

THE STUFFING BOX



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



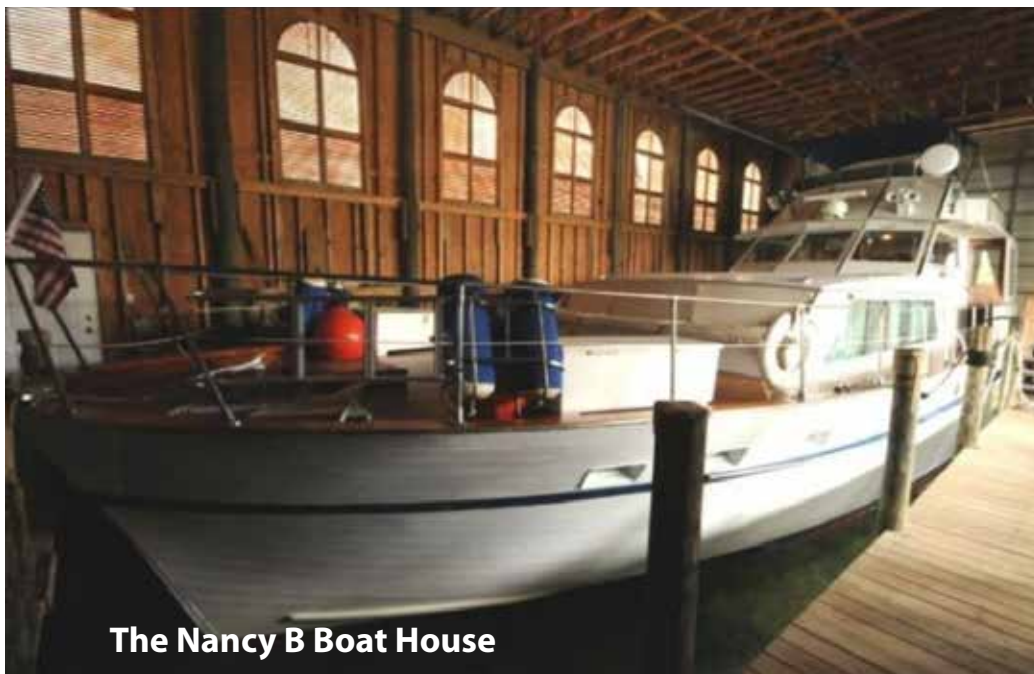
The Nancy B

Yacht Nancy B.

by Henry Maier & the editor

It all started when Henry's wife Nancy told him she had volunteered to take care of their first grandchild, - so their daughter could go back to work. She suggested he rent an apartment in Pasadena, near their daughter's home. Henry, who was used to living on their farm near Cumberland, was surprised when his idea of buying a Boat Instead, - was approved! Somehow he found an ad for BIG boat, in Destin, Florida. Several trips down there in 2011, and they became the new owner of the 1970 Mathews 53 ft. Flush Deck Motor Yacht with twin Caterpillar D334s engines. It had lived all its life, with top notch care, in a custom boathouse. They decided that bringing her home themselves would be the adventure of a lifetime. They made the trip down the West coast of Florida across the Okeechobee Canal, and up the Atlantic Intercoastal Waterway, stopping at wonderful little towns all along the way, and picking up friends and guests to help enjoy the trip. It was 1700 miles and 23 days until they stopped at Deale, Md and then Pasadena and finally found a covered home at Piney Narrows Yacht Basin. They had entertained a total of 22 guests and the boat performed flawlessly! What a fabulous trip! They discovered that they love entertaining and visiting the charming ports all around the bay. So Annapolis, Baltimore, Chestertown, Rock Hall, Philadelphia, and St Michaels all have been destinations, with the largest being one including a party of 25 guests aboard, all at once. They say she is well laid out, with seating in the bow, in the salon, the enclosed cockpit, and on the flying bridge. Food is laid out in the salon and galley, and on a big round table in the cockpit; with 3 heads there are no lines, and it never seems crowded, either. Next year they hope to take the boat to Port Clinton, Ohio where she was built, and then make a loop trip, possibly including the Great Lakes.

For the rest of this year they are hoping for a few more outings with friends and have **invited the members of our ACBS Chesapeake Bay Chapter to visit them around noon, Saturday October 18** for a luncheon aboard, bring a dish to share and BYOL. We'll tour the boat and Piney Narrows Yacht Basin, -rain or shine! Be there or be square (rigged), RSVP Henry Maier 301 478 5546.



The Nancy B Boat House

From the Editor

As co-editor with Jeffery Beard, '94 to 96, we exchanged newsletters with other ACBS chapters and were rewarded to see their fine publications. Continuing that tradition now has given us regular copies of the elegant Mahogany and Chrome, publication of The Heartland Classics Chapter which covers the Oklahoma, Kansas, Missouri, Nebraska and Arizona, areas – far away. Thanks to Forrest Bryant, editor, their publication is outstanding and excellent, like the Philadelphia Chapter, but THEY send theirs to me and asked to use TWO of our articles in theirs, so now we have their permission to use their articles in ours, - if we want. You may notice them in this issue. Copies are available at Oldtimeworld, now called The American Heritage Museum.

Share your stories with us! We are working on ones about the Schmitt Brothers and Will Biddle, - send yours!

The Concours D'Elegance at the Hyatt Regency was a huge success, be sure to put it on your schedule next year.

Danny Wilson slipped on a power cord at our show and fell, injuring his kidneys, spleen and tearing ligaments in his back. While recovering, a week later, he fell again, had a heart attack and 3 stints have been put in. He's on the mend, now, lets all wish him well!

George Hazzard and Amy Smith have put their lifetimes of skills together at work, as their children have become companions, too. Congratulations to all!

October 18, we all have been invited to visit the Nancy B, at Piney arrows Yacht Basin, see end of article.

Tab and Nancy Miller celebrate their 50th anniversary, July 19, with a huge party put on by their lovely daughter, at their home. A lifetime of friends and family turned out to reminisce and help them celebrate. Tab told one funny story after another, while everyone laughed. Along with his lifetime of achievements, Tab inspired and named our Stuffing Box Newsletter, had two wonderful restored boats, 3 children, and was National President of ACBS and his company published the national directory. Nancy ran the ships store and took great care of her family, all these years. Our hats are off to these wonderful people, we love.



ACBS/CBC Board of Directors

Quarterly Board Meeting

August 17, 2014

Attendees:

Joe Sibilialia	Chuck Warner	Della Glenn
Ray Glenn	Chris Kretch	Erica Lowery
Bill McJilton	Paul Warner	
Hank Reiser	Bob Hamilton	
Connie Van Mater	Dick Lowery	

President Joe Sibilialia called the meeting to order at 6:12 p.m. Joe announced the passing of beloved member, Dominic Fiaschetti earlier this morning and read a poem entitled Epitaph on a Friend by Robert Burns, in memory and honor of Dominic. The poem is attached to the hard copy of these minutes

Agendas were passed out along with the minutes from the meeting of February 22, 2014. As there not a quorum present at the last meeting, Joe emailed the budget to the absentee board members and all items were passed. The votes are attached to the hard copy of these minutes as well.

Chuck Warner moved the minutes be approved, seconded by Dick Lowery. The minutes were so approved.

