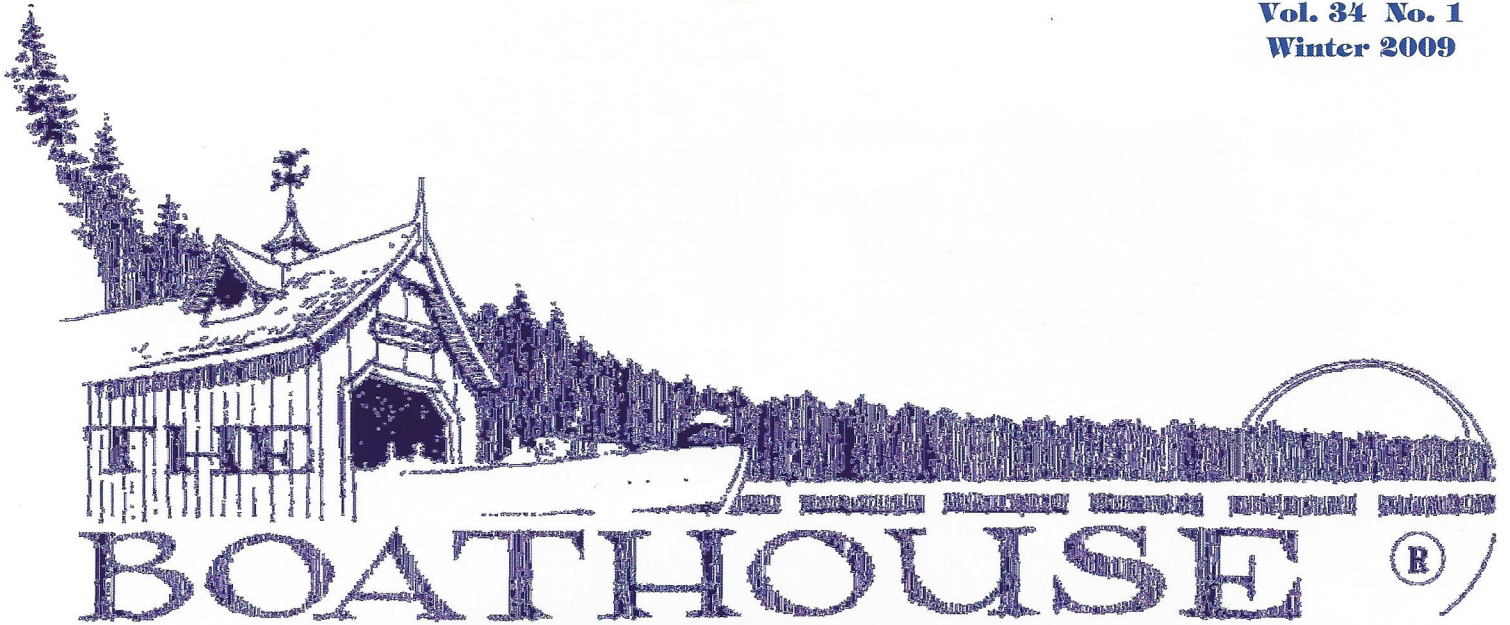
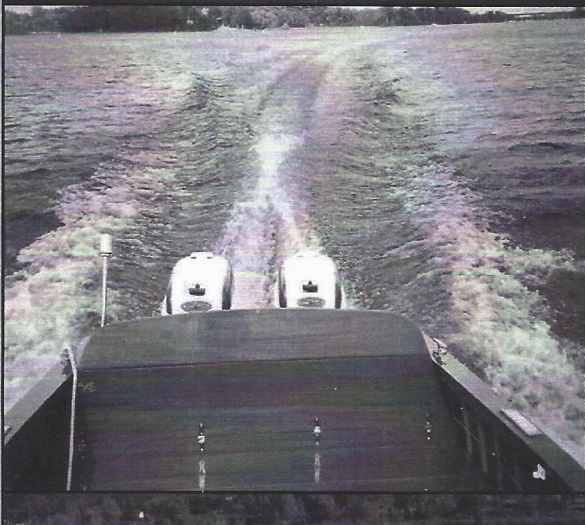
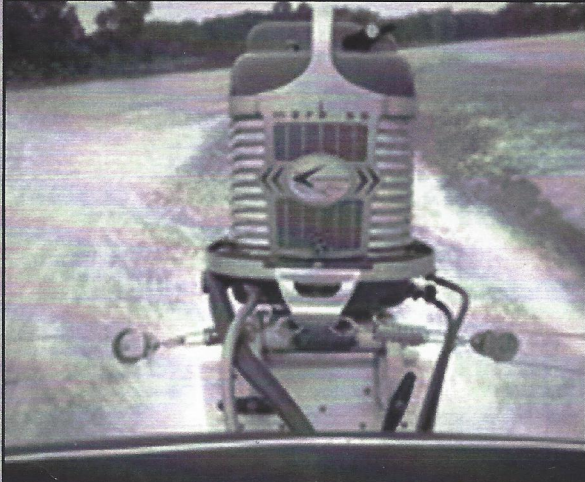
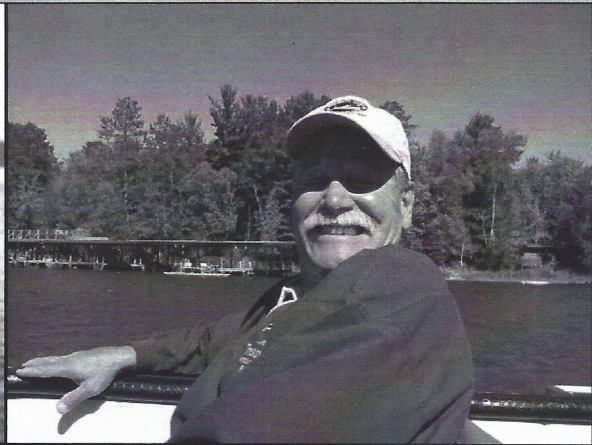


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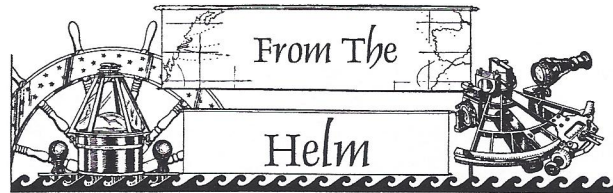
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From the Desk of the Managing Editor

You may have noticed some changes in this issue of the Boathouse; less color, fewer pages, and non-glossy paper for the interior. By directive of the BSLOL Board, the cost for the magazine, our largest annual expenditure, must be cut by twenty percent.

Not only have the auto industry, housing markets, and financial institutions been affected by the recession; BSLOL has felt the pinch as well. We have lost many of our major advertisers, our membership has dropped by nearly 30 percent since December 2007, and our largest single source of income, the Minneapolis Boat Show, has vanished. Our belt must be tightened. The above measures will bring our budget closer to being balanced. It is hoped that things will turn around soon so that we can maintain the high quality of this award winning publication. Be assured, the content will not suffer during these trying times.

How can you help? If you know of anyone that has let their membership lapse, urge them to rejoin our family. Membership application blanks can be found in each issue of the magazine and on our website: www.acbs-bslol.com. Word of mouth is the best selling tool. Also, YOU can sell advertising in the magazine. Ad rates, size, and deadlines are published at the back of each issue. Get corporate sponsorships. Remember that we are an incorporated non-profit with 501c3 IRS educational status.

You can also assist by submitting articles and ideas for articles. Tell us about the boat you are restoring. What type of boat and what you are doing? What materials do you use? Where do you obtain your restoration supplies? Let us know where you use your vintage watercraft. Share fun stories about children and boating. Share your pictures with all of us. What classic and antique boat events do you attend? The list is endless....

"We are all ordinary people, but even an ordinary secretary or a housewife or a teenager can, within their own small way, turn on a small light in a dark room."

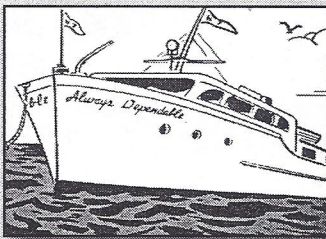
Miep Gies – the woman who helped conceal Anne Frank from the Nazi persecutors

Help your club by turning on a light in this time of darkness.

