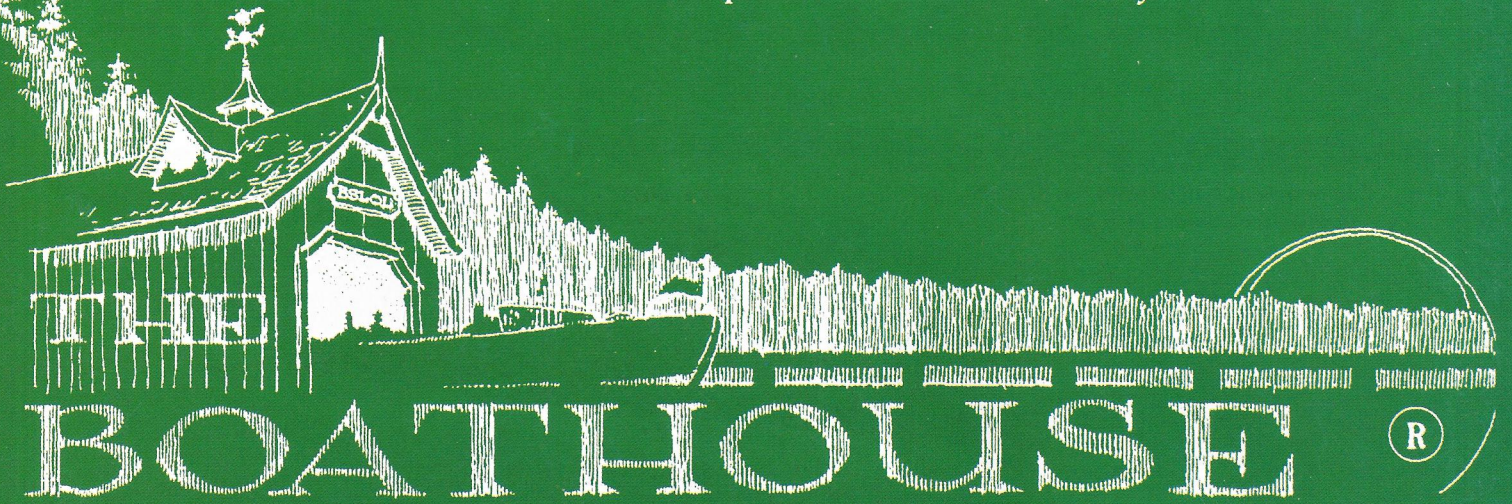


The Quarterly Publication of the  
**Bob Speltz Land-O-Lakes Chapter**  
Antique & Classic Boat Society



Vol. 30 No. 1  
Winter 2007

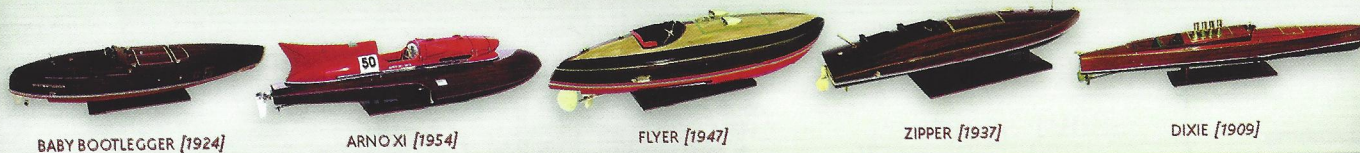


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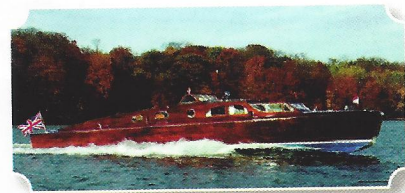
DIXIE [1909]

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

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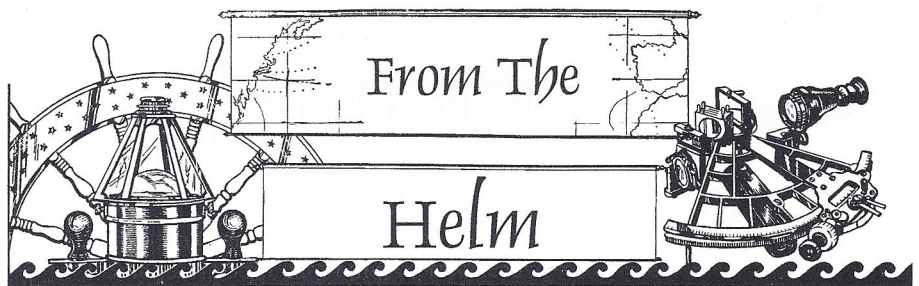
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BSLOL web site: [www.acbs-bslol.com](http://www.acbs-bslol.com)



Hello Gang!

I am taking a break from re-reading the shop, anticipating to apply the winter coat(s) on our boat. After being a member of BSLOL for nine years and a board member for six, I am greatly honored to be elected President. It is going to be different for me since I am used to using woodworking tools, not a pen and gavel.

I want to emphasize that every member is important and each one of you should feel welcome, whether you are a 30-year member, or just starting your first year with us. We all have the common interest of antique & classic watercraft, so we have a lot to share with each other. Plan to join us in our many activities; they are a lot of fun and you get to meet other members!!

For the 2007 year, the club has a full calendar of events starting with the ever-popular Winter Workshops. The first two will be held at the shops of gracious owners of Sherwood Heggen & Dan Nelson. The final one is a museum tour of the Minnesota Lakes Maritime Museum in Alexandria, with a presentation by Tom Juul. These all promise to be great events.

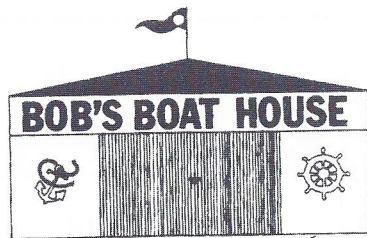
During the year, many other activities are planned, such as summer cruises on area lakes and rivers. Many local boat shows will occur, including the annual Bayport Concours d'Elegance, Saturday, August 12 and our 32<sup>nd</sup> Annual Antique & Classic Boat Rendezvous, Saturday, September 8 on Lake Minnetonka. Our traditional Fall Colors Cruise on Lake Minnetonka in October is always a wonderful end to the boating season. To cap it all off, the holiday party in December brings everyone together to reminisce about the past year. We have a running calendar of events in every issue of the Boathouse (*See page 26.*)

The past year was a fun one, but I anticipate this new year will be even better!

Brad

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





1948 Chris Craft 20' Custom Runabout

Owner: Gerry Pederson, Scarborough, Ontario, Canada



1929 Chris Craft 22' Model #5

Owner: Gerry Pederson, Scarborough, Ontario, Canada

Reflections of Bob Speltz from his personal photo album.

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### 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

1969 Lyman 30' Sportsman  
 owned by Mark Setterholm.  
 Taken at 2006 Fall Colors  
 Cruise on Lake  
 Minnetonka





## Annual BSLOL Holiday Party

It was December 3 and BSLOL was back on Lake Minnetonka! No, not IN it – AT it. This year's party was held at St. Alban's Boathouse and yes, it was a cold day, but it still felt good to have the lake in view. Inside was a roaring fire that, along with approximately 100 members and friends, provided all the warmth needed to make this a most enjoyable evening. Our thanks to the chef and staff at St. Alban's Boathouse for the fantastic dinner and great service! As is our custom, this is the event when we recognize and show our appreciation to those members who have contributed that extra effort throughout the year.

**P**resident's Cup went to *Andreas Jordahl Rhude*. Andreas has been a key player in just about every facet of the club for years. Aside from being "at the Helm" as president for two years, wherever there is a need, Andreas is there. He is a major contributor of articles for The BoatHouse and works on all the advertising for our shows. He took on the grueling task of organizing a photo shoot on the lake - a phenomenal achievement - and did it virtually alone. Andreas has worked as a one-man show in putting our presence at the Minneapolis Boat Show for the past three years a top priority. The results are very evident in everything he undertakes.



Andreas Rhude & Jim Camery



Peggy & Steve Merjanian

**B**oatHouse Award was given to *Steve Merjanian* whose efforts are unmatched. Every photo passes through his hands. If submitted as digital via email, there's always "tweaking" to be done. If sent by snail-mail, he does the scanning. Color photos have to be converted to black and white for publication - then back to color for our website. He handles the labeling, sorting and getting some 500 magazines into the mail - no small task. And he's been doing it for more than 15 years!

**R**ookie of the Year went to *Jay Diebold* who, from the first event he attended, was right there to help wherever he could. Among other things, he did a commendable job tending to the Ship's Store at the Rendezvous in September. Jay is now a member of this year's Board of Directors - definitely someone we can count on.





Susan Zemke & Bob Johnson

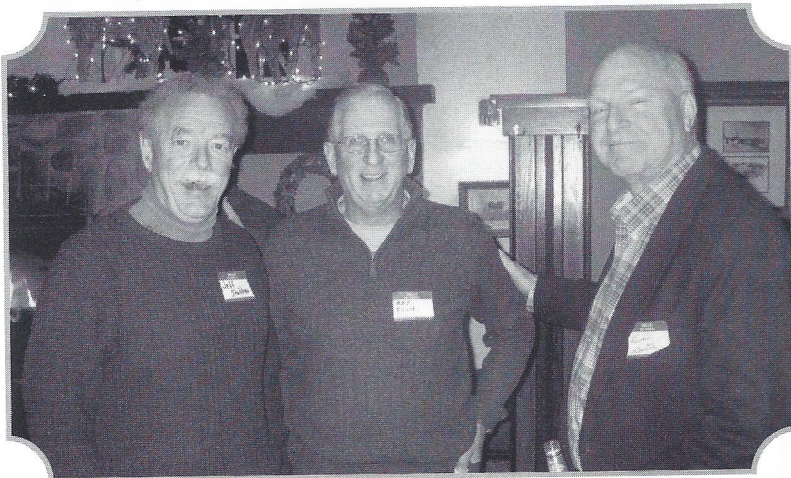
Yeoman's Awards were given to *Susan Zemke* and *Fred Goughnour*. Fred Goughnour, a lay-back kind of guy and very familiar face in our world of boats, jumped in with both feet this past year. He helped organize the popular Winter Workshops and took control of the Poker Run on Minnetonka in August. He's back again in both these activities. His experience and expertise will assure these activities will again be informative and fun

Susan has been a member of BSLOL for some time and has always been a familiar face at our shows. This past year, she stepped up to the plate and got involved in organizing our Bayport Show. It would appear that getting involved is fun; Susan always seems to enjoy whatever she is involved in. She is now a member of our Board of Directors and will be an integral part of all the chapters activities.

Annual BSLOL Holiday Party



Andreas Rhude & John Kinnard



Jeff Stebbins, Ray Ellis & Bob Buttery

Our thanks to outgoing President, *Jim Camery* and retiring Board Members *Greg Benson*, *Jeff Stebbins* and *Paul Brunswick*.

We are most appreciative of their involvement in the workings of BSLOL. It's what keeps us going - and going - and going!!!



Mark Setterholm & John Tuttle

*More holiday pictures on page 7*



President Brad Ernst  
 V. Pres. Joel Lemanski  
 V. Pres. John Kinnard  
 Treasurer: Dan Schlegel  
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 Fred Goughnour  
 Scott Hawkinson  
 John Laidlaw  
 Dave Lindberg  
 Peggy Merjanian  
 Susan Zemke

**DIRECTORS AT LARGE**  
 Bob Johnson  
 Ray Garin  
 Andreas J. Rhude  
 Dick Mickelson

## *Your 2007 Board of Directors*

Contact information for every member on the Board can be found on page 3.



Deb Benson, Marcia Tuttle,  
 Sandy Setterholm, & Beth Kessler



Michelle & Joel Lemanski,  
 John Thomas & Mitch LaPointe



Beth Johnson, Diane Nelson & Rene Clark

Filling in the vacant seats on the Board of Directors are *Jay Diebold*, *John Laidlaw* and *Susan Zemke*. Jay (this year's Rookie of the Year) and Susan (Yeoman's award,) have already demonstrated their dedication to the club. This is the second time for John. He was a director before and an immense help in organizing our Ship's Store. He's agreed to join us again.

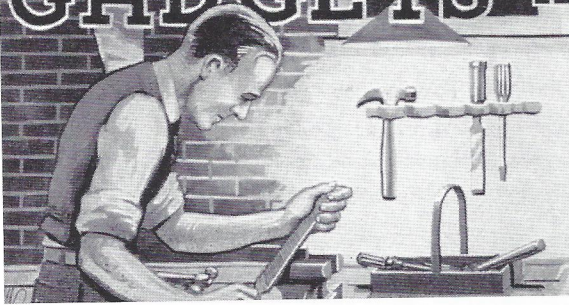
We welcome each of you!



Karen Buttery, Pat Oven (in the back),  
 Margo Garin, Carol Ellis and Kathy LaPointe



# GADGETS AND KINKS



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

wear a dust mask. Another issue is that the sander will leave little swirls in the base finish that will be reflected by the new varnish. Also, in the wrong hands, a power sander can do a lot of damage to a finish very quickly, causing issues that take a lot of time and skill to repair.

## POWER SANDING

OR

### HOW TO EASE THE SANDING EFFORT

by Sherwood Heggen

Great looking boats don't just happen. It takes a lot of work to get a smooth, shiny finish that people have come to appreciate. How do you get a nice finish on a boat? Use sandpaper! Sounds pretty simple, but confusing. Fourteen coats of varnish will be a lumpy mess without sandpaper being applied in between coats to level the surface. In doing so, the gloss of the varnish will reflect light evenly and onlookers will wonder which professional did the varnish work.

There is a problem, however. If sandpaper is used to level the varnish coats, someone has to rub the sandpaper back and forth on the hull's surface. That requires physical effort - a lot of physical effort. How strong are your back and arms? Have you ever calculated the square feet of surface on an eighteen foot runabout? It comes out at a little less than two hundred square feet of surface or the equivalent to a flat surface measuring fourteen by fourteen feet! And, it all has to be sanded thoroughly.

