

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

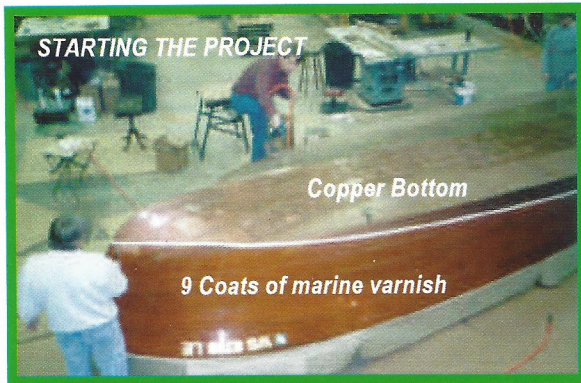
THE BOATHOUSE [®]



The Restoration of Bob Speltz' 1958 Chetek

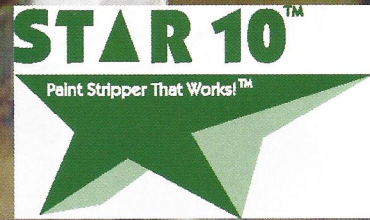
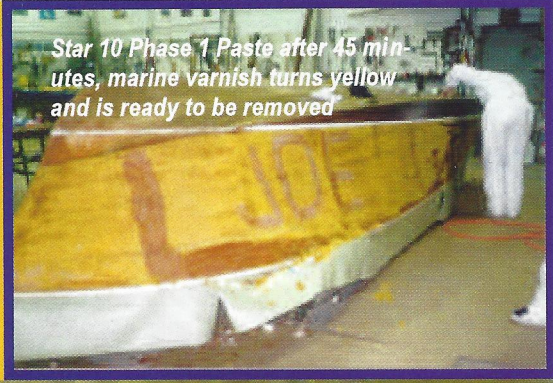


Vol. 30 No. 2
Spring 2007



Star 10 Stripper
Contains No

- Acids
- Caustics
- Or Methylene Chloride

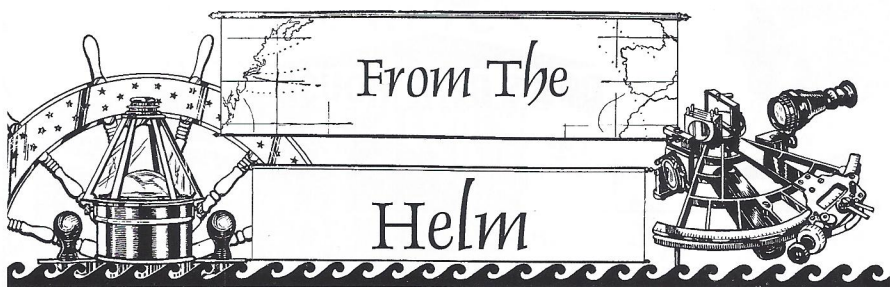


THE BOATHOUSE is published quarterly - Winter (January), Spring (April), Summer (July), and Fall (October.) All articles, ads, etc. must reach the editor by the 15th of the month prior to the desired issue.

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Spring ice-out has arrived and it's time we boating nuts have been waiting all winter for! Some of our fellow members were lucky enough to sneak away from the cold winter's chill in mid-March for this year's kick off boat show in Mount Dora, Florida. I was not one of the fortunate ones, so I am getting very antsy to get out on the water. Hopefully, I can get our yearly maintenance of varnish on our boat done this spring, or it could be a very long wait to get out on at least one of our wonderful 10,000 lakes!

We had another great year of winter workshops that were very well attended. Every year, many more new members show up for a great day of food, drink, friendly conversation and helpful information on restoring and maintaining our antique and classic boats. This is always nice to see, because it means our passion for old boats is becoming more mainstream. I would like to thank everyone who helped in this winter's workshops, especially Sherwood Heggen, Dan Nelson, Fred Goughnour, Tom Juul and the Minnesota Lakes Maritime Museum in Alexandria. Thanks also to Scott Hawkinson for organizing them. These workshops are highly informative and continue to be a big part of our club. One can never know everything about restoring and maintaining these wonderful pieces of history.

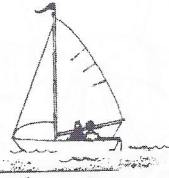
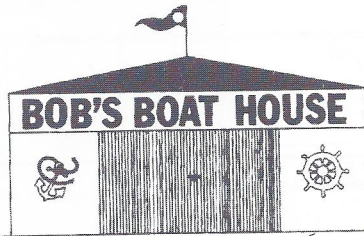
This summer plans to be an exciting time with many club events planned for each month. Make sure to keep track of them all in our calendar of events in The BoatHouse and on our website (www.acbs-bslol.com.)

I hope everyone is having a great spring. My family and I would like to see more BSLOLers out on the water showing others that our "old" boats can be just as fun as one of those "new" ones!

Brad Ernst
 President
 Bob Speltz Land-O-Lakes Chapter
 ACBS

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

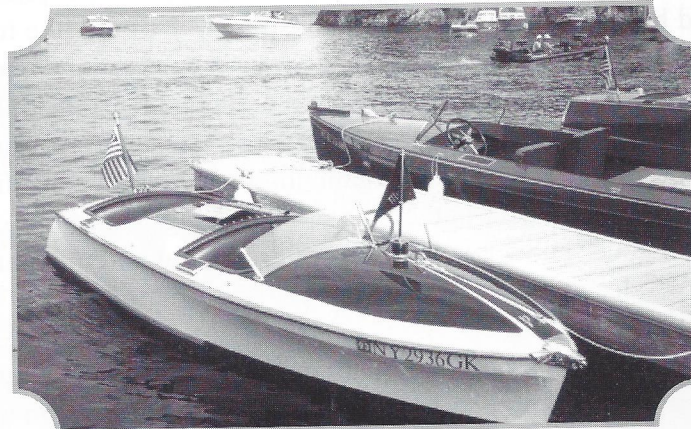
BSLOL web site: www.acbs-bslol.com



Reflections of Bob Speltz from his personal photo album.



*This is Bob Speltz' personal boat.
A 1964 Century 15' Custom Runabout named
"The Real Runabout."*



*This is an all-steel craft. Late 1930's Mullins 15'9"
Sea Eagle with 4 Cylinder 58hp Lycoming Inboard*

BOB SPELTZ LAND-O-LAKES CHAPTER

ANTIQUÉ & CLASSIC BOAT SOCIETY, INC.

MISSION STATEMENT

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

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

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
The Bob Speltz Chetek	5
Restoration Progression of Chetek	6
	7
Gadgets and Kinks	8
Service Department	9
Ship' Bell	10
What's In A Name?	11
Mount Dora Show	12
More Mt. Dora	13
More Mt. Dora	14
Here's To Fiberglass!	15
Duluth Road Trip	15
February Workshop	16
March Workshop	17
April Workshop	18
Porthole to the Past	19
We Start 'Em Young	20
Boats In Process	22
Peterborough Restoration	22
Two Great Shows!	23
Welcome Aboard!	24
2007 Calendar of Events	24
Boat Hardware	25
Remembering Past Rendezvous	26
Trading Dock	29
More Trading Dock	30
Commercial Ad Rates	30
Use of Trading Dock	30

On Our Cover

Bob Speltz' Chetek

In 1977

In 1997

In 2007

THE BOB SPELTZ CHETEK

By Stan Petersen

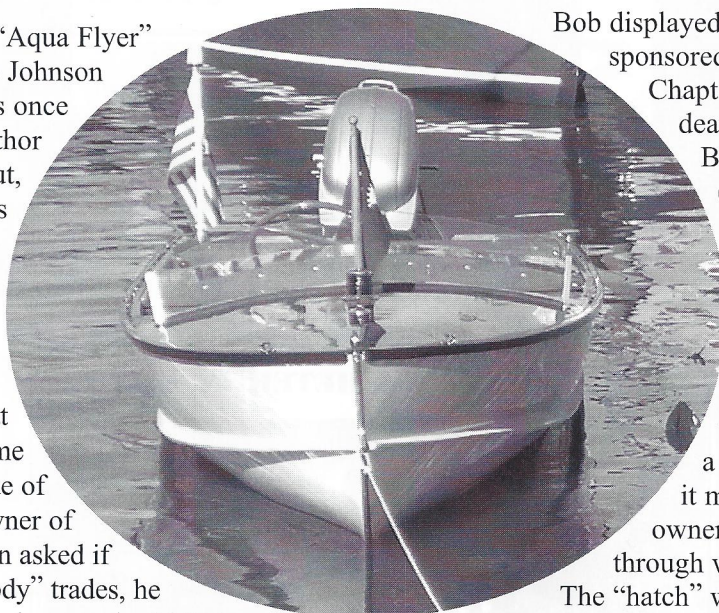
This 1954 14' Chetek "Aqua Flyer" with 1954 25 hp Johnson outboard motor was once owned by Bob Speltz, author of *The Real Runabout*, Volumes I-VII. It is in his memory that I restored the boat with the help of others. What follows is a story of this boat, partially told by my friend, Bob Speltz.

Bob acquired the boat from a friend and part-time employer, Harley Radue of Albert Lea, Minnesota, owner of Radue Marine. When asked if he had any "woody" trades, he "hemmed and hawed on the phone and said that in a weak moment he had taken in a small 14 foot runabout that he would give me if I would come and get it."

At the time, Bob was recovering from leg surgery while undergoing kidney dialysis. Being unable to drive, he asked his friend Paul VanderSyde to take him to Radue Marine and help him bring the boat home. Quoting Bob, "Well, she wasn't the best-looking boat, but what the heck; I got her for free, so who could complain?" Together, Bob and Paul brought the little boat back to a more respectful appearance.

Several years before, Bob had acquired a 1954 25hp Johnson. Placing the Johnson on the transom of the Chetek, on Easter Sunday, 1976, they trailered the boat to the ramp and launched her for the first time. Though the day was sunny, it was windy and cool with a high in the low 50s.

But after a long, cold and snowy Minnesota, winter it felt like summer. During the ensuing years,



Bob displayed his boat at boat shows sponsored by the Land-O-Lakes Chapter of ACBS. [Following his death, the name was changed to Bob Speltz Land-O-Lakes (BSLOL) Chapter in his honor.]

Bob sold the boat in 1983. In March, 1991, I spotted an ad in the Mason City, Iowa Globe Gazette offering a 1954 14' Chetek for sale for \$395.00, including a TeeNee trailer. I had a hunch it may have been Bob's. The owner had cut a hole in the deck through which he placed his fuel tank.

The "hatch" was opened by lifting the piece with a 12" towel bar. The 25 hp Johnson had been sold separately and, after passing through the hands of three others, it was located, purchased and placed on the Chetek.

Storing the boat until 1996, the boat was delivered to the Bob Speltz Land-O-Lakes Chapter. The chapter leadership at that time accepted the offer to receive the boat and restore it as a chapter project.

After some delays, the process started in 1998, continuing, though with struggles involving work space and workers, until the fall of 2003, at which time it was brought to Florida.

The restoration was then completed in the early part of this year (2007.)

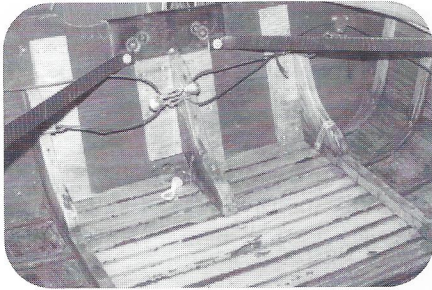
After being displayed at boat shows in Mount Dora,

Florida, Clear Lake, Iowa and Lake Okoboji, Iowa, it will

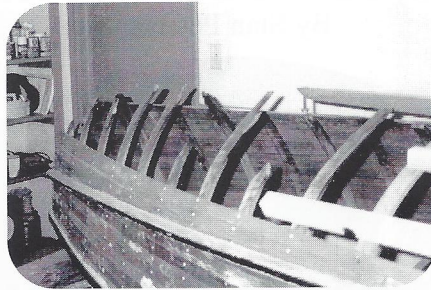
be placed on loan at the Mariner's Museum located in Arnolds Park, Iowa on Lake Okoboji. There it will join other items which Bob donated to this museum, including one or two of his boats.



