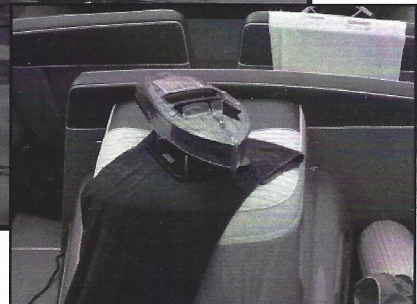


The Quarterly Publication of the
Bob Speltz Land-O-Lakes Chapter
Antique & Classic Boat Society

Scenes from the 34th annual Antique and Classic Boat Rendezvous



Blake Ernst keeping 1966 Evinrude 100 HP squeaky clean



**left: Ed Sheldon's 1959 Tomahawk
middle: Tom Hesselink giving rides in Budsin electric launch
right: Susan Zemke's little boat in a big boat**

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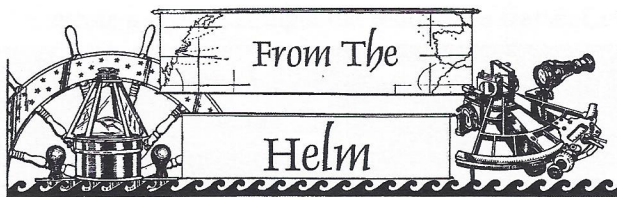
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Management Changes

Dick Mickelson is new membership captain. All items relative to club membership are his responsibility. His contact information can be found at left.

Jim Camery resigned as president effective August 20. On August 26 the Board of Directors appointed Eric Sandin to be acting president until the time of elections.

Also on August 26, "Boathouse" magazine Managing Editor Andreas Jordahl Rhude resigned effective upon completion of the Fall 2009 issue (this one).

A new Managing Editor is immediately needed to continue the publication of our award winning magazine. The following are the duties:

- Abide by BSLLOL incorporation status, constitution and by-laws, 501c3 tax status
- Manage the publication – oversee the entire magazine
- Solicit and obtain articles and photos
- Appoint reporters and photographers to cover events
- Select articles and photos
- Manage display ads and classified ads (not selling ads)
- Edit submittals for spelling/grammar, accuracy, relevance

It is NOT the duty of the Managing Editor to write all the articles, however, there will be times when reports of past events and notices of upcoming events need to be included and the editorial team may write these items.

The current set-up has a two person team. The actual layout and computer work is done by Editor Eric Richards. Therefore it is not necessary for the Managing Editor to know publishing software and its complexities. Use of email has proven to be effective in communicating with the two person team.

Mailing has been a part of the overall duties of the Managing Editor; however it can be done by another person or persons. These duties include applying mailing labels, sorting in zip code order and bundling per US Postal Service (USPS) regulations, applying USPS zone stickers, bagging and paying fees.

Contact Andreas Rhude or Eric Sandin if you want to learn more and to volunteer to step aboard!

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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Photos in this issue provided by:
 A.J. Rhude, Clark Oltman, Sherwood
 Heggen, Steve Merjanian, Bob Matson,
 Mark Setterholm, Ryan Rogers,
 Nancy Grech

Photos Sought

Do you want a photo of your beautiful vintage boat to grace the cover of the "Boathouse"? It can happen. Please submit pictures. High quality images are always desired to be used in the magazine. Boats in the water and under power are preferred over boats tied to docks or sitting on a trailer.

Photos of boathouses are sought for the back cover as well.

Email: editor@acbs-bslol.com or call
 612-823-3990 if you have questions

Officers and Board Members Needed

Do you want to contribute to the health of YOUR club?? Jump on the band wagon and join the Board of Directors. Each year elections are held for: president; vice president (up to three); secretary; and treasurer. These are one year terms. Also, directors are elected for two year terms. There is ample opportunity for you to lend a hand. Nominations for director and officer positions are being sought. Contact acting president Eric Sandin if you want to learn more.

Membership Renewal

When you receive your membership renewal notice from the ACBS headquarters, do not procrastinate. Send in your payment ASAP. In order to be included in the ACBS Directory, you must have your paperwork and payment into ACBS headquarters by January 1, 2010. If you wait until the Minneapolis Boat Show in late January, you will miss the deadline and your name and information will NOT be included in the Directory.

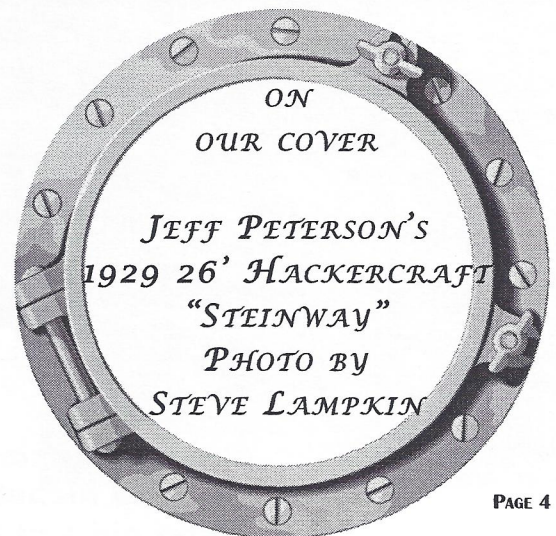
BOB SPELTZ LAND-O-LAKES CHAPTER

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.





Sistered Frames

Or

It is Nice to Have Support from a Sister

By Sherwood Heggen

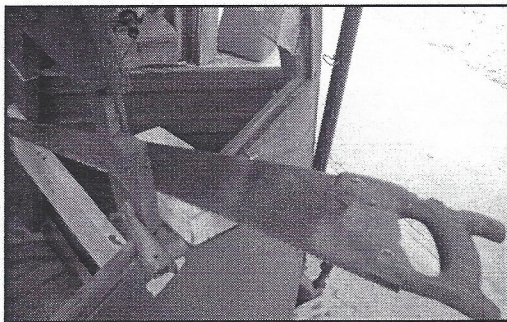
Taking short cuts in restoring your boat is not always a good idea. If the part that looks questionable is not replaced, you will wish you had done so some time down the lake. This applies, most certainly, to bottom frame members. If in doubt, take it out, and replace it with new wood.

Contrary to that thinking, there are circumstances that call for sistering a frame. The purpose of sistering is to create a support for a broken or partially replaced frame. This article is that of sistering a topside frame which is looking less than new on the bottom end where it meets up with the bottom frame.

The subject frame to be sistered in this article was rotted at the bottom resulting from years of being in a wet environment. More typically, topside frames rotted at the bottom end can readily be found in boats that had been fiberglassed to the waterline to make them watertight after the bottom had started to fail. That was a really bad idea and still is.

Sistering is not a very difficult process. The goal is to replace the damaged bottom end of the topside frame without having to take it out of the boat. First, be sure that the rot has not compromised the rest of the frame. If there is rot in the end of a frame, generally the rot will extend beyond what is visible. Probe with an ice pick to be sure there is hard wood. If not, the whole frame should be replaced. If so, proceed as follows:

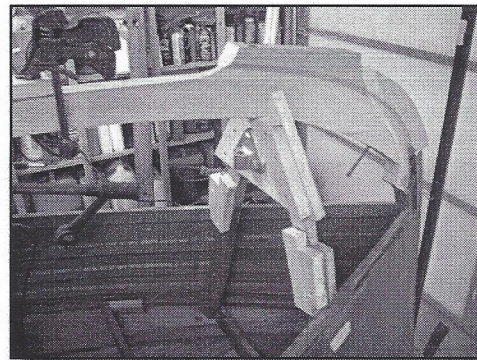
Remove the bottom of the frame as shown in the picture below.



Clamp a saw guide, such as a short length of 2X4, to the frame to be sistered. The purpose of this guide is to

create a square, straight cut through the frame. Cut through the frame with the saw and remove the fasteners that secure the frame to the chine and knee. Remove the small section of the frame. This section is a near perfect pattern to trace onto a new piece of lumber. If the bottom end was ragged from rot or wear, it would be necessary to adjust its length accordingly for a proper fit to the bottom frame. Also, add sufficient length at the sawn end to replace the material lost by the width of the saw kerf. If accurately cut, the new section will "drop" right in. Some final shaping of the outside edge might be required, however, to make a perfect fit after the sister is installed. It is a good idea to treat the cut end of the frame with Smith's Clear Penetrating Epoxy Sealer (CPES) to restrict moisture from migrating into the area suspect for rot. You might as well treat the new section too.

