

June 2014

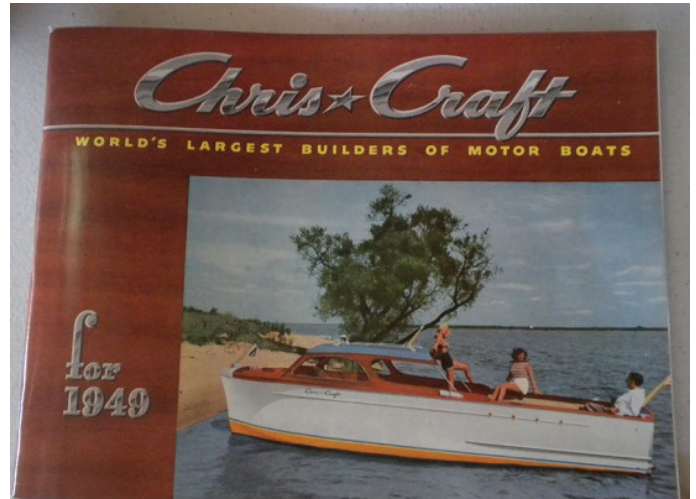
THE STUFFING BOX



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



Show Issue



CBC President's Message Spring 2014

Boating season has arrived! I hope you are itching to get your vintage watercraft wet and doing just what they were built to do! We kicked off the season in Annapolis. Member Ralph Cattaneo and Activities VP Chuck Warner put together a great event where both trailer boats and cruisers would rendezvous at Ego Alley, dock along the seawall, eat brunch at the Fleet Reserve (Ralph is a member), then ply the Severn to our hearts content. The weather was gorgeous with fair winds and calm waters. Lots of smiles and good cheer were everywhere. I suspect we will do this again, in fact, I pretty much guarantee it.

June brings our chapter's annual boat show, The Antique and Classic Boat Festival, which includes The Arts at Navy Point a/k/a the show within the show. This year's artists & artisans represent many specialties...all related in some way to boats, the water, or its surroundings. And of course, there are boat builders and restorers on hand proudly displaying examples of their craftsmanship; you may even decide on professional help to get that project of yours over the hurdles and into the water. There is also hard to find hardware and parts, chrome plating companies, rope, and lots more. There are hands-on children's activities. Something new this year will be Remotely Controlled (RC) boats in the water demonstrating and competing. I look forward to seeing you at the show, I'm sure you will have a great time.

After St. Michaels, one might get the impression that anything else will be anticlimactic, but that is not true. In mid-July there will be an in-the-water family activity suitable for and geared toward minor children. We are still fleshing out the details but will get them out both on the club website <http://www.chesapeakebayacbs.org/> and by email via constant contact. I have no doubts that the majority of those reading this message that have either minor children or grandchildren are quite familiar with electronic communications. If you are not getting our chapter's email blasts and would like to, email me joesibilia@hotmail.com from the email address you prefer us to use and ask to receive the messages, or if you would like to do so more personally call me at 240-994-3977...I enjoy speaking with our members!

See you on the water, having fun!

Joe

Joe Sabilia, Pres. Chesapeake Bay Chapter ACBS

Kids on Boats



Exhaust Manifolds and Risers

Boat US

Keeping a Wary Eye on Raw-Water Cooled Manifolds and Risers Can Prevent the Premature Death of Your Engine

Pop Quiz: The owner of a 30' powerboat hops aboard his boat one day to go for a cruise, but his inboard V-8 engine is slow to start. When it finally does start, he notices a distinct knocking noise which he's never heard before. He continues to run the engine briefly, and then shuts it down to investigate the cause. Eventually he removes the spark plugs and discovers water in the # 2 and #4 cylinders (hmm...). Later, when the engine

is torn down for inspection, it is discovered that the #4 piston connecting rod is bent and the cylinder walls are rusted due to water intrusion. How did water get into the cylinders? (Hint: It's not supposed to be there.)



There are several possibilities, but if you guessed "Act of God," try again. More likely, saltwater passed into the cylinders through a leak in either the raw-water cooled exhaust "manifold" or the "riser." Once water gets inside the cylinders, the result is usually catastrophic engine failure. It can ruin your day, and much of your summer by the time busy mechanics get around to a total engine rebuild (if possible) or replacement. Because

the engine is often the single most expensive part of your boat, it makes sense to inspect or replace the risers and manifold periodically before an internal leak occurs, which is more a question of "when" than "if." Once it happens, there is usually little or no warning before the engine is ruined.

Keeping the Water and Gas Separated

Exhaust manifolds and risers are large metal castings that carry hot exhaust gasses away from the engine block on inboard engines. All V-8 engines, for instance, have a separate exhaust manifold along the side of each cylinder bank. The riser, which is shaped like an inverted "U," is sometimes located at the aft end of each manifold (e.g., on Chrysler engines), and sometimes it's centered on top of the manifold (e.g., on MerCruiser engines). Sometimes the riser slopes down from the end of the manifold, in which case it's often called an elbow. The exhaust hose is then attached to the aft end of the riser or elbow.

