THE STUFFING BOX

Newsletter of The Chesapeake Bay Chapter of The Antique and Classic Boat Society

March 2014

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President's Message February 2014

Have you been on the club website **http://www.chesapeakebayacbs.org/** recently? Activities are beginning to fill in. Thanks to Programs VP Chuck Warner, and the "elves" that have his back. We have a couple of really fun but informative tours hosted by restorer members. On Sunday Feb. 16,(Cancelled due to mud) Howard Johnson introduces the club to his American Nautical Memories Museum. Classic boats, classic cars, a Lionel Train exhibit, and much, much, more! If you happen to miss this event, you can arrange a tour directly with Howard by calling 301-627-2114 or at **oldtimeworld@aol.com**. (New date TBA) Then on March 1, wood wright Dave Hannam will hold an open house at his *Classic Watercraft Restoration* in Annapolis. Check out the ongoing projects, learn tips and techniques, and enjoy some refreshments.

We also have two meetings on the calendar. Tuesday, Feb. 11 is the first planning meeting for the boat show in St. Michaels. Saturday Feb. 22 is Q1 Board of Directors Meeting, open to all current and prospective members. We will deal with the annual budget, donations, and other important issues at this meeting. Please visit our club website **http://www.chesapeakebayacbs.org/** for the details on these and other upcoming events. And don't forget our **Facebook page https://www.facebook.com/groups/123730177642240/**. You can post pics of your latest projects, ask questions, share info and techniques.

Let me set the stage: it is early February; the electric bill said that the average temperature for this billing period was 28-degrees, compared to 36-degrees for same period last year. That is almost 25% colder than last year…I wonder why the electric bill was twice as much? I can't wait for boating season! Since I do not want to wait for boating season here, why not go to Florida?

Every year a good number of CBC members attend the Sunnyland ACBS Chapter Boat Festival on Lake Dora, and I'll be among them this year. Their show is the last weekend in March and there is much information on their website **http://www.acbs-sunnyland.org/**. This year they are featuring Correct Craft Boats. I recall going to the NY Boat Show with a buddy, many years ago when I was a "yoot" from Long Island. My buddy was awe struck with a Correct Craft Torino, but I do not recall ever seeing one again. Perhaps I'll get a line on one at Lake Dora?

If your schedule permits (unfortunately, mine does not), you could extend the Florida adventure by going on the Sunnyland St. Johns River Cruise which is a pre-event south beginning with dinner Mar. 23 at Florida Yacht Club, Jacksonville, and arriving at the festival by Mach 28, with lots of fun stuff and pampering along the way. Check out this page for more details **http://www.acbs-sunnyland.org/images/2014_St_Johns_Reg_Ltr.pdf**.

CBC members Ray and Della Glenn will be making the trip south. Though they have a full boat, you are welcomed to tag along in your boat if you are new to this venue. Call Ray at 410-867-7853 for more information. By the way there is a second leg going north March 31, after the festival, for those so inclined.

Have I sent a subliminal suggestion about getting you, and perhaps the boat, out of the deep freeze and ready for some fun? I hope so. As I promised at the Annual Meeting, this will be a year focused on fun with boats!

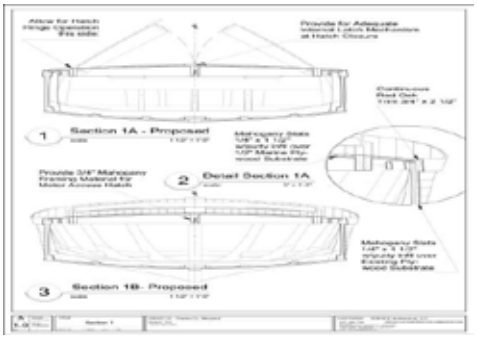
Best to All,
Joe

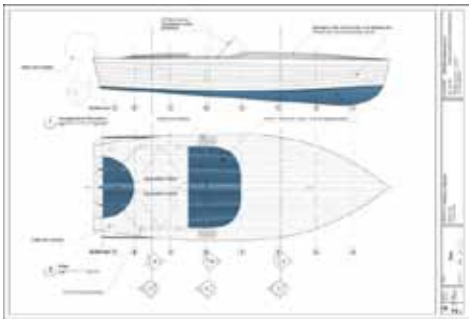
1952 Chris-Craft Kit Boat, Custom Runabout – Cintia Serenisima

Jan Van Thiel

It was at the 26th annual Antique and Classic Boat Festival, where I learned that the little boat that I had spent so long rebuilding was a 1952 Chris-Craft kit boat. I had spent every weekend for two years on its renovation after salvaging it from a neighbor who was kind enough to give it to me.

We trailed it home on flat tires, after bailing out the rain water and leaves my father Bruce and I began removing rotten wood, mostly deck and trim pieces, including the beams under the deck, the transom, and hardware. We saved everything for patterns, but after stripping the old paint and taking measurements, we discovered a brass plaque behind the dashboard from the builder, Norman W. Bailey of Newmarket, New Jersey. I decided to abandon most of the old arrangement. The 14' hull had such nice lines, so, being the architect of the boat, I drew up my own design using the existing hull.





My uncle, Clyde F. Dorsett, is a professional cabinet maker and brilliant furniture designer. He looked over my drawings for me and we struck a deal on the woodworking portion of the project. We chose Sepele, a type of African Mahogany, a dark, rich looking tropical hardwood. We purchased the raw material from Vienna Hardwoods, in Virginia and brought it and the boat to my uncle's shop near York Pennsylvania.

Clyde had to produce special molds to bend the laminated mahogany into deck trim for the cockpit and around the engine. As he worked I followed along with my drawings; arranging the dashboard, and the glove compartment. I made cardboard and plywood mock-ups for the seat-rest mechanism. We both tested the seating position, then fine tuned the backrest and curvature of the cockpit, for superior comfort.

I had the original Mastercraft trailer sand blasted and repainted at Suffley's Sandblasting of Mechanicsville, Maryland. I stayed with only three complimentary finishes in order to impart a sense of simplicity and balance. All original wood was sealed with CPES epoxy (inside and out) while joints were secured with West System Epoxy.

3 coats of a Pettit—Bikini Blue custom enamel was applied to the hull and 7 coats of Z-Spar on the deck; matching exterior grade latex paint was used on the hull interior to help the wood breathe and dampness evaporate.

Sikaflex adhesive sealant caulk was used on the deck to set off the wood color.

A foam-core and chipboard template was made so that Capital Plastics of Beltsville, Maryland could fabricate the stylish quarter inch Plexiglass windshield.

The Engine was rebuilt by Tim DiGennaro of Tim's Classic Outboards in Great Mills, Maryland... He hand-picked just the right size and model engine to suit the boat: a 1957 Mercury Mark 55E. He even went so far as to fit it with a brass propeller.

I chose hardware from various sources, including Osculati which I had discovered while on tour of the shipyards of the Venetian Lagoon, and the Amadi of the Island of Borano. While living and working in Rome, for several years, I had much opportunity to travel within Italy, and Europe.

The tradition of wood is alive and well in Europe, contemporary manufacturers like Riva, are still adhering to bright-wood decks with composite hull construction. If I could sell this first family prototype, then I could surely continue the tradition with renewed vigor and perhaps bring about another award winning creation.

The spirit of the age is rendered immortal with each new generation.

I finally chose the name Cintia Serenisima after Cintia Groves: a lovely lady and dear friend, whose advice, positive energy, and general devotion to universal good-will had been an inspiration to me while pulling this project together.

My talented father was with me every step of the way, and we could not have shared a better Father's Day together than we had this year. I reserve my most special thanks to him in particular, and to all who put on the Antique and Classic Boat Show. We hope to see you again, this June!

Evolution of

LOOKING over the highly perfected runabouts of today with their trim lines, beautiful finish and flashing speed one cannot but think of the years which separate the product of the present with the humble launch of yesterday. Such thoughts, of course, lead naturally to future developments. Will these lovely boats be back numbers in ten or fifteen years from now, their places taken by new and advanced types? If so, will these new developments be dictated by improvements in engines or will some new hull form be evolved? We are inclined to think that the power plant will be the dominant factor, just as it has been in the past.

The runabout, as we know it to-day, did not spring into existence in a year or so, but was a gradual evolution brought about through the development of lighter and more powerful marine engines. As these engines became too powerful for existing hulls it was found necessary to design and build new types which would show higher efficiency with the new engines.

While a great many designers and builders contributed to this development work the writer is of the opinion that the most important parts, in the early stages, were played by three men, all naval architects, William H. Hand, Jr., George F. Crouch and John L. Hacker. Later came Elliott Gardner, E. W. Gregory, Chris Smith and his sons Jay and Bernard, Gar Wood and Horace E. Dodge.