There is no way to get around the work totally, but there is a way to make it easier and faster. The answer is random orbit power sanders. The problem with power sanders is that they are very messy. The little dust collection bags on these sanders are not efficient. After a session of sanding, the shop is filled with fine dust that settles on everything. Also, the fine dust in the air is inhaled unless you

overcome? First the dust. There are power sanders on the market that come with a vacuum to effectively suck up the dust as it comes off the sander. I checked out one of those fancy sander/vacuum combos and was set back by the price. The low budget method would be to hook up a shop

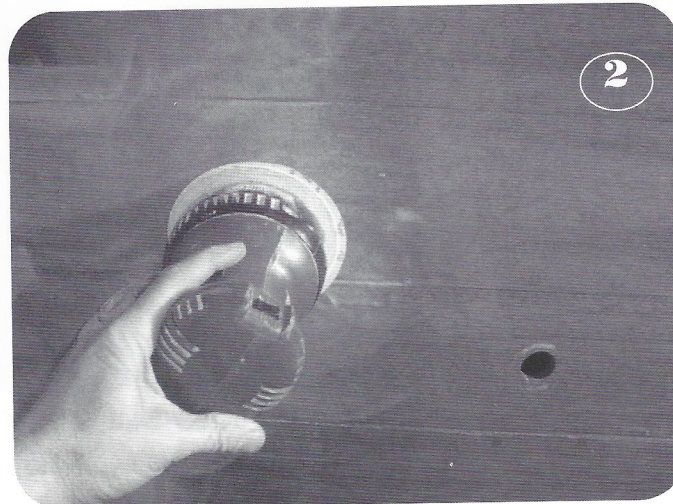


vacuum to the random orbit sander. It will be necessary to adapt some type of vacuum hose connection to the power sander. Typically a shop vacuum has a larger hose. A smaller hose can be attached with an adapter to add length and downsize to better adapt to the sander dust outlet. The hose/sander connection shown in picture #1 is accomplished simply with the handy-man's secret weapon - duct tape.

Stick-on sandpaper is attached

to the sander pad, making sure the holes in the sandpaper discs are lined up with the holes in the sander pad. If the discs have no holes, punch holes in them to allow the vacuum to work.

A problem with using a random orbit sander is that it will leave swirl marks in the base coats of varnish that will be re reflected by the new varnish. Initially, 320 paper is used to more quickly level the surface, but when nearing the final coats, the finer grit 400 paper would be a better choice. The swirl marks would be smaller and less of a



problem. Then, after the power sanding and before the final coat of varnish, it is best to do a light sanding by hand with 400 paper in a fore and aft direction. I emphasize this because I have seen really nice, expensive boats with varnish that has a grainy surface because of the sander marks. A handy way to do the hand sanding is to use a half sheet of sandpaper wrapped around a 3M scratch pad. This

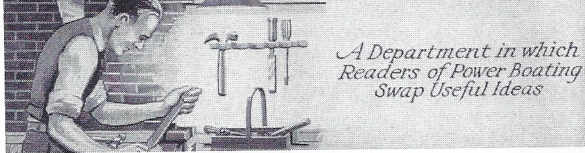
*Gadgets & Kinks cont'd on page 10*







## GADGETS AND KINKS



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

makes a soft, conforming pad that effectively removes the swirls and allows a smooth base for the final coat of varnish.

Now, regarding use of the sander, be warned that a random orbit sander will take off a lot of material in a hurry. Picture #2 shows how effective the sander is.

The biggest problem in sanding with a power sander is going through the finish right down to the wood. When that happens, the finishing process stain and varnish has to start from the beginning on that spot to match the surrounding finish. That can be very difficult to do without a noticeable mark. It is obvious then, great care must be taken to protect the finish that remains. Understanding what you are sanding is very important.

Let's take the example of a boat that will be prepped for varnish by sanding. It is not the intention to fix all of the problems regarding proud plank edges and bungs at this point, rather, to prepare the surface to refresh the varnish as preventive maintenance. Understand that when the sander is passed over these proud areas, it can quickly grind right through the varnish to the wood. To avoid that from happening, determine where those areas are and mark them with a piece of masking tape. Then later, carefully sand those areas by hand with a 3M scratch pad or 320 grit sandpaper.

As you pass the sander over the surface, you will enjoy how quickly the sanding work gets done with little effort. There might be areas that the sander doesn't touch because of irregularities in the surface, so use the 3M scratch pad by hand for that. I hope that saves a lot of time and effort for you.

If you are working on a boat restoration project and have a question on the process, feel free to call or write. I would enjoy helping you through a tough spot or advise on the process you should follow. As I have said many times before, I would rather see you restore it, rather than destroy it, not that you would destroy it intentionally. But, going into a project blindly can often take some bad turns. I can be reached at either [Heggensj@Centurytel.net](mailto:Heggensj@Centurytel.net) or 715-294-2415. I look forward to hearing from you.

Now turn off the TV and go work on your boat. Spring is coming.



## FALL COLORS

by Peggy Merjanian



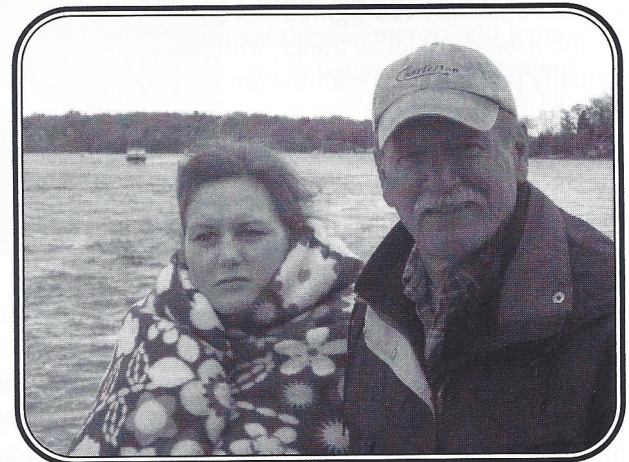
For years, the first weekend in October has been the last hurrah of BSLOL's boating season - our Annual Fall Colors Cruise. This consists of everyone meeting for brunch at Lord Fletcher's, then piling onto boats for a leisurely cruise around Lake Minnetonka.

This tradition keeps many members "in the water" a bit longer than most, but those who come "boatless" always find room on someone's boat.

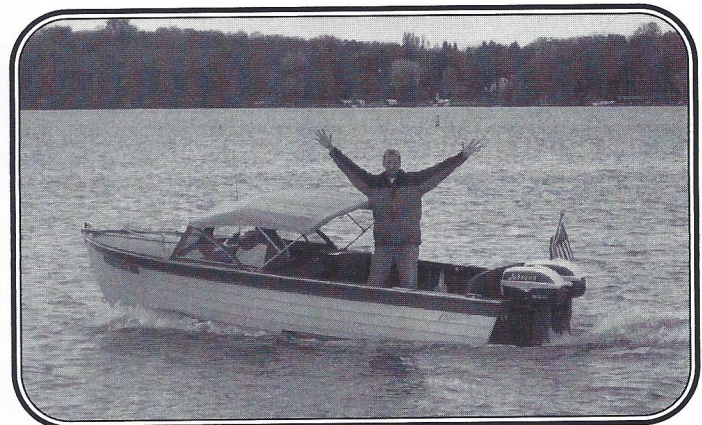
Over the years, seldom has mother nature not cooperated. We've had 60 degrees with brilliant sun to absolute washouts (I can remember only two) and everything in between. This past October was one of the better days. While it was not 60 degrees or brilliant sun, it was cool and dry. Eight

boats participated and we pretty much had the lake to ourselves - far different than the typical weekend on Minnetonka.

Here are some of those who were there and had a great time.



Greg Benson and daughter Megan. It did get a bit chilly by late afternoon.

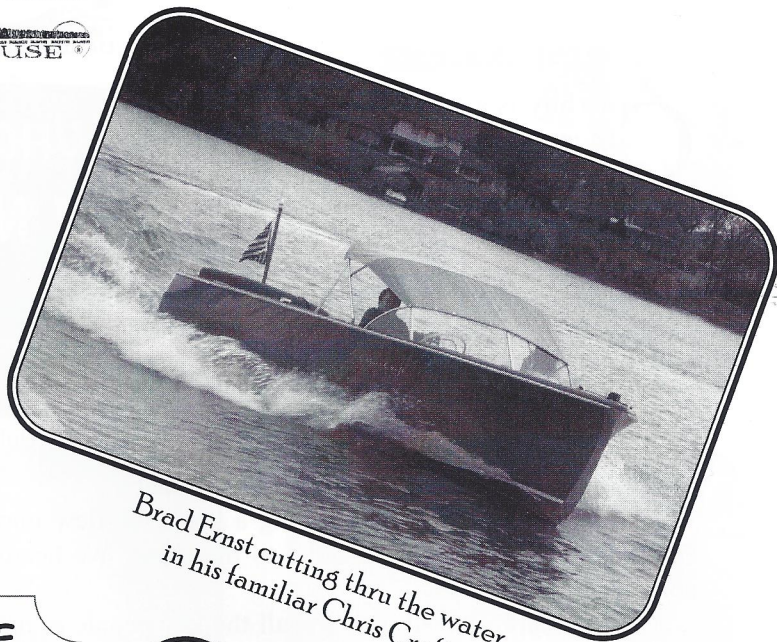


Andreas Rhude letting us know he was there (like we didn't know that yellow Thompson!)



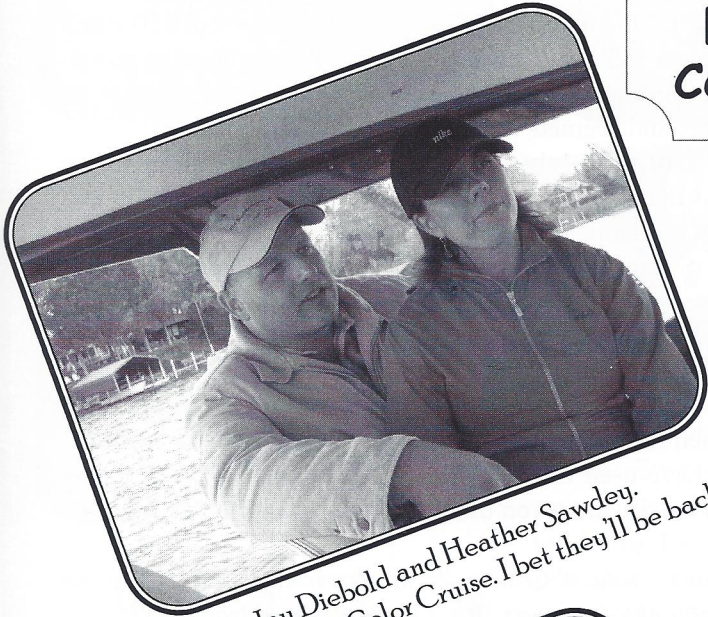


Great smiles from Sherwood Heggen and Mary Hall

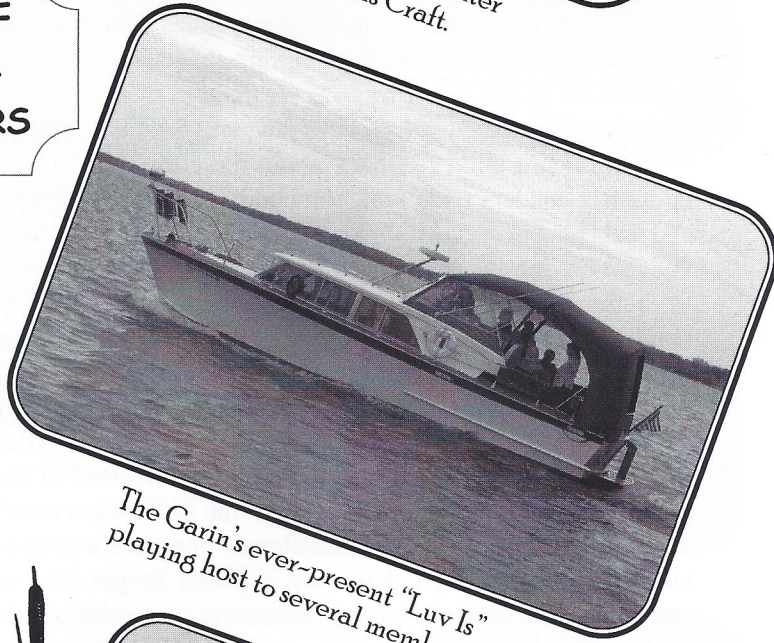


Brad Ernst cutting thru the water in his familiar Chris Craft.

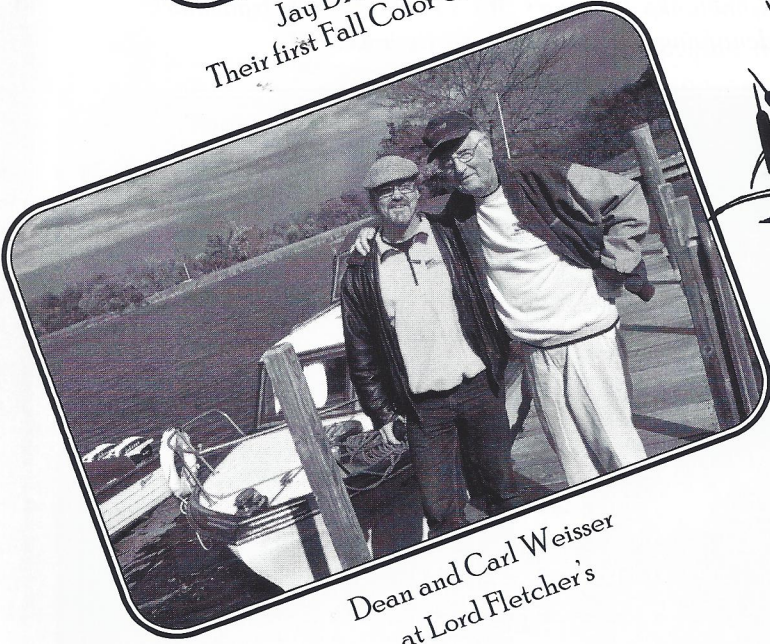
**MORE  
FALL  
COLORS**



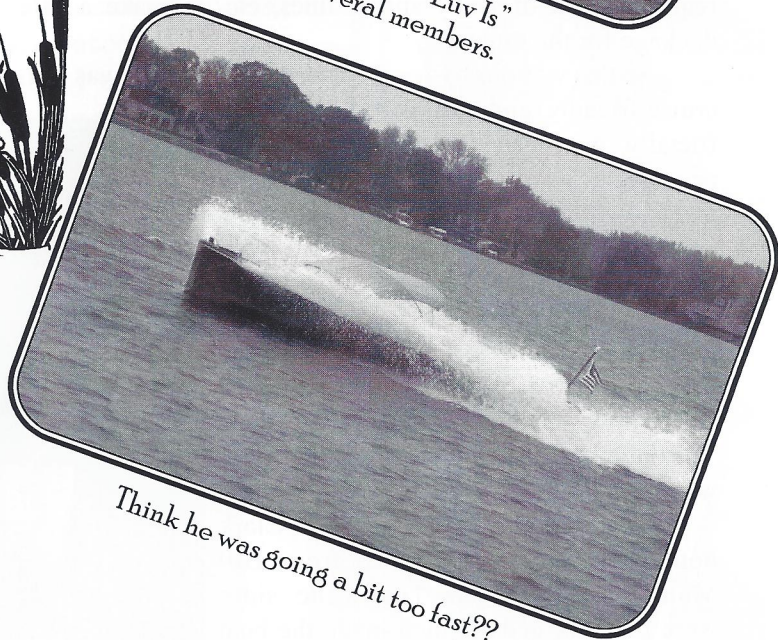
Jay Diebold and Heather Sawdey. Their first Fall Color Cruise. I bet they'll be back!