COMMITTEE REPORTS

TREASURER'S REPORT (Dick Lowery)

Balance in BOA account as of 8/17/14: \$33,565.79

Balance as of 8/17/13: \$32,630.00

Sponsor checks have not yet been deposited.

Boat Show Income: \$13,226

Boat Show Expense: \$13,095

Ship Store Income: \$2,826

Ship Store Expenses: \$3,120

Stuffing Box Expenses: \$3,354 (up because of the color issue)

Dick will be stepping down as Treasurer in December.

MEMBERSHIP REPORT (Joe Sibilialia)

As we speak we have 219 paid members. We've had three folks lapse in the last 30 days and one person join. The ACBS did institute a new database system that's very easy to access which will make the job of the next membership person a little easier. you will be able to know at a glance who's paid up. Membership terms are scattered throughout the year. Membership dues of 70 goes to headquarters, they keep 45 and 25 comes back to us.

STUFFING BOX (Joe Sibilialia and Chuck Warner)

Howard is not here to report. He's working on it and already asked for the president's message. Chuck emphasized the need for providing material for Howard – articles, pictures, stories, whatever – so Howard can have a backlog of material. Chris Kretch noted MaryAnn had provided two CDs and flash drive of Photos. Joe will get those to Howard. Original budget for Howard was to be \$600. Too low ball. Expect 700-750+

ACTIVITIES REPORT (Chuck Warner)

We've had several great events so far this season and participation has been mostly pretty outstanding. Chuck motioned to reimburse Howard Johnson \$600 to help defray the cost of two major events he has hosted. Ray Glenn seconded, and the motion was approved.

Dick noted that backup documentation is required for every check written.

Raystown has been postponed.

Several members will be attending the International show at Skaneateles, NY, in September.

Ebbie is going to look into the Concourse D'Elegance at the Hyatt in Cambridge to see how we might participate.

Still looking for a location for Octoberfest.

BOAT SHOW (Ray Glenn)

69 boats. 13 cruisers over 35 feet. 38 boats were judged and we have 95 registrants prior, not counting what came in the gate.

We had 227 attendees. 132 for the wine and cheese. 93 for the Sunday picnic.

Ray will do the registration for the boat show next year. Bob and Paul will handle the registration table again.

WEBSITE (Chris Kretch)

Chris has just taken over this task and is feeling his way around. Has already posted more pictures and updated the calendar. Chris expressed desire for more training on the sales aspect and will be working with the host company in that regard. Joe noted that the \$2,000 that was not used for updates is designated as training funds. Chris is welcome to new ideas.

CHRISTMAS AT ST. MICHAELS

Would like to continue volunteer efforts with the Benedictine School. Propose \$500 given to Danny Cunningham to head up this project with the school. Donations of toiletries, stockings, etc. to supplement. Allow the kids to ride in boats in the street parade.

NOMINATING COMMITTEE (Dick Lowery)

Pretty much filled the potential slate of director's positions and directors at large. Officer's positions coming along.

UNFINISHED BUSINESS

Audit – The books will be examined sometime in November prior to the changeover of the treasurer. Will contact with Elaine Fannin and/or Diane Shotwell to assist.

Donations

1,000 to CBMM

1,500 to Sea Scouts

500 to Christmas at St. Michaels

500 to Youth development

Total: \$3,500

Joe motioned to accept these amounts. Ray second. Motion passed. Checks will be distributed at annual meeting.

NEW BUSINESS

Cost of events to members.

Most events are covered completely through the treasury. However, there are times when members who donate use of their boats, property, what have you, are going above and beyond. Suggestion to set up a donation basket, labeling what it's for, and give people the option to defray the cost of gas or whatever. Dick

advised the baskets be clearly marked and the money to be distributed between those who have incurred expense

Elevation of Webmaster and Stuffing Box Editor

Joe Sibilia motioned to elevate the webmaster and the Stuffing Box editor to voting positions on the board of directors which basically means same as a directorship. Dick noted they were acting in this capacity to some extent anyway. Connie Seconded. Motion passed.

Trading dock

Joe suggested the trading dock include sales of classic cars, parts, etc. as well as boats and motors. Ray felt it would become a free-for-all like Craig's List. Chuck suggested we look at what National does. National's categories include clearance items, furniture, ships store, boats for sale. We can follow their format with the categories inboards, outboards, nonmotor. If we follow their formatting and link our advertising Chesapeake Bay pop up for users searching for items

Ray offered to provide the email and password where people send advertising.

Steering Committee

Joe suggested a steering committee to oversee where the club may want to go in the future – i.e. away from boat show perhaps. Dick took the more practical route of a committee to watch over expenditures and make more measured decisions. Food for thought. Where do we go from here, and how we might be more mindful of where we are.

The meeting was adjourned at 5:34 p.m.



Dominic Fiaschetti gave his time and efforts to do hundreds of things all throughout the year for our boat club. He planned the details of every event and made friends with the people who would help put them on. He saw to it that the food and drinks, were ready in sufficient quantities for all of us, that music, the awards were there the back-up staff for each event were there and that everything would go smoothly for every group.. He was proud of his Italian heritage and used his background to back up everything he did. He was a great story teller and did all kinds of things that others have never done. He could hold folks spellbound with his tales. He volunteered often and helped others, even strangers and neighbors, - do things. He was a go getter and used his vast knowledge to come up with solutions for most any problem. He had a way of making everything funny, even bummers! Each time you met him he had more stories to tell. He seemed to see life from a unique angle that was fresh and uplifting. He was a great craftsman and saw opportunity to do things with his hands. He tried things others would not and always reached out to everyone. He let you know exactly what he thought about it all. He will always be missed and memories of him will be treasured by all who knew him.



Dave Konick, intrepid fisherman, hits big storm off Fenwick, Delaware.

Ethanol Woes

From Eric Peters

I wrote recently about the damage done to older (carburetor-fed) vehicles by the alcohol-dosed “gas” that’s pretty much replaced the real deal.

