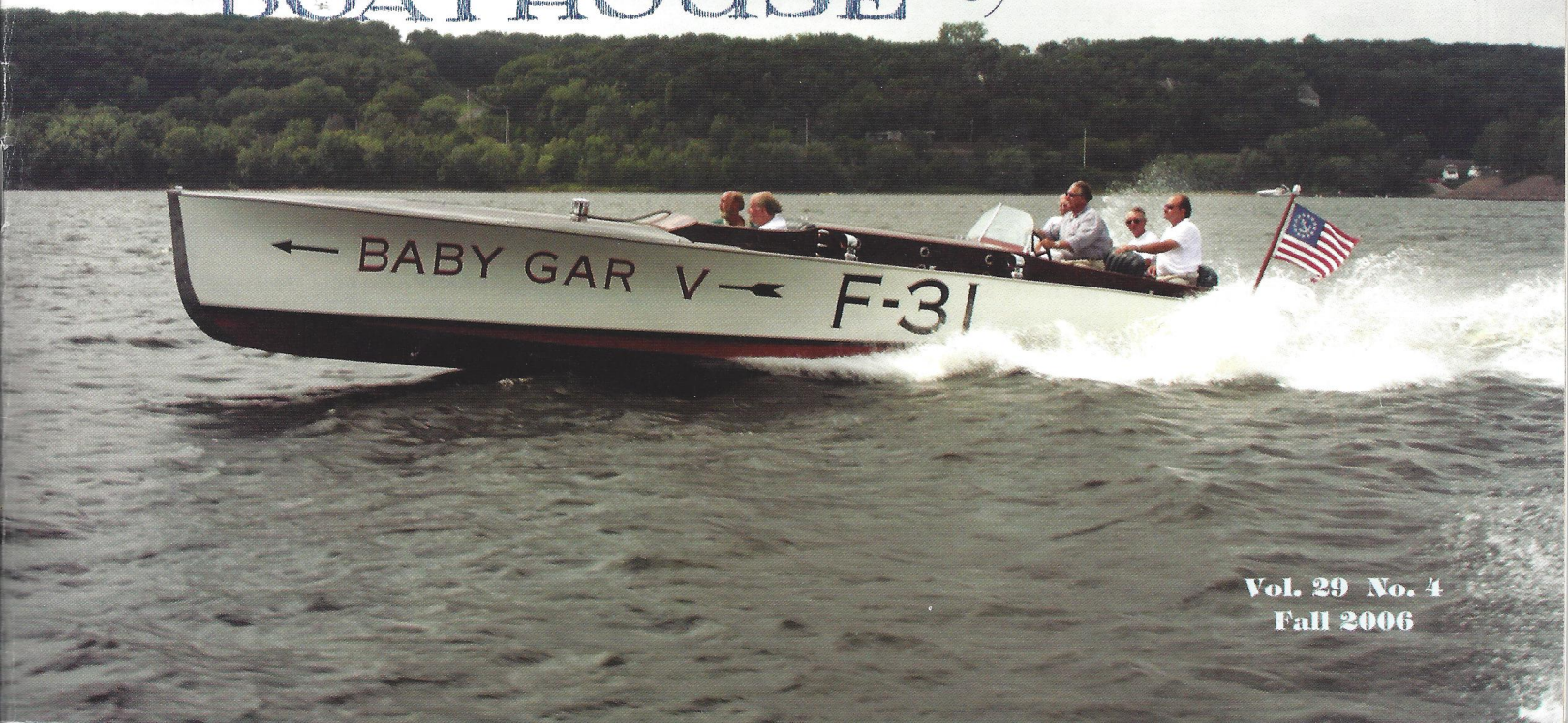
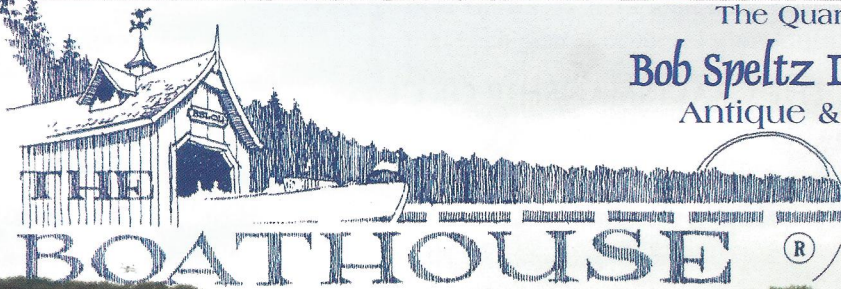




The Quarterly Publication of the  
**Bob Speltz Land-O-Lakes Chapter**  
Antique & Classic Boat Society



Vol. 29 No. 4  
Fall 2006

MAHOGANY BAY PROUDLY INTRODUCES

# ELEGANCE ON DISPLAY

## *Riva Aquarama Special*

Considered by enthusiasts to be the "Ferrari of Boats" boasts a pair of 350 hp V8 engines. Built from 1972 to 1996 in 278 units. Model available in two sizes: 34" or 23"



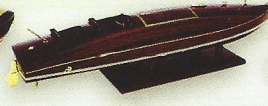
BABY BOOTLEGGER [1924]



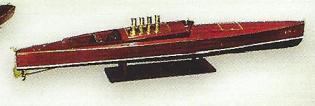
ARNO XI [1954]



FLYER [1947]



ZIPPER [1937]



DIXIE [1909]

THOSE WHO APPRECIATE THE CRAFTSMANSHIP OF CLASSIC POWERBOATS PRODUCED BY RIVA AND OTHER HISTORIC BOAT BUILDERS NOW CAN MARVEL AT METICULOUSLY DETAILED SCALE MODELS, WORKS OF ART FAITHFULLY REPRODUCED TO EXACT SPECIFICATIONS.

Hand-crafted of gleaming varnished mahogany using traditional plank-on-frame construction, these spectacular collectibles make superb gifts for anyone captivated by the romance and sophistication of a luxurious time.

Choose from among 10 different models, each available in two different lengths. Ideal for the mantel, credenza, foyer, captain's cabin...use your imagination.

Priced from \$700–\$1,300. Visit [mahoganybay.net](http://mahoganybay.net) for details and ordering information on these and other unique items celebrating the era of the wooden powerboat.



**ELEGANCE AFLOAT** — More than 60 fully restored vintage powerboats currently available. Priced from \$30,000 to \$4.5 million.

EXPLORE THE POSSIBILITIES AT  
[MAHOGANYBAY.NET](http://MAHOGANYBAY.NET)

Officially licensed by Riva. Produced by Kiade.  
Available in North America exclusively from  
Mahogany Bay. Sales/Distribution inquiries  
accepted.

MAHOGANY BAY

AMERICA'S PREMIER PRESERVATIONIST OF AN ELEGANT ERA

THE BOATHOUSE is published quarterly - January, April, July, October. All articles, ads, etc. must reach the editor by the 15<sup>th</sup> of the month prior to the desired issue.

**EDITOR: PEGGY MERJANIAN**

952-473-4936/h 952-473-6601/w

[editor@acbs-bslol.com](mailto:editor@acbs-bslol.com)

18275 Hummingbird Rd.

Deephaven, MN 55391-3226

**Photos & Much More!! STEVE MERJANIAN**

[datamerj@aol.com](mailto:datamerj@aol.com) 952-475-1384

**BOARD OF DIRECTORS**

**PRESIDENT JIM CAMERY**

715-426-2022/h

651-688-1936/w

[jimcamery@msn.com](mailto:jimcamery@msn.com)

[president@acbs-bslol.com](mailto:president@acbs-bslol.com)

**VICE PRESIDENT Brad Ernst**

320-395-2854 /h

[bcernst@hutchtel.net](mailto:bcernst@hutchtel.net)

[vp1@acbs-bslol.com](mailto:vp1@acbs-bslol.com)

**TREASURER DAN SCHLEGEL**

651-351-7650 /h

[daniel@e-schlegel.com](mailto:daniel@e-schlegel.com)

[treasurer@acbs-bslol.com](mailto:treasurer@acbs-bslol.com)

**SECRETARY MARK NELSON**

763-241-4959/h

[mbnjagn@charter.net](mailto:mbnjagn@charter.net)

[secretary@acbs-bslol.com](mailto:secretary@acbs-bslol.com)

Fred Goughnour 952-472-7649 /h

320-395-2700 /w

Scott Hawkinson 763-476-9492 /h

763-370-3569 /w/cell

[hawkstest@usfamily.net](mailto:hawkstest@usfamily.net)

John Kinnard 612-229-2498

[ccseaskiff@aol.com](mailto:ccseaskiff@aol.com)

Joel Lemanski 651-248-7314

[joel@classicboathardware.com](mailto:joel@classicboathardware.com)

Dave Lindberg 952-471-7306 /h

651-462-4104 /w

[woodlund94@aol.com](mailto:woodlund94@aol.com)

Peggy Merjanian 952-473-4936 /h

952-473-6601 /w

[datamerj@aol.com](mailto:datamerj@aol.com)

**DIRECTORS AT LARGE**

Greg Benson 952-447 3919 /h

612-802-9031 /c

[bslol@aol.com](mailto:bslol@aol.com)

Ray Garin 952-495-0012 /h

612-201-6918 /c

[mrcusapt@aol.com](mailto:mrcusapt@aol.com)

Bob Johnson 952-380-1505 /h

[kesslerjohnson@earthlink.net](mailto:kesslerjohnson@earthlink.net)

Dick Mickelson 763-545-1181/h

[dickmick@juno.com](mailto:dickmick@juno.com)

Jeff Stebbins 952-474-2954 /h

[jstebbins@gentryconstruction.net](mailto:jstebbins@gentryconstruction.net)

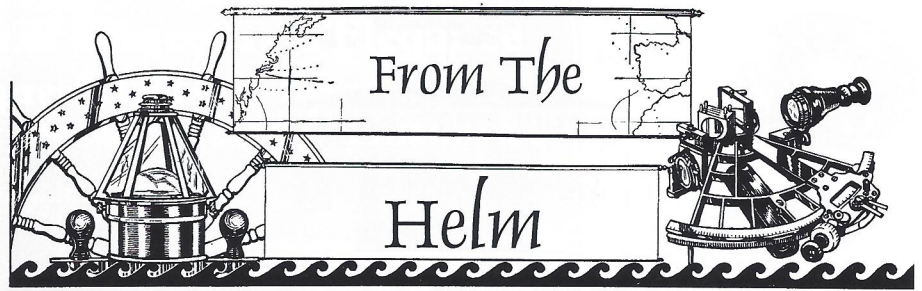
**PAST PRESIDENT**

Andreas J. Rhude 612-823-3990 /h

[thompsonboat@msn.com](mailto:thompsonboat@msn.com)

CONTACT BSLOL: 952-934-9522 or 877-636-3111

or Email: [president@acbs-bslol.com](mailto:president@acbs-bslol.com)



Jim Camery  
BSLLOL President

Another year of summer boating has passed and the weekends are full of anti-freeze and plans for next year. Mother Nature caught up with our string of good weather for the summer shows this year. It was beautiful for the St. Croix show's cruises and first day. Several boats extended the Stillwater cruise all the way to the High Bridge. I'm always amazed at how the Upper St. Croix is such an unknown treasure. On a day when you can walk across the bay at Prescott on boats, the river at the Arcola bridge is absolutely empty except for herons.

The beautiful weather of Saturday turned into a torrential downpour on Sunday, however. Those that could, huddled in cruisers and those that couldn't, got wet.

The Rendezvous on Minnetonka was more of the same, except that it was windier and colder. We moved the awards ceremony up a couple of hours and called it a show at 1:00 p.m. Considering the conditions, everyone had fun and Maynard's sold a lot of coffee and hot chocolate.

This was my eighth year of being involved in producing the summer boat shows. When I look back over the entire period, there's a clear trend that each year it becomes more difficult to persuade members to bring boats. I'm convinced that a key factor is the number of alternative boat shows available now. My friend, Todd Warner, did some research that counted only five boat shows in 1974, mostly in the New England area. In 2006, there are hundreds and maybe thousands. Over the past five years, especially, the number of shows in the Midwest has exploded, and there now are displays within driving range of the Twin Cities almost every weekend. We've come to recognize that Saturday and Sunday shows require more of a time commitment than members want to invest. In 2007, both the St. Croix and Minnetonka shows will be one day only (Saturday), with an organized cruise on Sunday.

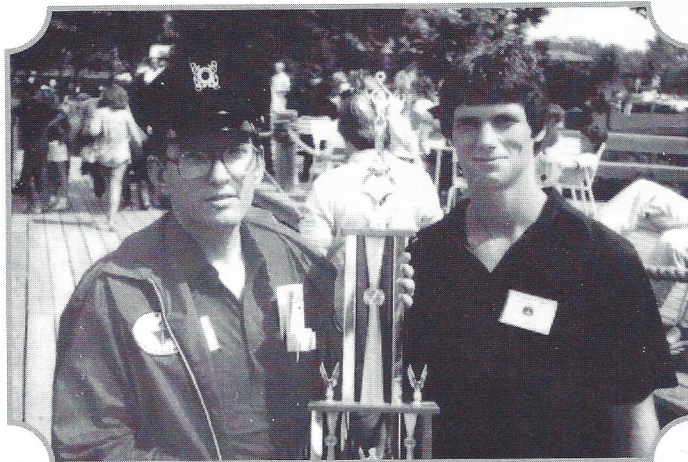
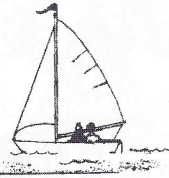
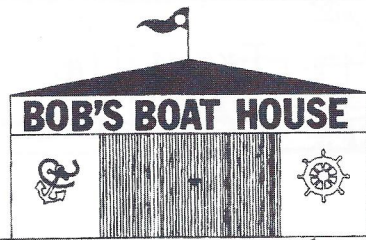
The BSLLOL display at the January Boat show at the Minneapolis Convention Center will focus on Minnesota-built boats. Minnesota was home to a number of makes: Wise, Herters, Larson, Dingle and others. This is easily our largest fundraiser and the club always needs more volunteers to staff the display and answer questions. Call or email Andreas or myself if you can help out for an afternoon or evening. (See contact information on this page.)

I will be turning over the gavel to a new president at the holiday party in December. With my jobs and travel, it is too difficult to give the club the attention it deserves. I know the new president will do a good job leading our chapter in continuing the ACBS mandate to educate others about classic boats and to have fun.

*Jim*

## IN THIS ISSUE

From The Helm	3
Board of Directors	3
BSLOL Contact Information	3
The BoatHouse Schedule	3
Bob's Boat House	4
BSLOL Mission Statement	4
On Our Cover	4
Concours d'Elegance Winners	5-7
Gadgets and Kinks	8
Service Department	9
Restoring Boat Restores Memories	10
Pre-Rendezvous Mini-Cruises	11-12
Rendezvous Winners	13-15
Cross Lake Show	16
Lake Okoboji Show	17
Speltz Chetek Resortation	18
Porthole to the Past	19
Ludlow's Island on Lake Vermilion	19
More Lake Vermilion	20
Helping A Lady In Distress	21
Lapstrake? A Likely Culprit	23
Minneapolis Boat Show Needs YOU	24
Boat in Music Video	24
2006 Lake Mtka Poker Run	25
BSLOL Holiday Party	25
ACBS 2007 Meetings	25
Historic Bag & Drag...Jeepers	26
Welcome Aboard!	27
Boating Is Fun	27
Boats In Process	27
The Best Thing I Ever Did	28
ACBS Calendar	31
Trading Dock	32
Commercial Ad Rates	33
Use of Trading Dock	33



*Bob Speltz handing Brad Chapin the "Bob Speltz Award for his 1940 Chris Craft 19' Barrelback at the 1981 Rendezvous on Lake Minnetonka.*



*1940 Chris Craft 19' Barrelback  
 Bob Speltz Award Winner at 1981 Rendezvous*

Reflections of Bob Speltz from his personal photo album.

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

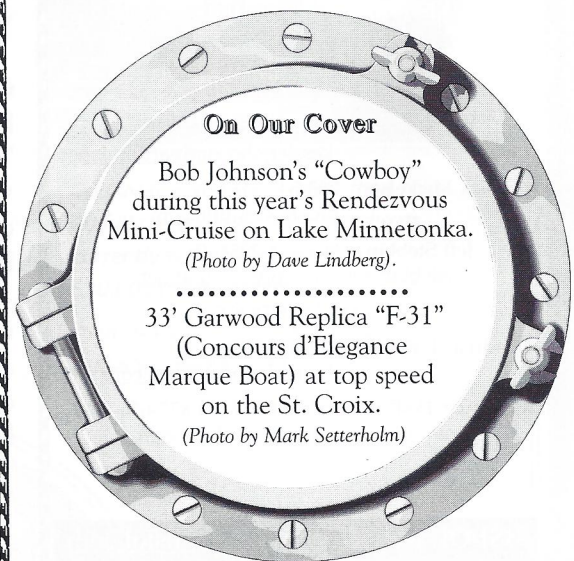
To promote the preservation and enjoyment of antique, classic and special interest watercraft of all types, both powered and non-powered by:

- Promoting public display and use of our boats.
- Acting as an information and skill resource for our members.
- Providing social activities of interest to all members and their families.
- Acting as historical repository for boating-related information.
- Providing value for our members in the form of education, merchandise and service discounts, technical workshops and subject-matter experts.
- Promoting a positive image for our chapter and boating in general.
- Promoting boat safety in all of our activities.

