hubbard for a ride in PELICAN. We started first by The Ship coming together one Saturday morning; by noon we had her stripped of all paint and varnish. Next came the woodworking: new seats, decks, covering boards and engine box.

The painstaking task of varnishing, sanding, varnishing, sanding, varnishing and sanding, to the count of 12 coats was completed by April 24. This took several evenings and Saturdays.

The transom of the boat was badly stained and after being bleached five - yes five - times, the name "PELICAN" magically appeared. As you may know, it is a superstition of many that a boat should not be renamed. After discussion, it was unanimously decided not to change it. The name "PELICAN" was painted on the transom by Lenni Schwartz of Krazy Kolors. Lenni was kind enough to donate his skills when he heard about the Sea Scouts. This was fantastic!

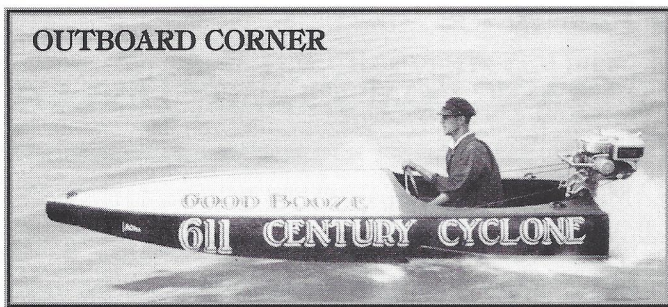
On April 30, the Sea Scouts converged on the boat and installed the hardware and running gear. We are now ready for the engine and some final wiring; then off to the river we go.

Not only will she be ready in time for the Concours in August, but also she will be in the Bayport Memorial Day Parade. The Sea Scouts are just excited beyond belief to show off the boat and promote the 2006 Concours d'Elegance.

Thanks to Mr. Hubbard and a few others who donated time and money so these kids could get a first-hand experience of vintage wooden boating. **HOW COOL IS THAT!**



OUTBOARD CORNER



“4 CYLINDER THUNDER” PART I

by Chuck Petersen

The problem with retiring from competitive outboard racing and enjoying hand-build power plants for strictly recreational use is that nothing breaks. I became used to spending winter months fixing what broke during racing season. Today, I enjoy using motors I built for competition ten years ago at our family cabin on the Three Lakes chain in Wisconsin without worry, except for basic maintenance. This winter, I decided to sort through my parts bin and build a new 44CID Merc, just for fun.

The legal engine for class D stock outboard hydro and run-about in the early 1980s was a 40CID Mark 55 block. A 44 CID model was introduced by Mercury in 1958, but was only legal in modified class E competition at that time. I recognized early on that the 44 block would bolt up directly to the 55 H tower without modification. Parts are always an issue with outboard restoration. Just try to find newer 40 CID piston rings! This is not a problem with the 44 model that was produced well into the 1990s. From a horsepower and torque standpoint, the 44 is also a better choice.

One unique advantage to building an old style MK55 was the ability to custom machine carburetor openings to accept the larger KA model carbs. This was one of the modifications allowed under stock rules when converting a MK55 “fishing” motor to MK55H specifications.

A fairly obscure version of the 44 block configuration was the 1959 MK55A. This was a 44 CID block “detuned” by using small model AJ carbs. I had a very nice 55A block on the shelf and decided to have the carb opening machined to accept the larger carbs and blueprint a trick short block from the ground up.

In addition to the crankshaft modification, I decided on a mild port job to enhance peak hp.

One part that continues to be a challenge for Mercury restorers is the crankshaft. Rust and wear on the ends are the

issues here. Fortunately, I have a few nice 1955-56 “small taper” examples left to use.

A key to long life for these motors is to use the highest quality lubricants available and prep all surfaces to maximize oil flow. All bearing surfaces should be clean and “cross hatched” with medium grit, wet-dry paper to provide a surface that will hold oil. Cutting the paper into long 1/4” strips will make this job easy on crank journals. Rod ends and even piston skirts receive this type of treatment as well.

I admit to being a “bead-blast-aholic” Block rods, pistons and anything else I can get my hands on get the blast followed by a thorough cleaning. I then take the extra step to clear coat exterior block surfaces to keep a clean look.

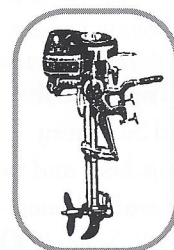
Rods and pistons are carefully weighed. A digital kitchen scale works great for this. Match heavy rods to light pistons to balance sets. Having 40-50 of each always helps! I have found that the older 1958-59 pistons are lighter castings and thus make the best choice. Never substitute quality for weight! Any pistons showing excess wear or scoring should be tossed. I have found over the years that low mile, 6 cylinder, mark 78 “dock busters” are an excellent source for clean pistons and rods.