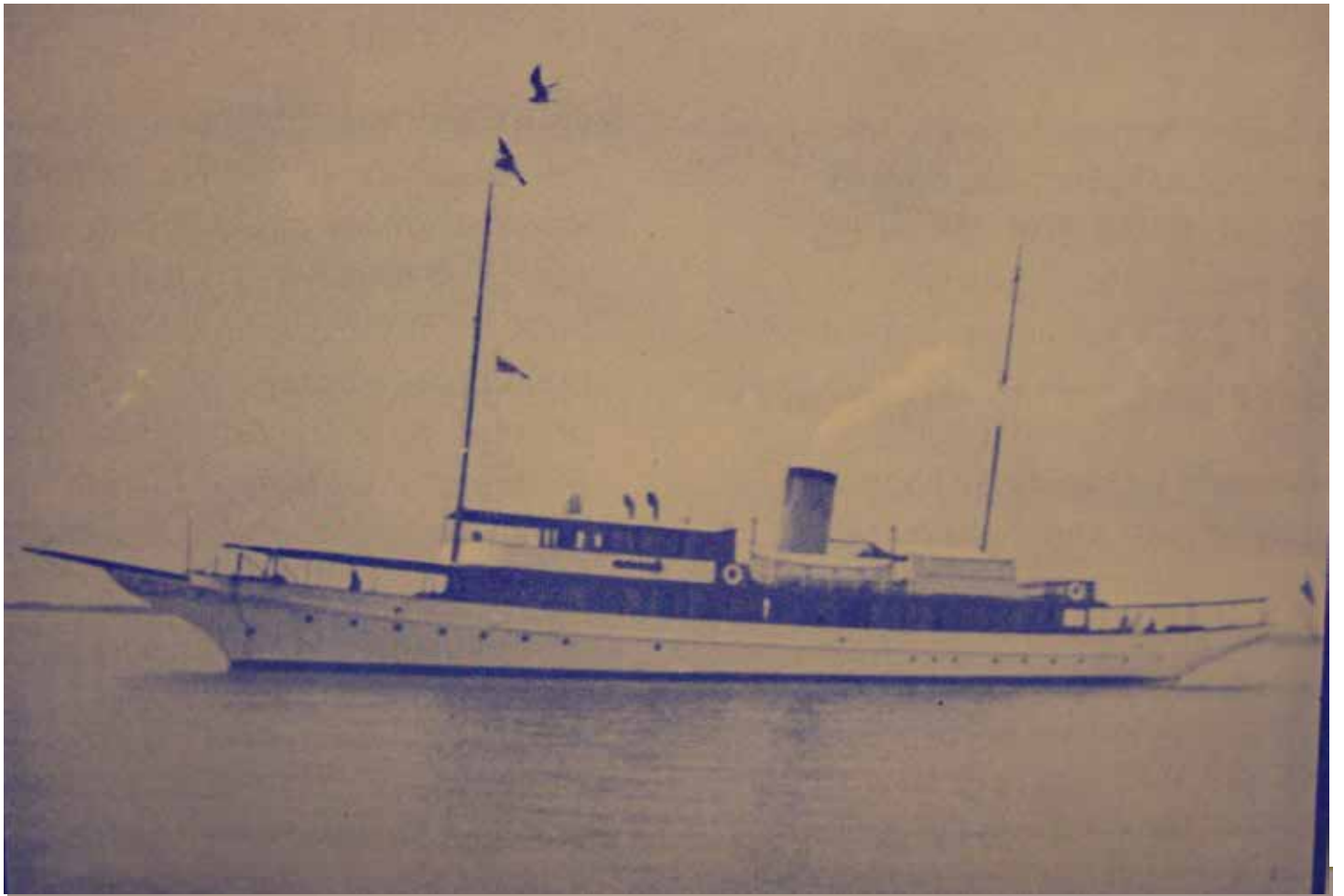
Alcohol, in addition to impairing your judgment and dulling your reflexes, also (in machinery) attracts moisture, hastening rust formation inside the fuel system. Since most older (carbureted) cars and virtually all older motorcycles have steel tanks and steel fuel lines, the formation of rust is accelerated on the inside surfaces. This can wreak havoc as the flakes slough off and are carried down the pipeline. The second curse of ethanol is its effect on rubber and composites (seals, gaskets and o-rings) that were made when gas was still *gas* – and not 10 percent alcohol. When exposed to alcohol, these parts become brittle and shrink (causing leaks) and in some cases literally dissolve or chemically react in such a way that a grayish goop forms within the fuel system, eventually clogging small passages such as the orifices in needles and seats and carburetor jets. The result is a not-nice running vehicle, if it runs at all. [Here is a link](#) to a web site that will tell you how to find *gasoline* – not 90 percent gasoline – in your area. All states are listed; click on yours to find out what’s available near you. The upside is you should be able to find 100 percent gas in most states (in Alaska, that’s all they sell). The downside is the stations are often few and far between. While it might be feasible to keep your power equipment – and classic vehicles – topped off, you are limited in terms of how far you can *drive* by how close you are to the filling station. Still, the fact that straight gas is still available is very good news. And there is a growing backlash against ethanol – because even leaving aside problems with older vehicles, burning it will reduce your mileage in whatever vehicle you drive (including brand-new vehicles) because there is less energy content in a gallon of 10 percent ethanol and 90 percent gas than there is in a gallon of 100 percent gas. Expect more real gas pumps to crop up – especially if we continue to bitch about (and boycott) the ethanol. Ethanol “gas” does not store as well – or as long – as straight gas, so you want to avoid leaving it to age in fuel tanks or even fuel jugs. Try to buy it as you burn it. This is sometimes easier said than done in older vehicles, such as vintage cars and bikes (as well as outdoor power equipment that may sit unused for months at a time). If at all possible, try to start/run the vehicle for at least 15 minutes at least once a month. That will help. And try to keep the fuel fresh. Most motorcycles have a fuel tap that you can use to turn off the flow of fuel from the gas tank to the engine.

When you're done riding, turn the tap to "off" and let the engine idle until it burns up the remaining fuel in the carburetors. Then it will just stop running – and you can leave it that way for awhile without worrying about stagnant fuel in the carburetors decomposing the internals. You can do the same with a car – if you install an shut-off valve in the fuel line, ahead of the carburetor. With power equipment, your best bet is to drain their tanks and run the engine until it shuts down. Adding fuel stabilizer to the fuel is a good idea, too. Well, to the extent that you can. Which will be determined by your budget – or your abilities. Or both. You can, as an example, usually buy an ethanol-compatible rebuild kit for most carburetors. It should include gaskets, o-rings, floats, needles and seats, rubber diaphragms (and so on) made to withstand modern (ethanol-spiked) fuels. Ditto fuel lines – especially the flexible rubber ones. The biggest job – both in terms of work and expense – is making your fuel tank (and the steel lines that run from it to your carburetor – in a car, at least) less vulnerable to ethanol. That is, to rusting out from the inside out. The tank can be cleaned – and then sealed – using products made for this purpose. I recommend Bill Hirsch's three-step process (see [here](#)) which will remove any accumulated gunk inside the tank, then remove/render any remaining rust inert, then coat the entire insides with a tough – and ethanol-resistant – material that sets up almost like ceramic. I have used this stuff in both motorcycle and car fuel tanks and have been very happy with the results. With a car, you will probably still need to deal with the factory steel fuel lines, which are likely already rusting from the inside out if the vehicle is 30-plus years old and the lines are original. I recommend – when money permits – replacing the original factory-installed lines with reproduction pre-bent stainless steel lines such as those available from Fine Lines (see [here](#)) and other suppliers. These lines are made to the original patterns and are "bolt in" – but the material stands up better (and lasts longer) than ordinary steel. Ethanol is a con, a boondoggle, a flim-flam. A gyp. The one ethanol upside – that it is an octane enhancer and so allows modern cars to run higher compression ratios, which allows more powerful as well as efficient engine designs – is arguably negated by the numerous negatives, including *across-the-board reductions in fuel economy* due to the lower energy content of a gallon of 10 percent ethanol "gas." Studies have also been done that strongly indicate it takes more energy to make ethanol than you end up with. And that diverting the raw materials (corn stock) has contributed to the rising cost of food. The bottom line is, if enough of us complain about it, the *market* – if not politicians – ought to hear us. And respond. Anecdotally, the ethanol-free pump in my neck of the woods is always busy.

Let's do what we can to make them all busy. And let 'em know we're sick of the corn juice!