Now, on to the sister. The sister is an additional piece of wood which has the same profile as the frame and whose mid-section lies over the cut line. The sister should be at least twice as long as it is wide and the same thickness as the frame being sistered. Those are rough rules of thumb and the size should be considered according to the application. After the sister is cut to shape, secure it to the frame section in the boat with 3M 5200 and screws. Then clamp the new section in place and secure it with 3M 5200 and screws. Finish up with final shaping and fastener installation and call it a day. The final product might look like the one in the picture below.




Next, stand back and admire your work. This is a necessary part of restoration and justifies your careful planning and the physical labor you put forth. Tell yourself what a good job you did and move on to the next part of restoring your precious woody.

My goal in writing this column is to cover the common processes of restoring a wooden boat. I know that not all of the articles coincide with your restoration problems.

So, feel free to contact me at:

Heggensj@Centurytel.net or **715-294-2415**

If you want advice on your restoration project. I will do what I can to provide an answer.

OK, back to work. I think I can hear your boat calling for you. 

34th Annual Lake Minnetonka Antique and Classic Boat Rendezvous

Saturday September 12, 2009 was a beautiful, warm day. It was a great day for President Obama's visit to Minneapolis. It also was a fantastic day for a vintage boat show. The 34th Annual Bob Speltz Land-O-Lakes Antique & Classic Boat Rendezvous was a whopping success. Maynard's Restaurant in Excelsior, Minnesota was our host. The docks were filled to capacity with forty-three boats and sixteen watercraft were displayed on land. Vintage outboard motors and an old Evinrude lawnmower were part of the showing too.

Of the 59 boat total, 12% were fiberglass, 6% were metal (three aluminum and one steel) and 36% of the total were outboards, down from 41% in 2008. 32% of all boats were Chris-Craft, 10.5% were Century and 12% were Thompson/Cruisers/Grady-White.

The Rendezvous kicked off on Thursday evening with a potluck picnic at the beautiful lakeside home of Sandy and Mark Setterholm. Brad Ernst was the grill meister. Fun was had by all and a glorious sunset over Lake Minnetonka ended the evening.

Saturday morning started bright and early with breakfast at Sunset's Restaurant in Wayzata. Dr. Bob Johnson conducted the skipper's meeting at 09:30 and off the boats went for a fun filled tour and mini-cruise of Lake Minnetonka's Lower Lake. Eight boats went on a leisurely cruise through several bays and into hidden Woolsey Pond. Lunch at Maynard's capped off the "official" tour. Eating is a popular part of our cruises! Boats disbursed and went their own way after lunch.

A capacity group boarded the Paradise charter boat at 18:30 on Friday for a diner cruise around the lake. More great food and fellowship was enjoyed.

The boat show itself got its official start at 10:00 on Saturday. After hours of preparation and set up, the docks filled with eager spectators wanting to get a glimpse of old boats of all size, shape, and type. Quite a few boats never seen at our show were on display. There was a great variety of wooden, fiberglass,

and aluminum watercraft at the docks and on land.

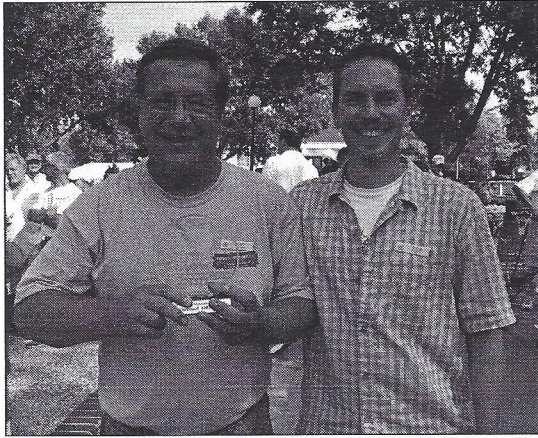
Awards were presented by acting president Eric Sandin. After the show ended, clean up and packing occurred and the boats headed home.

THANKS must be sent to all those that helped to make this another great BSLOL event. Eric Sandin was thrust into the Rendezvous Captain position just weeks before the show through a series of unfortunate circumstances. He did a bang up job and must be commended for taking the bull by the horns and making the show a success under an unbelievable stressful situation.

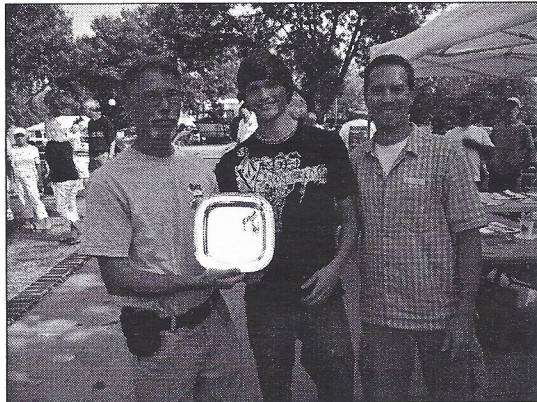
Others that helped out and deserve our thank you include, in no particular order: Clark Oltman, Brad Ernst, Susan Zemke, Ray Garin, Mark Christensen, Sandy and Mark Setterholm, Dave Doner, Del VanEmmerik, Mark Nelson, Peggy Merjanian, Andreas Rhude, Dr. Bob Johnson, the judges, Dick Mickelson, Dave Lindberg, Ken Patz, Steve Shoop, and everyone that brought a boat. Kathy Snyder at ACBS headquarters was helpful as well. Special thanks are also extended to Maynard's Restaurant and Tonka Bay Marina. THANK YOU!



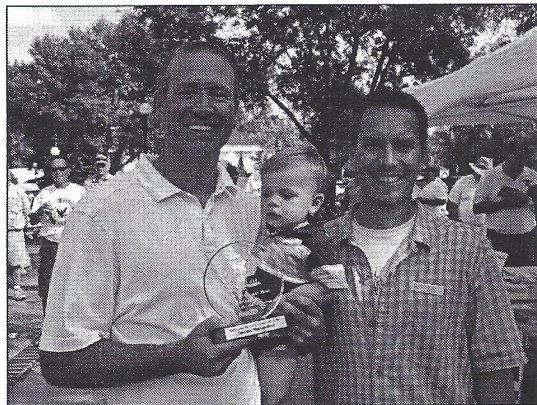
34th Annual Lake Minnetonka Antique and Classic Boat Rendezvous Awards cont'd



Post-War Outboard Motor
1962 Evinrude 10 HP
&
Outboard Boat 15 ft. & Over
1955 Lyman 15 ft. Deluxe Runabout
Dave Wiborg

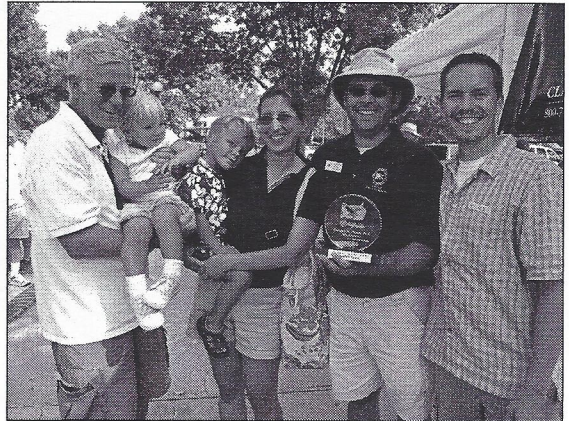
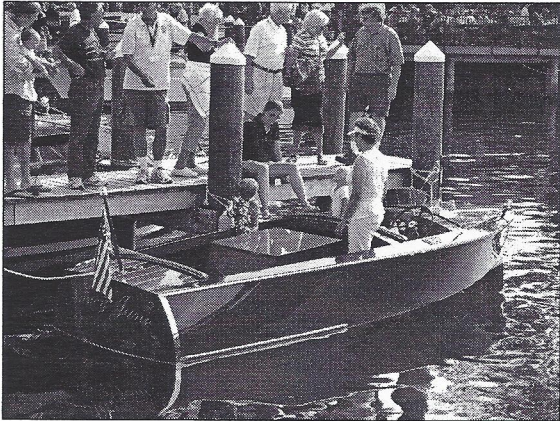