Now that parts are ready, we can assemble a basic short block. Part 2 will detail this process.

I hope many of my BSLOL friends enjoyed the Mt. Dora show. My parents have continued their tradition of spending a significant time in the Dora area and always look forward to seeing family and club friends along the way. Dad did a really first-class job replacing the bottom on his 1934 GarWood *Sweet 16* in 2005. This is the nicest “16” I have ever seen with 100% original wood above the waterline, original power and gauges, hardware, etc. He has the “5200” process down to a science. We have ice-out here in southern Wisconsin, so I am sure to have docks to install when they return.



Editor's Note: Look for Part 2 of Chuck's article in the Summer issue of The BoatHouse. We are most fortunate to have the expertise of father and son - each in different areas - who are so willing to share their knowledge. Last year, Jerry gave us a running account of his restoration on that great GarWood ... pictures and all. BSLOL is very appreciative of all the Petersen family has contributed to The BoatHouse.



CALENDAR OF EVENTS

OFFICIAL BSLOL EVENTS & UPPER MIDWEST CLASSIC BOAT SHOWS & DISPLAYS

MAY

5-7 - Caribbean Carnival -

Pacific Northwest Chapter, ACBS, Opening Day of Boating Season. Featuring Parade of Boats through Seattle's Historic Montlake Cut. For details: visit the website: <http://www.seattleyachtclub.org>

21 ~ BSLOL ~ NEW MEMBER MIXER

at Al and Alma's on Lake Minnetonka. Dinner in the restaurant followed by a cruise on the lake. Details to follow, for more information contact Jim Camery at president@acbs-bslol.com or call the hotline at 952-934-9522.

JUNE

2-4 - Minnesota Messabout at Lake Pepin held at Hok-Si-La Municipal Park & Campground, Lake City, MN.

A gathering of mostly homemade boats, including kayaks, canoes, sailboats, and powerboats. Camping, picnics, camaraderie. For camping reservations call 651-345-3855 or 651-345-5383. For more information on the event contact organizer Bill Paxton at ill@PaxtonConsulting.com or visit the event website at www.paxtonconsulting.com/2006_MN_Messabout.html

10 ~ MENASHA WISCONSIN Antique Boat Show & In-Water Boat Parade.

Contact Diane Schabach at 920-853-3422 or Menasha Marina, 920-967-5193.

16-18 - North House Folk School Wooden Boat Show and Summery Solstice Festival. Displays, boat and tool auction, restoration and crafts demonstrations. North House Folk School, 500

West Highway 61, Grand Marais, MN.

For more information, call 218-387-9762 or email info@northhouse.org

17-18 - 2nd Annual Eagle River

Antique and Wooden Boat Show held at the Wild Eagle Lodge, Eagle River WI, from 9:00am - 5:00pm. All proceeds for this event will benefit Special Olympics. For more information, contact Jo Daniel at the Wild Eagle Lodge at 877-945-3965.

17-18 - Lakeshore Festival of Small

Boats held at the Manitowoc Yacht Club, Manitowoc WI in conjunction with the Wisconsin Maritime Museum. Boats and motors from the Museum and from private collectors will be on display. For more information, call 920-684-8226 or email galleryeast@milwpc.com.

24 ~ BSLOL ~ ON-LAND DISPLAY OF BOATS AT CITY OF MINNETONKA SUMMERFEST & 50th ANNIVERSARY, Minnetonka, MN.

Free to public. Details to follow, for more information contact Jim Camery at president@acbs-bslol.com or call the hotline at 952-934-9522.

24 - City Dam Days Celebration held in Little Falls, MN. Display of antique and classic boats. Non-judged with emphasis on fun. For more information call the Little Falls Convention and Visitors Bureau at 800-325-591.

25 ~ BSLOL ~ SEASON'S FIRST CLUB CRUISE (Please Note: This is a SUNDAY) Meet at Mound City Docks, Lost Lake at 10:00 a.m. See page 22 for complete details. Questions? Call Fred Goughnour, 952-472-7649.

JULY

8 - Minnesota Lakes Maritime

Museum Classic Boat Show held at the Arrowwood Resort, 2100 Arrowwood Lane Northwest, Alexandria, MN. For more information call 320-762-1124 or email resort@arrowwood.com

14-16 - 10th annual Clear Lake

Antique and Classic Wooden Boat Rendezvous held at the Sea Wall/City Park Area, Clear Lake, IA. Displays, fun, free admission. For more information, contact Thomas Smidt at 641-823-4310 or email smidcrp@iowatelecom.net.

19 ~ BSLOL ~ MINNEAPOLIS AQUATENNIAL TORCHLIGHT PARADE, featuring a boat provided by BSLOL.