Henry Ford, Ole Evinrude and Larry Comstock teamed up to make this record breaking rig.



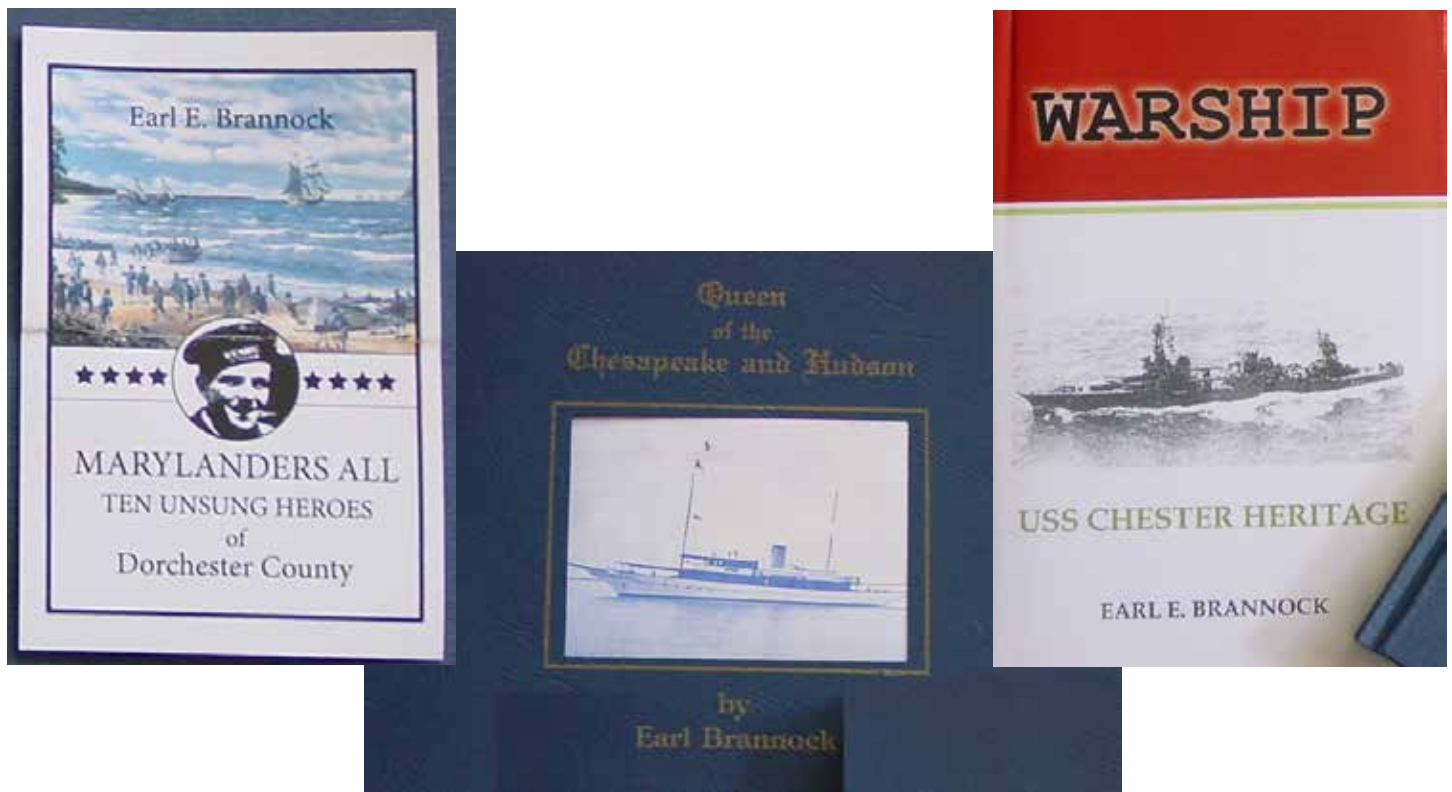
Brannock History Books

Our member Ginger Martus has brought her husband, Earl Brannock, to our ACBS Chesapeake Bay Chapter. He has written of his extraordinary yacht and ship adventures as well as local history, in 3 books he has for sale.

The first, was written in 1986 about Horace E. Dodge's fabulous 180 ft **Yacht Nokomis**, built in 1914. Renamed, each time it changed hands, Earl was invited to work aboard it at age nine, in 1925, when his uncle was the skipper of the SS Dupont, which now became Maryland's State vessel. This amazing experience led Earl to write a detailed account of the life of the Nokomis and all the years following, as it served new owners. He tells the fascinating history of Horace E Dodge's life and travels with his family and friends aboard the vessels he had custom built, including the 243 ft Nokomis III! The book is packed with accounts of Horace Dodge's important engineering, design and industrial accomplishments, amazing and important to our National history.

Marylanders All - Ten Unsung Heroes, tells exceptional tales of the lives of 10 Dorchester county patriots who influenced our country's history. The last is the amazing biography of Brannock himself. That includes growing up around vessels under his Uncle, Amos S. Creighton, - also featured, who was the captain of the Nokomis when it the Dupont. As the ship's boy he worked on every job aboard so well he became a Merchant Mariner at 13 and served summers on 2 WWI ships, leading to his service aboard the USS Chester in WWII.

Which is the third book, - the history of all the **USS Chester** ships up to the light cruiser he served aboard. These 3 ships inspired men to serve by keeping DUTY, HONOR and COUNTRY, in mind, and left a lifetime dedication in Brannock's heart. It is a great blessing that we could know this brilliant man, share the great experiences of his life and read of those he admired. These are fascinating tales about our history that all dedicated boating enthusiasts will enjoy.



Patuxent River Cruise Fun - 2014

The day started with heavy clouds and rain but began to clear when our president, Joe Sibila, called and said, - Let's go for it! He had been at the park for an hour when the Johnsons finally arrived, unsure that any others would be along. While they wondered if it would really clear up, the Hoover family, the Ross McCausland family, and George Hazzard and Rachel arrived. Things were looking up. We began getting the boats ready when to our surprise, the Smiths, with Amy and Shaun drove up, - now we had a real turnout! We all helped with the boats and worried about the gusty winds and chop. Each boat was fully loaded with all the people. Albert McCausland is an Emergency Medical Technician and helped ease Nancy Smith into the Skee Daddle. She was delighted to just be on board! Howard and Cheryl told them all about the beautiful sandy beach they had visited weeks before, that is so nice, downriver. Once all the boats were loaded we each pulled out and waited for the others. Howard was shocked to find that his gears would not engage and was blown downwind toward the mud. No amount of trying would make the powerful Mercury go in gear. George expertly maneuvered the 14' Arnie's Boat alongside and all held on for the slow ride back to the dock. The others disappeared into the distance while the ailing engine was examined. Nothing could be done, but the sun was now fully out so a big picnic was had on board with each person sharing what they had brought along. Luckily we had inner tubes and the kids swam all around and played for hours. When the others came back, reporting whitecaps and strong winds, we all had a great time sitting in our boats eating and telling stories. The weather was perfect, The boats looked great, in the scenic Patuxent, - Maryland's finest. We had it all to ourselves, the best of the summer. George said, We all had a great day of Towing and Rowing! - See you next year.



