

Vol. 30 No. 3
Summer 2007



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

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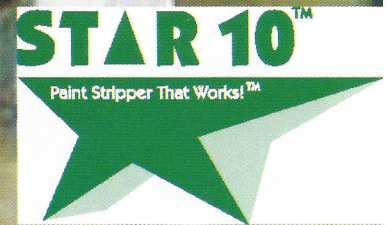
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MANAGING EDITOR: ANDREAS JORDAHL RHUDE

EDITOR: ERIC RICHARDS

Photos: Steve Merjanian

Clark Oltman

Dave Doner

BOARD OF DIRECTORS

PRESIDENT Brad Ernst

320-395-2854

president@acbs-bslol.com

bcernst@hutchtel.net

VICE PRESIDENT Joel Lemanski

651-248-7314

joel@classicboathardware.com

VICE PRESIDENT John Kinnard

612-229-2498

ccseaskiff@aol.com

TREASURER DAN SCHLEGEL

651-351-7650

treasurer@acbs-bslol.com

daniel@e-schlegel.com

SECRETARY MARK NELSON

763-241-4959/h

secretary@acbs-bslol.com

mbnjagn@charter.net

Jay Diebold 952-465-7964

jay.diebold@supervalu.com

Fred Goughnour 952-472-7649/h

320-395-2700/w

bjohnson@geometrics.com

Scott Hawkinson 763-476-9492/h

763-370-3569/cell

hawksnest@usfamily.net

John Laidlaw 952-926-9088

slaidlaw@comcast.net

Dave Lindberg 612-581-7819

dlindberg@mchsi.com

Peggy Merjanian 952-473-4936/h

952-473-6601/w

datamerj@aol.com

Susan Zemke 651-464-6813

sfinicky@yahoo.com

DIRECTORS AT LARGE

Ray Garin 952-495-0012/h

612-201-6918/c

mrcusapt@aol.com

Bob Johnson 952-380-1505

kesslerjohnson@earthlink.net

Dick Mickelson 763-545-1181

dickmick@juno.com

Andreas J. Rhude 612-823-3990

thompsonboat@msn.com

PAST PRESIDENT

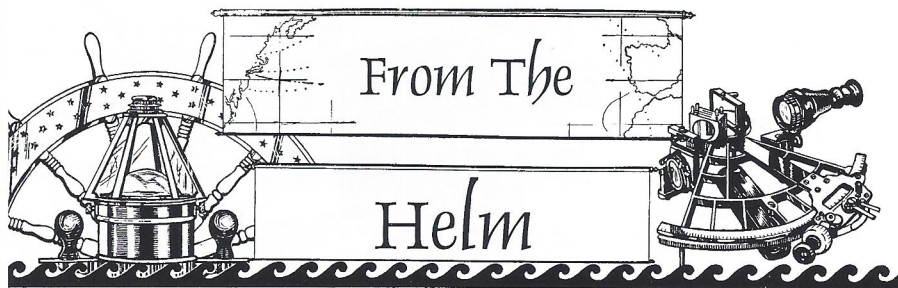
Jim Camery 715-426-2022

jimcamery@msn.com

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

or Email: president@acbs-bslol.com

BSLOL web site: www.acbs-bslol.com

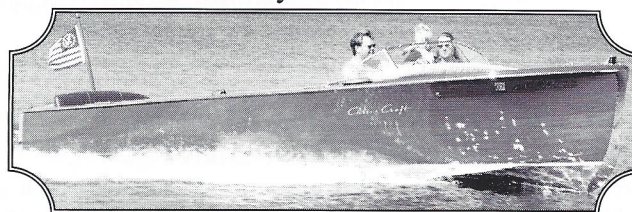


With the boating season now in full swing, one of the toughest things that my family and me has to do is choosing which of the many boat shows in this area to attend. With every show we go to, we meet new people who quickly become friends. This is what makes antique/classic boating what it is – the friendships we start.

Mark your calendars for the BSLOL summer shows, they are sure to fill up quickly. We are now going to a one-day show format instead of the two days that we did in the previous years. Check out the registrations when they arrive, or look them up on the club's website: www.acbs-bslol.com.

I would like to say "Hats off!" to Peggy & Steve Merjanian for a great job and for their years of dedication as editors of the Boathouse. The previous issue was their last, and we wish them well with their "extra" time they will have now that they are not so busy with the magazine! Also, I would like to now welcome Andreas Jordahl Rhude and Eric Richards as the co-collaborators on the Boathouse.

This is starting to be a great summer – send in your pictures or articles showing you and/or your family enjoying the lakes in your antique/classic boat! I know my family and I are going to enjoy our summer. See you out on the lakes!



Brad Ernst

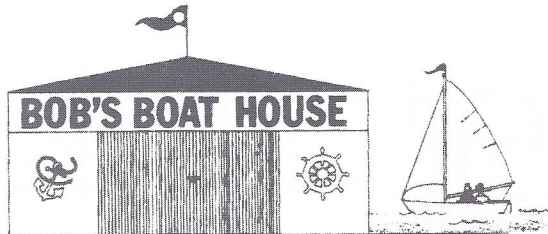
President

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.

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The 18 foot Dispro (Disappearing Propellor Boat) appeared at the Bob Speltz show in Albert Lea around 1980. It was owned by Jon Menth.



The 25 foot Chris Craft 1949 Sportsman was owned by Jeff Vicone of Decatur, IL. This one has a single engine and appears on the Bob Speltz Chris Craft poster number 99.

Photos from Bob's Collection

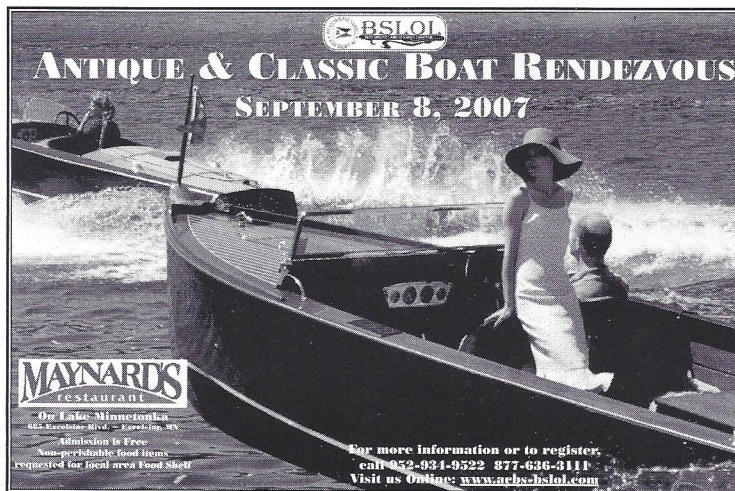
BOB SPELTZ LAND-O-LAKES CHAPTER
 ANTIQUE & CLASSIC BOAT SOCIETY, INC.
MISSION STATEMENT

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.



For three decades we have been bringing to fruition a premier antique and classic boat show. This year marks our thirty-second annual Rendezvous. Mark your calendar for **Saturday, September 8** and plan on attending. Maynard's Restaurant in Excelsior, Minnesota on the shores of beautiful Lake Minnetonka will once again be our host location.



A registration form can be found in this issue of the Boathouse. A detailed registration packet with additional information will be sent out soon. Forms can also be downloaded from our website: www.acbs-bslol.com. Confirmation packets to registrants will provide details.

If you are not from the Lake Minnetonka area and

you desire assistance with launching your boat and a possible nighttime host dock for the cruise and show dates, please contact Jay Diebold, Rendezvous Captain. His telephone and email information can be found on page 3.

New this year, we will have judged categories and awards for outboard motors. Members and friends of the Antique Outboard Motor Club (www.aomci.org) are cordially invited to join in the fun. Please spread the word. We will have on-land space available (no boat needed) to display motors. A limited number of 10 x 10 foot tents will be provided.

Come to the Rendezvous and see gorgeous fiberglass, aluminum, steel, and wooden boats of all sizes, shapes, and vintage.

Space is limited at the docks. Paid reservations get priority. There has been a waiting list the past four years, so get your registration and payment in early to make certain we can accommodate you.

There is a limit of only one (1) boat per entrant. Land displays are welcome, however, vessels must be seventeen (17)-feet or less in length and moveable by hand.

For the second year, admission is free for spectators. Everyone is encouraged to bring non-perishable food items for the Interfaith Outreach food shelf. We can make a difference and help out those in need by providing food.

Join the fun and become a part of our family!

The management at Maynard's asks that rendezvous participants and guests do not use the restaurant parking lot. Parking space is limited and should be available for restaurant customers. Show participants, BSLOL members, and guests are requested to park either on the street or in public parking lots. Municipal lots are located off Water Street to the west of Maynard's.

A major change this year to our Rendezvous and Bayport shows are that they are taking place for ONE DAY only. Also this year we will be focusing upon **MINNESOTA BUILT BOATS**. This will be our marquee class, continuing our Minnesota theme starting at the Minneapolis Boat Show last January. We encourage anyone with Minnesota built vintage boats (wood, steel, aluminum, fiberglass) to register and join in the fun.

Three "nice and easy" mini-cruises kick off our Lake Minnetonka show. **Wednesday, September 5** will be an evening cruise with pot luck meal. Boats depart from the Wayzata Train Depot docks at 6:30 PM. Thursday the sixth will find vintage boats cruising to Al and Alma's Restaurant for dinner. Boats will depart from the Wayzata city docks near Sunset's Restaurant at 4:00 PM. A full day is planned for Friday, September 7 starting with breakfast at Sunset's at 8:00 AM, a cruise, a stop for lunch at Maynard's (our Rendezvous host location, and followed by more cruising. Hopefully, capping off the day will be a tour of a noted classic boat showroom (details need to be completed). All cruises start and end at Wayzata.

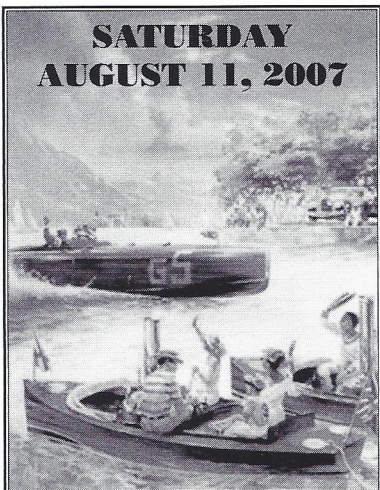
There is **NO** fee for the mini-cruises. However, if you are a passenger in someone else's boat, a donation to the skipper to cover fuel costs is suggested.

On Friday evening, **September 7** a picnic at a private lakeside home will take place for all captains and friends. You do not have to have a boat in the show to attend the picnic; however, reservations are a must.

The show itself kicks off on Saturday morning. As the day winds down, the awards ceremony will be held to end the show.

4TH ANNUAL ST. CROIX CONCOURS D'ELEGANCE

August 11, 2007 is the BSLOL St Croix Concours d'Elegance vintage boat show. It will again be at Bayport Marina on the St. Croix River in Bayport, Minnesota. The show will be celebrating National Marina Day.



The show will be one day only, August 11 from 9:00 - 4:00. This is a change from previous years. Awards will follow the show and a new category has been added for classic fiberglass. Again this year, Bayport Marina will be hosting the Evening Gala Event.

We will be having a silent auction to benefit Valley Outreach Food Shelf. If you would like to donate an item for this, please contact Michelle Lemanski 651-248-1039. This is a really fun event, just ask anyone who has attended in prior years.....good food, great music and a wonderful location and of course, beautiful boats!

We will be also hosting the following events as part of the show:

- * the nice and easy cruises Thursday & Friday
- * Friday Evening Captains Cocktail Party
- * Saturday Morning Continental Breakfast
- * Sunday Cruise and Brunch

If you have any questions or would like to donate your talent to the show, please contact

**Michelle@pjmurphys.com or
Joel@classicboathardware.com.**

We look forward to seeing you on the river!