The first motor boat in this country, so far as we are able to discover, was built about 1889. Previous to that time there were steam and naphtha launches. First, of course, was the steam launch with its cumbersome boiler, smoke and cinders. Next came the naphtha launch, much prefrerred because of its cleaner operation. The first gasoline engine was imported from Germany, but about 1891 the Pennsylvania Iron Works, Philadelphia, began to build the Globe marine engines. These were huge, awkward affairs considering the power developed, but they ran and established quite a reputation for reliability.

Just about this period the electric launch was making quite a flurry. Readers may remember a story which appeared in these pages a number of years ago regarding the origin of the Elco Works. This company, then the Electric Launch Company, started as builders of electric launches and in 1893 built fifty-five 36-foot electric launches for the World's Fair in Chicago, probably the first step in standardized boat building.

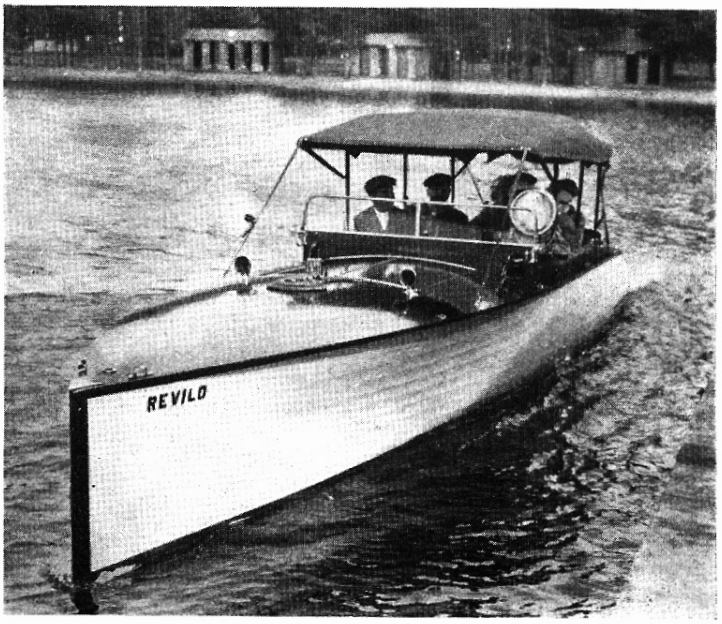
Gradually gasoline launches increased in popularity until, in 1901, they weren't any particular novelty. Much of this popularity was due to the development of the two-cycle engine during the middle and late 90's.

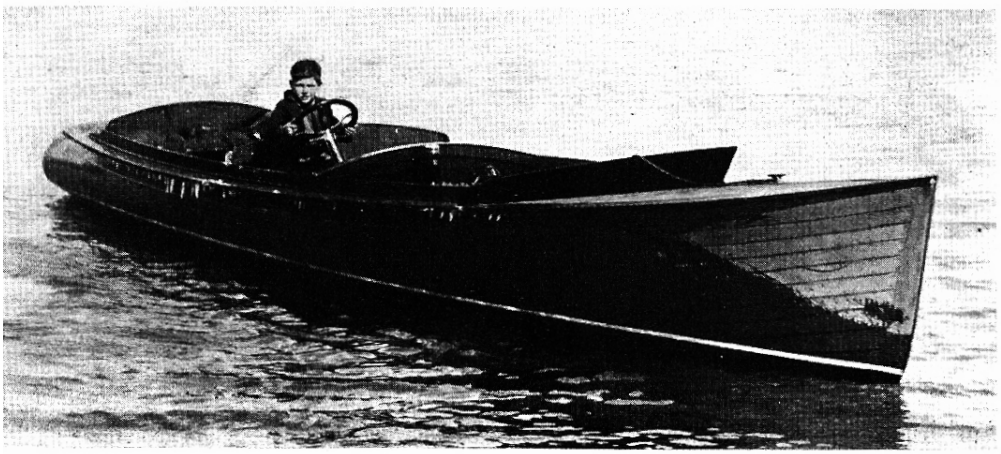
In 1901 the Truscott Boat and Engine Sompany, St. Joseph, Michigan, built about twenty-five launches for use at the Pan American Exposition in Buffalo, quite a notable achievement in those days.

As more powerful engines came on the market the boat builders discovered the need for more efficient hulls. First came the compromise, or canoe-type stern, a considerable improvement over the fantail. This served for a while but gradually gave way to the full torpedo type, then the V-type stern, originally known as the Normand stern, and finally the flat transom type.

To the best of our knowledge the word runabout was first used to describe fast launches in the Thousand Islands district. The St. Lawrence river, from Ogdensburg to Clayton, was really the cradle of the runabout and many fast boats were developed in this district as early as 1904. Most of them were of the very narrow, or toothpick, variety and were built by Joe Leyare of Ogdensburg, Fitz Hunt of Alexandria Bay and the Milton Boat Works, Brewerton, N. Y. The popular engines were the Barber and Leighton two-cycle engines in two, three and even four cylinders.

About this time the V-bottom hull began to attract attention, but in those days the Vee was very deep for-





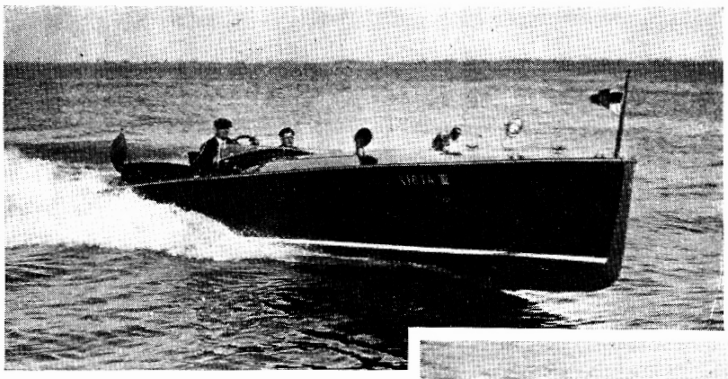
Above, one of the early tooth pick variety of runabout of about 1913, and typical of the craft of that period

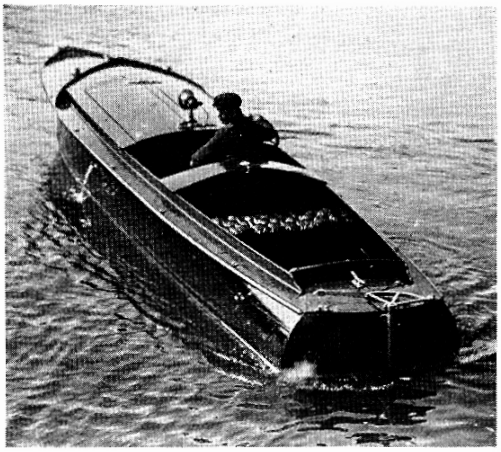
Left: An early Chris-Craft built in 1911 with 12 horsepower. It had a speed of 16 miles. Compare it with modern runabouts to see the progress made by the marine industry

The Runabout

By JOHN G. ROBINSON

ward, with practically no lifting power, the idea being that a sharp wedge could be driven through the water with a minimum of resistance. A V-bottom runabout, Durno, of Rochester, won the Inter-State Trophy on the Hudson River in 1905. This race was a handicap affair open to boats of less than 33 feet in length. Durno was a 25-footer with 4 feet beam, powered with a two-cylinder 7-horsepower Rochester engine, and made 12 miles per hour. The engine was installed forward of the driver, a feature which was becoming popular about that time.





Above: Kiota III, designed by George F. Crouch in 1915, and the first runabout to claim 40 m.p.h. Right: Marco III, the first Crouch-designed 28-footer built on the Great Lakes