2014 Chesapeake Bay Boat Festival Winners

Category	Owner's Name	Boat Name	Boat Make/Model
Bone Yard Boats	Chris Johnson	Raven Rhapsody	1947 Gar Wood Deluxe
Haggerty Youth Judging	Tracy Coleman	Renegade	1949 Bill Bunn
Peoples Choice	Shannon Steele	Evinrude Lark	2014 Evinrude Lark
<u>Competitors Choice Awards</u>			
Runabout	Frank Hopkinson	Honey	1942 Chris Craft Deluxe
Utility	Barc Upchurch	Lowe Tech	1955 Lyman
Sailboat	George & Sandra Drexler	Sea Sprite	1966 Sea Farer
Outboard Boat	Ross & Caron McCausland CB		1962 Whirlwind Mars
Outboard Motor	Barbie		1959 Scott McCulloch 10
Contemporary Classic	Bill Hood	Kidd	2012 Gentleman's Racer
Class of Its Own	Howard & Cheryl Johnson	Be Bop	2005 Cerrano
Race Boat	Jay Mizer	Catch 22	2008 Jersey Speed Skiff
Cruiser	Robert & Alicia Boardman	Moby Dick	1966 Marinette
<u>CBC Awards</u>			
Furthest Haul	Alice Ryan	Stars & Stripes	1946 Chris Craft U22
"Furthest Tow"	Ray Glenn	Riley Alice	1958 Century Coronado
Wooden Boat enthusiast	Charley quimby		
Best Land Display	Don Boehl & Ebby DuPont		MG Car & Sailing Canoe
Haggerty Award	Rita & Harry warren	Le Soleil	1950 Chris Craft Riviera
Dick Hickman Amateur A+	Ed Fiedler	Kristina	Hacker Gold Cup Replica
Best Fiber-Classic	Skip Gillam	G3Whiz	1060 Glasspar Custom
<u>ACBS Judged Best of Class</u>			
Best Runabout	Chris Johnson	Raven Rhapsody	1947 Gar Wood Deluxe
Best Utility	Ray Glenn	Riley Alice	1958 Century Coronado
Best Cruiser Under 40'	Bruce Ogden	Bay Belle Marie	1973 Lyman Hardtop Sleeper
Best Cruiser Over 40'	Robert Holsclaw	Mon-Arque	1961 Greenwich Cruiser
Best Sailboat	George & Sandra Drexler	Sea Sprite	1966 Sea Farer
Best Outboard Boat	Melissa & Bob Thornton	Sweet T's	1961 Hershey Boat Co.
Best Outboard Motor	Jerry Donley		1956 Johnson 15
Best Contemporary	Shannon Steele	Evinrude Lark	2014 Evinrude Lark
Best Class of Its Own	Jim Schiller	Blue Canoe	1973 Custom Canoe
Best Race Boat	Don Clapp	Suds	1951 Jersey Speed Skiff
<u>CBC Special Awards</u>			
Best Century	Ray Glenn	Riley Alice	1958 Century Coronado
Best Chris Craft	Alice Ryan	Stars & Stripes	1946 Chris Craft U22
Best Amateur Restoration	Michael & Traci Halerz	Spoiled Rotten	1947 Chris Craft Deluxe
Judges Choice	Shannon Steele	Evinrude Lark	2014 Evinrude Lark
ACBS Most Original	Robert Holsclaw	Mon-Arque	1961 Greenwich Cruiser
<u>Best of Show</u>			
Best of Show Restored	Chris Johnson	Raven Rhapsody	1947 Gar Wood Deluxe
Best of Show Preserved	Don Clapp	Suds	1951 Jersey Speed Skiff

Chris Johnson wins
Bone Yard Boats,
Best Runabout and
Best of Show Restored
with his
1947 Garwood Deluxe



Tracy Coleman wins
Hagerty Youth Judging
for his 1949 Bill Bunn raceboat
"RENEGADE"

Shannon Steele receives the
Peoples Choice,
Best Contemporary and
Judges Choice for the ULTRA rare
Evinrude Lark.
This is one of three ever made!



Frank Hopkinson accepts the
Competitors Choice Award
for his 1942 Chris Craft Deluxe
Runabout **"Honey"**



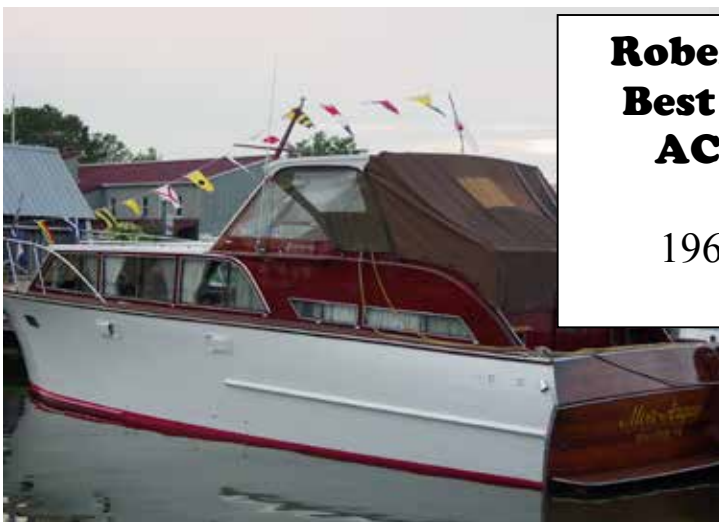
Barc Upchurch is presented **Best Utility** for his 1955 Lyman **"Lowe Tech"**



Robert & Alicia Boardman won **Best Cruiser** for their adorable 1966 Marinette **"Moby Dick"**



Ray Glenn happily accepts **Best Utility** for his 1958 Century Coronado **"Riley Alice"**



Robert Holsclaw received **Best Cruiser Over 40 & ACBS Most Original** for his beautiful 1961 Greenwich Cruiser **"Mon-Arque"**

A Tale of Two Bilge Pumps



The story begins at Table Rock Lake during the International Boat show last year. We hit something submerged in the lake, which caused a slight intake of water into the boat; not enough to cause alarm, but did cause the bilge pump to come on occasionally, but not to worry.

I put the boat up on the lift for the winter to let any damp wood dry out till spring. After a nice drying winter, I did some preliminary sealing of suspect areas around the prop strut following guidance from Dan Diehl. Confidently, I took the boat out the next day for a little spin around the lake, stopped for gas, and noticed that I was still getting some water in the boat; a big disappointment, but no big problem.

After a little cruising around the lake, I stopped for lunch, and at that time I noticed even more water in the bilge, however I did not worry about it as I knew the bilge pump would remove the water if it got to high. When I returned from lunch about an hour later, the boat was definitely sitting lower in the water; I investigated, and found the water up well over the main forward bilge pump and it was not working!! No water being pumped out at all!

Well, I still didn't worry about it too much since I had a second pump installed in the aft area several years ago and I knew that when I got the boat moving the water would flow to the aft of the boat where the other bilge pump would remove it. So, I confidently started out for home believing that by the time I got there the water would be pumped out of the boat completely. Fortunately, I did not have too far to go. I did notice that as I slowed to come into Flat Rock Hollow cove the boat seemed to wallow around a lot, not responding to the rudder as it normally did. I suspected that I still

had a lot of water in the boat, and was very puzzled as to what was going on. The dock was not far, and I managed to get the boat in the boat house and on the lift, but it was very slow to lift out of the water; too much weight! I began to investigate, and tried to manually operate the aft bilge pump, only to find that it was not working either!! I just about spit!