Outboard Boat Less than 15 ft.
&
Most Original/Best Preserved
1964 Crestliner 14 ft. Ski Bird
Silker Memorial Museum

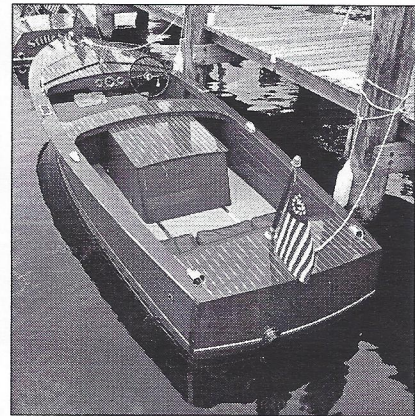
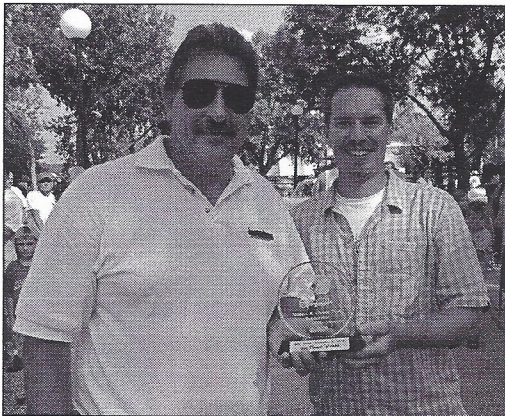


Special Recognition
1929 Chris-Craft 28 ft. Triple Upswept (replica)
Michael Lang

34th Annual Lake Minnetonka Antique and Classic Boat Rendezvous Awards



People's Choice, Skipper's Choice
&
Judge's Choice
Best Antique Inboard
1937 Century 18 ft. Utility
Grech & Nelson Family



Best Classic Inboard
&
Bob Speltz Award
1949 Chris-Craft 17 ft. Special Runabout
Jim Kluck



Pre-War Outboard Motor
1914 Evinrude model B
Ron Melick



Fall 2009

Awards and Judging: 2009 Rendezvous

By Bob Johnson

The BSLOL chapter is undergoing some belt tightening just as other groups, non-profits, families, and individuals have to do during these uncertain economic times. Our club has experienced the loss of several events which over the years had provided a good source of income. We are hopeful that we will be able to generate new income by careful planning and creative thinking going into the new year. As always, we welcome new members, new ideas and suggestions and continued support from our current membership.

As we prepared for the Rendezvous, we decided one way we could save some money would be to cut down on the number of awards by condensing and/or deleting certain classes of boat entry's we customarily have used over the years.

In our current Excelsior/Maynard's Restaurant venue we are limited to 50-55 boats; therefore we do not need as many awards as in the Treasure Island days of 150 boats. We have tried to keep the awards pertinent to the various boat and motor entrants and to changing trends.

In evaluating the situation I went through last years show entrants and broke them out into the various award categories to see how appropriate the classifications were. Here are the conclusions and changes for 2009:

"Best Antique Utility" and "Best Antique Runabout" will be combined into "Best Antique Inboard."

"Best Classic Utility" and "Best Classic Runabout" will be combined into "Best Classic Inboard."

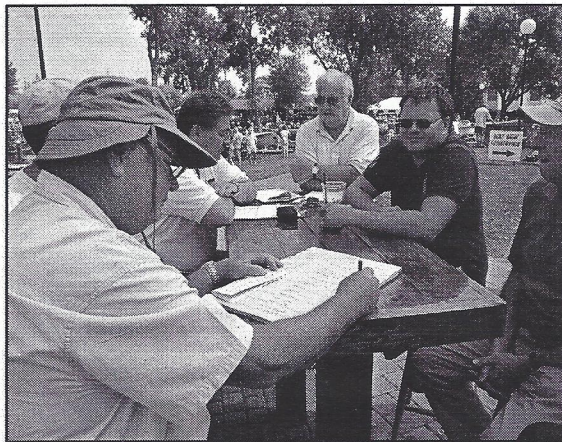
"Best Fiberglass Inboard Boat" (there was only one last year) will be combined into "Best Classic Inboard."

"Best Contemporary Classic" will be deleted.

There are occasionally some entrants that are really special and deserve an award but they do not fit into our award categories. We have two special recognition awards that can be given if the judges deem it appropriate.

The following award categories were utilized for 2009:

- Best Antique Inboard
- Best Classic Inboard
- Best Cruiser
- Best Outboard 15 ft and over
- Best Outboard less than 15 ft
- Bob Speltz Award
- Most Original Boat
- People's Choice Award
- Judge's Choice Award
- Skipper's Choice Award
- Special Recognition Award
- Special Recognition Award



2009 Judges

There will be two outboard motor awards for motors only (no boat): Best pre-war outboard motor and best post-war outboard motor.

I want to especially thank Dave Doner and Andreas Rhude who work with me and are instrumental in selecting the awards that were distributed.

Hope you had a great Rendezvous! 

The Restoration of the "Nancy Jane"

cont'd from Summer 2009

By Nancy Grech

Chapter Six:

My Car Can be in the Garage Again

With the boat at Scott's, John has a hobby and is out of the house while I am at work. My car is back in the garage at night.

The boat will be finished soon. They have flipped the boat right side up – it is so much easier using Scott's hoist than a bunch of neighbors. I visit for a day and Scott says the boat has beautiful lines. I always thought it did; so, I am glad a professional agrees with me.

The bottom of the boat has been shrouded in marine plywood, mahogany, and 3M 5200 so that it does not have to be soaked in water to swell before use. Then the topside boards were measured, steam bent, meticulously cut to fit, and screwed into the wood frames of the boat. After the boards were attached, I was asked to help with the bunging process. I had already planned to help on this important step as I now am not working and have more free time. After all the screws are countersunk, a small round plug of wood is glued into the screw hole. It is important that the wood grain of the plug is in alignment with the grain of the boards to help hide the bung's presence. Scott showed me how to glue, then position the bung with a pair of pliers, and then lightly tap it into place with a hammer. Too much or too little of a tap and the bung will be noticeable. As there are thousands of holes that need to be filled this is a long, tedious process. My forte is long, tedious processes. After a day of bunging, my hands were sore and I had calluses from grasping partially-drying glue-covered pliers all day. The next time we came to finish the bunging process on the deck of the boat; I brought a magnifying glass with me to better see the grain fit. I think it made a difference.

One day, John took the propeller and shaft to Hudson, Wisconsin, for evaluation. The propeller needed to be balanced and of course the shaft is deemed off by the slightest of a fraction and so a new shaft, coupling and strut bearings are ordered on the spot.

We seriously started to choose a name for the boat. John had long said it should be "Nancy" or "Nancy Jane". I have always liked the boat names

that are a pun or play on words. Scott sided with John – something about the first boat and first love. I let them win that one. I went to the computer and started looking at fonts for the name. Scott came up with a proportional sketch of the transom so I could add the curvature of the name and see how it looked. John went through the pictures of various boats we had seen at boat shows. As a boat named "Annie" had been a reference point for some previous ideas, I was happy to see that the font we liked looked like the same one used on Annie.

Scott found a professional painter, Mike Iverson, and I came out to watch him put the gold leaf on and hand paint the boat license number on the sides of the boat. He is a real artist and even signed his work. This was a two-day operation in itself as the gold leaf had to set before it could be rubbed to a true gold-leaf finish. The year the boat was manufactured was added under the name on the transom. I fear many might confuse my age with the age of the boat; but, if I look comparatively as good when I am 70 plus it is okay.