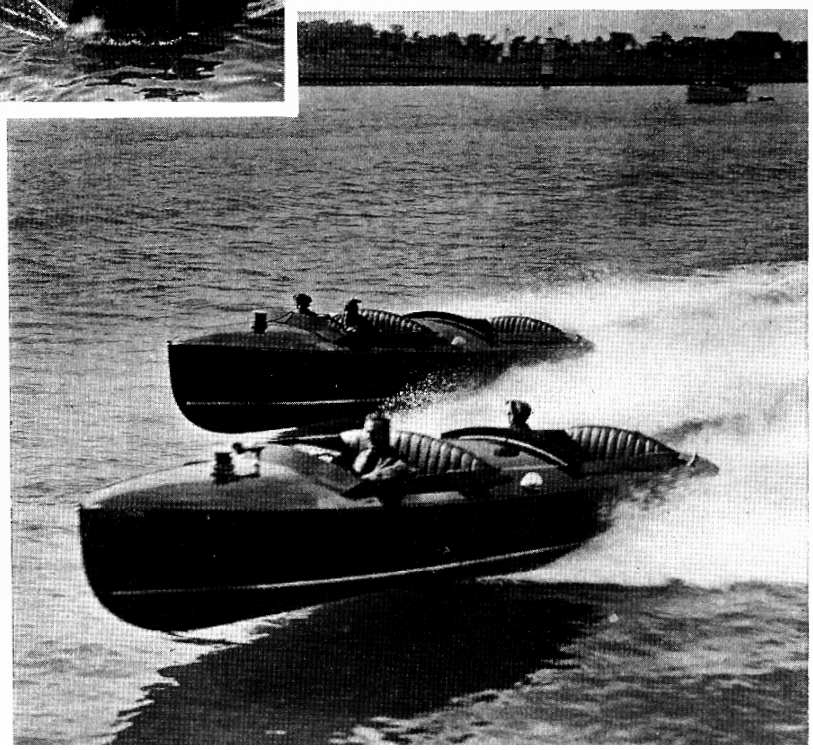
The V-bottom type was not new. Previous to 1900, boats of this type were known as the deadrise model. John L. Hacker was early attracted to this type and actually built several of them while still a boy in his 'teens. William H. Hand, Jr., a young naval architect at New Bedford, started to build Hand V-bottom boats about 1904. We believe that he was the first to call the type the V-bottom boat and certainly he was the first to popularize it by offering low-priced plans of easy-to-build V-bottom boats to the general public. Both Hacker and Hand discovered that, even with the heavy single and double cylinder engines of the early 1900's, it was possible to obtain two to four miles per hour more from their boats than from the conventional round-bottom fantail and compromise stern types of similar size and power, but it was not until the coming of the lighter and faster engines that their hulls really began to attract general attention.

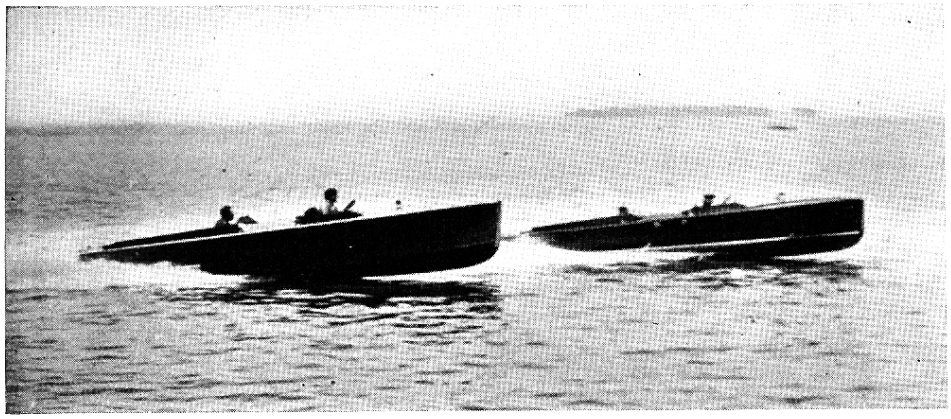
During the first couple of years in the new century the influence of the automobile was making itself felt, but in those days practically all the cars were powered with engines of one or two cylinders. In 1903 the four-cylinder car began to attract attention in Europe and by 1904 several American builders had started to produce this type. Several European four-cylinder automobile engines were imported and installed in boats and it didn't take American manufacturers long to realize their many advantages.

Organized racing began with the formation of the American Power Boat Association in 1904. Four-cycle engines of this date were heavy, slow and cumbersome and most of the higher speed boats were over 30 feet in length. In 1905 the trend toward higher speed, lighter weight four-cycle engines became noticeable with engines of greater power packed in shorter boats.

About 1908 designers began to see the possibilities of wider boats capable of running over the top of the water rather than the narrow wave-splitters then popular. William H. Hand, Jr. developed a 25-footer in 1908 which showed better than 21 miles per hour with a four-cylinder 18-25 horsepower Sterling engine. Looking back at this particular boat it would seem that it was at least three years ahead of engine developments. About this time rumors of a new form of hull—the hydroplane—came from Europe, but it was not until 1910 that we had the opportunity of seeing a real hydroplane in action. In that year the famous Pioneer, a Fauber type 40-footer, owned by the Duke of Westminster, came over here to race for the British International Trophy, then held by Dixie II. She was at least 10 miles an hour faster than Dixie but she lacked the reliability of that famous craft and lost. However, the coming of Pioneer revolutionized boat design in this country.

Below: About 1921, the Bear Cat runabouts enjoyed great popularity. This pair was racing at Buffalo





The first Bear Cat and the first Chris-Craft in a memorable struggle at Put-In Bay in 1922. The Bear Cat is leading

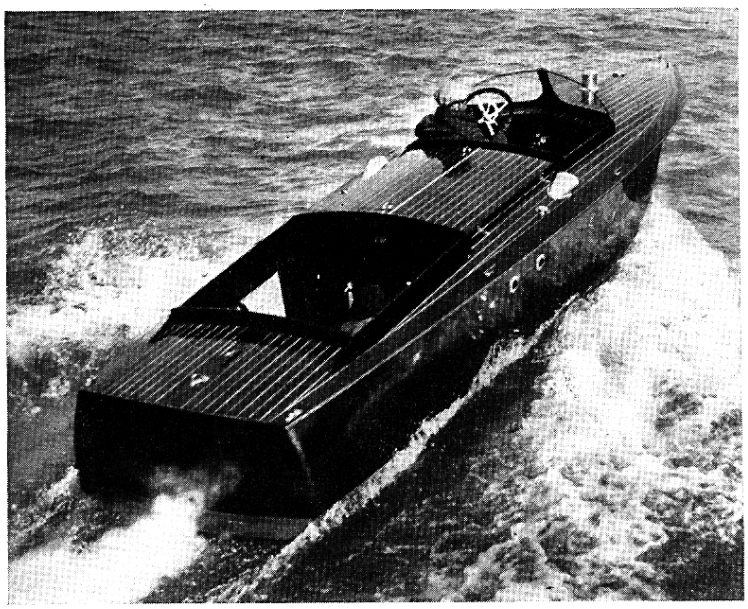
Evolution of

The first American hydroplanes appeared in 1911. Tams, Lemoine and Crane, famous naval architects, designed Dixie IV, which successfully defended the British International Trophy. In the same year John L. Hacker, Adolph Apel and Chris Smith leaped into fame as designers and builders of hydroplanes. The era of high speed had arrived. In this connection it is interesting to note that John L. Hacker was the first to design and build a single-engined, one-step V-bottom type hydroplane. And his Kitty Hawk of 1911 wasn't so far removed from the latest designs of to-day.

In 1911 George F. Crouch designed a 26-foot runabout for James Simpson of New York City. This little boat was called Reliance IV. In general profile it looked like an ordinary round-bilge runabout of that period, but actually it had a concave V-bottom and planed nicely with an engine of only 50 horsepower, attaining the then sensational speed of 26 miles per hour. John L. Hacker of Detroit, working in conjunction with the Van Blerck Motor Company of Detroit, designed and built several V-bottom boats which showed about 30 miles per hour with engines of about 100 horsepower.

To the best of our knowledge the first V-bottom runabout to be fitted with a forward cockpit was Ginger, 25-footer designed and built by William H. Hand, Jr. about 1914. This boat, however, did not have the steering and engine controls in the forward cockpit. This development was to come much later.

A Hacker runabout of 1924. Note that the general style does not differ greatly from present day models



In 1913 George F. Crouch designed many highly successful V-bottom runabouts which made better than 30 miles per hour with engines of less than 100 horsepower. Prominent among these were Cinderella, a 26-footer, and Marco III and Peter Pan Sr., 28-footers.

The Sterling Engine Company developed a 250 horsepower racing engine for hydroplanes and one of these engines was installed in a Crouch-designed 35-foot runabout, built by the Canadian Beaver Company at Toronto, Ontario, for Richard Waldron of Kingston, Ontario. This boat, Kiota III, was the first runabout to claim a speed of 40 miles per hour and in international racing at Alexandria Bay, N. Y., set an official A.P.B.A. runabout record that stood until 1919. True, she did not show 40 miles per hour in this race, yet it is a fact that the engine swung a three-blade propeller of 20 inches diameter and 34 inches pitch at 1600 revolutions per minute and better than 40 miles per hour was made in mile trials on a number of occasions.

John L. Hacker and L. L. Tripp became associated in 1913 and operated a boat plant in Watervliet, N. Y., under the name of the Hacker Boat Company, later changed to the Albany Boat Corporation. So far as we have been able to discover, the first runabout with forward cockpit and controls was built by this company in 1916 for W. E. McCann of Cincinnati and used on Lake George. This boat was a 32-footer and was powered with a six-cylinder Van Blerck engine. The hull was designed by John L. Hacker, who resigned from the company about this time, and the details were carried out by Elliott Gardner, who had been assistant naval architect.