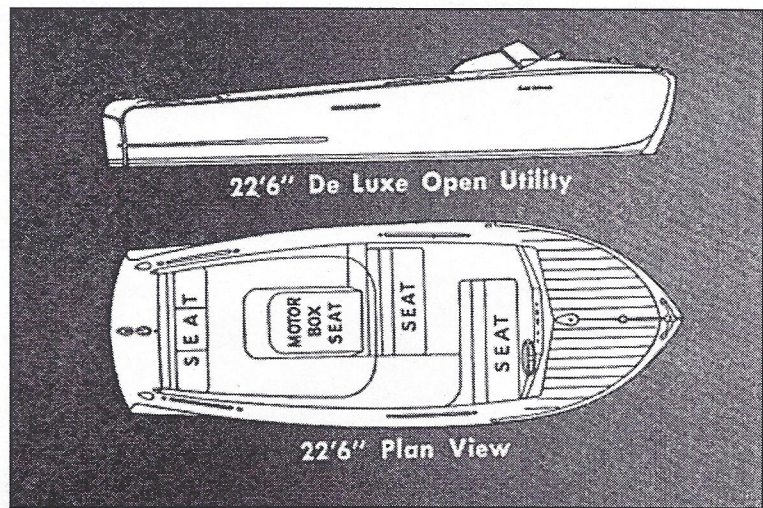
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Photos in this issue provided by:
A.J. Rhude, Mark Nelson, Clark Oltman,
Steve Merjanian and Del Van Emmerik



BOB SPELTZ LAND-O-LAKES CHAPTER

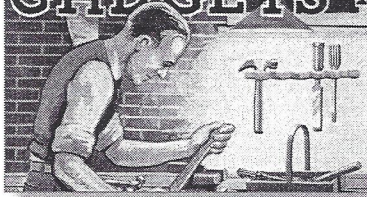
ANTIQUE & CLASSIC BOAT SOCIETY, INC.

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.

GADGETS AND KINKS



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

Plugging Stripped Screw Holes Or Making Square Pegs Fit in Round Holes

**By
Sherwood Heggen**

During the course of restoring a boat, there will be stripped or unwanted screw holes in the framework. Plugging the screw hole is the obvious repair but what is a good method to get proper results? I have used the method below for years with excellent success. I hope you find it helpful.

First, let me tell you what I do not favor as a repair for screw holes - toothpicks and dowels. Why? Toothpicks don't fill the entire hole and the epoxy, or whatever kind of glue used to hold them in, makes up the bulk of the hole repair. Glue does not have any strength against the screw. Dowels have a lot more bulk to them and a little less glue mass so they might seem to be a better choice to fill the hole. But, the materials that make up the dowels and toothpicks are generally harder than the framework in which they are being installed. This can cause the screw to go in at an angle when the screw seeks the path of least resistance. If you are repairing rub rails screws, the screws should go in straight so the screw head is set flush to the hole rather than having an edge of the screw head proud of the rub rail. This edge catches towels during wiping down the boat and can be hazardous to hands that rub against the rail when assisting in docking the boat.

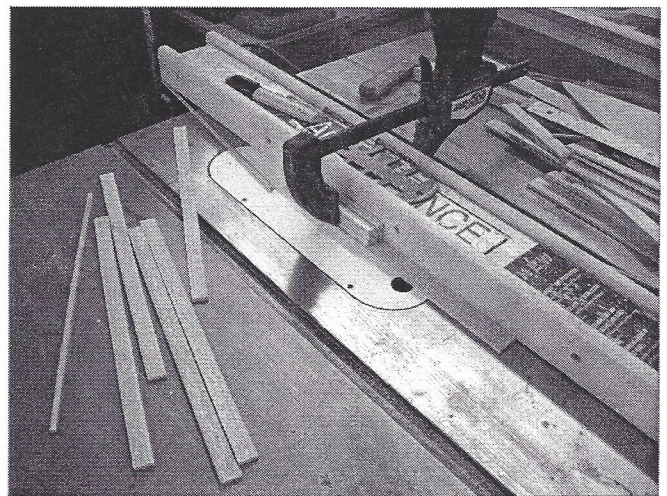
So, where does one get the magic hole fixer? You make it yourself with scrap mahogany and a table saw that has a zero clearance blade insert. Below are pictures showing the process.

To start, determine what size the stick should be to fill the hole. Make the stick the same size as the shank of the screw that goes in the hole. Set the fence to that dimension. Using the table saw, cut "slabs" from scrap wood and then cut those "slabs" into

sticks. For safety sake, use some sort of a push tool to move the wood through the saw blade.

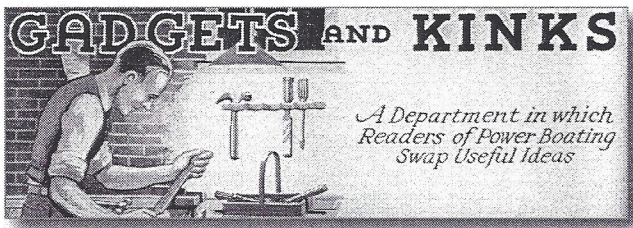


Here is an additional safety instruction that should be followed. If the "slabs" are pushed through the saw with no way to hold them down throughout the entire pass, they can easily kick up on the back side of the blade and break or cause flying debris. To avoid this, you need to use a restraining block. Lower the blade to a little higher than the thickness of the wood being cut and pass a four or five inch long block over the blade to create a notch for the blade to ride in after the next step. Lay a piece of the wood to be cut beside the blade and set the block over that so that it covers the front of the blade. This will keep your fingers away from the blade as you pass the wood through the saw and will keep the flimsy sticks from breaking while being cut. Clamp the wood block to the fence. You might have to adjust the block to allow the wood to pass through freely.



Continued on Page 6

PAGE 5



**Plugging Stripped Screw Holes
Or
Making Square Pegs Fit in Round Holes**
By
Sherwood Heggen cont'd

The set up is now ready for use. Start the saw and push the wood through the saw. Use another piece to push it all the way through and repeat that process until all the wood is turned into uniform sized sticks. With a jig saw or band saw, cut the sticks down to a useable length. Hundreds of sticks to fill screw holes of any size can be made in just minutes.


To install the stick, dip one end in some exterior carpenter's glue, put the glue end to the hole and drive it into the hole like a nail. The glue will

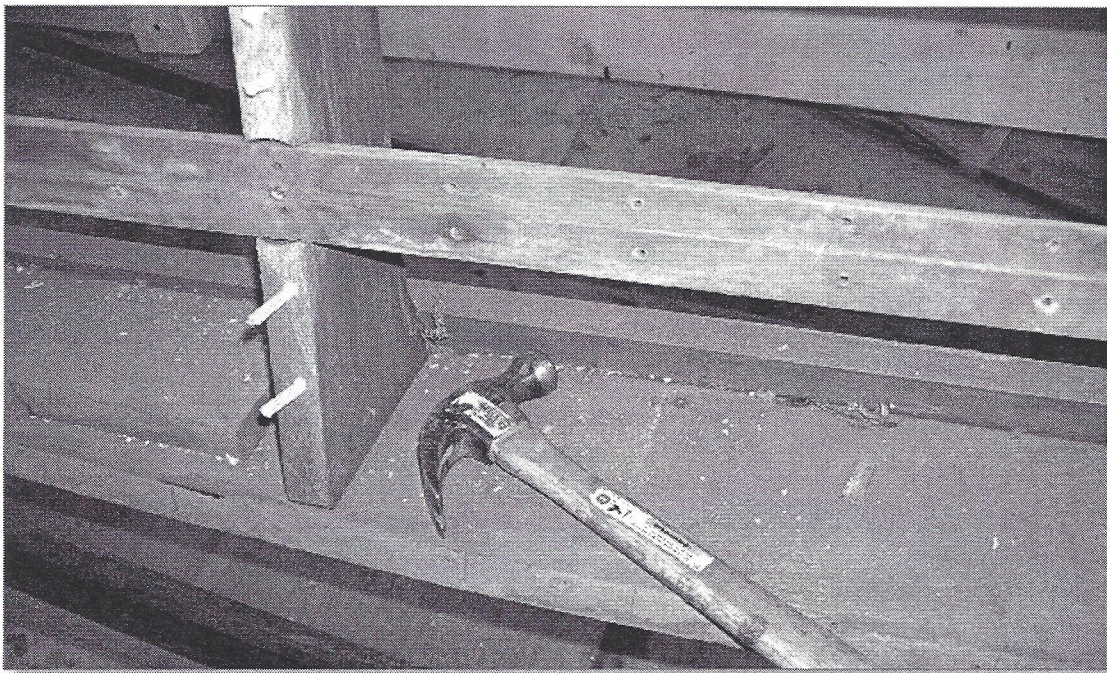
coat the sides of the stick as it is driven in. Isn't it amazing how a square peg fits in a round hole? There is no need to prepare the holes for the stick other than removing any broken screws. When the glue is dry, break the sticks off and sand them flush to the surface. The hole now is ready to hold a screw securely.