After numerous coats of varnish, it was time to decide on the upholstery for the boat seats. Scott's upholsterer, Dave Compton, brought his samples out and we all looked at colors we thought would look good on the boat. John and I knew for a long time the upholstery color would be in the maroon family. I am not too finicky about tones and hues, so after selecting three samples I liked, I left it to Scott, John and the upholsterer, Dave, to come up with the best choice. As I am an excellent seamstress, I appreciated how Dave explained where he thought the seam lines would look the best and how he would put cording around the edges.

Scott also had us looking for a new trailer for the boat. John spent hours on the computer and on the phone looking for just the trailer he was comfortable getting for the boat. We drove hither and yon looking at trailers. In the end, he ordered it from a company in Michigan that Mark had suggested in the first place.

Continued on
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PAGE 10



The Restoration of the "Nancy Jane"

cont'd from Summer 2009

By Nancy Grech

A month later we drove to Michigan to pick up the trailer. We arrived at 5:00 pm after a terrible drive through Chicago in a road construction zone during rush hour. Jon Reus, of Macatawa Bay Boat Works, was waiting for us and showed us around his restoration shop and some of the boats he was working on at the time. The pictures of his boats that were mounted on his office walls made me drool in anticipation. I also got ideas of photographing our boat so the water wake reflects of the side of the boat during a turn. Because of the terrible traffic congestion in Chicago, we decided to drive back going the Northern route through the Upper Peninsula (UP) of Michigan though I thought the traffic through Chicago would be better on Saturday morning than it had been on Friday night. We drove as far north as possible on Friday night after having driven all that day to Michigan. The next morning, we were up before dawn. It was so dark we could not see the scenic countryside along the road we were driving. Of course, it then started to rain and continued nearly all the way home. We parked the trailer on the side of the house and there it stayed until Scott was ready for it in his shop. John had wanted to move my car out of the garage and put the trailer inside so the bunks could dry out. I reminded him that they would be going in and out of the water each time we loaded or unloaded the boat and were meant to withstand dampness – better than my car.

It had snowed several inches before the trailer needed to go to Scott's. As the time drew near, my car again was sent to the driveway and that fancy heater that warmed the garage was used to warm the trailer and melt the snow off the bunks on which the boat would soon rest. After the bunks were dry, I suggested wrapping them in plastic for protection during the salty road trip out to Scott's. John poopooed me, but, I went out into the garage and started wrapping them myself. He came out and said the plastic would just blow off on the drive. I wrapped and taped even more vigorously, and even turned that heater on to keep me warm in my efforts. Red Green would like my Duck Tape job. Scott rewarded me for my effort by telling John it was a good thing not to get the road salt on the bunks before the boat rested on them.

Soon it was time to look for the linoleum for the boat floor. Back in 1937, the boat floor boards were covered with simple kitchen type linoleum, or in many cases did not have a covering. So, today we must find suitable flooring with an old-fashioned look. Scott had some samples and suggested we checked around for a brand name called "Marmoleum". After searching the internet and deciding we could not figure out an exact color by looking at the samples on line, John called HomeValu and talked with someone that said they did carry the product. As soon as I was home we took off for the nearest store. Of course, the product was available only in the commercial area of the store which closed at 5:00 PM, but, a very nice sales person let us look at those samples anyway. We chose several samples that looked good with the piece of upholstery sample we had and John went back the next day to order the little bit of material we would need.

All through this process, John and Mark have been surfing the web and have ordered missing pieces to the boat. Some have fit and others will collect dust until someone else decides to finish a boat and can use them. Anyway, we have learned the art of bidding on eBay. More new pieces are ordered for the boat as they are found on various web sites. Many pieces are sent off for re-chroming.

Towels are yet another story. Now that the color of upholstery and the flooring have been decided, it is time to get frilly. Many of the boats displayed at shows we went to had luxurious bath towels with the boat's name embroidered on them tastefully hung over a seat or two. The "Nancy Jane" would have to have nice towels also. While out shopping for another "much needed" garage machine, we also stopped to look at bath towels that happened to be on sale. Thicker towels than have ever graced my bathroom were purchased and dropped off at the local shop for personalized embroidery. They now are packed on the floor of John's closet awaiting their final destination on the "Nancy Jane."

CONTINUED ON PAGE 12

PAGE 11

The Restoration of the "Nancy Jane" cont'd from Summer 2009

By Nancy Grech

Very early in the restoration process, the local farm store had advertized generic boat covers for sale. Knowing we would need it at some time in the future, John bought one that would fit our 17-foot boat. It now rests on a shelf in the basement. The "Nancy Jane" would need a custom boat cover that reaches down to the water line to protect it while being towed. Scott again comes through with the right person for the job and the cover looks great. I get to see it when Scott hosts the local boat club seminar on gauges at his shop and the "Nancy Jane" sees daylight for the first time. I will say more about her maiden "voyage" into the fresh air later in this text.

But, now I must discuss the electrical wiring. As I mentioned earlier, it was decided to change the voltage system from 6 to 12 for easier starting of the boat and ease of use with today's 12-volt equipment. I have watched John attempt to start an old outboard motor in the past and have also experienced trying to start a lawn mower that John had "tuned up" so I am all for easier starting of anything mechanical. Enter Mark's friends Lyn and Pat Mattson of Merlyn Systems. Lyn works magic with old motors and really knows what he is doing. He also enjoys sharing his knowledge with Mark and lets him do most of the wiring under his guidance. Many pieces of the boat engine go up to Lyn's to be worked on and Lyn and Pat come down to our garage and work on the engine too. I check on the garage proceedings often but after watching them working with water and electricity at the same time, I decide I will stay in the house and fix us all supper. However, I did question the firing order of the pistons before I went back to the kitchen. The next time I came out, they had changed the sequence! Sometimes, an extra set of eyes can be helpful even if they do not have a clue as to what they are looking at and happen to ask a silly question like, "Why are those numbers stamped on top of the engine?" Lyn and Pat also make several trips to Scott's to work on the wiring in the boat. I accompany John and Mark out two times to watch the work. Even though the work is very interesting and I am learning about the boat wiring, the night gets very long and I fall asleep sitting on a step stool. Lyn and Pat are a good team. Pat correctly anticipates what parts Lyn will need and has them ready for him like an assistant has surgical equipment ready for the surgeon in the operating room. Wires are curled, connected, and tested. Then, more wires are curled, connected and tested. Wires are everywhere – under the dash board, under the floor boards to the engine and further down the boat under the floor boards to the stern for the light.

Oh yes, talking about the back end of the boat, I remember the gas tank is back there. The one that came

with the boat had definitely seen better days. As a matter of fact, we could see daylight through it in many spots. A new gas tank had to be made. Somewhere along the line the thought process failed and adjustments have to be made to the new custom tank.

Chapter Seven:

Will it ever be finished?


"How's the boat coming?" is a question from friends that I have come to dread. The boat has been at Scott's for almost two years. The white striping on the deck is done – Scott did a much better job freehand than I could have even done if I had masked and re-masked the lines for hours. There are seventeen coats of varnish on the hull and it is looking great. The upholsterer should be finished in the next week or so and the "Nancy Jane" can come home.

As I mentioned before, we went to Scott's for the gauge seminar and the "Nancy Jane" was rolled outside. She proudly sits in the sunshine and seminar attendees stop to inspect her before they enter Scott's. Many call her a real piece of furniture and suggest she belongs in a living room – I must agree with them – to an extent. My car will have to live outside again, but, the brain is always working and, if I give up part of the laundry room, we could notch another stall in the garage and make room for the boat. This is not as far out as one might think as John has already been monitoring the humidity in the garage in anticipation of the boat being kept there.

Soon we will be towing the "Nancy Jane" to boat shows and hopefully, she will win prize after prize – in my mind. Gulp! I just remembered John pulling the pop-up trailer on family camping trips when the children were young. All that "fun" of backing up a trailer and positioning it correctly... Yes, I am really ready to haul the "Nancy Jane" to shows?

I did get to drive the truck pulling the "Nancy Jane" home from Scott's. It will soon be warm enough to put her in the water and celebrate. With an industrial lit and heated garage, new band saw, and other boat restoration equipment, who knows if the "Nancy Jane" may someday have to share the garage with another restored boat.