Joel and Michelle Lemanski
co-captions

Exhibit by the
MN Model A Club



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

Bayport Show Mini Cruises 2007

by Bob Johnson

On Thursday August 9 at 9:00 AM a captain's meeting will take place near the gas dock at Bayport Marina. This will be the start of our new "Speed Boy's Endurance Run" and cruise. This will be a fast cruise from Bayport to Saint Paul for lunch and back (see related article).

This 50-mile run will be split into two groups. The fast group comprised of boats capable of sustained 40 mph or faster speed will leave at 9:00. The second group leaves at 9:15 and will be slower boats capable of 35 mph to 40 mph sustained speeds. Captains must observe all the usual safe boating and seamanship rules at all times and boats must meet all the legal requirements.

It is my understanding that outside of specially marked "no wake" zones there are no speed limits on the Saint Croix or Mississippi Rivers. Good judgment should prevail at all times. These rivers are well marked with red and green buoys always in sight to guide you.

Several challenges exist to catch the attention of even the most seasoned pilot. How much gas will I need? When will the Hastings lock be open? Where is the nearest boat launch or marina if I have trouble? What other situations might come up?

For those who make it, we will dock at the Saint Paul city docks just above the Wabasha Street bridge across from downtown Saint Paul. After most of the slower boats get in, we will walk to Wabasha Street, turn right one block and cross the street for lunch at Joseph's Restaurant. We will group up in tables of four to six for lunch off the menu inside or on the patio (no reservations).

After lunch, cruise at your own speed back to Bayport Marina.

Continued on Page 7

The next day, Friday August 10, we will have a captain's meeting at 9:30 AM near the Bayport Marina gas dock. Around 10:00 we will slowly cruise the area northwards to Stillwater for an early lunch around 11:30 AM.

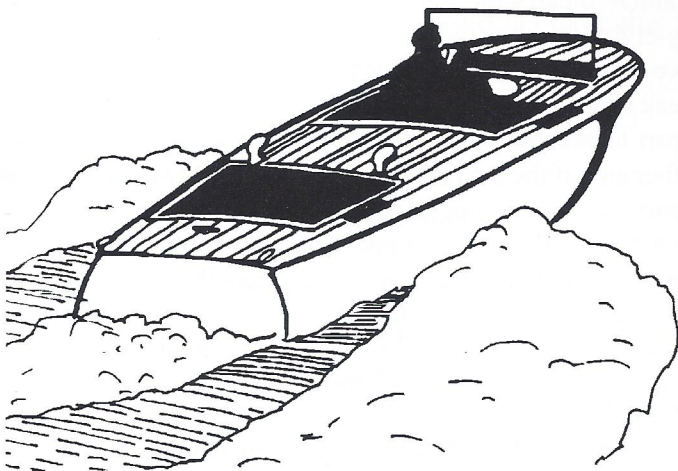
Park boats behind the Andiamo cruise boats a couple blocks downriver from the Stillwater bridge on the Minnesota side of the river (you must pay for docking at an hourly rate).

The suggested lunch venue is the "Dock Café" which has good food and is next to the boat parking. Feel free to go someplace else if you want and to poke around town after lunch at your own pace.

After lunch, we will cruise further north on the Saint Croix to Marine-On-Saint Croix and back. There is no hurry since we are not traveling great distances. It would be good to be back in time to spruce up for the posh cocktail party and hors d'oeuvres and at the Bayport Marina club house and patio that evening.

Sunday August 12, has been changed from a show day to a "brunch cruise day". Several people have suggested that a two day show is too long and people have to hit the road early to get home for work on Monday. The exact destination has not been determined at this time.

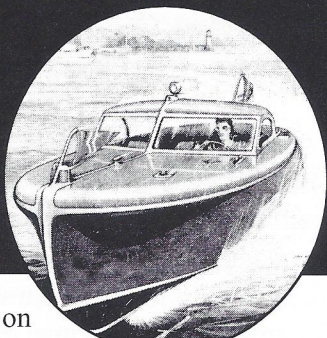
I hope you can join us for some or all of the Bayport mini cruises!



"Speed Boys Endurance Run"

A New Cruise is Born

by Bob Johnson



Almost every year I go on the Saint John's, Florida river cruise in March as part of the Mount Dora boat show. On Monday we cruise to the 'Outback Crab Shack' for lunch and then on to the small town of Palatka. At Palatka the docking is somewhat limited and the last few boats to arrive are relegated to somewhat undesirable slippage. Since we dock in Palatka for two consecutive nights, it is imperative to get there early Monday afternoon to claim a good slip. This usually means some high speed cruising is in order.

I usually cruise between 20 and 25 mph, which make for good gas mileage and decent scenery viewing. The river is very wide on this stretch and the scenery somewhat bland so why not dial up the speed to about 35 mph and get a good slip choice?

35 mph is not a particularly pleasant ride but it is sort of exhilarating and it wakes you up after a heavy "low country boil" of lobster and shrimp, etc.

The high speed, of course, results in some inevitable challenges to see who is fastest and informal races are known to happen if the waves are not too rough. This high-speed cruising experience was the inspiration for the 'Speed Boy's Endurance Run', a fast cruise from Bayport Marina to Saint Paul on Thursday August 9 as a part of the Bayport show mini cruises. This 50-mile run to lunch should provide an interesting alternative to the previous venue, the poorly attended lunch cruise to Prescott.

Some early interest has already been evident with Dave Bortner in a Century Coronado with Cal Connell Cadillac engine and Steve Shoop in his blue and white Biesemeyer, flat bottom, v-drive boat among others!

Can you join us?????



GETTING IT UP AND OFF THE TRAILER (OR GIVING YOUR SHOP A LIFT)

BY SHERWOOD HEGGEN

A few years back there was a TV program narrated by Leonard Nemoy regarding strange phenomenon. This particular program was of a man in Florida who built an amazing complex where he lived far away from civilization with huge slabs of stone. No big deal really, but he didn't have any apparent heavy construction equipment with which he could lift and move the incredibly large slabs of stone. This man allowed no one to watch him work, and when he was alone, he made obvious progress in constructing his complex. On one occasion, a man happened upon the builder who, when the builder realized he was being watched, he suddenly stopped working. The builder was at his stone quarry and had a large slab of stone weighing hundreds of pounds beside his flat bed truck. The builder asked the man to leave, which he did. The man walked left but shortly after his leaving, he heard a heavy thud coming from where he met the builder. Thinking there could be a problem, the man returned to see the builder standing beside the truck and the slab of stone was on the flat bed truck! The immediate question was, how did that slab of rock get moved from the ground to the truck?! The only "logical" conclusion was that the builder used levitation to load the slab of rock. It could be concluded that he also used levitation to move and position the huge slabs that made up the complex he was building.

This story comes to mind when I am faced with getting a boat off a trailer in my shop. Getting a heavy boat moved to a pair of dollies could most easily be done with levitation. Wouldn't that be cool? Wow, would levitation be wonderful.

We all know levitation works in science fiction movies, but this is reality. Reality is having to carefully lift a boat with mechanical devices. What devices to use and how much time one has to do the job prompts some serious thought. What works the best is an overhead hoist with chain hoists.

Not having any space for an industrial size overhead hoist in my shop, levitation has come to mind many times. Instead, I have had to resort to the intensive work of blocking and jacking to get boats unloaded. But, once they were unloaded and on blocks, they still required lowering to get

them on a pair of dollies to be able to move then about the shop. That requires some delicate jacking and removal of blocks to step the boat down to a lower level. The fear of dropping the boat is constantly there during this process. I had to figure out the next best thing for my work space. In doing so, I

believe the idea could be used by many other restorers with limited work space.

My shop is like most amateur restorers' shops which do not have an abundance of free space. I needed to find a way to get boats off trailers and onto dollies quickly without creating a permanent obstruction to my work space. Commonly used are "swing sets" on which chain hoists are suspended to lift boats. But I did not want the swing sets in my way after their use is over. What to do? What to do?

To make the job of unloading boat more convenient, I dreamed a bit, put a plan on paper, and put it into action to build a boat lift. Here is what I came up with and what you could easily construct for yourself.

My shop has a low eight and a half foot ceiling and a nine foot wide over-head garage door at one end where I unload boats. To the right of the door is a wall and to the left is open shop floor space. The typical swing set, which is what my plan is based on, has legs on either end with a pipe spanning overhead between them. I decided to set up one of the "legs" permanently. That "leg" would be the wall. That wall supports frame work similar to a door jamb made with two-by-fours with a four-by-four "joist" resting on the top and bolted to the wall studs. The joist is about four feet long. The "joist" has three-quarter inch holes drilled down the middle on the top and spaced six inches apart. More on the holes later.

The overhead beam is next. To it, the chain hoist is suspended to lift the boat. Obviously, the beam must be substantial to carry the weight of a boat. The beam is two two-by-eights, twelve feet long, set apart by short sections of two-by-fours. All of the parts are held together with large deck screws and carpenter's glue. The two-by-eights are set apart to accommodate the two-by-four leg the holds up the other end of the beam. It is made up of two two-by-fours set apart by short two-by-four sections just like the beam. The two-by-fours provide support directly under the two-by-eights. To hold the beam and the leg together, a two-by-four tab extends beyond the top of the leg and nestles between the end of the two-by-eights. The tab is actually two two-by-fours face to face. To hold the beam and the leg safely in place, a hole is drilled through the end of the beam and the tab, and an eight inch long, five-eighths inch bolt is passed through the hole and secured with a nut.

Gadgets & Kinks cont'd on page 10

PASSION FOR BOATS BRINGS ABOUT REBIRTH OF A CLASSIC

By Susan E. Peterson, Star Tribune

After dropping his line of Windsor Craft vessels, Irwin Jacobs of Genmar found a way, via Turkey, to bring them back - in wood.

Downtown Minneapolis will be home next month to an unusual mini boat show in an unlikely venue -- the Crystal Court of the IDS Center.

The star of the show will be a 36-foot, wood-hull, Turkish-built cruiser. It's one of a new line of luxury boats called the Windsor Craft, part of Irwin Jacobs' Genmar Holdings, which owns 14 boat brands selling everything from fiberglass fishing craft to multimillion-dollar yachts.

The Windsor Craft's story began about 20 years ago, when Jacobs designed a line of luxury day cruisers under that name and began building them at two Genmar-owned factories in Little Falls, Minn. The aim, Jacobs said, was to fill a niche for nostalgia and elegance that other boat builders weren't addressing. But after producing about 100 Windsor Crafts, the line was dropped, despite enthusiastic reviews. Genmar's factories were designed to build smaller, less-complicated boats; producing the Windsor Craft was playing havoc with their operations, Jacobs said. But that didn't mean that he gave up on the dream of building his elegant, eye-catching boats. And while the original Windsor Crafts had fiberglass hulls, he favored wood hulls, like the classic Chris-Craft -- "only better," he said.

"I've had a passion for boats all my life," Jacobs said. "But I knew we just couldn't do it in America. The labor is too expensive ... and we just don't have the craftsmen who can work with wood."

Hitting pay dirt in Turkey

For the next decade or so, wherever he traveled around the world he kept an eye out for someplace that might be able to build such boats.

Fast-forward to a couple of years ago, when a friend who knew of Jacobs' obsession was traveling in Turkey and came across a factory making wood-hull yachts and fishing boats. "He called me and said, 'I've found a company that can do your wooden boats,' " Jacobs recalled.

The result is the reborn Windsor Craft line, hand-built in Turkey and offered in 30-, 36- and 40-foot models ranging from \$400,000 to \$925,000. The vessels feature mahogany and teak hulls, decks and cabin interiors, granite countertops, flat-screen televisions, ice machines, built-in wine racks and other amenities as standard equipment.