What makes these cast iron parts unique is that they are a double-walled pipe within another pipe. This arrangement allows hot exhaust gasses in the internal pipe to be surrounded by an external water-filled pipe, called a water-jacket, which remains cool enough to touch. At the aft end of the riser, water from the water-jacket combines with and cools the hot gasses before continuing out the exhaust overboard discharge. Without the cooling effect of the water, the exhaust gas would overheat the manifold and risers and burn through the exhaust hose in short order.

Keeping the cooling water and exhaust gasses separated until they exit the riser is crucial. If water finds a way into the gas-only chamber before the end of the riser because of a leak in the water-jacket, it can seep into the cylinders when the engine is at rest and either seize the pistons with rust, or create a "hydro-lock" condition. That happens because water cannot be compressed in the cylinders, so the engine suffers massive and usually irreparable damage when you try to start it. Both result in the premature death of your engine.

Why do these heavy iron castings fail? Manifolds and risers live in a harsh environment. They must endure very hot gas containing corrosive acids travelling at high velocity. They are exposed to saltwater and vibration, and then left idle for long periods while rust and corrosion eat away at the metal and clog water passages. It's a wonder that they last as long as they do. Unfortunately, this kind of loss is usually the result of long term corrosion, which is not covered by insurance.

Reducing the Odds of Failure

The warning signs of a potential manifold or riser failure are elusive. Hard starting and an unfamiliar knocking sound, as in the claim above, is one way to discover a leak, but by then the damage is usually done and the engine must be completely rebuilt or replaced. When the water-jacket of a manifold or riser becomes clogged with scale and corrosion, a leak is usually close behind because the internal walls are deteriorating. Suspect this if the engine overheats at high speed or under a load, but overheating may also be caused by a damaged impeller, clogged raw-water filter, or restricted raw-water intake screen.

Sometimes it's possible to detect hot spots by comparing the temperature of two risers with your hand; if one seems relatively hot it may indicate that the water passages on that side are clogged. In which case, you may also notice less water exiting the exhaust discharge if each side has an independent exhaust hose (unlike most I/O's). Note that the engine temperature gauge may not indicate overheating when idling at low speed. However, all things being fairly equal on V-block engines, if one side becomes clogged the other is usually not far behind, so the touch test is not very conclusive. A more scientific approach is to hire an engine surveyor who has an infrared pyrometer. This instrument can determine temperature variation in cast-iron exhaust parts much better than your hand, plus you profit from the surveyor's experience.

Another sign of trouble is corrosion at the joint between the manifold and riser, which means the gasket between them has failed and water is seeping out. If water is seeping outside the joint, there's a high probability it will soon leak along the inside joint to the gas-only chamber, if it hasn't already. Don't wait for confirmation on this one.

In fact, the best policy is to not wait for any warning sign at all, but to periodically remove the risers for inspection, and possibly the manifold depending on what you find. How often depends on where the boat is located and how often it's used. Boats operating in Florida may get two or three years out of risers and not much more for manifolds, while those in Maine may last five or six years. It's understandable that there's no primordial urge to do this; after all, your car mechanic never nags you to inspect the risers (probably because car engines don't have risers). Nevertheless, on boats that operate in saltwater, it should be considered standard maintenance. If it helps, remember that the BoatUS Marine Insurance claims files show that most owners had absolutely no warning that they had a problem until it was too late, fun over.

What to Look for

The good news is that risers are not that difficult to remove for those inclined to do it themselves; only four bolts hold it to the manifold and the exhaust hose is held on by a few hose clamps. Once off, you'll be able to see if all the water passages are open or clogged. Take a large flat head screw driver and dig around for corroded metal that's easily removed. If you hit solid metal right away, it's probably okay, but if large chunks flake off, replace it. There should be no evidence of rust in the gas-only chamber on the side that connects to the manifold (expect to see black carbon). If there is rust, water is probably leaking in through a hole in the water-jacket at the upper loop of the riser.

Also look carefully at the metal faces where the manifold and riser join together. Since the walls of these faces are fairly thin to accommodate the water passages, the gaskets tend to deteriorate and develop leaks at the narrowest sections. Sometimes water seepage can be seen outside the joint, as noted above. If the metal face is pitted on either the manifold or riser, replace it or have the surface machined smooth again; otherwise it will probably leak again, perhaps inside the gas-only chamber.

If you decide to replace the risers (always replace both at the same time), you need to decide whether to also

replace the manifolds, which are both more costly and a bit more difficult to remove. Any sign of rust in the gas-only chamber indicates a leak, which obviously warrants replacement, but it's more difficult to inspect the interior of a manifold. Risers tend to fail before manifolds because the water is hotter by the time it reaches them, which accelerates corrosion and causes the salt to separate and stick to the walls more readily. Also, the top and aft side of the riser is exposed to both saltwater and air where the two combine, which is a perfect environment for corrosion, so you may get a few more years out of a manifold.