The Garin's ever-present "Luv Is" playing host to several members.



Dean and Carl Weisser at Lord Fletcher's



Think he was going a bit too fast??



**C**owboy is a special boat in so many ways. It belonged to John Clark and I bought it from his widow Kay after he passed away suddenly. But let's back up a ways and start at the beginning of the story.

John Clark was the consummate "character." Beth and I met him about 20 years ago at the first Mt. Dora boat show (it previously was held at Sandford, Florida.)

At that time launches were all the rage, so that's what John brought. We didn't bring a boat. We flew into Orlando and rented a car to drive to the show. We heard about it in *The Rudder*.

John Clark seemed to know all the key people at the show, so of course, we wanted to get to know him. Around that same time, Ann and Mike Matheson started the St. John's river cruise and it was a great trend in ACBS — combining a river cruise with a good show; what could be better?

We heard good feedback about the cruise and signed up as free-loaders (ride with somebody else) the next year and subsequent years, both on the St. John's and other venues. During these cruises, we got to know John Clark a lot better, as well as a lot of other people, and began to notice what type of boat seemed to lend itself to this activity. We would have long discussions on the merits of this or that boat, and how it fit our needs.

During the cruises, a trend seemed to develop. After the lunch stop, the big triples would breeze on ahead of the pack and beat everyone to the docks at the destination motel and take all the good slips. The slower boats were always left with the bad slips that were difficult to get into or required a lot of fancy spring lines, etc. to make a safe dockage for the night.

So this was our basic set of needs - a boat that was fast, cruise-friendly and affordable. By cruise-friendly, we mean you can take a lot of people and gear and move around easily inside the boat.

At the same time, we were very interested in U-22s; big enough to take a lot of stuff and people and small enough to trailer easily. The U-22 was one of the most affordable boats around. We talked U-22s up with John Clark for many years. The only thing this boat lacked for cruising was speed.

In the early 1990's John Clark bought a white-sided U-22 from Bill Monroe of Michigan. The white sides were made of cedar which made the boat about 200 pounds lighter than the all

## WHAT'S IN A NAME?

### "COWBOY"

by Bob Johnson

mahogany model. He took the boat to Doug Morin of Michigan and had a new bottom put on her. The bottom he ordered was not the usual one. He wanted one in the shape of an expanded racing runabout bottom. This shape of bottom would add 4-5 MPH to the top end speed.

At the same time as the bottom was being done, John was busy at his home shop building a new engine for the cruising U-22. This engine was basically the regular Chris Craft V-8 set-up with a tricked-out 350 Chevy block.

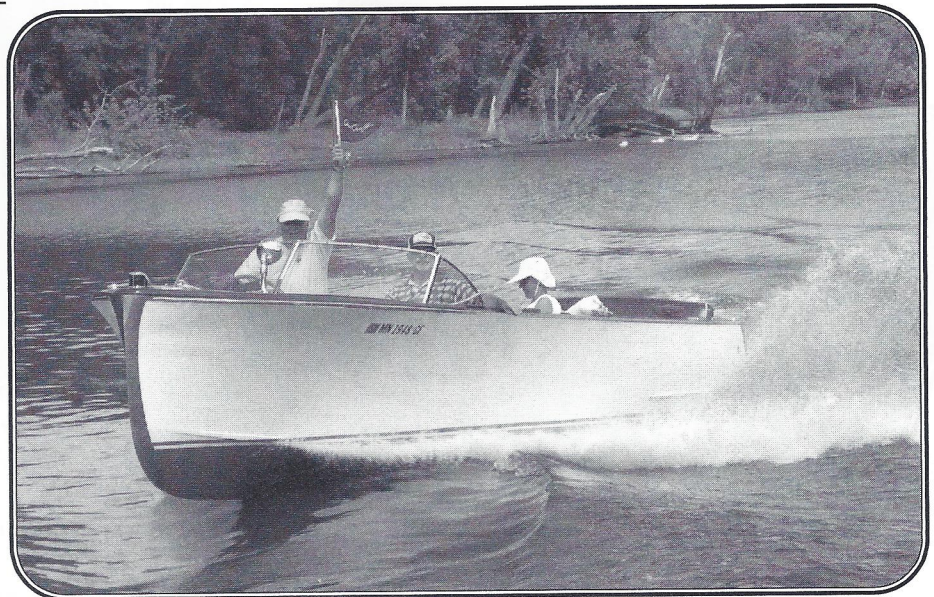
John spared no expense in building a solid, reliable engine with a lot of power. Among many tricks, John put a crank shaft from a 400 cubic inch engine in it (a "stroker crank"). This, in effect, changed the engine from 350 cubic inches to 383 cubic inches, a significant advantage in power. John put engine and boat together and started using it on cruises and seemed very satisfied with its usefulness.

Unfortunately, John died suddenly of a brain hemorrhage while he was in a friend's boat shop. His loss is felt by many antique boating friends.

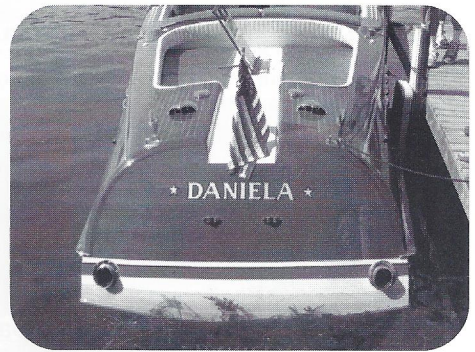
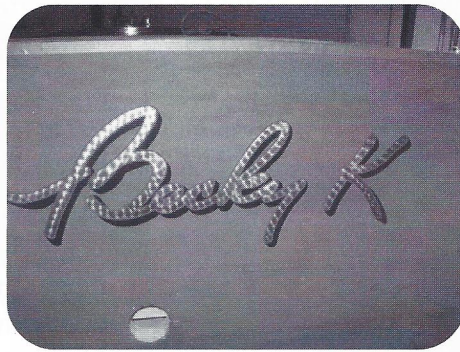
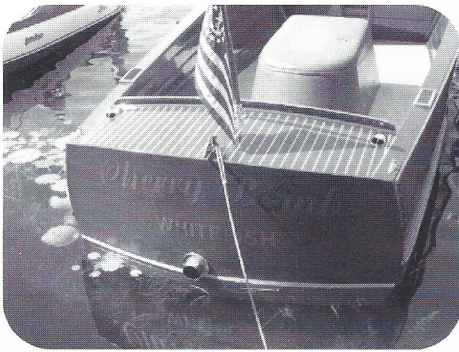
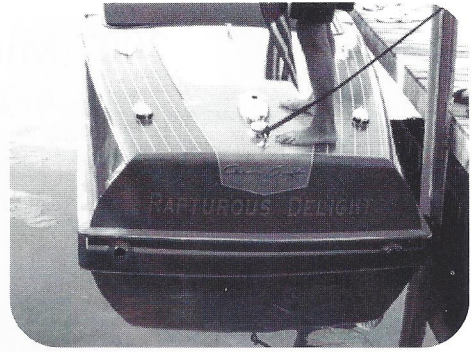
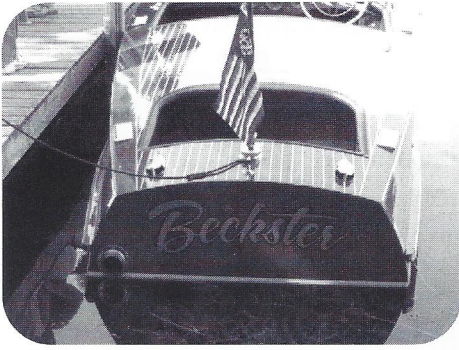
Sometime after this, I was contacted by Mike Matheson who was helping John's widow, Kay, sell some of their boats and boat stuff. We made a deal and I got the boat in 1995.

John Clark was a cowboy for most of his life so it seemed fitting to name the boat "COWBOY" in his memory. We have used the boat well and often since then and feel John looking down on us approvingly from cowboy heaven.

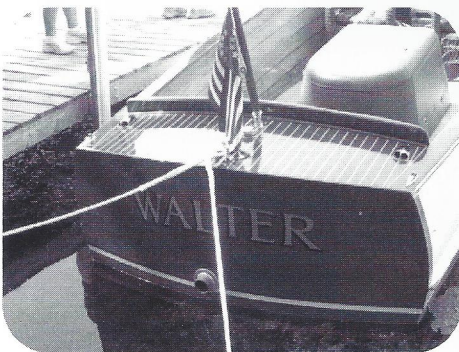
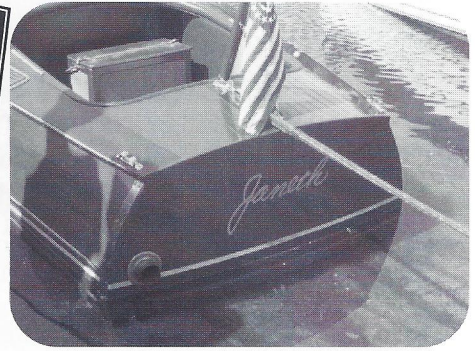
*Editor's Note: "Cowboy" has been a familiar site on Minnetonka for years. it's something of a trademark identifying Bob Johnson and Beth Kessler.*







## WHAT'S IN A NAME?

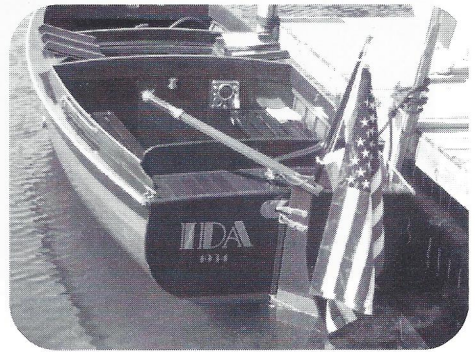
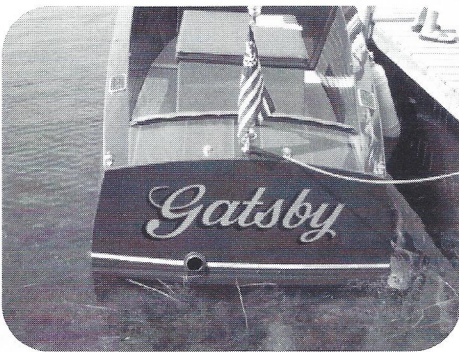
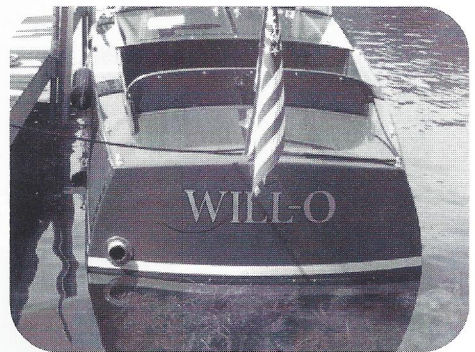


Here are some transoms from recent shows. Ever wonder what prompted a name? If your boat is pictured here, we'd love to hear about it! If not, we'd still love to hear how you came to name your boat. Tell us your story (a couple of paragraphs will do it) to the editor and it'll appear in the next BoatHouse!

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

Don't do email? Call 952-475-1384 or snail-mail to

Editor, The BoatHouse  
 18275 Hummingbird Road,  
 Deephaven MN 55391





## 2007 Minneapolis Boat Show

By Andreas Jordahl Rhude



Tens of thousands of people braved the cold of Minnesota's January to view a bit of summer. The Minneapolis Boat Show took place January 17-21 at the Minneapolis Convention Center and once again the Bob Speltz Land-O-Lakes chapter (BSLOL) of the Antique & Classic Boat Society had a display of antique and classic boats. Always a hit of this "new" boat show, our classic beauties are a step back in time for show spectators. Eight of the nine boats shown were "Made In Minnesota," the theme of this year's display.

Included amongst the boats was a display of several vintage outboard motors, courtesy of members of the Gopher Chapter of the Antique Outboard Motor Club (AOMCI.)

The nine watercraft included:

<u>Owner</u>	<u>Boat</u>
1. F. Todd Warner	1929 Dingle triple cockpit runabout 30 ft.
2. James Russell	2006 Hacker runabout 22'-6"
3. Dave Doner	1940s Vivant Rambler fishing boat 16'
4. Dan Lindberg	1958 Seliga canoe 16 ft.
5. Bill Sparrow	1942 Taft runabout 13'-4"
6. George Chapin	1949 Larson Cabin launch 20 ft.
7. Mark Thompson	1958 Crestliner Jetstreak 15 ft. (classic aluminum)
8. Del VanEmmerik	1959 Herter's Duofoil Flying Fish 16 ft. (classic fiberglass)
9. Sea Scout Ship 248	1955 Lyman Islander 19 ft.

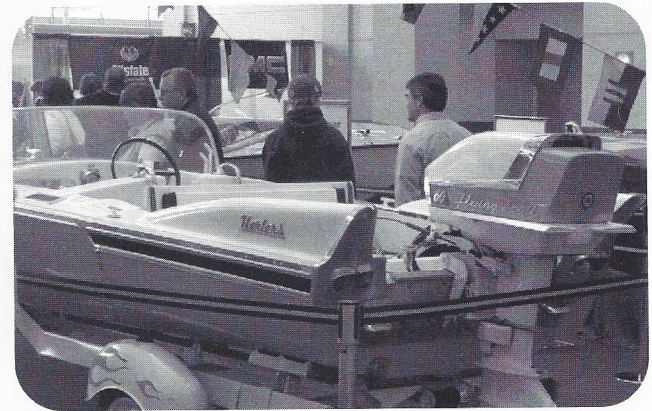
The first eight on the list were Made In Minnesota! The Sea Scouts Ship Mendota, a youth group within the Boy Scouts of America, restored the Lyman along with guidance from BSLOL member Joel Lemanski. The boat was donated to them by Stanley Hubbard.