22 - Whitefish Chain Antique and Classic Boat Rendezvous, Cross Lake MN. Displays, awards, dinners. For more information, email to info@explorebrainerdlakes.com or call 800-450-2838.

23 ~ BSLOL ~ MINNEAPOLIS

AQUATENNIAL CLASSIC BOAT DISPLAY at Thomas Beach, Lake Calhoun. Details to follow, for more information call the hotline - 952-934-9522 or contact Jim Camery at president@acbs-bslol.com.

28-30 - 15th Annual Minocqua Antique & Classic Wooden Boat Show, Bosacki's Boat House, Minocqua, WI. Woody car display, live music. For more information, call 715-356-5266. (See Details on page 24.)

CALENDAR OF EVENTS
 OFFICIAL BSLOL EVENTS & UPPER MIDWEST
 CLASSIC BOAT SHOWS & DISPLAYS

Calendar of events cont'd from page 26

29 – 8th 2006 Lake Superior Wooden Boat Show at Barker's Island Marina in Superior, WI. The show is the largest wooden boat show on Lake Superior featuring vintage and new wooden boats of all kinds - pulling boats, runabouts, sailboats, canoes and kayaks. Informally judged. Boat parade on St. Louis Bay follows the show, weather permitting. Free to the public. For entries call 218-722-7884 or email paulvg@vgvh.com; for general info call 800-942-5313. Event website is www.woodiesonthewater.com.

29 – Lake Okoboji Wooden Boat Show hosted by the Jerry Dyhrkopp/ Iowa Great Lakes Chapter. Arnolds Park, IA. For more information, please contact Michael Hagen at 712-330-6506 or email mike@hagangroup.com.

AUGUST

5-6 – 16th Annual Door County Maritime Museum Classic & Wooden Boat Show. Maritime Museum, Sturgeon Bay WI. Classic boats, Sikaflex Boat Building Contest, demonstrations, maritime exhibits. Games for kids, food & fun. For more information, contact 743-5958

12-13 ~ BSLOL ~ ST. CROIX CONCOURS d'ELEGANCE Antique and Classic Boat Show, Bayport Marina, Bayport MN (St. Croix River). Pre-event mini-cruises, displays, vendors, rides, evening events. For more information, please contact bayportshow@acbs-bslol.com or call the hotline at 952-934-9522.

11, 12, 13 – Thompson Antique and Classic Boat Rally at Nestegg Marine, Marinette WI. Boat rides, in-water boat parade, picnic, lapstrakes. For more information, contact Andreas Rhude at thompsonboat@msn.com or at 612-823-3990.

26 ~ BSLOL ~ POKER RUN ~ Saturday, 9:00 a.m. Full details on page 22. Questions? Call Fred Goughnour, 952-472-7649.

SEPTEMBER

3 – Lake Vermilion Antique and Classic Boat Show hosted  by the Lake Vermilion Resort Association at the Landing Supper Club, Cook MN. For more information, contact boats@lakevermillionresorts.com or call 800-648-5897.

9-10 ~ BSLOL ~ 31ST ANNUAL ANTIQUE AND CLASSIC BOAT RENDEZVOUS, Maynard's Restaurant, Lake Minnetonka, Excelsior, MN. Pre-event mini-cruises, dinners, displays. For more information, please contact rendezvous@acbs-bslol.com or call the hotline at 952-934-9522.

OCTOBER

TBA ~ BSLOL ~ FALL COLORS CRUISE on Lake Minnetonka, MN. Fun and camaraderie. Details to follow.



**ACBS 2006
 Follow Me To Tahoe,
 Tahoe Give Away**

One \$50 Ticket gives you the chance to win a 2007 TAHOE LT or \$40,000.00 Cash Prize

Only 2,000 Tickets Will Be Sold.

YOUR ODDS ARE TERRIFIC!
 All Proceeds Benefit ACBS Scholarship Endowment Fund.

Drawing to be held September 16, 2006 at the ACBS Annual Meeting & 5th Annual International Boat Show at Lake Tahoe.* Tickets are available for purchase from your local chapter or through ACBS Headquarters. The chapter that has the best percentage sales will win \$1,000.00.**