It is interesting to note that the Albany Boat Corporation spent a great deal of money advertising and pushing the forward cockpit idea but the public didn't appreciate the advantages of the type at that time. In 1917 they tried out the idea of installing the engine aft with gear drive, with one large cockpit forward. The first of these boats was bought by President Woodrow Wilson, but the type didn't have popular appeal. Three years later they didn't have any trouble in selling these boats.

Looking back on these boats from a present-day viewpoint, it seems strange that it was so difficult to introduce the forward cockpit idea. However, it is noteworthy that all these original forward cockpit runabouts were 32 feet or over in length. They didn't have the light weight, high speed marine engines as we know them to-day and the shorter and more spectacular forward cockpit runabouts were impossible with the engines available.

In 1915 the various boating magazines carried advertisements under the name of the Hacker Boat Company, offering plans for fast runabouts, also complete boats in several sizes. It would seem, therefore, that of all the firms of to-day who specialize in fast runabouts that the Hacker Boat Company was the first to advertise them

generally as stock boats.

Runabout development stood still when this country entered the World War in the spring of 1917, but with the close of the war there was a great burst of development work. The government had thousands of airplane engines to sell at junk prices and many of these went into boats despite the objections of the marine engine builders. These engines had a tremendous influence in the development of boating. In fact, they were responsible for the opening of a new era in creating a demand for more powerful marine engines of lighter weight. They forced marine engine builders to meet their competition and produce newer and lighter engines of higher horsepower. It was a tough struggle for the engine builders and their accomplishments in the next decade are worthy of the highest praise.

In 1922 Gar Wood introduced the Liberty powered Baby Gar capable of 50 miles speed

The Runabout

Early in 1919 the Hall-Scott Motor Car Company, which had been building airplane engines during the war, announced a new high-speed marine engine in two models, a four-cylinder of 125 horsepower, weighing 1070 pounds, and a six-cylinder of 200 horsepower weighing 1300 pounds. John L. Hacker designed and built the first two runabouts for these engines. These were 28-footers, N'Everthin' for Al Pack of East Chicago, Indiana, and Miss Los Angeles for Dustin Farnum, famous actor of stage and screen. Both of these boats were sensationally successful. N'Everthin' was sold to W. A. Kemp of Detroit and later that year set a new official A.P.B.A. runabout record of 36.40 miles per hour for 10 miles in competition. Miss Los Angeles won six cups on the Pacific Coast that same year, including the famous Nordlinger trophy.

Early in the same summer Chris Smith of Algonac installed a 12-cylinder 450 horsepower Liberty engine conversion in a 28-foot runabout Miss Nassau and sold it to C. W. Johnston of Cleveland. We believe that this one was one of the first, if not the first, Liberty engine to be installed in a runabout and was, unquestionably, the first runabout to attain 50 miles per hour.

In the fall of 1919, E. W. Gregory of the Belle Isle Boat and Engine Company, Detroit, bought four 26-foot standardized runabout hulls from the Hacker Boat Company. Six of these boats had been designed and built by John L. Hacker for 90 horsepower Sterling engines. The first of these boats had been powered with a Sterling and sold to Paul Strasburg of Detroit and the second went to B. C. Scott, president of the Hall-Scott Motor Car Company, and was shipped to California. This boat was powered with one of the new six-cylinder Hall-Scott engines and proved sensationally fast, easily attaining 40 miles per hour. Mr. Gregory thought, however, that 200 horsepower was too much for a boat of this length and, with four boats to sell, decided to use four-cylinder Hall-Scott engines of 125 horsepower and fit them with forward cockpits and complete forward control.

The idea worked out splendidly and resulted in the famous Belle Isle Bear Cat, a type which revolutionized the runabout style. The boat was a sensation from the day it was launched and the Bell Isle Boat and Engine Company attained national prominence in the field, exhibiting at the New York Show in 1920.

Looking back at this particular boat, from the viewpoint of 1939, it seems peculiar that the idea did not sweep the country but, like many other notable improvements, it was several years before other builders recognized its worth.

Early in 1922 Chris Smith and his sons severed their connection with Gar Wood and started up a small shop at Algonac under the name of Chris Smith and Sons Boat Company. This shop still stands as a small unit of the present huge Chris-Craft plant. Their first boat was a 26-footer, supplied in either double cockpit style with forward control or with single cockpit aft. It was powered with a four-cylinder converted Hall-Scott airplane engine and was priced originally at $3950 complete, a price much below the figure quoted on the 26-foot Bear Cat. The Hacker Boat Company also came out with a 26-foot runabout using the same type of power plant.

This same year the Belle Isle Boat and Engine Company brought out the first runabout with a double cockpit, seating four persons forward of the engine.

The following year, 1923, brought added rivalrv and really marked the beginning of large production in runabouts. John L. Hacker, one of the pioneer designers and builders, had been building a small number of boats each

(*Continued on page 264*)

A modern Chris-Craft in 22 feet length. Entirely new designing permits speeds of 37 miles with a 135 h.p. engine

EVOLUTION OF THE RUNABOUT

(Continued from page 77)

year. Now he increased production and began to specialize on a line of standardized runabouts of distinctly modern type.

The Smiths, in the meantime, had adopted the name Chris-Craft and had begun to work out their plans for large production by standardizing on the Curtiss airplane type of engine, doing their own conversion work. This enabled them to reduce prices and they offered the new model at the remarkably low price of $3200 complete. They had the right idea.

The following year showed a tremendous gain in runabout popularity and marked the entry of Horace E. Dodge into the boat-building field with a standardized boat. The season ended in a blaze of glory for Chris-Craft, no less than 19 of these boats starting in a special invitation race during the Gold Cup regatta at Detroit in September. It was the greatest number of one-design runabouts which had ever started in a race and made a wonderful impression.

GEORGE F. CROUCH, one of the pioneer runabout designers, entered the employ of Horace E. Dodge in December 1924 and immediately began plans for large scale production. At first the only boat was a 22-footer, powered with a converted Dodge automobile engine, but in 1926 a 26-foot double cockpit runabout was announced, powered with a converted Curtiss airplane engine of similar type to that used by Chris-Craft. In the meantime the Hacker Boat Company had continued to use genuine marine engines, mostly Kermaths, and the Belle Isle Boat and Engine Company had dropped the 26-foot Bear Cat and were building a new 30-foot model powered with a 200 horsepower Hall-Scott motor.

The New York Motor Boat Show of 1926 found the Chris-Craft runabout on display for the first time. Previously it had been barred because of the use of a converted airplane engine, but 1926 found the Chris-Craft powered with a new Kermath marine engine of six-cylinder type, rated 150 horsepower and marking Kermath's entry into the high-speed field. Now that it may be told it is interesting to relate that this first Kermath, as installed in the Chris-Craft at the Show; was a dummy, the engine never having been tested. In a few weeks, however, Kermaths of 150 horsepower were in production. The Scripps Motor Company also introduced a 150 horsepower engine this same year.

Gar Wood Inc., had been building a few runabouts each year ever since taking over the old C. C. Smith Boat and Engine Company, but most of their attention was devoted to the conversion of Liberty and Fiat airplane engines. The Baby Gar type 33-foot runabout had been highly developed, however, and for a number of years had been the highest powered and fastest stock runabout on the market. It was powered with a 12-cylinder 450 horsepower Liberty engine and sold for approximately $10,000. No attempt had been made to go into large production with this boat. The Baby Gar type featured the use of a gear drive and was, unquestionably, the first stock runabout to show speeds of better than 50 miles per hour.

THE 1927 New York Motor Boat Show marked the entry of Gar Wood into the small runabout field with a 26-footer, known as the Baby Gar Jr., selling at $3500 to $4000, and a 28-footer at $6000. Chris-Craft introduced a 22-footer, the smallest Chris-Craft up to that time. Originally this was powered with a four-cylinder Kermath rated at 70 horsepower, but early that year the new Chrysler Imperial made its initial bow and was adopted as the standard power plant for this boat which had a speed of 32-35 m.p.h.

To furnish some idea of the tremendous strides made by the standardized runabout it is interesting to note that Chris-Craft built and sold more than $500,000 worth of Chrysler-powered boats that summer.

The runabout building industry went along smoothly until the fall of 1929 when the well-known depression came along and changed the whole picture. In 1930 the smaller runabouts came into prominence with the introduction by Horace E. Dodge of a 16-footer, which had a speed of 30 miles per hour and was priced at $945. Other builders were inclined to scoff at Dodge, but we know now that he had the right idea. This same year Chris-Craft produced a 20-footer and the Dee-Wite Company introduced 16- and 19-footers.