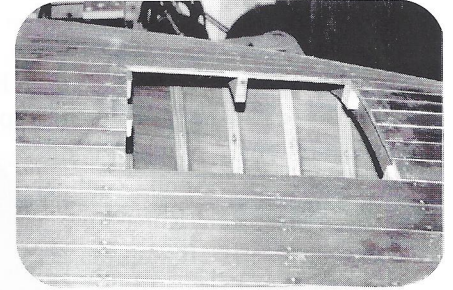
RESTORATION OF THE CHETEK



Chetek in need of restoration



Stem gone, frames rotted.
 Started restoration in Florida



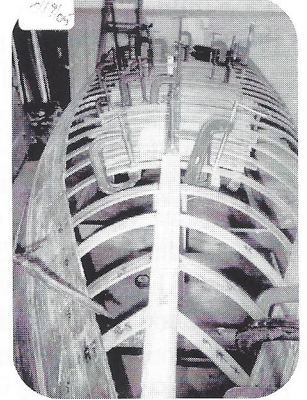
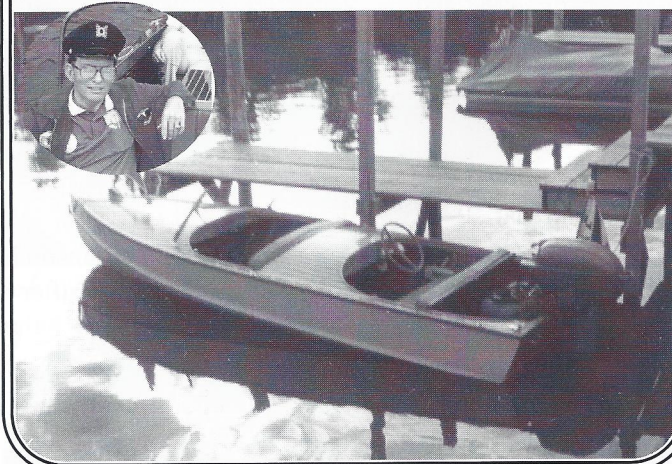
Hole in deck using towel bar for handle.



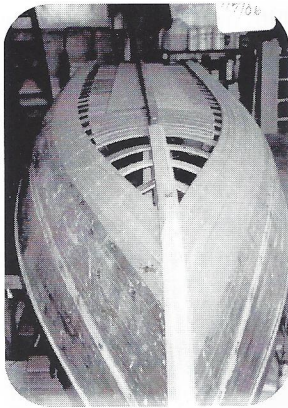
11/11/05 - New Stem
 12/16/05,

Stan, Tom Flood and Steve Rutigliano steam-bending frames and ribs, using Steve's KettleCorn kettle as source of steam.

BOB SPELTZ'S CHETEK IN 1977

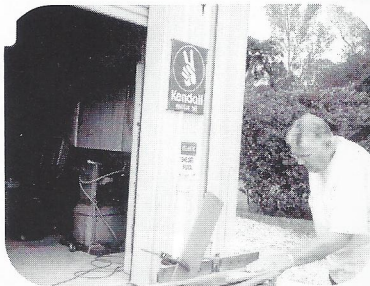


12/19/05
 Stem finished, frames and intermediates steam bent and installed.



1/7/06

Bead and cover construction used to replace the bottom.

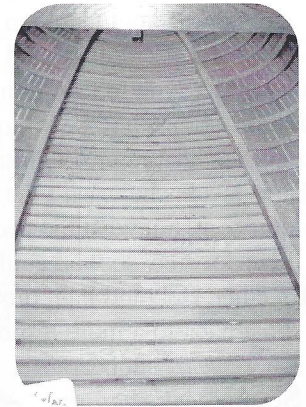


1/5/06

Stan making bead and cove bottom pieces of cedar with shaper.

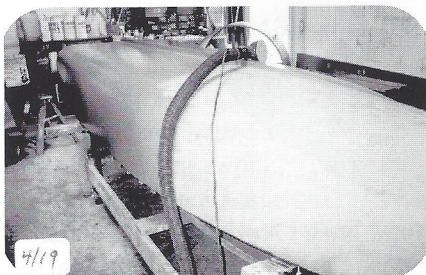


25 hp Johnson restored by Jerry Valley



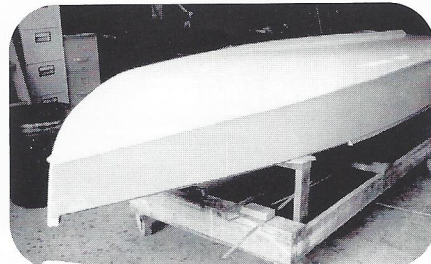
3/7/06

Bottom finished, sealing and varnishing.



4/19/06

Fiberglass cloth installed, starting to sand with Fein sander.



4/22/06

First two coats of paint on bottom and sides.



9/1/96

Dale Tassel spraying paint on the TeeNee trailer.

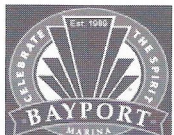
4th Annual ST. CROIX CONCOURS d'ELEGANCE



**SATURDAY
 AUGUST 11, 2007**

On the St. Croix ~ Bayport, MN

Exhibit by the
 MN Model A Club



Admission
 We ask for a
 donation to the
 St. Croix Valley
 Food Shelf

Pre & Post Event Mini-Cruises Thur., Fri., & Sun. ~ Aug. 9, 10 & 12

HEY BOATERS & FANS OF ANTIQUE & CLASSIC BOATS!

Had enough of the cold and Jack Frost? Some lakes may still be partially frozen as I write this, but look close and you can just see the beautiful waves of summer carrying you to two terrific BSLOL shows! That's right...

Our 32nd ANTIQUE & CLASSIC BOAT RENDEZVOUS will take place on SATURDAY, SEPTEMBER 8, at Maynard's Restaurant in Excelsior – on the shores of beautiful Lake Minnetonka. This is THE weekend to be in the western suburbs! That day is also Excelsior Apple Day and both Saturday and Sunday are James J. Hill days.

And on SATURDAY, AUGUST 11, our 4th ANNUAL CONCOURS d'ELEGANCE will be on the majestic St. Croix River at the Bayport Marina in Bayport.

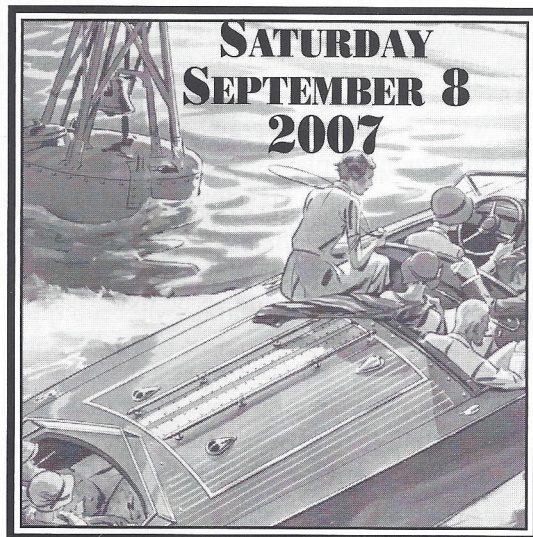
You'll find over 50 antique and classic boats, motors and other nautical items. Wood, fiberglass and aluminum boats will be in the water and on land. Owners and experts will be there only too happy to talk about their boats.

Our Ship's Store will offer a variety of nautical merchandise and, pending Mother Nature's support, sun tans and smiles will be in abundance! August and September may seem a long way off, but you know Minnesota summers



Shows!

32nd Annual ANTIQUE & CLASSIC BOAT RENDEZVOUS



**SATURDAY
 SEPTEMBER 8
 2007**

Lake Minnetonka ~ Excelsior, MN

Pre-Event
 Mini-Cruises



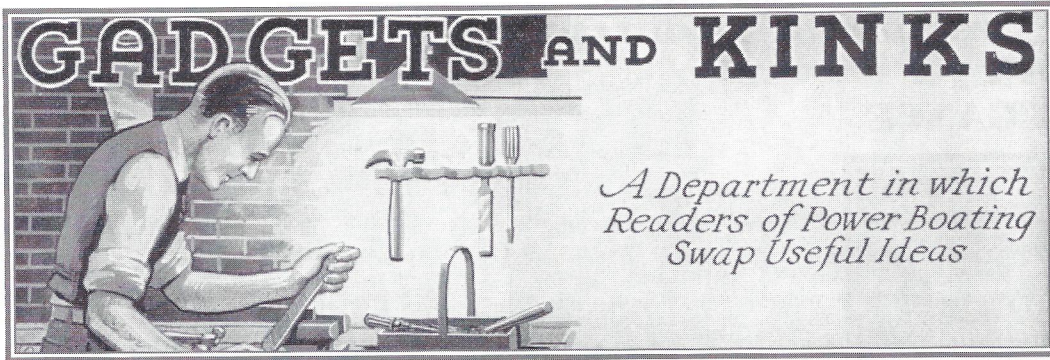
**Featuring
 Minnesota-Made Boats**

Admission
 We ask for a
 donation to the
 Interfaith
 Outreach (IOCP)
 Food Shelf

tend to fly by, so mark your calendar now so you won't miss either event. Bring your whole family and a fleet of friends. There's something for everyone.

These one-day shows are the can't-miss events of the summer. Both shows are free, but we ask that you bring a canned food or other packaged, non-perishable food item. They will be given to the St. Croix Foodshelf and the Interfaith Outreach foodshelf that serves the western suburbs.

See you at the shows!



Next layout the plywood inner planking on the hull bottom and cut it to size. Lay the plywood in position on the bottom pull it straight away from the keel far enough to expose the frames and mark their on the plywood. Now, draw a line ninety degrees from the keel

PUTTING THE INTERMEDIATE FRAME IN ITS PLACE (The easy Way)

By Sherwood Heggen

In Chris Craft and similar boats, the bottom framework is made up of cross members called main frames, auxiliary frames, and intermediate frames. The intermediate frames are the small stick-like ones that “float” between the other frames and are held in place by screws through the bottom planks. Installing them can be a real pain unless you have a helper who is willing to crawl under the boat and assist in holding them in place as you install the screws. In a previous *Gadgets and Kinks*, intermediate frames have been addressed. In this *Gadgets and Kinks* we are going to revisit the humble intermediate frame and show how a tough job of installing them can be made easier.

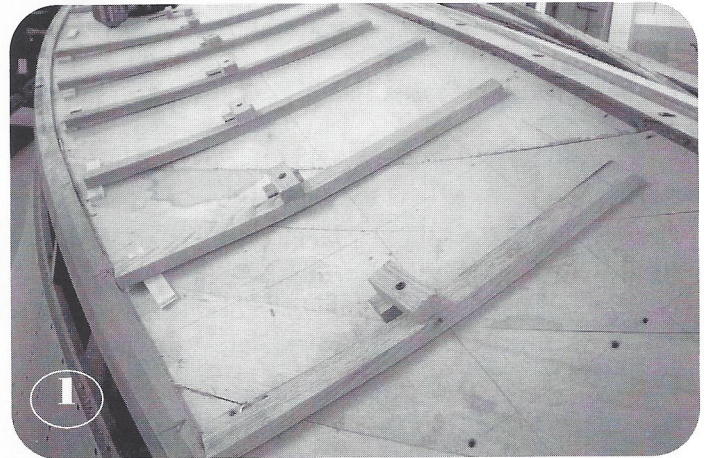
This process to be described assumes that the new inner planking is going to be plywood. What makes this an easier process is that the intermediate frames are going to be screwed directly to the plywood before it is installed.

To assist in their proper placement and reduce confusion, a drawing of the location of all frames should be made. The length of each intermediate frame should be noted at the ribs location on the drawing. But first, place a piece of masking tape to each side of the hull at each main and auxiliary frame location and number each frame for future reference starting with one for the forward frame and so on to the last aft frame. Label each frame on the drawing accordingly.