Because the boats are hand-built, Windsor Craft will produce only about 70 boats a year, Jacobs said. "It takes 3,800 man-hours just to build the hull," he said. The first production model is due to be delivered in July, and he said the boats are being allocated to top dealers in selected areas, largely based on their customer service rankings. About 12 will be shipped to Minnesota dealers over the next year, he said.

Turkey, a longtime U.S. ally and a member of the NATO alliance, has had some political unrest recently as a result of tensions between its commitment to a secular government and the rise of some Islamic politicians.

But Jacobs said he's not concerned. He believes that Turkey's strong desire to join the European Union will promote stability. "There's nothing there at all that causes me to pause," he said. "We have been assured this is just saber-rattling."

Genmar's 2006 sales were just more than \$1 billion, and it has about 5,000 employees. As a private company, it doesn't disclose profit, but Jacobs said that, despite the boat industry's highly competitive environment and thin margins, he's generally "very happy" with results.

Genmar's "boat show" in the IDS Crystal Court is a first, and it will require some heavy-duty logistical work, said Jim Durda, general manager and vice president of Inland American Office Management, which owns and manages the IDS Center.

Besides the 36-foot Windsor Craft, four smaller fiberglass Four Winns boats will be displayed, including one that will be raffled to raise money for the Minnesota Special Olympics.

Durda said that getting the Windsor Craft in place will require dismantling two sets of doors and airlocks and opening glass panels that were designed to swing open, but that "haven't been swung in decades." Even then, the 36-footer will have only 1 inch of clearance on each side, if all goes according to plan.

GADGETS AND KINKS

A Department in which Readers of Power Boating Swap Useful Ideas
Continued from page 8

Remember the holes in the joist on the wall? Their purpose is to hold the joist in place by means of a three-quarter inch dowel installed in the underside of the beam at the wall end. The hole is drilled an inch and a half inboard of the end of the beam. The dowel is positioned in one of the holes and keeps the beam from sliding off the joist. It also allow positioning fore and aft for various size boats.

The end result is a boat hoist made up by one leg being a wall with a supporting frame bolted to it. The beam allows for the hanging of a chain hoist and the leg of two-by-fours holds up the other end of the beam. It is a real simple device to build and has allowed fast and safe unloading of boats. Of course, a hoist is needed at each end of the boat, so build two.

One of the goals for this lift was to allow for the floor space to remain useable. When the lift is not in use, the leg can be removed after removing the bolt at the leg/beam junction. The leg can be stored in an out of the way area until it is again needed.

What holds up the beam while the leg is removed? Two support brackets were made of light gauge angle iron and a length of pipe secured to the supports with U-bolts. The beam rests on the pipe when the leg is removed. The pipe is positioned about an inch below the level at which the leg would support the beam. When the leg is installed, it lifts the beam from the rod and the rod remains out of the way until it is needed again to support the beam when the leg is removed.

Below is a picture of the hoist in my shop which hopefully can inspire you to dream up your boat lift for your shop environment. Many little details have not been mentioned about the design of the lift, but the picture can inspire you to design your lift according to the need to make it a safe and useful tool in your shop.

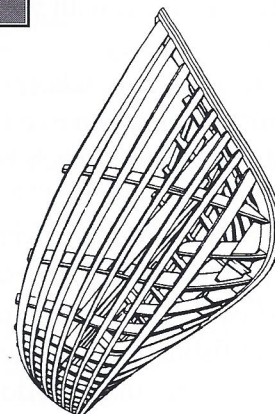
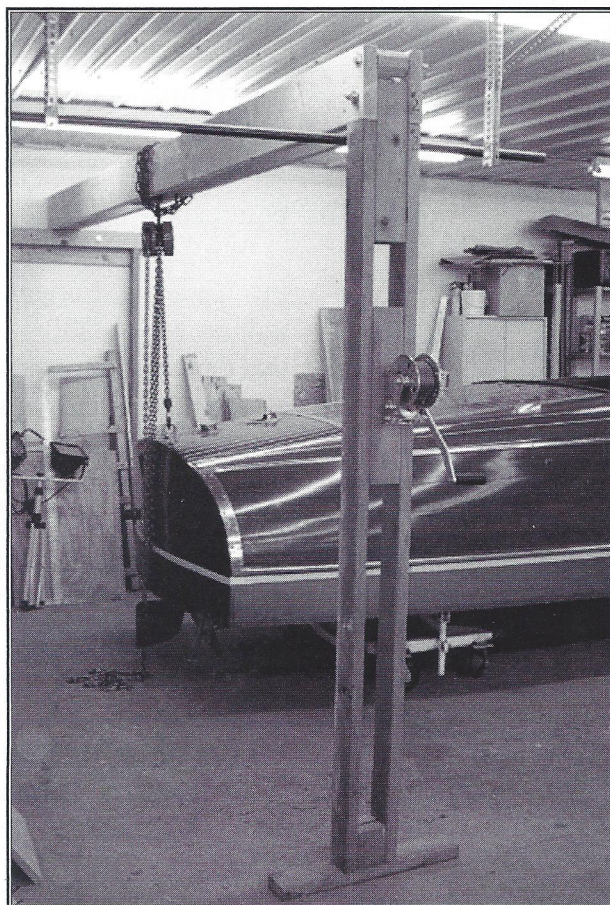
Give it a try. It has worked very well for me. I wish I would have built it long ago.

So how is your boat project going? Are you running into problems you never thought would come up? That is no surprise. Easy projects for me have turned into complete rebuilds. If you are running into a snag and need questions answered.

Feel free to contact me at Heggensj@centurytel.net or call me at 715-294-2415. I would like to see you restore it rather than destroy it. I will do what I can to answer yours questions or refer you to someone who can.

It is time to get back to the shop and turn ugly into pretty.

Why don't you go do the same?



Muscatine Show A Success

By Andreas Jordahl Rhude

The first "That Was Then, This is Now" Boat Show and Racing Exhibition held at Muscatine, Iowa was a whopping success. Nearly 150 boats of all size, shape, and vintage were displayed. A number of Twin Cities area people were in attendance with their classic boats.

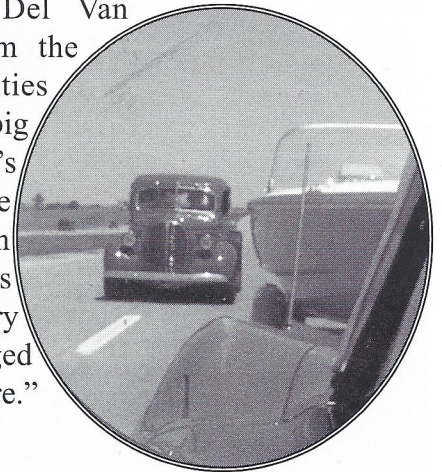
Brainchild of Dave Moritz, the show took place the weekend of May 19. It was co-produced by the City of Muscatine and the Clear Lake Chapter of Antique & Classic Boat Society. The entire community of Muscatine backed the event and bent over backwards to promote it and make certain it was accomplished with enthusiasm. And enthusiasm was HIGH. The show was extremely well organized. Out of town visitors and participants found it simple to get to the event; signage around town was well placed and visible.

There were about 50 race boats from small outboard powered hydroplanes to large V-8 inboard powered watercraft. The organizers managed to get the Mississippi River shut down for certain time periods during the weekend while race boat "demonstrations" were run. It was a monstrous accomplishment to get the DNR, US Coast Guard, local sheriff, and other agencies to agree to close the river to commercial traffic for the "demonstrations." Portable cranes were used to get the race boats in and out of the water.

"When the big V-8 boats were started it was like listening to stock car races." said BSLOL board member Dick Mickelson.

About one-third of the boats were wooden with a dozen or so displayed in the water. Classic fiberglass and aluminum boats rounded out the very large land display of vintage watercraft.

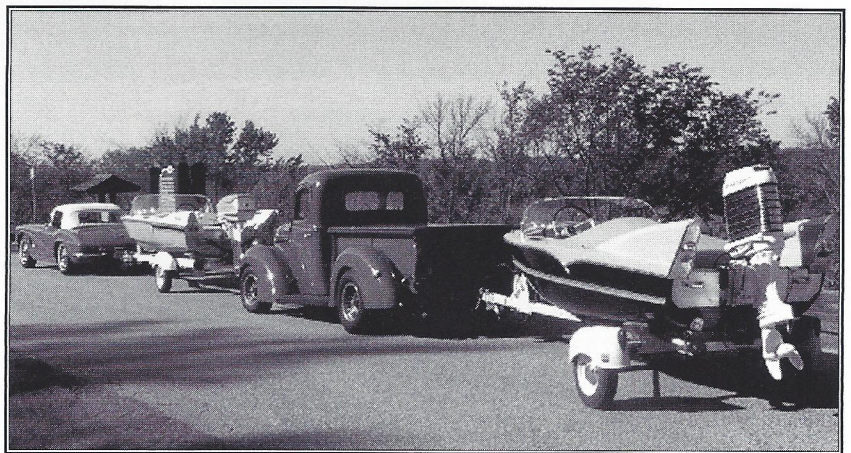
Mickelson brought his 1960 SuPreme Spitfire classic 'glass boat. Del Van Emerick, also from the greater Twin Cities area, brought his big finned, pink Herter's Flying Fish to the event. Mickelson said "all in all it was a great event and very fun. It was non-judged and was low pressure."



A pig roast was held Friday evening and Saturday evening show participants were feted to a barbeque picnic.

The event was held right at the water's edge with plenty of room for boat displays and spectators. A cardboard boat race took place on Saturday afternoon, drawing a crowd of 500 to 600 people.

The marriage of modern and vintage race boats, antique and classic wooden, fiberglass, and metal boats worked well. Plans for next year's show are already in the works. Mark your calendar for May 17-19, 2008.



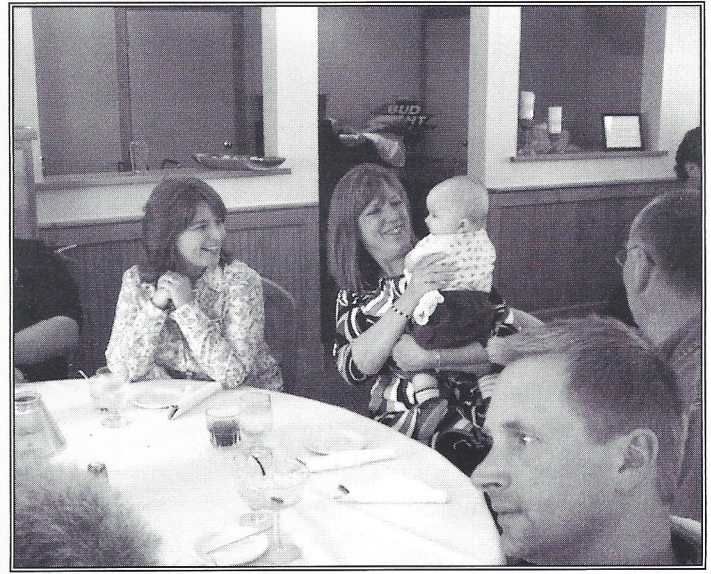
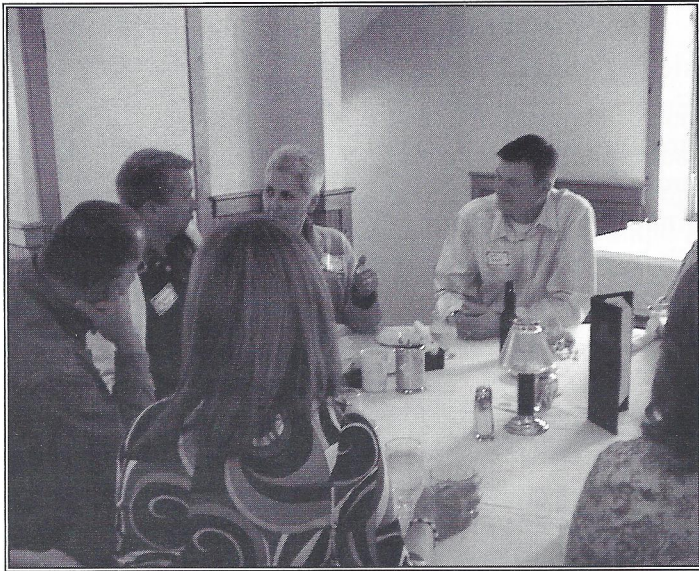
1938 Ford V8 truck owned by Del Van Emmerik pulling 1957 Herter's El Dorado Rocket

1962 Chevy Corvette owned by Don Knauf pulling 1959 Herter's Duofoil Flying Fish

Both boats were restored by Del Van Emmerik. Both boats are sitting on Tee Nee trailers also restored by Del Van Emmerik.

www.muscatineboatshow.com

BSLOL Mixer



MERCURY OUTBOARD DECAL RESTORATION

BY MARK NELSON

Well, after all I have been through with working on my 1948 Century Resorter for the past 5 years I never thought my wife and I would ever get into a classic fiberglass boat restoration, especially since the wood boat is only half-way restored. But I will get into that when I write about the restoration of our 1966 Larson, hopefully in the next issue of the Boathouse.