I could not believe how close I had come to sinking that beautiful Hacker. Later that day, a retired mechanic buddy of mine came over to see what was happening; he found that the armature on the fore pump had frozen up, and caused a fuse to blow, and then deduced that both pumps were on the same circuit which was why the aft pump was not working. I knew that they shouldn't be on the same circuit, but assumed he was probably right. After a long stretch of him scratching his head (which makes me nervous when a mechanic does that) he got out all his electrical test stuff and discovered a fried wire on the second pump! It seems that the installer had run short of red wire when installing the aft pump, and had spliced a piece of white wire about a foot long at the battery connection. The splice was not visible as we were trying to trace the wiring. Finally, we discovered the spliced wire??? And the fact that the wire was connected to the wrong pole on the battery!!! I remembered that I had the batteries replaced about a year ago, and am sure that the mechanic hooked the wiring up incorrectly due to the spliced wire color change. It had no doubt fried the wire in the pump when he did it, but it was never apparent the pump was not working since it is sort of a secondary pump anyway.

The moral of this story is: occasionally check your bilge pumps to be sure they are working, at least that one is working for sure!!

All is now well with 'UNTOUCHABLE': Two new bilge pumps, new fuses, wires, etc. Be careful out there, my fellow boaters. 🐟



Boat SAFE

with Erika Brooks

Be Buoyant

What makes an object float? It's simple: if an object is less dense than water, it will float. As an object is submerged in water, it displaces water according to how much it weighs. Water will push against the object with a force equal to the weight of water that is displaced.

How much water is displaced is determined by the density of the object. Density is the measure of how much mass is in an object related to its volume. A basketball and a beach ball may have the same volume, but the basketball weighs more so it is denser than the beach ball. A steel boat can weigh a great deal but it has a large volume and will displace enough water to match its own mass, so it floats.

Buoyancy is the upward force we need from the water to stay afloat, and it's measured by weight. Buoyant forces are why we feel so much lighter when we're in a swimming pool or bathtub. Our bodies are mostly water, so a person's density is fairly close to that of water. Because of this, an average person only needs about seven to 12 pounds of additional buoyancy to float. A life jacket provides that extra lift.

The material inside a life jacket traps air when the jacket is submerged. The trapped air weighs much less than the weight of the water it displaces, so the water pushes up harder than the jacket pushes down, allowing the life jacket to remain buoyant and float. This buoyancy is strong enough to hold up additional weight without sinking.

Life jackets are measured according to how much additional weight they can support. Jackets for adults provide at a minimum, 15.5 pounds. Some range up to 22 pounds of additional buoyancy. Since the average adult only needs seven to 12 pounds of additional buoyancy to float, a life jacket does not have to support the entire weight of the human body. Instead it supports those seven to 12 pounds.



Types of Life Jackets:

The outer shell of a life jacket is usually made of nylon or vinyl with the material that keeps the life jacket afloat sewn inside. There are three classifications of life jackets, depending upon the substance inside: inherently buoyant, inflatable, and hybrid.

An inherently buoyant life is one that provides buoyancy through the use of closed-cell foam. These jackets are called inherently buoyant because a person does not need to do anything to activate the flotation. Historically cork, balsa wood, and kapok were used, but today the most commonly used materials are plastic foams, such as polyvinyl chloride and polyethylene. Generally they are rugged and low maintenance. There are sizes available for both adults and children.

An inflatable life jacket has cartridges of carbon dioxide gas sewn into them. When activated, the cartridge releases gas that fills the chambers of the inner bladder of the jacket. Some models will activate automatically when the jacket is submerged

and manual models require the wearer to pull a tab to activate the inflation. Both styles also have a tube that a person can blow into to provide more buoyancy or to release air if the jacket is too tight. Inflatable jackets are not approved for use on personal watercraft (jet skis) or while skiing for being towed behind a boat. They are only approved for persons 16 years of age or older.

Hybrid life jackets are a mix of inherently buoyant and manual inflation jackets. These jackets can be best for non-swimmers and people who are not comfortable around water. The inherently buoyant portion of the jacket will give instant flotation, yet allow the jacket to be less bulky than a full life jacket. Once in the water the inflatable portion of the jacket added to the foam flotation will keep the wearer afloat until rescue.

No matter which type of jacket you choose, the most important step to take is to physically wear it!



Life Jacket or PFD?

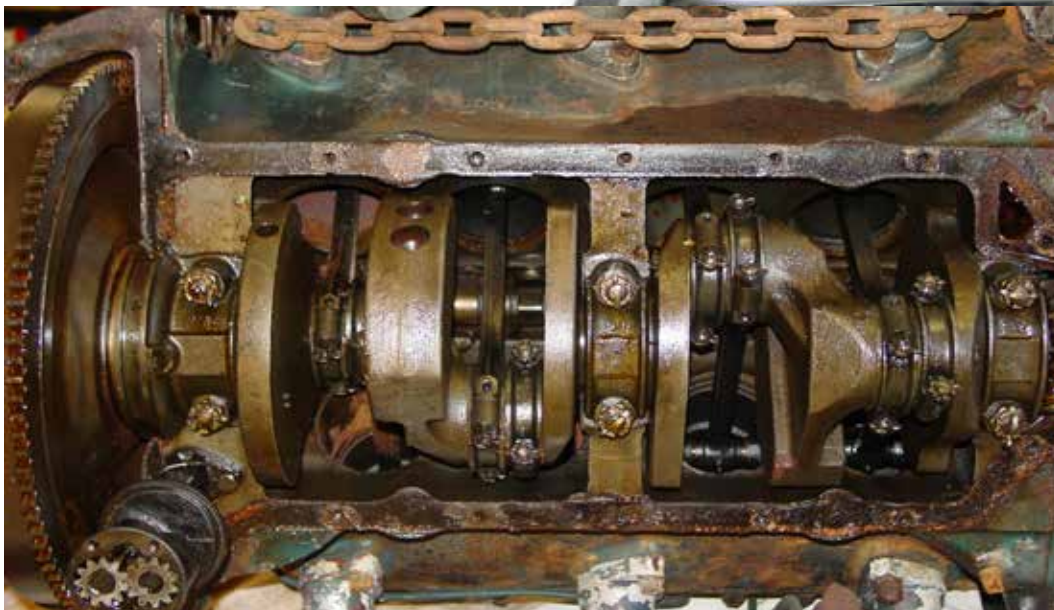
Life jacket or personal flotation device? All life jackets are PFDs, but not all PFDs are life jackets. A throwable cushion or ring buoy is considered a PFD but not a life jacket because it is not meant to be worn.

Alan Hershel `48 Ford V-8 Engine



Much of the paint blew off with the dirt. It sat outside partially covered for a year after 40 years, in the garage. All cylinders were clean inside.

Twin pumps and crab cap. special castings for mounts. Weird belt driven starter on left rear, allows the engine to sit low in the boat.



With pan off, water level was below bearings but rust had formed on cylinder walls of 4 pistons and lifters of cam..