Now it is time to make the intermediate frames. Determine length and number of intermediate frames. With a table saw, cut them to the width and thickness of the originals from white oak. Their length in each position should be about one inch shorter than the distance between the chine and the keel. Make the measurement and write down its length on the frame and on the corresponding frame represented on the drawing. This is important to keep things organized when there is bunch of sticks that all look the same except for a little difference in length.

line on which you will place and align the new intermediate frame. Per the drawing, mark the number of each intermediate frame on the inner side of the plywood. To correctly position the frame away from the keel, measure the width of the keel rabbet at each frame location and add three-fourths of an inch. Make a mark at that point. That is where the inner end of the frame is positioned when screwed in place.

Before the frames can be screwed in place, it will be necessary to steam bend them to shape. Steam the frames and screw them down to the corresponding frames as shown in picture #1. Let them cool for a day and then remove from the boat bottom.



With all that accomplished it is time to screw the frames in place on the plywood. Though it isn't necessary it is a lot easier and quicker to get this job done with the help of another person. The helper would hold the frame in position while anchor holes are drilled. Before screwing the frames in place with one-inch sheet rock screws, apply a bead of 3M 5200 on the frame. The good thing about this method as opposed to installing them with the bottom planking in place is that the helper doesn't need to crawl under the boat in the dust and the dirt and hunt for the correct placement in the dark. Once the 5200 cures, the screws can be removed in preparation for installing the bottom planks. The finished look of this project is shown in picture #2. Paint the plywood and frames before installing them on the bottom frame while everything is easily accessible.

Dear Friends and Fellow
Colleagues,

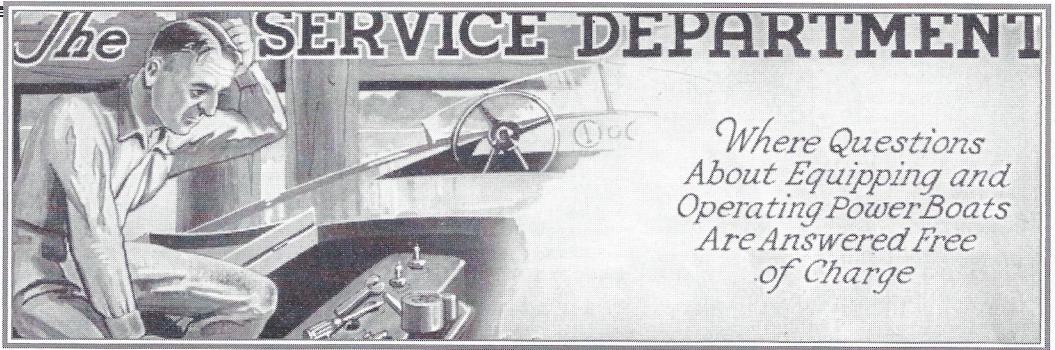
My name is Dr. Fred
Motorhead and I have a
confession to make —
I am a tool junky.

Yes, it is true, and it is time for
me to recognize my disease and
confess to you all. I thought I had control of my tool
spending and purchases, but no, it has control over me.
I started to recognize my addiction a few months ago.
It was when I took delivery of six new tool chests just
to house my new purchases over the last few months, I
thought I might have a problem. However I hit my bot-
tom when I was caught stalking a shiny new Snap-on
truck just to see if there might be a tool I didn't have. I
didn't trust anyone and I had delusions that perhaps their
research and development team came up with a new
product and didn't inform me first. I am powerless and
I have to admit it. I am also human and hope you can
understand I am also fallible.

I have admitted myself into a recovery program for this
horrible addiction. I know now that once a tool junky,
always a tool junky. I can only hope to stay in recovery.
What does this all mean for me? My counselors and
therapists suggest that after my stay here in the treatment
center, I enroll in a halfway house and participate in
continued group therapy and that I not tempt myself by
looking at a tool catalogue or visiting my shop, or any
others, indefinitely. The shop is locked and I don't even
have a key. In addition, I should not even attempt to
answer or respond to any more inquiries from you loyal
fans of The Boathouse.

Trying to look on the bright side of all this, perhaps this
is a blessing for all of you. As Mrs. Merjanian is now
passing on her job of editor to someone new, my
anonymity would soon be lost, as she is the only one
who knows my true identity. If all of you knew the
secret of who I am, then she would have to shoot you.
Then, unfortunately, we would be a chapter of only two:
Mrs. Merjanian and me. Although I enjoy her company,
it would be a lonely organization.

I am not sure who will fill my shoes, but I will make a
plea for my friend and confidant Skippy from Lou
Brisity's Speed Merchant and Transmission Shop in
Wisconsin. Some may ask, what will happen to my
apprentice and companion Piston; could he not take over?
Certainly he has the knowledge after serving under my
tutelage for so many years. Well, since my last writing,



Piston is suffering from a tragic accident. He was playing
a shiny game of hockey in Fiji during spring break.
Stupid is as stupid does — he wasn't wearing a helmet
when he took a slap shot to the forehead. He has
recovered from the initial injury, however he now suffers
from amnesia. He has forgotten everything he ever knew.
He doesn't even recognize who I am. He has been
adopted by the local tribe in Fiji, and he is progressing
slowly. I understand he has relearned and is mastering
how to peel and eat a banana.

I must leave you now as we are studying to live by the
14-Step program. They have added a couple steps for us
who suffer from this addiction known as a "tool junky."
I will miss all of you, and especially Mrs. Merjanian.
When and if I return, it will probably be only in the
capacity to help our new editor with his or her grammar,
punctuation and sentence structure as I have for
Mrs. Merjanian all these years.

Signed,
Fred Motorhead.

Editor's Note: *This is sad news indeed. Dr. Motorhead
and his band of technical connoisseurs have dedicated
themselves to addressing the myriad of predicaments and
dilemmas that our readers have asked of him. Being the
caring individual that he is, the intent was to help avoid
the inevitable crisis lying in wait for those who did not
take advantage of his vast knowledge and expertise.
He has been a loyal supporter of The Boathouse and has
always responded to my begging and pleading regardless
of his daily distractions. My hope is that the 14-Step
program is successful and he will one day return to what
he does so well. I know how invaluable a resource Piston
was to his efforts. Being without him is, no doubt, a major
factor in the good doctor hanging up his "stethoscope."
My sincere wishes for Piston's return to the real world
soon.*

GADGETS AND KINKS



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

Continued from page 8

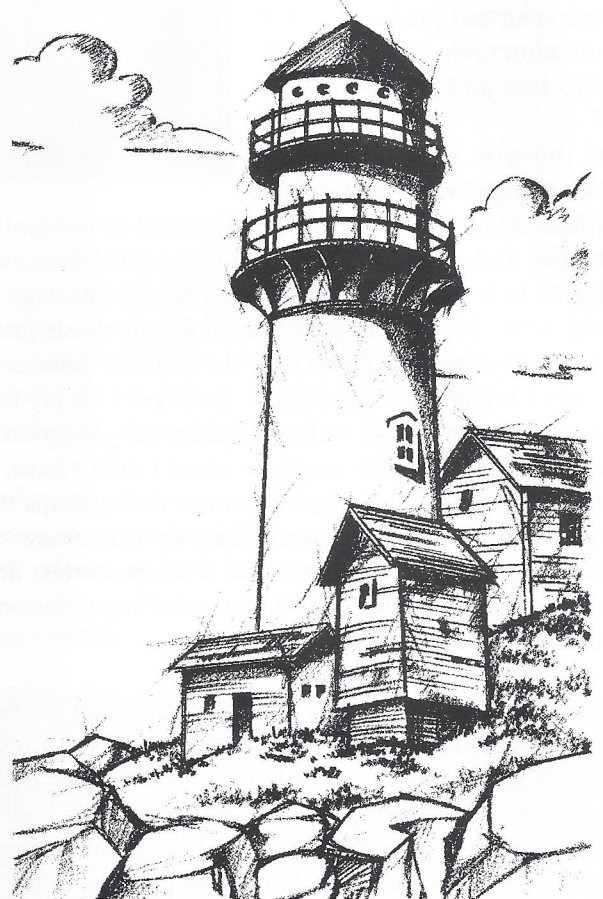
Most of the work is now done except for gluing and screwing the plywood in place. Lay a bead of 3M 5200 on the keel, frames, and chine where the plywood will make contact and screw it in place with one inch sheet rock screws. Use as many screws as necessary to draw



the plywood tight to the framework. After the 5200 has cured, remove the screws and the bottom is ready for bottom planks.

Good luck with your project and don't be afraid to let me know what your questions might be regarding restoring your boat. You can reach me at Heggensj@Centurytel.net or 715-294-2415.

Remember, don't destroy it; restore it.



A SHIP'S BELL

If you're not a Navy person, you may not know what a Ship's Bell is for - Well, here it is. It's the nautical verbiage used by the Navy to tell time.

SHIP'S BELL CODE

8 Bells	4:00	8:00	12:00
1 Bell	4:30	8:30	12:30
2 Bells	5:00	9:00	1:00
3 Bells	5:30	9:30	1:30
4 Bells	6:00	10:00	2:00
5 Bells	6:30	10:30	2:30
6 Bells	7:00	11:00	3:00
7 Bells	7:30	11:30	3:30

Hours are even numbers and half hours are odd numbers

While growing up along the Platte River, ten miles from the Larson Boatworks, I had a variety of small boats before I began my serious boating with a 14 foot Larson Speed Runabout Day Cruiser, then “graduating” to a 16 foot 1941 Falls Flyer, next a 1953 20 foot Larson day cruiser and on to a 1955 21 foot cruiser before the Larson factory, unfortunately, stopped manufacturing wooden boats.

However, my greatest desire through the years was to own an inboard Larson Deluxe Utility from the 1930s.

In the spring of 1992, I learned that I would need a liver transplant and was placed on the Mayo Clinic transplant list.

Since I feared I would not live long, it was a miracle in May of 1992 when my friend

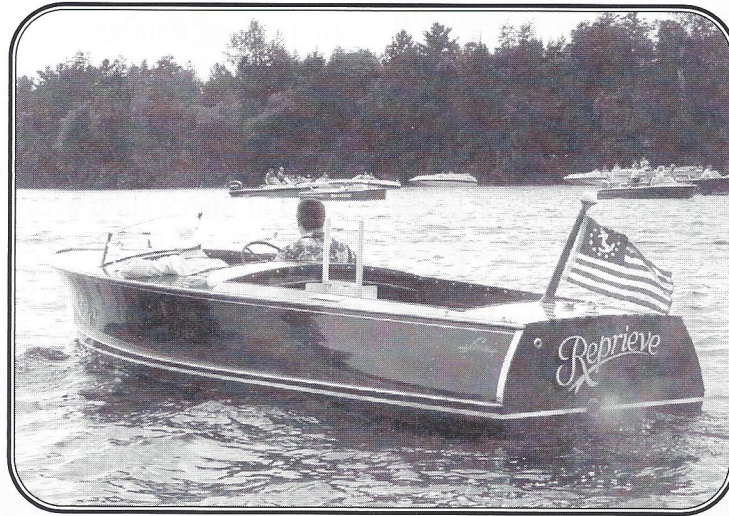
Ed Lewin sold me his boat which allowed me to become the proud owner of his 17 1/2 foot 1938 Deluxe Utility Runabout. Although I was becoming progressively weaker, I was thrilled to cruise in my prize boat three times that season.

With a second miracle on March 9, 1993, I received my reprieve with the wonderful Gift of Life transplant. Whenever one receives a life-restoring transplant, it is said that person gets a reprieve. My great Larson with the former name “Who Knows?” is now named **REPRIEVE**, and when I entered the Whitefish Lake Rendezvous, many learned of my reprieve and Gift of Life Transplant. In 2005, **Reprieve** placed first in its division at the show.

Remember to be an organ donor.

WHAT'S IN A NAME?

by Lewis McGonagle



1938 Larson 17 1/2' Deluxe Utility Runabout

Transoms...there's typically a story behind what people name their boats. What's yours?