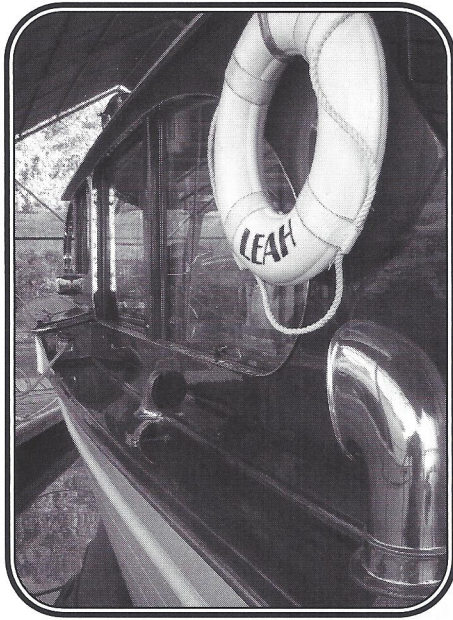
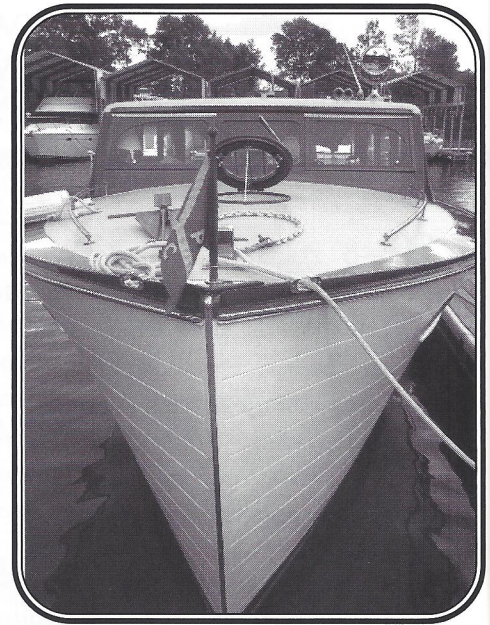
* Not necessary to be present to win.

** Based on ratio of number of primary chapter memberships to total sales at time of drawing. Second and third place prizes of \$750 and \$500 will also be awarded.

THE LEAH: A BOYHOOD DREAM COME TRUE!

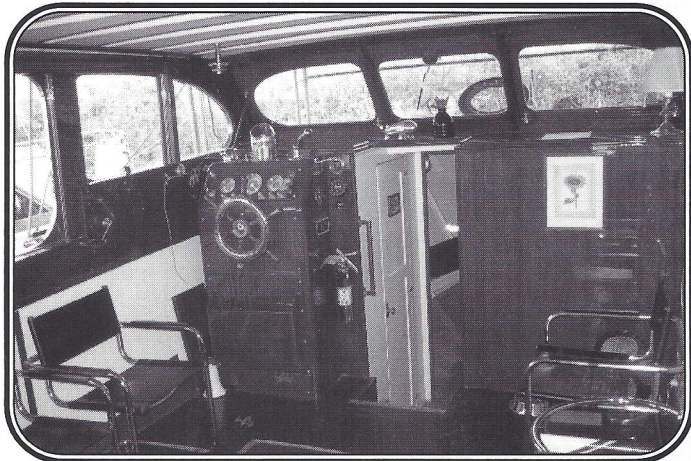
by Terrence Williams

With your pants-legs rolled up, you could wade clear across the Republican River in the dust-bowl summers of my Kansas childhood. This place was home to groves of cottonwood trees, checkered mud flats, bullheads, fat carp, polliwogs, crawdads, sandburs and grasshoppers out west of our town. The old river meandered through drought-withered fields of wheat and corn, burned by hot, dry winds. Some of us hung out by the river every summer, dreaming about going to sea one day.



I mention this childhood experience because it made me a high prairie sea-going wannabe from an early age. Maybe it helps explain the obsession that surfaced in me a lifetime later. On a mid-summer day in 1986, I ran across an ad on a marina bulletin board in Afton, Minnesota that pictured a handsome 1940 Chris Craft cruiser with a plumb bow — a boat right out of my Kansas boyhood dreams. I was still a Mid-westerner, living now in Saint Paul. I never did manage to

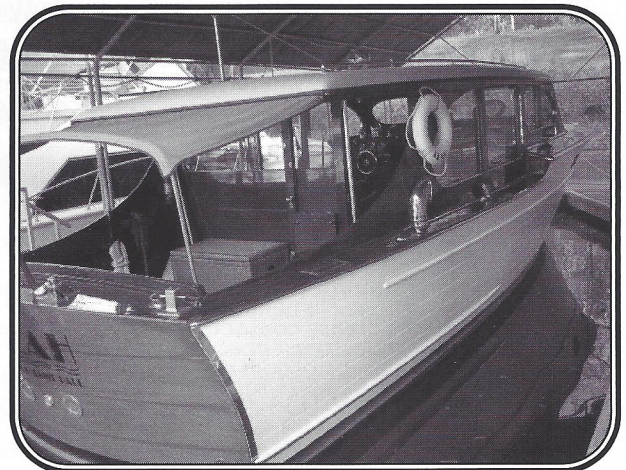
find a home at sea, except during a hitch as a Marine on the battleship Iowa. I had given some serious thought to living on the Mississippi. Now, I decided, here's my chance. After a short cruise on the Saint Croix, and knowing absolutely nothing about running a boat this size, I bought her and named her *The Leah*, after my aunt who would have appreciated this impulsive move.