At the New York Show of 1930 only 18 of the 67 runabouts on display were 20 feet or less in length, but in 1931 almost half of the

Sea Scout Ship 759

James V. Kilmek attended our Annual Meeting this year. His group(Ship) has come to our show for 10 years and gives valuable assistance with the Opening ceremony and watching the gate. They are affiliated with Boy Scouts of America, co-ed youths aged 13 to 21, working within a seamen rank system of Apprentice, Ordinary, Able and Quartermaster (like an Eagle Scout). The students, bosun and bosun mates, become ships officers, set up meetings, plan trips, learn and perform boat maintenance and mechanical repairs, safety on the water, navigation using paper charts,(compass, dividers, parallel rules), depth-finder, GPS, knot tying, all about how to operate the boat, as well as weather patterns and rules of the water. Quartermaster level officers, teach these skills to the other students. They study during the winter and work on the boats on Saturdays, starting in the spring.

At our show they are joined by Ship 361 from Columbia, Maryland, 8 students, all stay aboard the donated vessel they own, a `34ft Sea Ray they keep at Holiday Point Marina, at a reduced rate. They plan and work on the boat so it is ready for their main trip to St Michaels. Recently they were given a 32' Carver aft cabin, which they presently keep at Ft. Washington Marina.
The sea Scouts were started by Lord Baden Powell in Britain in 1912. Graduates of the Ship (troop) can go into the Coastguard, the Navy, or do oceanographic work.

Besides our club's donation, they raise funds with an annual dinner in March, a car wash, and by selling donated vessels they fix up. They deeply appreciate any new donations and are looking for a way to move the Carver closer to Edgewater. James said that more than anything else, the students say that they LOVE our show. See you there in June!

Raceboat Restoration

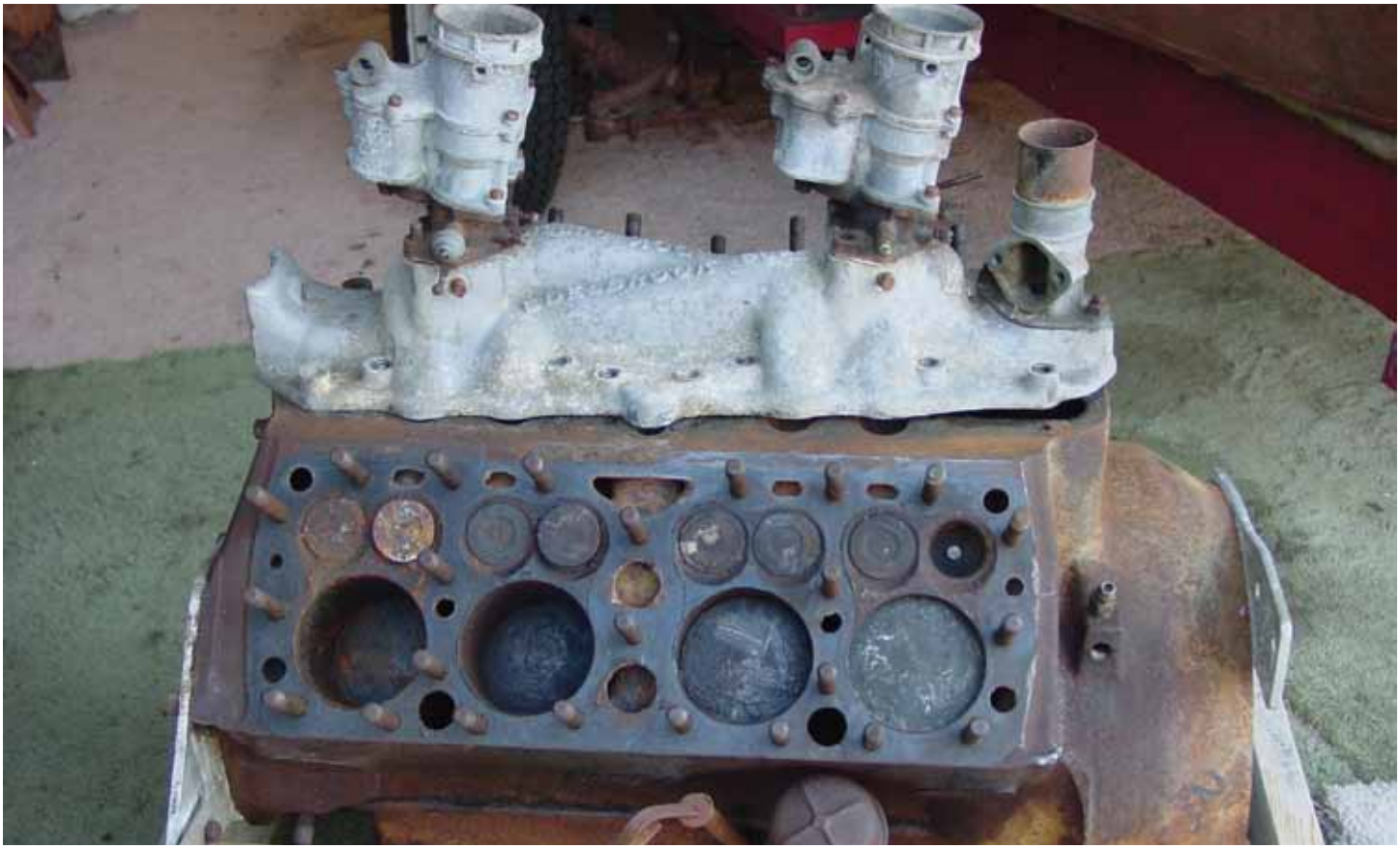
One of our Chesapeake Bay Chapter founders is Paul Warner, who grew up in Sherwood Forrest, on the Severn River. His long time neighbor and friend is Tracy Coleman who raced APBA in the sixties and still dreams of all kinds of old boats. A few years ago he was following some leads of a raceboat in storage around Pasadena, Maryland and found this 1950's style v-bottom racer built by Bill Bunn, whom he knew from the old days. Once he had made a deal and dragged it out of the barn, he called Bill and told him of the find. They decided to meet, at Oldtimeworld, to look it over and see all the other boats.

(Pictured Bill Bunn on the left and Tracy Coleman on the right)

Now months later, all the filth has been removed, pressure washed, dried, blown out repeatedly, taken apart, every part cleaned, labeled, sanded and refinished. Cosmetic repairs made to the hull, stripped and refinished inside, and outside, a replacement engine found and under restoration, the owner is now looking forward to having it on display at our show, Father's Day Weekend, June 15, 2014.

Cheryl scoops out buckets of filth. Much of the varnish has fallen off.

Small pressure washer and soil extractor make cleaning easier.



Original 1940 engine, is locked up, so a newer one is located

Now, after painting, the racing accessories have to be switched over.

With the bottom done, friends and family help put it back on the restored trailer.

Six coats of varnish, finishing of the painted parts, time to start assembling!

SO YOU WANT TO SELL AN OLD WOOD CRUISER

BY DICK LOWERY

Having become of more sound mind, and of ageing body, it seemed like a good idea to sell TEMMA. A lady like the beautiful TEMMA should have no trouble finding a new mate. We found there were multiple suitors. But finding a suitor who wanted to "marry" her took us over three years. We used several match-making type internet sites (some would call them boat brokers) to locate suitors. The ultimate broker was at a location other than Annapolis thereby requiring me to show TEMMA myself, and to convince one of the suitors to "marry" TEMMA.

There were many suitors, all who loved TEMMA, but who mostly thought that she might be too much of a "high maintenance gal" for their budget. One was from St. Michaels. He knew we would know him because he "lived in the cannon ball house". We did not know him. He barely looked at TEMMA, and only wanted to "hear the engine". We ran the engine, and he observed, "It is nice and quiet". He then departed, never to be heard from again. This showing took several appointments and eventually half a day of our time.

Another couple, having flown in from Michigan in mid-winter, loved TEMMA and spent a lot of time considering her but, in the end, observed that their son-in-law was tall and would hit his head, so that they could not buy her. Was the son-in law always going to be with them while cruising? Could they not know that a 1928 boat might not have six and a half feet of head-room?

Several lookers observed that she was not big enough to live aboard. Was this not apparent from the website and by talking to the broker? We finally had to modify our advertising to note she was not commodious enough to live aboard, but was good for weekending and short term cruising. Some wanted to know where to install the generator and the air conditioner.

We were invited to show TEMMA in the Annapolis Power Boat Show. Multiple suitors observed "she was the most beautiful boat in the show". Over ten folks showed serious interest, and one "had to own her". But broker follow-up produced no results. BOAT/US even featured her in their show website.

Another promising suitor, and big time Trumpy owner, courted TEMMA as a possible "other woman" (party boat!) but eventually decided to remain faithful to his original date.