Mt. Dora Boat Show

by Clark Oltman



Ah! What better way to spend one of the last weekends in March than to go to Mt Dora for their annual boat show? This year, Eric Gustavson and I flew down and were joined by ex-BSLOL member, John McCurry. As usual, the weather was beautiful - low 80s for the highs and low 60s at night. No rain the week we were there, although they really need it there.

The dry weather did lower the water levels in the Harris chain, enough so that a few of the slips were not useable. Because of this, they estimated a loss of about 20 boats. Still, there were over 100 boats in the water.

GarWood boats were the star of the show this year. I didn't count them but there were several. I did get several pictures of one which was just completed by our own Dave Doner. Good job Dave.

Thursday evening has become the kick-off for this annual event for BSLOL members, past and present. Approximately 50 made it to "The Third Place" restaurant in Eustis, Florida. Drinks, dinner, laughs, hugs and a lot of reminiscingit was a great evening. We have Maureen and Jerry Valley to thank who made all the arrangements. If their name is on it, it's always a blast!

The BSLOLers I remember seeing throughout the weekend include: Dave Doner, Mitch La Pointe, F. Todd Warner, Dave Bortner and Jess from Mahogany Bay, Bob Johnson, Joel Lemanski, Dan Schlegel [thanks Joel and Dan for the deposit, (inside joke)], Jim Camery, Steve and Peggy Merjanian. Others that you might know include Jerry and Maureen Valley, Lowell and Marcia Arnold, Stan and Darleen Petersen, our national past president, Jeff Rogers. If you were there and I did not mention your name, please forgive me. I hope whoever was the last to leave Minnesota for the weekend remembered to turn the lights out. Well, maybe there were not that many Minnesotans, but there were a lot.

The big news is that Stan Petersen has completed the restoration of Bob Speltz's Chetek. I got a look at it at Stan's shop before the show, and it might be better than new; it is looking great. And, as the action photos show, it floats and runs great too.



Bob Speltz's Chetek



Stan Petersen shows visitors the story of Bob Speltz's Chetek (in the background.)

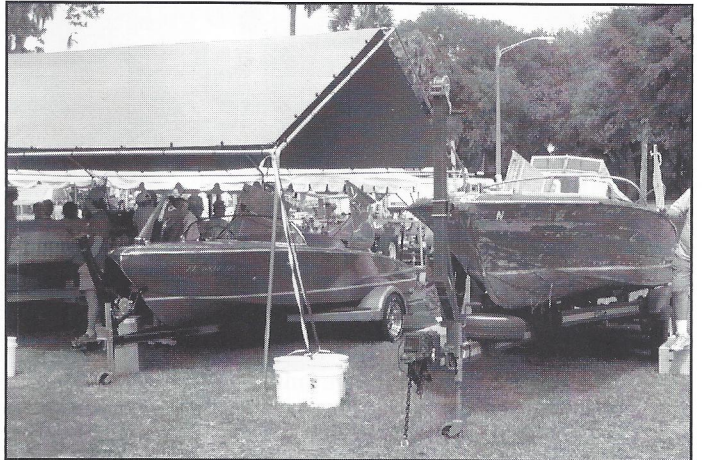
More Mt. Dora

Cont'd from page 12

If you have not made this show, add it to your things-to-do list. The sheer number of boats, parts vendors and boats for sale is staggering. I am sure I can speak for Eric and John when I say it will take several days for the silly smiles to wear off of our faces.

I am writing this on April 1, and although Spring Park Bay on Lake Minnetonka is not quite open, it is on the verge. We too will be boating soon.

Here are just some of the wide array of boats that made up this great show!

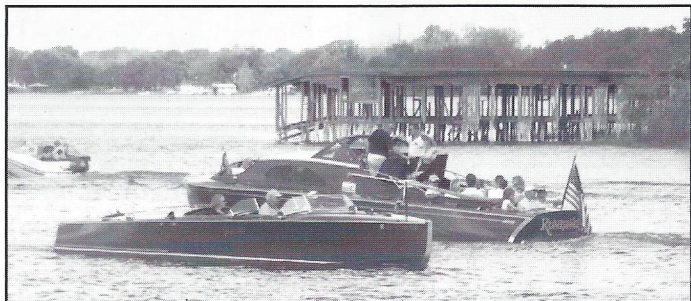
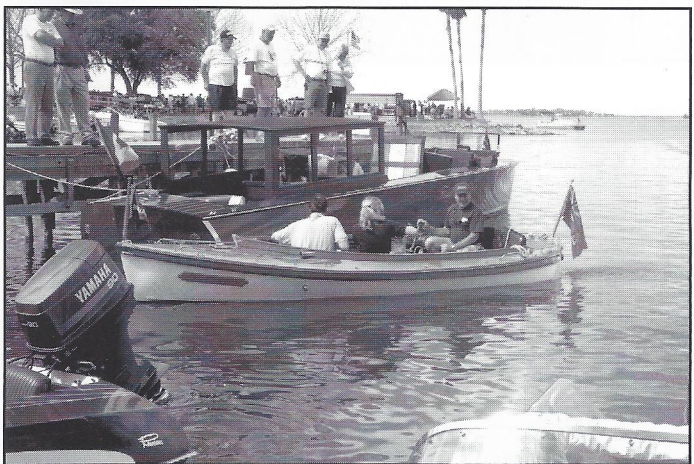
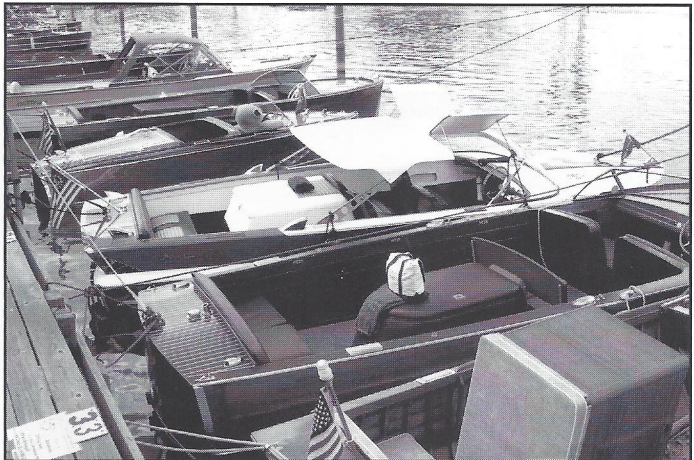


More Mt. Dora ~ Cont'd on page 14

More Mt. Dora



Jack Rouse's recently completed "Barn Stormer"



HERE'S TO FIBERGLASS!

by Del VanEmmerik

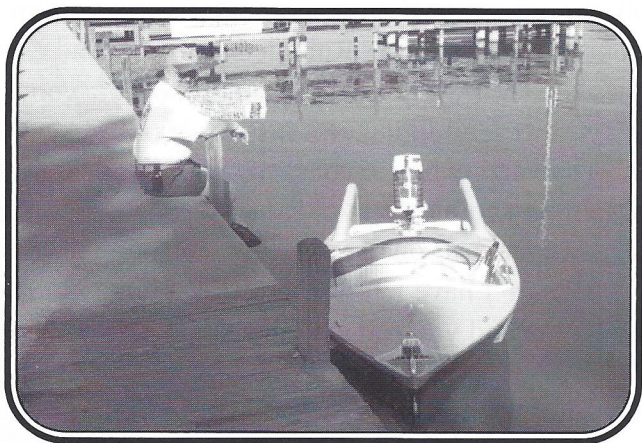
When we think of the classic boat shows and festivals held around the country, we have come to expect a nice array of varnished mahogany to be on display. In recent years, most of these gatherings of vintage watercraft also have on display, an ever-increasing number of early metal and "fiberglass" boats.

Allowing other than wood boats to be displayed at the shows is, and will continue to be, the topic of discussions. Thanks to people like Lee Wangstad, our knowledge of and respect for, early "fiberglass" boats is increasing and gaining in stature. This is well deserved and, in my mind, about time! (When I use the term "fiberglass" in discussing these boats, I know Lee would correct me. I know it isn't correct, but am at a loss as to how to correctly define in a single term the many configurations and processes used to manufacture these early versions.)

SIDE NOTE:

Del VanEmmerik is a BSLOL member who goes the extra mile, literally and figuratively, to put on display one of his beautifully restored "fiberglass" boats. Many of us have seen Del and Diane's 1959 Marine Plastics Car Aqua at various displays and shows in this area, as well as down in Florida at the Mount Dora Antique Boat Festival. This year Del made the trip to Mount Dora with his right-out-of-the-shop pink and black 1959 Herter's Flying Fish. Del and others who value and appreciate glass boats are one reason these boats are getting the recognition they deserve. As a result, the numbers of those who appreciate and enjoy them are increasing.

Here is a picture of Del this past March at Gilbert Park in Mount Dora. He was awaiting his turn to get his boat out of the water so he could begin the 1600 mile trip back home to Minnesota.



DULUTH ROAD TRIP

A number of BSLOL members made a road trip to Duluth the weekend of March 17-18. The Great Lakes Aquarium of that city invited our group to participate in their first Fishing & Aquatic Expo. Denis and Sue Smith of Deer Lake brought a 1923 Old Town canoe for the display. Dick Mickelson and Andreas Rhude caravanned north from the Twin Cities on Saturday morning. Dick brought three small outboard motors plus a model Century outboard boat and some other paraphernalia. Andreas brought an outboard plus a boat, trailer, outboard motor package that was displayed outside the building. The rig was recently donated to BSLOL and was brought along to try to sell it. A TV/VCR was part of our



Dick Mickelson, Sue and Denis Smith

small booth to show films of classic boats. Plenty of hand-outs were available to promote our activities.

The weekend attendance at the Aquarium was more than double than normal. BSLOL is not just a Twin Cities based organization, we encompass a large territory and are willing to participate in events throughout Minnesota and beyond.



Thanks to Denis and Sue Smith and to Dick and Andreas for making the extraordinary effort to spend time (and their own money) promoting the antique and classic boating hobby.

If we participate in the Duluth event next year, we hope that some of the local members and friends will be on-board to lend a hand.

Editor's Note: A big THANK YOU to Andreas J. Rhude who took it upon himself to assure BSLOL had a presence at this Duluth event.

By Steve Merjanian

February Workshop

The Art of Varnishing, The Science of Buffing

Sherwood Heggen



For the February workshop, we were invited to Sherwood's restoration shop in Western Wisconsin. He gave us a very detailed and complete explanation on the fine art of varnishing a plank-on-frame Chris Craft.

His technique can be applied to any boat of similar construction. Here is his method as I remember the steps:

First off, one must have a boat whose wood has been properly prepared. By that, I mean the fitting of planks, the sanding, faring, bleaching to the same color, staining and the build up of varnish are all critical steps. Sherwood was demonstrating on a 1939 Chris Craft 19' Barrel Back that some dude had left there for a complete restoration job. The job looked damn good.

Second, he showed us the technique of sanding and prepping the surface for the varnish. He would start sanding the bare wood with a coarse paper and work his way up to a fine paper. This is mostly hand sanding when you get to the fine papers. The initial sanding is done by machine with the coarse paper. One must wipe away all of the accumulated dust between coats and between the various sanding steps.

Third, he said we must build up the varnish to a level that can be sanded without getting any runs in the varnish. The runs can be sanded out only when there is sufficient varnish on the boat's surface. It is the final coats which were of great interest to all of us.

Fourth, he suggested using a technique which allowed you to wipe into the old varnish from the new varnish. For instance, if you are right handed you would want to work from left to right on the side of the boat. Take about a foot or two of space and apply the varnish in dabs from the top to the bottom of your area of concern. Rub the varnish up and down and side ways to match the grain of the wood. Work with several light coats instead of one heavy coat. You want to finish your coat with horizontal strokes to match the grain of the wood. You may then proceed to the next one to two foot area on the boat.

I am sure I have left out some key points in his presentation and you can call him to get clarification at 715-294-2415. Like he has said many times, "Don't destroy it, Restore it.". Thanks to Sherwood for a great restoration workshop.