Outboard motors Made In Minnesota were provided by Bill Sparrow, Jeff Stebbins, and Ben Dittmar. A.J. Rhude also

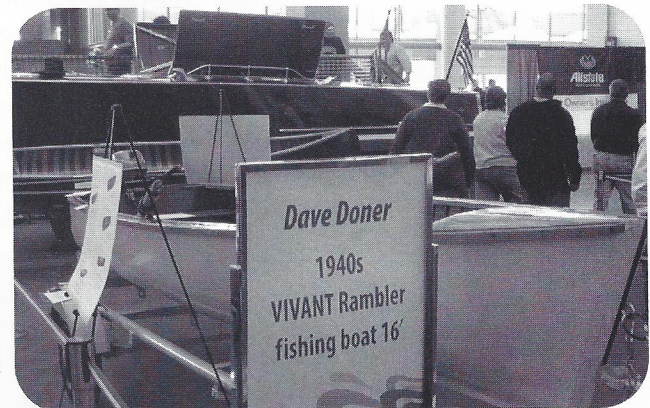
provided an Evinrude outboard motor and

Bill Sparrow brought a beautifully restored Chris Craft Commander outboard. A beautifully restored and detailed Gray Marine Fireball inboard engine was provided by Brad Ernst.

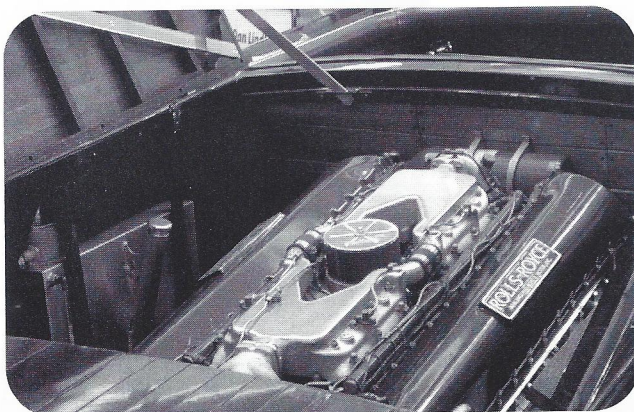
The Minnehaha streetcar boat had a display as well. They deserve a pat on the back for adding to the educational aspect of our endeavor.



1959 Herters Duofoil Flying Fish



Dave Doner's 1940 Vivant Rambler Fishing Boat



1945 Rolls Royce Meteor Engine

Boat Show cont'd on page 15



*Boat Show cont'd from page 14*

Many, many questions were answered about the motors as interested visitors viewed the displays. A million thanks must also be extended to the dedicated BSLOL volunteers that selflessly took time to get boats into the Convention Center, set-up and tear down our display, be a part of our booth during show hours, and to plan the activity. Many hundreds of hours were spent by this group to make it all happen. It was one of the best displays ever and the set-up went without a hitch thanks to careful planning and the extra ordinary efforts of the National Marine Manufacturers' Association, owners of the Minneapolis Boat Show. Darren Envall, Jennifer Thompson, and Bonnie Schuenemann of NMMA can be singled out for their special efforts.

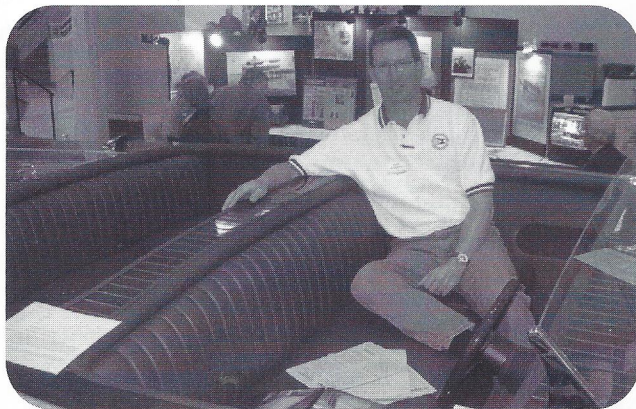
Thanks to all those BSLOLers and Gopher Chapter AOMCI members that made it happen. You are the lifeblood of our family! A special note should be made thanking Paul Mikkelson and The Mikkelson Collection of Willmar for the loan of four outboard motor stands.



Brad Ernst, John Laidlaw and Jay Diebold obviously having a good time.



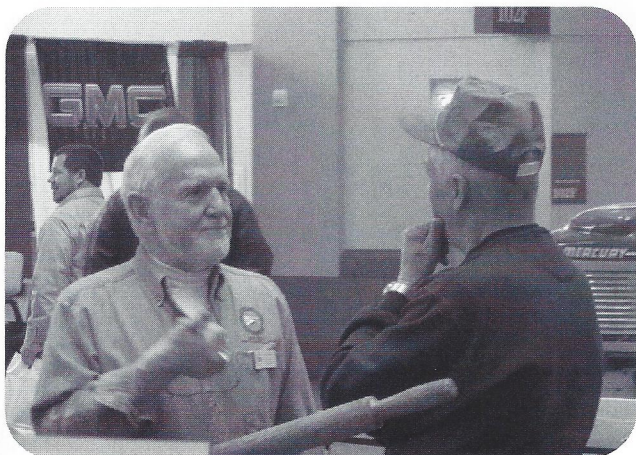
Club President, Brad Ernst in the 1929 Dingle 30' Triple Cockpit



Scott Hawkinson sitting in the 2006 Hacker 22'6" Runabout



1929 Dingle 30' Triple Cockpit



Ray Garin and a Boat Show visitor

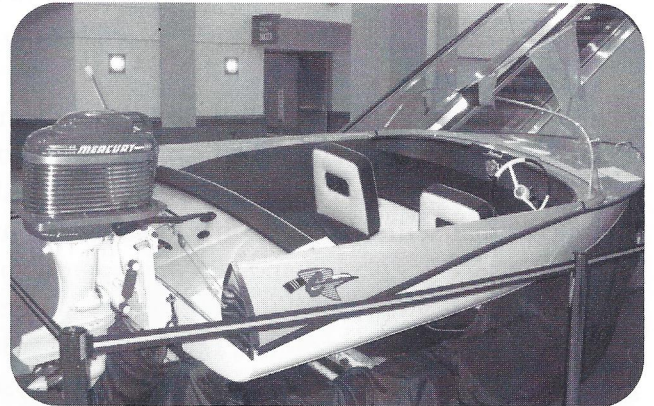


1959 Herters 16' Duofoil ~ a classic fiberglass boat



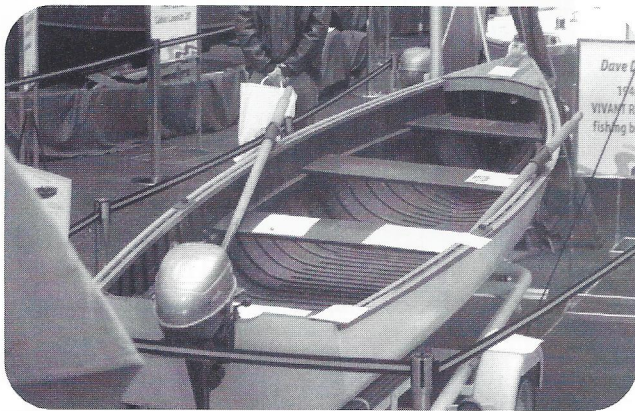


1942 Taft 13' 4" Runabout



1958 Crestliner 50' Jetstreak

## 2007 MINNEAPOLIS BOAT SHOW



1940s Vivant 16' Rambler Fishing Boat



1955 Lyman 19' Islander

## BSLOL PROUDLY DISPLAYS BOATS MADE IN MINNESOTA



1958 Seliga 16' Canoe



1949 Larson 20' Cabin Launch



## WHITEFISH CHAIN ANTIQUE & CLASSIC WOOD BOAT RENDEZVOUS CELEBRATES ITS 20<sup>TH</sup> YEAR.

If you have the last weekend in July, 2007 available, you should head up north to Crosslake, Minnesota. Specifically, Saturday, July 28, if you want to be a spectator or, as a boat registrant, you won't want to miss the Skippers' Dinner, Friday night, July 27 from 6:00 p.m. to "whenever."

It's a different kind of show in this northern Minnesota town of approximately 1,892 citizens, because on the day of the event, nearly 6,000 people typically come to view the boats. This show has become one of the finest classic boat experiences in the country. The quality and variety of boats are outstanding and it is truly one of the friendliest groups of boating enthusiasts...bar none.

Led by ACBS-BSLLOL members, Dennis and Judy Madigan, this show offers something for everyone: a 1924 26' Belle Isle Bear Cat next to a 1929 36' Ditchburn launch. On another dock, a 1934 27' Hacker Gold Cup Racer joins a 1952 14' Larson and a 1934 16' GarWood. There is a 12' row-boat with a 2 hp inboard engine, a 1925 Dodge Water Car, a 1958 18'8" Larson Thunderhawk, Jr. Then there's a 1948 Penn Yan next to a 14' Shell Lake Drake. Even the 1949 22' Chris Craft U.S. Mail Boat is there. Get the picture???

GarWoods, Chris Crafts, Noeske, Tonka Craft, Thompsons, Century, Riva, Correct Craft, Yacht Tenders . . . they were all there last year - over 60 classic and antique boats!

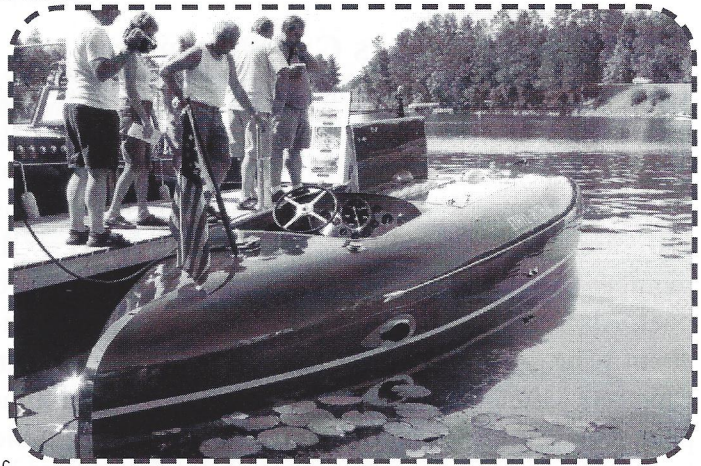
Comments from BSLLOL members:

Clark Oltman - "This is a show I won't miss next year."

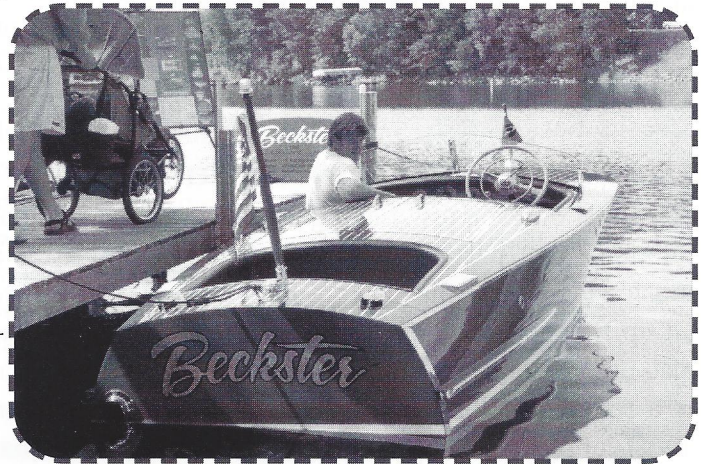
Jeff Stebbins - "One of the best shows in the country."

Todd Warner - "It just gets better every year."

And from Dennis and Judy Madigan:  
 The welcome mat is out!  
 Come help us celebrate our 20<sup>th</sup> Anniversary!



1934 Hacker 27' Gold Cup Racer  
 Lee & Penny Anderson



1953 Chris Craft 19' Racing Runabout  
 John & Becky Allen



1970 Riva 29' w/ twin 454 engines  
 Kermit & Jenny Sutton

**JULY 27 - 28, 2007**

**20<sup>TH</sup> ANNUAL WHITEFISH CHAIN ANTIQUE & CLASSIC WOOD BOAT RENDEZVOUS,**  
 Moonlite Bay Family Restaurant & Bar at Crosslake, MN.

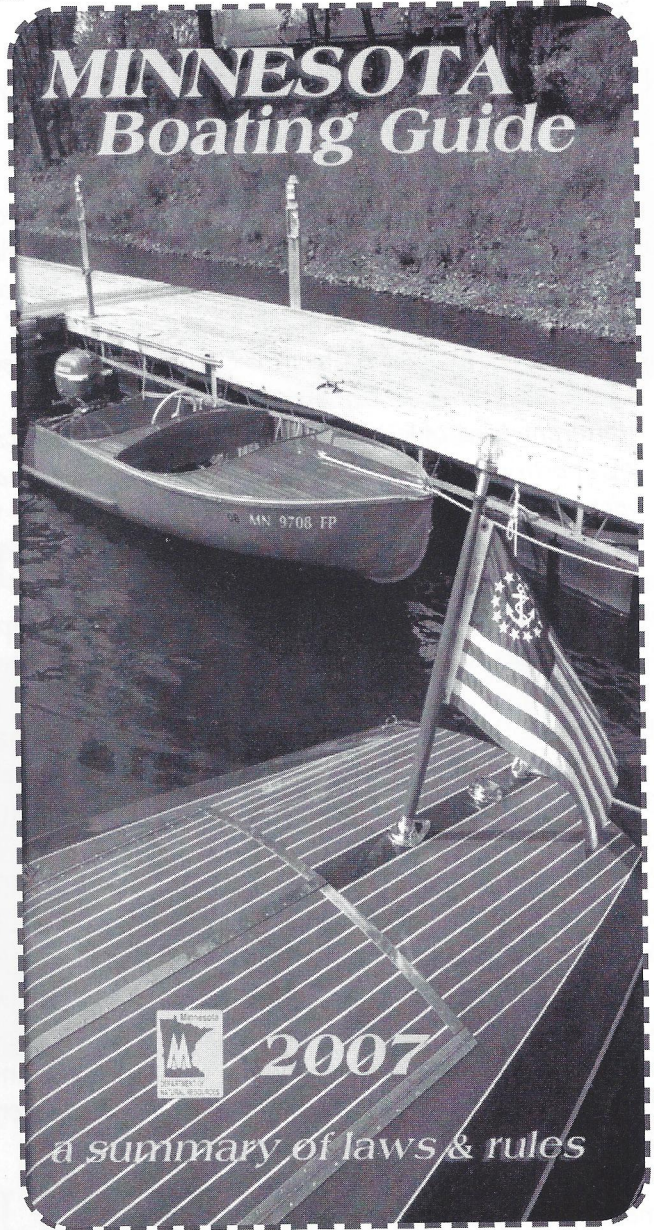
Skipper's Dinner July 27 ~ Displays ~ Awards ~ "Fly-By" July 28

. Free admission and parking. For boat registration and information contact  
 Dennis or Judy Madigan, 623-466-8656 before May 1, 2007 ~ after May 1, 218-543-6657.