Scott Hawkinson of Hawkinson Wooden Boats deserves a special thanks for bringing the "Nancy Jane" back to better than original 1937 beauty and glory. We especially thank him for his patience in letting John work at his side throughout the transformation.

We also are indebted to Mark Nelson who helped find John a retirement project, and tirelessly worked on the boat engine and wiring. He rebuilt the twin carburetors and located the correct oil. His current action is to send emails to boat club members across the US to find the correct dipstick measurement for the amount of oil needed in the crankcase. Mark also taught us the fine art of buying on eBay and how timing is important. 

BOATS IN PROCESS

By Clark Oltman

A few years ago Clark Oltman of Spring Park, Minnesota purchased a 1959 Chris-Craft 17-foot Ski Boat. When first launched he found out it had two drain plugs and he did not think to look for a second one. A wee bit of water came in quite quickly. After that problem was solved, others cropped up here and there. Same old story, right?

The engine had to be replaced; the block was cracked and the generator was shot. The saga continues! Well today was the big day. I screwed up my courage, crossed my eyes, fingers and toes and launched the boat. Jimmie Holtz was kind enough to come over with a chase boat in case I needed a tow home or needed to be fished out of the lake.

We launched her at the Spring Park ramp on Lake Minnetonka. When the bilge pumps did not need to start right away we figured she would not take on too much water. I started the engine, a new 350 cubic inch Chevrolet V8, and motored out just a short distance. The engine temperature went to 160 degrees F. Revving the engine a couple of times got the air lock out of the water pump and temp settled at 130. Into gear and off we go with Jimmie close behind. I ran around for about an hour trying different engine speeds and always watching the water level in the bilge. The pumps seemed to be handling the water so I drove around trying to get used to a new boat (for me anyway!).

I need to replace the throttle cable as it is a bit sticky. I found the oil pressure gauge needle went to 60 and stayed there. I doubt it is that high, the gauge is a little rusty so I am not sure it is accurate. There is no tachometer as the cable is missing so I do not know how fast the engine was running. She goes very well on the first 2 barrels of the carb. When I pulled the throttle out the whole boat jumped ahead. I pulled the throttle back to make sure I did not over speed a new engine. This thing is going to be fast when broken in! I suspect that the engine will handle more prop. Talk about loud; my Corvette is quiet compared to this. Of course it is so close I could place my hand on the engine, it is only a 17-foot boat.

When I arrived at the ramp, the handle for the winch was missing. Fortunately Jimmie had a trusty crescent wrench with him. So off today to Northern Tool for a new winch; I could not find the handle in the garage.

I now know she will float and run, so I will be able to get some time on her before winter.

YeeeeeHa - she runs and floats. It is a good day.

Clark 



Mr. Speltz Is Honored

Mr. Bob Speltz, the name sake of our group, was recently inducted into the Hall of Fame of Hagerty Classic Marine Insurance. The inaugural class included Speltz, the Antique & Classic Boat Society and Lake Tahoe boat restorer Dick Clark. Mr. Speltz authored "The Real Runabouts" book series, an unbelievable resource for wooden boat enthusiasts. Upon his untimely death, his name was added to the Lake-O-Lakes chapter title in respect for his contributions to vintage boating.

Chines vs. Chimes

How many times have you heard a person say or read the word "chime" in boat restoration lingo? Well, there are no "chimes" as part of a boat. It is chine, c-h-i-n-e.

The chine is where the bottom of the boat and hull side intersects. It is a typical part of an inboard run-about or utility type of boat. Lapstrake and cedar strip boats really do not have a chine.

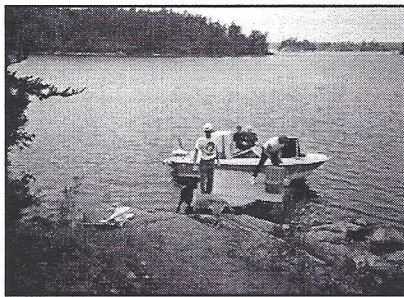
So, save the chimes for your door bell or calling you to worship on Sunday morning and keep the chines in your boat clean and rot free.

MY QUEST FOR A CRESTLINER

BY BOB MATSON

My search for a boat was brought about by a need. My daily vehicle was a Jeep Wrangler, and as such, it could not pull my heavy fiberglass boat, which had to be left up in Nestor Falls, Ontario. I own a cabin on an island ten miles out of Nestor, on the Lake of the Woods. Since I could not pull the old boat back to Ely, I had no boat to use on my own lake once I returned home. I live on beautiful Cedar Lake near Ely. My solution was, of course, to sell the old boat and buy a new aluminum boat that I could tow back and forth. My thinking back then was to get a new boat, such as a Lund or Crestliner, but as I started restoring other people's vintage boats, I fell in love with the classic lines, durability and the attention they commanded from onlookers. I said to myself, "Wait a minute, I don't need a new boat, I need a classic old restored boat that would get me to my island, as well as act as a marketing tool for my own restoration business."

I began to look for a boat like this, and I knew the best bet would be on Internet sites like eBay or Craig's List. But I then discovered a web site devoted to Crestliners, www.restrocrestliner.com, and after looking at other people's boats I knew I wanted one of these. The Matson's of Duluth own RetroCrestliner.com (no relation to me). After looking at many different models of vintage Crestliners, I thought that an eighteen-foot Voyager would be



just what I needed. It could haul all my stuff out to the island, which would include food, clothing, fishing gear, tools, and sometimes even furniture or refrigerators! (This picture of me hauling an old refrigerator in my Crestliner Apollo can be seen in my mother's book, "Discovering an Island Paradise in Lake of the Woods.")

After searching for months, I finally saw a Crestliner Voyager on eBay. It looked to be in pretty good shape and I knew I had to have this one. I mentally budgeted \$500 for gas to go to some distant state to pick it up. I closed my eyes and scrolled to the bottom of the screen, then opened my eyes to see where it was located. Whoa! It was in Virginia, Minnesota, only 43 miles from Ely! With the help of a good friend, I was the successful bidder.

After contacting the owner, plans were made to pick up the boat the next weekend. When I arrived at the home, there it sat in the yard, somewhat worse for wear and tear. I did notice that the hull did not have one ding in the bottom, and the trailer was in good shape. I later learned that it was a Tee Nee Trailer, collectible in their own right! After paying the owner, I towed it back to Ely and began laying the plans for its complete restoration.

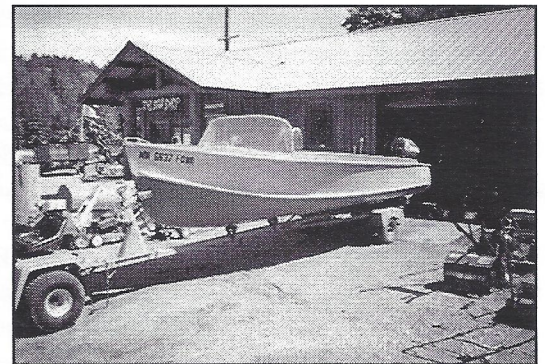
I was sure of one thing: I wanted to do a first-rate restoration, as it was to represent my own restoration business. I knew that I wanted the sides to be highly polished and I wanted to paint it black, to match my Jeep Wrangler. I studied polishing aluminum



Back at my shop after polishing and painting

and found this to be a

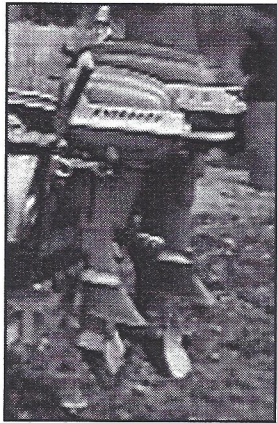
grueling process. The next workday, I was standing in my shop looking out at the boat and thinking I have hours of polishing to do, when in walks a guy looking for an old outboard for sale. I told him I had an old Evinrude 18 HP for sale and he asks if he could see it. I retrieved it from the back room and brought it out. I asked him his name and if he worked in Ely. He mentioned he just started a new business. I asked him what it was and he says, "I restore aluminum anything and paint cars and boats." Whoa! Have I got a deal for you! So I bartered the old motor for the polish job, and when I saw how professionally he painted, I had him paint the boat as well. I was suddenly months ahead of schedule!