By Steve Merjanian

The March workshop took us to Dan Nelson's shop in Minnetrista, Minnesota to observe the fine art of laminating bottoms and fastening frames using copper rivets and washers.

The presentation by Dan and Fred Goughnour was exceptional. Dan did most of the explaining, while Fred did most of the hands-on demonstrations.

Dan had a beautiful late 1940's Higgins 26' boat upside down with a new laminated plywood bottom for all of us to inspect; it was an excellent example of their work. Dan explained how the plywood bottom was put on the frames of the boat and epoxy or 3M 5200 applied between the layers of the plywood.

The whole assembly was bagged and a vacuum applied to do the proper cold-molding of the bottom. The bottom was then removed and the edges sanded to better fit the frames. 3M 5200 was applied to all of the touching frames and the bottom was then put down on the boat.

My explanation is a very simplified description of what we all considered to be a great effort. The results were fantastic.

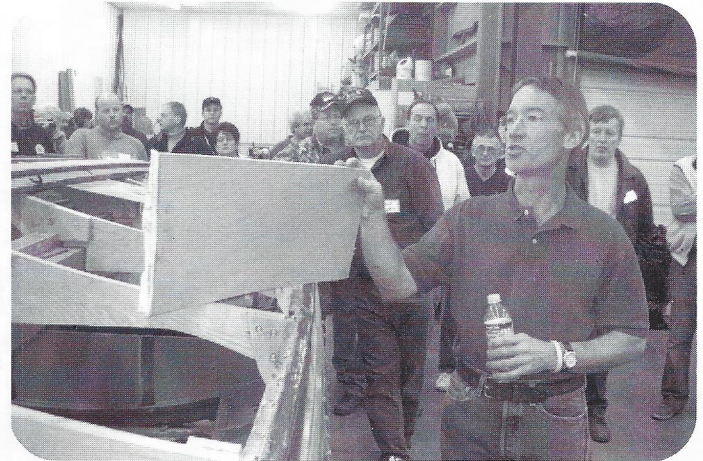
Dan next explained how they fastened the frame joints of the late-20s Hacker 26' they had upside down in the shop. The two pieces were joined by copper rivets with copper washers on the outside of the joint. It took two people to merge the whole assembly; one held a heavy piece of metal to the head of the rivet, and the other banged away with an appropriate sized hammer onto the washer end. The rivet was then banged flat against the washer for a very tight fit. At least three rivets were used per joint. This is an ancient technique that is very effective.

The presentation ended at this point and lunch was served with discussions going on in the shop amongst the participants. Dan and Fred did a stellar job of explaining while demonstrating the sequence of each step of the process. Thanks to both for sharing their expertise.

March Workshop

Bottom Construction & Restoration Methods

Dan Nelson





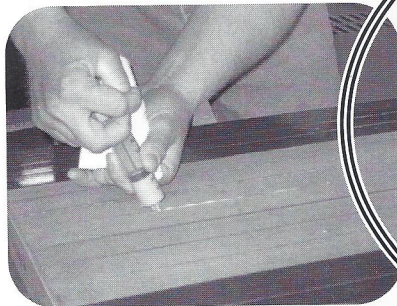
The last of this winter's workshops took on a different twist. Some 50 BSLOL members and friends made the trip to Alexandria, MN where we were given private access to the Minnesota Lakes Maritime Museum (MLMM.) History fairly comes alive in the marvelous collection of old boats, their stories - unique to each one - from "stem to stern." From fishing gear, to motors, to water-skis, to a great display of toy boats, it's all there - and so much more. Knowledgeable staff were always available to answer questions



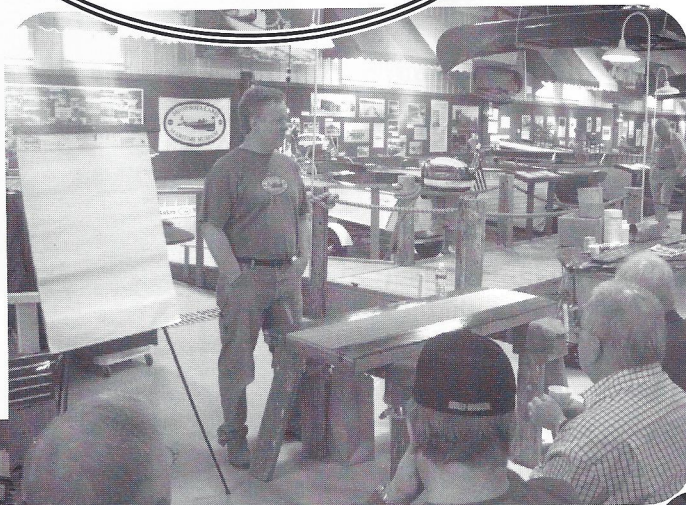
April Workshop

Presentation
by Tom Juul

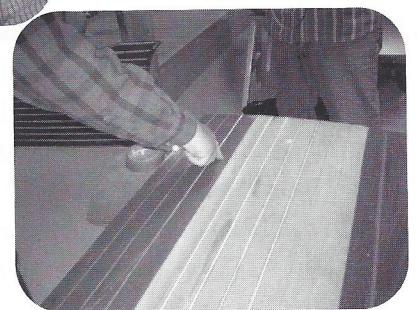
MLMM is unique. Exhibits are continuously changing, so there's always something new to see. BSLOL wishes to thank the entire staff for their gracious hospitality. We had a great time! Want to know more? Contact them at 320-759-1114 or visit their website: www.mnlakesmaritime.org.



During this visit, we got a demonstration on deck pin-striping from one of the masters....Tom Juul. Tom needs no introduction to anyone involved in wood boats. He is a master craftsman who shared his knowledge and gave some great tips. Overheard from the audience: "Oops! Guess I shouldn't have done that."

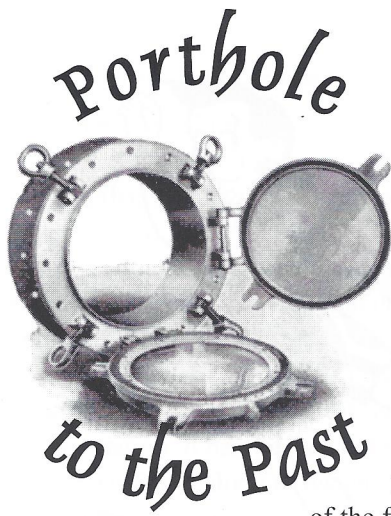
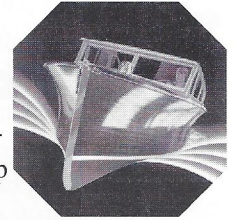


Think about this one: use a grapefruit spoon when pin-striping grooves! (You should've been there!)





BEHIND THE SCENES WITH GAR WOOD 1935 - PART I



We were standing on the bank of the St. Clair River just below the little town of Marysville, Michigan. Several of us were there, waiting expectantly—three or four newspaper men, some of the foremen from the Gar Wood

factory nearby, E. C. Hancock, the general manager and myself. The air was alive with excitement.

Suddenly, it happened. A roar like thunder came from around a bend in the river. All eyes turned toward the south. Then, with the high-pitched whine of her gears rising above the roar of her engines, Miss America appeared as a black dot far down the river. First, it is just a speck, a wedge of black encased in a cloud of spray. Then there is a flash, a deafening roar, and like a comet it passes, and is gone. Here truly is speed such as the world has never known. This is Miss America X the fastest motor boat in the world.

It gave me a real thrill to stand there and watch Gar Wood pilot his speed demon up the St. Clair during this test spin. Making about a hundred and twenty miles an hour he was traveling over twice as fast as most of us have ever moved across the water. I thought of the genius that had gone into the building of such a boat, and the years of experimentation and research necessary to solve all the problems that came along.

And now, here was Gar and Orlin Johnson, his mechanic, coming back down the river at idling speed—a mere sixty or seventy. When he got abreast of us he swung her over and headed in where we were. Several men jumped to catch her as the giant thirty-eight foot hydroplane coasted easily in to the dock. Nine tons of dynamite, thought I.

Gar hopped out, cool as a cucumber in his white racing outfit and life preserver vest. To have just traveled faster over the water than any other man didn't seem to have impressed him at all. He climbed out of the cockpit as you or I might climb out of our car after a trip to the grocery store. Just an incident to him.

"How does it feel to travel two miles a minute," put in one of the reporters, hoping doubtless to get a story for the evening edition. "Uncomfortable," was the laconic reply from the speedboat king as he unbuckled his helmet, and took off his life preserver vest. There they stood, Gar Wood and Orlin Johnson, probably the world's greatest racing team.

Gar Wood, colorful, fiery, millionaire about whom perhaps more has been written than almost any other sportsman.

Gar Wood, the man who has been responsible for keeping the speedboat championship of the world in the United States for fifteen years. Gar Wood, the man who has been an outstanding success in everything he has tried. He is a fine game shot. He is one of the most enthusiastic amateur fliers in the land. Hard as nails, a fighter every inch, and a sportsman willing to give and take. Preparation, work, training, fair dealing, ambition, these are the things that have carried him to success. Today his hair is silver, and it blows viciously back as he sends his Miss Americas down the course, a cloud of spray in the wake. Truly one of the most colorful figures in the sporting world.

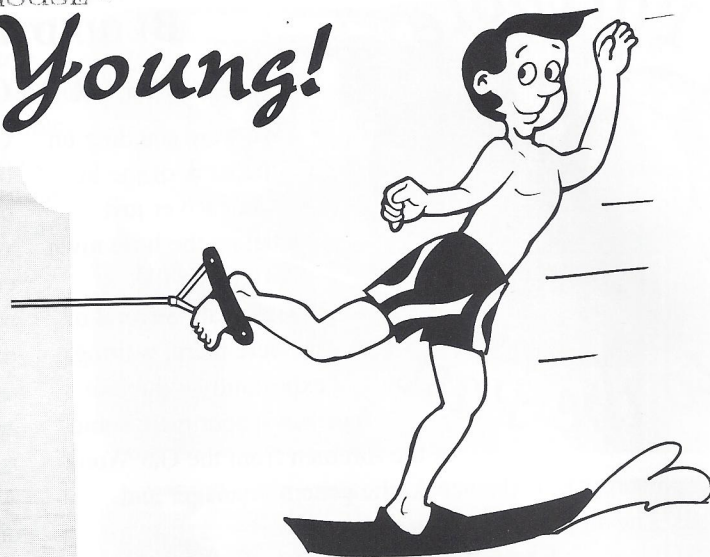
Beside him, Orlin Johnson, his mechanic, the man who has been in more smash-ups, in experimental work and actual racing, than any other speed boat enthusiast. Orlin has been at Gar's side when his broken jaw has been in a plaster cast. Orlin knows how it feels to be thrown into the waters of lakes, the ocean, and racing courses on the continent—tossed at speeds varying from 30 to 80 miles an hour. He has gone down for the second time more than once, his bones have been broken, his muscles wrenched, and his lungs taxed to capacity. But he goes serenely on giving his best to the cause of keeping America speed champion of the world.

In his hand Orlin carried two round metal cylinders looking unlike anything I had ever seen before. "What under the sun..." Orlin pointed one at the wall, and began to work the handle in the manner of a pump. In a second a stream of liquid shot from the object. "You can believe it or not," said he, "but these are fire extinguishers, or at least what is left of two Pyrenes.

These guns have gone with us in every trial and race since 1925. And they still work. You may wonder why they're so bunged up. Well I'll tell you. "These two guns have laid on the floor between Gar and me because there was no available wall space to mount them on. Consequently, every time we hit a ripple they flew around. And when I say 'flew,' I mean just that. I've looked down at times and seen these little rascals bouncing around that floor like two India rubber balls. Each time we come back from a race, they look a little worse for wear, but dawgone it, they still work. "Peering into the cockpit of one of the new 22 foot runabouts later. I was not surprised to find a Pyrene carefully mounted on the foot boards. Out of the way, inconspicuous, but always there ready to do its job.