### BSLOL BOATS GET NOTORIETY

The cover of the "2007 Minnesota Boating Guide" features a full-color picture of two classic boats. The boating safety guidebook is published by the Department of Natural Resources and explains boating regulations and safety items. The cover photo features BSLOL member Eric Sandin's 1954 Penn Yan Swift outboard boat. Also pictured in the foreground is a wooden run-about. The photo was taken at the BSLOL show in Bayport, Minnesota in August 2006. DNR photographer Tim Smalley obviously has a love for classic boats! The guide is distributed to thousands of boaters throughout the state. What a great means to promote antique and classic boats and boating!



### VINTAGE BOAT IN ADVERTISING

A little Thompson row/fishing boat has seen its share of publicity this past year. It was a major feature in a music video of the musical group "The Owls." They are an up and coming Twin Cities area pop group. It was also utilized in a print ad for Red Wing Shoes. The boat is a rough and tumble, unrestored 14-foot Thompson TVT dating to the late 1940s. It is a cedar strip boat with three bench seats. Props On Wheels provided the boat for these two advertisements. It is owned by BSLOL member Andreas J. Rhude and when not being a "star" she hangs from the ceiling of his garage/shop collecting dust!

## BSLOL SHIP'S STORE CLEARANCE SALE!

**ALL  
 CLOTHING  
 50% OFF!**

**GOLF SHIRTS**

**SWEATSHIRTS**

**DENIM SHIRTS  
 LONG & SHORT SLEEVES**

**VISORS .... AND MORE!**

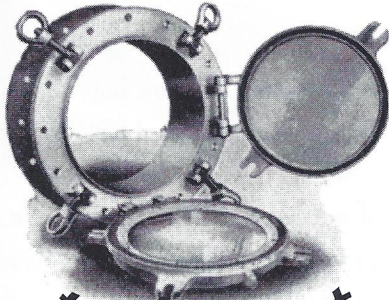
**POLO SHIRTS**

**FLEECE PULLOVERS**

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



# Porthole



## to the Past

*Editor's Note: In keeping with the theme of our display at this year's Minneapolis Boat Show — Minnesota Built Boats — here's a great story that starts 135 years in the past and is still going strong to this day.*

### MULLER BOAT WORKS/TAYLORS FALLS CANOE & KAYAK RENTAL GEO. MULLER BOATWORKS - STILLWATER, MN ~ 1872 - PRESENT

MULLER BOAT WORKS started in Baytown MN on the St Croix River in 1872. The 82-ton sternwheeler Columbia was built by the Muller Boat Works in Baytown, and it took the last log raft from the St. Croix in 1914. The boatyard was used for repairs and barge construction up through the Second World War.

#### History of Bayport, Minnesota

Bayport was originally three small settlements along Lake St. Croix. Baytown Village was platted in February 1856 by Stillwater businessmen, Socrates Nelson, David B. Loomis, Levi Churchill and others. A group of investors, including Isaac Staples and Andrew "Jack" Short, platted Bangor Village on the shore of the lake south of Baytown in the spring of 1857 and that July, Middletown village was platted north of Baytown by William Holcombe, soon to be Minnesota's first lieutenant governor. Baytown Township was organized in May 1858 when Minnesota became a state. Both the township and the village were named from the bay that indents the west shore of Lake St. Croix.

The three small villages were combined in January, 1873 into South Stillwater. South Stillwater included the plats of Baytown, Bangor and Middletown and was incorporated as a village in 1881. The name, however, caused a lot of confusion with Stillwater and it was changed in 1922 to Bayport (although St. Croix and Goodwill were also considered by the Village Council). Bayport became a city in 1974.

The small craft collection documents the type and form of small boats on the Mississippi River throughout the 19<sup>th</sup> and 20<sup>th</sup> centuries. The collection includes a 1914 Quincy skiff that was the last boat built for the Mississippi River lumber trade by the Muller Boatyards of Stillwater, MN. The Boatyard transitioned into a tour boat company, Taylors Falls Scenic Boat Tours.

In 1905, two brothers named Kennedy rowed tourists around the Dalles of the St. Croix pointing out the famous rock formations, but by the end of the year they were out of business. The following year the park commissioner asked the Mullers of the Muller Boat Company in Stillwater if one of the boys could come to Taylors Falls to give tourists rides through the Dalles. The Mullers sent Carl, their son, who was 16 at the time.

In 1910, Carl Muller added canoes and row boats for rent. Some canoes were rented in Taylors Falls and were paddled down river, some all the way to Stillwater. This was the start of the Taylors Falls Canoe Rental, which is still in existence today, as the Taylors Falls Canoe & Kayak Rental. Over the years the Company bought larger and larger boats and expanded into dinner cruises.

In 1972 the family bought the local ski area, Val Croix, renamed it Wild Mountain and merged the Ski and Boat operations into one company and use staff seasonally in the opposing seasons, summer on the boats and winter at Wild Mountain.

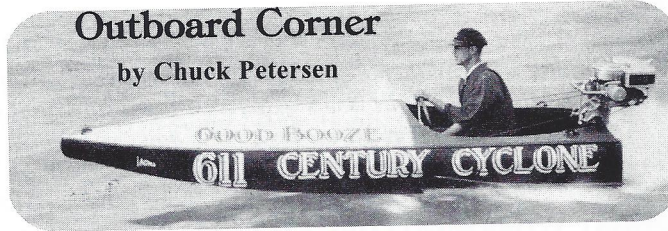
The family continues to run the Muller Boat Company/ Taylors Falls Scenic Boat Tours, Wild Mountain Recreation Area & the Taylors Falls Canoe & Kayak Rental today.

The following websites provide additional history.

- ❖ Washington County Historical Society  
[www.wchsmn.org/research/communities/bayport/](http://www.wchsmn.org/research/communities/bayport/)
- ❖ National Mississippi River Museum & Aquarium  
[www.mississippirivermuseum.com/archives.htm](http://www.mississippirivermuseum.com/archives.htm)
- ❖ Taylors Falls Scenic Boat Tours  
[www.wildmountain.com/boat/boat\\_history.html](http://www.wildmountain.com/boat/boat_history.html)







## Outboard Corner

by Chuck Petersen

### MERCURY FOUR-CYLINDER PROJECT CONTINUES

Happy New Year to my friends at BSLOL!

I have been very busy with projects at our cabin in Three Lakes, WI and my children's swimming competitions, and have not made as much progress on the new race motor. I have most of the components ready to go and thought a few words on the final set up and linkages might be in order.

I find that mounting the powerhead to a completed gearcase-tower assembly is easier than mounting the gearcase at a later date. So, if a new water pump impeller or seals are needed, get this done prior to putting everything together. You will need new gaskets for the powerhead/pan cowling surfaces. I have found Vintage Outboard & Marine Supply ([www.vintageoutboard.com](http://www.vintageoutboard.com)) a great source for gaskets and other parts. They will send a complete kit including gaskets for port covers, powerhead and carbs for a fair price. Be sure surfaces are clean. Do not use any adhesive compounds with new gaskets - it's not needed and makes a mess. Once everything is lined up, bolt down tight. The original nuts and washers work just fine. I add a drop of blue loctite for good measure.

If you are working with a Standard (non-racing) engine, the KA model Tillotsen carbs and Mercury magnetos are easy to mix and match throughout the 1956-1964 era. The primary changes involved the spark advance/carb linkages that occurred in 1959 when the multi-colored round cowlings gave way to uniform white square versions. In either case, the two carbs are linked by a ridged cable/plate piece that bolts to the lower carb body and can be adjusted to synchronize the butterfly movement. This should be set up on the bench prior to bolting up the carbs to the short block. In either case, the throttle cable advances a lever that is bolted to the lower cowling piece. In early standard models and all racing H motors, this lever was directly linked to magneto via a cute side plate that bolted up to the magneto body. An additional lever arm was attached at the same points and would engage the carb butterflies as the throttle was advanced beyond idle speeds. Newer models employed a solid steel rod that fit vertically into holes cast into the side of the crankcase. This rod links up to both the magneto drive unit and the carb linkage. This eliminated the need for the side plate and made adjusting both idle and spark advance less complicated. Clearly marked stops can be adjusted at the front of the engine with a Phillips head screw driver.

I enjoy this phase of restoration projects the most. The hard work of short block assembly is over. Each new piece can be added as time allows - like a puzzle in progress. Take time to keep things clean and replace questionable fasteners or worn threads now to avoid future headaches. I use a simple motor stand consisting of a 2 x 12 board bolted to a very sturdy work bench. The design was copied from an old friend, I can't take the credit. Good lighting is also key. A painter's floodlight can be put to good use as a temporary supplement to your ceiling lights if needed.

Have a safe Winter season and try snowmobiling if you get the chance. A great family sport that gives a new perspective to our northern lakes when boating is not an option!

## It's KNOT a Problem!



If you want to learn how to tie any kind of nautical KNOTS...

or

if you want to teach your kids the proper way to tie a KNOT...

or

if you want to brush up on your KNOT skills...

or

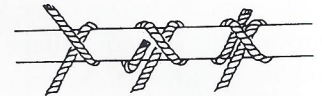
you just want to have some KNOT-TY fun...

there is a web site to do that.

It's

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

ANIMATED KNOTS BY GROGI



You can learn how to tie any kind of knot. There are 18 different boating knots and each will show you, animated, step-by-step, how to do it.

You can learn knots for:  
climbing    fishing  
scouting    search & rescue  
household    decorating  
and even  
how to care for your rope!

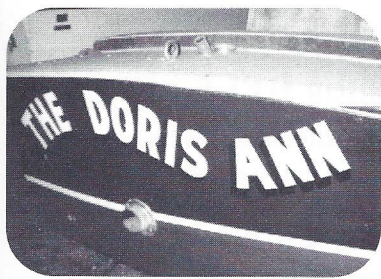


Editor's Note: My thanks to Dave Doner for telling me about this site. It's just plain fun.



## HELPING A LADY IN DISTRESS

by Dave Doner



This is the second installment of the story behind the restoration of **THE DORIS ANN**, a 20' 1957 Chris Craft Holiday.

In the last issue of *The BoatHouse*, I covered the period when I had discovered the boat in Winona, MN where it had been stored since the '80s. The interior ceilings of the boat had been covered with aqua vinyl, held in place with thumbtacks; the front and rear decks nicely covered with fully adhered white vinyl. Cool! Phase one in 2005 was the removal of the vinyl and stripping the entire boat down to bare wood. Once turned, the bottom was restored. Once back right side up, the bilge was prepped and painted. Chrome, gauges, KFL engine, and fuel tank were dealt with as required.

As things are now: My goal in 2006 was to have the hull faired, sanded, stained, sealed and at least a couple of the initial varnish coats applied as well as preparing and painting the floor boards. I had to find out whether the ugly black stains caused by the hundreds of iron staples which held the vinyl in place on the ceilings would pose a problem. I didn't look forward to replacing all of this mahogany since they were in otherwise perfect shape. I didn't want to take a short cut and wish later I had gone down a different path. Alas, what to do?

This is the kind of thing that we have to confront along the way once we elect to begin work. There may be items of hardware that are functional, yet not correct. There almost certainly will be some wood that is damaged, doesn't fit well or was somehow compromised during an earlier restoration. Maybe some key parts of the boat are structurally poor. This is when we must step back and consider the boat and what would make the most sense. Each boat project has its' own set of criteria. The good, better and best scenario might come into play and some projects may not suffer with this elementary approach. However, the builder, age, history and relative stature of the boat may mean we should honor mission statements and traditions and make correct decisions.

Ideally, an end-in-mind is thought through before the purchase of the boat or certainly prior to starting work. One of the very first things that should be done, even before making the purchase, is to determine what the project is going to cost, including what our skills will allow us to accomplish on our own, and what parts of the project one will have to pay others to do? We should determine, as best we can, what investment, monetarily as well as intrinsic (what if this was Grandpa's first boat?), is appropriate for the boat? Along the way, there are many resources and individuals within the ACBS community who can help and advise on any facet of the project.

As I sit here typing this, I am thinking of additional factors that should be considered, way back before anything happens; harmony-at-home factors.

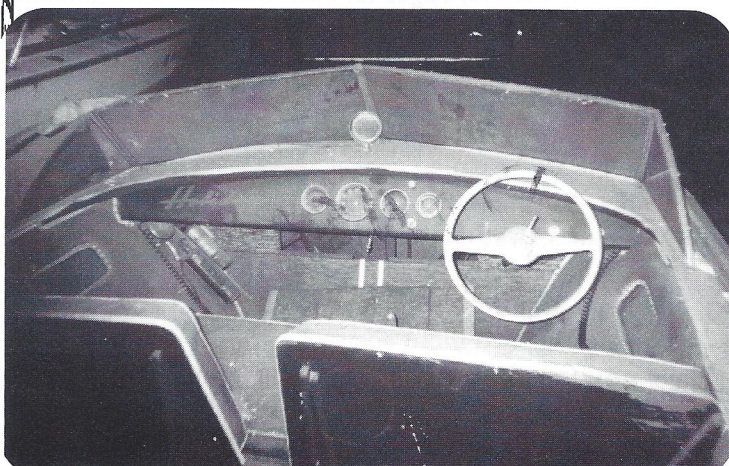
- ↳ Does my family structure allow me to do this right now?
- ↳ Can I devote adequate financial resources to do it the "correct" way?
- ↳ How many years can I tie up my garage?
- ↳ What investment must be made in tools, etc.?
- ↳ What kind of time - week to week - can I devote to this before things start getting a bit tense around the house?
- ↳ What about the distinct aroma of CPES seeping into the house just as the kids are getting reading for bed?