In this article I am going to concentrate on another area of that same restoration, our 1973 Mercury 500 outboard motor restoration. Now I have grown up around old Johnson and Evinrude outboards at my parent's lake place in Park Rapids for most of my 32 years now and have always been intrigued by them. However, the thought of restoring one had never really crossed my mind. I am a pretty good mechanic and can take care of most anything relating to engines, but to make them look new again? Am I up to the task?

After putting on my mechanic's hat and totally stripping down the Mercury engine, buying the needed parts, and having the motor professionally rebuilt by a Mercury mechanic (thank you Bill Seratzki) I was now looking at how to make this outboard motor look new on the outside again.

Buying the paint and primer seemed easy enough. The hours of sanding, priming, painting, wet sanding, painting again, wet sanding and then a final coat seemed a little harder but not impossible. But trying to find replacement decals for an outboard from 1973? RIGHT!

After many hours of searching the web and reading countless articles of people practically begging for someone to find stickers, it seemed like I would have to take matters into my own hands. I had contacted the www.oldmercs.com website and talked to them personally and also contacted Mercury Marine directly. Basically I found out that I was in what seemed to be a restoration void era, where nothing seems to be available because it is from an era of outboard that is now being discarded and still classifies as something too new to collectors. To top it off you cannot get decals like this from the manufacturer because to them it is too old. YIKES!

After loosing a couple more hairs off of my head and driving my wife crazy looking for answers I decided to fall back on what I do for a living, computers and CAD drafting.

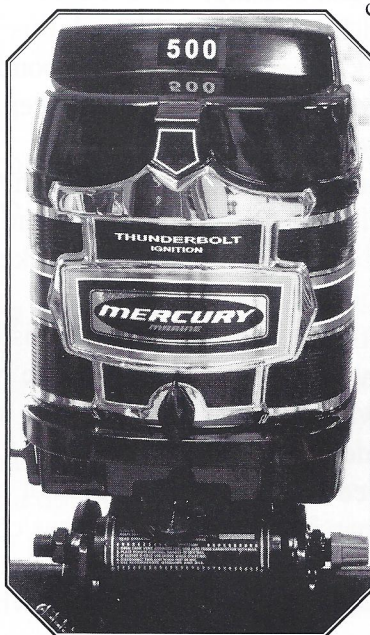
After having a couple of conversations with a local sign printer they basically sent me on my next journey. They could print onto a vinyl sticker that could be applied to anything, even my nicely repainted outboard. I just had to spend the next two weeks practically married to my outboard's cowling and faceplate at my computer and that is what I did. With my dial

caliper in hand and after learning a new graphics program that the sign shop needed the information in, I started measuring off each piece of the cowling and faceplate and redrawing it in the software, down to 1/16-inch accuracy. I was impressed, this was actually working! After I would finish a sticker I would get excited and print out a copy, trim it with the scissors and place it next to the original stickers and jump for joy when everything matched up correctly. Now all that was left to do was to head back to the sign shop and pick some colors.

Fortunately the blue band that Mercury used is still a standard graphics color today. I was still faced with one more decision, how do I get those chrome stripes on the stickers? Well, I actually had the decals printed onto a chrome vinyl with the color printed on top. The color is probably 90-percent correct but it still looks great! I could have had the decal printed on a white vinyl and the color would be 100-percent correct but trying to place a 1/8-inch wide strip of chrome vinyl that was 48-inch long on top of the decal and keeping it straight seemed like a nightmare.

Well, a couple of dollars later I had my new stickers in hand and set out to apply them with a little bit of stick-on spray and a plastic scraper to get those air bubbles out. Everything looks great, and I now have the comfort of knowing that if anything happens to the stickers I can just send my trusty graphics file to the printer and I have a new set!

I hope to have the boat displayed at one of our shows this summer but that depends on when our second child decides to join us in August.



Feel free to email me or call me with questions,
mbnjagn@charter.net
 763-458-4036.

Now I just need to get that Century boat done!

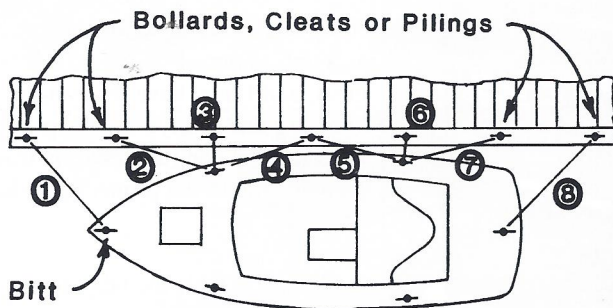
See you on the water.

Vintage Boating Newsmakers

If you see vintage boats and boating references in the news media, let us know. We desire to share this with all of our members and friends.

The April/May 2007 issue of MARQ magazine featured classic boats. A three page article by Jacquelyn B. Fletcher spoke about the lure of old boats and boating. Numerous colour pictures were provided by BSLOL members Todd Warner, Jeff Stebbins, Mark Sauer, and Andreas J. Rhude. The BSLOL events were included in a list of classic boat shows. This is a full-colour, glossy periodical published by the Star Tribune newspaper in Minneapolis. It is subtitled "A Twin Cities Life of Style."

"Don't Forget Boat Safety, County Officials Urge" was the title of an article in the Minneapolis STAR TRIBUNE on Saturday 26 May 2007. It was a general plea to the boating public by law enforcement officials to obey rules and regulations and to practice safe boating. The illustration used was none other than a vintage wooden runabout. Although no mention was made to the owner and type of boat, does this imply that the Star Tribune thinks vintage boaters are good examples of safe boaters?



- | | |
|-------------------------|---------------------------|
| 1. Bow Line | 5. Forward Quarter Spring |
| 2. Forward Bow Spring | 6. After (Quarter) Breast |
| 3. Forward (Bow) Breast | 7. After Quarter Spring |
| 4. After Bow Spring | 8. Stern Line |

Boats, and One Mother of a Column

By Clay Thompson

Reprinted from the Arizona Republic August 17, 2005

Today's question: Why are the steering wheels on boats on the right side instead of the left? I have pondered this for years.

I too, have pondered many things for years, although this isn't one of them. Not to boast, but I am a skilled ponderer, a talent my masters sometime mistake for sleeping at my desk.

During the workweek, I generally ponder your questions and your peccadilloes, but in the evenings and on weekends I often ponder just for the heck of it.

So why is the steering wheel on many, but not all, boats on the right side, or starboard as we nautical types like to say?

I found a couple of different answers. A boat's propeller turns clockwise, OK? In the way boats used to be designed, that meant the right side of the boat would rise when there was torque on the prop. Placing the steering wheel on the right side meant there would be a body there to help offset that rise. When the design of hulls changed to deal with that prop torque thing, the steering wheel stayed where it was.

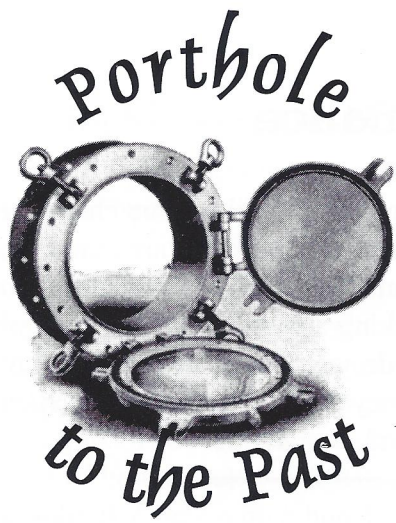
I have no idea if that is true or not. The next one makes more sense to me.

The rules of the road, so to speak, say boaters are to keep to the right.

If you are chugging along up a channel or meeting another boat head-on, you stay to the right. And a boat moving from right to left has the right-of-way over another powerboat if their paths cross.

So having the steering wheel on the right side puts the helmsman or whatever you call them in a boat in a better position to see what's happening on that important right side.

So why don't American cars have the right-side steering wheels? We shall ponder that some other day.



Reprinted from the Chicago Daily Tribune, February 8, 1957

Big Diamond Lights a Runabout

Exhibitors of elaborately equipped motor yachts at the Chicago National boat show will take a double look at a 15 foot outboard runabout with a price tag of \$76,000 – and they'll discover it's worth every cent.

Although the palatial boat builders have emphasized plush interiors, complicated electronic gadgetry and luxurious furnishings, they admit Arkansas Traveler Boats, the runabout's builder, has outdone them in the race for the high style. Mounted in the usual position of a bow light on the outboard's fore-deck will be an 8.3 carat flawless blue white diamond – the "Star of Arkansas."

Both Arkansas Products

Not only is the newly designed boat, the Marquise, an Arkansas product, the Little Rock firm points out, the diamond is too. Weighing 15.3 carats in the rough, the "Star of Arkansas" was found last March by a Dallas, Tex., housewife at the only diamond mine in North America near Murfreesboro, Ark.

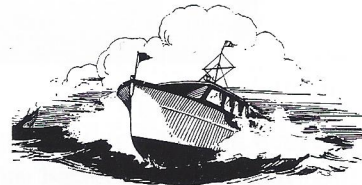
After discovery at the 32 acre mine, the only place in the western hemisphere where diamonds are found in natural volcanic matrix, the gem was named by Gov. Orval Faubus and cut by internationally famous diamond cutters in New York.

Prospectors Pay Fee

Guarded here day and night by two Arkansas State troopers, the gem was called "one of the most unusual stones we ever handled" by the diamond firm's president, Harold Branch. It is one of the more than 150,000 registered diamonds – both decorative and industrial – found at the Arkansas "Crater of Diamonds" since 1906. They are collectively valued at more than \$1,000,000.

The mine is operated on a unique "finders keepers" basis after repeated attempts at commercial exploitation failed. Amateur prospectors pay a \$1.50 fee to poke about the barren ground and what they find is theirs, provided it's under five carats. Howard A. Miller, the operator claims 25 percent of larger stones.

On display throughout the show in the Arkansas Traveler booth along the Halstead St. wall of the International Amphitheater, the diamond studded craft will be a mecca for amateur photographers during the next 10 days.



PASSION FOR BOATS BRINGS ABOUT REBIRTH OF A CLASSIC cont'd

The cost of all this logistical effort will be "a sizeable five-figure number," Durda said, most of which will be paid by Genmar, an IDS Center tenant. Jacobs plans to introduce the Windsor Craft at an invitation-only party on the evening of June 4, but the boats will be available for public inspection from 10 a.m. to 2 p.m. and 4 to 6 p.m. Tuesday through Friday that week.