Cheryl focused on the red rust, with her Sony Mavica Camera.

We strapped the engine into the bucket of the Kubota. It was so heavy Cheryl had to ride on the drawbar to keep the rear down. We took it to our cleaning area where I repeatedly sprayed Muriatic acid on the rusty cylinders and lifters. Then I rinsed with water, and blew dry with compressed air, twice and finally wet everything with CRC- 556. Then back at the shop it sat with heat lamp on crankcase all night.



The next day Cheryl used an old long narrow ham knife, to carefully scrape clean each cylinder and the sides of the lifters. I set up a tiny light bulb on a long wire we could put right into the cylinder to light things up. I went over everything a second time. Then lubed with Tri-Flow teflon lubricant. I pried the flywheel with a huge screwdriver while she assisted with a socket on the front pulley after each rotation we blew everything with a long air gun and lubed again. By the 5 rotation it was free enough that I could use the crank to spin it over several full turns, by myself.



The Sea Skiff had the engine frames modified and the transmission shifter attached, but the engine was just sitting there. A six cylinder engine would allow the original engine box to be used. We started the engine with a fresh pan gasket and fresh oil. It ran great but gradually seemed to loose timing and run more rich, with black smoke. Finally it would no longer start even though the spark was still hot. – Anyone have and suggestions what to try now? ideas?

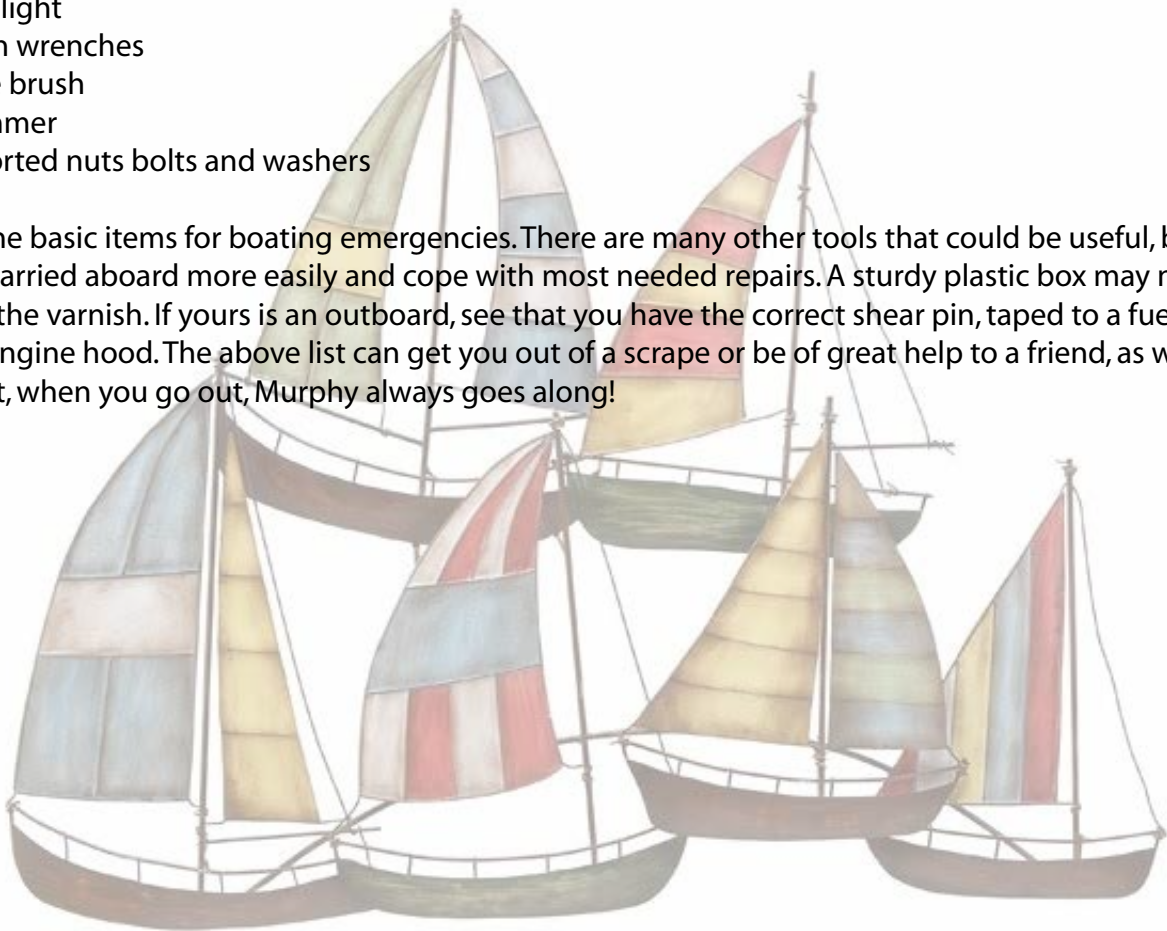
Tools for the Boat

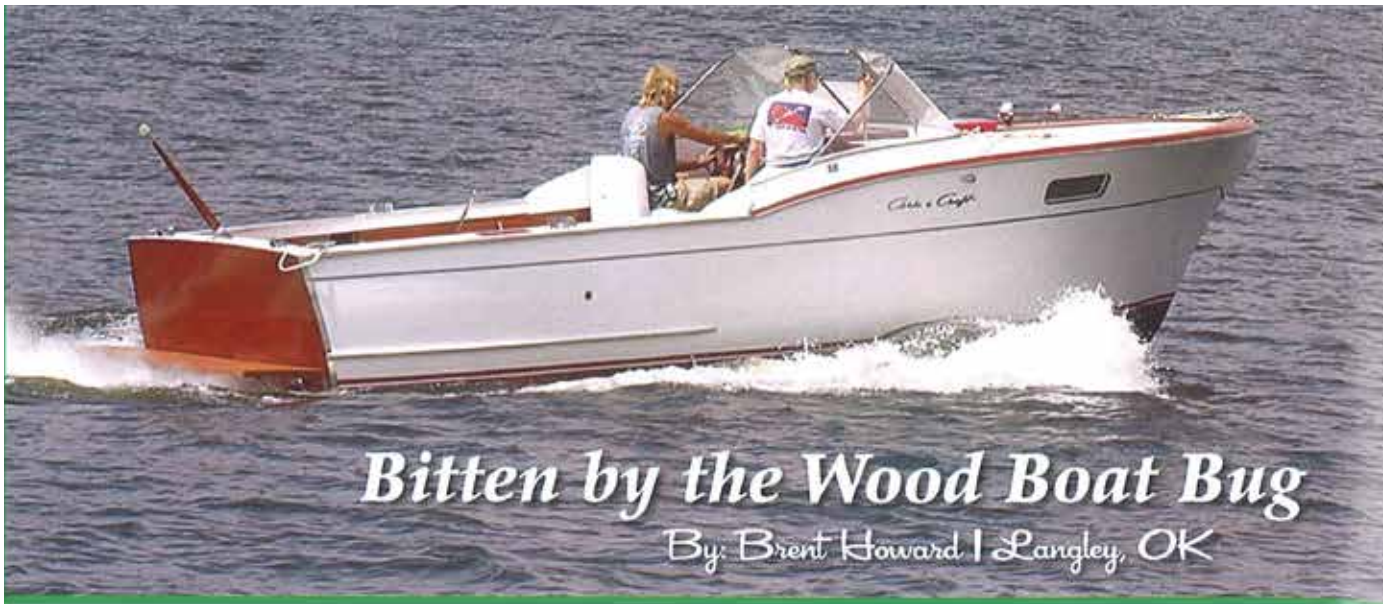
By Outboardman

Boating season is upon us! You are going to be out on the water all day in your favorite vessel. A memorable motto is, "Be Prepared". Let's take a look in your tool box and see if you are. There are tools that are mandatory and tools that are nice to have. If you are missing an important tool you may not be able to cope with otherwise simple repairs. Here's the list:

1. Needlenose pliers
2. Regular pliers
3. Sidecutters
4. Channellocks
5. Vice grips, small and large
6. Screwdrivers, regular and phillips, 3 sizes of each
7. Folding knife
8. Razor knife
9. Marker and pencil
10. Tape measure
11. 3/8 socket set
12. Open end wrench set
13. Hacksaw
14. Small can of WD 40 or lube
15. Feeler gages
16. Point file and point grease
17. Test light
18. Allen wrenches
19. Wire brush
20. Hammer
21. Assorted nuts bolts and washers

These are the basic items for boating emergencies. There are many other tools that could be useful, but this list can be carried aboard more easily and cope with most needed repairs. A sturdy plastic box may not rust or gank up the varnish. If yours is an outboard, see that you have the correct shear pin, taped to a fuel hose under the engine hood. The above list can get you out of a scrape or be of great help to a friend, as well. Don't forget, when you go out, Murphy always goes along!





Bitten by the Wood Boat Bug

By Brent Howard | Langley, OK

It started 70 Years Ago.

My father served as a Navy Commander on a troop ship in the South Pacific during World War II. I was 7 at the time and one of my Grandfathers became my mentor. Grandfather John was a carpenter for the Rail Road and built the ornate interiors for the Pullman cars. It was natural for me to work with him in his wood shop and I have been working with wood ever since.



Furniture built by Brent

We have owned property at Grand Lake for over 40 years and enjoyed all types of boats from 14' outboard, to 450hp jet boat, to 26' twin 360 Hp. In 1998 Chuck Gibbs asked me to go with him to a boat auction. A couple of hours later I was the proud owner of my first classic boat a 1946 25' CC Sportsman. The boat had been unused for some time and a large family of wood boat bugs had taken up residency. I think they all bit me as the wood boat fun soon took off. I kept finding neat old wood boats and I needed someplace to work on them. I bought a small shop

in Langley to work on my boats and almost immediately my current team of wood workers came to work and customers began to inquire about work on their boats. Good for business but bad for my boats. I still have several boats I have not gotten around to restoring as customers needs come first.



Shortly after opening the shop I joined what would evolve to be Heartland Classics and met many new friends to share the love of classic boats and many other common interest. I decided the more members the more friends so in the early years I made a requirement for us to work on a boat the owner had to join Heartland.

My Blessings are my understanding wife, four children and four grandsons. Steve is actively involved in Howard Classic Boats. Lee Ann works for Boeing in San Antonio, Apryl is a Drug Addiction Therapist and Samantha is a Registered Veterinary Technician. All enjoy the lake and the classic boats.



Light House at Brent's House on Grand Lake

My Curse is an unsatisfiable appetite to take on more than I can do - in all directions. My background and activities includes Real Estate, Banking, Insurance, Airport Development, Long Horn Cattle, Chamber of Commerce, Economic Development, Non Profit Boards, Remodeling Houses, Landscaping, Building Furniture, and of course, Restoring Classic Boats.



It has been said the more you are involved and participate in something the more you enjoy it. This has certainly been true for me with Heartland Classics. Early on, the shop crew and I built the transom show booth for the club to use. We had a great time doing it, honed our skills and learned a lot in the process. Hosting the Annual Workshop the first year was to be a one time thing that has continued for 11 or 12 years. Besides forcing us to clean the shop once a year, we learn from those in attendance, and enjoy sharing our experiences. It's in the new shop next year. One of the most challenging



things was being the Editor of the newsletter. I had no idea how difficult it would be to get material and pictures together each month with writing skills that take forever to write anything. The Annual Classic Boat Show was the most challenging and rewarding event seeing it grow bigger and better each year. 🐸



Editor's Note

Heartland Classics has become a premier Chapter of the ACBS because of members like Brent Howard. His involvement lends proof to the old saying "The more you give, the more you receive."

His passion for the club and classic boats is best showcased by the time and talent he has put in for more than a decade.

- Member 15 years,*
- Annual Workshop Host - 12 years*
- Board Member - 9 years*
- Annual Boat Show Chairman - 8 years*
- President - 6 years*
- Newsletter Editor - 5 years*

More of us should be bitten by the wood boat bug! Thank you, Brent, for all you do for Heartland Classics.

- Forrest



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Price Reduced to \$49,500

1962 26' Chris Craft Cavalier

Plywood hull with Mahogany trim. Original manufacturing information available and some records related to its recent history. Upgrades include new head, 30 amp land service, radio wiring, air intake covers.
Engine V-8 185 hp, rebuilt in 2000. Boat has a 2007 EZ Loader, double axle trailer with bunks. Overall good condition, with recent repairs to the hull.



Boat is at Lake Skiatook, Tulsa, OK
Herb Gottfried, 918. 728.7057

Asking \$4,000
for boat and trailer.
Sold As Is.

1957 Larson Thunderhawk Jr.

This stunning 14' classic fiberglass boat has been restored to 'as new' condition. Introduced in 1957 by the Larson Boat Works in Little Falls, Minnesota, the Thunderhawk was available to be ordered in any color and was rated for outboards up to 60 horsepower. The distinctive fins which incorporated 'tail' lights set the boat apart from most others of the era.

The restoration of 'Knot Wood' was accomplished with the intent of making the boat as close as possible to the model as it left the factory in 1957. The restoration included: new gel coat, upholstery, re-chromed hardware, and rebuilt 1958 Mark 55e.

The new owner will be given the trophies awarded at the 2011 Grand Lake (Best Classic Class) and Lake Geneva ACBS 2011 International Shows (Best of Class - Non-Wood) as well as all literature, manuals, and other documentation pertinent to the boat.



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417.739.2124 or 402.770.5400 (cell) **Asking \$10,995**

1969 41 Constellation Salon Motor Yacht

Nick Weinsaft owned this boat for the past 28 years and this classic is now being offered for sale. Always in freshwater, she has been lovingly used and maintained. 2011 survey is available. Liveaboard features include two staterooms, full kitchen, roomy salon and ample deck areas.
Length - 41' 0", Beam - 13' 0"
Draft - 2' 11", Height - 16' 3"
Hull material - Mahogany
Power - Twin 427 cid, V8, 300hp
Generator - Kohler with hush box
Boat is loaded with amenities



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Fifties Aristo-Craft Madador, excellent condition, needs assembly, \$3,300.00,
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Also Johnson KR Racing engine, restored, \$1100.00

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1952 Chris Craft 34' Commander Yacht with 2 pairs Hercules 104 hp engines, boathouse kept. Best Offer,
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Please send your pictures and articles!