The Leah is a 33' Chris Craft enclosed cruiser with a single MR engine, one of 43 built in 1940. She was launched in Algonac, Michigan and sold to Alvin Gluek, scion of the Minneapolis brewing family, who soon after developed "Sparkling Stite by Gluek." Mr. Gluek took the boat to Saint Louis that first year to attend a brewer's convention. On his return, she was on Lake Minnetonka, where she remained for about 20 years.

During this time, she had several owners, none of whom registered the boat with the Coast Guard. Rumor has it that she belonged once to the notorious gangster, Isadore "Kid Cann" Blumenfeld, who founded an amusement park on Big Island in Lake Minnetonka. A life ring once on the boat, now long gone, read "Klub Karnival." Some time in the late 1960s, the Leah was transported to the Saint Croix where she enjoyed a quiet family life for many years before I purchased her.

As part of the deal I cut with the owner, delivery was to be made at the end of the boating season. October 15 that year was cold and blustery with snow in the offing. Wrapped in parkas and blankets, the owner, his wife and daughters and I headed down the Saint Croix toward Prescott where the skipper stopped briefly to take on schnapps. We were the only boat in Lock & Dam #2 that morning. In the gusty wind, we failed to catch the Dockmaster's line. We



The Leah - cont'd on page 29

The Leah - cont'd from page 28

careened around and around in the lock, somehow managing to stay off the walls till we were released into Spring Lake above the dam. At this point, I thought to myself, "No way can I learn to do this -- and I'm not even drinking."

We wound our way through the stump fields, on past Gray Cloud Island, the cold wind whipping spray across the wind-shield. It was then on through the Newport Slough, past Pig's Eye and around the long bend into Saint Paul. When at last we tied up at the old Saint Paul Yacht Club boom-dock, I felt as if we had just crossed the North Atlantic in a tanker. The savvy SPYC dock-master took one sage look at me and said, "Williams, it appears you've bought yourself a problem."

I would rather think of *The Leah* as a project than as a problem. However, my wife Patricia Hampl was once heard to say about owning the boat, "It's like taking a grand piano and throwing it in the river."

OK, it's been a lot of work. Early on, we laid down a battleship linoleum floor in the saloon, put a new V-berth in the cuddy cabin, and refitted the galley and head. Later, we installed a 12-volt electrical system, an alternator, blowers, and recently, a 110-volt power inverter. Back in 1994 when we discovered a crack in the engine block, we put in a rebuilt engine. Over the years, we have replaced several planks in the hull and dry rot still appears in odd places now and then. We try to keep the paint and varnish in good shape every year. And, as Patricia says, we're the only family she knows with a chrome budget.

Experts have done all the skilled work: For many years Darrel Videen Boat Restoration was in charge of the project. Fred Gould handled mechanical/electrical matters. Since 2000, Bob Johnson has given the boat new life each year with his expert painting and varnishing. (I do the sanding and scraping.) We've also called on Mark Sauer's Saint Paul Shipwrights for help with woodwork. The new supervisor for *The Leah* project is our SPYC friend and neighbor, Mark Mosby.

Now once again the Mississippi is swollen with the spring run-off, a new boating season is upon us, and the Leah is quite

up for the occasion, thanks. All is well at our riverine slip at Mile 840 on the Mississippi.



St. Croix Concours d'Elegance August 12 & 13, 2006

FEATURING THE LEGENDARY BABY GAR IV AND V.

These two boats have not run together since 1925 in New York. Now owned by F. Todd Warner's Mahogany Bay, both will be side by side for all to see and step back in time to May of 1925.

These Gentlemen's Racers were an invention of Garfield Arthur Wood. Gar Wood was a multi-patent holder in American history, most known for the invention of the hydraulic lift mechanism. Through his many inventions and business sense, Gar Wood made millions and was able to explore race boats, a passion of his since childhood growing up in Minnesota. Born and raised in St. Paul, Gar's father was a ferryboat captain on Lake Osakis and he would often take his eldest of 13 (Garfield) to work as crew on the ferry. It was a common practice of the time for ferryboat captains to stage races among themselves. Gar realized at a very young age, speed on the water meant recognition and fame.

The birth of the Baby Gars were the result of the America Power Boat Association regulations. This upset Gar Wood but did not deter him -- hence the birth of the Baby Gar Gentlemen's Racers. In opposition of the limitations of power, Gar Wood and his mechanic, Orlin Johnson, would show up to race in evening attire complete with top hats and of course, Gar Wood's Liberty V-12 powered Baby Gar's would always win.