#### On Our Cover

Bob Johnson's "Cowboy" during this year's Rendezvous Mini-Cruise on Lake Minnetonka.  
*(Photo by Dave Lindberg).*

.....  
 33' Garwood Replica "F-31" (Concours d'Elegance Marque Boat) at top speed on the St. Croix.  
*(Photo by Mark Setterholm)*

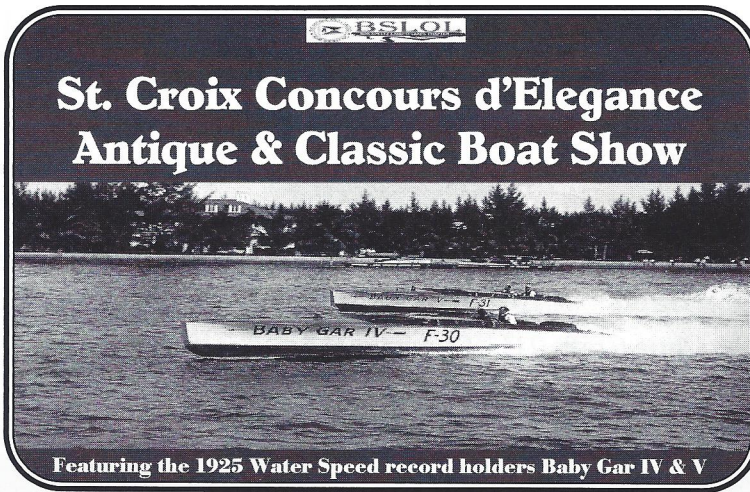


This year's show was a successful one. The "Nice-n-Easy" cruise put together by Dr. Bob took us to the Steamboat Inn in Prescott, Wisconsin and to the Dock Café in Stillwater. There is no better way to enjoy friends than a ride in a wooden boat on a beautiful day and sharing a lunch and good cheer.

Friday night's cocktail party was well attended and very pleasant. The weather tried to rain on our parade, but that would not be allowed. It rained ever so slightly and then cleared up. The night air was filled with the music of *Trippo Trio* and the food from Brines was fantastic. St Croix Vineyards again graciously provided the wine for the evening. Please show our thanks by visiting their vineyard on Manning Avenue in Stillwater, or make a purchase of their wine at your local spirit shop.

We had 50 boats in the water and 10 boats on land. We also had 10 vendors showing their wares or selling their goods. We were fortunate to have Andersen Window's *Glengarry* - an elegant 1938 Dingle 48 foot, 10 inch floating museum - give tours and the Washington County Water Patrol present with their state-of-the-art rescue boat. The St. Croix Valley Amphicar Club was again present entertaining the crowd with two parades and ongoing rides. The Sea Scouts did another bang-up job on providing the concessions and dock hand assistance.

Saturday evening's gala event on Berenberg Point was



by Michelle Lemanski

terrific. We were very lucky to have Danny Berenberg at the dinner to present the Commodore's Choice Award to Dave Doner and his 1934 Yacht Tender, *Ida*, and to present Bayport Marina with awards of appreciation. The music was great, the food was tasty, the weather was perfect and a good time was had by all who attended. A very successful

silent auction raised \$1,200 for the St. Croix Valley Food Shelf. A special thank you to Sue Zemke, Margot Garin, Tammy Tollefson, and Ginger Bolin for all their hard work on this important part of the show

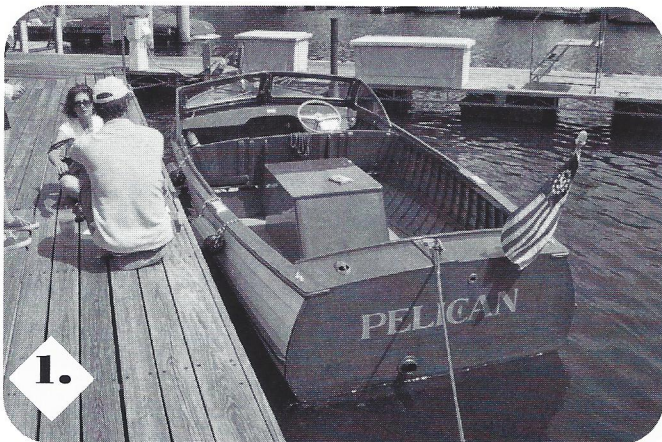
The weather gods did not smile down on us on Sunday; the sky opened up and it rained and it rained and it rained. Needless to say, we got wet and attendance was down for this day. We held the awards in Bayport's maintenance building and tried to stay dry. Congratulations to all the award winners (listed following this article.)

Thank you to the committee who put in a lot of time and effort; without you there would be no show. Thank you to our sponsors: Mahogany Bay, Denny Hecker Auto Group, Marine Max, St. Croix Vineyard, Summit Brewing, Cross Country Transport, Star 10, Haggerty Marina and the Scuttlebutt. Finally... thank you to Bayport Marina - its members, staff and Marsh Nowlin. It is a pleasure to work them and be able to have our show at this top-notch facility.



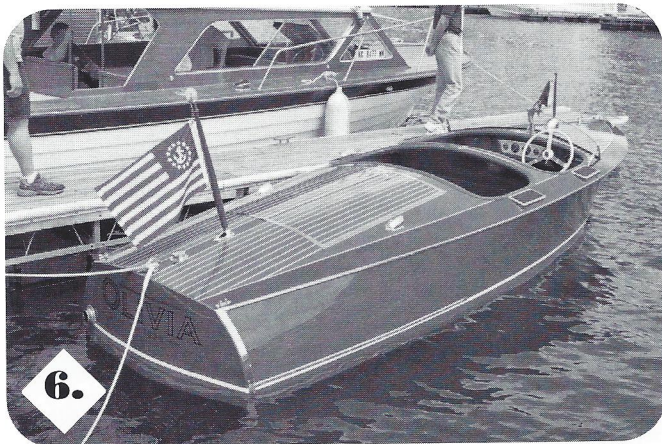
## 2006 CONCOURS d'ELEGANCE WINNERS!

- |                         |      |               |     |                  |                  |         |
|-------------------------|------|---------------|-----|------------------|------------------|---------|
| 1. People's Choice      | 1955 | Lyman         | 18' | Inboard Runabout | Mendota Ship 248 | Pelican |
| 2. Commodores Choice    | 1934 | Young Boat Co | 15' | Yacht Tender     | Dave Doner       | Ida     |
| 3. Best Antique Utility | 1934 | Young Boat Co | 15' | Yacht Tender     | Dave Doner       | Ida     |



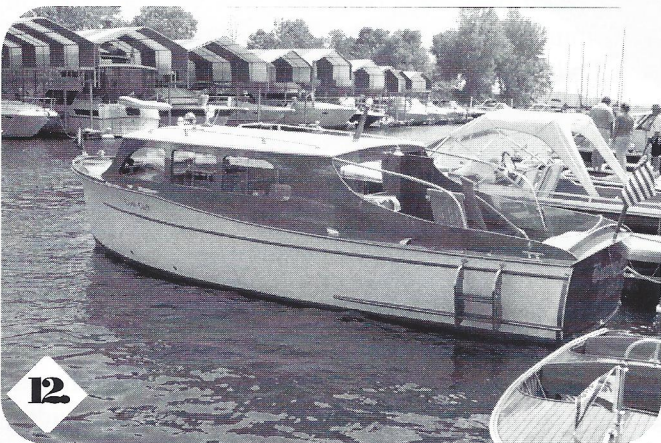
# 2006 CONCOURS d'ELEGANCE WINNERS!

- |                         |      |             |     |                    |                       |                  |
|-------------------------|------|-------------|-----|--------------------|-----------------------|------------------|
| 4. Best Chris Craft     | 1938 | Chris Craft | 19' | Blue & White Racer | Mike & Sue Favilla    | Momo             |
| 5. Best Classic Cruiser | 1963 | Chris Craft | 36' | Roamer             | Dave & Paula Lindberg | Sweet Martha     |
| 6. Most Original        | 1938 | Chris Craft | 19' | Deluxe Runabout    | Mike & Linda Ryan     | Olivia           |
| 7. Bent Prop Award      | 1956 | Penn Yan    | 14' | Aristocrat Premium | Gary & Suzy Wilson    | The Jack Johnson |
| 8. Farthest Traveled    | 1989 | Barron      | 16' | Jersey Speed Skiff | Donn & Cindy Thomas   | Chasin the Blues |
| 9. Kids Choice          | 1959 | Chris Craft | 21' | Continental        | Susan Zemke           | Finicky          |

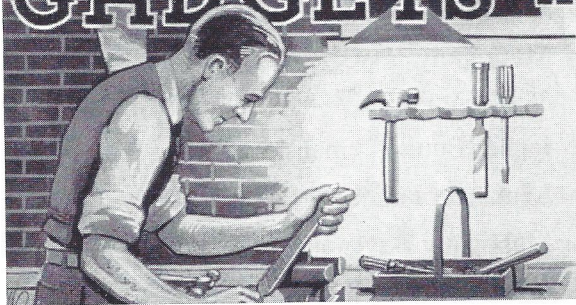


# 2006 CONCOURS d'ELEGANCE WINNERS!

10. Best Antique Runabout	1929	Chris Craft	28'	Sedan	Mahogany Bay	Tuxedo Taxi
11. Best of Show	1954	Chris Craft	31'	Sedan	Mark Sauer	Friendship V
12. Best Antique Cruiser	1937	Chris Craft	26'	Clipper Cruiser	Joel & Bunny Lemanski	Bunny Jan
13. Best Century	1967	Century	15'	Resorter	Lemanski Family	Bubbles
14. Best Classic Utility	1971	Lyman	30'	Custom Sportsman	Mahogany Bay	
15. Best Classic Runabout	1950	Chris Craft	19'	Racer	Mitch & Kathy Lapointe	Stoli



# GADGETS AND KINKS



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

front and/or back ends. Also, there is a ridge which nestles under the stainless steel trim screwed to it. Certainly, it is best to understand in what order saw cuts are made to make the job go as smoothly as possible..

First, cut a blank of lumber that matches the overall dimension of the original quarter rail. Then, cut

## MAKING NEW QUARTER RAILS

### HOW HARD CAN IT BE?

by Sherwood Heggen

Have you thought about the quarter rails on your boat lately. No? Well, it certainly doesn't need to be a priority, but if you are refinishing or restoring your boat, they should have your attention.

So what is a quarter rail, also referred to as a spray rail? Typically, it is the strip of wood mounted on the aft end of the topsides near the water line. A strip of stainless steel, or rub rail, is fastened to the face of the quarter rail to protect it and the side of the boat from dock piling damage. The problem with quarter rails is that they have a tendency to rot because they are exposed to a lot of water at the waterline. Water gets behind them and does the rot thing; not in every case, but it happens.

How can you tell if the quarter rail is rotting? Check for yellowed varnish where the rail meets the hull side which could indicate water has migrated behind the quarter rail soaking the wood and releasing the varnish. That is a breeding ground for rot. Or, poke at the surface of the wood with a sharp object at the junction between the hull and the quarter rail to see if the wood is soft. Even if things look good on the outside, it doesn't mean the quarter rail doesn't have problems on the backside. The only way to be certain the quarter rail is solid is to remove it from the hull to inspect the back side where rot might be evident.

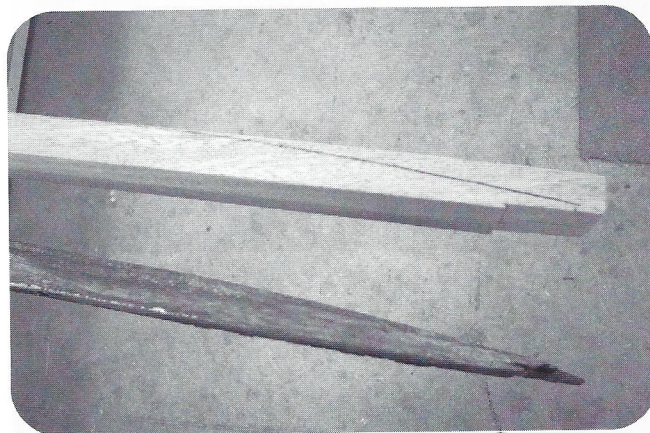
So, let's say you found out your quarter rails are shot. It will be necessary to make new ones and that is what this article is about.

There is quite a variety of quarter rails, so what is to follow hopefully will give you insight about what to expect in making new. Understand that making new rails is considerably more than running some lumber through a saw.

The process seems relatively simple, but it is important to accurately copy the dimensions to the new rail. Tools that are helpful in this task are a bevel gauge to copy the taper angle on the sides of the rail and a tape measure and a caliper to measure overall dimensions. Skill and experience with a table saw and band saw are important for bringing the rail to its final shape.

The quarter rails made for the example in this article are from a nineteen foot barrelback. Looking at them, they appear to be a six-foot length of wood that has tapered sides. But, when viewed from the side, they have a curve at the

ridge under the stainless steel trim. This is done by cutting a rabbet on each side of the stock to leave a ridge in the center with a dimension same as the original. Using the original quarter rail as a pattern, draw the curve on the side of the new stock as seen in the picture below, then cut it to shape on a band saw. Finally, cut the tapered sides with a table saw.

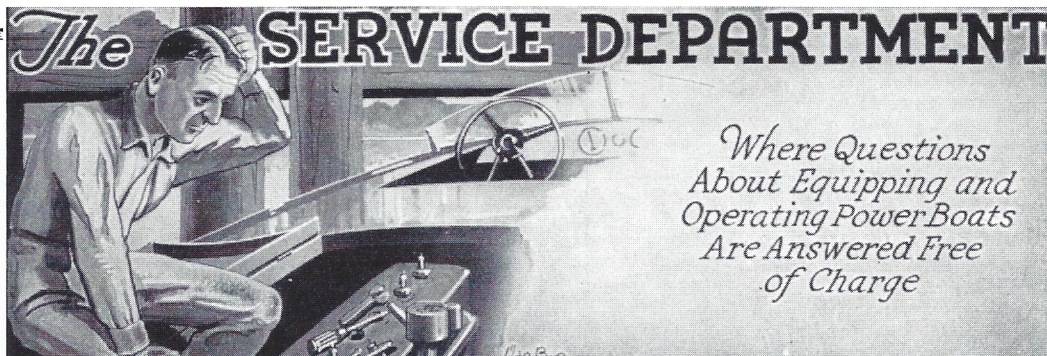


Now look at the backside of the original quarter rail and you will see it is slightly hollowed out leaving an eighth-inch wide edge on either side. This is so the quarter rail fits snugly to the slightly curved hull. Unless you have a shaper and a bit specific to the size for the hollowed area, an alternate tool must be used, and that would be a table saw. To do this, the stock must be run through the table saw at an angle as shown in the picture below.



The table saw must be set up accurately to get the correct depth and width of the hollow. To assist in getting things right, cut a length of scrap lumber to the same width





Dear Dr. Motorhead,

Once, many many years ago as a young lad, I contemplated whether or not I would hold the knowledge to become the rocket scientist which I so longed to achieve. Years went by, I studied hard, goals changed and I find myself today not as a rocket scientist, but a brain surgeon. Yes my friend, I, like you, am a Doctor. I have my practice here in Minneapolis where I work hard saving peoples lives, while hopefully making Minnesota and the world a better place to live.

I, like your many readers and followers, have enjoyed your articles and insight for so many years. Thank you for all you do in making the world a better place to live. I know you are helping so many of us challenged with the mechanical aspects of our hobby. I have a problem with my boat, or should I say with my boat's engine.

This past summer brought my family and me hours of boating pleasure. We have enjoyed the many boat shows in the area, plying the waters of our scenic lakes and rivers and, most importantly, the camaraderie and friendships of all those who participate in antique and classic boating activities. Here is a brief history.

We purchased our boat last year at the end of the season from a reputable person who had documentation supporting all the work he had done, including a new motor and federal wheel. Didn't use it much before Minnesota's icy grip put an end to our enjoyment. Prior to storing the boat, I noticed I was not achieving the prescribed maximum speed or revolutions for my Chris Craft "M" engine. As I understand, this is around 3,000 rpm's. When I was boating this summer, for some reason the problem was not self-corrected with six months of storage. I was hopeful, but alas, I guess some problems just don't go away with time. I came to the realization that perhaps my patient's problem might be chronic. Here is what I tried to correct my engine's ailment.

I followed all your advice in tuning, timing and insuring everything was well with the engine. You see, for my birthday, my wife was kind enough to purchase a tool bag and prescribed list of tools you have recommended for everything one may need with the Dr. Motorhead seal of approval. Everything is correct and functioning properly, including adequate compression. My propeller is neither bent, chipped nor missing any blades. I am tired of everyone passing me when we put the "pedal to the metal," as they say.

No, no, don't get me wrong, I am not trying to keep up with the big dogs such as Dr. Bob, Greg Benson or even the likes of Todd Warner with that Aussie gentleman's racer he is frequently piloting. Which brings up a question: Is there a race boat made that is un-gentlemanly? Oh sure, I just answered my own question. That would be Mitch

LaPointe in his boat Bandito. But then, whom does he race against? Are there other un-gentlemanly race boats out there? I'm getting off my subject and this paragraph is getting way too long.

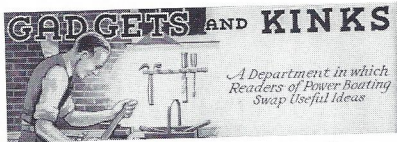
Here is the summary of my dilemma. My boat, or perhaps I should use its proper name, is Rumpelstilzkin. You see, my dear doctor, my wife was only the miller's daughter, but she sure had the entire kingdom's gold which allowed me to purchase our wonderful craft. And you thought I was going somewhere else with this . . . here I go again on a tangent. Again, the summary: Rumpelstilzkin was running perfectly — to that I can attest — however, not perfect enough. I was not getting the speed or full rpm's, which the good Doctor has prescribed.

So, what's the deal with my engine? Do I need to get a hold of Lou Brisivity at his speed merchant and transmission shop? Perhaps bring the boat down to the Valleys in Florida where Jerry can take a look at it when he is not dodging alligators and snakes? Or perhaps Maureen could help when she is not feeding her plastic fish in their cement pond. How about Tonka Bob? Forget that thought, not enough gold in the kingdom. I could promise you my first-born child for your help, but, too late for that. How about my fifteenth born child? That's a pretty good bet on my part. Perhaps all I need to do is ask, as we are both Doctors, albeit of a different trade.