"When you have a dream or a vision, it's so fulfilling to see it happen," Jacobs said. "There's nothing more fun -- it's like the birth of a new child."

Susan E. Peterson

• 612-673-4506

• sepeterson@startribune.com

Minnehaha Maintenance

by Bob Johnson

I have been asked to write an article on Minnehaha maintenance, which takes place each year during the winter.

Before I get to the job, a bit of background on my boating experience. I have been very interested in antique and classic boats and boating since I was a kid. My uncle had a wooden Chris Craft cruiser on the St. Croix River and we went down there on Sundays quite regularly in the 1950's. I liked the cruiser a lot but I especially liked the open speed boats and would walk the docks drooling over the Century Resorters and Coronados and the Chris Craft Continentals and Riviera's.

Through that experience I have come to own several wooden inboard speedboats and have enjoyed using and working on them.

I was lucky to meet Tom Juul, a boat restorer, and he let me help him in restoring a few of my boats over the years. His techniques have given me a good background in painting and varnishing boats, which transfers well to the Minnehaha work I enjoy doing.

Another bit of important background is my philosophy on whether the Minnehaha is a workboat or a showboat. Is the paint and varnish just a coating to protect the wood (like a workboat) or is it to protect and look nice at the same time (like a showboat). It's a lot more work to make the boat look like a showboat. Is the extra effort worth it? To me it is but to most of our volunteers and passengers it doesn't seem to make any difference.

The other important philosophic challenge is the use of volunteer workers. There are many who are excellent and qualified to do the work and there are others who are lacking any experience in boat work whatsoever. How do you teach someone how to use a hammer when they don't even know which end you hold in your hand?



It takes a lot of patience and checking and rechecking on work. What you want to do is involve as many people as possible without creating more work than you started with because of screw-ups.

As an example, we needed to varnish the insides of the windows and their associated trim pieces.

There are two windows on each of 41 window openings with 4 trim pieces in each opening. This makes 246 pieces of varnished mahogany with which to deal. Sanding these was a delicate matter since they had very little varnish on them. It was easy to "burn through" the edges if you didn't keep the sander exactly flat on the piece and sand through the varnish and stain into raw wood, which doesn't match the stained wood very well. Of the 246 pieces over 150 had "burn through" on them, requiring me to individually stain and seal these spots (which, by the way, doesn't turn out that well).

In the end this was not a very successful volunteer job. It would have been far easier to sand all the pieces myself and save all the extra staining effort on the "burn through" spots. I should have checked the work of the volunteers more often to prevent this from getting to be a big problem.

Minnehaha Maintenance
Continued on Page 17

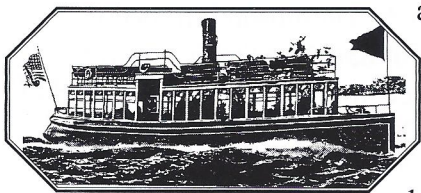
Minnehaha Maintenance Cont'd

Here's another example of volunteer labor gone awry. Dave Cocoran spent weeks sanding and prepping the cabin for a new coat of yellow paint. On a Saturday he didn't show up, another volunteer brought his thirteen year old granddaughter and her girlfriend to the barn to help with painting or "whatever". Seeing the cabin all prepped and ready, he put the 2 girls on the job. The result as expected was horrendous. A mass of helter-skelter brush marks on a background of runs and sags with a bunch of "skip" areas for good measure. All of Dave's prep work (which is 95% of the painting job) was wasted. The girls should never have been allowed to do this critical final step.

In addition to lack of know how we see physical limitations in a lot of our volunteers. We have a lot of work requiring kneeling, sitting on the floor, working from ladders, step stools or scaffolding. Most people only want to work above the waist level and below shoulder level. Unfortunately, we have to work with arms over shoulder level and bent over below waist level many times. Boat work is also dirty work so the people who show up in their party clothes don't usually come back again.

Fortunately we are still left with volunteers who are competent and willing to do dirty work in uncomfortable positions. So now we can get down to the maintenance work.

There are 3 main maintenance areas: 1) paint and varnish 2) structural work 3) mechanical work. Brad Buxton is primarily involved in the structural or wood maintenance. Fred Fey and Terry Burns mainly look after the mechanicals, which include the boiler, engine, generator set, and plumbing and electrical and all the associated systems. I am in charge of painting and varnishing.



Each of the 3 areas has a checklist of things they do each year along

with special projects from time to time as needed. Since I really only know my area I'll leave the other areas to other authors.

The varnish work is inside the cabin and because of that it receives very little sun light, dirt and water exposure. Because of these ideal conditions it has required only one recoating which happened in 2004 after eight years of operation.

The paintwork is on the outside and gets sun, dirt and water every day. Ideally we should be in a covered slip, which would protect the boat from these elements, but we don't have that.

After observing the paint condition for many years, I have noticed that it holds up good for about 3 seasons, and then it begins to fade and deteriorate quite noticeably. Because of that I have divided the boat into 3 sections and do one section each year on a rotating schedule. This keeps the paint looking good to very good all the time. One section is the sides of the boat from the water line up to the rub rail. The second section is the area between the rub rail and the gunwale cap and the third section is the cabin and it includes the windows.

I tried painting the windows in place (without removing them) but this was very clumsy and messy so we have taken them out for painting since then. This requires taking out a lot of the varnished trim pieces but the good results are worth the effort.

Typically I put two coats on everything, thinking it would hold up better than one coat. But I couldn't really tell any difference from one coat so I'm back to one coat only. Very little of the painting process is the actual painting. A good friend put it well when he said: "it takes me 2 weeks to prep a car for paint and only two hours to paint it". The boat is the same. Most of the prep work is spent in tedious amounts of sanding with some "ding" repair thrown in for variety. The paint job is only as good as the prep work, in fact the paint actually exaggerates the imperfections in the prep work. So you can see, the prep work is what makes the job.

Many a volunteer has shown up to do some painting only to be given a sander and a box of sandpaper each Saturday for 3-4 months before any painting is actually done.

Minnehaha Maintenance Cont'd

Finally, some time in the spring, the prep work is completed and the actual painting can take place. I have found that the boat is too cold for the paint to flow out into a smooth glass like finish unless I keep the heat on at about 55 degrees for 3 days prior to painting. I have also found that painting cannot be done on a Saturday when Brad is making a ton of dust and the engineers are squirting oil all over or walking on or touching the wet paint. So painting takes place during the week when most volunteers cannot help.

For the lucky volunteer who is available on paint day the roller and brush are still not available to him or her because other last minute prep work must be done ahead of the painter (me).

First the surface must be wiped down well with an alcohol soaked rag. Then the surface is rubbed down with a new tack cloth. Then the tape must be rubbed with a plastic spatula to be sure the edge is well stuck and prevents "bleed under". At the same time he/she is doing all this he/she helps me pick up any "skips" or "runs" and moves the light tree so I can really see what I am doing.

After he/she gets all this last minute prep work done and he/she finally thinks he/she is going to get a few brush strokes in-guess what???? I am done!

Another cycle of maintenance work is completed and the Minnehaha looks in the words of Garrison Kiellor "pretty good".

I would be remiss if I didn't extend a **BIG THANK YOU** to all the volunteers who do the maintenance work each winter.



Editor's Note: BSLOL member Bob Johnson wrote the following article about the steamboat Minnehaha. This vessel is an excursion boat on Lake Minnetonka, west of Minneapolis. It was constructed in 1905-06, scuttled in 1926, and raised from the murky depths in 1980. In 1996 she was put back into service after a major restoration.

Museum in Winona

A new museum focusing upon maritime art is in operation at Winona, Minnesota.

The Museum

What began as an informal conversation about the fate of the soon to be decommissioned dredge boat William A. Thompson has developed into a world class museum along the Mississippi Riverfront in Winona. The Museum opened July 27th, 2006.

Mission Statement

The mission of the Minnesota Marine Art Museum is....

To enrich the human experience
 To enable the joy of discovery
 To elevate the spirit

All through the world of art.

The Minnesota Marine Art Museum currently features four major art collections, making it a regional and national attraction. The Burrichter-Kierlin Marine Art Collection, on loan to the museum, features oil paintings, watercolors and three-dimensional marine art objects from a variety of countries and periods created by many of the world's most important marine artists. The Leo and Marilyn Smith Folk Art Collection consist of distinctive wood carved and hand painted sculptures that capture the spirit of small town river life. A rare collection of amazing photographs and maps by Henry Peter Bosse reflect 19th century Mississippi River life and landscapes. Finally, U.S. Army Corps of Engineers' Dredge William A. Thompson will become a river history exhibit, docked adjacent to the museum once decommissioned in 2007 and open for display in 2008.



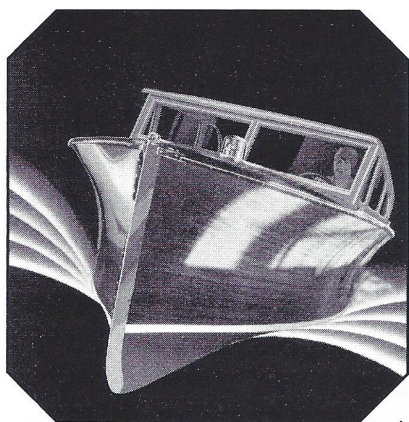
Minnesota Marine Art Museum

Museum Continued on Page 25

Continued from the Spring 2007 issue

BEHIND THE SCENES WITH GAR WOOD 1935 - PART II

Its strength is over twice that of a brass screw or bolt of the same size, yet it



"That was the beginning of our boat business, you might say. From that point it has grown and branched out so that we now have a modern factory worth a quarter of a million dollars, and our own facilities for turning out the

highest type of motor boats that can be built today. They are, in a true sense, offshoots of the famous Miss Americas, and the knowledge gained in our building of race boats, has stood us in excellent stead in building fast motor boats."

"As near as I can figure it out then," I said, "this business seems to have been founded on experience. Others came to you to take advantage of your experience in building boats."

And if there was one keynote to the whole Gar Wood organization, one fact around which the whole business seems to be built, I would say it was EXPERIENCE. Wherever I turned I saw things that were new and different to me. When I asked about them—tried to find out the why and wherefore, I invariably found that this was so, or those things were being used, because after testing or trying others out—this performed best. Some of the kinks or ideas came directly from the Miss Americas. Some came straight from the clear brain of Gar Wood himself. Some from the men who live with these boats. And many more from the tests and trials of the boats themselves. When one part of the craft didn't live up to expectations, it became a quest to find the perfect fitting for it. Everything that goes into the stock Gar Wood boats is there, I found, because it does the best job—regardless of cost.

Starting at the south end of the boat plant, which was some six hundred feet from end to end, we saw every phase of the building of a Gar Wood boat. The very first thing that drew my attention was the stout construction of the boats. The quality of the woods used—the oak, African Mahogany, airplane spruce, and apitong. Each of the woods has certain uses for which it is ideally suited. I myself had never heard of apitong until I visited the Marysville plant. It is a wood harder than oak, but impervious to rot, and is obtainable in greater lengths with straight grain.

Hence its use in the frames of these boats, where strength is essential.

Looking at the fastenings which are used in Gar Wood boats, I was amazed at the predominance of Everdur. This relatively new metal made by the American Brass Company has some remarkable qualities which make it ideal for boats.

withstands any and all corrosive action. The number of screws alone that go into one 28 foot runabout is amazing. Would you believe that 10,346 separate Holtite screws are used in fastening just one hull together?

This particular brand of screw, made by the Continental Screw Company of New Bedford, is used on the Miss Americas as well as the stock boats, because of its remarkable holding qualities. When you think of the strain a boat is up against, though, you like to see this stout construction.

