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Chesapeake Bay Chapter Officers for 2008

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<th>NAME</th>
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Cover: A group of Chesapeake Bay members enjoying a day on the water at Little Swam Lake, New Hampshire
Greetings to all and Happy New Year!

It is with great enthusiasm that I assume the position of President that you have entrusted to me.

Last year proved to be an outstanding fun-filled year on the water. Under the direction of Maryann Fiaschetti and Ray Glenn, our club’s programs and activities took on a new dimension. Plans for this year’s activities have been laid out by our new Vice President/Programs, Dan Buckingham. Dan has put together an exciting variety of events. I’m certain you won’t want to miss any of these. Check our calendar of events and make your plans early.

I am proud to announce that twenty five members of the Chesapeake Bay Chapter attended The ACBS International Annual Meeting at Lake George, New York in September 2007. We all experienced a wonderful time. The meeting was very informative and entertaining. If you ever have the opportunity to attend one of these events, I’m certain you’ll enjoy it.

In December we added another event to our Chapter’s schedule, Christmas in St. Michael’s. We had approximately 10 boats on display under a tent on the museum grounds. It was a great way to get into the holiday spirit. We intend on making this an annual event for the club.

In 2008 I plan to work closely with our new Officers and Directors in order to insure that the Chesapeake Bay Chapter will continue to be as strong under my guidance as it has been in the past. There are some very important changes that will be taking effect in the near future. Watch for these in The Rudder and The Stuffing Box.

My goals for our organization include:

• Re-design and improve our web site
• Re-design and improve “The Stuffing Box”
• Increase membership by 10%
• Finalize our status as a 501-3C Non-profit Organization
• Finalize the re-design of our Chapter’s Logo
• Develop and direct our Chapter Archive’s
• Appointment of a Chapter Historian
• Offer Vanity License plates with our new Chapter Logo
• Develop a New Member’s Sponsorship Program
• Foster relations with organizations of similar interest

Always remember that our organization is a social club. I encourage all our members to participate. Whether you would like to volunteer your time or just attend some of the activities, I look forward to seeing each of you at an ACBS event this year.

Dominic Fiaschetti, ACBS/CBC President
bocci007@cablespeed.com
Welcome to the new “Stuffing Box”. When your board of directors decided to take this news letter to the next level we all knew it would not come easily. Rick Sharpe and Darrell Maples have been producing an outstanding publication for many years. It had a rhythm to its production that could no longer go unchanged if we were to make the move to a magazine format in color. We owe Rick and Darrell a huge “Thank you” for a job well done but can understand why they were ready for a brake form the work it takes to stay on schedule. We have missed a couple of issues while we worked to get the new format up and running and for that I apologize. We are sure it will need much refinement and we look forward to comments from the membership to guide us in delivering the publication you would like to see. In addition we ask that you share your stories, photos and ideas with us as this is a Magazine that celebrates you, the membership.

Enjoy
Capt. Jim Shotwell

Deadlines, Publications
Dates & Prices

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Deadlines

Spring: March 1st    Publication: April 15th
Summer: June 1st    July 15th
Fall: September 1st October 15th
Winter: December 1st January 15th
Tab Miller, ACBS member #5752 has been awarded the prestigious “Founders Award” by ACBS for his tireless work at the international level. The Award was presented by Jeff Stebbins at the annual meeting on the Lake of The Ozarks in September 2005. Tab and Nancy are a very active couple in ACBS International as well as in the Chesapeake Bay Chapter. Joining after a chance meeting with Herb Zorn at the Presidents Club in Annapolis, Maryland in 1989, Tab has been awarded almost every award available on the International and Chapter level including Wooden Boat Enthusiast and the infamous Tab Miller Bent Rudder Award for an accomplishment we will not mention here. Ask to serve as an International Director by David Burns Tab rose quickly to the presidency in 1997 and was instrumental in the purchasing of the International Headquarters Building. Tab is, and has for many years, been the man responsible for publishing the members Directory. Congratulations Tab, thanks for all you have done for our organization.