Our individual circumstances will naturally dictate how we handle these and other factors.

Getting back to my situation with the ceilings, I found that once the staple holes were filled with Fam-O-Wood and the sanding complete, the ceilings stained and varnished very nicely with no sign of any iron stain blemish. However, I did do an initial test section on one of the pieces and was able to determine that what I wanted to do would work.

It was my thought the original owner of this Chris chose to cover everything with vinyl to avoid the need for varnish maintenance as well as protect against the inevitable scratches, nicks and dings. Most of us would agree that much of the notion behind these boats is the satisfaction and euphoria achieved by looking at beautifully vanished mahogany! We all dance to different tunes, I suppose, and if this fellow wanted vinyl, who am I to second guess him, right? That he did, coupled with the fact this boat was stored away for half its life, has made this process just that much easier, I suppose.

This then, takes care of 2006. Everything was accomplished on schedule and I am looking forward to hopefully wrapping this project up in time for participation in the 2007 boat shows up in BSLOL country!





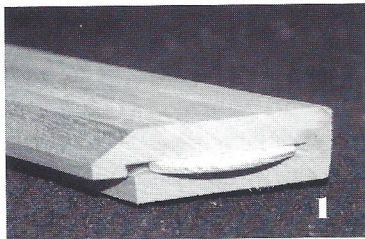
## HOW ABOUT A MAHOGANY PICTURE FRAME?

by Jerry Petersen

You may recall, I recently put a new bottom on my 1934 GarWood "Sweet Sixteen," the Silver Fox. I bought enough mahogany so that I could plank it without re-sawing the rough four quarter planks. However, since this small boat uses only 0.40 inch bottom planks, I was able to re-saw the four quarter planks that were 1.1 inches rough into two planks planed smooth to 0.40 inches. Hence, I had several four quarter planks left over.

I am President of our local Lauderdale Lakes Conservancy. This fall we decided to get three large aerial photos of our preserve, Island Woods, mounted and framed to hang in our two Town Halls and in our Lauderdale Lakes Country Club clubhouse (which is owned by our Lake District). These aerials are approximately three feet square. I decided, why not save several hundred dollars and make mahogany frames from two of my left over planks?

I started by planing two planks smooth to 1.00 inch thickness. I then cut each of the planks into three strips, 2.15 inches wide. Each strip would later then be finished into two frame sides. I then put a dado blade on my table saw and cut a 0.375 by 0.375 inch dado in one corner of each strip (this is to receive the mounted photo). I then set up my router table and proceed to make four passes on each strip. The first was to cut a 0.425 by 0.425 horizontal taper above the dado. This created an attractive inner edge on the frame.



The second was to cut a round over of the outside upper edge, and the last two cuts added small "v" trim grooves on the top face of each strip. Figure 1 shows some of this detail. I then proceeded to cut each strip the appropriate length with

45 degree corners using my radial arm saw. My last cut was to insert slots for number "0" biscuits in each end. The biscuits helped align the corners and provides a very strong joint upon gluing.

I glued up the four edges for each frame using Tightbond III glue while securing the entire frame using a jig consisting of four threaded steel rods with special corners and knurled nuts. This simple frame gluing gadget, available from most woodworkers catalogues, was the only item I needed to purchase to do the job. Figure 2 shows a completed frame (short of two more coats of varnish) with the aerial photo inserted. Bottom line: be creative in using your left over mahogany. There are lots of uses that will create memorable items.



## DULUTH - SUPERIOR HELP NEEDED

Our club will be participating in an event in Duluth this March and we need YOUR HELP. We desire to get some of the local north country members and friends to participate. Will you lend a hand?

We will have a small display at the "2007 Duluth-Superior Fishing and Aquatic Expo" taking place March 16-18 at the Great Lakes Aquarium in Duluth. On Saturday and Sunday the 17<sup>th</sup> and 18<sup>th</sup>, we will have a booth at the Aquarium.

### How can you help? We need...

1. A small row/motor or fishing boat for the indoor display. It does not need to be a pristine-condition boat - just something old to represent the antique and classic boating hobby. It must be small enough to be carried by hand thru the doors. We can provide support stands for displaying the boat.
2. A few small outboard motors for the display
3. A TV VCR/DVD so that we can play videos and DVDs of boating events.
4. And most importantly, some club "friends" to be at the booth space on Saturday and Sunday. Hours are 10-5 both days. We don't need you there for all those hours - how about a couple hours? You do not need to be a member to join in the fun

There will be youth activities and several "boaty" things to do.

The Aquarium is a great destination in and of itself too. This is an excellent opportunity to spread our wings outside of the Twin Cities Metro area and pass on the word about BSLOL. We will have hand-outs listing our upcoming events and also back copies of our award-winning magazine **The BoatHouse** for distribution. Hopefully we can entice some folks to become members in our "family."

A number of us from the Minneapolis and St. Paul area will be traveling to Duluth for the Expo. We hope you will join us and make it another great club activity.

If you want to participate in this fun activity and help YOUR club, please get in touch with

Andreas J. Rhude at

612-823-3990 or via email:

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

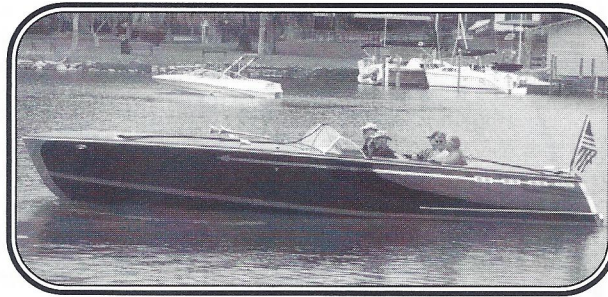
for additional information and to lend a hand.



## THE FINISHING OF BARNSTORMER

By Ray Garratt

Another successful boat rolls out of Jack Rouse's barn; this one was built by Jack. It's large – 30ft x 9ft 3" – the "Black Beauty" of high speed potential. Jack started building the boat in July 2005, and as you can see from the photos, it is quite large and represented a considerable amount of work. The entire boat is put together using the West System which involves the use of two-part epoxy.



The bottom of the boat has three (3) layers of marine plywood with a layer of fiberglass between the second and third layers and on the outside. The sides have two (2) layers of marine plywood with a layer of fiberglass on the outside. The West System makes for a very strong structure.

As with any wood boat, it has, of course, multiple coats of varnish and paint on it. You can now see your face in it, especially when you press your face against it while it's still sticky! I won't go into too much detail on how it was built because it would take too long and send you to sleep, but I do want to mention that the four engine stringers are made up of laminated wood planks; they are about fourteen inches deep and two inches thick.

Whenever you build a boat, there is always something that goes wrong, and on this job two things happened. During construction, the boat was being supported temporarily by Jack's hand-built gantries. These gantries have had much use and have turned many a boat over, including mine, during their lifetime. One day while Jack was in the boat, one of the gantries gave way and the whole boat rolled to one side and landed on the floor. I won't say anything about the added weight of Jack being in the boat, but fortunately no damage was done to the boat. The gantry, however, was quite damaged and was replaced with a new welded steel gantry – in fact Jack replaced both gantries. The second thing to go wrong was the engine locations – they were too far forward and would have ended up in the seating compartment. Jack determined, rightly so of course, that it would be difficult to steer the boat and carry

passengers with the twin engines stuck in your back – not to mention the heat! This is a slight exaggeration, but you get my point. Actually, they were about eight inches too far forward, which protruded into the back seats. To correct this, Jack had to relocate the shaft logs, engine supports, and also make underside repairs. This was done and the engines were again loaded into the boat and positioned satisfactorily.

The boat was designed by marine architect Charles Janace, and is powered by two 400HP Pleasure Craft Marine engines. If you are in the way it as it speeds towards you, there are two large horns to remind you of it coming. The two 55 gallon fuel tanks are under the floor and were custom designed to fit the bilge area.

The boat is now looking very beautiful and by the time you read this, it will be in the water. Local graphic design artist, Yvonne Wolfe, applied the gold leaf name "Barnstormer" to the transom and the boat is now ready for trial runs.



**Yvonne Wolfe**  
 applying gold leaf.

Jack is very grateful for all the help he got while building the boat from his wife Janet, Mike Yobe, Jerry Valley, Ken Beck, Tom Lang & Dick Daly. Many thanks.

Enjoy the photo and you too can think about building your own boat someday!

*Editor's Note: Ray Garratt is Membership Chairman for the Sunnyland Chapter of ACBS and a regular contributor to the Sheerline newsletter. Our thanks to Ray for sharing this experience with The BoatHouse. Can we expect to see "Barnstormer" at the Mt. Dora Show in March?*





## 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 GarWood 16' Ensign</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> </ul> | <ul style="list-style-type: none"> <li>☞ 1950 Chris Craft 17' Special Runabout</li> <li>☞ 1950 Chris Craft 18' Riviera</li> <li>☞ 1952 Higgins 17' Speedster</li> <li>☞ 1952 Chris Craft 22' Sportsman</li> <li>☞ <b>1955 Chris Craft 19' Capri</b></li> <li>☞ 1955 Century 16' Seaflyte Runabout</li> <li>☞ 1955 Dunphy 12' Perch</li> <li>☞ 1956 Chris Craft 18' Holiday</li> <li>☞ 1956 Correct Craft 15' Atom Skier</li> <li>☞ 1957 Chris Craft 20' Holiday (See article, pg. 21)</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> </ul> | <ul style="list-style-type: none"> <li>☞ 1959 Chris Craft 21' Continental</li> <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> |
|---|---|--|

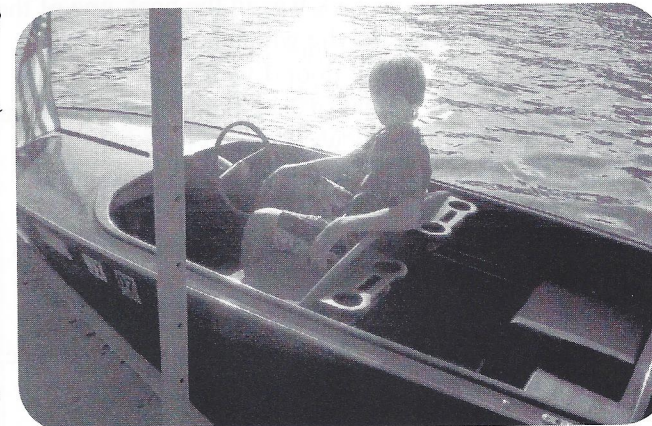
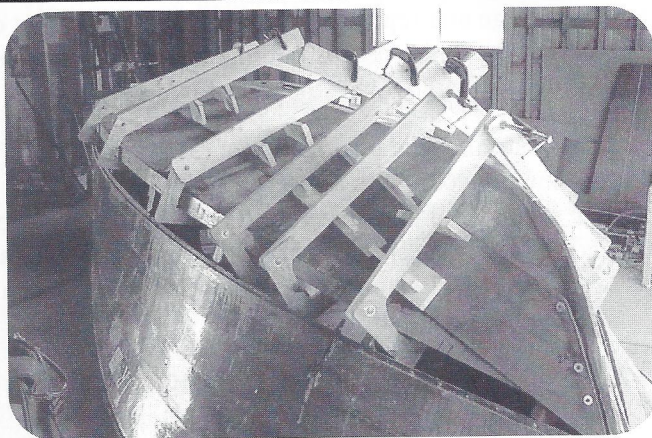
### A LITTLE UPDATE ON OUR 55 CAPRI

In the fall of '03, we turned the 55 over to replace her bottom with the plan to put her back in the water on her 50<sup>th</sup> birthday. She received new frames, keel and chines before new planking. This is where the progress stalled. The kids and I really wanted a boat that we could stay over night in, and of course it had to be an old woody. So, with the 5200 hundred barely dry on my work pants, I found a 1966 Owens 30' Empress in Saginaw Bay, Michigan. Motoring her down Lake Huron on her trip home is a story for the "what was I thinking" column. But she did get home safely and after lying on my back for what seemed to be an eternity, she proudly gets us up and down the river in style (see picture with my two daughters with my girlfriend's two). My 14 year old son has really taken to the wood boats and our next project was a 1948 CC kit boat. We nursed her back to good health and Brady is the proudest teenage classic-boat owner on the water (see picture). Finally we have heat in the barn and the work on the '55 is about to begin again. Its funny how one trip down to Treasure Island three years ago for the Antique and Classic Boat Show has transformed us into a wood-boat loving family. As a single parent, our boating interest has given us a wonderful family hobby and, at the same time, satisfies my tinkering needs. I am proud of my kids as they see the beauty of these pieces of our past and take great pride in the work that it takes to enjoy them. I tease them that we will have to shoot for the Capri's 100<sup>th</sup> birthday, but I am determined to hear the roar of her Hercules next summer. By the way, any referrals on a good flathead mechanic? Email me at [Kragenbring@cvtel.net](mailto:Kragenbring@cvtel.net).

*Kyle, Lindie, Brady and Treya Kragenbring*

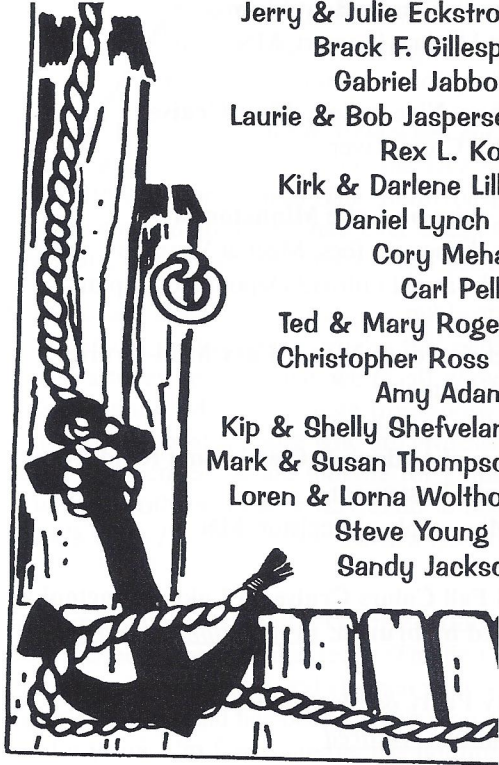
**Editor's Note:** Thanks so much to the Kragenbrings! What a great story! Looks like we've got some future members in the wings.