We watched one of these boats being framed and I learned that in the frames alone there are several hundred Everdur carriage bolts which are all supplied by W. L. Gundry of Boston. Compare the strength of these frames with the old fashioned method of building them, and one can understand how Gar Wood boats take the terrific punishment that they do. Ed Hancock told me that Everdur was first discovered for the Miss America, and then passed along to the stock boats.

We walked slowly down the aisles between the boats which were taking shape. I couldn't help but notice the labor saving devices on all sides. From the overhead trolley system which comprised electric hoists and cars for carrying the hulls anywhere around the plant—to the electric power tools for almost every operation. I couldn't help but contrast these with the methods of hand building of ten years ago. What strides Gar Wood had made over the old fashioned ways.

A man with a power drill in his hand before us was a perfect example. He was drilling the screw holes and countersinks in the side planking of a 22 foot runabout. He probably made fifty holes per minute, each one perfectly drilled and countersunk to the proper depth. I saw he was using National Twist drills, and could well understand why.

Just behind him a man was inserting the Everdur screws by hand in the holes already made. Behind him was another man with an electric screw driver setting each one of the screws. How smoothly they worked, and yet how quickly they moved down the side of the hull.

After the screws had been driven home, along came a man with a box of mahogany plugs. His job was to dip a plug in marine glue and insert it in the hole covering up the screw. Of course he had to match the grains perfectly, yet he moved so swiftly it was a delight to watch him.

We stopped near a workman who was busy cutting something from large sheets of plywood. At the bandsaw he just held his wood against the saw and turned out the most intricate forms in no time at all. I asked the foreman what he was doing.

"We have come to use plywood more and more in the construction of Gar Wood boats," said he. "First of all, it's so

Wine Cruise Fun

By Andreas Jordahl Rhude

Eight vintage boats and approximately 25 people had a fun time on Friday June 8. The activity was our BSLOL monthly club cruise. Dubbed the "Wine Cruise," hopefully it will become an annual event.

The no fee cruise started at Mound, Minnesota's "Lost Lake" on Lake Minnetonka. Skippers and crews and passengers loaded up and disembarked at the new municipal docks. We cruised Upper Lake thru the Narrows and ended up at Big Island. The weather was a beautiful an made for a perfect evening on the water.

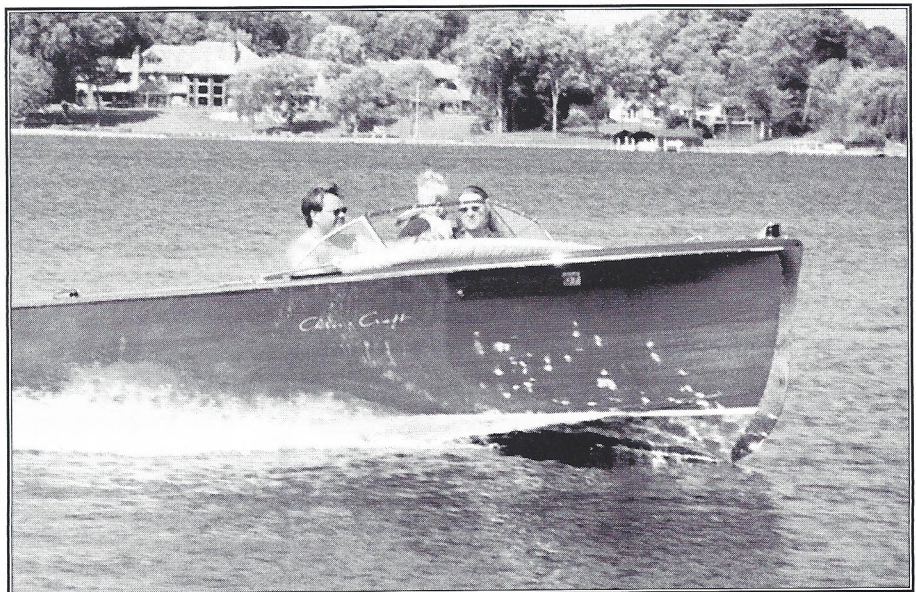
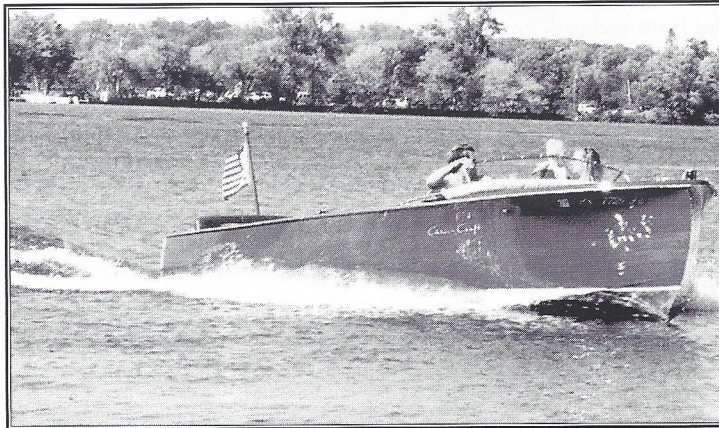
Tom Robb willingly and graciously offered his island house for our party. He provided grills so that folks could BBQ their meal. It was a pot luck affair and as usual everyone outdid themselves with scrumptious goodies.

So where does the wine come in? Fred and Beth Goughnour concocted several sangria wines, some non-alcoholic. It was a blast to sample the fruity, light drinks.

Future boaters were also a part of the evening. Three and one-half year old Blake Ernst and three and one-half year old Emily Robb Ojeda (Tom's grand daughter) were there, having a most excellent time.

THANK YOU to Tom Robb for hosting us and for Fred Goughnour for making the plans and to him and Beth for brewing the wine!

The low-key club cruises are wonderful opportunities to get out and use our classic boats, have fun, renew old acquaintances, and make new friends. You do not need to bring a boat; there is always ample room to hitch a ride with very willing captains. What boat owner would pass up the opportunity to give a ride in their pride and joy!



Won't you make an effort to join in the future club cruises?

You should.

You're missing the boat otherwise.

Porthole to Past - cont'd from page 19

strong, and secondly because it's so easy to handle. This man here is cutting out the complete seat backs for the 25 foot runabout, all in one operation. The piece of wood is now ready for the paint shop, then the upholstery department. When we built these up, it took twice as long, and the finished product wasn't anywhere near as strong. The U. S. Plywood Company supply all our plywood to us, and I can truthfully say that this wood is one of the greatest assets a boatbuilder can have today."

Somebody called us to the windows, which face on the St. Clair River—just a few rods away. Three of the new 22 footers were being tested together. They made a beautiful sight as they sailed down the river at something over 38 miles an hour.

"Why is it that the modern high speed runabout never leaks?" I asked Nap Lisee, designer of the Miss Americas, and all the stock Gar Wood boats. "Remember the way the old round bottom boats of our boyhood used to leak?"

"The secret is in the bottom construction," said he. "Today we build a double bottom with a layer of heavy canvas between. In the old days we relied on single bottoms, and there was just no way in the world of keeping the water from forcing its way in between the planks. Today we make the equivalent of a plywood bottom—two thicknesses of wood, running in different directions, with canvas and four coats of heavy paint in between.

"One of our 28 footers carries over 200 square feet of heavy canvas impregnated with marine paint in the bottom alone. The J. C. Goss Company of Detroit supplies this canvas to us along with all the other canvas required on the boats, such as mooring covers, decks on the cruisers, etc.

I was very much interested in this bottom construction because I knew that it was taken directly from the Miss Americas. I had to go back to where a workman was covering both sides of the inside bottom planks. He was using the special Lionoil marine gray paint that Berry Bros. had created for Gar Wood boats. After these planks were fastened, the canvas was tightly stretched over them, but not until the canvas itself was thickly laid with paint. Then as the last or outside planking went on, it was heavily covered with paint, so that by the time the Gar Wood double bottom was finally built up there were the four coats.

In going farther down the production line I noticed this same resistive paint being used on the interiors of all the boats. "When the boats left the factory there wasn't a square inch of wood that was left unprotected. Surely it was easy to understand why the boats built fifteen years ago by Gar Wood are still going strong today.

When we reached the varnish rooms I wanted to stop and get Ed Hancock to explain to me how Gar Wood gets the marvelous satin finishes that they put on the boats. To me

these boats have always carried the most beautiful finishes of any craft afloat.

"They not only look well, but they stand up," said Ed, "because we do three things. First, we use the best lumber we can buy, and second, we get the best varnish we can find, and lastly, we put it on carefully, under ideal conditions. This is an almost unbeatable combination.

"The African mahogany that the Scranton Lumber Company of Detroit ships in here is just about the finest, most evenly selected that we have ever used in building boats. It is matched for color, and of course its moisture content is exactly what we specify in our requirements. This is a big start toward that piano-like finish which you speak about.

"After the hull is planed, scraped and sanded, we fill the wood with International Paint Company's filler. We use their standard dark mahogany color, and carefully seal that filler in before we ever touch a varnish brush to the hull. We've had excellent results with this particular product. An automatic temperature device keeps the varnish rooms at 80 degrees Fahrenheit. In the dust-proof enclosures the men go to work. A coat of varnish is flowed on. After drying twenty-four hours, it is sanded and the next coat goes on. So the process continues day after day until as many as eight coats have been applied to the decks of the 28 footers, for example. Then comes the hand-rubbing process which gives the boats the particular gloss of which you speak. First, with pumice stone and oil, then with rotten stone and oil the workmen go over the entire deck. After several hours of rubbing by hand you have that incomparable satiny finish which all Gar Wood boats carry when they leave the factory.

"So you see it's not one, but a great many things which contribute to the final appearance of these boats. Wood, varnish, knowledge, time and then intelligent labor."

"You haven't told me the kind of varnish, Ed, that you use on your Gar Wood boats, but I presume it's the best money can buy. I've been driving a 28-40 Gar Wood runabout for six years and I know something about the way the finish stands up. "I'd say the varnish responsible for these beautiful finishes was one made by Edward Smith & Co. And it probably will be "Aquatite." I remember Gar Wood used Aquatite on

Miss America where the varnish had to stand up due to the terrific friction caused by her sensational speed."

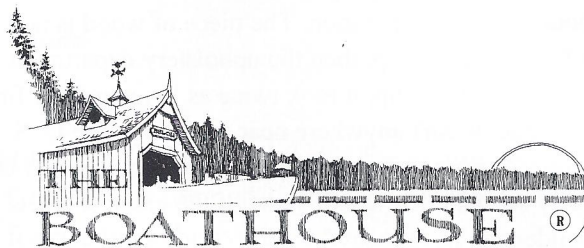
porthole



behind the scenes with Garwood part iii
 to be continued in the next issue of the boathouse

Boathouse™ Ch...ch...ch changes

There is a new sheriff in town! OK – well, not a new sheriff, but a new editorial team has been assembled for the Boathouse™. It is going to be a tough act to follow. Our excellent and dedicated Peggy Merjanian has retired. She has been an unequaled asset to BSLOL. We can only hope to keep up the high standards she set.



The new editor is Eric Richards. He was a familiar face at many BSLOL activities a number of years ago while he resided in the Twin Cities. He is now living at Virginia, Minnesota. He has the skills necessary to “create” the magazine. His technical abilities will put the “face” to the Boathouse™.

A new position has been established and a BSLOL regular has been coaxed into joining the team. Andreas Jordahl Rhude will be “managing editor.” This will be the general manager or captain, so to speak. He will wrangle the regular contributing authors and coordinate the content. He will be reporting to the president and board of directors.

Naturally, we will not let Peggy off the hook completely. She has been promoted to “editor emeritus,” and she will continue to advise and guide us into our new era.

How can you help make this transition a success? It is simple. Send us stories of your antique and classic boating adventures. Make your voice heard. You need not be a polished or professional writer. Just get the “bones” to us and we will work our editorial magic to bring your story to life.