Then, with our hopes building, an excited potential buyer from Puerto Rico said he would buy TEMMA and would take her to Puerto Rico on her own bottom. Although this idea blew my mind, I held my tongue about tripping on water from Annapolis to Puerto Rico. His wife was on her way from Puerto Rico, and he wanted her to see TEMMA before he proceeded. Could he bring her back to see TEMMA tomorrow? He said she would want a larger boat, but he thought our lady was ideal for what he wanted, and he would talk his wife into buying TEMMA. Women usually win such a discussion. After she saw TEMMA, they withdrew their offer and bought the larger boat.

The next potential buyer was "for sure, the one". A young female artist thought TEMMA was absolutely perfect as a studio/base, for her painting and easel endeavors. She and her partner owned several houses together, but she was going to buy TEMMA by herself. Could she bring her "spouse" to see the boat tomorrow? Of course! On arriving, the spouse certainly looked like a female to me, but with short hair and a deep voice. But what do I know? Discussions between them concluded that they could not afford to buy and maintain TEMMA in the style to which she had become accustomed, so the deal was nixed. But the young artist was so enamored with TEMMA that she changed the password on her computer to TEMMA1. Of course, I was very impressed.

And then TEMMA was enthusiastically purchased by a young couple who motored her offshore from Annapolis to Newport, Rhode Island, during an ideal weather window last summer. They have placed her into the Newport harbor tour business, and are off to a promising future. We are happy that TEMMA is now owned by someone else who loves her, and who is using her in an ideal way. Newport is a good location both for TEMMA and for this nice young couple. We are also glad that TEMMA now owns someone other than us, and that there are folks who are glad to be owned by her.

We have happy memories of our near decade-long "affair" with the lovely lady TEMMA. At the end, however, finding a new "lover" and responsible owner for TEMMA was, as in any meaningful relationship, not an easy task.

Fuel Nightmare
From The Saturday Mechanic

Ethanol issues: Phase separation in gasoline containing ethanol

This was drained out of my snowthrower after a summer of storage. The gasoline layer (which is dark green because of the dye in the 2-stroke oil) is on top. The cloudy bottom layer is the water and alcohol. It's also in the carb, filter and lines. And no, it doesn't burn.

It used to be, that when we encountered gasoline contaminated with water, we added a little alcohol, usually in the form of methanol or isopropanol—products labeled as gas-line dryer like DryGas, HEET or Pyroil. The water wouldn't mix with the gas, but would dissolve in the alcohol, which in turn went into solution in the gas. The small percentage of water would simply flash into steam inside the combustion chamber, your engine ran fine. Or at least it used to be that way…

Similarly, when that water condenses in your fuel tank filled with ethanol-added gasoline (E10), it goes into solution in the ethanol, - no problem. At least until it reaches a certain concentration, at around a half a percent water, although the exact number varies widely with temperature. Lower temperature = less water in solution before phase separation. When the amount of water the alcohol can absorb reaches its max, either because more water is entering the tank, or the temperature drops, the water–which is denser than the gas–drops out. And it takes all the alcohol with it. The resultant layer is 10% or so of the amount of gas in the tank. This cloudy, bilious looking glop is incombustible, which is why you're all red in the face, have blisters on your thumb and an ether headache from trying to start your engine. Worse yet, the gasoline above the water/alcohol glop has much lower octane than it used to, because the petroleum company has blended the lowest octane gasoline it could, and boosted the octane rating back to the 87, that you paid for, with 113-octane ethanol. Your engine won't run on the separated phase, which is lingering on the bottom of the tank, right where the pickup is. It'll start (with difficulty) and run on the gas above it, but the octane will be lowered, perhaps far too low for your engine.

Is there any way to salvage this mess? You could siphon off or drain the separated phase alcohol/water, but you stand the possibility of damage from lowered octane. How about adding more alcohol? Might work, but you don't really know how much water is down there—it might take a lot of alcohol, which is how you got into this mess in the first place. Warming up the tank by bringing the power tool or vehicle into a heated garage might work, if it's warm enough, and the amount of water is low enough, and you can agitate the fuel enough to get it to remix. We can't shake our cars or boats before using them.

Best thing to do with small quantities of gas is to dispose of it, and that could mean killing weeds back on the fence line, or getting even with your nasty neighbor.

Got a big truck or boat with more gas on board than you can afford to scrap? There are additives that claim to emulsify the water/alcohol phase back into the main fraction in the tank, where it will pass harmlessly through the engine. In theory, that might work. Because we have no experience with any of these products, so can't endorse them. You'll need some way to disperse and agitate them in the tank. So maybe the towing to the ramp will be enough mixing.

There are other products that claim to be able to prevent phase separation. Unhh-hunh. Just be aware that conventional fuel injection cleaner, based on petroleum solvents, really can't help much.

There's precious little you can do to prevent buying fuel that's already contaminated with water. At home, get rid of the old gas can with a rag for a stopper and get a new one with a properly-fitting cap. Go small, to keep the gas fresh, and store it someplace cool and dry, not in a steamy shed where condensation can creep in. Before dispensing any gas, shake thoroughly and pour a few ounces into a glass container, then, take a sip, - no just kidding. At least you should be able to see what you are putting in your engine. If it's cloudy or shows visible droplets, you've got phase separation. Fuel stabilizer won't help with water, but it's always a good idea to keep fuel from gumming and deteriorating. Drain the tank of all your outdoor power equipment if you're not going to use it within a few weeks.

All tanks "breathe". At night the tank and contents get cool and shrink, drawing chill, moist air into the vent. Then during the day, it warms up, and the moisture condenses on the top and sides, and runs down to the bottom, under the gasoline. Ethanol enhances this effect.

For outboard users Attwood makes a new style unvented tank that swells when hot and collapses when cold but does not let in cool damp air. These tanks have no accumulated varnish in them either, like old tanks do. The corrosive ethanol dissolves the deposits from years of use, and old tanks now have melted old varnish and loose dirt all sliding around on the bottom, clogging filters, and coating fuel pump valves. So all old tanks have to be drained, washed out and dried. Metal tanks are subject to rusting because they are always damp and attacked by the caustic or acidic effects of the ethanol. So plastic fuel tanks, and a drain and run dry, program must be used to preserve engines that are not in use.

Fuel Stabilizers are all different and there is no evidence of whether they can be mixed and how long they last. A tank used to supply Sta-Bil Marine, stabilizer and fuel mix, for fuel tanks, last year, showed phase separation and severe fuel breakdown, this year. Worse yet, all tanks have different amounts in them, how much to use is just a guess. So for now, save your engine; dump old gas, - use fresh gas.

From Boat U.S. Seaworthy Magazine:

Mercury Marine says that if it is difficult or not possible to remove the fuel, maintain a full tank of fuel with a fuel stabilizer added to provide fuel stability and corrosion protection. Top off the tank until it's full to reduce the amount of exchange with the air that might bring in condensation, don't cap the tank vent, and don't fill with fuel to the point of overflowing so there is some extra space in the tank to allow for fuel expansion and contraction with temperature changes. So there you have it. If you can empty your tank – and entire fuel system- for the winter, then do it. But where that's impractical, keep the tank full, add a stabilizer, run the engine for 10 minutes, and sleep well.

Next: Fuel Stabilizers

Fire Extinguishers

By Chris Edmonston

Revised in April 2012

Whether it's because of the tight quarters on a boat, or the sense of isolation and distance from help — fire has to be one of the greatest fears for mariners. Yet many boaters, including nearly half those involved in reported boating accidents, don't even have a fire extinguisher aboard. Foundation Findings #46 set out to revisit the topic of fire extinguishers, first examined back in 1988, to shed light on this important topic.

Marine-rated fire extinguishers are designed for the marine environment. Extinguishers are further rated by the amount of chemical and by the type of fire they're designed to fight. A simple rule of thumb is that class A fires are solids, class B fires are liquids, and class C fires are energized electrical fires. For example, a 'BC' extinguisher is designed to fight either a liquid or electrical fire. Since our original testing in 1988, little has changed in fire extinguisher technology. So one of our primary goals in this round of testing was to focus on how an extinguisher is used, and to relay that information using videos, which may be found on the Foundation web site at www.BoatUS.com/Foundation/findings/46.

Our testing involved the observation of both experienced and inexperienced volunteers attempting to put out various types of fires. Volunteers were presented with a typical boating scenario consisting of either a class A or class B fire, and an extinguisher, and told to put the fire out — with no preliminary training. The scenario instructor told the volunteers to imagine their boat was on fire, and that they had to use a fire extinguisher to save their guests, their boat, and themselves.

What we found was that in the heat of the moment, reading the directions on the extinguisher was often an afterthought, particularly for the inexperienced users. One tester, Rhett, stated that he "was in such a hurry" that he didn't read the instructions. Another tester, Jackie, said she "was panicking" and likewise didn't read the instructions. She went on to say, "I just did what came naturally."