This is just the kind of thing we'd like to see about every boat on the "Boats In Process" list. It doesn't need to be completed; an update of the progress you've made could be the encouragement others need to "keep at it." Some boats on the list have been there since we began this feature a few years ago. Surely something must have been done on those. And it doesn't need to be a "story"... a few bare facts would be great. Email me at [datamerj@aol.com](mailto:datamerj@aol.com) or call 952-475-1384. I'll gladly take it over the phone.





# Welcome Aboard!



Clark Anderson & Marlene Peterson  
Greg & Kiki Carlson  
Brad Chapin  
Jerry & Julie Eckstrom  
Brack F. Gillespie  
Gabriel Jabbour  
Laurie & Bob Jaspersen  
Rex L. Kohl  
Kirk & Darlene Lillie  
Daniel Lynch & Cory Mehan  
Carl Pellin  
Ted & Mary Rogers  
Christopher Ross & Amy Adams  
Kip & Shelly Shefveland  
Mark & Susan Thompson  
Loren & Lorna Wolthoff  
Steve Young & Sandy Jackson

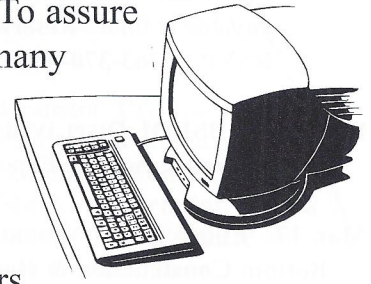
Bloomington MN  
Hudson WI  
Tonka Bay MN  
Welch MN  
Maple Plain MN  
Tonka Bay MN  
Lakeville MN  
Eden Prairie  
Hutchinson MN

Minneapolis MN  
Eveleth MN  
Rogers MN

St. Paul MN  
Elk River MN  
Roseville MN  
Minnetonka MN  
Long Lake MN

## DO WE HAVE YOUR EMAIL ADDRESS?

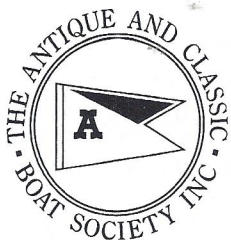
Announcements and notices may not always make The BoatHouse in time for an event. To assure we reach as many members as possible, we often utilize the internet with reminders and/or last-minute changes.



Send us an email to:

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

We'll then have your address and you'll be kept informed!



## ACBS OFF TO A GREAT START FOR 2007!

### MAKE YOUR PLANS EARLY.

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

Mystic Seaport, Connecticut

In conjunction with ACBS Symposium & Marquee 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.



# 2007 Calendar of Events

**Feb. 24 EDUCATIONAL WORKSHOP** - Saturday, 10:30 a.m.  
**Brightwork: The Art of Varnishing, The Science of Buffing**  
Sherwood Heggen, Sure-Wood Boat Restoration Co.  
2013 35<sup>th</sup> Ave, Osceola, WI

Lunch Served: \$5/members (\$10 non-members)  
Payable at door. **Reservations required.**

**RSVP to 763-370-3569 by 5 p.m. Wed., Feb. 21**

**Mar. 16-18 BSLLOL DISPLAY** at 2007 Duluth-Superior  
Fishing & Aquatic Expo. See article on page 22.

**Mar. 17 EDUCATIONAL WORKSHOP** - Saturday, 10:30 a.m.  
**Bottom Construction & Restoration Methods**

Nelson Boatworks (Dan Nelson),  
8241 County Road 15 ~ Minnetrista, MN

Lunch Served: \$5/members (\$10 non-members)  
Payable at door. **Reservations required.**

**RSVP to 763-370-3569 by 5 p.m. Wed., March 14**

**Apr. 21 Tour of Minnesota Lakes Maritime Museum**  
Alexandria, MN

**Presentation by Tom Juul, Alexandria Classic Boats**

Lunch Served: \$5/members (\$10 non-members)  
Payable at door. **Reservations required.**

**RSVP to 763-370-3569**

*(Stay tuned for time and transportation details)*

**May 20 Spring Launch & Dinner**  
Al & Alma's Restaurant on Lake Minnetonka  
**Reservations required** – RSVP by May 14 to  
952-495-0012 or 612-201-6918.

**Jun. 8 Wine Cruise on Lake Minnetonka**

**Jul. 14 Poker Run & Club Cruise on Lake Minnetonka**

**Jul. 18 Minneapolis Aquatennial Torchlight Parade**  
BSLOL will have a vintage boat in the parade

**Jul. 22 Minneapolis Aquatennial Beach Bash**  
On-land display of boats at Thomas Beach  
Lake Calhoun in Minneapolis

**Aug. 9 SPEED BOY ENDURANCE RUN**  
St Croix & Mississippi Rivers

**Aug. 10 Pre-Show Nice-n-Easy Mini Cruise**  
on the St. Croix River

**Aug. 11 St. Croix Concours d'Elegance**  
**Antique & Classic Boat Show**  
Bayport Marina, Bayport, MN

**Aug. 12 Post Show Nice-n-Easy Mini-Cruise**  
on the St. Croix River

**Sep. 6 Club Cruise on Lake Minnetonka**  
Potluck dinner, no fees. Meet at Wayzata  
city docks at old railroad Depot @ 6:15 p.m.

**Sep. 7 Pre-Rendezvous Nice-n-Easy Mini-Cruise**  
Lake Minnetonka

**Sep. 8 32<sup>nd</sup> Annual Antique & Classic Boat Rendezvous**  
Maynard's Restaurant,  
Lake Minnetonka, Excelsior, MN

**Oct. 7 Annual Fall Colors Cruise on Lake Minnetonka**  
Preceded by brunch. **Reservations required.**

**Dec. 2 Holiday Party & Election of Officers**  
**Reservations required**

All events are open to members and non-members alike.

**Please Note:** *On any event where reservations are required, BSLLOL reserves the right to refuse entry without reservations.*

*Events subject to change*

*For additional information, go to*

[www.acbs-bslol.com](http://www.acbs-bslol.com) or call 952-934-9522



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



**It is with mixed emotions that**

I am stepping down as editor of *The BoatHouse*. This was a very difficult decision for me. I've been around so long I feel like "part of the furniture," and that's a definite sign that it's time to do this. I feel like an actor accepting an award – there are so many people I need to acknowledge.

I began as editor in 1994 when our club's newsletter was really a newsletter: the Dry Wrought. Then in 1997, it grew into *The BoatHouse* and expanded beyond anything we had ever imagined. Through the years, each Board of Directors has been very supportive.

There are many elements to a publication, but it's the content and quality of the articles that make the difference. These articles reflect what we're all about ...antique and classic boating. Members range from those who have never owned a wood boat to those who are professionals, and every level in between. Some are looking for guidance as to how to begin, others, a better way to do something – and that's what *The BoatHouse* has always strived to do.

We have many members with expertise willing to share their experience and knowledge. The first one that comes to mind is Sherwood Heggen who writes "Gadgets & Kinks" and has been contributing via that feature for years. I'm fairly sure he has not missed a single issue. I'm always getting positive feedback on his column.  
**THANK YOU SHERWOOD!**

Chuck Petersen has been contributing to the "Outboard Corner" for years. His passion for motors and engines is evident in his writings. Many look to his experience and love his column.  
**THANK YOU CHUCK!**

The mysterious Dr. Motorhead has been advising and entertaining us with his off-beat style of humor for a long time. It's always interesting to read his column; sometimes strange, but always full of useful information.  
**THANK YOU DR. MOTORHEAD!**

If you look at just about ANY issue over the past several years, you'll see Andreas J. Rhude's byline at least once – usually several times. Much of what he contributes is not identified; he just finds bits and pieces and gets them to me. I can't tell you how many times he's helped fill a gap. He has, in fact, done just that several places in this issue alone. Andreas researches and digs up articles, ads, and news from "way back when" and has been the primary contributor to "Porthole to the Past."  
Any editor

would give their right arm for a few "Andreas" types.

**THANK YOU ANDREAS!**

Several of our members have been occasional, yet regular, contributors who've sent in some really great articles over the years. Their stories are personal and always great reading. They are (in alphabetical order) **Dave Doner, Bob Johnson, Clark Oltman, Jerry Petersen and Maureen and Jerry Valley.** I am indebted to each of you.

With the advent of the digital camera, I've had more photos than I could ever use. Every event produces CDs packed with photos. You've seen many of them throughout *The BoatHouse* from **Mark Setterholm, Clark Oltman, Dave Lindberg** and others. As I said, there are so many who have contributed. I am most fortunate.



**From the Editor**

And last, but definitely not least, is Steve Merjanian, my partner in every way. First and foremost, Steve and photos are synonymous. With the exception of one year, he has photographed every Rendezvous since the first one in 1976. We have a photo album for every one of those events. What's scary is that he's got all of them in his head and can pull them out almost regardless of what boat or year you want! He's my scanner and photo guru.

You can bet every picture in every issue has passed through his hands! The man is a wonder! He's the one who does the final prep-work and interfaces with the printer, and he's the primary person in the mailing operation — no small task!  
**THANK YOU STEVE!**

Boaters across the country and even Europe enjoy our website and have sent emails to share their stories. With their permission, some were printed in *The BoatHouse*. The visibility and respect for BSLOL and our articles is very gratifying.

The Spring 2007 *BoatHouse* will be my last issue. I am genuinely grateful to have had this experience. When I came to Minnesota, I'd never heard of "antique" or "classic." — all I knew was boat. I became involved in the club because it was a big part of Steve's life. As a result, I got an education that money could not buy, and having the friendship of so many who became part of my life is absolutely priceless!

See you all on the lake!

*Peggy Merjanian*

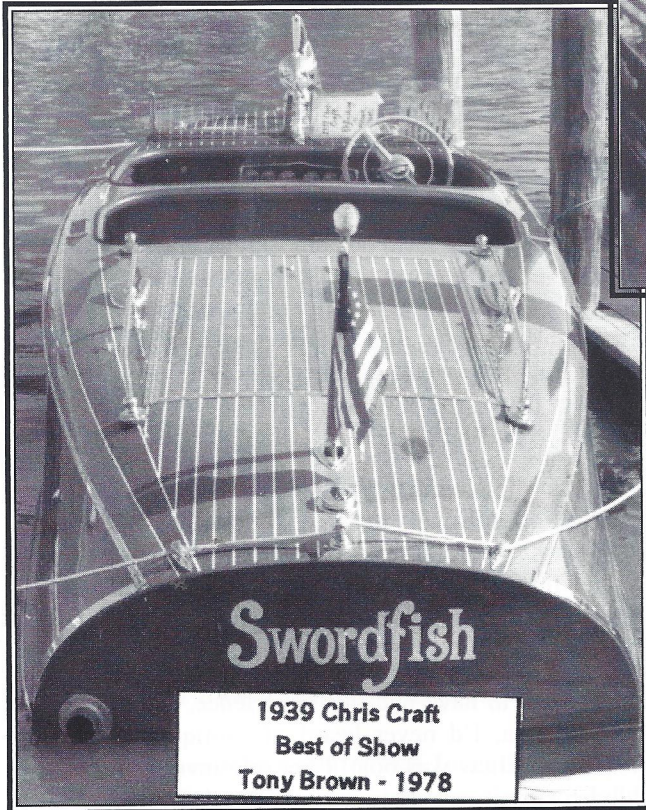


## Remembering ...

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



1951 Century  
People's Choice



1939 Chris Craft Barrelback  
Best of Show




From our 1978 3rd Annual Rendezvous.  
We became an official chapter of ACBS in 1977.



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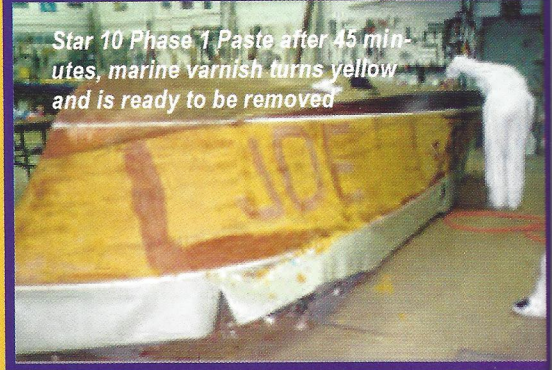
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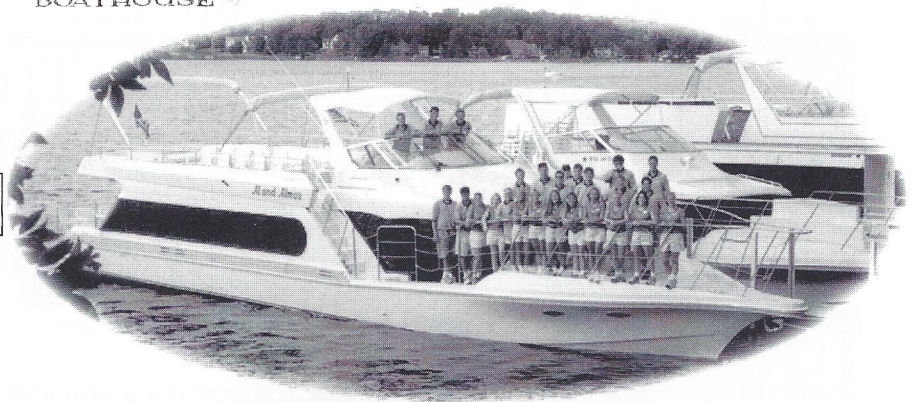
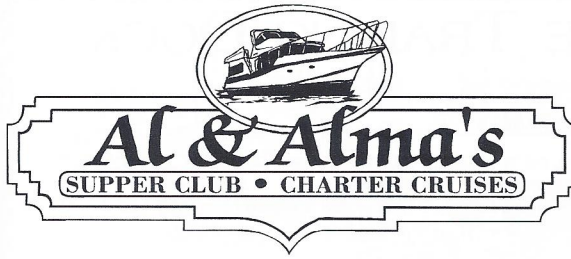
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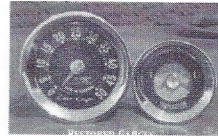


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(ONE YEAR / 4 ISSUES)

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Attn: Treasurer

P.O. Box 11

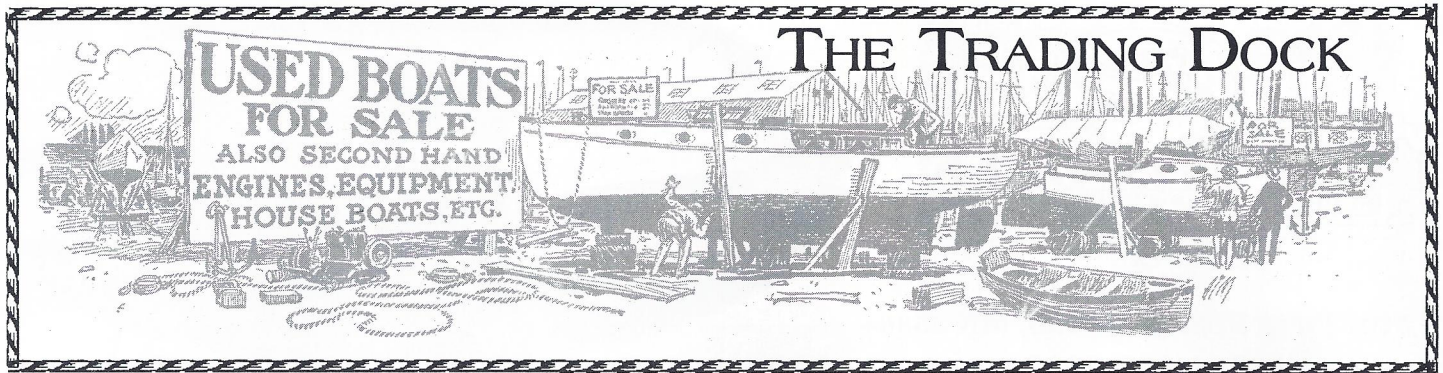
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Questions regarding ad rates, contact the editor at [editor@acbs-bslol.com](mailto:editor@acbs-bslol.com)  
 BSLOL reserves the right to refuse any advertisement.