What types of stories do we want? Good question. Almost anything can be considered. Any length will also be considered.

- When and how did you get interested in vintage boats?
- What have you restored? What were the highlights (and low lights too – maybe your fumbles can prevent others from making the same mistake)?
- Tell us about your experiences at our BSLOL shows and other events.
- Tell us about your experiences at other, non-BSLOL, shows and events
- Share your photographs from BSLOL and other events.
- Tell us about your favorite place(s) to go boating.
- Share your tips on restoration resources such as: chromers; hardware sources; lumber and plywood sources; finish sources; etc...
- Give us tips on article leads and ideas
- Share your opinion in a guest editorial
- Share your “library – archive” of vintage boating literature, magazines, photos, post cards....so that we can reprint them
- Other????

This is open to any and all boat types no matter what material was utilized in her construction. Wood, steel, aluminum, fiberglass, and composites. We want it all!

Join the team and help to continue the excellence that has become the Boathouse™.



INFORMATION

BSLOL Cub Reporter Needed

We need a cub reporter to write about all of our events. Do you have the willingness to share what takes place at BSLOL activities with our entire family? Bring out your creativeness and let those that cannot make it to our educational workshops, shows, displays, etc... know what they are missing.

Get in touch with Andreas (see contact information on page 2) if you have what it takes to join in the fun. Pulitzer Prize winning writing is NOT required. We can edit to make you sound like a noted writer. Pictures too, are needed, of all our events. This holds true for events outside of BSLOL such as other vintage boat shows and events.

Please Contribute

Articles about Minnesota and Wisconsin boat manufacturers are wanted for our magazine. We desire to have an expose' on boat makers based in Minnesota and Wisconsin in each issue of the Boathouse™. If you can lend a hand, please let us know. This is open to any builder from any time period and any material. The same holds true for builders of outboard motors and marine inboard engines in these areas. Contact the editorial team.

Spring Kick-Off

Our first club boating event of the season happened on a windy and chilly Sunday the 20th of May on Lake Minnetonka. A group of 41 members and friends got together at Al and Alma's Restaurant for drinks and diner. Afterwards three hearty captains gave boat rides. There were eight new members in attendance! Hopefully we will see more new members at our upcoming activities. Thanks to Ray and Margot Garin for coordinating the gathering.

See Pictures on Page 12

Winter Boat Show

It is difficult to think about ice, snow, and cold when the summer boating season is in full swing. But that is exactly what needs to happen. Planning for our display at the 36th Minneapolis Boat Show is already underway. You can help.

Boats are needed for our display. Six to eight vintage boats in show quality need to be found and "reserved." We desire to have one classic fiberglass and one classic aluminum boat along with the old wooden watercraft. These boats must be in tip top condition worthy of participating in our booth.

Also, an apprentice is needed to learn the ropes of planning and implementing this important club activity. It is time to pass on the reigns and show coordinator Andreas Jordahl Rhude desires to let someone else take control. Duties include working with the Minneapolis Boat Show staff, lining up the boats for the display, coordinating our booth volunteer workers, coordinating the work teams to get boats and docks into our space and torn down after the show's end, etc... It is a very rewarding experience.

If you think you have what it takes to assist your club, please get in touch with Andreas (see page two for contact information).

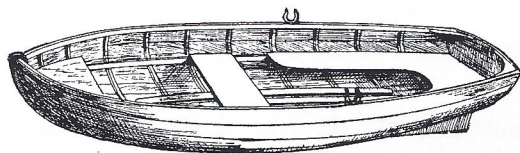
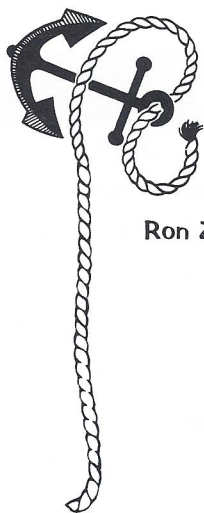
Show dates are 23-27 January 2008. Look at www.minneapolisboatshow.com for general information about the show.





Welcome Aboard!

2007 Calendar of Events



David and Jan Jamieson – Wayzata, MN

Brody Koebensky – Eveleth, MN

Michael and Paula Carpentier – Chaska, MN

Kevin Pilarski – Woodbury, MN

Ted Rodgers and Pete Rodgers- Edina, MN

Ron Zemke and Jennifer Gysbers - St. Paul, MN

John and Karen Freed - Forest Lake, MN

Bob and Judy Northrup - Balsam Lake, WI

Tom and Joanie Ward – East Gull Lake, MN

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:

The Margate on Lake Winnepesaukee

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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,

Moonlite Bay Family Restaurant & Bar
at Crosslake Minnesota

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 at 218-543-6657.

July. 22 POKER RUN on LAKE MINNETONKA
The fun begins at 10:00 at the city of Mound, MN Lost Lake docks. The game consists of building a poker hand by collecting a card at 5 different locations around the lake. The game ends back at the Lost Lake docks at 1:00. The best hand wins (prize and surprise gifts to be announced). BSLOL will provide a picnic lunch. Reservations required. **RSVP to Fred Goughnour at 952-472-7649** by Friday July 20.

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

Sep. 22 9:00 - 12: 30. Educational Workshop at Bayport Marina, Bayport, MN. Topic will be "Winterization of Your Boat and Engine." An actual boat and inboard motor will be winterized at this workshop. An outboard motor will also be winterized.

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

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

Museum in Winona cont'd

The property is located at 800 Riverview Drive, just west of the Interstate Bridge along the Mississippi River. The building features three galleries, a reception space, museum store, self-service cafe, staff and support facilities. The architectural theme of the building and grounds is that of a turn of the century waterfront and harbor.

Six acres of garden and grounds include more than 40,000 plants-trees shrubs, flowers, and grasses-complete with a native prairie area, wildflower meadow, perennial borders, and walkways. Outdoor benches and tables offer a beautiful view of the landscaping and the Mississippi River.

Weathervane

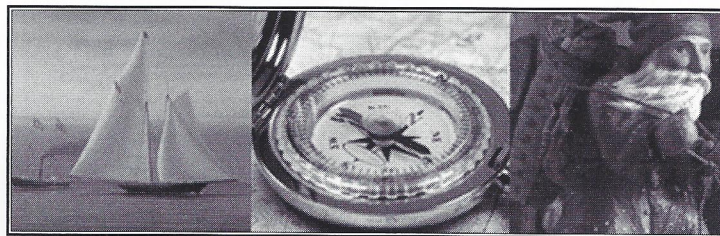
Nova Scotian artist Murray Stevens is a seventh generation member of a family of sail makers, boat designers, and boat and yacht builders -- as well as being a racing sailor. He followed his father, David, into the family's boat design and building business.

Murray, trained in metal work in Rhineland, Germany and was commissioned in 1983 to design and build a large stainless steel schooner weathervane to be mounted on top of the Canadian Trade Center Tower in Halifax, Nova Scotia. The weathervane at the Minnesota Marine Art Museum is a smaller version of that first weathervane of 22 years ago. The artist agreed to come out of a 20-year retirement to construct this symbol for the Museum.

The Museum's weathervane weighs 650 pounds, with the globe alone measures thirty inches in diameter. It is made of stainless steel and fiberglass and serves as the model for the Museum's logo.

William A. Thompson Exhibit

Built in 1937 & delivered to the U.S. Army Corps of Engineers in Fountain City, Wisconsin, the dredge William A. Thompson maintains the navigation channel of several upper Midwestern rivers, particularly the Upper Mississippi. Nearly 270 feet long & weighing 1,370 tons, this unique vessel is part of the lives of all who love this beautiful river valley. Once it is decommissioned in 2007 William A. Thompson will be set on specially constructed platform adjacent to the museum, restored, refurbished and serve as a dynamic exhibit to the museum.



Minnesota Marine Art Museum

800 Riverview Drive

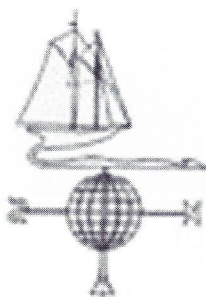
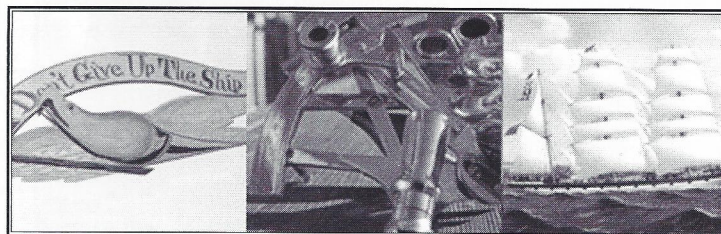
Winona, MN 55987

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Fax (507) 474-6625

www.minnesotamarineart.org



Minnesota Marine Art Museum



Remembering . . .

A look back to the early years.