As a result, improper technique was the norm. This occurred despite the fact that manufacturers do a commendable job of placing easy-to-understand instructions on their product, along with a clear listing of the types of fires the unit is designed to fight. Improper technique often occurred right from the start — with some volunteers not even realizing the need to pull out the safety pin, with one tester, Shonda, exclaiming, "I can't get the thing to work!" in exasperation. There were 18 volunteer testers, of whom only two, James and Jose, had ever used a fire extinguisher in a real life fire. Only a handful of testers knew the differences between an A, B or C type fire. One question asked of all the testers was to estimate the amount of time one could expect a fire extinguisher to discharge chemicals. Estimates ranged from 10 to 15 seconds up to five minutes, with one tester stating that she hoped that an extinguisher would last "until the fire was gone." All of the units tested were designed to last for approximately 10 seconds of use — a far cry from five minutes.

How did the expectations of our testers affect the testing? Surprisingly, only one tester used the entire contents of the extinguisher. Most testers simply stopped using the extinguisher once they thought the fire was out, which led to frequent flare-ups. One tester stated that he'd "use what was necessary and save some to see what happened next." Perhaps this is the perfect example of human nature. But time after time, it proved to be the wrong way to put out a fire. The primary method of fighting small fires with a portable fire extinguisher is called the PASS method (Point, Aim, Squeeze, and Sweep). While the proper method is to sweep back and forth at the base of the fire, it was common to see volunteers aim at the top and work their way down. When volunteers were asked where they were aiming, comments ranged from "at the base" to "center of mass" to "just above the fire." Depending on the size and type of fire, improper aim can make firefighting more difficult. Despite the small stature of the tested fire extinguishers, they all created large billowing clouds of chemical. This frequently made aiming more difficult and also obscured flare-ups.

Lessons Learned

The size and type of your boat is the determining factor forthe quantity, type, and storage of your fire extinguishers. CoastGuard requirements, which are only a minimum, (available atwww.BoatUS.com/foundation/guide /equipment_8.html), call forrelatively few extinguishers — vessels under 26 feet in length need to carry only one portable, while vessels between 27 and 40 feet in length only require two. Extinguishers must be capableof fighting B or C class fires which, according to BoatUS marine insurance statistics, account for over 80 percent of claims.

Not too coincidentally, most of the fire extinguishers available for purchase are BC rated. So having a BC-rated unit is all you need, right? Well, yes and no. As we discovered, the type of extinguisher you have really does matter. A unit rated to fight a liquid or electrical fire might be just fine for the engine room, but might be inadequate for the galley or cabin. During our tests, type A fires, when fought with a BC unit, almost always flared back up, particularly when a tester used an improper firefighting technique. That's why the American Boat and Yacht Council (ABYC) recommends that boats under 65 feet use ABC-rated extinguishers. Having an adequate number of fire extinguishers is just as important. Having a single unit kept in the engine area will do no god if you can't reach it because the area is already on fire. Preparing to fight a fire might not be common practice, but with a little foresight and the right equipment you can be ready for just such an emergency.

To Learn how to put out a fire properly, visit www.BoatUS.com/Foundation/findings/46. Our educational videos will take you through the steps necessary to effectively fight a fire on your own boat.

BONE YARD BOATS®

Saving Old Boats Since 1996

Excerpt for The Stuffing Box

FREE BOAT: 1958 MATTHEWS STOCK CRUISER 42' – Page 2.

1966 LYMAN I/O 21' – Details on Page 2.

TALES OF TWO FREE 42' MATTHEWS CRUISERS

1963 MATTHEWS 42' – WANDERLUST – FREE TO A GOOD HOME

1963 MATTHEWS 42'. Owner says, "Dear David, please find her a home. WANDERLUST has twin Palmer 392's (Harvester International blocks, 245hp) that ran well the week before Sandy hit. I hauled her to protect her from the storm. Would have been better to have tied her off up a canal." (*continued on page 2.*) [Photo above circa 1990's.]

1964 FOLKBOAT 26' – CHRISTY

1964 FOLKBOAT 26'. Mahogany carvel planked over oak, copper rivets. Teak decks. Owner says, "She was, as the documentation says, built at Woodnut Yards in Britain in 1964. I know very little of her early history, only that at some point she was brought over to the east coast North America – freighted I believe; and the USA I also believe. At some point, she made the journey overland to San Francisco and from there up to the inside of Vancouver Island." (*continued on page 2.*)

1963 MATTHEWS 42'. (*cont from page 1.*) "The Sandy storm surge was over 6 feet and floated WANDERLUST off the 18" wooden blocks, knocking over the jack stands and leaning her against the Travelift, which prevented her from going over onto her port side into the lift area where she would have sunk. If that had happened, I wouldn't even try to find someone to take on this restoration. I am too old, I think, to attempt this. I have already enjoyed 20 years maintaining, living aboard every summer, and cruising her. Been to Lake Champlain above Albany, N.Y., Cape Cod, Martha's Vineyard, Block Island, etc.

"I have had the boat winterized in this boatyard since I bought her in 1987. I joined the Matthews Boat Owners Association shortly after and have many old issues of their quarterly publication telling the history of the Matthews Boat Corp. I also won the best cruiser award at one of their annual Matthews boat shows many years ago.

"Everything above the bottom of the engines stayed dry and works -- refrigerator, electric stove, hot water system, water pressure, electric lights and wiring, bedding, charts. She needs some bottom rib replacement / repair in the bow. The boat did not go underwater. It fell against the blue Travelift. I will try and send some pictures of the topsides, solid mahogany planking, which just need sanding and some paint. Free boat, great cruiser and liveaboard, needs work." Asking: **FREE TO A GOOD HOME.**

[Update: After appearing in BYB, the owner has reported that this Matthews has now been "adopted." 14 photos on BYB website.] **(NY)**

1966 LYMAN I/O 21'. Mahogany plywood over oak. Owner says, "I bought it from its original owner in Martinsville, Indiana, and the boat spent all its life on a small lake. Mr. Lemons cared for and used the boat for his family. Kids grew up with it, but finally he got too old to do the last maintenance and the boat sat in his yard for years before he decided to sell." Complete restoration in 2012; engine replaced with overhauled short block. " Asking $7500. [**BYB:** Still available as far as I know. Lots more info and photos available at www.boneyardboats.com.] **(IN)**

1958 MATTHEWS FLYBRIDGE CRUISER 42'. (*cont from page 1.*) Philippine mahogany planking over white oak keel and frames. Detroit Diesel 4-71 inboards with Allison transmissions. Owner says, "She is a great boat. Looks good and floats well, too. My wife and I acquired her 2 years ago with good intentions, but I'm sure you have seen this movie before. I am out of time and out of money. By no means am I out of desire to bring this craft back to where it needs to be, but without the other two ingredients desire doesn't cut it. I am hoping you will be able to find her a good home soon. She'll have to be moved from her current home unless the next person can make arrangements with the marina.

"She is 42 feet long with twin Detroit Diesel engines that have not operated since I took her. I was also told that the transmissions were in trouble as of the last operation, 2009-2010 timeframe. She is set up with one midship head with sink and shower, one toilet in the v-berth with the neat corner sink, a full galley with electric stove and chill plate refrigerator, shore power and onboard battery maintainer. She has no electronics on board and does have hydraulic steering. The salon has double doors that open to the aft deck. Windows slide open in the salon, and the fore windows open as well. She has provided many pleasant evenings tied to the dock as a getaway for my wife and I and should do the same for the next lucky owner." Asking: **FREE TO A GOOD HOME.**

[Update: After appearing in BYB, the owner has reported that this Matthews has now been "adopted." 17 photos on BYB website.] **(CT)**

1964 FOLKBOAT 26'. (*cont from page 1.*) "But after that I know the story better, since really, it's closely intertwined with mine. We bought her in 2002 in Vancouver. We were living in the north at the time, and I was really excited about sailing. I travelled down to Vancouver several times and did some repairs, upgrades, modification to the interior, and a whole bunch of cosmetic work. In 2003 we sailed her from Vancouver, BC, to Haines, AK, over the course of about 2 1/2 months. We had some wonderful experiences on that trip.

"We moored her in Haines for the next two winters as we were living outside of Whitehorse, YT, but life there was hard on her: the harbour froze one year and she sustained cosmetic damage around her waterline; I tried salting the bilge one year and the engine hated that; the regular freeze/thaw in a very high humidity environment caused a lot of the interior paint to lift; as well as numerous other small problems." [**BYB:** You can read more of the owner's wonderful story of CHRISTY, along with more Folkboat photos, at www.boneyardboats.com. She is still available as far as I know.] Asking C$9800. (Vancouver, **BC**)

CHRIS-CRAFT

New 18-ft. Utility Runabouts, 60 or 95 h.p. engines. Priced from $1195. Other Utilities priced from $845.