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.





●**1958 RICHARDSON 35' SEDAN CRUISER** - Twin Chrysler Crown gas engines. Completely refinished inside and out. Fully equipped. Sleeps six. A fun family boat to use or to show. \$25,000. For complete specs & additional pictures, email [rbsail@juno.com](mailto:rbsail@juno.com). Located in Duluth, but if you desire to transport this boat, we can discuss sharing that cost.



(M07-1)

●**1938 CHRIS CRAFT DELUXE RUNABOUT** - 95 hp "K" engine. Extensive restoration of a very original boat nearing completion. West bottom, hardware replated, instruments restored. Beautiful burgundy upholstery. Modern trailer. See it at the Mt. Dora Boat Show in March. \$34,900. Jerry 352-348-8554

(M07-1)

●**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)

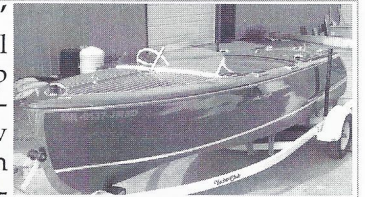
●**1969 THOMPSON 17'6"** - model GC-185 tri-hull fiberglass outboard. Comes with 95hp Mercury motor and Highlander trailer. A classic fiberglass boat needing some TLC. Yours for \$725.00. A.J. Rhude, 612-823-3990 [thompsonboat@msn.com](mailto:thompsonboat@msn.com)

(M06-4)

●**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

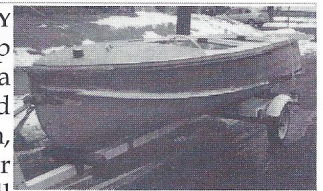
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●**1947 CHRIS CRAFT 17' DELUXE RUNABOUT** - Hull #17R-047. K engine 95hp Restored in 2000, fresh varnish and paint since. New trailer. Excellent condition throughout. Photos available. \$22,000 OBO - Call Scott 763-370-3569



(M06-4)

●**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.



●**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)

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

(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)

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

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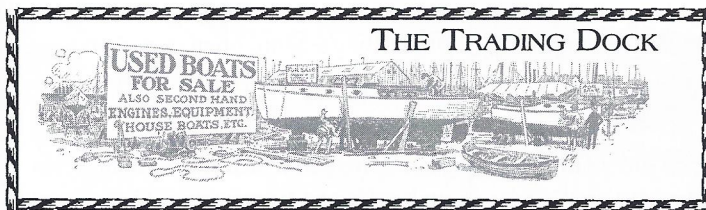
●**1961 21' ORIGINAL CRUISERS** - Perfect boat with complete original interior, tops (camper & regular,) side curtains. Twin 40 hp Lark Evinrudes. All controls intact. Want to trade for good comparable hull (Thompson or Cruisers 19-21 feet) to rework as a boat taxi for our resort. Please email Mark: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

(M06-4)

●**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)





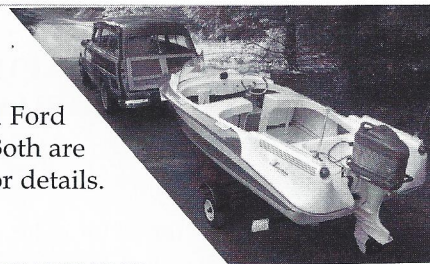
- **1967 CENTURY 15' RESORTER** - 289 Ford interceptor. Boat is all original, very dependable and water ready. Great ski boat! - \$10,000.
- **1965 CHRIS CRAFT 16' SKI BOAT** - Original boat factory finish, second owner. Perfect boat to restore, 327 engine needs to be rebuilt - \$4,500.
- **1960 CHRIS 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. Boat is pattern condition. Complete w/all hardware. Includes trailer - \$5,000.

For any of above, CALL JOEL 651-248-7314

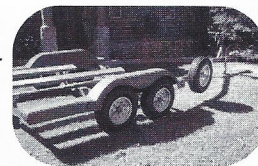
(M06-4)

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



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



For either of the above, CALL DENIS 218-246-8868

(07-1)

● **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)

● **1956 LARSON FALLS FLYER** - Call Steve, 715-394-4481

(M06-3)

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## FOR ALL YOU "DO-IT-YOURSELFERS" - AN INDEPTH DEFINITION OF SOME FAMILIAR TOOLS.

### Drill Press

A tall upright machine useful for suddenly snatching flat metal bar stock out of your hands so that it smacks you in the chest and flings your soda across the room, splattering it against that freshly-stained heirloom piece you were drying.

### Wire Wheel

Cleans paint off bolts and then throws them somewhere under the workbench with the speed of light. Also removes fingerprints and hard-earned guitar calluses from fingers.

### Electric Hand Drill

Normally used for spinning pop rivets in their holes until you die of old age.

### Skillsaw

A portable cutting tool used to make studs too short.

### Pliers

Used to round off bolt heads. Sometimes used in the creation of blood-blisters. The most often the tool used by all women.

### Belt Sander

An electric sanding tool commonly used to convert minor touch-up jobs into major refinishing jobs.

### Hacksaw

One of a family of cutting tools built on the Ouija board principle. It transforms human energy into a crooked, unpredictable motion, and the more you attempt to influence its course, the more dismal your future becomes.

### Vise-Grips

Generally used after pliers to completely round off bolt heads. If nothing else is available, they can also be used to transfer intense welding heat to the palm of your hand.

### Welding Gloves

Heavy duty leather gloves used to prolong the conduction of intense welding heat to the palm of your hand.

### Oxyacetylene Torch

Used almost entirely for lighting various flammable objects in your shop on fire.

Also handy for igniting the grease inside the wheel hub you want the bearing race out of.

### Whitworth Sockets

Once used for working on older British cars and motorcycles, they are now used mainly for impersonating that 9/16 or 1/2 socket you've been searching for the last 45 minutes.

### Table Saw

A large stationary power tool commonly used to launch wood projectiles for testing wall integrity.

### Hydraulic Floor Jack

Used for lowering an automobile to the ground after you have installed your new brake shoes, trapping the jack handle firmly under the bumper.

### 8 Ft. Long Yellow Pine 2x4

Used for levering an automobile upward off of a trapped hydraulic jack handle.

### Tweezers

A tool for removing wood splinters and wire wheel wires.

### E-Z Out Bold & Stud Extractor

A tool 10 times harder than any known drill bit that snaps neatly off in bolt holes thereby ending any possible future use.

### Radial Arm Saw

A large stationary power saw primarily used by most shops to scare neophytes into choosing another line of work.

### Two-Ton Engine Hoist

A tool for testing the maximum tensile strength of everything you forgot to disconnect.

### Craftsman 1/2 x 24 inch Screwdriver

A very large pry bar that inexplicably has an accurately machined screwdriver tip on the end opposite the handle.

### Aviation Metal Snips

See hacksaw.

### Trouble Light

The home mechanic's own tanning booth. Sometimes called a drop light, it is a good source of vitamin D, "the sunshine vitamin," which is not otherwise found under cars at night. Health benefits aside, its main purpose is to consume 40-watt light bulbs at about the same rate that 105mm howitzer shells might be used

during, say, the first few hours of the Battle of the Bulge. More often dark than light, its name is somewhat misleading.

### Phillips Screwdriver

Normally used to stab the vacuum seals under lids and for opening old-style paper-and-tin oil cans and splashing oil on your shirt; but can also be used, as the name implies, to strip out Phillips screw heads. Women excel at using this tool.

### Straight Screwdriver

A tool for opening paint cans. Sometimes used to convert common slotted screws into non-removable screws.

### Air Compressor

A machine that takes energy produced in a coal-burning power plant 200 miles away and transforms it into compressed air that travels by hose to a Chicago Pneumatic impact wrench that grips rusty bolts which were last over tightened 30 years ago by someone at Ford, and instantly rounds off their heads. Also used to quickly snap off lug nuts.

### Pry Bar

A tool used to crumple the metal surrounding that clip or bracket you needed to remove in order to replace a 50 cent part.

### Hose Cutter

A tool used to make hoses too short.

### Hammer

Originally employed as a weapon of war, the hammer nowadays is used as a kind of divining rod to locate the most expensive parts adjacent the object we are trying to hit. Women primarily use it to make gaping holes in walls when hanging pictures.

### Mechanic's Knife

Used to open and slice through the contents of cardboard cartons delivered to your front door; works particularly well on contents such as seats, vinyl records, liquids in plastic bottles, collector magazines, refund checks, and rubber or plastic parts. Especially useful for slicing work clothes, but only while in use.

### Dammit Tool

Any handy tool that you grab and throw across the garage while yelling "DAMMIT" at the top of your lungs. It is also, most often, the next tool that you will need.

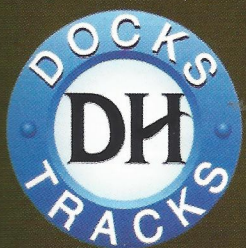






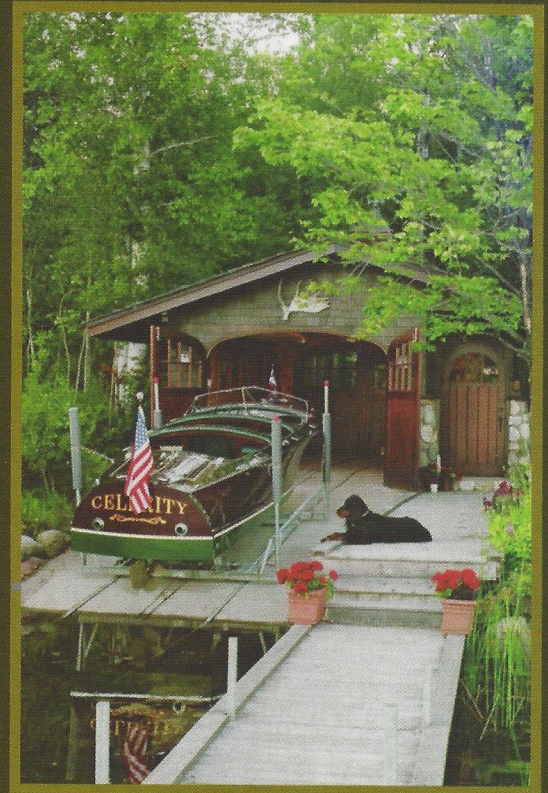
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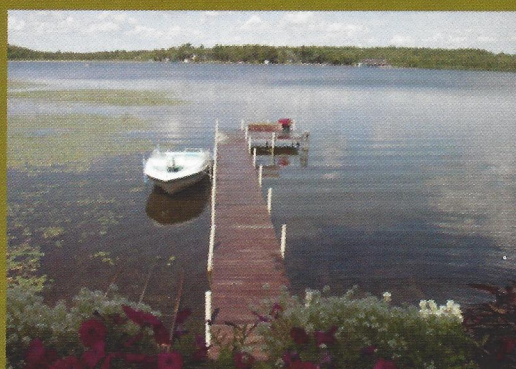
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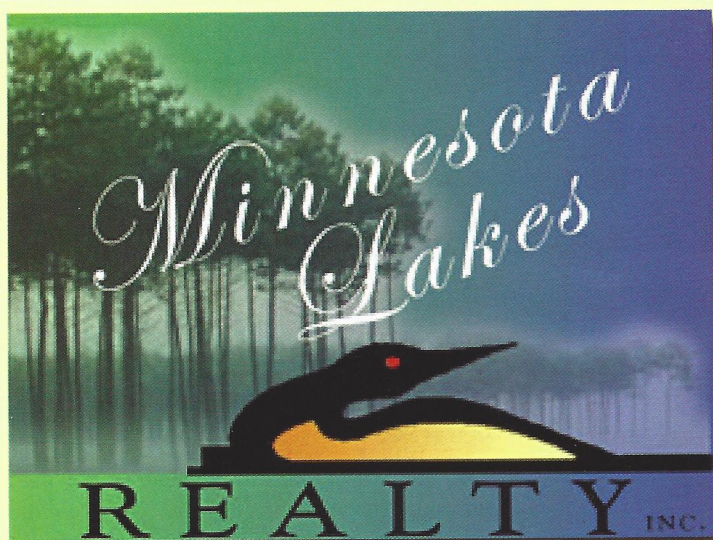
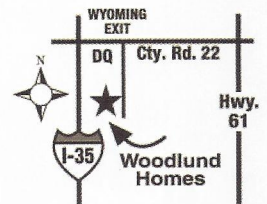
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