We've dusted off the old albums and found these winners from our 1984 Rendezvous



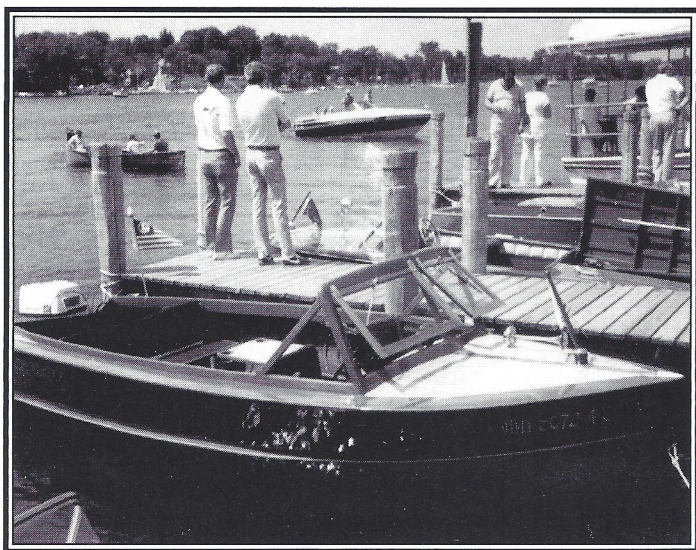
Best Classic Cruiser

1947 Chris
Lowell Arnold



Best Contemporary Utility

1984 Grand Craft
Minnetonka Boat Works



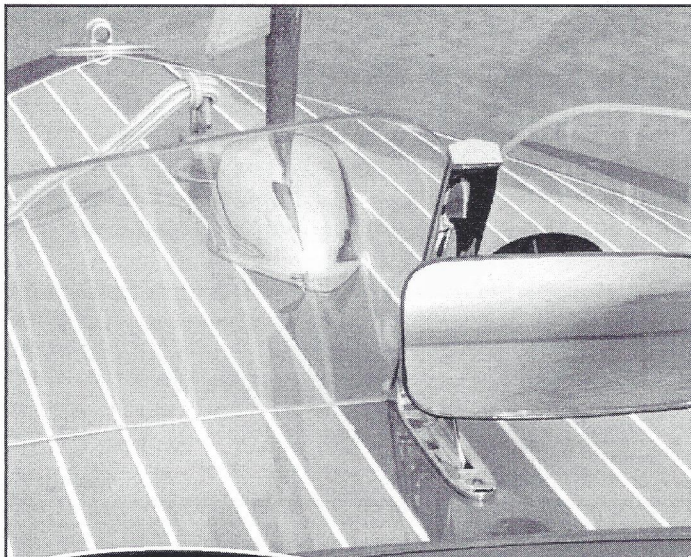
Best Outboard

1953 Larson
Dave Fisher




Best Sailboat

1886 Burfess/Lawley
Maurice Lizee



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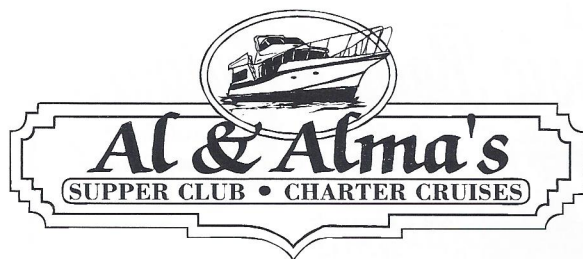
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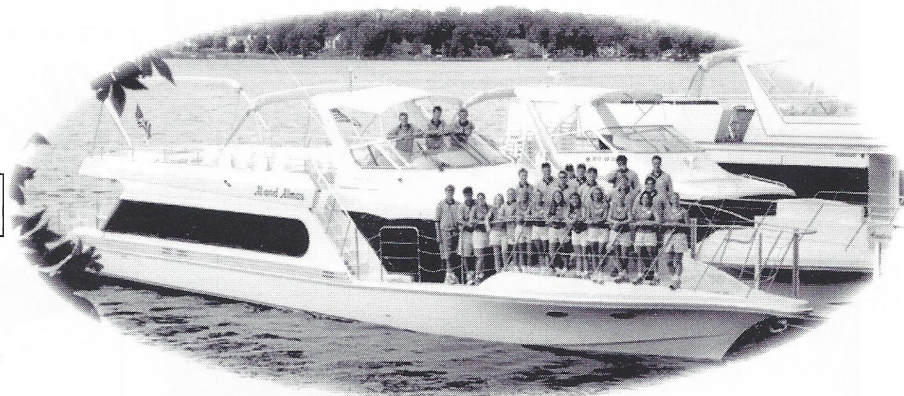
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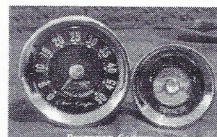
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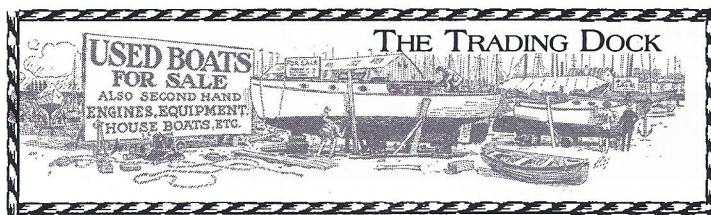
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Lake Minnetonka in
 Excelsior

Highway 101
 in Rogers



Trading Dock Continued
 on page 29

•1959 Larson Thunderhawk 16' all original boat with 1964 Johnson 90 hpmotor. Excellent original condition, red and white, new bottom cushions front and back, clear windshield, excellent hardware and glow poles. Hull in great condition with no damage. Red tail lights work. Engine runs strong and makes this boat really fly. I found a spare engine that goes with the boat. Trailer is original Montgomery Ward coil spring and shock (I think made by Tee Nee) in excellent condition with spare. Total package priced at \$ 3995.00. Call Dick Mickelson 763 545-1181. Boat located in Plymouth, MN. Motor parts and service manuals and other literature included.



●1955CHRIS~CRAFT CONTINENTAL 20' 20-CL-005. New Danenberg style 5200 bottom, new white oak keel&frames, new chines, new varnish, new tank&fuel system. 125hrs on completely rebuilt M(130hp), green interior, water line cover, trailer. \$32,000 Contact John Bergstrom. john@earthlink.net 218-729-8734.



●1962 CHRIS CRAFT 23' HOLIDAY - One of only 40 built. 98% original. 283/185. Factory convertible tope, side curtains, and boot. Storage trailer included. \$9,800. Call Jim Stowe, 952-471-0932 eves or 952-831-4044 days (M07-2)

●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. 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)

●cedar strip rowboats, cedar/canvas canoes, duck boats, outboard runabouts. To restore. 952-476-4364

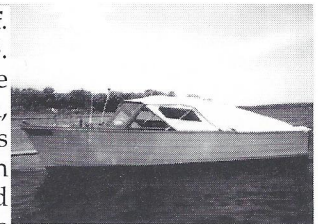
●1959 Century 16' Resorter, new bottom in 2004, 12 coats varnish, rebuilt 327 engine in 2004, lined gas tank. 2004 Yacht Club trailer. \$12,500. 2004 DH Shore Tracker boat railway system. 60' of track, 1 1/2 HP winch. \$4,500. 715-723-9753

●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)

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

●1960 20' 3' Chris Craft Sea Skiff. Completely refinished in 2005. New Chris Craft 283 V8 engine has only 1167.8 hours on the tach, total time on the new engine is 423 hours. Boat has always been stored indoors in the winter and kept under a covered clip in the summers. Boat comes with a single axle trailer with lights and a 2" ball hitch. Equipment included with the boat: compass, electric hour timer, CB radio, Lowrance fish locator, electric tachometer and standard tachometer, chrome rear flag mast and flag, complete convertible top, side curtains and complete rear cockpit cover. \$9,500. the boat can be viewed at Sailstar Marina, 741 Sailstar Drive NE, Cass Lake, MN or you can call 218-335-2316 for further information.



●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)



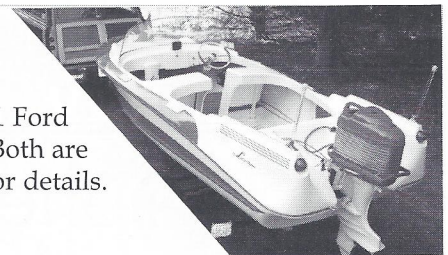
●1965 17' 6" Carver Custom Commander, 1983 70hp Evinrude Motor and Yacht Club trailer. The boat was completely gone through in 2003 and has had very limited use since the restoration. I have additional pictures that can be e-mailed or sent regular upon request. Asking \$7,500 OBO please contact Blaine or Lisa Waknitz @515-987-9927 or email blwaknitz@msn.com.

●1956 14' Larson All American with a 30hp Evinrude and trailer. This boat is a fiberglass hull with mahogany deck and interior. This will be a very nice boat once restoration is complete. Asking \$1,000 OBO contact Blaine or Lisa Waknitz @ 515-987-992 or email blwaknitz@msn.com

●For sale: 1958 Dunphy runabout 14 1/2 ft., molded mahogany veneer, very good condition. circa 1979 Johnson 25 HP electric start outboard, low hours. 1958 ALO trailer. Travel cover. Call Earl in Marian, IA at 319-377-1102.

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

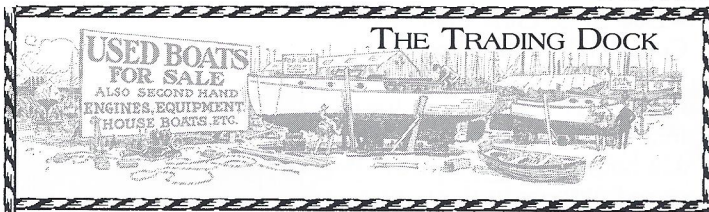
●1957 LARSON THUNDERHAWK - w/Mark 55 Mercury w/trailer with a 1951 Ford Woody 4x4-302,C6. Both are fully restored. Call for details.



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



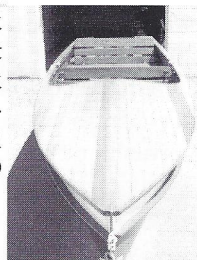
For either of the above, CALL DENIS 218-246-8868 (M07-1)



- **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 Mercuser. Needs cosmetics. Turn key - \$3,500.
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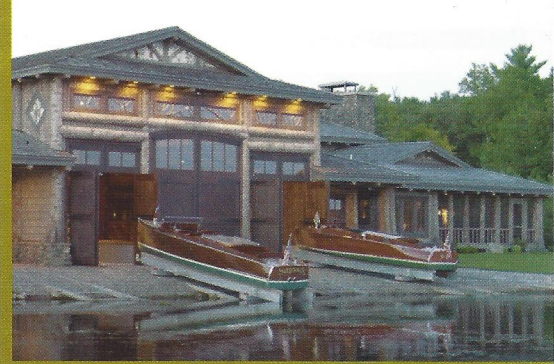
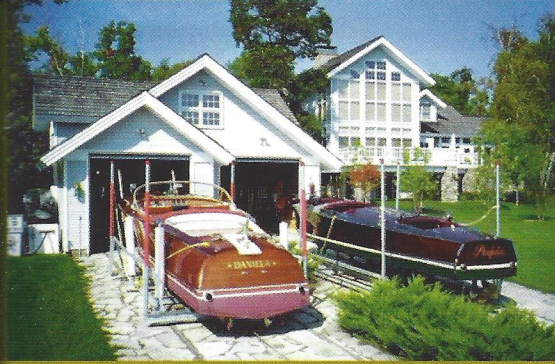
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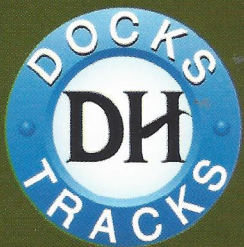
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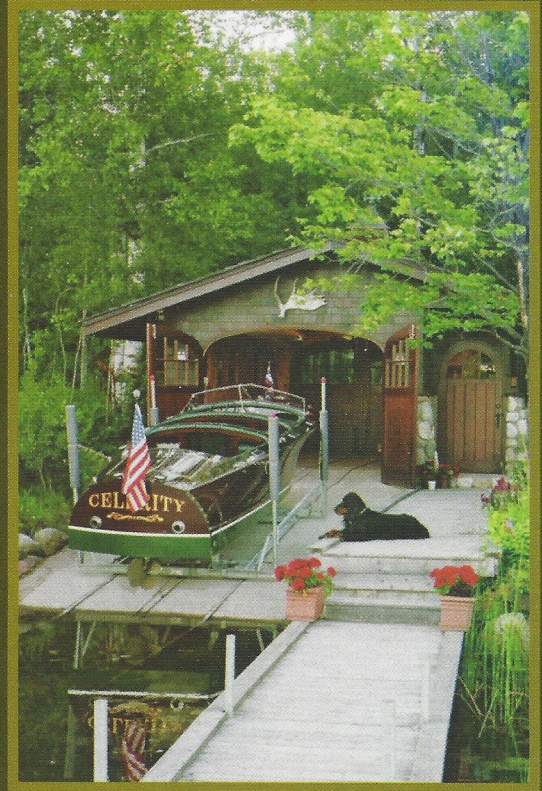
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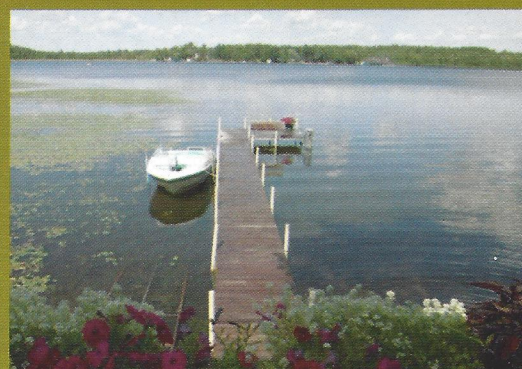
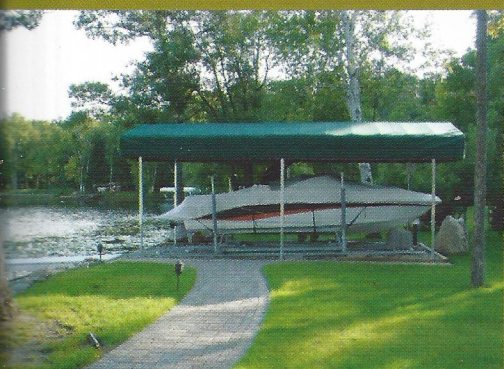
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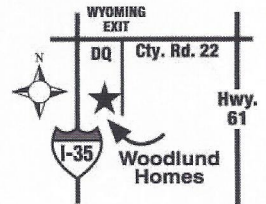
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