I am sure that you innovative boat restorer guys out there can see many variations of how to make the sticks using your equipment. However you do it, keep safety in mind. You will be working with some small parts and fingers can get close to cutting blades very quickly.

If you have any question regarding bringing your boat in to tip-top shape, email or call me at Heggensj@Centurytel.net or 715-294-2415.

I will be glad to answer your questions.

Now, get to the workshop and spend some time on the boat. 

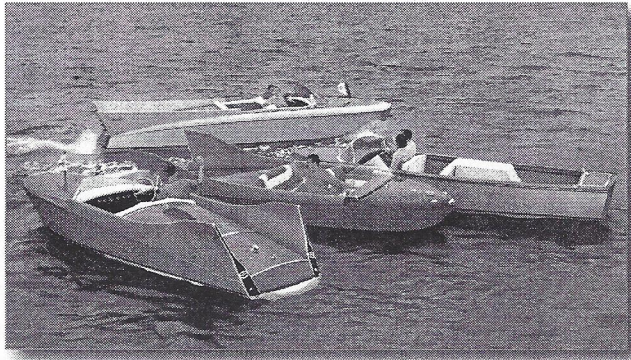


The Fifties: Conspicuous Consumption

An 80's Term Defines the 50's Market

By Lee Wangstad

“Conspicuous consumption”....it was a simple phrase that would come to describe not only our desire to keep up with each other, but also our drive to achieve. It appeared in the late 80's and soon became an embarrassing statement with which none of us seemed to want to live. Times were good and we all took part, either unknowingly or blatantly.



If we examine the period just thirty years earlier, the 50's, we can see that in a way, the 80's were just a follow up to where our parents were headed in the 50's. It was just a matter of history repeating itself, or perhaps our desire to live up to our parents standards.

As we either lived through, or learned in school, World War II had just ended, incomes were on the rise, we were just getting ourselves set up for the new world that was unfolding in front of us. New consumer products were coming to the market that had only been dreamt about during the war. Technology had made great progress during the war and now we were beginning to see the peace time application of that knowledge.

Leisure time became important, with activities that were centered around the family. Camping, little league baseball, scouts, and of course boating were all interests that kept families together. For a time, there was talk of a four day work week, creating even more leisure time. The five day work week was relatively new, as before the war a six day work week was common.

As the marine market was developing, plywood came to the forefront as the material of choice. Boats utilizing either molded or sheet plywood flooded the market. Kit boats using sheet plywood came to capture an ever increasing share of the market as the do-it-yourself craze ran parallel to the boating phenomenon. By the mid 50's the market was beginning to catch up to the demand.

Boat manufacturers were experimenting with new materials like fiberglass, aluminum, magnesium, and strange combinations involving two or more of these materials. Some of the earliest fiberglass boats had wood decks attached to the fiberglass hulls. The 1956 GlassCraft Alamo is an early example.

Fiberglass hulls were the answer to that leaky bottom that hadn't been maintained properly. It was the answer for the boater that chose boating over maintaining a boat. It was the easy way to enjoy boating. That was the promise, anyway.



The Fifties: Conspicuous Consumption An 80's Term Defines the 50's Market

By Lee Wangstad cont'd

Aluminum was another material that became popular after the war. With warplane production coming almost to a standstill after the war, there was no shortage of aluminum or the labor skilled in working this material. Aero Craft, AlumaCraft, FeatherCraft, and many others kept an otherwise dormant aluminum industry producing at capacity for many years to come. In 1958 Blue Star produced the Flightliner, using an aluminum hull with a fiberglass deck and hardtop. The combination of a lightweight hull with the styling allowed by the fiberglass made this boat something that turned heads in a big way in the 50's. Conspicuous consumption?

The Evinrude Lark of 1956 was another hybrid. With the prototype using a Century outboard hull, it was used in combination with a fiberglass deck and stainless steel fins to produce a boat that was perhaps the most conspicuous boat in history. Cadillac would later produce this boat with a molded plywood hull, fiberglass decks, and fiberglass fins in place of the stainless pieces as on the original. Yes, it was still every bit as conspicuous for consumers as the original. And this was just as noted industrial designer Brooks Stevens had intended. Although Stevens would become known for coining the term "Planned Obsolescence", conspicuous consumption was more descriptive of Steven's lifestyle.


I can't leave industrial designers without mention of Raymond Loewy Associates. Raymond Loewy had a contract with Dorsett Plastics of Costa Mesa, California to style and do color choices for their entire line of boats during the 50's. This definitely set Dorsett a leg or two above the competition. In this shot of the Dorsett Lexington, notice the 1959 Flying Scott outboard (also styled by Loewy Associates) hitched to the 1959 Buick convertible. This combination exudes

every bit as much conspicuous consumption today as it did in 1959. Raymond would be every bit as proud today as he was then of the statement that this flamboyant ensemble makes.

There were also wood builders that were making glamorous statements about boating. I think that Century stands out as being just a little (a little?) more up front with the style that just screams "look at me". Take any one of the Coronado models of the fifties. I mean any of them. Here's the 1957. There was nothing else like them in the market. For Century to pull off this glamour boat using a utility theme seems to



run totally against common logic. At least in today's terms. Conspicuous consumption? You bet. Then and now.

I can't begin to tell you how conspicuous the Ancarrow "Fleet of the Future" is. Any one who has seen Charlie Underbrink's fantastic Ancarrow Patrician at the Whitefish, Minnesota show knows about what I'm talking. Out of 50 great boats tied to the docks, this one jumps up and grabs you right out of your socks. You've never seen anything quite like this one before, nor will you likely see another very soon. You see, Ancarrow boats were known for their speed, the styling just a visual reminder that this boat isn't like the one next to it. They are built for those individuals who desire something different. Conspicuous? Very much so. Consumed? If you're getting into this, you might be. 



Evinrude 1909 – 2009

by Andreas Jordahl Rhude

This year marks the century anniversary of Evinrude outboard motors. Throughout the year the Boathouse™ will commemorate this feat with items of interest.

Ole Evinrude was not the first to build or patent a gasoline outboard boat motor. He was, however, one of the first to successfully merchandise one. His genius coupled with the ability of his wife Bess to market the “coffee grinder” revolutionized recreational boating. His contribution to the boating industry cannot be under estimated.

BSLOL member Dennis Evinrude is a direct descendant of Andreas (Andrew) Evinrude, Ole’s father. Dennis has the “bug” and is active in the vintage boating world. He is president of the Antique Outboard Motor Club, Inc. (www.aomci.org)

Blue eyed Ole was born in Norway and came to the United States in 1882 at the age of five with his family. They settled near Cambridge, Wisconsin where they farmed. Ole’s heart was not in the soil, he was on a different path. Maybe his Viking heritage pointed his wanderlust towards marine endeavors. A tinkerer since childhood, he became a machine tool operator and pattern maker while still a young man. After stints working and soaking up all he could learn in Madison, Pittsburgh, and Chicago; he eventually settled in Milwaukee. By day he worked as a patternmaker. By night he experimented with internal combustion engines. When the days of the horseless carriage were approaching, Evinrude was right there, building his own.

The firm of Clemick & Evinrude was established and

became quite successful building gasoline engines. A part time bookkeeper caught the eye of socially timid Ole. An infatuation from the wings was sprung. Bess Emily Carey became the apple of his eye. It was Bess who inspired Ole to create an outboard motor.

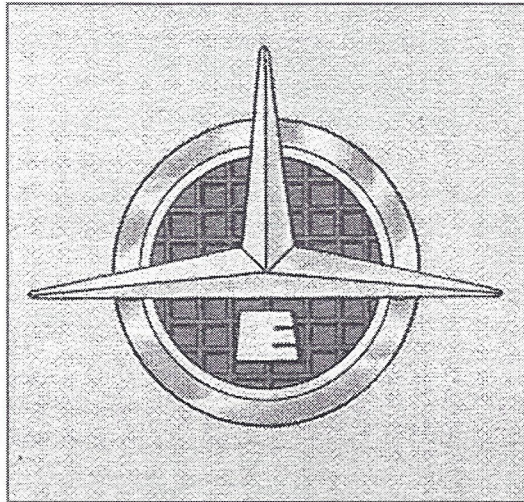
The famous story – true or not - is that he and Bess were picnicking at one of the lakes west of Milwaukee one steamy summer day. Bess mentioned she desired an ice cream. Dutiful Ole got into the boat and rowed the two miles to the ice cream shack. Two miles back as well. The ice cream was melting and it was slow going against the wind. Ole was confounded. “Can I not build a gasoline motor and hitch it to a

propeller then clamp it on the back of a rowboat?” His juices began to flow and on the next workday he began tinkering.