Capt. Jim Shotwell

---

**New Members**

**Brian & Cristina Clark**  
5728 Anthony Court  
Lothian, MD 20711  410-867-3355  
cbutterfly@aol.com

**Elwood Foster & Carolyn**  
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**Mark Greene**  
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**Joel Matteson**  
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**James Sides**  
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james_sides@hotmail.com

**Theodore Isangaris**  
5003 Saint Albans Way  
Baltimore, MD 21212  410-435-7705  
ttsangal@jhmi.edu

---

While Jackson is not technically a “New Member” with parents like Jackie Collins and Joe Howell I’m sure he will grow to be one.
In the summer of 1964, for my birthday, I was invited by my neighbors to spend the day on their boat. This was my first ride on a pleasure boat, and it was magnificent. The gift of that experience was one of the best birthday presents I ever received or ever will receive. I knew after that boat outing that owning a boat was in my future; and the sooner the better.

I bought my first boat with my younger brother Robert in 1973. I was 18 and he was 16. We paid $250.00 for a 15.5 foot mahogany Chris Craft. The owner thought it was a 1959. Robert and I dressed the boat up and put it on the Hudson River in a sleepy little river town called Piermont, NY. Fearless in our tender years we would tear up and down the Hudson River day and night in that little boat.

A blown motor at the end of the summer sidelined our boating for several years and the boat sat on its trailer in the back yard slowly deteriorating. Periodically my dad would say to Robert and me; “When are you going to get that ark out of here?” We kept promising we were going to fix it. In the summer of 1976 Robert and I found ourselves employed full time for the summer at our town’s DPW. Making a whole $2.75/hour for the next two months we some how convinced our local banker, Mr. Leach, that we were a worthy credit risk and obtained an unsecured loan for $1,000. It was a leap of faith by Mr. Leach and my brother and I, at an early age began establishing our credit rating. With the (do re mi) in our hands, we immediately began the main task of getting the inboard motor repaired. Using a come along we pulled the motor out of the boat in the backyard, placed it in my dad’s wheelbarrow (he just happened to not be around when that occurred) and rolled it to the front of the house and into a friends pick up truck for delivery to the motor shop. It was around this time that I had written to Chris Craft with the hull # and engine # trying to find parts and information. To our surprise we were advised by Chris Craft that the boat was not a 1959, but in fact was a 1938! We had an antique on our hands and we delved into the restoration with a renewed energy. The boat, thanks to the infinite patience of my parents, was kept in the garage and rolled out onto the driveway when we worked on it, (This was all done by hand.) which was every afternoon after work until dark. The boat was stripped down to bare wood, sanded, stained, varnished and pinstriped. With this metamorphose we re-christened our little craft “Tiny Dancer”. The motor arrived in mid July and we had it installed with the help of Bob Wolf the owner of a local tree service company in town. With one of Mr. Wolf’s crane trucks and a couple of six packs of beer to celebrate the event, the engine was eased onto the stringers and set in place. Over the next weekend we had the shaft and prop hooked up, fuel lines run and secured, all electrical systems connected and we were ready to twist the little engine’s tail. All of this was done by Robert, me and a small cadre of friends. The only professional work was done by the motor shop.

With a few turns of the motor, some choke, the little four cylinder flat head jumped to life with a blast of water and black smoke out the exhaust pipe! My grandmother donated a bottle of champagne for this occasion and the sound of the cork popping was barely audible over the drone of the idling engine. Champagne explodes in your mouth when you drink it from the bottle!! We had more champagne on us than in us but it was a grand celebration. The balance of the summer was spent at Greenwood Lake on weekday evenings and weekends. Boating swimming and water skiing were the order of the day.

After three years of law school and two years of practicing law in Florida our little Chris Craft had sat idle for five years and was in need of a face lift and some repairs. In 1983 we again prevailed on my ever patient parents to use the garage and refinished Tiny Dancer. We were starting to get competent at stripping, sanding, staining and varnish.

continued on page 6
Enjoying life on the water, near the water…

Check out our booth at the St. Michaels boat show – Maybe you’ll win a prize!

continued from page 5

Our ever patient Dad checking up on the progress.  
Circa 1983

Almost ready for launch!  
Circa 1983

We used the boat for the rest of the summer. By September though a large piece of fiberglass that had been placed on the bottom of the hull to make it water tight came off and Tiny Dancer had to be temporarily retired until the bottom could be redone.

Without an operational boat in the summer of 1984, Robert and I just so happened to find a 17 foot 1938 runabout for sale on Lake Hopatcong, NJ. For $3,000 and another visit to our friendly banker, Mr. Leach, we were the proud owners of our second 1938 Chris Craft. We kept the boat at Lake Hopatcong, NJ and resumed our boating, swimming and water skiing activities. The last weekend of August, 1984, while spending a Sunday boating with a friend, we were invited by a very intoxicated woman, to crash a party. It was my good fortune that I met my future wife Marcia at that party. Two weeks later, on our second date, I gave Marcia a ride on the Chris.