This is how she looked on first day of ownership

CONTINUED ON PAGE 15

I had spent the winter restoring a 25 HP Johnson outboard that I intended to run on my future boat. But I had a problem. This 1952 Johnson had a protrusion of some kind sticking out of one side of the cowling. Something would have to attach to this to operate the throttle by remote, yet I could find no such hardware, even on the Internet. I was standing there looking at it one day when I saw a guy entering my shop. It was Dave Eveleth, from Des Moines, Iowa, and an avid collector of outboards. I had sold him a 1957 35 HP Evinrude the summer before. I asked him to look at my Johnson to see if he knew how to connect it to remote controls. He said I would never be able to do that...that I had to go to a '54 Johnson with conventional hookups. I told him that the Johnson would be useless to me then, because I wanted to get a boat with remote steering and console. He indicated that he might be interested in buying it. Just then my dog, Cedar, started barking at something out in my lot. I looked out and saw Dave's SUV with the trunk lid open. He had something blue and white in the trunk. I asked him if that was my '57 Evinrude and he said "Yes, I brought it up as a back-up." I told him that I would trade him my Johnson for the Evinrude if he would throw in an extra '57 kicker motor that I knew he had. Whoa! I now had my outboard problem solved just like that!



My pair of great running Evinrudes

At this point, I was ready to start the interior restoration but I was not looking forward to it. I had not much of anything for woodworking tools, nor much expertise. I was doing some paperwork on tools and materials when a young friend of mine stopped by to report on his new job I had helped him get. I asked him what it was he had to do and he says he had to remodel this huge place and it might take him years. I asked him if he had the tools to do the job and he says, "Oh, we have every woodworking tool imaginable!" I showed him my boat and asked him if he could do the restoration and he replied, "Not only will I do it...I'll do it free,'cause you got me the best job I've ever had!"

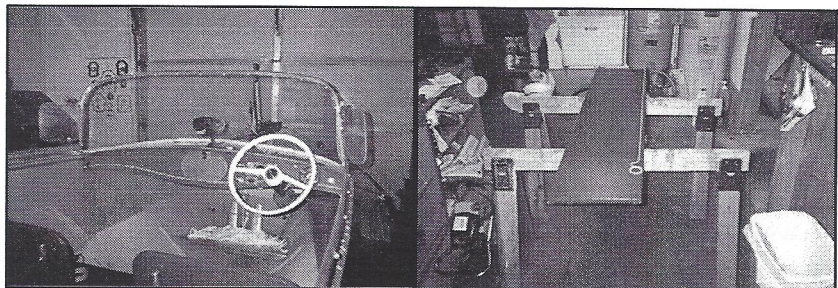
Whoa! This is going great! He made the new dash out of a beautiful piece of oak and the seats were done in simple plywood, stained chocolate brown with white pin stripping.

I now had the Tee Nee Trailer painted yellow, but I had these hand-made funky fenders that I did not like and was wondering where I could find those famous teardrop shaped fenders for which they were known. Whoa! I then remembered that at a vintage out-

board meet, I had learned

there was a guy in Osseo, Minnesota that made reproductions. I called him and he shipped me a pair of fiberglass reproductions within a few weeks. Done!

The only thing remaining now was to get a convertible top made. I made a few calls and was dismayed at the cost. I did not have it in my budget. Then one day I looked out my shop window and saw a guy ogling my boat. I



My friend did great work!

went outside to see if he had any questions. He said that it was the most beautiful boat he had ever seen...and that he liked "old stuff." I invited him in to look at my old chain saws on display and he asked if any of them were for sale. I told him that everything is for sale, and he asked how much. I told him the cosmetic only saws were \$250 and the ones that ran were \$350. He asked if he bought several could he get one price, and I agreed to \$250 each. He says, "Well, I can't take them now because I have the little car, but give me that roll of tape and I'll mark which ones I want." He proceeded to mark off sixteen chain saws, pays me \$4,000 cash, and says he will pick them up later! Whoa! I had the top made the next day!

So now the work is done, and I have named the boat "Bear11." As former executive director of the North American Bear Center, my license plate reads "Bear One." In the course of its' restoration, there were so many wonderful coincidences that it spawned an idea for a book. In fact, my Crestliner is the first chapter in my book, and I hope you will enjoy reading about it once it's published. And, maybe you can help contribute to the book!

The book is entitled, What's in Your Boat House?, and is about amazing nautical archeology, and rare boat "finds". The forward is being written by Dennis Evinrude. If you, or someone you know, have a great story for my book, I would love to hear from you! I can be reached at rcmely@frontiernet.net. I also hope to meet some of you at future events!

If you ever get to Ely, stop in. You will see "Bear11" along highway 169 proudly representing the good old days!

Bar Harbor - A First

by Dick Mickelson

With the Glasspar hooked up behind my van I headed north to Gull Lake, Minnesota and Bar Harbor. It was Friday afternoon about two thirty - not a great time to be heading north on Interstate 94. All the great plans of leaving by 9 AM were shattered by last minute preparations on the boat, little stuff like having to replace the battery, making sure the Merc started, pumped water the way it should, and gathering all the miscellaneous items one needs to have along when going to a boat show.

Friday was a beautiful day, a clear sky and temps just perfect for a boat show weekend. The usual half hour trip up Interstate 94 to Rogers, about 30 miles north, took over an hour. After that it was clear sailing to Gull Lake. Arriving at Bar Harbor about five thirty, just in time for the start of social hour, I was greeted by the sight of several dozen beautiful wood and fiberglass boats already tied up at the docks. Bar Harbor is a restaurant that is located on a very picturesque bay on the northern end of Gull Lake. The restaurant sits slightly elevated above the lake with a large patio and grass area that creates a great setting for a boat show and the evening skipper's dinner. Ted Rogers welcomed us all to the boat show, a first for Gull Lake and Bar Harbor, and gave a run down on what was in store for us Friday night and Saturday.

The skipper's dinner on Friday night was really outstanding; we had a choice of prime rib or walleye, served by the friendly staff of Bar Harbor outside on the patio. As a side note, Bar Harbor is in the hands of third generation ownership. Steve and Deanna Anderson went out of their way to make us all feel most welcome. All their dock space was closed to the general public for the boat show on Saturday, and all of their property was taken up with boats, classic cars and lots of folks just coming to see the 'old' boats. I do not know how the staff at Bar Harbor could have made us feel more welcome or provided a better setting for the boat show.

A canopy was set up on the grass for the 'skippers and crew' to get out of the sun, sit, relax and chat with each other. Several dozen copies of the "Boathouse" magazine were set out and picked up by those coming to the shelter and posters were placed on the tables to promote our show on Minnetonka in September.

Saturday morning I launched the Glasspar, with the help of Lee Wangstad, and headed across the bay to the docks at Bar Harbor. Lee had his Thunderhawk on the grass adjacent to the parking lot. There was a flurry of activity as the docking staff scurried around directing boats and assisting in securing them to their assigned spaces. Several of the dock staff were in the water chest deep helping some of the larger craft maneuver around the inside corners. It was not long before all the entries were secured to their assigned locations and the public started to arrive in droves. At one point part of the dock collapsed, hummm, where has that happened before, but in a heartbeat several sets of hands quickly made the nec-

essary repairs and the show continued. On more than one occasion I heard comments from some of the spectators thanking us for bringing our boats to 'share' with them. That is a great perspective on why we are there, to share our boats and our experiences with the public.

Members of BSLOL that attended to show support and to participate in the event were, Eric Sandin, Bruce Zemke, Ed Sheldon, Dwain and Ginny Schuette, Ted Rogers, Lee Anderson, John Allen, Lee Wangstad and myself.


About 4 PM Ted Rogers called us to announce the boat show winners for the day. This is what Ted had to say: "I am actually 'setting on the dock of the bay' enjoying the finest weather this year and enjoying a variety of 56 beautiful antique and classic boats. On my left is the 36-foot launch 'Royaleze' formally owned by the Canadian Government. Take the wonderful boats, the beautiful day and add the smell of steaks, brats and hamburgers coming from the patio grill at Bar Harbor in Nisswa, Minnesota and you have one fine boat show".