Unfortunately, there is no practical, conclusive method to evaluate the internal condition of manifolds. It can be removed, cleaned, and even pressure checked, but there's no guarantee it won't develop a leak soon after. In the end, you may have to weigh the cost of replacing an aging manifold against the cost of a replacing the engine if it fails.

Another option is to convert your raw-water cooled engine and manifold with a freshwater cooling-system conversion kit. This will increase overall engine life and you won't have to worry about raw-water corrosion in the manifold. Risers, however, are always raw-water cooled, so they will still need to be inspected regularly.

A word of caution: Exhaust hoses disconnected from the riser provide an open path to the outside. They must be plugged and tied securely above the waterline to prevent water from flooding the boat. Each year, both owners and mechanics sink boats by leaving exhausts open.

This excellent article is from the Boat US, Seaworthy Magazine, Article Archives, thanks to founding member, James B. Holler.



Member Archives Clayton, NY 1994

Trumpy Yacht Eleanor

Club members Steve and Nancy Smith have owned and studied Trumpy Yachts for many years. Recently they said that theirs is for sale. They said you can just go on line and type in Trumpy Yacht Eleanor. Sure enough, on Google, there is a vast wealth of information on Howard Hughes and the life of this vessel and all these beloved yachts that started in the 1900's in New Jersey and ended at what is now the Charthouse Restaurant in Annapolis. Steve and Nancy had spent years restoring one big Trumpy yacht. Steve had watched with interest the many developments in the life of the other Trumpys. Then one day in early 2013, Chuck Warner called, saying that Eleanor had become available. Steve had been interested in this particular historic vessel for 25 years, he knew of the many thousands that had been poured into her recent complete restoration, refit and ongoing care. She had the finest lines of many yachts and now, in 2013 she was sitting in a yard in Cambridge waiting for rescue. - What happened?

After the major restoration in Florida, it was sold to an entrepreneur in St Michaels, who started a charter service with her. After one wonderful wedding party aboard, she was left tied at a shallow berth at the end of the pier at an estate. That evening, the moon and a brisk windstorm brought ultra low tides to the area. The boat sat on the bottom and gradually laid over on her side. When the tide came back in, the water gradually filled the hull, and there she was found, the next day, sunken, on her side. A salvage team was called in and closed all the ports, then using huge pumps they were able to refloat the vessel and towed it to Charley Smith's Yard in Cambridge, MD where she was washed out and the engines pickled. The insurance company refused to cover the loss, however and the vessel began sitting, waiting to be saved. Once he looked her over, Steve felt compelled to buy this fabulous piece of history and preserve her for the future.

By October of 2013 they were able to move her to Roudebush Yacht and Engine Works on Bear Creek, near the old Bethlehem Steel plant, where she was tied up next to their other beauty. Now they have TWO Trumpy Yachts! All they need now is vast wealth and a team of maintenance people! Oh if only all their dreams for these



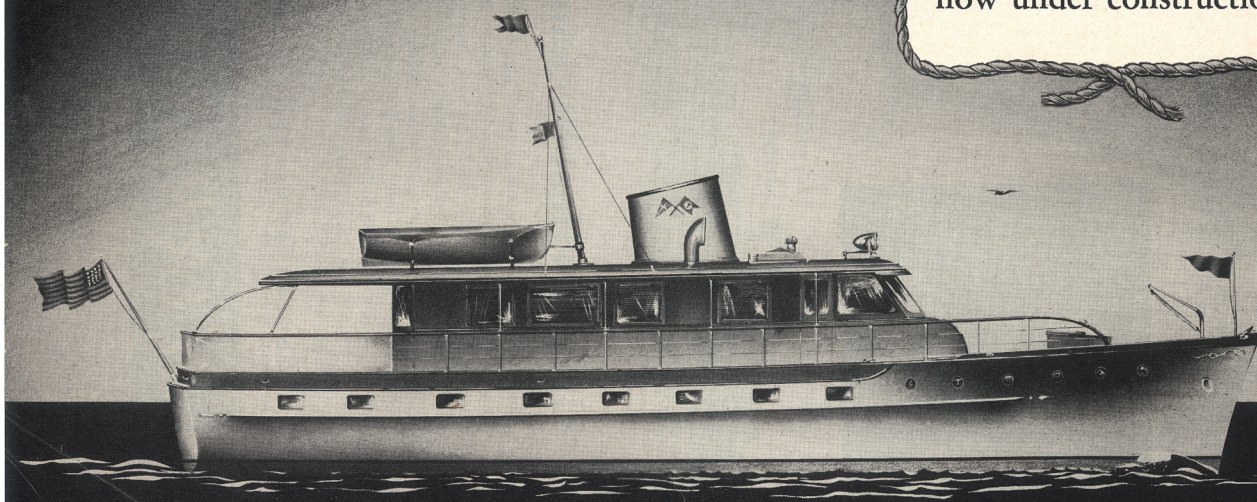


boats could come true! What a wonderful opportunity for someone like Greta Van Sustren, who owns Sophie, another fabulous Trumpy. What a thrill it was when she visited our show several years ago. So tell all your friends, let's find someone to carry on a tradition. This is an opportunity of a lifetime, to own a great piece of American History and travel in style! 410 522 7755 Steve and Nancy Smith
http://www.youtube.com/watch?v=t_T6jajDg18



A NEW TRUMPY-DESIGNED-AND-BUILT 67 FOOTER

67 ft. Twin-Screw
Diesel Cruiser
now under construction.