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In the last two articles I talked about Evinrude and Johnson outboards, and how they got off the ground. They were two of the biggest and longest running manufacturers of outboard motors. Sadly, the Johnson brand has ceased to exist and Evinrude is the lone survivor of the OMC outboard brands. That being said, let’s get on with Mercury, a company who is still thriving.

This story starts in 1935 in Cedarburg, Wisconsin. Thor Hansen, owner of the Cedarburg Manufacturing Company, was producing a new outboard motor wearing the brand name “Thor”. The motor was a single cylinder with stamped steel lower gear housing instead of the typical cast aluminum. It was advertised as being “sturdy, simple and quick starting”. Unfortunately the quick starting claim was not exactly the best description, mainly due to the unreliable mixing valve used instead of a conventional float feed carburetor. Nonetheless Mr. Hansen continued, adding a 2 cylinder, 4.8 hp model in 1936. He had a little bit of success selling some motors but in 1938 he got a break from Montgomery Ward’s catalog stores. They wanted motors to sell through the catalog under the Sea King name. The rope plate was stamped “Sea King” and a new decal was added to the gas tank. Things seemed pretty good until the complaints started coming in from Montgomery Ward customers. The dissatisfaction with the Thor/Sea Kings and sparse Thor sales caused the Cedarburg Manufacturing Company to go out of business.

At this point you’re probably wondering, what does any of this have to do with Mercury Marine? As the ads say, “but wait there’s more”.

E.C. Carl Kiekhaefer grew up on a farm in the Midwest and was more interested in farm machinery than outboard motors. He attended a trade school specializing in automotive electricity. He worked for a good company as chief engineer, but really wanted to run his own business. OK so we now know about Thor Hansen and Carl Kiekhaefer but what does any of this have to do with Mercury??? Patience.

In 1938, when Thor was going out of business, Kiekhaefer was looking for a facility to start his business. He was from Cedarburg and heard of the Thor plant closing. This would be a great place for his dream business venture, manufacturing magnetic separators for the dairy industry. I have no idea what that is but apparently there was a demand for it. With help from his father and some of the local’s he purchased the property. Kiekhaefer started clean up of the plant and in the process found about 300 new Sea King labeled, Thor outboard motors that had never been sold. Being the engineer that he was, he looked over the motor and decided the mixing valve was the big problem keeping the motors from running well. It was replaced with a conventional carburetor and tested in the nearby test tank. The motor started right up and ran surprisingly well. Instead of calling the scrap metal yard, Kiekhaefer called Montgomery Ward to see if they wanted to give the motors a second chance. They were skeptical but agreed to include them in the 1939 catalog. The leftover motors were refitted with carburetors, tested and sent off to Montgomery Ward for sale.

When all the old Sea Kings were sold Kiekhaefer counted up his profit and was ready to start the magnetic separator project. That wasn’t going to be the plan though. Wards called and said the motors had sold and they needed more. Upon inspection of the old outboard production machinery it was decided to get back into the outboard business. OK, now this is starting to make sense. Some modifications were made and a 3 cylinder model was even introduced. It was decided to sell motors under the Thor name as well. While motor sales were actually doing well, Kiekhaefer knew that the old Thors were not something to build a long term business out of. In the fall of 1939, under a shroud of secrecy, Kiekhaefer was working on a project that would change the little manufacturing plant forever. The 1940 boat show in New York saw a new line of outboard motors with a name no one had ever heard of, “Mercury”. This motor had features like “hydrodynamic” drive shaft casing, removable cylinder sleeves and a Rotax water pump. You could choose from the 3 hp single for $52.95, the streamlined De Luxe single for $59.95 or the 6 hp twin for $89.95. The boat show netted 16,000 sales. Finally, Mercury is off to a good start.

Unfortunately with the beginning of World War II raw aluminum was directed away from civilian products toward the war effort. Outboard motor production came to a standstill. Carl Kiekhaefer was not the kind of man to just give up. His efforts were redirected toward military projects such as chainsaws, pumps, compressors and lightweight aircraft engines used in drone target planes. They were able to use the technology they had already developed for these projects. This kept Mercury alive through the war years until they could return to civilian outboard production.