And the winners were:

Best in Show: John Allen 'Belle Baby' 1924 Belle Isle
Skippers Choice: Lee Anderson 'Royaleze' 1929 Ditchburn
Peoples Choice: Lee Anderson 'Royaleze' 1929 Ditchburn
Best Utility Under 20-ft: Ted Rogers 'After You' 1960 Sea Skiff
Best Runabout under 20-ft: Kermit Sutton 'Dewitt' Whim
Best Runabout 20-ft and over: Lee Anderson 'Sea Wolf' Garwood
Best Utility 20-ft and over: Dave Thompson 'KJ' Chris Craft
Best Cruiser: Sue Amacher 1953 Sea Skiff
Best Launch: John Allen 'Chief Mackinac' Consolidated
Best Non-Motorized: Bo Cote 'Si Sea' 1929 Alexandria Row Boat
Best Fiberglass: Dick Kelly Larson 16-ft Thunderhawk

A special thanks go to all those that helped make this 'First' show possible - Jason Raasch and Melissa Johnson at Wood Boat Shop, Greg and Jeremy Raasch at Greg's Boat Works, Ryan Rogers and Didi Nguyen for photo's and video, Rick Mahoney, our Dock Marshall, Bar Harbor owners Steve and Deanna Anderson and Ted Rogers the event coordinator and our MC for the show. I spoke to Ted recently and plans are already underway for next years event, which I am told will be even bigger and better - hard to believe, however I am sure that with all their enthusiasm next years show will be spectacular.

One other item, this years entry fee of \$35.00 (for in the water boats) also includes a CD of the event which will be sent out shortly.

I will defiantly have this show on my calendar for next year. Thanks to all that made this show a success. 

White Bear Lake Classic & Vintage Boat Show

By Pat Oven

The fourth annual White Bear Lake Classic & Vintage Boat Show on June 20 kicked off the 2009 Minnesota boat show calendar. This was an official BSLOL event. Sixty-two entrants had been pre-registered for the show, although a few were unable to make it for a variety of good reasons, including a truck engine seizing up on the trip to White Bear.

For the fourth year in a row the weather was "Chamber of Commerce" perfect - sunny, temperatures in the low 80's and light winds. The combination of Manitou Days programs that included the Boat Show, the Arts Festival, the live music, the Fishing Contest for Kids and the Pickle Bucket Boat Races brought out the crowds to Lake Avenue and the boat docks all day long.

The low water level of White Bear Lake did not affect the day, although the first boat trailer into the water on Saturday morning backed off the ramp. Thanks to BSLOL dock master Eric Sandin and the problem solving skills of several BSLOL members the trailer was retrieved and the launch process was back into action less than an hour later. Everything went smoothly for the rest of the day.

A wide-ranging spectrum of antique and classic power boats, both inboard and outboard, sailboats, classic glass restorations, unique aluminum examples, engine displays and a model boat display all made for another eclectic White Bear show. The featured boat this year was the Amphicar. One of the most unique boats was a 1970 Roundabout, an 8 foot round fiberglass boat with thatched roof, glass bottom and outboard engine owned by Andy Iwanin of Minneapolis

"I would just like to say, that the White Bear Lake Boat Show was fantastic. My wife and I thoroughly enjoyed looking at the boats and talking to your members. Everyone was very friendly, willing to talk about their boat and answer questions I'm sure they have heard many times before. We will keep an eye on your website for future events."

Mike and Peg Selander
White Bear Lake, MN

Awards in five categories were presented by radio personality, writer and vintage boat enthusiast, Joe Soucheray.

The winners were:

People's Choice Award – Jim Kluck for his 1949 Chris Craft Special Runabout, "Viaggio"

Skippers' Choice Award – John and Nancy Grech for their 1937 Century Utility, "Nancy Jane"

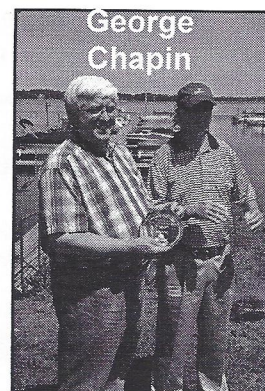
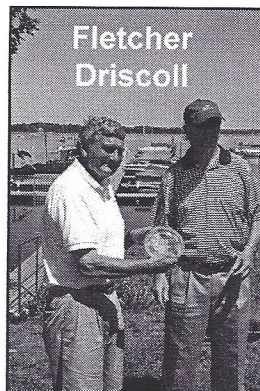
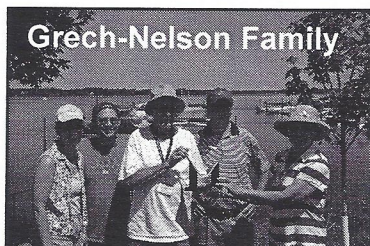
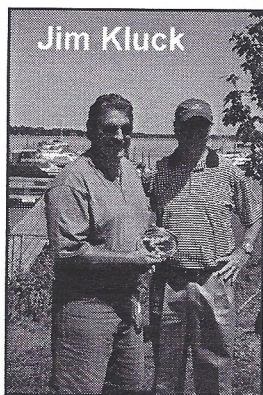
Favorite Sailboat Award – Fletcher Driscoll for his 1965 Johnson C Scow

Favorite Inboard Award – Jim Kluck for "Viaggio"

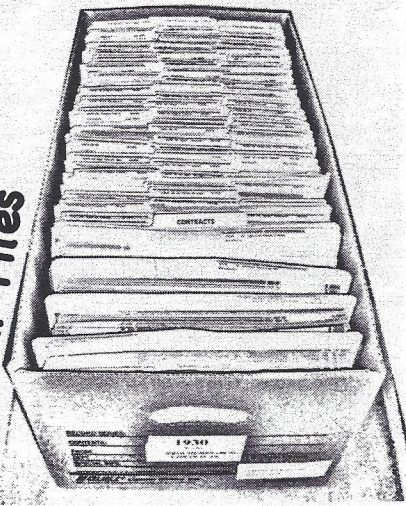
Favorite Outboard Award – George Chapin for his 1949 Larson Open Cabin

Special thanks go to the show sponsors: the White Bear Shopping Center Merchants, BSLOL, the Docks of White Bear, the City of White Bear Lake, Tally's Dockside and White Bear Boat Works.

It's never too early to plan ahead. Mark your calendars for Saturday, June 21, 2010 when we will meet again on the western shores of White Bear Lake for the fifth Annual White Bear Lake Classic & Vintage Boat Show.

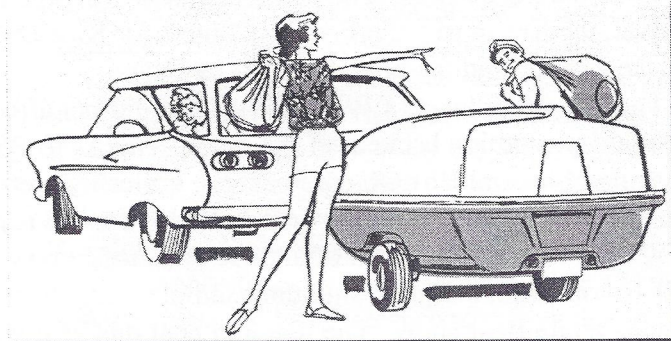


From Our Files



NOMAD Combination

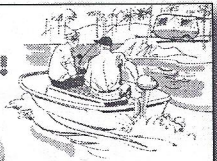
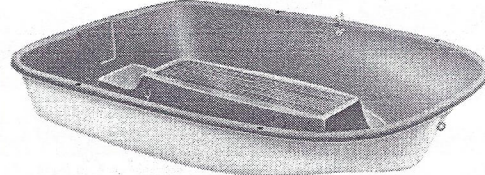
How about a combination camper, boat, and utility storage trailer? And to make it even more multi-purpose, it can be towed behind your car! The NOMAD was a small, multi-purpose fiber-



glass trailer/boat. She had room for two people to sleep in 80 inch long bunks. After a night's rest, she could be thrown into the water and used as a boat with up to a six horse power out-board motor! And after a day of fun, just snap the two halves back together like a clamshell, hook her up to your auto and head for home. What convenience!