JOHN TRUMPY & SONS, INC. ANNAPOLIS, MD.

Designers and Builders of Fine Custom-Built Yachts

Congrats to Cheryl and Howard Johnson on their Party!

Everybody was there. It was an ACBS-wide event and friends party. Food, fun, drinks, a band, a male singer, a female singer, hijinks, buffoonery (once the youngsters were sleeping), classic boats, classic cars, motorcycles, scooters, fine collectibles, rare catalogs, radios, music albums, tools, and décor items. The parked car count went past 114 autos. Who knows how many people were there! nature of the man, but at least one instance of Hughes traveling on board can be confirmed by We quickly got down to knowing each other thanks to the hostess package that the Johnsons provided as you joined the party. It had name tags, pens, and a warm welcome from them to you about their event. Parking was provided, and folks easily got to the food and beverage "barn" and found liquid refreshment. Most also brought food, so getting it added to the bountiful spread already on the tables delayed greetings to friends for a few minutes.

Sunshine, friends, and classic boats..."What more can one ask for?" is what came to mind on this past Sunday on a bucolic property in southern Maryland. Howard and Cheryl had stuff. Their friends and fellow club members had stuff. Their neighbors had stuff. Interesting stuff. Stuff one will not see in many places in Maryland or anywhere else in the Mid-Atlantic States. Stuff that lovers of classic boats love to see.

Cars? How about a few collectible Chryslers, Fords, Buicks, Cadillacs, and Oldsmobiles?

Boats? Too many to count! Higgins, Garwood, Lyman, Whirlwind, Chris Craft, Century, and Owens. Cruisers, runabouts, utilities, rowboats, canoes, and even grandchildren's boats. Some cherry restorations of classics and others that were a work-in-progress.

The boats seemed to go on forever. Over there was another "barn" full of boats to tour, also full to the rafters. And then another barn. Apparently, as their collections grew, more barns were built. The newest one is the Fiaschetti Building. Everyone who attended the event had their socks knocked off their feet. The party was over-the-top, perhaps the "best ever" in Chesapeake Bay Chapter history. It went from early afternoon well into the night. [Photos of the very late, late night fun were burned!]