27-ft. Runabout, 160 or 275 h.p., speeds to 45 m.p.h. (Also 350 h.p. Racing Runabout.) Priced from $3990.

23-ft. Chris-Craft Custom Runabout for 1940—speeds to 39 m.p.h. Priced from $2190.

22-ft. Utility Models with 60, 95, 130 h.p. engines, speeds to 35 m.p.h. Priced from $1540. (Cabin extra.)

Thrilling new 17-ft. De Luxe Chris-Craft Runabout, 60, 95, or 121 h.p. engines, speeds to 39 m.p.h. Priced from $1245.

29-ft. Express Cruiser for 1940—130, 160, 275, 2-95 or 2-130 h.p. engines. Priced from $3990.

Custom 29-ft. Sportsman with navy top—130, 160, 275, 2-95 or 2-130 h.p. engines. Priced from $4290.

Fast, new 1940 Racing Runabout (16-ft.) with 95 or 121 h.p. engines, speeds from 37-44 m.p.h. Priced from $1290.

New 34-ft. Express Cruiser for 1940—130, 160, 275, 2-95, 2-130 or 2-160 engines. Priced from $5690.

Beautiful new 15½-ft. De Luxe Runabout for 1940—60 h.p. engine, speeds to 32 m.p.h. Priced at $895.

The new 19-ft. Chris-Craft Custom Runabout for 1940—95 or 130 h.p. engines, speeds to 40 m.p.h. Priced from $1690.

World's lowest priced Cruiser—25 ft. for 1940—60, 95, 130 or 2-60 h.p. engines. Priced from $1495.

CHRIS-CRAFT CORP., ALGONAC, MICH., U.S.A.

FOR '40

The boat of tomorrow—new 25-ft. Express Cruiser (2 berths forward) with speeds up to 39 m.p.h. Priced from $2690.

1940 33-ft. Chris-Craft Sport Cruiser, 95, 130, 2-95 or 2-130 h.p. Speeds to 24 m.p.h. Priced from $4690.

New 33-ft. Enclosed Cruiser for 1940—95, 130, 2-95 h.p. engines, speeds to 20 m.p.h. Priced from $4690.

37-ft. Double Cabin Enclosed, 130, 160, 2-95, 2-130 h.p. engines, speeds to 23 m.p.h. Priced from $7590.

New 1940 25-ft. Enclosed Cruisers with 60 or 95 h.p. engines, speeds to 22 m.p.h. Priced from $1695.

New Double Cabin Enclosed Cruiser (33-ft.) 95, 130, or 2-95 h.p. engines. Speeds up to 19 m.p.h. $5490.

42-ft. Double Stateroom Enclosed Cruiser, 130, 160, 2-95, 2-130, 2-160 h.p. engines. Priced from $8990.

Popular 30-ft. Enclosed Cruiser, 95, 130 or 2-60 h.p. engines, speeds to 22 m.p.h. Priced from $2990.

Big, 37-ft. Double Stateroom Cruiser, 130, 160, 2-95 or 2-130 h.p. engines, speeds to 23 m.p.h. Priced from $6890.

1940—42-ft. Double Cabin Enclosed, 130, 160, 2-95, 2-130 or 2-160 h.p. engines. Priced from $9690.

1940—30-ft. Sport Cruiser, 95, 130, 2-60, 2-95 h.p. engines, speeds to 23 m.p.h. Priced from $2990.

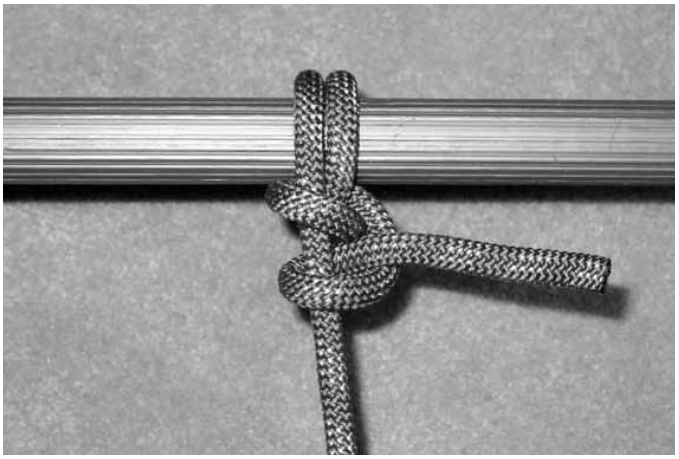
48-ft. Double Cabin Enclosed Cruiser. Power options include Diesel, 12 to 27 m.p.h. Priced from $18,700.

55-ft. Motor Yacht, 2-130, 2-160, 2-275 h.p. engines or Diesels, speeds to 22 m.p.h. Priced from $28,300.

WORLD'S LARGEST BUILDERS OF MOTOR BOATS

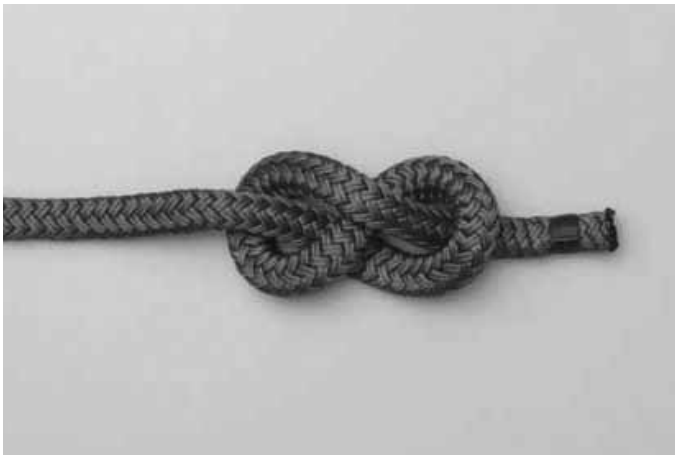
SIX KNOTS TO KNOW

TWO HALF HITCHES

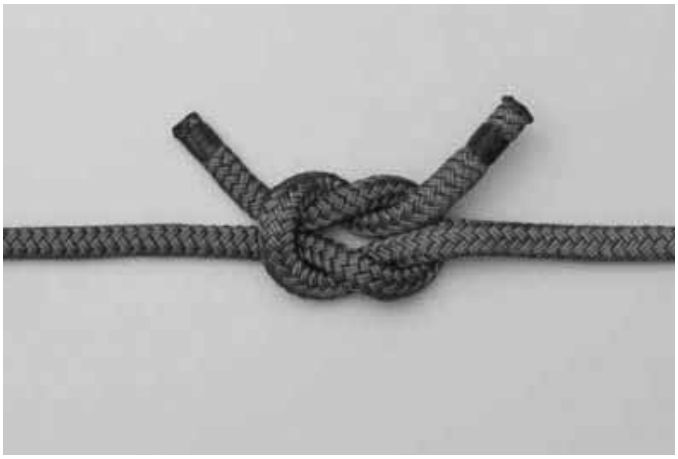


BOWLINE

FIGURE EIGHT

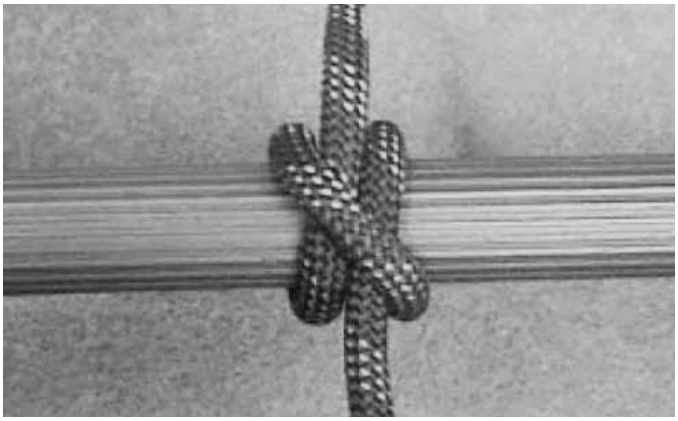


SQUARE KNOT



ANCHOR BEND

CLOVE HITCH



Old Time World
15200 Mount Calvert Road
Upper Marlboro, MD 20772-9619

1940 Chris Craft Motor Boating Show Issue, Ads. Some models you may not have seen before. Many are the most beautiful styles imaginable. After the war they were changed to the modern styling that included the bull nose. It is amazing to think that they could make such a vast variety of models.

These Bone Yard Boat sample pages were given to us by David Irving, editor of this great publication, started by our member Ginger Martus in 96.

Your editors are looking forward to having the membership at their private museum Oldtimeworld American Museum. On the Feb. 16th date we were frozen in with 8 inches of solid ice and snow on everything. Hope to see you in April 2014.

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