The most recognized fame of the Baby Gars comes from the race between the Baby Gars and the Twentieth Century Limited Train. This was a race to prove Gar Wood's boats were the fastest in the world. A similar race was held and won by Wright powered TEASER in 1924. This did not sit well with Gar Wood, so a challenge to a race between the Baby Gars, Teaser and the Twentieth Century was made.

On May 26 1925, Gar Wood and his brother George were off to challenge the Twentieth Century Limited from Albany to New York. Richard F Hoyt's TEASER declined the challenge. This event was huge. With broadcast coverage on the radio and thousands of spectators looking on, Gar Wood proceeded to win the race by 20 minutes over the train.

With their newfound fame and style and power the wealthiest gentlemen of the time, 60 in all ordered the Baby Gars. Some of the note worthy names to own a Baby Gar were Edward Noble, William Randolph Hearst, and P.K. Wrigley. Baby Gar IV and V stats: 33' long, 500 HP Liberty V-12 engine, stepped V bottom Gold Cup Runabout

The 2006 St. Croix Concours d'Elegance again will be free to the public we are asking that you bring a nonperishable food item to benefit the St. Croix Valley Food Shelf. Last year we raised 300 pounds of food for the Shelf.

Food concessions will be run by the Mendota Ship Sea Scouts with proceeds benefiting the Sea Scouts projects. Saint Croix Vineyards will be on hand selling their best Stillwater vintages. Come join us and admire beautiful antique and classic boats, cars, and motorcycles and stay for great food, wine and music.



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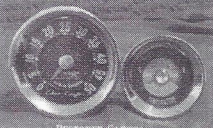
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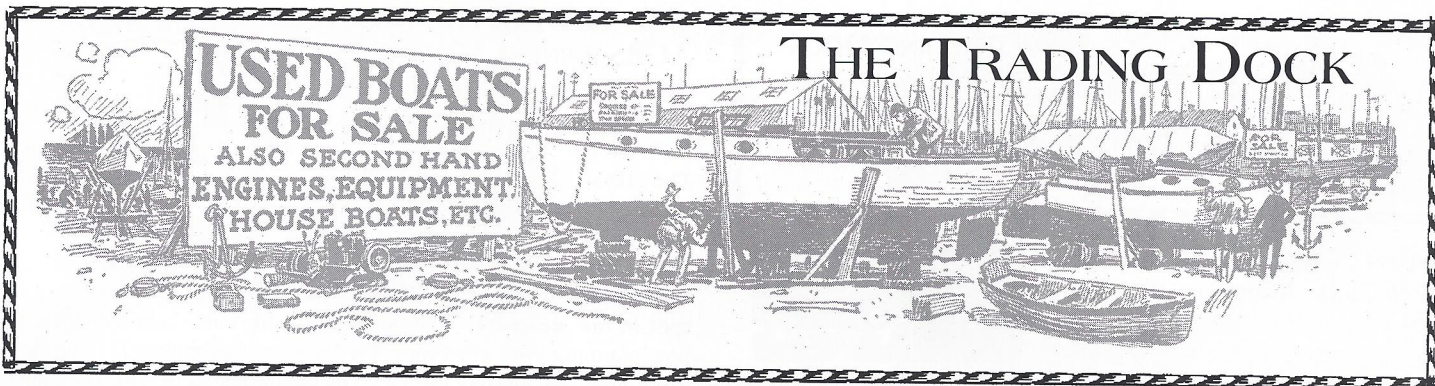
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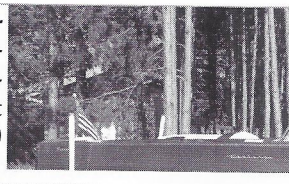


●**1931 CHRIS CRAFT 16' DELUXE** - complete rebuild: planking, rechromed, engine, electronics/wiring (6 volt), instruments, upholstery in 2001. New trailer and complete cover. Excellent condition and ready to go! \$10,000. Larry 952-229-1608. (M0602)

●**1958 RICHARDSON 35' SEDAN CRUISER** - Twin Chrysler Crown gas engines. Completely refinished inside & out. Fully equipped. Sleeps six. A fun family boat to use or to show. \$25,000 For complete specs & additional pictures, email rbsail@juno.com (M0510)



●**1963 CENTURY 17' RESORTER** - Gray Marine V8, Excellent condition, new bottom, New upholstery. Just a beautiful little boat that is water ready. \$10,000.00 Joel 651-248-7314 (M0510)