By: Chris Brown

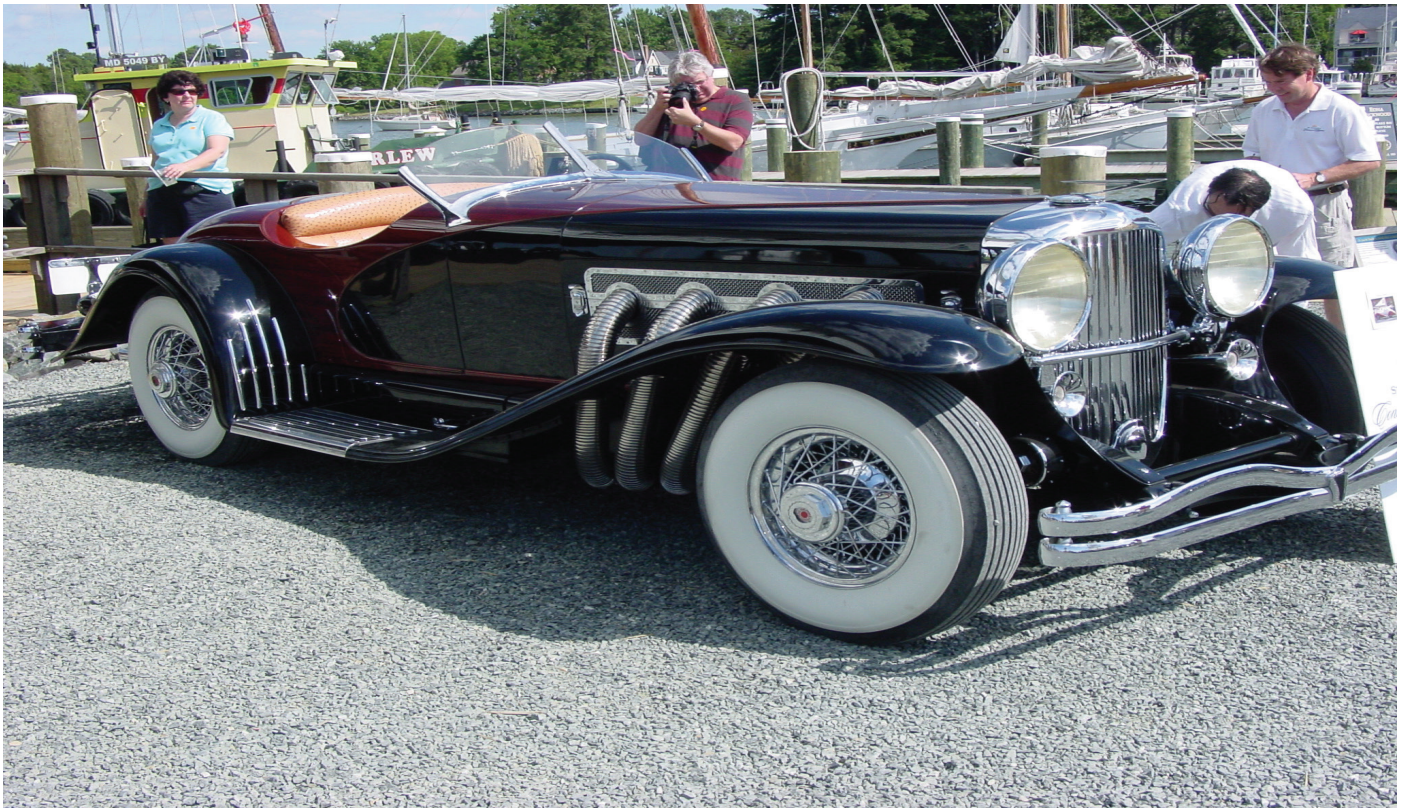


Pictures from Previous years Boat Shows









The Arts at Navy Point in St. Michaels, Md. June 13-15

From Tracey Munsen, Communications Director of the Museum.

Now in its 27th year, the Antique & Classic Boat Festival is put on by the Chesapeake Bay Chapter of the Antique & Classic Boat Society and brings an era of by-gone days to Father's Day weekend as wooden classics, vintage race boats, and Chesapeake Bay-related boats take to the Miles River and CBMM's 18-acre waterfront campus, for the show.

John Into and Nancy Price work all year long to bring these excellent artists and artisans to our show. For many, it is a favorite part of their weekend visit and should not be missed, as it is different each year. If you stop at John and Nancy's booth with their outstanding model boats, - Into Things, be sure and thank them for their outstanding efforts on our behalf.

More than 70 juried maritime artists and craftsmen will be at the Chesapeake Bay Maritime Museum's Antique & Classic Boat Festival this June 13-15 as *The Arts at Navy Point* returns. Traditional maritime artists, and a selection of marine tradespeople will be exhibiting at the event.

The Arts at Navy Point features nautical and maritime related oil and watercolor paintings, sculptures created from various media, scrimshaw, photographs, wildlife carvings, jewelry, boat models, furniture, books, and more. Noted among this year's artists is the American Society of Marine Artist's Jane Tukarski, who has won multiple awards at the International Scrimshaw Competition held annually in Rhode Island, among others.

The Arts at Navy Point also gives boaters the chance to meet many of the Chesapeake's boat builders and restorers, boat hardware suppliers, custom canvas-makers, rope suppliers, and more. "Boat owners love this show because they can often source supplies found nowhere else" commented John Into. "Boats and art might seem like an odd mix, until you see the beautiful varnished mahogany boats set off by gleaming chrome. As you learn about what was involved in restoring them to their original condition—sometimes from unrecognizable hulks—these boats, and their restorers, can also be viewed as art and artisans, as well."

The Arts at Navy Point will be open throughout the three-day Antique & Classic Boat Festival, with exhibitors located under the big tent on CBMM's Navy Point, as well as in the Small Boat Shed exhibit building and throughout the show grounds. A full list of vendors can be found at www.bit.ly/ArtsatNavyPoint. For more information, visit www.ChesapeakeBayACBS.org or www.cbmm.org.

HackerCraft Monster



Members John and Benny Williams of Versailles, Kentucky, have been coming to our show since the early nineties. They used to own a darling cottage way up the Miles River. Each boat John restored has been bigger and better than the last, and this one tops them all. In his recent letter to us he relates having attended F Todd Warner's huge boat auction, in 2010. First he sent for catalog and scrutinized each boat carefully. He bought a plane ticket to attend. As the days went by he kept coming back to a 1932, 28 ft Hacker Craft, one of only five known to exist. Finally he cancelled his flight and decided to drive the 800 miles in case he needed to tow it home. Opportunities like this come only once in a lifetime. Arriving in Mound, Minnesota he looked at every boat in the massive warehouse four times over, but kept coming back to the elegant lines of the huge Hacker. John explained that he has made his living selling winning racehorses at auctions so he was NOT going to get excited and pay too much for this boat, NO, No, no! But who knows what really was going through his head as the bidding went up and up! He could not let them buy HIS boat. Perhaps he promised himself that a few more horses would have to be sold. Nearly \$40,000. beyond his limit, he WON the Auction!