Immediately following the war Mercury resumed production of outboard motors. In 1946 a 3.2 hp “Comet” and 6 hp “Rocket” were offered. In 1947 Mercury’s were painted Cedar Green and were offered in 3.6, 7.5 and 10 hp models. The 20 cubic inch “Lightning” was very conservatively rated at 10 hp but would often outrun the 22 hp opposed twin motors offered by OMC. Kiekhaefer used ball and roller bearings throughout the motor that allowed the Lightning to be run at rpm ranges other motors only dreamed

continued on page 17
Greeting,

The landmark festival of our 25th Anniversary has come and gone with great success. I would like to thank The Chesapeake Bay Maritime Museum for its contributions over the past 20 years as our host. As a team we have made it the largest mid Atlantic destination of its kind. The Sea Scouts have become an integral part of our festival assisting us where ever we need them. So to help support them we had incorporated a silent auction where all proceeds were donated to the Sea Scouts, spearheaded by Chris Brown & Linda Kempin. Thank you to the Sea Scouts for all your hard work and all that donated to the cause. Thank you to our sponsors Tommy Bahama Rum, Hagerty Insurance and James Craft Kit Boats. Your financial support has taken us to a new level of success. Last, but certainly not least, It takes an incredible amount of time, planning and hard work to insure the success of our festival. We have our Festival committee and volunteers to thank for that. This would not have happened without you. Thank you!!!!

Festival Chair/Program Ads       Maryann Fiaschetti
Registration                    Carol Ann Wahlberg
Vendors                         John Into/Nancy Price
Ships Store                     Nancy duPont
Kids Program                    Diana Shotwell
Judging                         Jim Shotwell/Scott Wahlberg
Land Display                    Linda Nagle
Dock Master                     Chuck Warner
Publicity                       Dominic Fiaschetti
Silent Auction                  Chris Brown/Linda Kempin
Social Functions                Tammy Buckingham/Joe Sibilia
Field of Dreams                 Ray Glenn
Volunteers                      Della Glenn
Programs                        Tammy Buckingham
Sound                           Dominic Fiaschetti
After action party              Len & Ruth Renkenberger

Now, our 21st Annual Boat Festival preparations are under way. We are looking forward to another great year and fabulous weather. The registration has been fine tuned and will be mail late March, as well as, available via our website www.chesapeakebayacbs.net. For registration information contact Carol Love Wahlberg 410-335-2938 or e-mail clovewahlberg@yahoo.com.

We hope to plan a Friday river run (weather permitting) to get as much water time as possible. For those wanting to sell a boat or two, sign up with Ray Glenn in the “Field of Dreams”. We are looking for donations to place in the silent auction so if you come across a donator please contact Chris Brown at brcwb@aol.com or call 518 281 0045 so it can be recorded. There is still a lot to do and we are always looking for more of our membership to get involved. So look at the dates of the meetings and see if there are any members who would be interested in being on a committee or chairing one. Check out our Calendar of Events for the upcoming meeting dates.

Please contact: Maryann Fiaschetti @ 410-437-9066 or fianagle@cablespeed.com.

Thank you again!!!
Maryann Fiaschetti
2008 ACBS/CBC Festival Chairman
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The following summer I got a call from the NJ State Police advising me the 17’ Chris Craft had sunk at the dock. Robert and I went flying out to the lake and saw a sad sight. Just the bow was held up above the water by the bow line. Luckily there was a part of the boat out of the water and tied to the dock. We found a marina that could raise the boat and it was re-floated and put back on the trailer.

Marriages, a son for Robert and busy work lives left both boats sitting in different garages patiently waiting for some TLC while we were occupied with the demands of life.

In 1999 I had the opportunity to retire from my law practice and moved to Annapolis, Maryland. At the in the water boat show in Annapolis in October of 1999, I was inspired and began selling Marcia on the idea of buying a small boat. “We could use it to scoot around on in the Annapolis area.” I argued. Marcia in her infinite wisdom said, “Instead of buying a new boat, why don’t we spend the money on fixing up the woody?” That was music to my ears and I started researching to find a shop to take on this major overhaul. I luckily found Dockside Boat Works about 45 minutes from our home that permitted “do it yourself” as part of the project. This allowed Marcia and I to work Saturdays and weekday nights to do the unskilled grunt work. We took the bottom off, stripped the varnish and stain; painted the bilge and a few other tasks to keep the costs down.

As the boat was nearing completion we had to decide on a name. The boat, when Robert and I bought it was called Susie B II. We knew we were not going to continue with that name and so I suggested to Marcia we rename her “Second Date” since we had our second date on her in September of 1984. That name seemed to suit her perfectly and “Second Date” our 1938 Chris Craft Deluxe Runabout is now plying the waters of Chesapeake Bay.