●**WANTED: CHRYSLER OUTBOARD MOTOR** 3 to 8 hp, in good original running or complete, fixable condition. Long tailshaft preferred. Must be a Chrysler, not Sea King or off-brand. Reasonable price please - wife has me on a strict budget! I'll give your old Chrysler a good home. Bob at 612-202-5471 (M0510)

●**1940s RHINELANDER 16' PILOT** - model 50 guide boat. Good condition, needs paint. Owned since 1949, stored near Fountain City, WI for past 20 years. \$5,000.00. Dan Lorenz, 10754 Santa Fe Dr., Sun City AZ 85351 Phone: 623-435-9223. (M0601)

●**1955 THOMPSON 14' THOMBOY** very rare mahogany/cedar strip outboard runabout (less than a dozen known to exist) two-toned decks. Needs major restoration, comes w/1995 Shoreland'r trailer & rare appropriate small "Thompson" chromed logos. No motor \$2,000. Call 612-823-3990 or email thompsonboat@msn.com. (M0601)



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- Two late 60s to 70s Starcraft Skylark sailboats...have one mast, one rudder/tiller, two booms, two sound hulls, but no sails...\$150.00 for both.
- One Sunfish sailboat, complete ...\$150.00.
- Car-top boat carrier/bracket from the 50s that clamps to transom and mounts on ball...\$50.00

The motors are at my home in Mpls - everything else is at my farm near Baldwin, WI - 40 miles east of St. Paul. Dave Brown, 612-804-5758 or dembrownz@aol.com. (NM0602)

●**1963 THOMPSON 16' SEA COASTER** - One-owner boat in original condition. Has been stored indoors and shows only normal wear from minimal use. Boat is clean and in good condition. 85 hp Mercury was recently refurbished and in very good condition. Period Balko trailer included. Very usable in present condition or would be an easy restoration. Additional photos available. \$2,000. Jim, 715-386-2558. (MM0602)

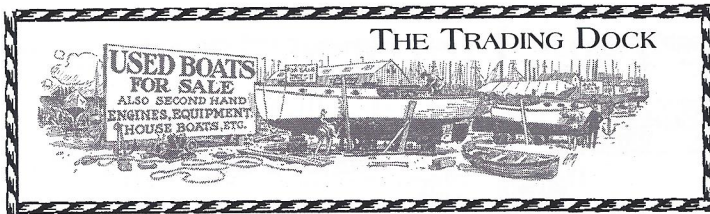
●**1963 CENTURY 17' RESORTER** - 238 Graymarine. Velvet Drive, 220 hours, spare 225 hp GM and VD. Nice original boat, engine, interior, ski ring, sun top. Waterline cover. Bunk trailer. \$13,500. Dave Jr., 906-932-0400 (M-F, 9-5) Michigan. (M0602)

●**1964 CHRIS CRAFT 36' CAVALIER TRI-CABIN**- T-283, Onan Gen. restored, inside storage, runs good, looks great! Must see to appreciate! Call now: Cell 651-380-4584 or eves 651-385-8158 (M0602)

●**1947 CENTURY 17' RESORTER** - Project boat, Graymarine 6 cyl engine, complete boat. All hardware except stern light pole. Comes with trailer. \$2,000. Email: mbnjagn@charter.net for more info and photos. (M0602)

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Trading Dock continued on next page.



●1959 CHRIS CRAFT 26' SEA SKIFF - Call Clark Anderson at 952-918-0543. (M0510)



●1967 CENTURY 15' RESORTER - 289 Ford interceptor, Boat is all original very dependable and water ready. Great ski boat!! \$10,000. Joel 651-248-7314 (M0510)

●1965 CHRIS CRAFT 17' SUPER SPORT - very low hours, good condition, storage trailer - \$10,000. Call Tom at 612-868-8977. (M0805)



●TWO ROWBOATS FOR SALE - One is an original condition, structurally good, cedar strip Shell Lake (Wisconsin) from the 1950s. You may have seen it in January at the BSLOL wood boat display at the Minneapolis Boat Show in the Convention Center. The other is a boat manufactured at the Sam Vivant boat shop in Onamia, MN during the late 1930s or 1940s. This is the shop which, in 1952, became the Hugo Boat Works. Very few of this make still exist since the exterior construction was of northern white pine and not durable. Both boats are equipped with period trailers. Call Dave at 612-532-1187. (M0602)

●1968 CENTURY 19' RESORTER - Gray Marine V8 Runs and floats. Needs a couple planks a strip stain and varnish Great starter boat \$5,000. Joel 651-248-7314 (M0510)



● 1965 THOMPSON 18' SEA LANCER - outboard lapstrake **SOLD**



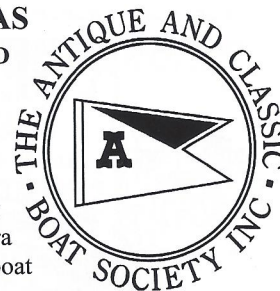
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The Hyatt Regency Lake Tahoe, Incline Village, Nevada, will be your meeting headquarters, with the Sierra Boat Company hosting the annual boat show. Arrive on September 10 to insure your spot in the pre-events. The Northern Calif./Lake Tahoe chapter is now planning your pre-events for Monday, September 11, Tuesday the 12th and Wednesday the 13th. The annual meeting will take place Thursday, September 14 and the boat show the 15th and 16th.