One of the reasons why I had come to Marysville was to find out more about the Miss America X, to learn the little secrets that were behind her outstanding performance. One thing about her that I had been especially interested in was the matter of lubrication. With her four motors delivering some

We Start 'em Young!



John G. Kinnard, Jr. in a Tonka Craft made by Minnetonka Boat Works and purchased around 1949

In past issues we've had many "We Start 'em Young" photos sent in by members and friends; they're always great fun to see. Of course, our hope is that the youngsters in those photos will remain interested in boating and join in the antique and classic boat hobby. These photos are extra special because the young boy in it did, indeed, do just that.

His name is John G. Kinnard, Jr. and he's not only one of the BSLOL founders, but has been an active member to this day. Having served our chapter in some capacity continuously for 32 years, including president, John exemplifies the concept of "starting 'em young!"

An interesting side note:

These pictures just recently came into John's possession. They came from his sister's album. When she moved from the cities, she put all their parents' papers into a storage locker. When that locker was emptied, this album was left behind.

Someone who rented that locker after her, found the book and somehow it found its way to another person who remembered the boat name was connected to a friend of the Merchant family that had a summer place on Clearwater Lake.

They got a hold of Louis Merchant, his sister's second husband, and got it back to him. John received the album at his sister's funeral.

Obviously, these are very precious to John. I am touched and most grateful that he trusted me with them.

Thanks for sharing these great photos, John!

Editor



The Kinnard family in "Chemin De Fer." The name has been on all the family boats for years. It's still a familiar transom on Lake Minnetonka to this day.



Father, John G., Sr., Mom, Betty and sister Sally enjoying a day on the water.

Porthole to Past - cont'd from page 19

6,500 horsepower through two propellers, here was a real lubrication problem. I wanted to see how Gar Wood handled it.

"Perhaps you will be surprised when I tell you that the oil which carried Miss America X to victory, and the oil which we use in all the tests, is one which can be bought at practically every service station throughout the country," said Orlin. "I think the boating public will be very much interested to hear that." I put in—"What is the make of oil?" "Texaco marine motor oil K is the winning oil, and we buy it from our local service station. It has worked out so well for the Americas that we are passing it along to owners of our stock boats.

"For that matter, now that you've started me on the subject of lubrication, we are pretty well sold on all the Texaco products out here. There are six different ones used in the "Tenth" alone. Everything from water pump grease to chassis lubricant and Marfak grease is in her. The special racing fuel which we use is also prepared for us by The Texas Company. You see, they've done a good deal of development work along these lines, and really know what modern racing engines need."

While we were talking a group of mechanics had jockeyed Miss America over beneath the electric hoist. Huge slings were put under her middle and the foreman gave the signal to lift. Slowly she came up out of her native element. What an awesome, she-devil sort of a craft. She hung there, her sides glistening in the noonday sun, and the water sliding off her glassy bottom. The power of seven thousand horses lay confined in the brief space of thirty-eight feet!

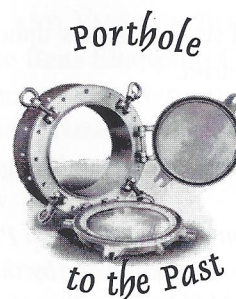
Her brilliant silver colored propeller shafts and wheels drew all eyes. The shafts seemed only the size of curtain rods. They were only an inch and five-eighths in diameter, just a little bit larger than those usually seen on most pleasure boats. One of the newspaper boys, after eyeing them for five minutes piped up: "How come those little spindles can hold sixty-five hundred horsepower?" "Those shafts are made of Monel Metal," said Orlin Johnson, who was standing alongside. "We put this stock on test beforehand, and found that those 'spindles' as you call them, have a breaking strength of about 110,000 pounds per square inch. Well, we will never use all that. Even at 7,600 revolutions a minute, which is what we turn these wheels; this still gives us an ample safety factor. This new metal is so much stronger than what we used to use that we not only use it here, but on our propellers, too. It is made by the International Nickel Company, and is perfect for boat use."

Mechanics, by this time, were in the America, changing the spark plugs. Every time this brute runs she eats up 96 spark plugs. There is no metal made that can withstand the terrific heat of these motors for long. Yet I learned that the standard Champion spark plug does the best job of any, and lasts longest. After hearing this, and seeing the fine shape that

the plugs were in when taken from the motors, I could understand well enough, why all of Gar Wood's stock boats carried Champion plugs. There's nothing like experience, is there?

Speaking of propellers, I saw Ted Meyer of the Federal-Mogul Company, and, as his concern had been responsible for making the Miss America wheels, I wanted to get some information from him. "Just how do these wheels differ from the stock propellers now on the market?" I asked him. "Working with Gar Wood," he said, "we constructed some propellers of slightly different design than is usually found. We were able to make centrifugal force apply so as to partially neutralize the thrust upon the propeller blades. This meant that all the energy was being expended in driving the boat ahead, and not coming out in a twisting motion. The results were most satisfying in speed and performance. "We've since built many of these Equi-Poise wheels, as we call them, and they have been raced on various classes now for a period of several years." "We're using one on the new 16 foot Speedster," said Ed Hancock, who came up at this point. "It gives us about one mile an hour more speed than we get with the standard propeller wheel." "Say, I want to see that boat. I've been hearing a lot about it. But before going into the shop there is just one question that I want to ask Gar."

Like hundreds of other boat lovers I had gone to the little town of Marysville, Michigan, to see the Miss Americas, and learn something about the man who owns and drives the fastest boats in the world. I had followed his spectacular racing career for the past fifteen years, and seen speeds of motor boats increase from a mile a minute to more than two miles a minute, and knew something of the part that Gar Wood had played in the whole development. But there was one question I wanted to ask him: "How did you happen to get into the motor boat business?" I asked Gar Wood as we stood looking over his new quarter million dollar boat factory. He smiled in that wistful way that he has. "Do you know—the day that we won our first race with the Miss America I, back in 1920, no less than four separate individuals came to me, and wanted me to build them boats like ours.



**BEHIND THE SCENES
WITH GAR WOOD**

Continued
in the next issue
of The BoatHouse..

If your boat is on this list, we'd love to know how you're coming along. Call the editor at 952-473-4936 or email datamerj@aol.com.

- | | | |
|--|---|---|
| ☞ 1925 Dodge Watercar 22' Long Deck Runabout | ☞ 1950 Chris Craft 17' Special Runabout | ☞ 1959 Chris Craft 21' Continental |
| ☞ 1929 Hacker Craft 26' Triple | ☞ 1950 Chris Craft 18' Riviera | ☞ 1960 Lyman 15' Runabout |
| ☞ 1930 Chris Craft 38' Commuter | ☞ 1952 Higgins 17' Speedster | ☞ 1960 Chris Craft 25' Cavalier |
| ☞ 1938 Peterborough SeaFarer Deluxe 20' Triple | ☞ 1952 Chris Craft 22' Sportsman | ☞ 1960 Shell Lake 16' Runabout |
| ☞ 1940 Chris Craft 23' Triple Cockpit | ☞ 1955 Chris Craft 19' Capri | ☞ 1961 Century 19' Resorter Square Nose |
| ☞ 1946 GarWood 16' Ensign | ☞ 1955 Century 16' Seaflyte Runabout | ☞ 1961 Chris Craft 23' Sea Skiff |
| ☞ 1946 Elco 27' Sport | ☞ 1955 Dunphy 12' Perch | ☞ 1961 Chris Craft 25' Constellation |
| ☞ 1946 Garwood 17'6" Runabout | ☞ 1956 Chris Craft 18' Holiday | ☞ 1961 Owens 29' Express Cruiser |
| ☞ 1947 Century 16' Sea Maid | ☞ 1956 Correct Craft 15' Atom Skier | ☞ 1963 Lonestar 23' Cruiser |
| ☞ 1947 Chris Craft 25' Red & White Express | ☞ 1957 Chris Craft 20' Holiday | ☞ 1963 Century 21' Resorter |
| ☞ 1948 Mays-Craft 23' Utility | ☞ 1957 Thompson 16' 7" Sea Lancer | ☞ 1966 Century 17.5' Fibersport |
| ☞ 1948 Ventnor 21' Racing Runabout | ☞ 1957 Trojan 17' Sea Breeze Deluxe | ☞ 1966 Chris Craft 48' Constellation |
| ☞ 1948 Chris Craft 17' Deluxe Runabout | ☞ 1958 Century 19' Resorter | ☞ 1968 Alumacraft 16' Fishing Boat |
| ☞ 1949 Chris Craft 22' Sportsman | ☞ 1958 Chris Craft 21' Capri | ☞ 1954 Chetek Twin Cockpit |

PETERBOROUGH RESTORATION PLAN SUMMARY

by Grant Bennett

Current Condition:

This is a **1938 Peterborough SeaFarer Deluxe 20 foot Triple Cockpit**. The original cedar strip bottom has been replaced by a cold-molded epoxy, one-piece hull, complete with molded-in white oak stem and keel. All 59 steam-bent white oak ribs must be replaced. The topsides and deck planks are mahogany and in good shape. The deck beams are in good shape. The boat came with a mid-50s Chris Craft K engine which I hope to replace with a Buchanan engine (as originally supplied) similar to a KLC.

Restoration Plan:

1. Strip topsides, decks, covering boards and engine covers. (Mostly done-using Star10 - great stuff)
2. Steam bend 59 new white oak ribs. Screw ribs to hull and to topsides; Just getting started.
Have built steam generator and steambox.
3. Remove topsides planks one at a time, alternating sides, clean, soak with CPES and replace.
4. Remove deck planks, clean, repair, and soak beams with CPES; and clean the deck planks, soak with CPES, and replace.
5. Replace white oak chines, after soaking with CPES, and bed with 3M5200 to chine plank and hull;
6. Remove transom boards, clean and repair, soak with CPES, and replace, bedding with 3M5200 to plank ends, deck planks and hull.
7. Drill new prop shaft hole in hull and install prop shaft and rudder.
8. Install new engine stringers.
9. Install new engine and transmission, and connect exhaust system.
10. Install new gas tank.
11. Connect engine plumbing and wiring.
12. Stain and varnish.
13. Install new crash rails, and install seats with new upholstery;
14. Install remaining accessories and trim.
15. Launch, test, and enjoy.

As you can see, I've got a lot of work to do. Sherwood Heggen's invaluable advice has been a great help.

Editor's Note: Just received this addition to our "Boats In Process" from BSLOL member Grant Bennett. We're always anxious to hear about boats being restored. As you can see by the list above, there are many boats still out there. And you can also see from Grant's remarks, he has had help from Sherwood Heggen. That's what our club is all about - saving old boats. You never need to be alone in your effort; your fellow members are a wonderful resource. My thanks to Grant for sharing his project with us.

HAGERTY BUILDS A BOAT FOR CHARITY

Auctioned sale proceeds go toward preserving boat hobby

TRAVERSE CITY, Mich. (March 2007) Hagerty Classic Marine Insurance Agency is helping out the classic boat hobby by building a Chris-Craft kit boat - and donating the sale proceeds to the Collectors Foundation, a 501(c)(3) nonprofit grant-making corporation designed to serve young people. In turn, the boat will be auctioned on ebay with donated proceeds to help fund grants and scholarships that work toward preserving wooden boatbuilding.

James Craft Marine Services, Nescopeck, Penn., is donating a 1950's era Chris-Craft Kit Boat reproduction to the Collectors Foundation. The 14-foot Zephyr kit is valued at \$3,000. In addition, Hagerty is going to purchase and donate a 1950's-era Evinrude or Johnson outboard motor and 2007 Loadrite Trailer valued at around \$3,000. If this classic kit were to sell retail, it would go for \$12,000-\$15,000.

"We are pleased that Jim Shotwell of James Craft understands what the Hagerty Claims and Marine Teams hope to achieve by donating their spare time for construction of this project. Through the donation of the boat to the Foundation, and the auction sale proceeds playing a part in preserving the art of wooden boatbuilding, design and funding educational resources, we hope we're doing our part to support the hobby," said Hagerty Marine Sales Manager Chris Schmaltz.