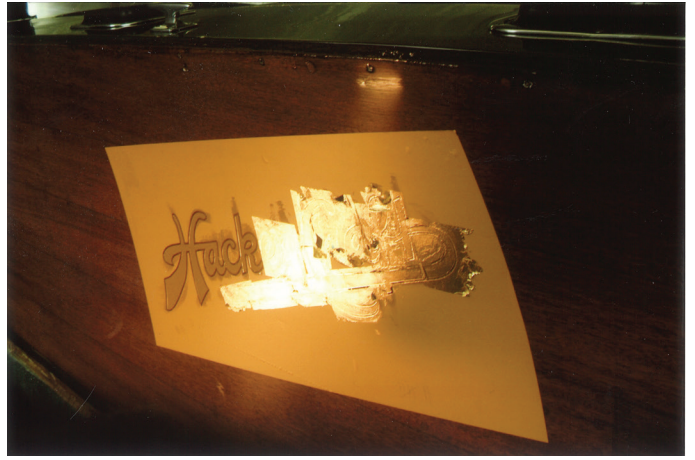
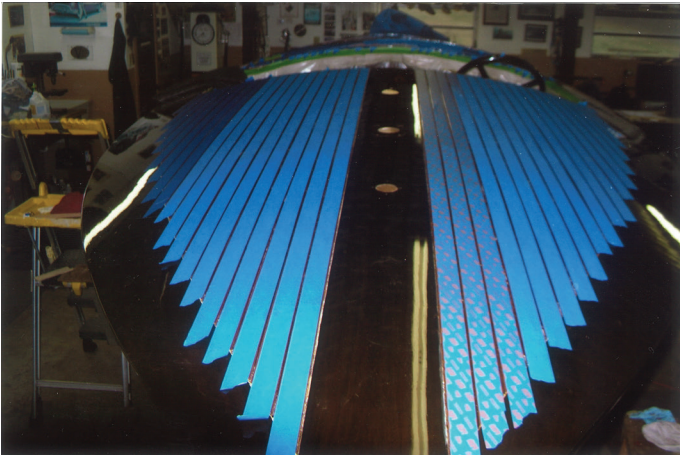
So began the long trip home, with new tires for the trailer, and lots of looking over the boat every chance he got. The bottom was shot. The huge 454 V-8 was not authentic and John took that out before towing it to Morin Boats, in Bay City, Michigan, for a new double planked bottom. Back home again he began the stripping and fairing of the sides, removed the stern plank with the huge 4" holes for the 454 exhaust pipes. And bent on new planks donated by his friend Kyle Barton. The pictures show the extreme effort needed to bend these planks into place. Then the months of removing the deck seam caulking and sanding required to make everything smooth and match.

John spent 18 months calling around the USA and Canada to find a period correct engine, A 225 Sterling Petrel. He took the engine to Bob Mishko of Tennessee, where they discovered that it had most every problem an old junk engine can have, wrong head, bad valves, cracked block, warped pistons, cracked manifold, ruined generator and many other nasty problems.

The instrument panel was incorrect. He spent 2 years collecting parts, and sent them all to Dale Kocian who made a new, beautiful panel ready to install. Too bad, the wires were all wrong, and the controls for throttle and shift had been replaced with Morse units. Each original style part had to be hand crafted to accommodate throttle and spark advance, with the help of Bud Bracket.

Placing the original style engine in the boat was another huge challenge as the engine beds had been modified for the 454. Here John called upon the talents of a lifelong boat builder who made a jig and patterns for the new oak engine beds John made and installed last winter. Now he has to have a new original style strut cast to place the huge 24 x 18 propeller in the correct location near the keel and rudder, once the engine is in place.

John says that even though he had restored two award winning boats before this, this one is a monster! How could he have known that so many things were incorrect? And would be so hard to do and cost so much! Yet, the inspiration he feels from her uniqueness and great beauty has stimulated his desire to make her as correct as he can. Yet he says, - let the next owner make her a concourse winner! It sounds like everything about it will be absolutely dazzling - at our show, NEXT YEAR!



Safety Issues

A few years ago I cut my good extension cord in half while trimming the bushes. That evening I peeled back the insulation, soldered all 3 wires together, and then carefully taped the repair with 3m premium all weather tape. First each one separately, and then all 3 together, several layers, - overlapping. Good as new, Right?

So I used it for a few more years that way, and when we built a new building I put my best cord out to it so we'd have power, and left it plugged in at the house. Several days after a big rainstorm I was out at the new building and there was no power. Someone must have unplugged the cord. So I followed it along toward the house and was astounded at what I saw. Moisture had seeped into my repair. A current had begun to flow. Heat built up, then there was a little fire! Luckily the surrounding area was still damp! So it didn't spread. - I could have caused a bad fire! So now I check things like this more carefully and leave questionable ones unplugged until in use!

It is surprising what can happen!