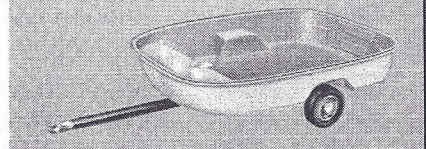
YEAR-ROUND CAMPING AND FISHING FUN!



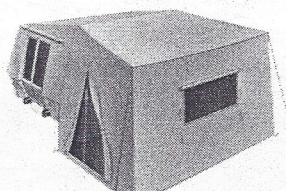
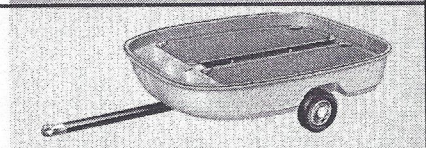
Marine engineered for maximum safety and handling ease, Nomad's boat-trailer-top provides comfortable seating for two. Ried for a 6 hp out-board, it has built-in flotation, bowing, oarlocks, a high-strength mahogany transom and special non-skid interior. 55-inch beam, 14-inch freeboard and an overall length of 104 inches.

COMBINATION TWO-MAN BOAT AND WEATHER-PROOF TRAILER TOP

Converts to rugged all-purpose utility trailer
Nomad's camping equipment is quickly removed to provide a big 300-pound capacity utility trailer. Tough fiberglass interior is scratch resistant. Universal hitch fits all vehicles. Top and bottom units clamp together making a dust and water proof joint giving complete protection to contents.



Modern, lightweight design with torsion bar suspension
Nomad is a durable, permanent possession. Moulded fiberglass construction means permanent colors, smooth, mar-resistant finish, non-rusting, easy-to-clean exterior and interior. Modern torsion bar suspension is rubber mounted to reduce road shock and vibration. Retractable stabilizers provide support when not attached to automobile.



Optional Camping Shelter
Large 7' x 8' x 7' high family-sized shelter provides comfortable sleeping facilities for 2 or 3 persons in addition to trailer facilities.



Insect and Weather Proof Shelter
Strong aluminum tube and webbing frame, three nylon screen windows with tie-down weather flaps and zippered center door give perfect protection for two.

Maynards

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

Two Locations

Lake Minnetonka in
Excelsior

Highway 101
in Rogers

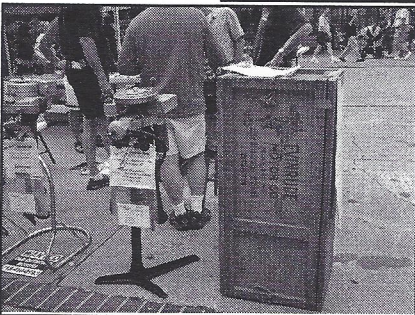
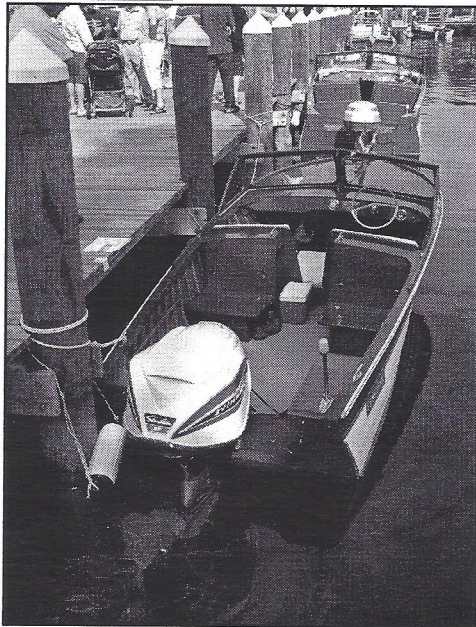
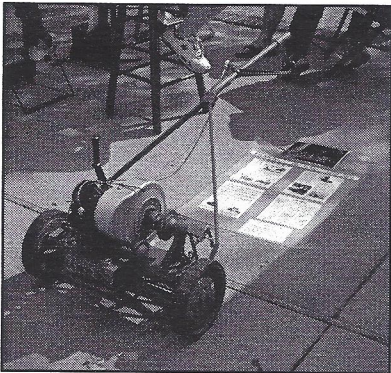
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Evinrude 100th Anniversary at the Rendezvous

Numerous Evinrude items were on display at the 34th annual Rendezvous in September. Here are a number of photos of Evinrude motors and related things from the show. 100 years of Evinrude were celebrated! ⚓



Lee Wangstad made the *New York Times*! In the Sunday Times of August 16, 2009, a lengthy article featured classic fiberglass boats. Entitled "A Style Both Wet and Wild," the feature covered classic 'glass boats of the 1950s. The website version had numerous color photos along with a video clip. Congrats to those who were mentioned. Another aspect of the growing hobby is the great non-wood boats that started to appear in masses in the fifties. ⚓



Scott & Ruth McInnes, Princeton, MN
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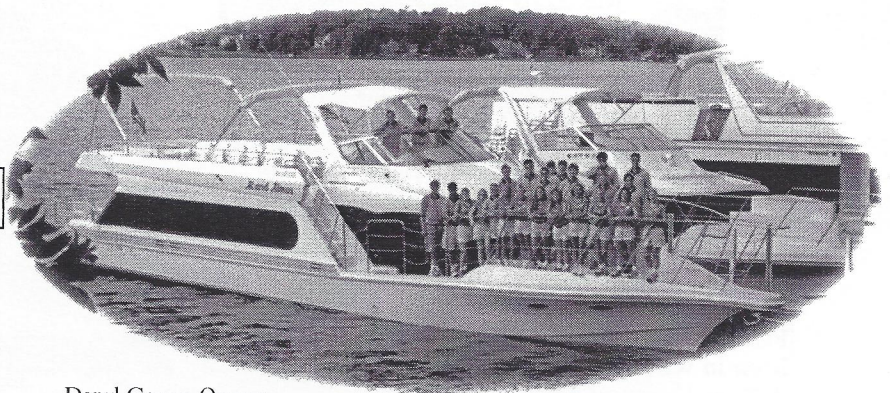
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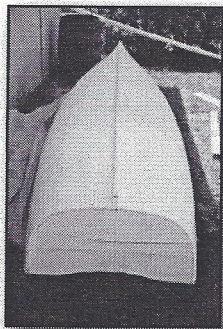
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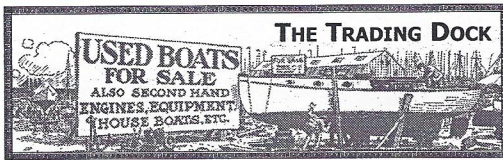
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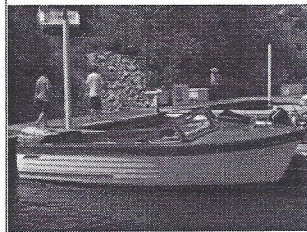
FOR SALE: Antique wooden Lucius canoe used on the Brule River in Wisconsin. Also other wooden canoes, rowboats, duck skiffs and outboard runabouts. 952-476-4364

For Sale: Classic Glass 1964 Sears 14 ft. runabout, 1965 Johnson 40 HP outboard, "Higgins" trailer with new tires. All original, superior condition. Original sales/maintenance catalogs included. 715-595-4913, pinkydq@centurytel.net

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For Sale: 1959 Thompson 19 ft. Off-Shore. Professionally restored in 2008. 1967 Evinrude 100 HP with electronic ignition. Runs very well. Boat comes with full canopy and good trailer. \$11,500. John Freed 651-464-5390 Foresteng@aol.com. Also see www.SpruceLodge.org



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.

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*See full story of the Gull Lake
Show on page 16*



34th Annual Antique and Classic Boat Rendezvous
Article on Page 6



1937 Century "Nancy Jane" - see story on page 10



1966 Chris-Craft 37ft. Roamer displayed by Bill Bressesen