Soon a device that Bess called a “coffee grinder” was created. Russ Carey, her brother, and Ole took it down to the Kinnickinnic River and rented a boat for fifty cents. Ole’s motor was attached to the boat and they went for a historic motorboat ride in April 1909. He came home all excited and Bess urged him to make

another one but make it better. He did.

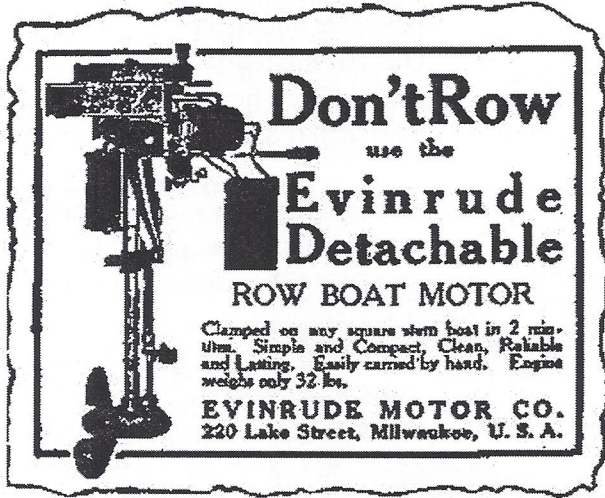
An early motor was loaned to a friend who used it one weekend. When he returned the motor, he had orders for ten more just like it. And he had cash in his hand! Ole built the 62 pound motors and asked a price of one dollar per pound. She was one and one-half horse power with 1,000 RPM. Evinrude Motors was born! Bess was an astute marketing person. She came up with a slogan “Don’t Row! Throw the oars away! Use an Evinrude Motor!”



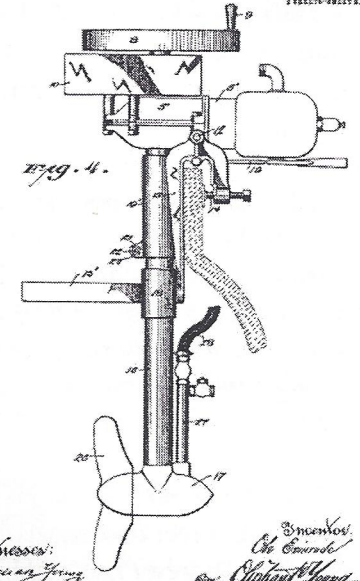
Evinrude 1909 - 2009

by Andreas Jordahl Rhude cont'd

Ole built the motors by hand and Bess took over the helm of the business operations. A patent was granted in 1911 and by that year they devoted full time operations to making outboard motors. New, larger quarters were needed to house the expanding firm and a move was made to Walker Street. The Evinrudes sold half of the firm to Chris Meyer to raise capital for the expansion.

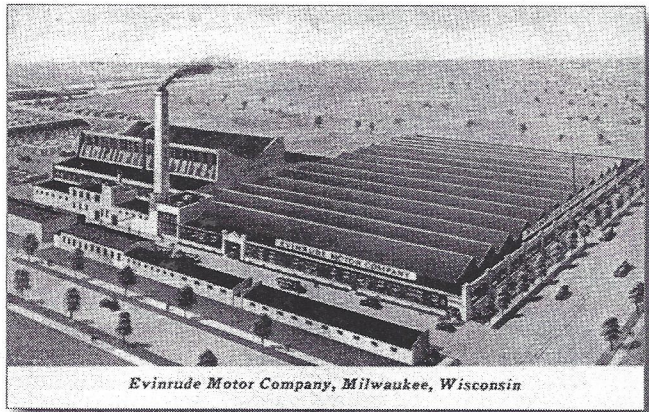


1,001,260. G. EVINRUDE. MARINE PROPULSION MECHANISM. APPLICATION FILED SEPT. 24, 1910. Patented Aug. 22, 1911. 2 DESIGNS-SHEET 2.



Bess wrote letters attempting to sell motors signing them "B. Evinrude." Many a customer was shocked to learn that "B Evinrude" was a woman if they walked into the office. One of those letters was answered by an exporter in New York City. The firm where Oluf Mikkelson was employed sent all sorts of

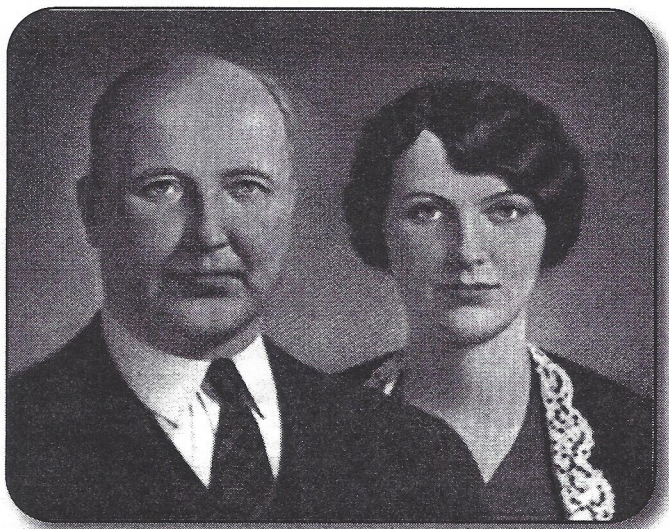
Author's Note: You may wonder about the origins of the name "Evinrude." It is a place name in Norway, just like my own last name "Ruudsberghaugen." A "rud" is a farm tract cleared out of the forest - a clearing in the woods. The first name of the man that created this clearing was often times used as a suffix to describe that plot of land. Danielsrud was a clearing made by Daniel. Grefsrud was a clearing made by Gref. Evenrud was a clearing made by Even. Over the generations whomever lived on that particular plot of land was known as "Evenrud." As was commonplace, once in the New World, the name was Americanized as "Evinrude."



Evinrude Motor Company, Milwaukee, Wisconsin

items to Scandinavia. A few motors were ordered and exported. They were a hit in Ole's homeland of Norway. Soon more and more motors were being exported. This helped to create steady year round production for the plant.

Look for more on the development of Evinrude Outboard Motors in the next issue of the Boathouse™.



Bear With Me On Bearing Repack

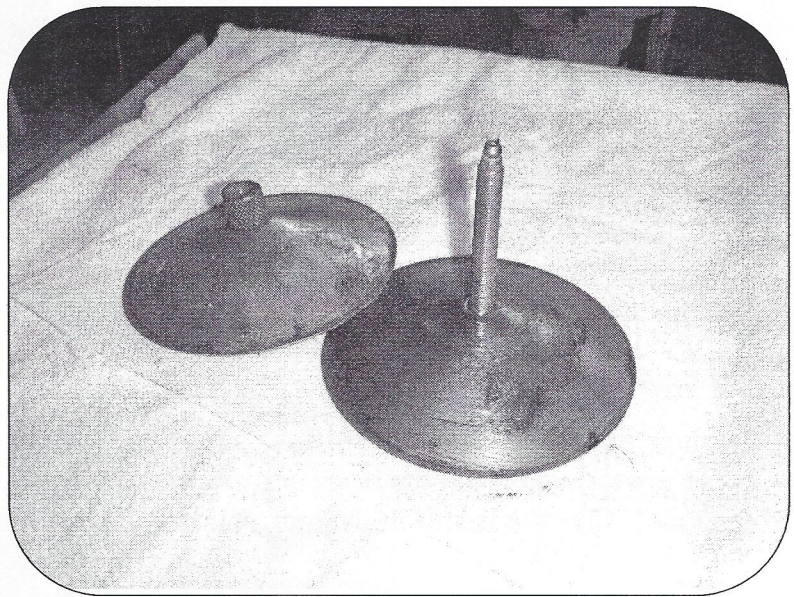
By Del VanEmmerik

Everyone worries about getting the ol' boat ready for season's end or here in Minnesota our hard water season. Much thought is put into laying up the motor and stabilizing the fuel, all of which is very important--nothing nicer than to start a new season with everything in working order. However, one part of our ensemble is usually overlooked. It rarely gives any notice of trouble until it is catastrophic trouble. We are talking about our trailers--more specifically, the maintenance of the wheel bearings.

If you trailer your boat and launch it on a regular basis, wheel bearings need to be inspected at the least annually. One thing that causes the most problem is moisture, be it from hub seals that may seep a little or from hubs on your trailer warming up when in travel and then you back into the cool water. Ever so little condensation accumulates in the hubs, although very minor, it is still enough to eventually compromise the grease. Because the bearings are packed in this grease, everyone knows what happens to steel if it is wet long enough. Pitting starts! If you put the boat and trailer away in this condition at season's end, the little gremlins have ALL winter to work on the polished surface of your bearings and races. A little bit of pitting causes a little more friction and, needless to say, a little more heat when running down the road. The cycle continues until you may well be the one on the side of the road with bearing failure.