Signed,  
Dr. and Mrs. Gemutlichkeit

Dear Mrs. and Dr. Gemutlichkeit,

Thank you so much for your letter, and glad to know you are both having a good time. Your problem takes neither a rocket scientist nor a brain surgeon to figure out. Check the propeller, or wheel, as it is commonly known. My guess: the prop is the wrong size, plain and simple. You mentioned the seller of the boat had told you, along with all the work he had completed, included a brand new federeral wheel — probably one he had in a box somewhere. There is a delicate balance between engine and boat performance and proper wheel size. An inch either way in diameter and/or pitch, will do so much for or against your boat's capabilities. Typically an M engine will require a 14x14 or a 13x15. For the uninitiated, the first number represents the diameter, while the second is the pitch. You want approximately an inch or an inch and a half between the bottom of your boat



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

as the quarter rail as a test piece. Raise the blade to cut the correct depth of the hollow. Remove the fence from the saw and replace it with a straight length of scrap lumber clamped at both ends to the saw at an angle as a temporary fence. The position of the fence will center the cut on the stock and its angle will determine the width of the saw cut. The greater the angle to the blade, the wider the cut. Adjust the angle and position of the temporary fence until the cut on the scrap stock matches that of the original quarter rail. When the cut is correct, it is time to run the actual stock through the saw. But wait! The cut does not start and stop at the end of the stock. It starts and stops about six inches from the end. So, mark on the stock where those points are and also on the fence where the starting and stopping points should be. Make the cuts and hold the new quarter rail to admire your skills. Take some sandpaper after it to eliminate saw marks, drill the holes for the screws which will hold it to the hull side. Apply the stain and varnish and screw 'em to the hull. Done.

Luckily, this is a simple quarter rail to make and explain. Some have extreme tapers and odd shapes so a little thinking and imagination must be exercised to come up with the correct order of the saw cuts.

If you have any questions on this or any other restoration subject, don't be afraid to contact me at either [Heggensj@Centurytel.net](mailto:Heggensj@Centurytel.net) or 715-294-2415. I would rather you have information on how to do your restoration correctly than guess. I have to believe that there is a half finished restoration out there because the amateur restorer is just over his head. Contact me. We can work through it. Your boat deserves to be whole again.



## RESTORING BOAT RESTORES MEMORIES

After stripping away 50 years of paint and applying 13 coats of finish, Ed Sheldon's prodigal boat is finally seaworthy. Sheldon's reunion story began three years ago when he happened upon a

familiar-looking boat for sale only five miles from his house.

"I told the woman (selling the boat) that this boat looks a lot like the boat that my brother Dave used to have," Sheldon said. After sending pictures of the boat to his younger brother, Lee, he soon realized why. He said, "That's not like Dave's boat, that is Dave's boat!" Though Sheldon has had the boat at his house in Cold Spring for almost three years, it made its first public appearance this year in all its refurbished glory at the 19<sup>th</sup> Annual Antique and Classic Boat Show in Cross Lake.

But before Sheldon could dream of displaying the 16 foot, cedar-sided boat, he put in an estimated 2,000 hours of work — including stripping the boat down to its bare wood before repainting it in its original color.

"There must have been 30 coats of paint, a lot of them painted on by my father," Sheldon said. "It was like stripping away all this history." Sheldon estimates that his family painted the boat once or twice a year while they owned it to keep it watertight. Because of the frequent painting, the boat was never given a true name. "We just called it Dave's boat or the Noeske boat," said Sheldon, referring to the Osage company that built it in 1955.

Noeske manufactured about 80 boats a year from 1932 until the early '60s, when it went out of business. Melvin Noeske, the 83-year-old son of the original manufacturer, thinks Sheldon's boat is the last Noeske in existence — though Sheldon said Noeske was skeptical about the boat's reliability. He called me and said, "You're not going to put that boat back in the water." Sheldon laughed. "We've done water tests. It's water-worthy." He proved that on August 5<sup>th</sup> when he and his family had a relaunching party on Fish Hook Lake near Park Rapids — the same lake where Sheldon and his family enjoyed the boat decades before.

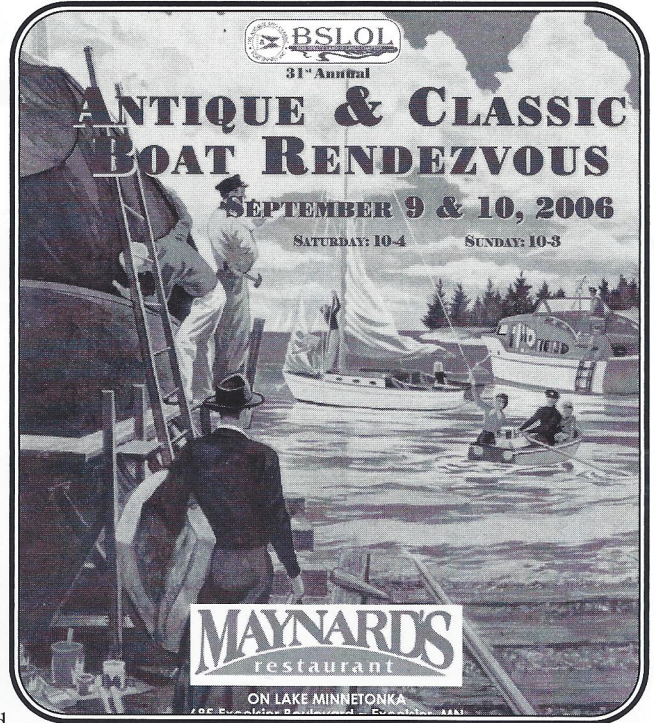
"The boat is back in the family where it originally started," Sheldon said. "It brings back a lot of good memories." He, his brothers, and his children learned to water ski behind the boat. Sheldon's discovery of the long-lost treasure has become much more than just a restoration project. "It's been a great thing for my younger brother (Lee) and me," Sheldon said, adding that the brothers have spent a lot more time together since the restoration process began three years ago. "It had to be fate," Sheldon said. "It showed up so close to my house, like it wanted it to go back to its original owner."



2006

**PRE-RENDEZVOUS  
 MINI-CRUISES**

By Bob Johnson



and the top of the wheel. Or perhaps more precisely, one tenth the wheel's diameter between the two. Another rule of thumb: for each inch of pitch you add or subtract, will affect the engine's revolutions by 200.

Today's manufacturers offer what is called a cupped wheel. I would recommend this to all who are interested in giving their boat a little more speed. Here is how it works. At the outer edge, the blades are cupped inward ever so slightly. This helps prevent the water from slipping off the end of the blade or giving a little more bite and performance. This cup is similar to what the aeronautical engineers have developed over the years to provide more lift for airplanes — a dam, if you will, to prevent air from falling off the end of a wing while keeping more air under the wing where it does more good (lift.) These are called winglets in jets and STOL (short takeoff and landing) on smaller planes. Back to boats. This cup, in essence, gives more lift and is more efficient. However, this cup will also reduce the top end revolutions by 200 rpm's. Keep that in mind. If you are currently using a 14x14, you will need to order a 14x13 with a cup. This cupped wheel does carry the Dr. Motorhead seal of approval, by the way.

So in conclusion, check out that wheel of yours and challenge a fellow BSLOLer to a race with an antique and classic motor in their boat, you will be amazed.

Signed,

Tomorrow I brew, today I bake.  
 And then the child away I'll take.  
 For little deems my royal dame,  
 Dr. Motorhead is my name.



**P**re-event mini-cruises went off as planned as they have in previous years, with one outstanding surprise on Friday!

On Wednesday, we started with a typical potluck *Club Cruise* with about five boats, and loads of people, originating at 6:00 p.m. at the Wayzata Train Depot docks. We began by cruising west through the cut in Big Island and

back east to the tranquil waters of Carson's Bay, where we rafted up to the three cruisers brought by Ray Garin, Carl Weisser and Jaime Heinz. A big feast was consumed quickly as the sunset was rapidly upon us. We made our way back to Wayzata by moonlight to drop off passengers and then to home docks.

Thursday saw us assembled at the Sunset Restaurant docks around 4:00 p.m. for some boat-talk as we waited for latecomers. A leisurely cruise west into the upper lake took us to Al & Alma's Restaurant (one of our long-time advertisers) to make a 5:30 p.m. dinner reservation. After an excellent meal, we piled back into the boats for an evening cruise and then back home.

Friday started with breakfast at Sunsets, followed by a short captains' meeting. We then set out for our morning cruise through Libbs Lake, Woolsey Pond, St. Louis Bay, around Big Island and over to Maynard's Restaurant for our 11:30 lunch. We were joined by several boaters who were not able to take part in the cruise.

After lunch, we cruised into the upper lake to our next stop --- the new Lost Lake docks in downtown Mound. As we were walking toward Todd Warner's Mahogany Bay Showroom for our planned tour, we were met by Todd in his new antique Stutz car. He began shuttling us to the showroom in this fantastic vintage car (covered in leather, yet.) What a treat! But this was just the first of two big surprises.

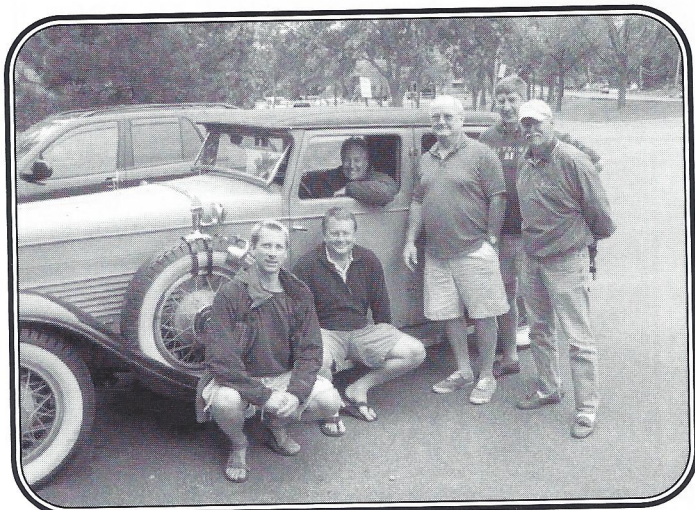
After a brief showroom tour and talk about the boats on display there, Todd surprised us again, saying "Would you like to hear me talk some more or would you like to go for a special boat ride?" The crowd unanimously responded "Boat Ride!" Todd and Company then shuttled us to his "speak easy" vintage home nearby where "Posh," the 1927, 54 foot Hacker-designed Huskins was cleaned and ready to go. We excitedly got aboard and Todd treated us to an almost two-hour, high speed ride around the upper and lower lake. We were allowed to experience the cabin, port cockpit and rear cockpit areas of this fantastic commuter speedboat. I'll never look at my U-22 in the same way after this experience. Special thanks to Todd and Company for pulling out all the stops this year.

All in all, I think those who participated in the mini-cruises enjoyed themselves, but I would like to see more people involved and possibly some different things to do in coming years. Any ideas? Let me know!

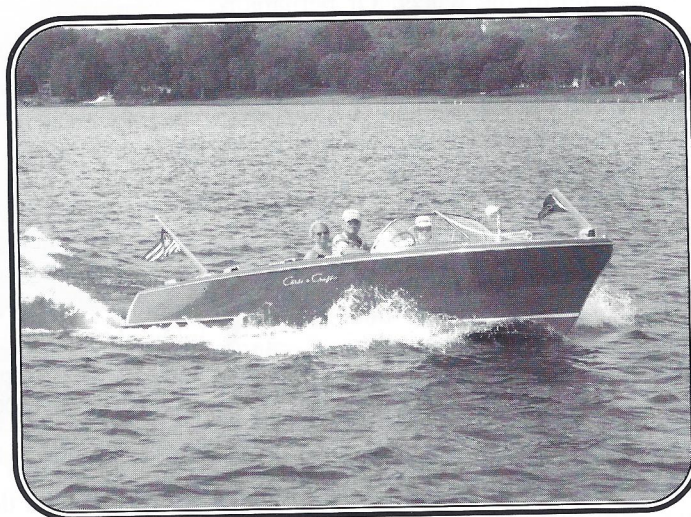
Bob Johnson,  
 Mini-cruise meister.

*Mini-Cruise Pictures on pages 12*

# 31<sup>st</sup> ANNUAL ANTIQUE & CLASSIC BOAT RENDEZVOUS PRE-SHOW MINI-CRUISE

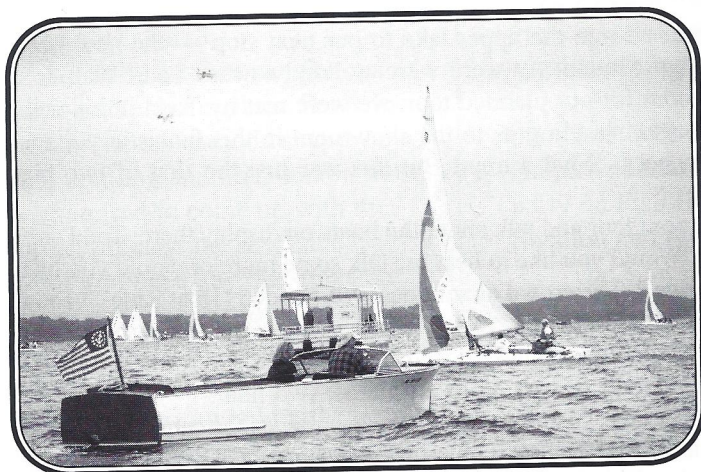


Todd Warner in his antique vintage Stutz  
(talk about a fancy "shuttle"!!!  
Andreas Rhude, Dave Lindberg,  
Dave Doner, Jim Camery and Greg Benson



Greg & Deb Benson  
1955 Chris Craft 19' Capri

More of the lunch-bunch: (left-right) Dave Lindberg,  
Andreas Rhude, Bob Johnson, Dave Doner,  
Greg Benson, Dave Wiborg, Jim Camery.  
(Is that some sort of secret sign Bob and Dave are flashing?)



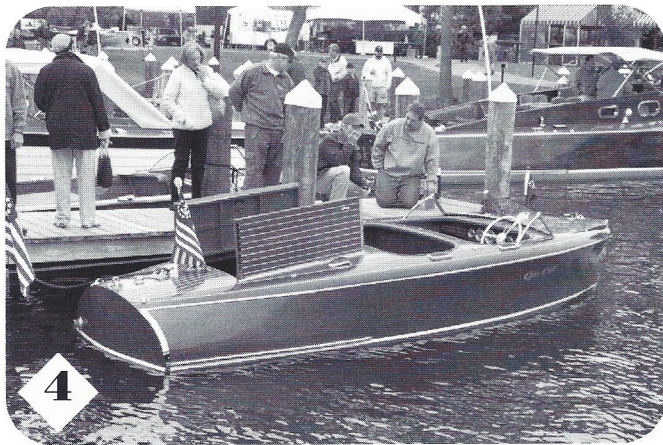
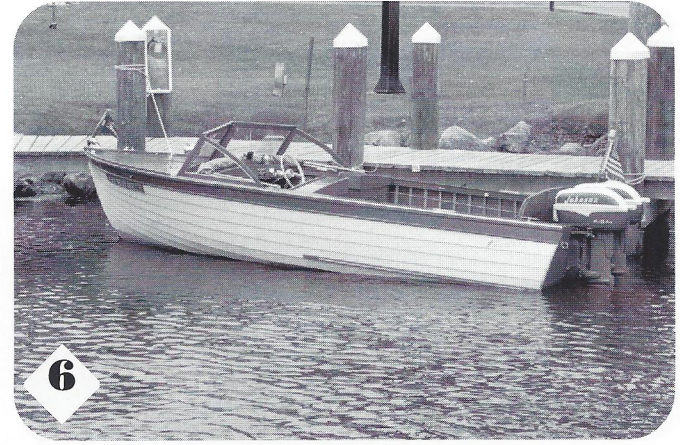
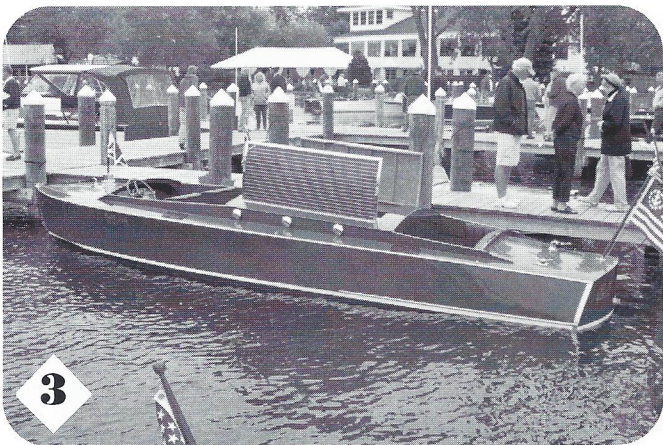
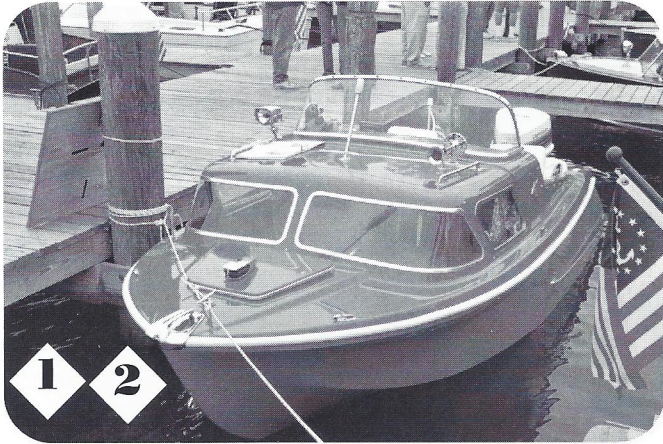
A unique combination caught during a national sailing regatta on Lake Minnetonka -- a wood Chris Craft, fiberglass sailboats and an aluminum pontoon.  
What are the chances???