Lake Tahoe was first visited by the Washoe Indian tribe 10,000 years ago. They are still present here at the lake. Captain John Fremont was the first Euro-American to see the lake in 1844 followed by gold seekers in 1849. Lake Tahoe's elevation is 6,225, its length is 22 miles and its width is 12 miles. The surface area is 192 square miles; the maximum depth is 1,645 feet and has a shoreline of 72 miles. You are invited to come FLOAT YOUR BOAT on 37 trillion gallons of water.

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WILL YOU BE JOINING US FOR DINNER? When the meeting reservation forms are published, do not delay in registering. The Saturday night dinner will have limited seating; don't be left out, register early. Tom O'Rourke, chairman, 2006 Annual meeting Toro101746@aol.com



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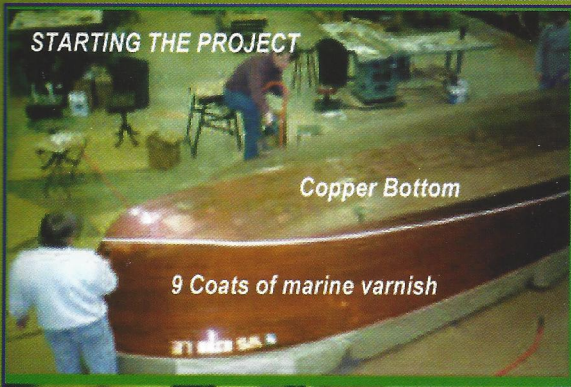
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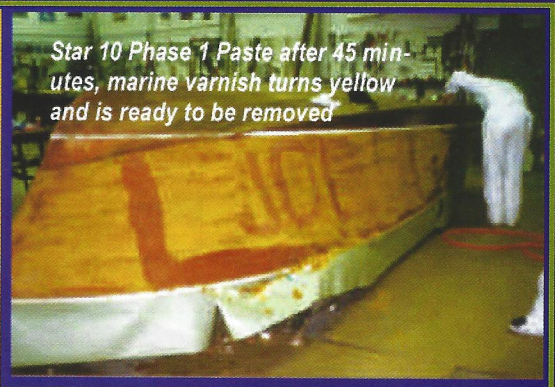


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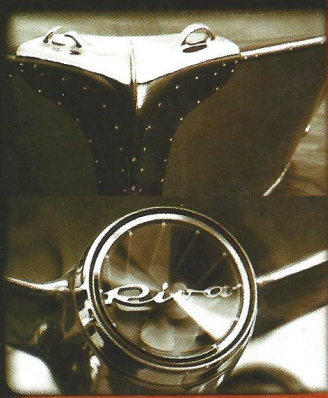
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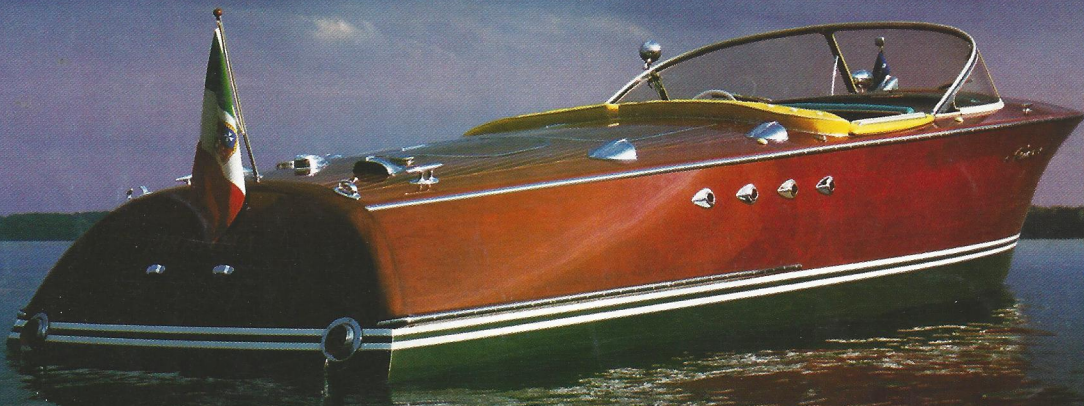
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