Inspecting and re-greasing or repacking the bearings is not really all that difficult but it sure can be messy work. This job is simple enough especially if you can watch someone else do it just once. But, if not, it only takes a few simple tools which most everyone has on hand. These

tools are: latex gloves, jack, jack stand for safety, channel locks or slip wrench, hammer, punch, pliers, wheel bearing grease or a grease gun with marine grease, and, if you plan to do this every year or have more than one trailer, a bearing repacker is a good investment. The latter costs about \$15.00 at NAPA or other auto parts stores, it is simple to use, and takes a lot of the mess out of the job.



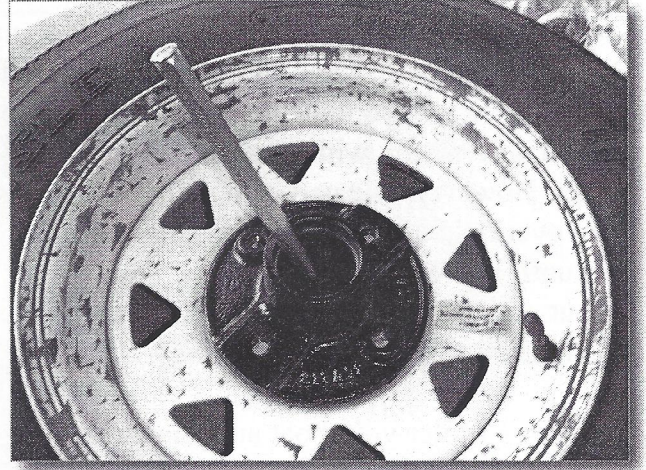
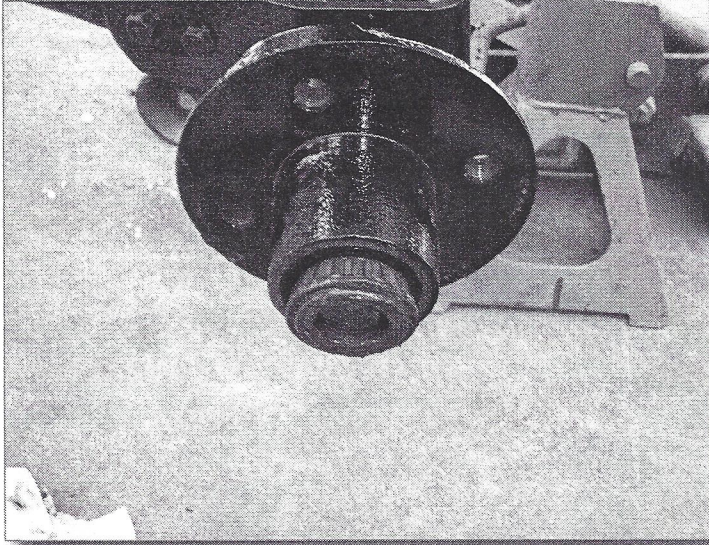
Okay, let's give it a go. Begin by loosening the lug nuts on the rim of the wheel. Then jack up the trailer and install the jack stand. Remove the loosened lug nuts and then the rim. Remove the dust cap (it is a friction fit). Behind this will be a large nut referred to as a castle nut (because it looks like the top of a castle), and through this castle nut will be a cotter pin. Straighten this pin out and remove it. Now pay close attention. Look to see how far the nut is on the axle; or, see how much it takes to tighten the nut--this nut is never all the way tight.

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Bear With Me On Bearing Repack cont'd

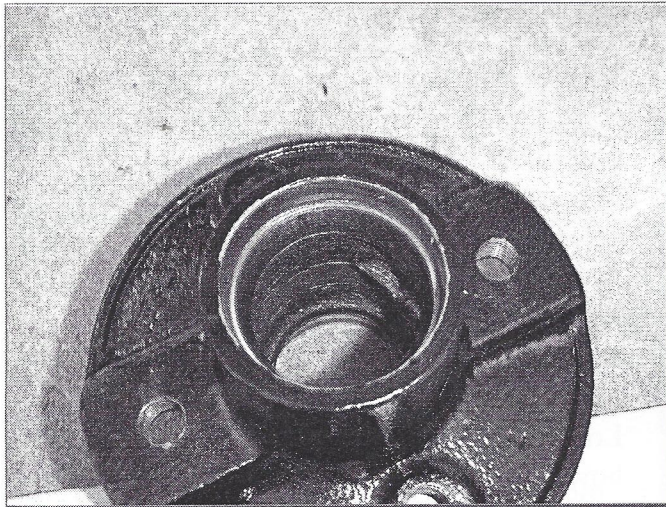
. It is important to reinstall this nut back to its original position. Remove the castle nut and behind this nut is sometimes a big flat washer (although not so much anymore with the newer trailers). With this nut removed, pull a little on

and put the hub in the rim, with the inside bearing toward the ground. Take the punch and put it down the inside of the hub until it stops against the bearing. Tap on one side, then the other side, until the bearing and seal are dislodged.



the wheel. This will dislodge the outer bearing. Remove the bearing. Now you can just pull off the hub.

Bearings run or are set in a race. Take a rag (I use paper towels) and clean the bearing surface and the race. The race is still in the hub. The



bearing and race should have an almost mirror-like finish. Any tan or brown means those gremlins have been at work. Now lay your tire down

Inspect these. Both sets of bearings and races look smooth and shiny, no discoloring, no brown or tan. Great! Time to repack them and reinstall.

If you purchased a bearing repacker, put a bearing in and regrease until all the old grease is purged out of the bearing. Place the inside bearing back in the hub and tap the seal back in place. With the inside bearing and seal installed in the hub, slide the hub on the spindle or axel. Repack outer bearing and install it. Next the castle nut goes back where it was, then the cotter pin. Reinstall the dust cap and mount the tire. Now do the other side.

Plan two. Your luck was not so good and you found discoloring on the parts. Well, I recommend that you replace the bearing and races and seal ASAP. There are many different sizes of these. The bearing and race have a part number on them and you can have them matched up at an auto parts store to get new ones.

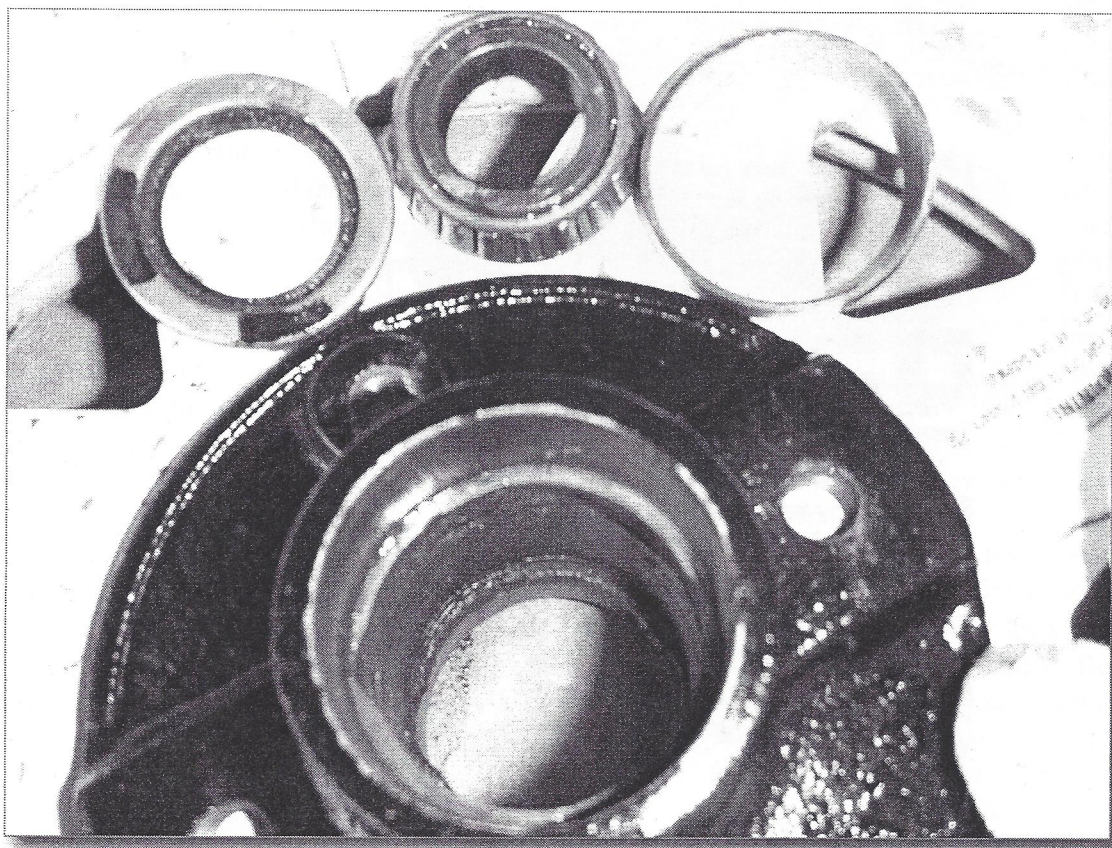
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Bear With Me On Bearing Repack cont'd