1955 Lyman Inboard Runabout "Pelican"  
restored by Mendota Ship #248 Sea Scoutsz

**ANTIQUE & CLASSIC BOAT RENDEZVOUS WINNERS**

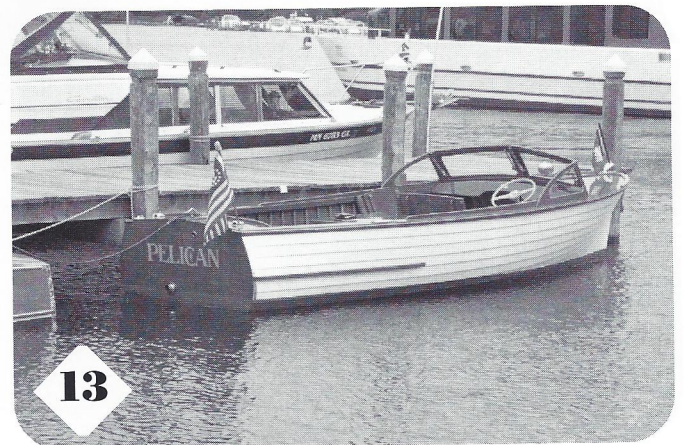
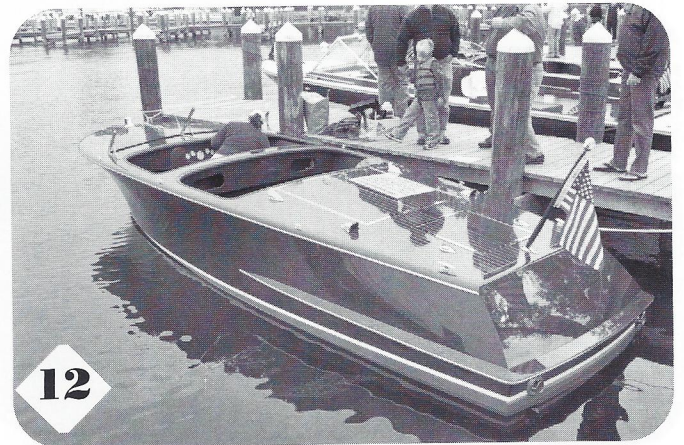
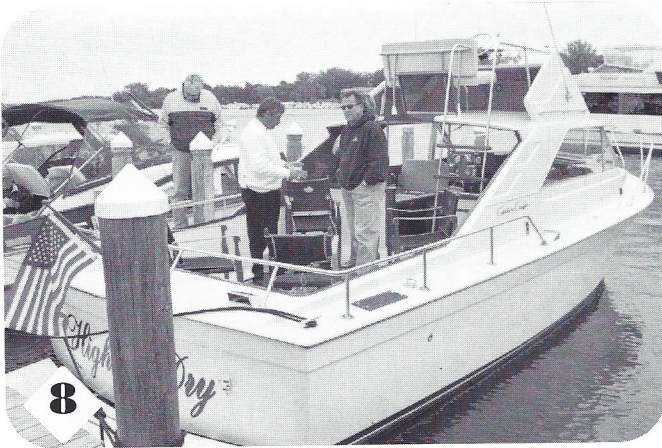
1. People's Choice	1960	Dorsett	17'	Catalina	Chuck & Carol Roum
2. Judges' Choice	1960	Dorsett	17'	Catalina	Chuck & Carol Roum
3. Skippers' Choice	1924	Belle Isle	26'	Bearcat	John Allen/Nelson Boat Works
4. Best Chris Craft	1941	Chris Craft	19'	Barrelback	John Allen/Nelson Boat Works
5. Best Century	1951	Century	20'	Resorter	Scott Hawkinson
6. Most Orig/Best Preserved	1957	Thompson	17'	Sea Lancer	Andreas J. Rhude
7. Best Antique Utility	1934	Young Boat Co.	17'	Yacht Tender	Dave Doner



*More Rendzvous Winners on pages 14*

# 31<sup>ST</sup> ANNUAL ANTIQUE & CLASSIC BOAT RENDEZVOUS WINNERS

8. Best Special Interest	1973	Chris Craft	30'	Cruiser	Ann Frederick & Mike Nelson
9. Best Fiberglass	1960	Dorset	17'	Catalina	Chuck & Carol Roun
10. Bob Speltz Award	1947	Steel Craft	26'		Peter Kimm
11. Best Contemp. Classic	1971	Lyman	30'	Sportsman	Mahogany Bay
12. Best Amateur Woodworkg	2005	Contemp Hacker	22'		Jim Russell
13. Best Amateur Varnish	1955	Lyman	18'		Joel Lemanski/Sea Scouts

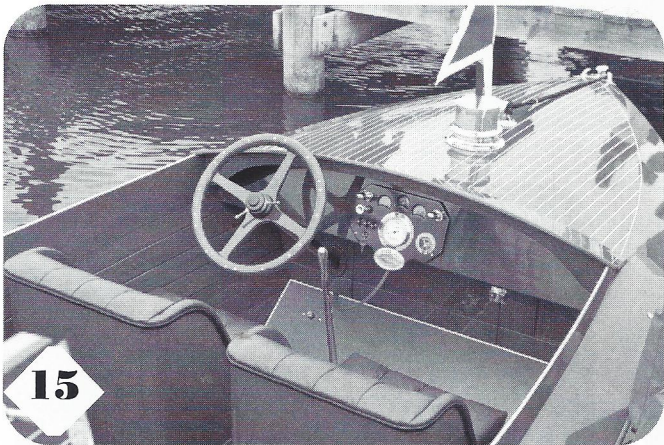
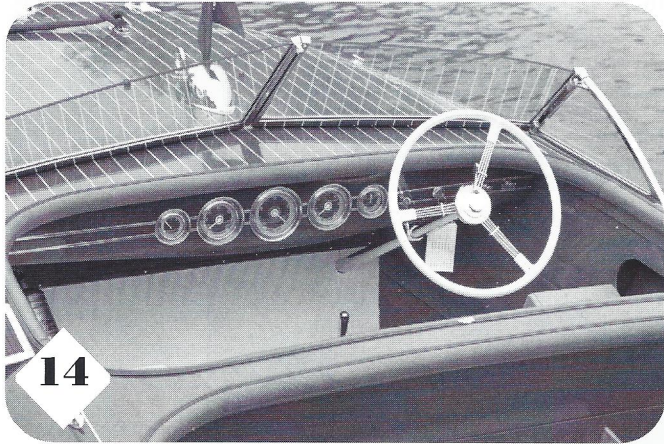


*More Rendzvous Winners on pages 15*

# 31<sup>ST</sup> ANNUAL

## ANTIQUE & CLASSIC BOAT RENDEZVOUS WINNERS

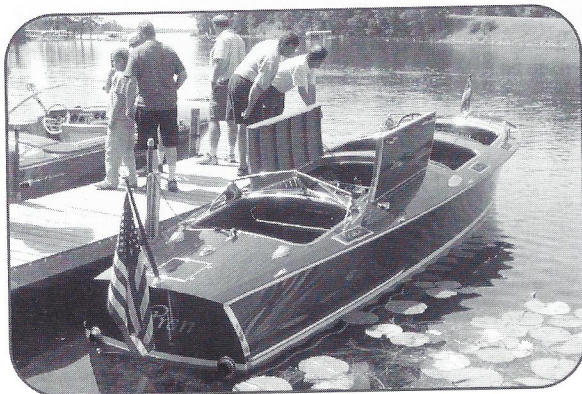
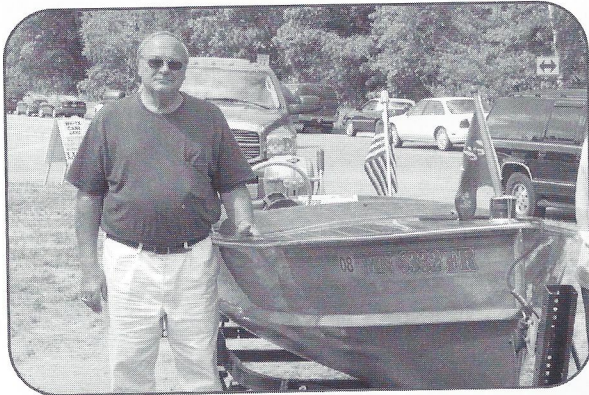
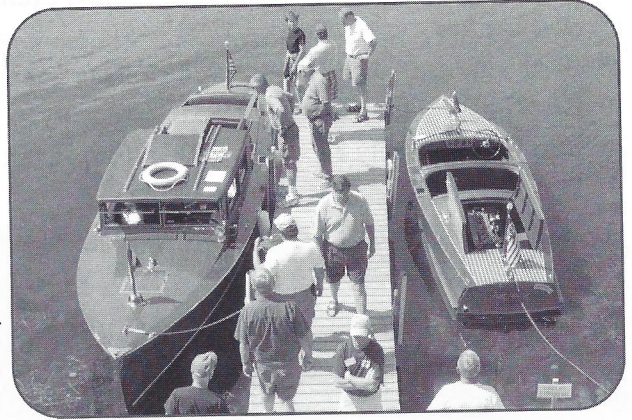
14. Best Display	1941	Chris Craft	19'	Barrelback	John Allen/Nelson Boat Works
15. Best Antique Runabout	1924	Belle Isle	26'	Bearcat	John Allen/Nelson Boat Works
16. Best Classic Runabout	1953	Chris Craft	19'	Racing Runabout	Mitch LaPointe
17. Best Cruiser	1937	Huckins	54'	Commuter	Mahogany Bay
18. Best Outboard	1956	Penn Yann	14'	Captivator	Gary & Susan Wilson
19. Best Classic Utility <22'	1951	Century	20'	Resorter	Scott Hawkinson
20. Best Classic Utility 22'>	1952	Chris Craft	22'	Sportsman	Brad Ernst



On Saturday July 22, Eric Gustavson and I headed up to the north woods to **CROSS LAKE** for the boat show held at Moonlight Bay. We arrived about 10:30 and found the place to be pretty full. We did find a spot to display Eric's *Li'l Henry* in the parking lot with about five other boats. After set-up, I began to wander around taking pictures as I went. I didn't have to go far before I ran into people I knew. Of course, I didn't have any way to list the names so I will just have to go by memory. Those that I remember include: Dr. Bob Johnson, Dave Doner, Mitch and Kathy La Pointe, Todd, Dave and Jess from Mahogany Bay, Ray and Carol Ellis, Ron Martens, Jim and Marcia Aamodt and probably a dozen more that I will remember after this goes to print.

Frank Warner, I hope you got your car started. (His 60's Lincoln convertible had a dead battery.) In addition to a wide variety of boats, the Red Wing engine display was there. In the parking lot were some Corvettes as well as a few really nice street rods and a variety of motorcycles. With a selection of boats and people like that, it would be hard to describe a better day. This is a show I won't miss next year.

**AREA BOAT SHOWS**  
**CROSS LAKE**  
 by Clark Oltman





## AREA BOAT SHOWS LAKE OKOBOJI

by Clark Oltman

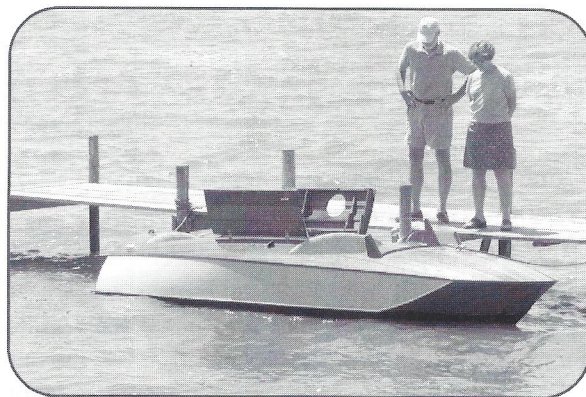
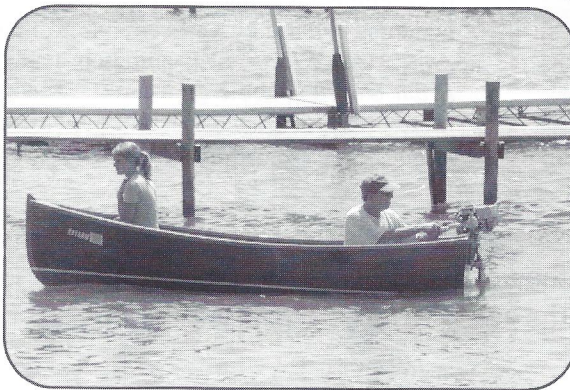
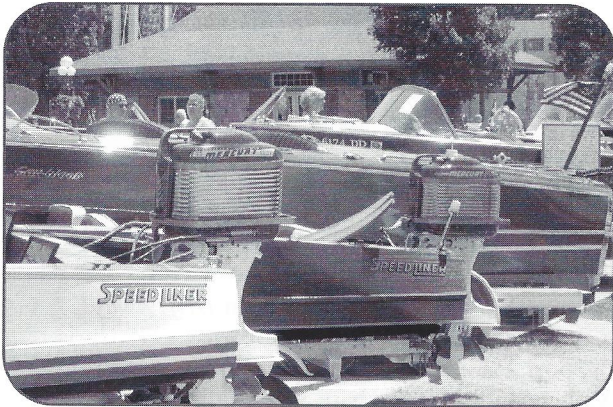
On Saturday, July 29, Eric Gustavson, Jimmy Holtz and I hooked up Eric's 1955 Henry 13' Runabout, *Li'l Henry*, and drove off into the sunrise — well not really. We went to the Jerry Drykopp IOWA GREAT LAKES CHAPTER SHOW ON LAKE OKOBOJI, IOWA. Yes, all you Minnesotans, nice lakes are not all in Minnesota. The show is held in the town of Arnold's Park on the grounds and docks of the Arnold's Park amusement park.

We drove in past the Iowa Great Lakes Museum, down to the lakeshore. There were a few boats on land display, to which we added Eric's boat. It was pretty warm and humid all ready, so I walked the docks right away. The only other two BSLOLers that I saw were Mitch La Pointe and Todd Warner. Todd had his gentlemen's racer along, bobbing gently at the dock. We met Greg McCurry, former Mound resident, now from South Dakota, at the show.

This is really a nice place for a show. Only a short distance away is a large parking lot and the museum and along the docks there are a few options for refreshment.

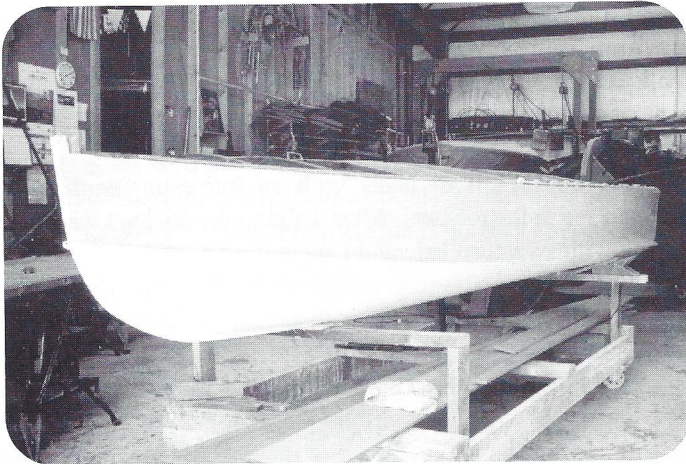
They had three docks full of boats with an interesting variety on display as you can see in the pictures. After walking the docks, I was dripping with sweat, so Eric and I spent most of the day sitting in the shade watching the people go by. Yep, that was one of the hot weekends. I think they had predicted 100° F in Minneapolis that day. It was no different there.

For those who would like to visit another show, it is a little over three hours drive — easy to get to. There was a picnic for captains and crew on Friday night. We were unable to attend, but heard it was a great gathering.



## THE RESTORATION OF BOB SPELTZ'S 1954 CHETEK 14' OUTBOARD

is nearing completion, but it will never be fully restored without its hardware. This boat started out with all its hardware intact, but somewhere along the way, the boat and its hardware got separated. It has been in several garages over the last few years prior to being taken over by Stan Petersen.



Stan generously accepted the task, and is now at the point where the only thing left is to install the hardware. Stan is offering a \$500.00 reward for the return of the hardware from this Chetek.

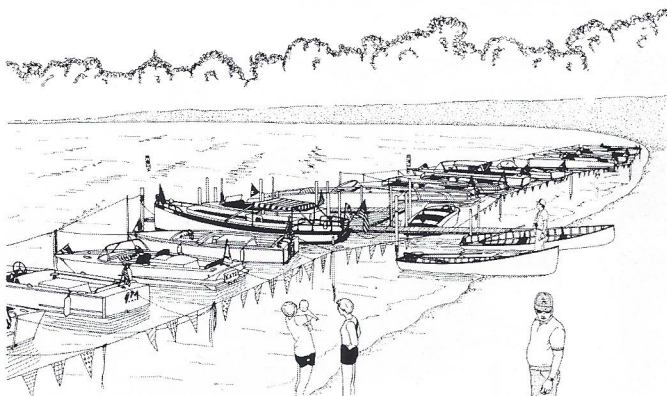
Among the missing pieces are:  
**WINDSHIELD BRACKETS,  
CHOCKS, CLEATS, BOW LIGHT,  
CHETEK NAME PLATES,  
STEERING WHEEL AND PULLEYS**

Contact Stan Petersen  
352-383-6095 or ship to  
4095 Davenport Lane  
Mount Dora, FL 32757

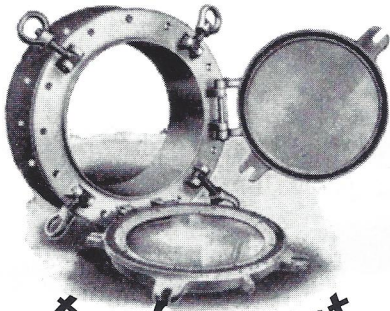


### Another great day on the water!

**Maureen Valley & Janet Rouse on *Drift Away!***  
Janet Rouse and her husband, Jack, own a 1978 Chris Craft Sport Fisherman. They live up the road from the Valleys and own the barn where all the Valleys' restorations take place. Maureen says it's due to their generosity that they've been able to maintain *Reenie Anne*, restore *Drift Away* and their new 1958 Glastron *Prom Queen* (bubble gum pink!!) Maureen promises more on *Prom Queen* when her upholstery is done.  
*Editor's Note: We're looking forward to it, Maureen!*



# Porthole



## to the Past

### AND NOW, THE REST OF THE STORY...

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

What was she? In the words of radio journalist Paul Harvey, "AND NOW FOR THE REST OF THE STORY." The boat was made at Middlebury, Indiana by the Pioneer Manufacturing Company. They had twenty-five years experience making boats. Their hull material of choice? It was none other than galvanized iron! Iron, yup, you read it correctly. Not steel -- iron!

Pioneer felt that iron was the best boat-building material, and all their boats were made of this material, unthinkable to most other boat makers. Who'd have believed it? Now you know!

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



If you've never been to Lake Vermilion, you're missing a terrific get-

away. Steve and I made the trip to the annual Labor Day boat show there for the first time last year. We had such a great time, we knew we'd go back - and we did - again this year.