Construction of the boat will be spearheaded by Hagerty Classic Marine and its Claims Department, along with additional build team members at Hagerty. The first order of business will be the framework on the hull. The whole build process is expected to take about 100 hours, with the crew working nights and weekends to finish the craft by the start of boating season.

"We are grateful for the generosity of James Craft for donating the kit boat and to the Hagerty Marine and Claims Teams doing the construction. The fruit of their combined efforts will be seen when the boat is auctioned on ebay and the proceeds go to assist young people gain access to the world of wooden boats," says Collectors Found. Exec. Dir., Bob Knechel. After completion of the build, the Zephyr will make appearances at select boat shows and events around the country.

The Foundation auction the boat on ebay the first week of August. For updates on the project, visit www.collectorsfoundation.org

The Collectors Foundation is a national organization financed by collector vehicle and boat enthusiasts, providing funding for marine-related entities for continued education, preservation and restoration of classic boats for future hobbyists. Visit www.collectorsfoundation.org or contact Bob Knechel at 231-932-6835 or hob@collectorsfoundation.org for more information.

Hagerty Classic Marine works proactively on hobby legislation and supports the Collectors Foundation. For more information, call 800-762-2628 or visit www.hagerty.com.

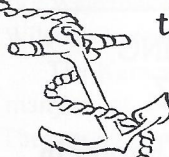
A final acknowledgement to everyone and anyone who has been part of The BoatHouse (and Dry Wrought before that!) these last 14 years. It's been a rewarding experience - one I could have never imagined.



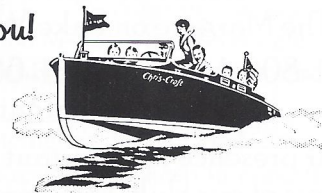
Never forget this is YOUR newsletter. It may look like a magazine, but, when it's all said and done, each issue reflects how vibrant our chapter is, only because of the valuable contributions made by our members.

The only way to maintain that is for you to continue (or start!) contributing. Whether you may have an article, idea, picture or news item pertaining to our focus — antique and classic boats — send it in. That's what made

The BoatHouse what it is and it's the only way to keep it among the best!



It's been a great cruise ... and I thank you!
 Peggy



WHITE BEAR LAKE CLASSIC AND VINTAGE BOAT SHOW

Saturday, June 23 ~ 10 a.m.- 4 p.m. - White Bear Shopping Center on Lake Avenue

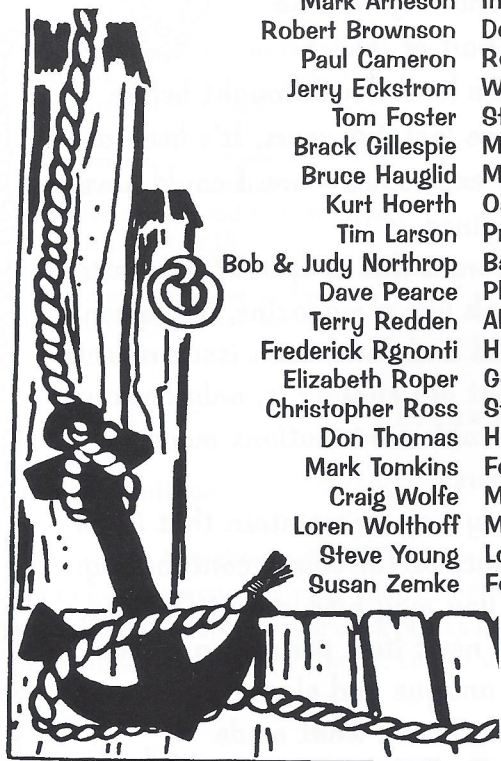
The show is a key event in the week-long Manitou Days celebration that starts on Thursday evening with the popular Marketfest events in downtown White Bear, followed by the huge parade on Friday evening, then the Boat Show on Saturday the 23rd. We will have a boat on display at Marketfest and one in the parade to promote the show. Both events will definitely peak people's interest to come to the Boat Show.

Attractions include live music, food vendors, an art show, a kit boat building event for kids thanks to Home Depot and selection of the People's Choice Award for their favorite boat. Boats will be displayed along Lake Avenue and in the water in between Tally's and White Bear Boat Works. A warm and sunny day is already on order for June 23!

For more information, contact Pat Oven: (W) 651.765.6414 (H) 651.426.3194 (M) 651.341.8758



Welcome Aboard!



Mark Arneson	Inver Gr.Hgts MN
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Paul Cameron	Rochester MN
Jerry Eckstrom	Welch MN
Tom Foster	Stillwater MN
Brack Gillespie	Maple Plain MN
Bruce Hauglid	Minnetrista MN
Kurt Hoerth	Oakdale MN
Tim Larson	Prior Lake MN
Bob & Judy Northrop	Balsam Lake WI
Dave Pearce	Plymouth MN
Terry Redden	Albertville MN
Frederick Rgnonti	Hudson WI
Elizabeth Roper	Golden CO
Christopher Ross	St. Paul MN
Don Thomas	Haugen WI
Mark Tomkins	Forest Lake MN
Craig Wolfe	Mound MN
Loren Wolthoff	Minnetonka MN
Steve Young	Long Lake MN
Susan Zemke	Forest Lake MN

2007 Calendar of Events

- 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**
- TBA 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 32nd 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, BSLOL reserves the right to refuse entry without reservations.

Events subject to change

ACBS SUMMER MEETING

JULY 26-29, 2007

Hosted by the New England Chapter in
conjunction with
Lake Winnepesaukee Boat Show

Host hotel and meeting site:
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Your presence is important to ACBS and the progress of our club. We hope you will make it a priority to attend.

JULY 27 - 28, 2007

20th ANNUAL WHITEFISH CHAIN ANTIQUE & CLASSIC WOOD BOAT RENDEZVOUS,

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at Crosslake Minnesota

Skipper's Dinner July 27

Displays ~ Awards ~ "Fly-By" July 28

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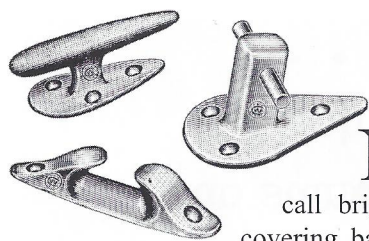
For boat registration and information contact

Dennis or Judy Madigan at 218-543-6657.

For more information on BSLOL events,
visit our website: www.acbs-bslol.com
or call 952-934-9522

BOAT HARDWARE

By Andreas Jordahl Rhude



No boat is complete without the hardware some call brightwork, on the decks and covering bards. Whether it is a simple fishing boat with only oarlocks and a bow handle or a triple cockpit runabout with acres of gleaming chrome, the boat is naked without hardware.

Most of the metal pieces such as cleats, chocks, and lights on boats came from a number of manufacturers. Typically it was "off the shelf" items that were used by many boat builders. Firms such as Wilcox-Crittenden, Kainer, and Perko were prominent in the marine hardware supply business.

Chrome plated brass was very typical for much of the boat hardware. Polished brass was used into the early twentieth century. Some boat hardware was polished aluminum.

It was not common that boat makers made their own hardware, although a number did just that. It was also a normal practice that the actual boat builder would not place hardware on the boat. That was left to the dealership network or to the end user, the buyer, to install.

Up until the late 1950s it was modus operandi that boats would be shipped from the factory with no metal hardware attached. Often times, if the boat came with a windshield, it too, would be shipped loose, not attached to the boat. The dealer was responsible for installing the items. Since each dealer may stock their own preferred brand of hardware, boats of the same make could and did have various brands of lights, cleats, chocks, lifting rings, etc...

There were major supply houses that the dealers utilized as sources for the hardware. They published large catalogs detailing what they offered. The dealerships used these to select their items. Hannays in Northeast Minneapolis was and is such a supplier.

In 1966 Gochenaur Marine Company of Philadelphia published a 330 page catalog of their offerings in hardware and boating accessories. Everything from lights, and cleats was included along with trailer accessories to propellers. It was a one stop shopping center for everything needed to rig a boat.

In the 1957 model line up from Wizard Boats of Costa Mesa, California, their boats did not come with deck hardware. The price lists indicated Attwood chrome plated hardware items could be factory installed. A pair of bow chocks ran \$4.70 and a six-inch deck cleat was \$3.50. A steering wheel, installed with tiller cables was \$42.70. A 52-inch wide windshield by Nelson-Taylor was \$32.95. It was only a few years later that most of the hardware items came installed on the Wizard-Winner boat line.

In the 1950s dealers and consumers were demanding that the boats be delivered in a more completed state. Therefore boat builders had to change their mindset. Hardware was

installed at the factory. Some models had higher quality hardware and more items installed.

Some of the major makers of hardware included:

Of these, Taylor Made is still making marine accessories, most

<u>FIRM NAME</u>	<u>LOCATION</u>	<u>MAJOR PRODUCT</u>
Airguide Instrument Co.	Chicago, IL	dashboard instruments
Aqua Meter Instrument..	Roseland, NJ	dashboard instruments
Arnolt	Warsaw, IN	Ivalite spotlight
Attwood Brass Works	Grand Rapids, MI	cleats, chocks, etc...
Jervis	Middleville, MI	running lights, etc...
Kainer & Company	Chicago, IL	cleats, chocks, lights
Kilborn-Sauer Co. (K-S)	Fairfield, CT	running lights
Nautalloy Products	Elyria, OH	running lights
Perkins Lamp (Perko)	Brooklyn, NY	running lights
Seiss Manufacturing	Toledo, OH	lights, horns, mirrors
Sparton Marine Signals	Jackson, MI	horns
Stewart-Warner	Chicago, IL	dashboard instruments
Taylor Made	Gloversville, NY	windshields, tops, flags/burgees
Whitkum Co.	Springfield, MA	steering wheels
Wilcox-Crittenden	Middletown, CT	cleats, chocks, lights, steering wheels

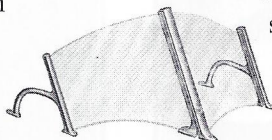
notably windshields. Perko still makes boat lighting. Some boat builders also had a line of hardware that they marketed to others. Wagemaker of Grand Rapids, Michigan was one. Wilcox-Crittenden dated back to the 1840s.

The Kainer 927 bow light was a common one used by many boat builders in the early 1960s. In 1965 the Thompson Bros. Boat 18-foot Sea Lancer used the Attwood M-6250 bow light and Kainer 6006 stern light.

Kainer T-8 cleats were installed on the boat and along with Kainer T-6 chocks. The steering wheel was the M-2793 model by AquaMarine and the step pads were Attwood M-6217. It was very common for one boat to have hardware from several different manufacturers.

When attempting to find replacement hardware for your boat restoration, keep in mind that most likely, the original hardware was pulled "off the shelf." You may find replacements at old boat graveyards, swap meets, antique and classic boat shows, and antique outboard motor meets. Internet auction site such as eBay always have many boat hardware items trading hands. Do not forget to go to flea markets and antique stores as you may sometimes find an elusive bow light. Snowmobile, farm equipment, and automobile swap meets

are also worth scouring. A box of boat hardware may just be stashed amongst the other parts.





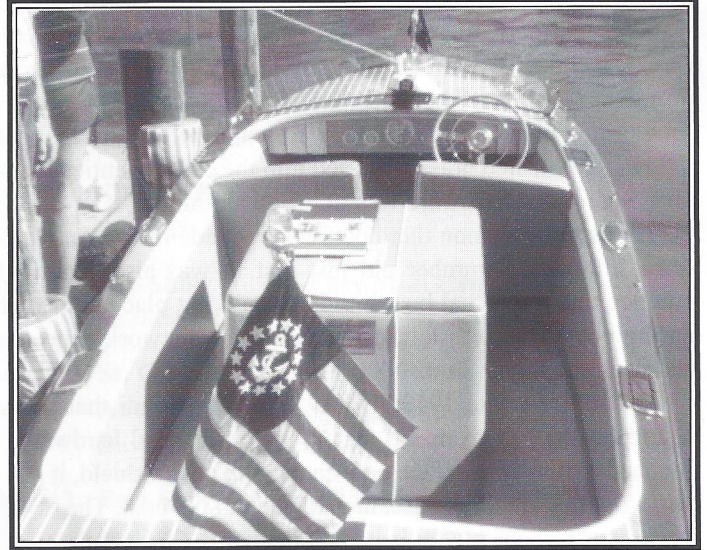
Remembering . . .