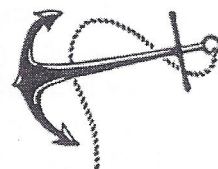
If you have bad bearings and races (both will be bad), there is one more step that must be done from the before-mentioned. You have the bearings out and the hub off and the grease cleaned out of the hub. Now you must remove both races from the hub. Again, place the hub in the rim, put the punch down the side of the hub until it is against the race. There is not much to strike the tip of the punch against but races are very hardened steel. A solid strike against the punch one side then the other. Races come out slowly they are a very tight fit. With one out turn the hub over and remove the other race. You can do this! Okay, off to the parts store. When you have the correct parts. First put the races back in the hub. Look at them and make sure the thickest part of the race goes in the hub first. Now drive them back in with the punch making sure that you get them all the way back down where they were.

If you want to opt out and spend a few dollars more, stores such as Northern Tool, Fleet Farm, and trailer supply stores have what are called loaded hubs. These are brand new hubs with new bearings races and seals installed and all greased up. Yes, you guessed it, just remove the old hub and slide these on. Very little mess and very little fuss. But you still must know what size axel you have.

A word of caution. Many people have and trust buddy bearings. Although they can work, they are not a reason to never check your bearings. Personally, I am not a fan of buddy bearings. They really must be greased correctly or you push grease out the axel seal and all over the inside of the rim and then your boat; if not greased enough, you can have inside bearing failure. Learn to check your bearings yearly and you will not be the one on the side of the road with cancelled plans.



**Hope this has
been helpful.**





STOP AQUATIC HITCHHIKERS!

Prevent the transport of nuisance species.
Clean all recreational equipment.

Dear Boater - This waterbody contains prohibited or regulated invasive species checked below and is designated as infested waters:



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(12-21 pairs of leaflets)



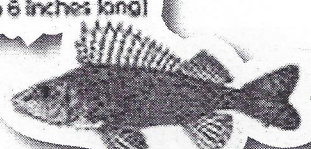
Zebra mussels
(up to 2 inches long)



New Zealand mudsnails
(up to 1/5 inch long)



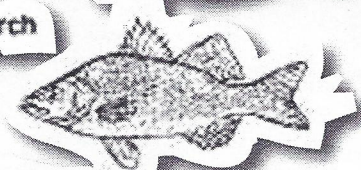
Ruffe (up to 6 inches long)



Round goby (up to 12 inches long)



White perch



Spiny waterflea
up to 3/8 inch long and transparent



Flowering rush



Boating Laws, Who Needs Them ?

By Dick Mickelson

One foot on the boat, one foot on the dock. The next step brings you back to your normal world or takes you into the exciting world of boating; power or sailing.

Once on board you will be exposed to new terminology, rules, laws and a way of life not experienced on the 'open road', so to speak. Simple things like the 'pointy end' become the bow and the 'other' end becomes the stern. You go 'forward' to the bow and go 'aft' when going to the stern. How important is this transformation? Well, your enjoyment and safety are at stake so let us look a little deeper into what's different about boating.

Boating to a many folks has always been somewhat of a mystery, but it need not be. One of the first changes that take place once on board is the language or terminology used by the 'skipper'. Bow and stern, port and starboard represent just the beginning of this new language.

Boating terms, or 'nautical language', has been around for hundreds of years and your comfort and enjoyment are enhanced by picking up this jargon. For the most part use of this new found language is optional. It is however, important to be on the same page as the skipper and the boating community in general when you are boating. Safety issues may present themselves while underway and if everyone is using the same language, damage, injury or both can be avoided. It is also fun to be nautically inclined.

The port side or left side of the boat can easily be remembered. Port has four letters as does left – left hand (when facing the bow or the forward end of the boat). Port wine being red is also a good way to remember the color of the port, or left bow light. The right side is referred to as the starboard and at night a green light will show at the bow. At night a white light shows at the stern. Ropes, as they were called on land, are now referred to as 'lines' i.e. bow line, stern line. The floor becomes a deck – going 'below' refers to going below the deck or into the cabin.

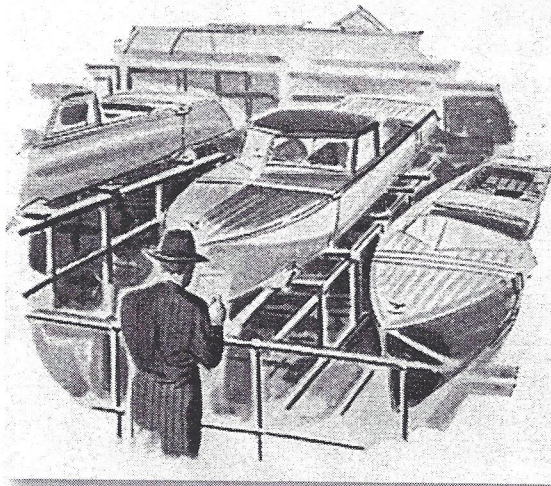
Fenders are the inflated or solid cushions used to protect the sides of your boat from the dock or another

boat when you are docked. Maps in your car stay there. On the boat you use charts. Rest assured, your skipper will not ask you to get the 'thing a ma bob' and then ask you to tie it to the 'what's it' over there on the 'do hinky'.

The list of new words, nautical words, is endless and space does not permit listing them all. Booklets from the state, DNR, Power Squadron and the Coast Guard are available to assist you in becoming more knowledgeable.

While it is not necessary or the law in Minnesota, anyone can hop in a boat and go boating. Am I in favor of that? Not in the least. Personally, I would like to see some requirement necessary to operate a watercraft. At the present time no knowledge of rules or safety are required to go 'zippen' over the water in a mega buck boat at speeds in excess of common

sense. I may be able to drive a car, and have been doing so for years, but I still needed a motorcycle endorsement to legally operate my bike. Having collected some information from other states, I found that in Pennsylvania you must have a Boating Safety Education Certificate in your possession to operate a boat of more than 25 HP if



born after 1 January 1982. So, if other states are going in this direction, will we be next? I would like to think that someday our state will require a test of some kind.

I have touched on some boating laws in past articles, involving life jackets and fire extinguishers. Boating laws like other laws are meant to keep us and others safe, plain and simple. Boating on any body of water, lake or river requires knowledge outside of our everyday comfort zone. Even if you are 'just along for the ride' some basic understanding of boating laws and the changes that take place once on the water should be part of your boating experience.

Continued on Page 16

Boating Laws, Who Needs Them? cont'd

By Dick Mickelson

Lake Minnetonka, our largest local water resource, has some of its own rules in addition to the state rules for boating. The lake, which is controlled by the Lake Minnetonka Conservation District, has some restrictions that other lakes do not. Most of these rules are listed on the Lake Minnetonka Map given out by the Water Patrol. There are not many differences but some changes do exist. Speed limits (day and night) and water skiing are a couple that come to mind. Check the Lake Minnetonka boating guide for additional information (available from the Water Patrol office or one of their patrol boats).

Other lakes have special laws – Red Lake in northern Minnesota is divided into two parts with half of the lake controlled by the Red Lake Indian Tribe and the other half controlled by the state. My point being, not all bodies of water are the same when it comes to boating laws/rules and you need to know the differences.

We are fortunate to have at our disposal three rivers to enjoy that are within the Minneapolis - St. Paul area. If you have not boated on these rivers, you are missing a real treat. Here again the rules may be different from what you are used to in lake boating. Your actions going 'up river and down river' will differ from going across the lake.

The DNR of Minnesota and Wisconsin control the St. Croix River and there may be some differences in the boating laws between the two states; if not in rules, maybe in attitude. The Mississippi on the other hand, is considered a Federal Waterway and controlled by the Coast Guard (Coast Guard Auxiliary) and also patrolled by the Sheriffs Department. Although the Coast Guard Auxiliary cannot issue a ticket for anything they can stop and if necessary detain you until the sheriff or DNR show up. By law you must stop if asked to and provide, as a minimum, your boat's registration. A boat safety check may take place if they feel it is warranted.

Did you know, for example, that it is Minnesota state law that you must have aboard your boat the registration card?

My years of sailing galvanized in me a sense of responsibility to those on board to teach and explain

nautical terms and 'rules of the road' as they apply to boating.