Ludlow's Island Resort, owned and operated by Mark and Sally Ludlow, is located on the western end of Lake Vermilion in Cook, MN, just 75 miles south of International Falls. This has got to be one of the best of Minnesota's "10,000" lakes - a pristine area that takes your breath away. BSLOLers Mark and Sally Ludlow own and operate Ludlow's Island Resort.

The Ludlow family has inhabited that area since the early 1900s. In 1909 a summer home was built for the Ludlows on the south shore. In 1929, Joseph Ludlow purchased Ludlow's Island for about \$800.

The first cabin to be built on the property was what is now known as "Night Owl." It took several years to complete and was eventually rented out during the summers to

## LUDLOW'S ISLAND ON LAKE VERMILION

by Peggy Merjanian

the Hoerner Box Co. for their employees and customers. Additional cab-

ins, were built, and in 1949, the decision was made to enter the resort business.

By 1972, Mark's parents, Hod and Lil Ludlow were ready to retire. Until that time, Mark hadn't shown an interest in the business, his dad convinced to make the purchase and in 1988, the resort became a full-time occupation.

Mark and Sally Ludlow operate a first-class resort. The cabins are immaculate and fully stocked from the kitchen to the bedrooms and the living area; it just feels like home - and their staff reflects their dedication to assuring guests are comfortable. Their website is [www.ludlowsresort.com](http://www.ludlowsresort.com) or you can email them at [info@ludlowsresort.com](mailto:info@ludlowsresort.com).

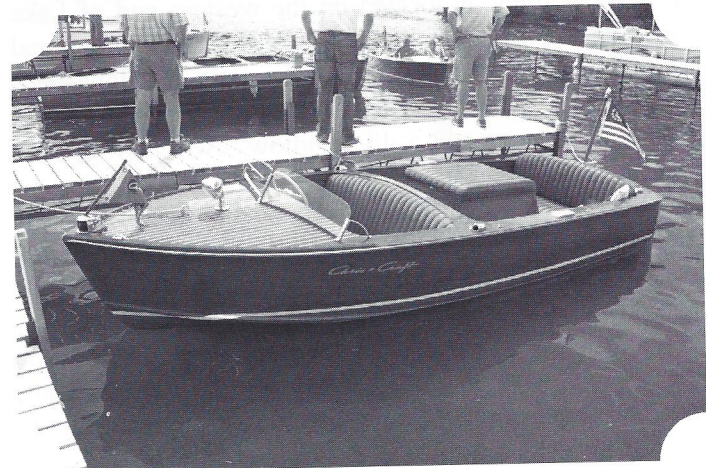
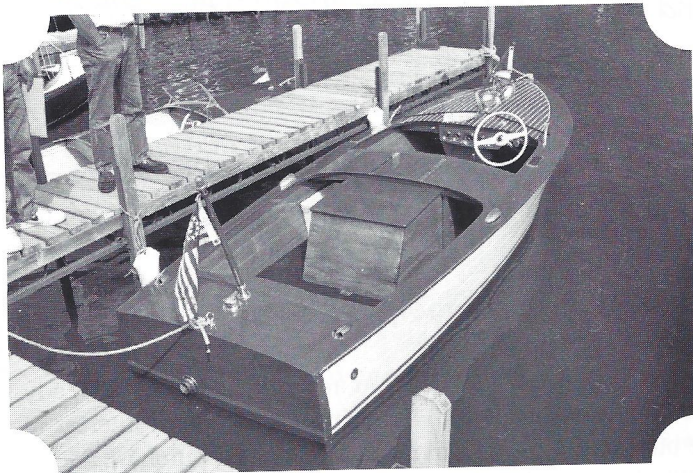
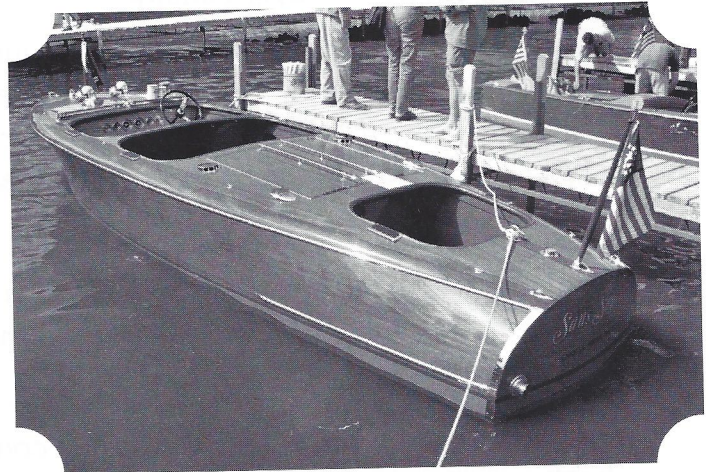
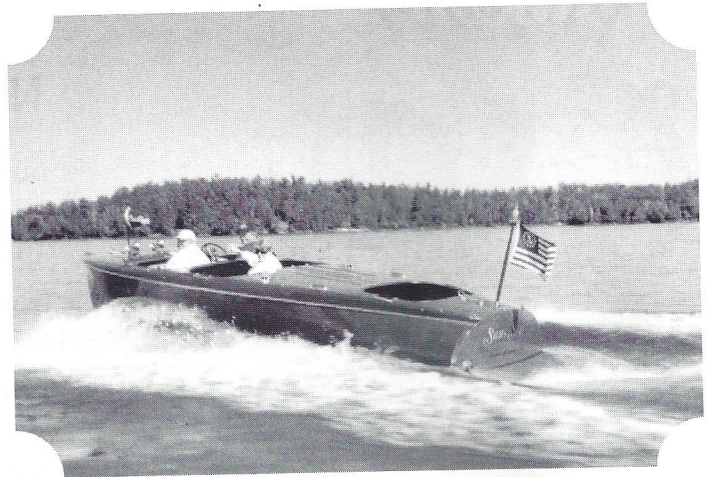
As I mentioned earlier, every Labor Day a boat show is held on Vermilion and it's a wonderful event. While the number of boats that participate may not be what you'd find at most shows, the variety is remarkable, and the "small town" atmosphere makes this a most enjoyable and unique event.

Vermilion ~ Cont'd from page 19

Two awards are presented: Skippers' Choice and People's Choice. This year, both awards were went to the 1940 Chris Craft 23' triple cockpit "Sans Souci" beautifully restored by Tom Juul. Steve and I were most fortunate to ride in this awesome boat both to and from the show. To the right is San Souci skimming across the Lake that day.

Here are several of the great boats in that show.

## BOAT SHOW ON LAKE VERMILION



**AS THINGS WERE THEN**

About six years ago I happened to be down in the Winona area, a pretty 100 mile ride south along the Mississippi River from St. Paul. Since Winona happens to be my hometown, I often return to see family and friends. This particular day, I stopped to chat with Tom who sold vintage cars, street rods, motorcycles and other kinds of mechanical wonders from his shop just south of town. He always had something new on the lot and it was fun to chat with him and get the story behind something or other. Most of us can relate to old cars just as we do old boats; they are interesting, worth saving and having around. You also get to meet a lot of nice people and can be the basis for a very rewarding hobby.

The next stop that day was to the local marina along the Mighty Mississippi at the foot of Laird Street. In the 50s, this was the location of the Whitcraft houseboat manufacturing facility and encompassed as well the Whitacre Marina. Back then there were probably about 100 slips. The boats were a mix of houseboats, a few wooden cruisers and a variety of smaller pleasure boats. Today, this facility is called the Winona Yacht Club. There were no yachts I recall seeing that day, and I don't think much of a club, if any, exists. However, there remains a few houseboats and an assortment of runabouts, as well as a number of transient boats making a brief stop on the way up or down the river.

Whenever I stopped by the marina, I tried to connect with Dennis, the owner, or Doyle, the mechanic, who kept things running around the place as well as taking care of the marine repair facility. This particular day, Doyle threw out a bone and said I should check with Dennis and take a look at the old Chris Craft that had been tucked away in one of the storage buildings for some 25 years.

Out of breath and with my heart racing, I was soon inside the darkened building. With a small flashlight I eventually found the *Doris Ann*. She was tucked away in a corner and covered with heavy layers of dust, dirt and pigeon stuff. I was able to confirm

**HELPING A LADY IN DISTRESS**

by Dave Doner

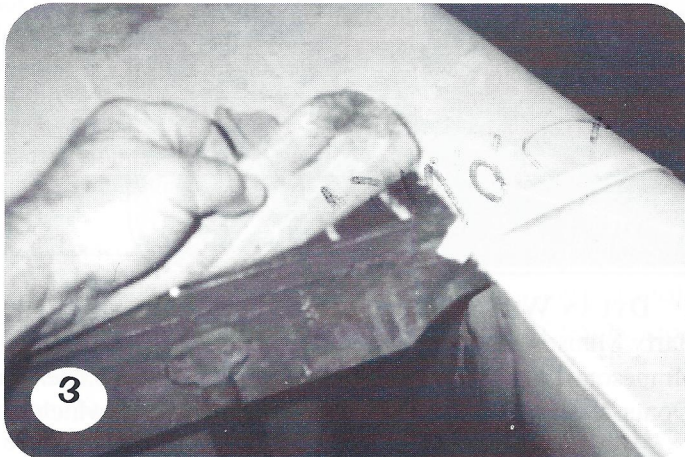
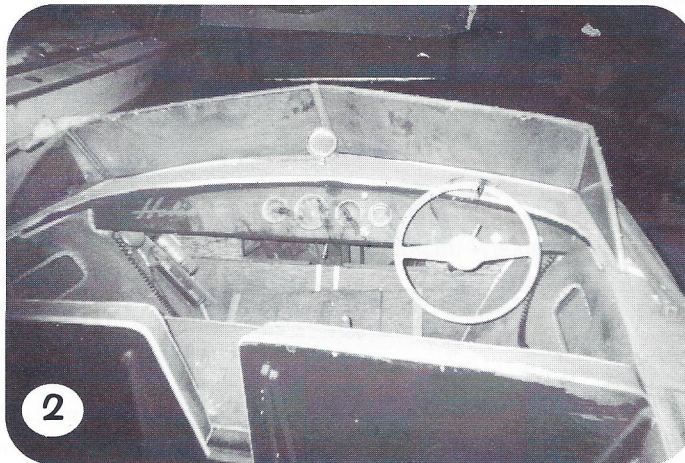
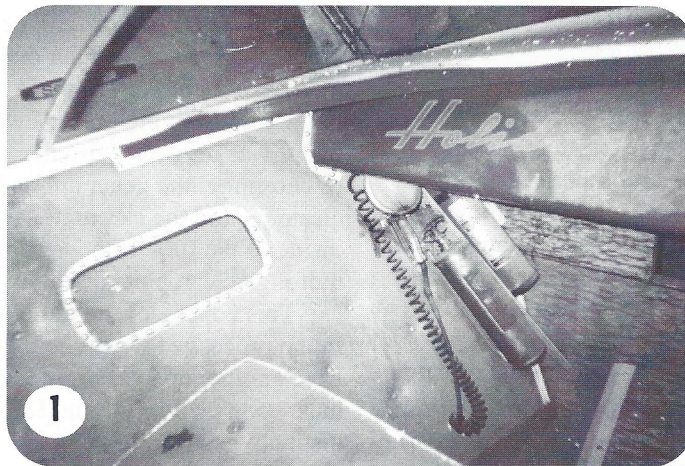
that it was indeed a Chris Craft. The decals said Holiday and my estimate was that it was about 20 feet long. The boat appeared to be complete, although I was somewhat shaken to discover that someone had glued white vinyl to the decks and gunnels. Furthermore, they used thumb-tacks and staples to attach a layer of 3/4 inch foam and aqua-colored vinyl to the ceiling boards. (See photo 1.) Actually, the only exposed varnish surfaces were the hull sides, transom and dash. (See photo 2.) Once I had the boat hauled outside and into the light of day, I was able to make a more thorough examination and felt that this might be a good project for me.

As most of us do at this point, I tried to mentally construct two lists: one was "why I should" –the other was "why I shouldn't." Luckily for me, the "should" list had more entries than the "should not" list! Dennis used to own a Chrysler dealership in Winona. He used to sell cars, probably used ones as well. Despite this, Dennis and I sat down in his office overlooking his marina and made the deal. I felt good about it and I know Dennis did!

Once I got the boat out of town and to its intermediate storage facility at Jimmy C's just north of Prescott, I contacted the Mariners' Museum in Newport News, VA and ordered a copy of the original invoice for hull number HY-20-118. I learned that the boat was invoiced to Minnetonka Boat Works In Wayzata, MN on February 15, 1957, and that it came with a convertible top, still in the boat and in fairly good condition. Everything else on the boat was as per the invoice. I had always assumed ceiling boards were standard. However, penciled in on the invoice were "interior cockpit planking, installed." In this case, it appeared they were an added option.

**AS THINGS WERE IN SUMMER '05**

Initially my biggest concern was to try and figure out why someone made the decision to cover everything with vinyl and what possible harmful effect this may have had on the wood beneath. I started peeling off the plastic covering and found the wood to be in good condition. My feelings are that this guy just

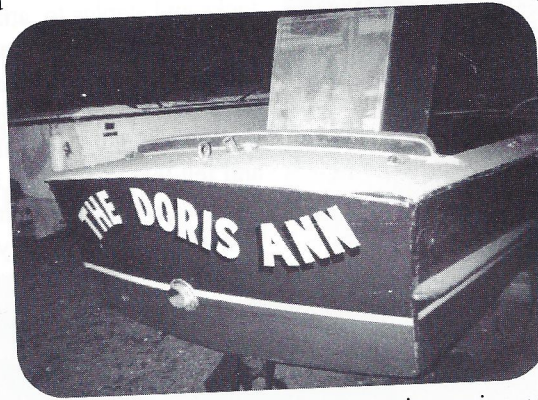


*As Things Were... Cont'd from page 21*

didn't want the hassle of having to re-varnish every few years and/or he simply wanted to have a boat that would withstand some of the predictable dings, scuffs and scratches we learn to endure. The way I looked at it, these added coverings of vinyl also kept the harmful effects of UV and moisture from taking their toll.

The first thing I took care of was to remove the hardware, seats, engine and flooring. I proceeded to peel away the vinyl from the decks and interior and found everything to be in order. I was, however, concerned that the black stains on the ceiling boards caused by the rusted iron staples and tacks might pose a problem. I hated the thought of having to replace the boards, but decided to cross that bridge later and proceeded to remove them.

Next on the list was to get the boat properly braced and turned over in order to strip away the buildup of bottom coatings. I experimented with a gel-type stripper and an 1/8" notched trowel (used to apply tile adhesive) and had excellent results getting 90% of the crud off quickly. I then used denatured alcohol and #4 extra-course steel wool to scrub away the remaining 10%. This was a fast and effective process. Once I was down to clean, bare wood I found a couple of cracked planks and a few broken screws. I made the decision to replace the planks where needed, identify and



replace all broken screws, caulk the seams and correct anything else needing attention. I did have some minor reservations about not replacing the entire bottom, but after talking to a couple of our local answer-guys, I concluded that I was making an advised decision. Once this work was done, I gave the bottom a final cleaning and sanding and applied two coats of CPES. This was followed by three coats of Interlux Barrier Coat and three coats of Pettit hard racing bronze bottom paint. I felt confident in the integrity of the bottom and am happy with the way it turned out.

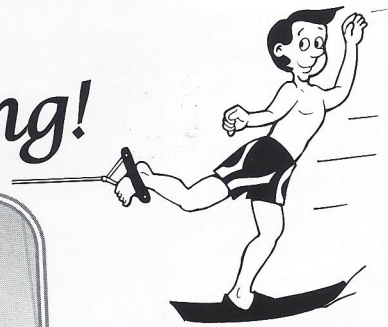
Finally, in 2005, I had the Model M engine sent out for an overhaul as I had no idea what shape it was in. I wish now

I had got it running on my own and learned if anything major was needed. I also decided to send off the hardware for re-chroming, the generator and starter for a checkup and cleaning, and the carburetor for a rebuild. I was sure the inside of the fuel tank was contaminated and sent it off for a thorough cleaning and sealing.

This concludes the initial phase of my project. I am still in the process of wrapping up my work for 2006 and hope to have another update for you in an upcoming issue. Things have gone well so far and Doris Ann has a very slight, yet distinctive, smile on her face!



## We start 'em Young!



**DYLAN WIECH, 13, OF COTTAGE GROVE -**

Dylan is the nephew of Harry Munson who was an active part of Harry's wonderful touring Red Wing engine displays at the Minnesota Lakes Maritime Classic Boat Show in Alexandria in July. Here, Dylan is enjoying Dave Doner's award-winning 1934 Yacht Tender, "Ida" which was part of the show.

## LEAKY LAPSTRAKE? A LIKELY CULPRIT

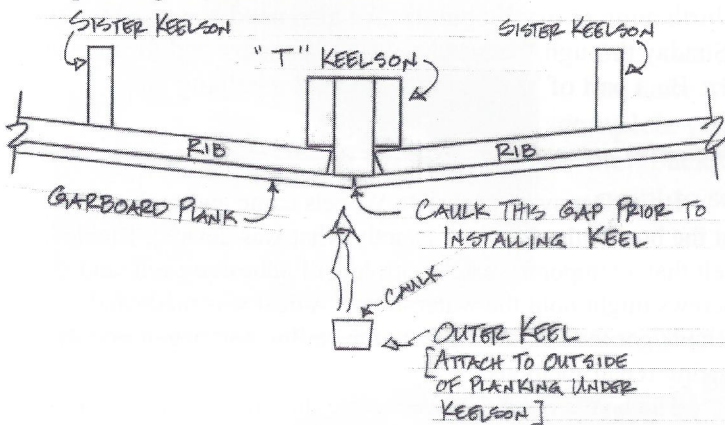
By Andreas Jordahl Rhude

Does your wooden lapstrake boat leak? Have you just accepted the fact that the vessel leaks and you've installed a bilge pump, or more than one? Is leaking in a wooden boat inevitable?