Exploded Battery

I brought the '52 Century in to get ready for the season. The battery was no longer holding a charge, in the fall. So I took it out and before bed, put the charger on a good battery that had been waiting under the workbench. Then next day, when I came in the shop, I knew something was wrong right away. A big gas stink was in the air. What was it? I couldn't find anything for a while but, OH NO, under the bench was a huge mess. Acid was everywhere! The battery had exploded! I disconnected the charger and looked at it. The 6v setting was 10 amps! That seems very high to me. The 12v setting offered 2 amps or 10 amps. I did not know it was so high. All my other chargers turned out to be 4 or 6 amps. Maybe it was low on water. Who knows, it was nearly new. I spent a lot of time cleaning with rubber gloves, baking soda water and put it in a big spray bottle and soaked everything, dragged all the pieces outside, and finally when no more foaming would take place, put all my clothes in the washer and washed them. Acid had eaten into the concrete floor and soaked everything for 3 feet around. Luckily the battery did not catch fire!

I felt very thankful that the whole place did not burn down! I sure will check carefully how powerful the charger is before hooking things up. Two amps is strong enough for an overnight charge. Water must cover all the plates or heat will build up. I did not check to see if there was sufficient water. Live and Learn. Luckily, this time the punishment was not too severe!



Health Issues

Dominic Fiaschetti ran our Chesapeake Bay Chapter from 2000 until 2008. He earned the friendship and admiration of all of us. Now he is locked in a battle for his health and his life. He started having double vision in around 2006, and was able to get control of that for a while until there was a diagnosis of a brain tumor pressing on his optic nerve. Last October his health was restored by a two day vacuum suction operation, through his nose. He was so happy to be able to drive again, visit friends and feel his energy return. Sadly, by January headaches and nausea led to more doctor visits and spinal taps. They found a fungal infection in his brain stem. At this writing, he is in John's Hopkins Hospital in Baltimore, on an antibiotic drip, with daily blood checks. We love him, we pray for him, and with the Lord's blessing, maybe he could come to the Show!

Ginger Martus has been having trouble walking, this year but her husband Earl Brannock, 90, assures us she will be there for the launching of the Rosa Parks, and to see all of us, and our fabulous show. Earl has written a book on the history of WWI, and the story of a yacht he worked aboard as a youth. Hopefully he will have them available, too.

William Bill Fennessy

Bill Fennessy was an ACBS vendor from Southern Crown Boatworks. For many years, he and his wife Jeannie Brady would have smiling faces and all their products on display under the big tents at our show. We never knew that he suffered with Multiple Myeloma, a blood cancer for fifteen years, and took regular treatments at Winship Cancer Institute, Emory University, Atlanta, Georgia.

He was raised around boats, raced hydroplanes, worked with thoroughbred horses, and enjoyed every imaginable activity. He loved telling stories, advising about customers projects and selling them the necessary products. He passed away last September, leaving a huge empty spot in the lives of all who knew and loved him.

Jeannie relates that she is still running the business, but he had all the knowledge and she would like to sell it to someone with his dedication and drive.

For all your years of help, thanks from all of us, - Bill!



Dick Hickman

well known member and friend to the Chesapeake Bay Chapter of the ACBS, passed away from the brain tumor that he fought tooth and nail, every step of the way, for the last two years. Dick owned Long Level Lake Marina on Lake Clark which is on the Susquehanna River in Wrightsville, PA (near York, PA).

Dick was a lover of classic boats and boating. He hosted an annual classic boating event every year in the fall in conjunction with the Philadelphia Chapter of the Antique and Classic Boating Society. Boat rides, an over-abundance of launch ramp help, fun, a good selection of boats, food, and great camaraderie were always an integral part of the fall event.

He also went way beyond just membership with his commitment to the Chesapeake Bay Chapter. He always brought a showcase level restored classic to our June Show. He lent his Silver Arrow to the chapter to help with the Pre-show promotional efforts. He talked knowledgeably with anyone that asked a question. And he was always willing to help with parts, labor, resources, and ideas. Wood or fiberglass, he liked all classic boats. He loved classic boating.

Dick was passionate as well as meticulous about life, his business, and especially his antique boats. His attention to detail won him awards at every event he took them to around the country.

Dick's favorite boat was one of the 503 Chris Craft 19' Racing Runabout boats made from 1948 to 1954. She was self-restored. He named her "Sun Chaser" and she was Dick's favorite.

Dick's restoration of his '59 Chris-Craft was one of several Silver Arrows used as the theme boat at our Chesapeake Bay Chapter's 25th ("Silver" Anniversary) Antique & Classic Boat Festival. He also had early Boston Whalers, a replica gentleman's speedster, and a very fast Donzi Skit Sporter (aka Donzi Sweet 16) powered by a "Competition Proven" Holman-Moody engine..

We have established the Annual Dick Hickman Award in his honor starting this year to recall his most generous nature and meticulous restoration work.