The skipper (captain or owner) is legally responsible for those on board and the actions of his/her boat. Just as on a highway the 'rules of the road', as they are called apply to boaters once we leave the dock. Whether it is meeting another boat head on, passing or going through a channel, our skills and knowledge come into play. Markers or 'buoys' are intentionally placed to assist us in finding channels, denoting unsafe areas, directing traffic, controlling speed and other functions. Know what they mean and stay safe. Sailboats, unless under power, rowboats, canoes and

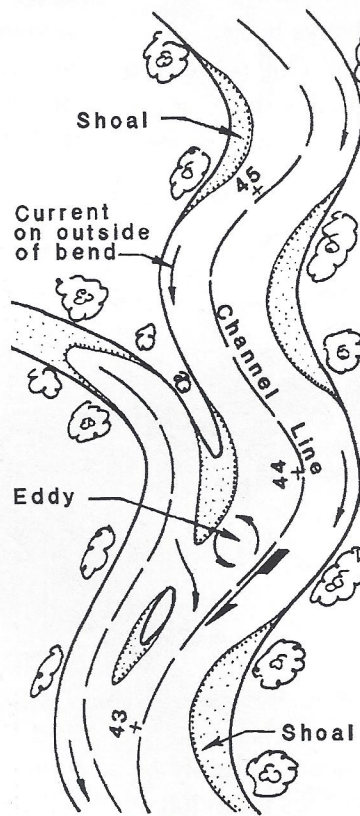
any non powered craft have right of way and we must stay clear. I will always pass behind a sailboat so as not to provide a wake for him to go through. I know that most of you in the club or reading this magazine are familiar with the boating laws that apply to the waters where you boat. It seems like new rules/laws are added every year and some are changed so it is important to stay informed. The rules and laws are intended to keep us safe and prevent accidents.

Basic rules can be found in the 'Minnesota Boating Guide' and in several publications put out by the Power Squadron and the Coast

Guard. An extremely in depth book titled 'Chapman Piloting Seamanship & Small Boat Handling' has been in print for over 70 years and is one of the best sources for information on every aspect of boating.

I would encourage you all to do some reading this winter on boating safety, nautical language and rules of boating operation. Once the water becomes softer again let us be prepared to enjoy our passion in boating and be safe while doing it.

"It's not only common sense, it's the law" 



Yes Virginia, there are boats in North Dakota

by Dave Selvig

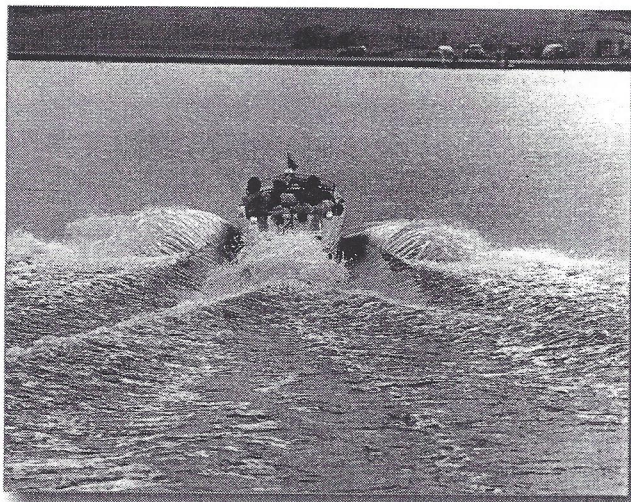
I met a wonderful person at the Alexandria, Minnesota vintage boat show in 2008. We had an interesting connection that started our conversation. I knew of one Century Boat dealer in Fargo, North Dakota. In the 50s and 60s there were quite a few automobile dealers that were also boat dealers. Fargo's was Overvold Motors, a GM franchise. But this summer I met Melinda Deilbert whose grandparents and parents (for a few years) had a Century dealership in Bottineau, North Dakota. We certainly do not consider the state as a classic boating area but there have surely been some strange findings. My Chris-Craft Cobra of several years ago and recently a 22-foot unrestored 1941? Ventnor, not far from Fargo are two examples.

The photos show a great view of the northern lake called Lake Metigoshe that straddles the North Dakota - Canadian Border. It is

located in an area called the Turtle Mountains. (basically nice hills). The area resembles, to a great deal, the wooded lake country of Minnesota.



This is an interesting glimpse into the past on one of North Dakota's few lakes that certainly thrived during the wooden boat era.



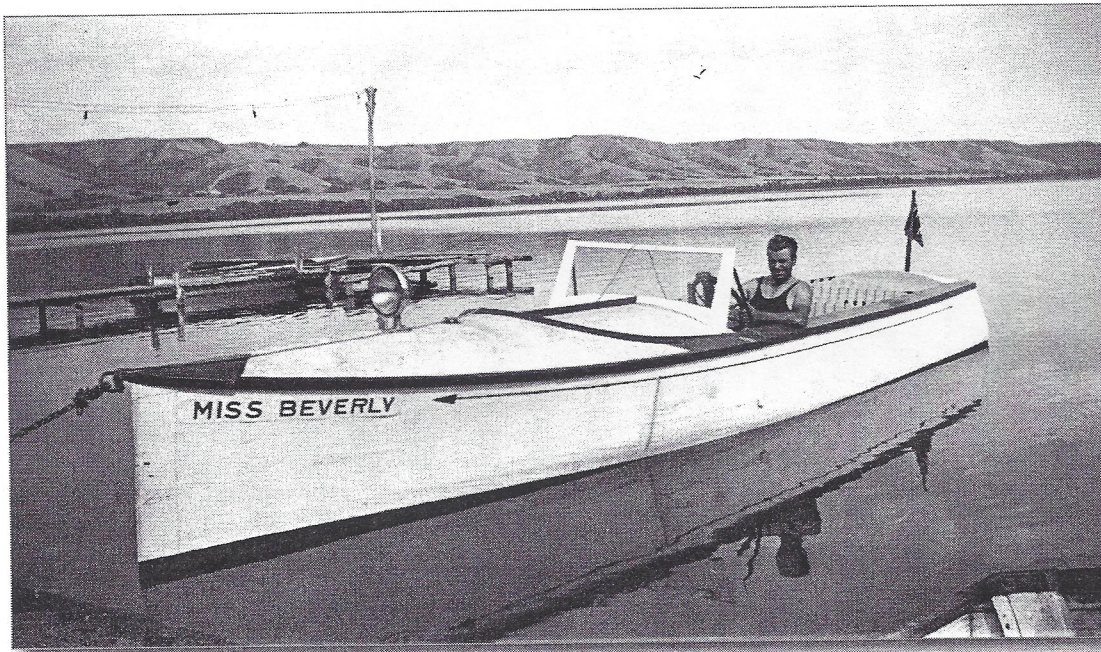
There are several photos that most certainly shot on Lake Sacagawea (Garrison Reservoir). Century has a special place in my heart as the first boat I restored was a 1947 Deluxe Utility. I most recently had the honor of restoring a '57 Coronado. Every night that I went to the shop and laid my hand on that treasure it raised goose bumps all

Continued on Page 18

Yes Virginia, there are boats in North Dakota cont'd


by Dave Selvig

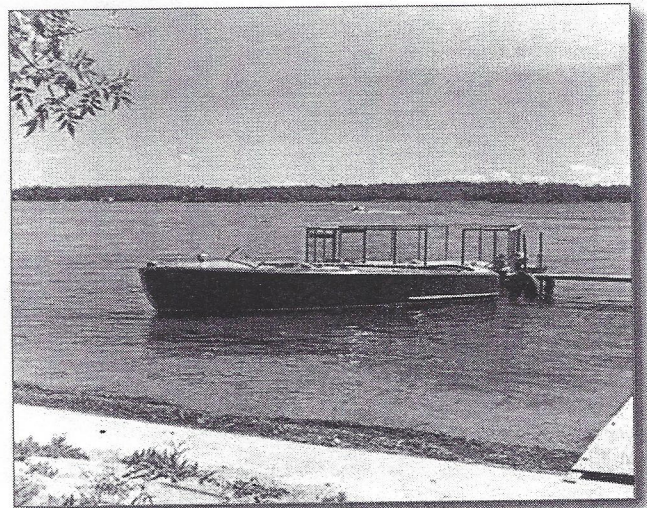
over, so when I met this person with her family background in Century I was absolutely amazed that there was another dealer in northern North Dakota...I'll be darned, you have got to be kidding me! You don't suppose there are any left out there do you? Even though they are a pain to restore.



Well, I thought I would pass this along and it proves once again that the shows are more than just showing off our boats. It is the friends we see once or twice a year and making new acquaintances like meeting Mindy that are a major component. What a

great exchange, I wish I could have spent the rest of the day with her picking her brain.