No legitimate builder of boats, no matter when or what hull material was utilized, made boats that they knew would leak. If you have a boat and it leaks, there is a problem. The annual soaking of a boat's bottom to get her "watertight" is actually doing more harm in the long run. The swelling and shrinking of the wood – absolutely nothing can be done to prevent this – will ultimately leave gaps, split the boards at fasteners, or break fasteners.

Wooden lapstrake power boats such as those built by Thompson, Grady-White, Cruisers, Inc., Old Town and a host of others, have very similar designs and construction. The following sketch shows the basic details of a 1950s and 1960s Thompson:

One of the most susceptible places for these boats to leak is at the outer keel and outer stem. These are separate pieces of wood from the keelson (inner keel) and inner stem. These exterior pieces are screw-fastened from the bottom of the boat in to the hull planking and inner keelson/inner stem.



CROSS-SECTION A/R

The sheets of plywood on the boat's bottom either side of the centerline are called the garboard planks. They come together at the centerline and are nailed and screwed into the keelson and ribs. Often times, there is a small gap where the two garboards join side to side. At the factory, a flexible marine caulk was run into this gap. This, in turn, was covered by the outer keel and stem. None of the wood was pre-primed or sealed prior to assembly.

Over time, this caulk under the outer keel and stem gets dry and brittle and it loses its ability to seal out water. The inevitable swelling and shrinking of the wood through changes in moisture content also contributes to the failure of the caulk.

A very simple and effective means to stop the leaking is to re-caulk. It is not as difficult as imagined. The following steps will walk you through the process:

1. Clear access must be provided to the outer keel. The boat can be flipped over or blocked up from below. If flipping the boat, make certain it is properly braced.
2. Remove any and all metal stem bands and keel protectors
3. Sand the bottom side/underside of the keel. This will reveal the locations of the putty-filled screw holes.
4. Remove the putty at the screw holes. Use an ice pick or awl.

5. If the outer keel is in good shape and can be reused, be careful not to gouge, chip, or break the wood. If you will make a new white oak outer keel, use the old one as a pattern.
6. On some of these boats, especially Peshtigo built Thompsons, there may be two carriage bolts near the keel/stem joint. This is about at the dashboard of the boat. These go all the way through the outer keel-planking-inner keelson. You should see washers and nuts on the inside of the boat in the bilge. These carriage bolts must be removed.
7. Slowly and carefully remove all the screws. There may be some nails as well (save the screws for future reference).
8. The outer keelson will either readily come off or be stubborn. Pry it off gently. Some adhesion of the old caulk might remain.
9. Clean out all of the old caulk and other gunk. Sand smooth. Also clean & sand the underside of the keel (if it is to be reused).
10. Carefully inspect all wood for rot and splits and other failures. If you have decay, replace the wood; don't just pour some goop on it.
11. Plug old screw holes in the bottom of the boat with wood plugs.
12. Once clean and dry, seal all the surfaces with a penetrating sealer. After it dries, prime paint.
13. After sealing and priming, dry-fit the keel to the boat. Pre-drill for screw holes and carriage bolts (if any).
14. Caulk the gap between the garboards. Use a flexible marine caulk. Do not use a marine adhesive (such as 3M 5200).
15. Back butter the underside of the keel with the same flexible marine caulk. Be generous.
16. Attach the keel to the boat with new screws and bolts (if any). Be quick, but accurate and careful. Excess caulk will squeeze out.
17. Clean excess caulk and make a smooth fillet with the caulk at the junction of the keel and garboard.
18. Let the caulk dry for several days.
19. Paint with finish coats of paint.
20. The same steps apply to the outer stem.

These steps should waterproof the keel and stem of the boat. If you have leaks at other areas, now is the time to take care of the problem. Wooden boats are not supposed to leak – this is a myth.

The above information applies to lapstrake boats made by Thompson Bros. Boat Mfg. Co.; Cruisers, Inc.; T & T Boats, Inc.; Thompson Boat Company of New York, Inc.; and Grady-White Boats. Other boat makers may have used similar design and construction techniques and this fix-it may apply to their boats as well.

### Materials used:

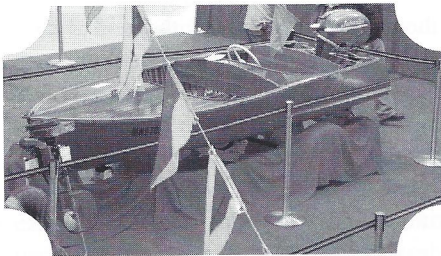
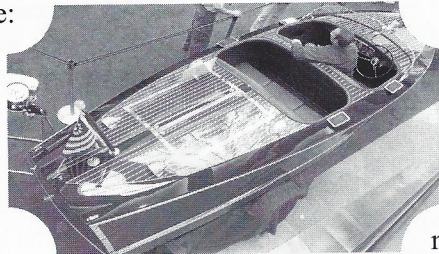
- Silicon bronze screws/bolts/nuts/washers (do NOT reuse old fasteners)
- White oak (all heartwood) for keel and stem
- Marine grade plywood if replacing any planking. Douglas fir was typically used at the time of construction. Okume is an acceptable modern substitute.
- Flexible marine caulk such as Life Caulk by Boat Life
- Prime paint – any high quality marine grade
- Finish paint – any high quality marine grade
- Sealer such as Clear Penetrating Epoxy Sealer (CPES) or equivalent



## MINNEAPOLIS BOAT SHOW NEEDS YOU!

Do you like to chat about classic boats? If the answer is yes, then why not volunteer to help out at our BSLOL display at the Minneapolis Boat Show? Join in the fun and help to educate thousands of show attendees about your nautical interests. The show is indoors (thank goodness, since it's a winter event) at the Minneapolis Convention Center in downtown. We have, once again, been given a great opportunity by the show owner to let the greater public know about antique and classic boats and boating. The show dates and hours are:

Wed. Jan. 17 5:00 p.m. -10 p.m.  
 Thurs. Jan. 18 12:00 noon -10 p.m.  
 Fri. Jan. 19 12:00 noon -10 p.m.  
 Sat. Jan. 20 10:00 a.m. -10 p.m.  
 Sun. Jan. 21 10:00 a.m. - 6 p.m.



Please commit to at least a three (3) hour shift. If you sign up by Friday, December 15, you will get free entry into the show on the day or days you are scheduled to work. It is easy work – more fun than work actually! Schmooze about boats with fellow enthusiasts and newbies — hand out literature — operate TV VCR/DVD — operate stereo music – sit

in a great classic boat and look pretty!!

If interested in helping out or if you desire additional details, contact Andreas J. Rhude at 612-823-3990 or via email: [thompsonboat@msn.com](mailto:thompsonboat@msn.com) by December 15 (his birth anniversary by gum!) We also need some helpers to set up our display Sunday through Wednesday 14 - 17 January and for the tear down on 21 January. Be a part of YOUR club and lend a helping hand!

### BOAT IN MUSIC VIDEO

by Andreas Jordahl Rhude

These days you see vintage boats being used in media more and more. In print advertising, television commercials and background for photo spreads; classic boats make a great eye catcher. Have you seen the TV ad for a sports utility vehicle where a varnished wooden runabout is prominently featured? The ad agencies realize the appeal of old boats and they are being used more often.

A local Minneapolis area pop quartet recently shot a music video. An old, wooden boat was a major component of the filming. "The Owls" are made up of four talented musicians; Allison LaBonne, Brian Tighe, Maria May, and John Jerry. Their music has been compared to the Velvet Underground along with the Mommas and Papas. *The Seattle Weekly* said "The Owls are warm, earnestly sweet, and absolutely lovely."

The boat utilized was a rough and tumble 14-foot row/fishing boat made by Thompson Bros. Boat Mfg. Co. of Peshtigo, Wisconsin. The old girl is owned by BSLOL's past president Andreas Jordahl Rhude. When contacted by Props On Wheels.com about locating a boat, Rhude passed the request on to several other old boat owners. All the boats submitted were "just too nice." They wanted something rough around the edges. Rhude said he had such a vessel hanging in his garage but it was "really tough looking and has a hole in the back end." "I don't know if it would float? Do you need the boat to float?" Yes!

Brian Denny of Props On Wheels came and took a look at the boat and said it was exactly what was desired. Rhude felt that a temporary patch with lots of adhesive/caulk and screws might hold the water at bay. A deal was made and Rhude got the boat down from the ceiling and began investigating repair methods.

The boat's condition was worse than first thought. There was a 3 to 4 inch hole in the transom, below the waterline. The wood around the hole was quite rotten as well. Plan B was masterminded! A "new" transom was made using salvaged marine plywood (from a different boat restoration). It was made to the same profile as the existing transom. Plenty of fast cure marine adhesive/caulk was slathered on the surfaces and the plywood was screwed to the existing transom. Would it be waterproof?

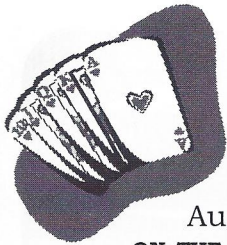
The next day it rained and the boat filled with water. None leaked out. The boat was plopped in a Minneapolis lake and the patch held! Almost no water seeped in!

The next day the boat was taken away for the video filming taking place the following night, July 21<sup>st</sup>. A lake north of Saint Paul was the location selected. The boat was just what the band wanted and it worked out without a hitch.

Music by The Owls can be heard in local clubs and also at 89.3 FM the Current radio station ([www.mpr.org](http://www.mpr.org)). [www.theowls.net](http://www.theowls.net) is the group's website.

Keep your eyes and ears peeled for the upcoming completed video by The Owls and watch for a crusty old boat!



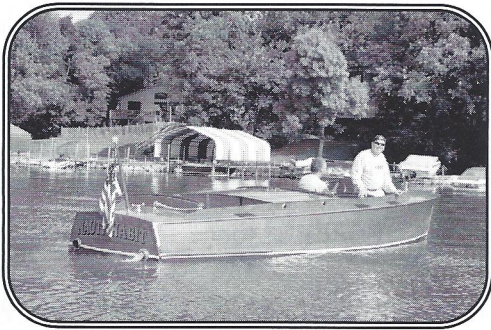
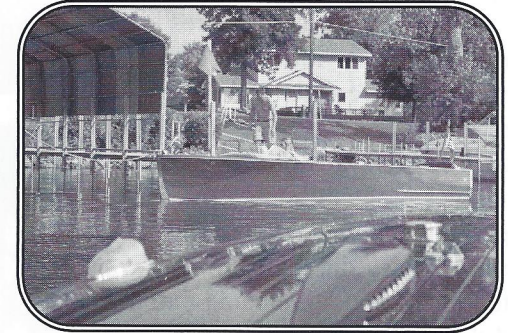


## 2006 Lake Minnetonka Poker Run!

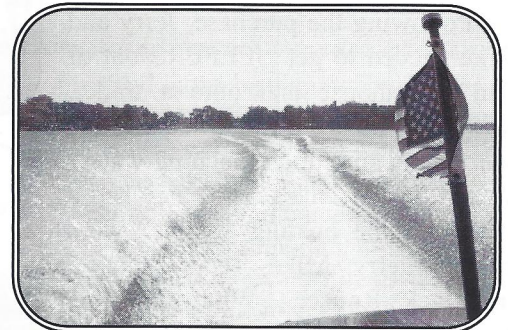
BSLOLers met one Saturday morning in August for a game of poker on the lake; literally - **ON THE LAKE.** Beginning at the Mound city docks, the players set off to five pre-designated idealeri locations to make up their hand; one card per person at each stop. Charging through the waters were:

- ⌘ Andreas J. Rhudeis 1957 Tompson Sea Lancer
- ⌘ Brad Ernstis 1952 Chris Craft Sportsman U-22
- ⌘ Al Lindquistis 1956 Chris Craft Sportsman
- ⌘ Todd Warneris 1929 Hackercraft Gentlemanis Racer
- ⌘ Ray Garin & Margot Garinis 1963 Owens Cruiser

Once you had all your cards, it was back to Mound to see who had the winning poker hand. And the winner was: Tiffany Lindquist.



Five designated docks on Lake Minnetonka to complete your poker hand... then back to the starting point to see who won!



*Annual Holiday Party & Elections. Watch your mail for details.*

## ACBS OFF TO A GREAT START FOR 2007! MAKE YOUR PLANS EARLY.

**WINTER MEETING - JANUARY 18-21, 2007**

hosted by Blue Ridge Chapter

St. Simons Island, Georgia

Host hotel: King & Prince Beach & Golf Resort

1-800-342-0212, [www.kingandprince.com](http://www.kingandprince.com)

**SPRING MEETING - APRIL 13-15, 2007**

Mystic Seaport, Connecticut

In conjunction with ACBS Symposium & Marque Club Summit.

Dates to be at Quarterly meeting.

Information announced as part of Symposium & Summit plans.



**SUMMER MEETING - JULY 26-29, 2007**

hosted by the New England Chapter.

In conjunction with Lake Winnepesaukee Boat Show

Host hotel and meeting site:

The Margate on Lake Winnepesaukee

1-800-MARGATE, 1-603-524-5210

[www.themargate.com](http://www.themargate.com)

**Your presence at these meetings is important to ACBS and the progress of our club. We hope you will make it a priority to attend.**

## THE HISTORIC BAG & DRAG OF A BOAT NAMED "JEEPERS"

By Ray Garratt

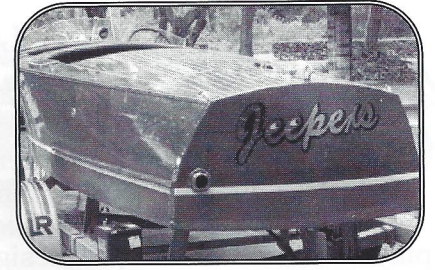
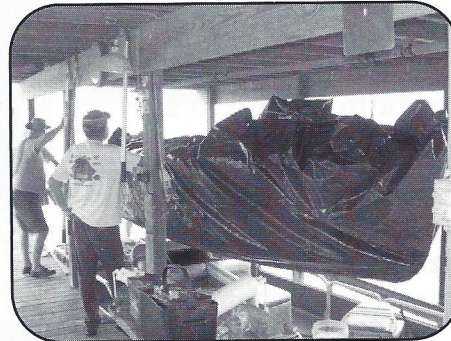
**J**EEPERS is a 17 foot, 1938 Chris Craft Runabout with a K engine, erstwhile owned by Dan Pierce. In early September, Jerry Valley and Mike Yobe purchased JEEPERS from Dan with the intent of fixing it up for keeping or reselling.

JEEPERS has been resting in Dan's boathouse for some while – a long while! We often wondered why we never saw it cruising around the lakes ..... well, it has a few problems: like holes in the bottom - which is not a good thing when you want to go boating. Jerry did add some plywood patches on the bottom using mm 5200 and sheetrock screws to slow the leaks.

Following the purchase, Jerry and Mike needed to get JEEPERS out of Dan's boathouse and onto a trailer. Now, how do we do that because the boat would sink upon touching water? So one day, at Jack's barn, they had a meeting; the boating "brains" were there – Jerry, Mike, Terry Tsocheff and Jack Rouse. What a team! Anyway, Mike said we needed to gift wrap it, or something like that, and that brought some laughs. Mike continued on and explained that we should wrap the boat up, end to end in a tarp, and tow it around to the Squirrel Point ramp, which is just a short distance from Dan's house.

On September 14, a large tarp was purchased and off they went to Dan's house. I met them there to help where needed. Dan's pontoon boat was moved to the JEEPERS slip and positioned underneath to aid in the tarp tying. (See photo.) When JEEPERS was all wrapped up, she was ready to launch. The pontoon boat was withdrawn and JEEPERS was lowered into the water and just as Mike had predicted, it floated well.

Now, as the rudder was also wrapped up, the boat could not be towed behind the pontoon boat, so it was attached to the side of the boat and the towing began. (See photo.) The

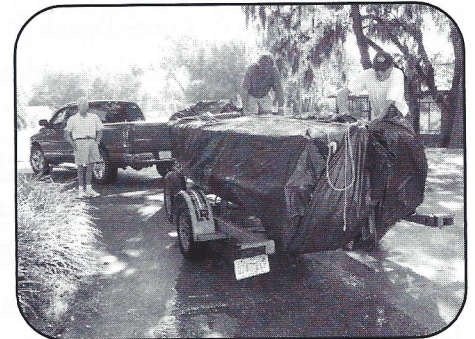


two boats moved gently through the water as they made their way over to the Squirrel Point ramp.

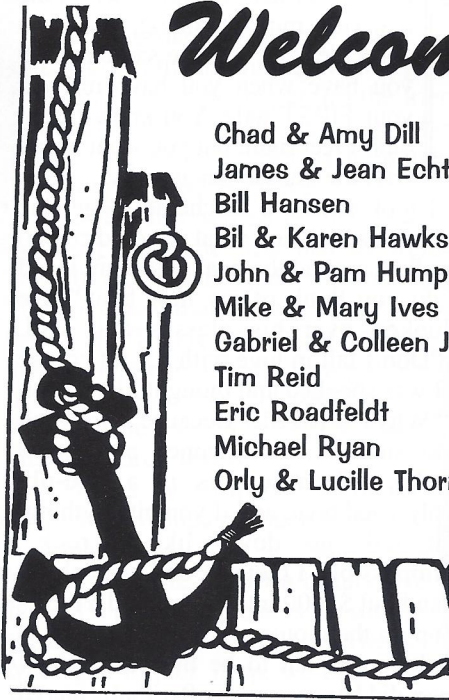
While this was going on, Mike & I drove a trailer to the ramp and I backed it into place with Mike's help. In a short while, we could see the gift-wrapped boat and the pontoon boat coming our way. You can see in the photo that Jerry was picked (after much persuasion) to ride in JEEPERS during the journey to make sure it was not filling up with water – after all, the captain should go down with the ship! The team even tried offering me money to make the ride but with great difficulty I turned it down and Jerry was picked!

JEEPERS then arrived at the ramp, still floating well, and it was pushed onto the trailer and tied down. I drove it up the ramp and the team checked the tarp and other ties, etc. Following this, Dan, Terry and I motored the pontoon boat back to Dan's house and then we all made our way to the Kountry Kitchen on 448 for lunch, which was graciously paid for by Jerry.

Moving gift-wrapped JEEPERS was a fun experience and we all learned more about boats and the fun we can have with them. Enjoy the photos!