A look back to the early years.

We've dusted off the old albums and found these winners from our 1979 Rendezvous



Skipper's Choice
1938 Larson 17' Utility
Owner: Ed Lewin
(See related story on page 11)



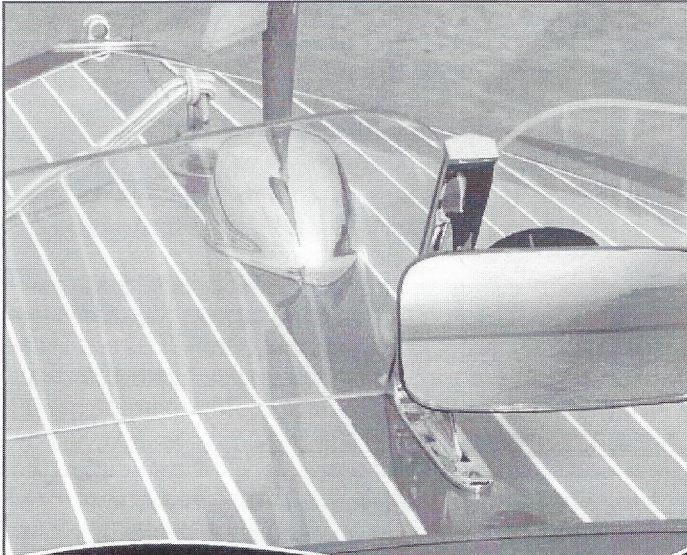
People's Choice
1951 Century 18' Utility
Owners: Jon, Tim & Orv Paske




Best Antique Classic - Ventnor
1937 Ventnor 20' Runabout
Owner: Bob Benedict



Best Modern Classic
1967 Century 18' Utility
Owner: Jon Menche



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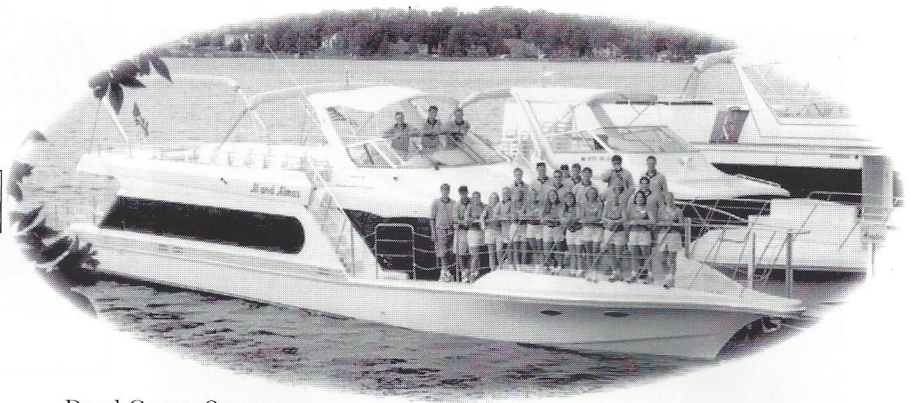
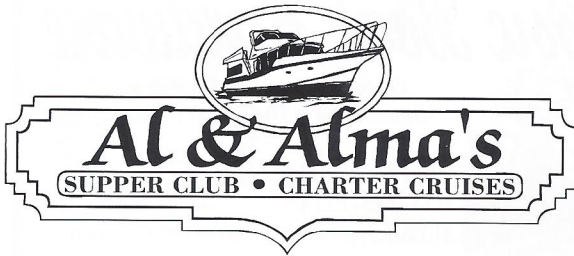


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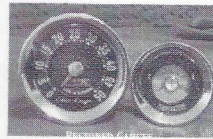


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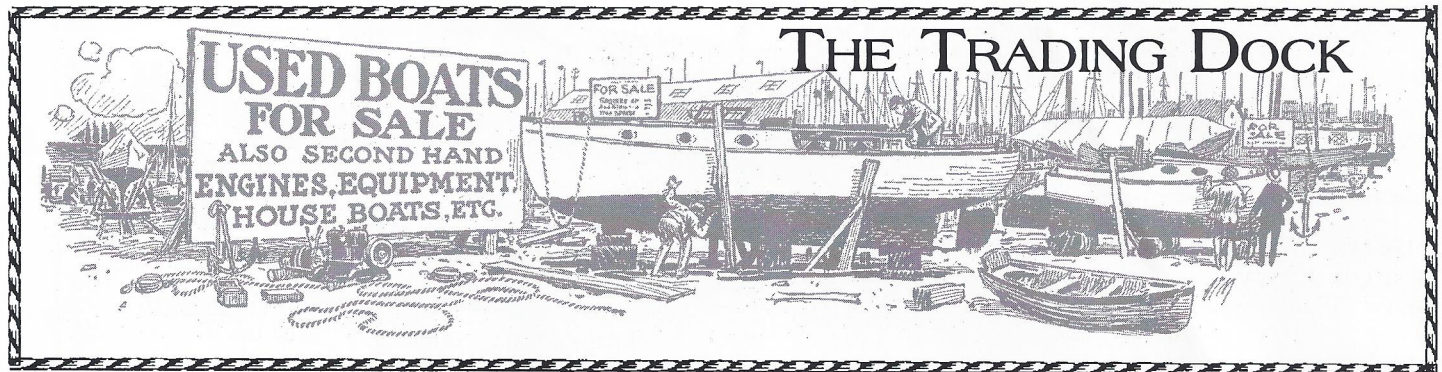
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●**1938 CHRIS CRAFT DELUXE RUNABOUT** - 95 hp "K" engine. Extensive restoration of a very original boat nearing completion. West bottom, hardware replated, instruments restored. Beautiful burgundy upholstery. Modern trailer. See it at the Mt. Dora Boat Show in March. \$34,900. Jerry 352-348-8554 (M07-1)

●**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 (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)

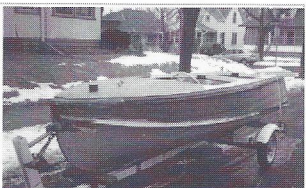
●**1961 21' ORIGINAL CRUISERS** - Perfect boat with complete original interior, tops (camper & regular,) side curtains. Twin 40 hp Lark Evinrudes. All controls intact. Want to trade for good comparable hull (Thompson or Cruisers 19-21 feet) to rework as a boat taxi for our resort. Please email Mark: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

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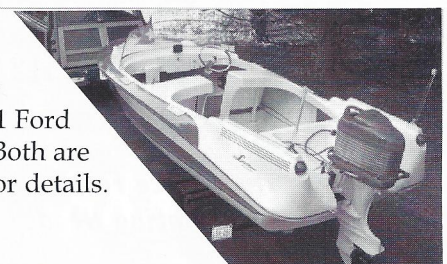


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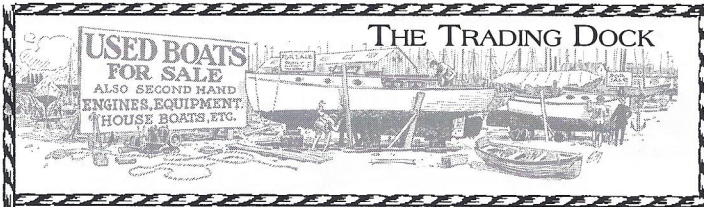
●**1957 LARSON THUNDERHAWK** - w/Mark 55 Mercury w/trailer with a 1951 Ford Woody 4x4-302,C6. Both are fully restored. Call for details.



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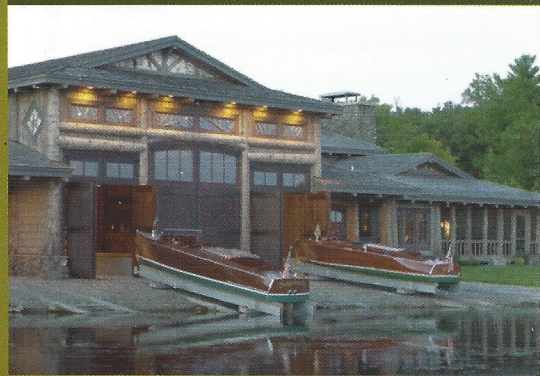
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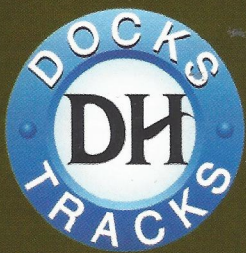
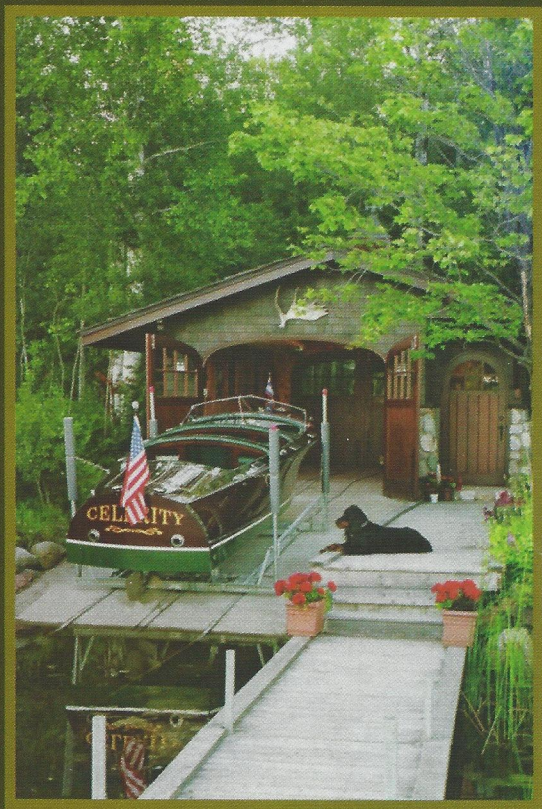
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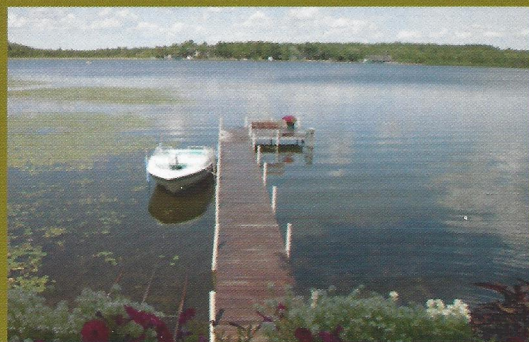
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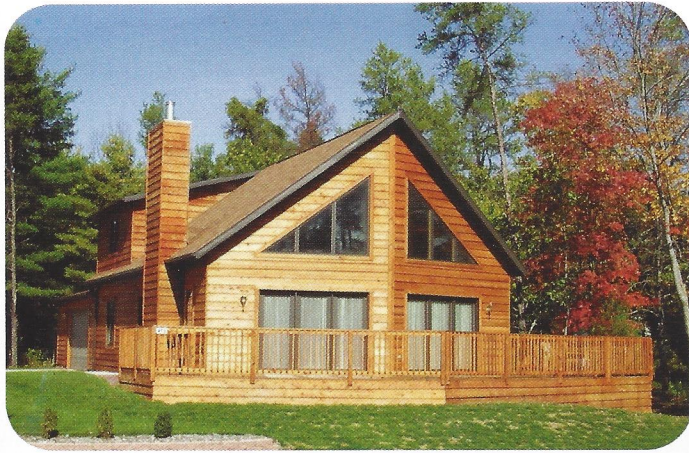
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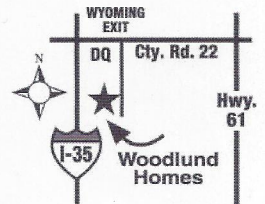
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