Editor's note: Dave Selvig is one of the few members we have in North Dakota. His contribution to the Boathouse is truly appreciated. 





**BSLOL 2009 Winter Educational Workshops
Put Them On Your Calendar Now!**

Come and join us and invite your friends. Make a day of hanging out with fellow vintage boat enthusiasts and learning all about great and useful topics.

February 21, 2009 – Saturday 10:30 a.m.

Fiberglass Boat Restoration

Presented by the BSLOL's Del VanEmmerik, and Scott and Ryan McInnes of Shipwreck Boat Works

Location: Shipwreck Boat Works

32273 124th Street

Princeton, MN 55371

Lunch served. \$8.00 per person

Reservations required by 5 p.m. Wed. February 18

Call Scott Hawkinson 763-370-3569 or email scott@hawkinsonwoodenboats.com

March 14, 2009 – Saturday 10:30 a.m.

My Gauges Won't Work – Now What?

Presented by Dale Kocian, owner of Kocian Instruments

Hosted by Scott Hawkinson, Hawkinson Wooden Boats

Location: 8905 Autumn Oaks Drive, Unit 7

Rockford, MN 55373

Lunch served. \$8.00 per person

Reservations required by 5 p.m. Wed. March 11

Call Scott Hawkinson 763-370-3569 or email scott@hawkinsonwoodenboats.com

April 2009 – To Be Determined – Look for more info on the website and in the mail!

For all workshops, look for maps/directions at www.acbs-bslol.com. Also, be sure to **BYOC – Bring Your Own Chair** – if you don't wish to stand.

All events are subject to change.



Calendar of Events 2009

February 21, 2009 Winter Educational Workshop
Fiberglass Boat Restoration
Princeton, MN

March 14, 2009 Winter Educational Workshop
My Gauges Won't Work -
Now What? Rockford, MN

June 20, 2009 White Bear Lake Classic Boat
Show in conjunction with
Manitou Days
Contact: Pat Oven. Email:
pat.oven@usrecordings.com

September 12, 2009 34th Annual Lake Minnetonka
Antique & Classic Boat
Rendezvous Lake Minnetonka,
MN www.acbs-bslol.com

All events are subject to change

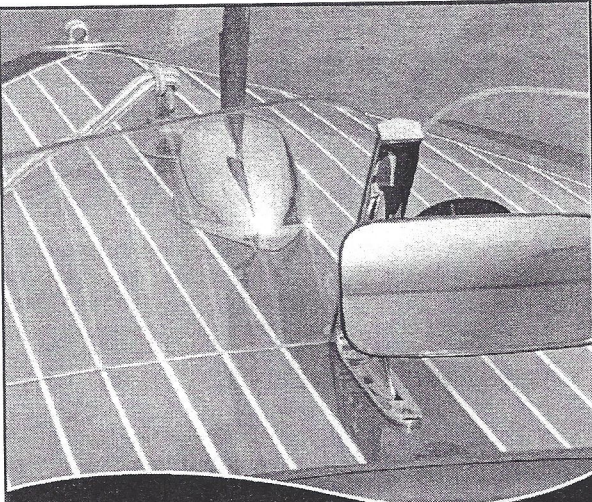


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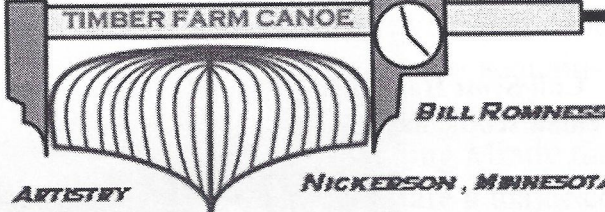
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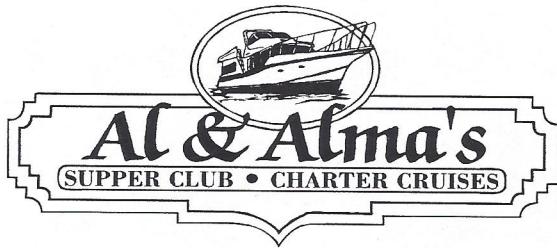
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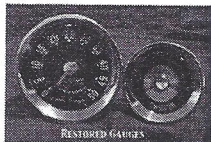
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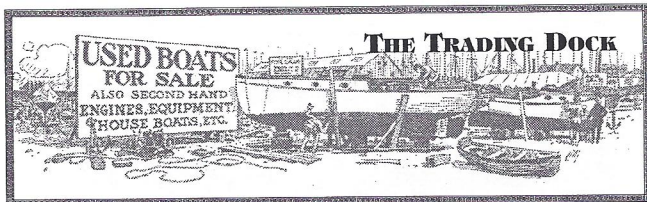
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Full page b/w	\$900	
Full page color	\$1,000	
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Questions regarding ad rates,
Contact the editor at editor@acbs-bslol.com
BSLol reserves the right to refuse any advertisement.

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



●'NOS' 1961 Mercury Merc 500 50 HP. Rare opportunity to own a 'New' old Mercury, this motor has never been used. One of a pair found in Florida in April of this year. Long shaft motor with NOS control box and elec. cables. Only \$ 2700.00 for this rare find.

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●**FOR SALE:** Antique wooden Lucius canoe used on the Brule River in Wisconsin. Also other wooden canoes, rowboats, duck skiffs and outboard runabouts.

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Jim. 612-789-8621

New Guidelines for Trading Dock Classified Ads

Effective immediately, new guidelines for use of the Boathouse Trading Dock (classified ads) are in force:

- The Trading Dock may be used to buy, sell, or seek marine related items.
- Ads are published for one issue only. Please resubmit your ad for additional publication. Re-submitted ads must be rewritten in full.
- All ads must be type written or if hand written they must be legible. Print on 8 1/2" x 11" white paper.
- Ads must be prepaid. No exceptions.
- Rates: BSLOL Members: FREE. \$5.00 for a single photograph. Non Members: \$15.00 per issue. \$5.00 for a single photograph.

Ads will run for one issue only.

- As a benefit to Trading Dock advertisers, the ad will appear on our website for the time frame of one issue of the "Boathouse" (3 months).
- Do not submit photocopies of pictures since they will not reproduce well. Photos will not be returned unless a self-addressed, stamped envelope is provided. Electronic photos are preferred in JPG format.
- Remember to include your name and contact information, year, length, make, model of boat and engine/motor in your ad.
- Commercial boat brokers/dealers can not submit Trading Dock ads. Display ads are available.
- Deadlines: March 01, June 01, September 01, December 01.

Questions? Contact the Managing Editor at editor@acbs-bslol.com or 612-823-3990.

BSLOL reserves the right to refuse any advertisement.

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Winter 2009

PAGE 22

Chris-Craft

Service BULLETIN

Bulletin: H-56
Revision #1

Date: June 1, 1971

Subject: HULL NUMBERING SYSTEM

A hull number plate is installed on the underside of the engine hatch or the underside of the motor box top on single engine boats, and on the underside of the starboard hatch or motor box top on twin engine boats. If an alternate entrance to the engine room is provided, such as a hinged step or special hatch, an additional plate shall be installed on the underside of that unit.

In addition to the above, the hull number is stamped into the following members:

1. Engine Stringer - The top edge of the starboard engine stringer on single engine boats, and the top edge of the inboard port engine stringer on twin engine boats.
2. Hatch Header - The aft surface of the forward header of the engine hatch on single engine boats, and the aft surface of the forward header of the port engine hatch on twin engine boats.

Exception: If header is fiberglass, numbering does not appear in this location.

3. Bow Area - Either on the top of the wood towing bitt, the aft side of the bow block, the extreme forward inboard surface of the port toe rail, or the aft side of the stem midway between the chine and the sheer.
 - a. Sportboats having no aforementioned bow members above deck and with the aft side of the stem not readily accessible, the number is located on the forward surface of the stern deck beam if the seat back is removable.
 - b. Fiberglass boats including sailboats, having no aforementioned bow members above deck shall have the hull number located on the interior surface of the port hull side forward of the foremost bulkhead as high as practical and visible from the forward compartment access. Should this bulkhead be partial, the numbers shall be on the hullside below a line even with the top of the bulkhead.

Outboard powered sailboats shall also have the hull number stamped on the engine mounting pad.

4. Sportboats - The hull number is located on the exterior surface of the port bow just aft of the stem and slightly below and parallel to the sheer. The transom area has the hull number stamped into the engine mounting pad, in the case of outboard powered boats, and into a transom frame or suitable wood member for others. Where no wood surface is readily available, the hull number is glassed in with letters and numerals on the interior surface of the transom.

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