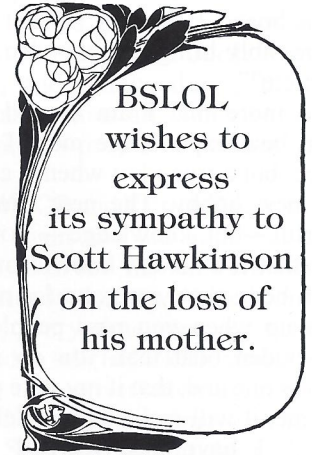


# Welcome Aboard!



Chad & Amy Dill  
 James & Jean Echtenkamp  
 Bill Hansen  
 Bil & Karen Hawks  
 John & Pam Humphrey  
 Mike & Mary Ives  
 Gabriel & Colleen Jabbarr  
 Tim Reid  
 Eric Roadfeldt  
 Michael Ryan  
 Orly & Lucille Thornsjo

Shorewood MN  
 Orono MN  
 Humboldt IA  
 Minnetrista MN  
 Shorewood MN  
 Grand Rapids MN  
 Tonka Bay MN  
 White Bear Lake MN  
 Duluth MN  
 Minnetonka MN  
 St. Louis Park MN



BSLOL  
 wishes to  
 express  
 its sympathy to  
 Scott Hawkinson  
 on the loss of  
 his mother.

## Boating is FUN

by Andreas Jordahl Rhude

It is 0800, Saturday morning, July 29, 2006, and I am sitting outdoors near the shores of Birch Lake. The sun is shining on my face and I can peer over the computer screen and see the brilliant lake through the trees. Two boats sit at the dock. One is a modern aluminum fishing boat with Mercury outboard motors. The other is a classic wooden speed boat. Although built nearly forty

years apart, the two boats look right at home.

Birth Lake is near Babbitt, Minnesota in the north woods of the state. The lake is about thirty miles long, fairly narrow and dotted with a few small islands. One of these islands has cabins upon it, otherwise they are uninhabited by humans.

I am here at a friend's family cabin to help celebrate a milestone birthday. Having fun on the water with friends is one of the best things about being

involved in the boating hobby. It does not matter one bit if the boat is new or old, whether it is made of wood or fiberglass or aluminum or any other material. The community and fellowship is the most important aspect of being a BSLOL member or friend.

Now it's time to get a bite to eat and then go for a slow leisurely ride in one of the boats — but which one this time?



## BOATS IN PROCESS

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](mailto:datamerj@aol.com).

- |   |   |  |
|---|---|--|
| <ul style="list-style-type: none"> <li>☞ 1925 Dodge Watercar 22' Long Deck Runabout</li> <li>☞ 1929 Hacker Craft 26' Triple</li> <li>☞ 1930 Chris Craft 38' Commuter</li> <li>☞ 1940 Chris Craft 23' Triple Cockpit</li> <li>☞ 1946 Elco 27' Sport</li> <li>☞ 1946 Garwood 17'6" Runabout</li> <li>☞ 1947 Century 16' Sea Maid</li> <li>☞ 1947 Chris Craft 25' Red &amp; White Express</li> <li>☞ 1948 Mays-Craft 23' Utility</li> <li>☞ 1948 Ventnor 21' Racing Runabout</li> <li>☞ 1948 Chris Craft 17' Deluxe Runabout</li> <li>☞ 1949 Chris Craft 22' Sportsman</li> <li>☞ 1950 Chris Craft 17' Special Runabout</li> </ul> | <ul style="list-style-type: none"> <li>☞ 1950 Chris Craft 18' Riviera</li> <li>☞ 1952 Higgins 17' Speedster</li> <li>☞ 1952 Chris Craft 22' Sportsman</li> <li>☞ 1955 Chris Craft 19' Capri</li> <li>☞ 1955 Century 16' Seaflyte Runabout</li> <li>☞ 1955 Dunphy 12' Perch</li> <li>☞ 1956 Chris Craft 18' Holiday</li> <li>☞ 1956 CHRIS CRAFT 18' SEA SKIFF</li> <li>☞ 1956 Correct Craft 15' Atom Skier</li> <li>☞ 1957 Thompson 16' 7" Sea Lancer</li> <li>☞ 1957 Trojan 17' Sea Breeze Deluxe</li> <li>☞ 1958 Century 19' Resorter</li> <li>☞ 1958 Chris Craft 21' Capri</li> <li>☞ 1959 Chris Craft 21' Continental</li> </ul> | <ul style="list-style-type: none"> <li>☞ 1960 Lyman 15' Runabout</li> <li>☞ 1960 Chris Craft 25' Cavalier</li> <li>☞ 1960 Shell Lake 16' Runabout</li> <li>☞ 1961 Century 19' Resorter Square Nose</li> <li>☞ 1961 Chris Craft 23' Sea Skiff</li> <li>☞ 1961 Chris Craft 25' Constellation</li> <li>☞ 1961 Owens 29' Express Cruiser</li> <li>☞ 1963 Lonestar 23' Cruiser</li> <li>☞ 1963 Century 21' Resorter</li> <li>☞ 1966 Century 17.5' Fibersport</li> <li>☞ 1966 Chris Craft 48' Constellation</li> <li>☞ 1968 Alumacraft 16' Fishing Boat</li> <li>☞ 1954 Chetek Twin Cockpit</li> </ul> |
|---|---|--|

The 1956 sea skiff boat listed in the "boats in process" section of the Boathouse has now been restored. The final work was completed this spring. The boat was first shown officially to the public at the White Bear Lake boat show this summer. The boat can be seen on page 16 of the 2006 Summer issue of *The BoatHouse*. A picture of the boat was also printed in the White Bear Press, the local newspaper that covered the boat show. This was my first boat restoration project and it took over 7 years to complete. I could not have done it without the help of a lot of great people that I have met through the BSLOL. Thanks to all. My next project is a 17' Higgins Speedster. I plan to move that boat from storage to my garage this fall for restoration. *Mark Pottenger*

When Jim Camery, our BSLOL president, asked me to write this article about my wooden boats, I thought, "What can I possibly bring to a wooden boat article?"

The more that I am around wooden boat experts, the more I realize that I am not only a novice, but a true idiot when it comes to the inner workings of my new hobby. The new friends and the experience is wonderful – but, knowledge – NOT TOO MUCH. All I know for sure is that it's REALLY cool to own a wooden boat; that you get a lot more thumbs up when you pass people in your wooden boat than you do in a fiberglass one and, that if my wife ever leaves me, it will make a great "chick magnet." I have also learned that wooden boats are like your own children; you love them to death, but they take a lot of patience, and sometimes you simply want to strangle them.

My wooden boat experience started when I was a young boy living on Lake Ontario, just west of Rochester, New York. At that time, my dad bought me a 14 foot Penn Yan runabout. Well, that is not entirely true; he traded it for a tractor from our fruit farm. It was a fun boat, but of course, I did not really know what I had. It was just a great boat that we took water skiing and used to jump waves out on the lake. As with many childhood things, it became a part of my soul, but I did not realize it at the time. As the years passed, and jobs and marriage and family took priority, I put thoughts of boats on the back burner.

Then about five years ago, when our last son was leaving high school, my thoughts of boats returned, and my wife and I ventured to the BSLOL show at Treasure Island Casino. It was not to buy a boat, but rather to "see what was out there." Well, little did we know that that day would change our lives forever.

It was very innocent. We were walking the docks and looking at the boats and thinking, "Wow. would it be cool to own one of these?" Some were for sale and the cost of many was WAY too much for our family, considering we already had two going to college and a third on the way. Then it happened – we turned the corner and my wife spotted the cutest little 26 foot Chris Craft cabin cruiser. It was a 1960 Cavalier, blue and white, and it was for sale. The sign said \$6500 and we thought it was a misprint. How could that be? We got on board and, according to my wife, it was perfect. She looked at me and said, "This is soooooooooooooooooooooo cute. Let's buy it." I said, "Are you sure?" "Yes, I want this boat." After a very hurried phone call to my one friend who knew anything about boats, we decided to buy it. Yes, this took all of three minutes.

As they say, DO NOT TRY THIS AT HOME. Do not buy anything, especially a wooden boat, in three minutes or less. Less than an hour later, we were pulling our new purchase down the

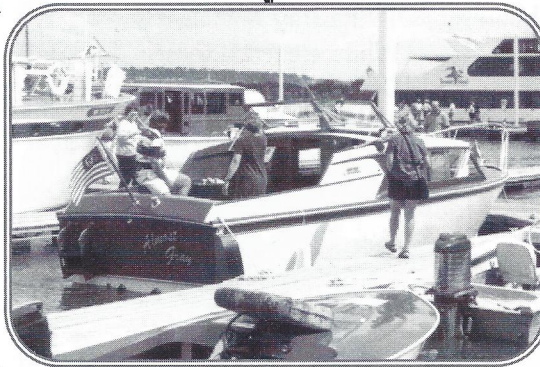
## THE BEST THING I EVER DID

by Gary Wilson

Head Women's CC Coach, University of Minnesota

road, and I kept looking back in the rear-view mirror thinking, was this a good idea? It was the same feeling you have when you have married your FIRST wife. You know that it didn't feel right, but you went ahead with the transaction anyway.

Well, a week later, I took it into a mechanic to get the engine looked at and to get an estimate on what it would cost to put in a bathroom. As I walked around the boat with him, I said to him proudly, "What do you think of my new boat?" He looked over his glasses and said, "Don't fall in love with it." Of course I was shocked and thought him a fool. "Why?" I asked. "Because it is going to sink." I was stunned and asked why. "Because this is a one-ply plywood boat, and if you hit anything, it will go down like a rock." Impossible, I thought, and went ahead and put \$1600 into a head and a tune-up on the motor.



Our very first boat that we sank:  
 Chris Craft 26' Cavalier

It turned out to be the best thing I ever did because soon after that, entered my long-time friend Jack Johnson. He was our equipment man at the "U" and we had known each other for 15 years. We ate lunch together almost every day, but had never done anything socially. He was a life-long bachelor, had no children, and very little family. We knew each other at work, but not really as close, close friends.

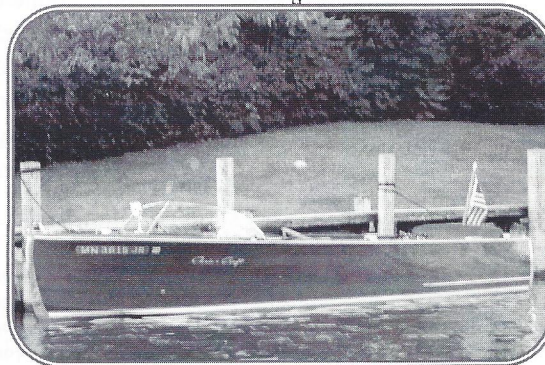
One day Suzy and I invited Jack out on our new boat. His first reaction was "No, I can not swim." But after a little coaxing, I convinced him, and he was hooked. He simply loved it. He was so proud sitting up on his chair as my co-pilot.

Our boat became his boat. He loved going out every chance we had, and he would tell stories of our adventures and our rides down to Prescott for dinner. It was no longer Suzy and Gary's boat, it was OUR boat. Suzy, Gary and Jack's boat. It was the happiest I had ever seen him.

Well to end the story of this boat, I must tell you that sometime around 2003, we went to dinner on a Friday night down at Prescott. On the way back, we were motoring along and all of a sudden, the door blew off the head and water started pouring in like the Titanic hitting the iceberg. We had hit a log.

Jack started to panic, Suzy is handing him a life jacket, and as I turned the boat towards shore, we were sinking at the rate of about a foot a minute. As we neared shore and the expletives were flowing out of my mouth, I dove in and started pulling the boat towards shore. Jack is now VERY panicked and is standing on the front deck with Suzy yelling at him to put on his life jacket and sit down.

We managed to make shore, but by the time we did, the boat was 80% under water. We were all stunned but safe and then, despite our shock, we all started to laugh uncontrollably. The stories that followed about how we got the boat repaired and bailed out and then finally pulled out of the river could fill two more articles. When you see me in person just ask – it is quite humorous.



"The Baron"  
 1950 Chris Craft 22'

The Best Thing...cont'd from page 28

Well, needless to say, my first mechanic was correct. It did sink, BUT in the meantime, we had gained a true friend in Jack Johnson. He was no longer just the friend I hate lunch with, he was the true friend who was there when the boat went down. He must have told the story a thousand times if he told it once. The story bonded us forever.

As the dust settled on that chapter of our wooden boat odyssey, it became clear that we were hooked. We started to look for a boat that would not sink. Suzy was insistent on that. "I want a boat that will not sink." I said, Suzy, "the Titanic sank, I am not sure such a boat exists." She then put her new criteria to me: "I would like a boat like the one in *On Golden Pond*, and the search was on.

After a long trip on my motorcycle into Michigan, I came back with information for Suzy and told her I think I found it. It was a beauty. We bought it just from pictures we saw on the internet. When we drove to Hesse, Michigan to pick it up, we could not believe this was OUR boat. It was, and still is, a wonderful boat.

Re-enter Jack. Needless to say, he was a little concerned about going out with me again, but after a few lunches down in the equipment room, he was again hooked. He enjoyed this one even more, and was VERY proud of HIS new boat. The dinners and the rides and the friendship continued.

Then last fall the sad news came to me on September 20, JACK HAD LIVER CANCER AND HAD SIX MONTHS TO LIVE. I was in shock. I could not believe it. There must be a mistake. There must be a better answer, a transplant, chemo; certainly it could not be that bad. But it was. Jack was indeed given six months to live, but I decided that this was not acceptable and we went for a second opinion. The result was the same.

Jack started to give up, but I told him that as long as I could still breathe, we were going to fight this together. We were always going to have hope and we were always going to believe he could make it – that a miracle would happen. We would get back out on the boat at least one more time this fall.

I kept the boat in my barn for as long as I could, always with the hope that we could get out one last time before winter. He never felt good enough to do it. One day the temps suddenly went down to five below and it took its toll on the motor. The block was fine, but the manifold was cracked. Somehow, it just did not matter. We had waited with the hope that we could take that one last ride. As the weeks went on and the chemo and the cancer took its toll, it became obvious that he would not make it.

Jack lived alone, but we were together almost every day. As he became weaker and thinner, more people wanted to say hello to Jack and to touch him and tell him that they cared.

Members of my team came to his home to visit. My boss, Joel Maturi, came to visit, along with many, many of our staff.

When Jack became too weak to be alone, he moved to our home in Stillwater and we started having pot luck dinners every week and called them *Tuesdays with Jack*. At first 10 people came, and then 20, and finally, during the fourth Tuesday, over 60 people came from all walks of his life: athletes, friends, and co workers – people he had not seen for years. It was wonderful.

Even Bob Rainey from WCCO and Patrick Reuse from the Star Tribune came that last night and did a special on our friend Jack and his amazing fight and the friends that surrounded him. That night, every time someone came and started to talk to Jack, he would always bring the conversation around to our friendship and his time that he spent with Suzy and me on the river or on Lake Minnetonka. The boat was now a part of his soul. It was something that had brought us close, and it is something that bonded us forever.

On February 15, just 14 days after the last *Tuesday with Jack*, he passed away in his sleep at the Lady of Good Council Hospice in St. Paul. Of course the tears came but the memories will last forever.

It was not long after that, that I started thinking about that very first boat my dad bought me. Wouldn't it be great to own a boat like that again? And then, as if by a miracle from above, I was reading a small ad in the Classic Boating magazine, and there it was --- 1956 PENN YAN FOR SALE. Mint condition, part of Todd Warner's new old stock. Could it be I thought?

I got on the phone and called. Yes indeed, it was the exact same boat. "Send me pictures," I said. Impossible, I thought, BUT there it was, a boat like I had as a kid --- a beautiful boat, now in Fulton, New York. I called the owner and bought it on the spot. Yes, that's right, the first thing I ever bought without telling Suzy first.

I knew that this boat was the right one. Yes, like my first plywood boat, I bought it in less than three minutes. As I went to pick it up in New York and started pulling it home, I looked in my rear view mirror and said "it just feels right" Kind of like marrying your second wife and you know that this is the right one.

This is part of my soul – part of what wooden boats and memories and love and friendship are about. We now have the boat home and it is sitting in our barn, and on the back is the name in bright maroon and gold letters: *THE JACK JOHNSON*.



"The Jack Johnson"  
 1956 Penn Yan 14' Captivator



Gary and Suzy Wilson with  
 The "Best Outboard" Award for their  
 1956 Penn Yan "The Jack Johnson"  
 at this year's Rendezvous.