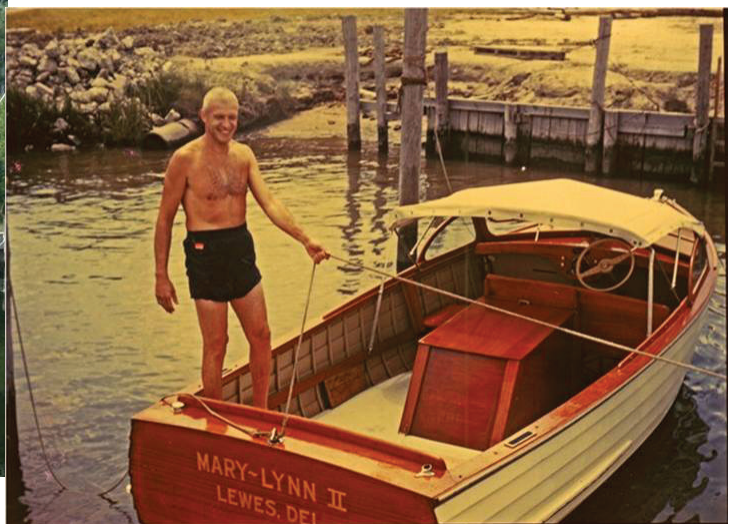
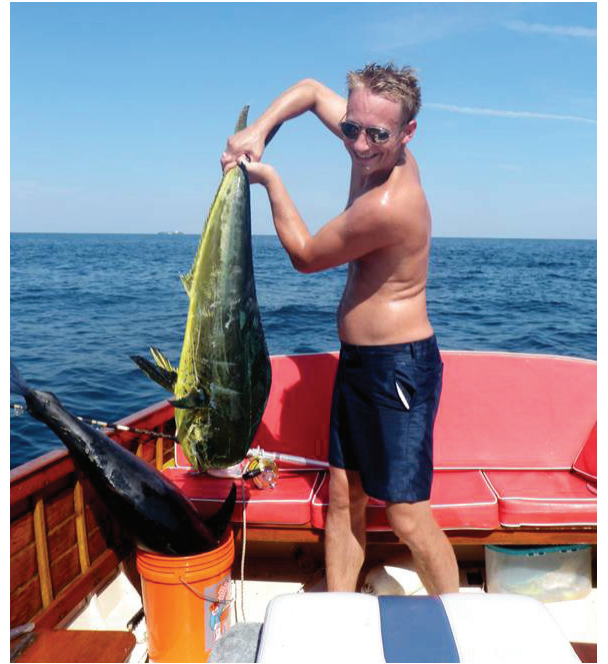
He will be remembered lovingly by all he touched. - Thanks Dick, for being our friend.

By: Chuck Warner

Future Members?



Allison
and
Madison Wharton



David Konick, Washington, VA

Patuxent River Cruise 2014

ACBS Director Ray Glen has outdone himself this time. Saturday, August 16, he put on a fabulous river cruise and picnic, combining excellent weather at the most scenic Magraders Landing Park on one of Maryland's most beautiful rivers. Ten lucky members, their friends and family brought boats and delicious food to share, for a whole day on the water. Activities kicked off at 9:00 AM on a sunny and cool 85 degree day. Club President Dominic Fiaschetti was there with his grill and a vanload of supplies and set them up in the shade by the water while boaters put in at the newly refurbished ramp and pier. At first the tide was low and boaters experienced some Patuxent mud as they lined up their boats along the shore.



Two '57 Whirlwind owners wondered aloud which one of their varnished beauties was faster. The 14 foot with 1968 Merc 65 or the 16 foot with brand new Evinrude E-Tech engine. They waited patiently for all ten boats to get ready for the down-river phase of the ride.



As the pack pulled away, Tracy Coleman and Chris Washburn quickly shot into the lead, followed up and quickly passed by Hal Justice in his exquisitely restored 16 foot Chris Craft with modified 350 V-8!



Danny Buckingham, Joe and Jacky, Scott and Carol, Ray and Della, Howard and Cheryl, Red Vaughn and

family, Bobby Russell and other happy boaters drank up the stunning beauty of the desolate Patuxent.



They charged along until reaching the half way point down river, the Benedict Bridge. All then pulled up on a nearby sandy beach to talk and admire each others boats.



What can beat wading around with friends among old boats? It was just this kind of event that led to the formation of the ACBS in 1975! The ride back was just as nice, everyone admired all the other boats and helped each other get ashore for the delicious food!



Dominic and the girls had the tables laid out. Danny and Kathy Wilson and Erica arrived; Della brought her mother. Soon a group formed to head North and see the wonders of the winding Patuxent. Howard lent his Lyman to Danny and Kathy not realizing the fuel was perilously low. Thankfully, Ray Glenn and crew took pity on the stranded boaters. When they returned late, they looked like they were enjoying being towed! Everyone agreed, all's well that ends well! Thank you to all that helped put on the event and brought the food.

REPEAT EVENT! Sunday July 27, 11 to Noon at Magruders Landing Park, Bring food, drinks and a working boat!

Old Time World
15200 Mount Calvert Road
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