You paid  
**\$24,000** for it.  
 Now they want  
 to give you  
**\$17,000.**

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



Collector Boat Insurance  
 1-800-762-2628 | www.hagerty.com



**HOW MUCH CAN YOU AFFORD TO  
 LOSE ON A PROBLEM RENTER?**

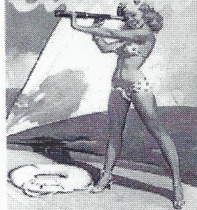
Free ID Checklist  
 For new registrants  
 (offer code BCIDC)



**ADVANCED RESIDENT SCREENING**

[www.rentalresearch.com](http://www.rentalresearch.com)

## Classic Boat Hardware



Looking for original hardware?  
 ~Specializing in Chris Craft and Century~

Joel Lemanski  
 651-248-7314  
 Email: [joel@classicboathardware.com](mailto:joel@classicboathardware.com)

[www.classicboathardware.com](http://www.classicboathardware.com)

## YOUNGBLOOD LUMBER CO.

*Wholesale Distribution Since 1876*

FAST SHIPMENT AND DELIVERY  
 FINE QUALITY CABINET GRADE MATERIALS  
 ONE ON ONE SERVICE REPRESENTATIVES

WIDE RANGE OF INVENTORY  
 COURTEOUS KNOWLEDGEABLE SERVICE  
 MATERIALS SORTED OR SELECTED  
 SPECIFICALLY FOR YOU

**THE INDUSTRY LEADER...SERVING THE UPPER MIDWEST**

*- - - Wholesale prices to BSLOL members - - -*

1335 CENTRAL AVENUE - MINNEAPOLIS, MN 55413  
 612-789-3521 ♦ 1-800-933-1335 ♦ FAX: 612-789-9625

Visit us on the Web @ [www.youngbloodlumber.com](http://www.youngbloodlumber.com)



# Al & Alma's

SUPPER CLUB • CHARTER CRUISES



5201 PIPER ROAD ~ MOUND, MN 55364

952-472-3098

Web site: [www.al-almas.com](http://www.al-almas.com)

Daryl Geyen, Owner  
 Jay Soule, Manager

## Hawkinson Wooden Boats, LLC

- Restoration and repair of classic wooden boats
- Quality results and reasonable rates

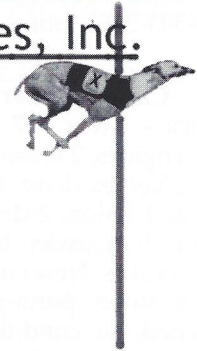


Scott A. Hawkinson, owner

Home: (763) 476-9492 Shop: (763) 370-3569

## Express Composites, Inc.

Fiberglass Supplies  
 order@expresscomposites.com



Jim Swanson

tel: 612.789.8621

fax: 612.789.1414

3147 California Street NE  
 Minneapolis, MN 55418

## ELMOS'

(651) 777-1431

## Lumber & Plywood

3481 Laverne Ave. N.  
 Lake Elmo, Mn 55042

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



CHRIS CRAFT GAUGE RESTORATION

DALE KOCIAN



2341 Indy Court

Deperre WI 54115

[ccgauges.com](http://ccgauges.com)

Phone: (920)336-1591

Fax: (920)336-1591

[dkocian@ccgauges.com](mailto:dkocian@ccgauges.com)



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



## Classic Boat Connection

75 Navaho Avenue, Suite 5 ~ Mankato, MN 56001

Ph: 507-344-8024

Fax: 507-344-8056

Hours: 9 a.m. - 4 p.m.

Visit us on the web  
[classicboatconnection.com](http://classicboatconnection.com)

Felix Lozano

6050 East Concord Boulevard  
 Inver Grove Heights, MN 55076

## Lozano's

Metal Finishing

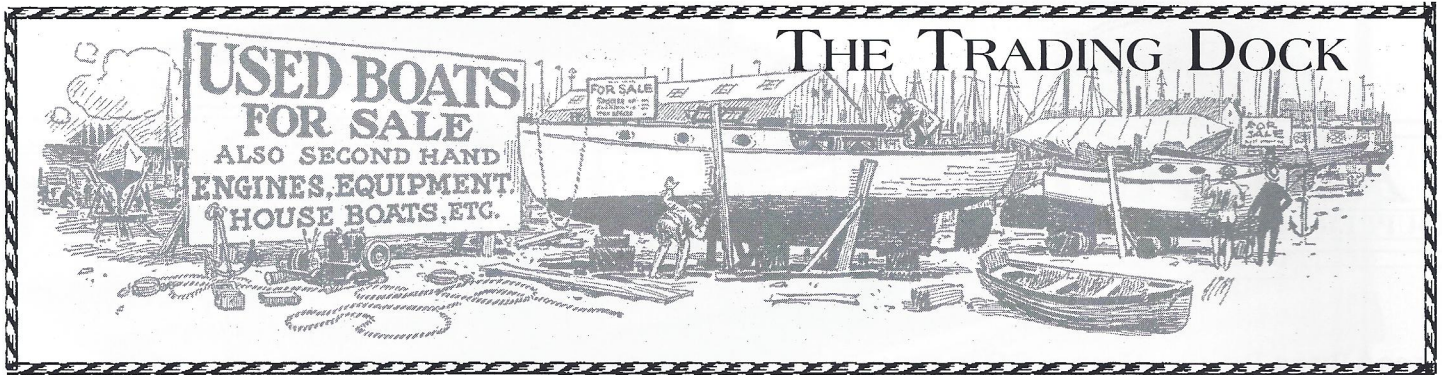
10% discount  
 to BSLOL  
 members.

(651) 457-2408

Cell (651) 336-7254

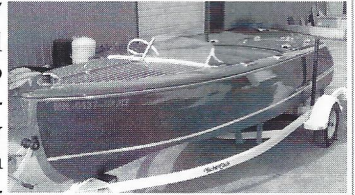
We Specialize in Antique Bumpers, Car, Boat and Motorcycle Parts.

Plating • Sandblasting • Dent Removal • Tig Welding • Industrial Metal Finishing



●**1972 LYMAN 26' CRUISETTE** - 318 motor inboard. Bought this spring in hopes of redoing, but budget didn't allow. Complete interior taken out for inspection/cost estimate. All parts have been saved. The Lyman sits on a triple axle Loadmaster trailer. Can deliver to Twin Cities area for expenses. This is NOT a grey or pattern boat. Boat and trailer: \$3,500. Boat only \$2,500. Don Johnson, Toddville, IA 319-393-2561/home or 319-551-1525/cell. (M06-3)

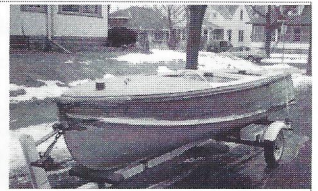
●**1947 CHRIS CRAFT 17' DELUXE RUNABOUT** - Hull #17R-047. K engine 95hp Restored in 2000, fresh varnish and paint since. New trailer. Excellent condition throughout. Photos available. \$22,000 OBO - Call Scott 763-370-3569 (M06-4)



●**1967 CHRIS CRAFT 28' CAVALIER** - Twin 327 Gray marine engines. 2 seasons on rebuild. Velvet drive transmissions, 1 halon, 2 dry fire ext. Tandem axle trailer w/elec. brakes. New cushions & water system, microwave, 2-burner stove, porta-potty. AM/FM cass. Meticulously maintained, exc. cond. Set for Great Lakes fishing w/ downriggers, 2 anchors, electronics, loran, graphs, marine radio. Archival info & Tech engine manual. \$18,900. Email for more info or pictures: [crawdad@cheqnet.net](mailto:crawdad@cheqnet.net) or call 715-372-5168 (M06-3)



●**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. (M06-4)



●**1969 THOMPSON 17'6"** fiberglass outboard - model GC-185. Comes with 95 hp Mercury motor & Highlander trailer. A classic fiberglass boat needed some TLC. Yours for \$725.00 A.J. Rhude Call 612-823-3990 or email [thompsonboat@msn.com](mailto:thompsonboat@msn.com) (M06-4)

●**1971 CENTURY 17' MARK II** - Original red gel coat. 318 Chrysler V8 inboard, V-Drive. Rare model, with trailer. \$3,500 or best offer. Call 712-330-2951. (M06-3)

●**LARGE COLLECTION OLD WOOD BOATS** - rowboats, canoes, duck skiffs. Outboard runabouts incl. Larson, Shell Lake, PennYan, Thompson, Dunphy, Cruisers Inc., Hugo, Lucius & others 926-476-4364 (M06-4)

●**1969 THOMPSON 17'6"** - model GC-185 tri-hull fiberglass outboard. Comes with 95hp Mercury motor and Highlander trailer. A classic fiberglass boat needing some TLC. Yours for \$725.00. A.J. Rhude, 612-823-3990 [thompsonboat@msn.com](mailto:thompsonboat@msn.com) (M06-4)

●**1964 CHRIS CRAFT 17' SKI BOAT** - good condition, low hours, travel trailer & cover. Original accessories. Asking \$12,000. Call 651-768-7630 (NM06-4)

●**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) MI. (M06-2)

●**HELP US RESTORE THE WORLD'S LAST DUNPHY WATER PHAETON** - Benefactors needed. Many Thanks! Bob 612-202-5471 (M06-4)

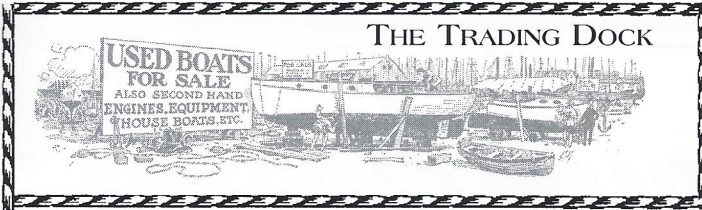
●**1931 CHRIS CRAFT 16' DELUXE** - complete rebuild: planking, rechromed, engine, electronics/wiring (6 volt), instruments, upholstery in 2001. New trailer and complete cover. Excellent condition and ready to go! \$10,000. Larry 952-229-1608. (M06-2)

●**1961 21' ORIGINAL CRUISERS** - Perfect boat with complete original interior, tops (camper & regular,) side curtains. Twin 40 hp Lark Evinrudes. All controls intact. Want to trade for good comparable hull (Thompson or Cruisers 19-21 feet) to rework as a boat taxi for our resort. Please email Mark: [mark@ludlowsresort.com](mailto:mark@ludlowsresort.com) or call 218-666-5407. (M06-4)

●**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](mailto:mbnjagn@charter.net) for more info and photos. (M06-2)

●**1956 LARSON FALLS FLYER** - Call Steve, 715-394-4481 (M06-3)





**THE TRADING DOCK**

●**1967 CENTURY 15' RESORTER** - 289 Ford interceptor, Boat is all original very dependable and water ready. Great ski boat! - \$10,000.

●**1965 CHRIS CRAFT 16' SKI BOAT** - Original boat factory finish, second owner. Perfect boat to restore, 327 engine needs to be rebuilt - \$4,500.

●**1960 CHRIS CRAFT 17' SKI BOAT** - 283 - only two hours on the boat. Newer upholstery. Very clean. Includes trailer - \$6,200.

●**1964 20' CHRIS CRAFT HOLIDAY** - Rebuilt 283 4 barrel. Newer upholstery, 0 hours on the engine, Bright decks. No vinyl - \$12,500.

●**1946 ROCKET 15'** - Chrysler Ace. Good Condition. Will have new correct paint. Runs well. Complete boat - \$12,000.

●**1964 CHRIS CRAFT 24' RANGER SEA SKIFF** - 285 hours on repower 305 Mercruser. Needs cosmetics. Turn key - \$3,500.

●**1955 CHRIS CRAFT 28' EXPRESS** - Twin K 105's running. Needs hull and interior work - \$2,000.

●**1967 CENTURY 15' RESORTER** - 302 V-8, very strong. Boat is maintained. Original condition. Turn key. Trailer - \$10,500.

●**1955 CAPRI** - 283 engine - free. Boat is pattern condition. Complete w/all hardware. Includes trailer - \$5,000.

For any of above, CALL JOEL 651-248-7314 (M06-4)

●**BARN-FRESH WOOD FOUND: 1939 LARSEN 19' FALLS FLYER** - discovered in central WI. Boat is original, has been kept in storage since 1978 by the only owner. Denny Smith & Dick Thompson are 2nd owners who live on Deer Lake, north of Grand Rapids. This rare find is in Denny's shop. This fall, after netting & deer season, restoration will begin.



●**1957 LARSON THUNDERHAWK** - w/Mark 55 Mercury w/trailer with a 1951 Ford Woody 4x4-302,C6. Both are fully restored. Call for details.



●**HVY DUTY 2 AXLE BOAT TRAILER** - Like new. \$3,300 invested, asking \$2,400 or offers? Call for more information.

For any of the above, CALL DENIS 218-246-8868 (M06-4)

●**1966 OWENS 30' CABIN CRUISER** - Spring '06 boat received. A total bottom retightening, new topsides paint, refinished transom & brightwork. Boat is beautiful blue & white. All hard work is done. Twin 327 engines - run excellent. Excellent family boat - a classic & rare beauty, have received numerous compliments that she is best looking boat in the marina. Sleeps 6 w/full head & galley. Solid mahogany helm & interior. Recent survey. In water, ready to go. Call 651-707-2068 for more details or pix. \$13,000 firm (M06-4)

●**BOW AND STERN THRUSTER SYSTEM** - "Power Dock" brand - "jet thruster." Complete system - could be used for bow only. John Bergstrom, Duluth MN 218-729-8734 or jbnh@earthlink.net. (M06-2)

●**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 (M06-2)

**USE OF THE TRADING DOCK  
IS FOR NON-COMMERCIAL ADS ONLY**

**BSLOL MEMBERS:** Ads are free. A one-time \$5 fee for a photo. Ads will run for three (3) issues. **To extend that time, the editor must be contacted.**

**NON-MEMBERS:** \$15 per issue, One-time \$5 fee for a photo. Payment must be received before the ad appears. *Questions? Contact the editor at [editor@aol.com](mailto:editor@aol.com) or call 952-475-1384.*

[www.acbs-bslol.com](http://www.acbs-bslol.com)

**COMMERCIAL AD RATES**  
(ONE YEAR / 4 ISSUES)

<p>1/8 page b/w \$300 1/4 page b/w \$500 1/2 page b/w \$750 1/2 page color \$900 Full page b/w \$900 Full page color \$1,000 Back cover color \$1,200</p>	<p><b>Ads must be camera-ready and paid when submitted.</b></p> <p style="text-align: center;">Send <b>PAYMENT TO:</b> The BoatHouse Attn: Treasurer P.O. Box 11 Hopkins MN 55343-0011</p>
---	--

For questions regarding ad rates, contact the editor at [editor@acbs-bslol.com](mailto:editor@acbs-bslol.com)  
**BSLOL reserves the right to refuse any advertisement.**

The BoatHouse has a large circulation across the U.S. & Canada. One-year (4 issues) advertisers get an added bonus of a link to their website from our (BSLOL) website.

# Magnards

- The Place on Lake Minnetonka for Casual Dining
- The Neighborhood Spot in Excelsior
- Great Happy Hour – twice a day.
- Spectacular Sunday Brunch.

## Two Locations

Lake Minnetonka  
in Excelsior

Highway 101  
in Rogers



Print & Copy Center

*The Source For All  
Your Printing Needs*

15400 Highway 7  
Minnetonka, MN 55345

**952.933.1090**

Fax: 952.933.8197

sales@gophergraphicsinc.com

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

Brochures

Labels

Business Stationary

Programs

Flyers

Announcements

Business Cards

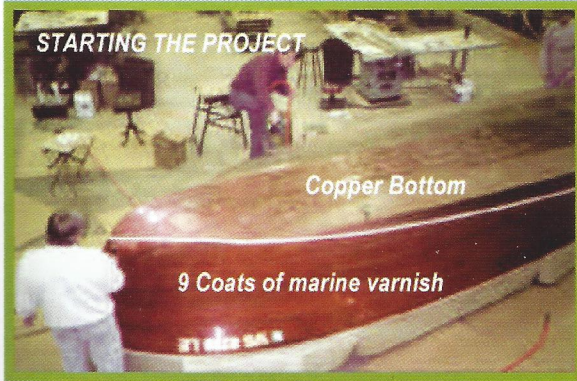
Invitations

Carbonless Forms

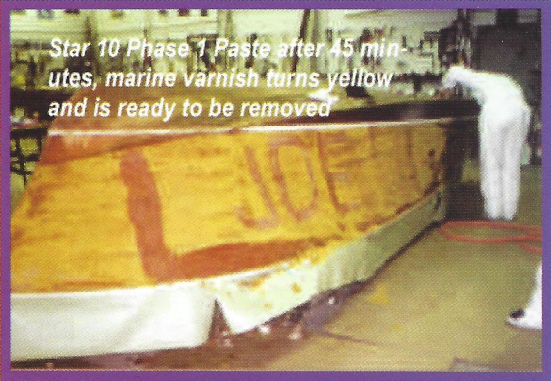
Menus

Newsletters

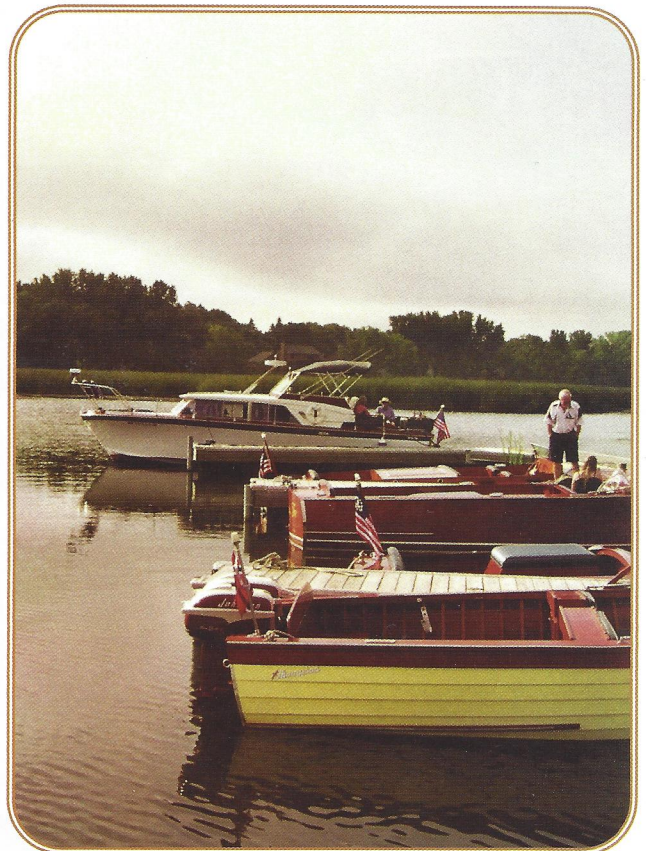
Custom Pocket Folders



**Star 10 Stripper**  
**Contains No**  
 ? Acids  
 ? Caustics  
 ? Or Methylene Chloride



Custom-Built "High Life" at Lake Okoboji show.



Poker Run line-up on Lake Minnetonka



Choosing the right building partner can help get a handle on your construction costs.

We consistently save people money by building their home in a factory.



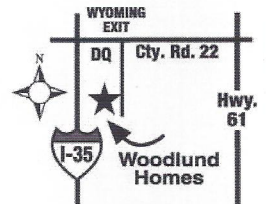
No need to compromise style and design. WE CAN DO IT!



## WOODLUND H O M E S

Since 1965  
Wyoming, Minnesota

612-581-7819 Direct  
800-341-6211 Ask for Dave  
[www.woodlundhomes.com](http://www.woodlundhomes.com)



- Seller's Agent
- Buyer's Agent
- Builder

Call Dave Lindberg  
for your BSLOL  
Member Discount  
612-581-7819