In 2003, Robert brought the 15.5 baby Chris to the same shop Second Date was restored at and had a frame up restoration. He won Best Chris Craft at the St. Michaels show and Best in Show and People’s Choice awards at Greenwood Lake last year.

Yours truly, Robert and his son Max with Tiny Dancer at the St. Michaels show.
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or Full Color
The Patuxent River
by Howard Johnson

It has been called the forgotten river of Maryland, yet it is the one where the colonists brought the goods to Washington D.C. when it was in its infancy. It winds its way through the fertile hills of Maryland, up through Laurel, Md., past Rt. 70, all the way into Pennsylvania. Years of silt have closed it in, in the upper reaches but there is still a navigable channel beyond Waysons Corner, 40 miles above it’s head, at Solomons, Md. It opens out to full width around Benedict, where the scenic bridge takes traffic across from Hughesville to Prince Frederick. Our river cruise takes place at a Md. National Capital Park and Planning Park, (one of three, all with ramps) half way between Jug bay, near Wayson’s and Benedict, which is the middle of the river. It is 10 miles down Croom Rd. off 301. This year, the boaters went downriver first, touring and picture taking drinking in the fabulous scenery. Then they came back for a jaunt upriver and back, - for the picnic. The ladies had set out a delicious repast on the picnic tables, in the shade, with the beautiful boats lining the banks and tied at the freshly built pier. In the background, the scenic river and shores, bathed in sunlight and blue skies. People have said that the Patuxent is as beautiful as Canada. Our picnics are great because the participants bring the most wonderful tasty dishes. When lunch was over they all went zooming upriver to a sandy spot for some swimming and tubing. Everyone was amazed at how few other boats there were, how nice the river was and said they were looking forward to doing it again. We all hope you will plan to join us next August!

Silent Auction
by Chris Brown

Our first Silent Auction at the annual St. Michael’s Antique & Classic Boat Festival was a success! Our goal was to raise money for the Scouts who have helped the club at this event for a number of years. So we were delighted to generate an additional $1,060 for the Sea Scout’s Ship #759. Thanks to my wife, Linda Kempin, as well as to Maryann & Dominic Fiaschetti, Tammy Buckingham, Carol Love-Wahlberg, Della Glenn, and of course Nance duPont and her crew at the Ship’s Store.

Additional thanks go out to everyone who helped us accumulate quality items for the Silent Auction. Maryann secured a gift certificate for 4 wine tastings from St. Michael’s Winery, Howard Johnson donated a Garmin ExTrex GPS, and Joe Sibilia secured a gift certificate from his employer. In addition to donating one of his hand-made crab nets, Gray Messick donated a framed charcoal sketch of an earlier ACBS poster that brought in the most money in a single bid: $150! The power buffer that Meguiars Wax gave us for the Auction went for the second highest amount. In fact it went for more than list price. But the top bidder said he was planning to buy one anyway, and since now he didn’t need to pay for shipping, he was actually ahead—plus, he now had a tax-deductible donation!

Of course not everything was priced over $100. In fact, I intentionally wanted to have a range of items at various prices so everyone would find something to bid on. Some items went for $5 or $7 or $10, which was fine. We also staggered the bidding closing times in three waves, so the early birds didn’t have to wait ’til the end of the day.

As for the most interesting bidding war, two gentlemen—whom we later discovered were also friends—independently viewed our tables and each had their eye on the same book, a shrink-wrapped history of Mercury Outboards that I had donated. Each would stop by, top the other’s bid, and then disappear back into the show for a while. This went on all afternoon. In the end, this kind of hard-to-find book went for more than the publisher’s list price! All good fun, plus I got to hear some interesting stories.

Last but not least, Linda & I want to thank all of you for so warmly welcoming us to this ACBS chapter. We relocated from the NY area earlier this year, so this was our first chance to attend the St. Michael’s Festival. It’s truly a signature event, and a great testimony to all your hard work, your passion and your camaraderie. We are honored to have been part of this effort to preserve and promote boating on the Chesapeake Bay. And we’re already looking forward to next year!
**ACBS/CBC 2008 Events Calendar**

<table>
<thead>
<tr>
<th>Event</th>
<th>Date</th>
<th>Time</th>
<th>Location</th>
<th>Contact</th>
<th>Phone</th>
<th>E-mail</th>
</tr>
</thead>
<tbody>
<tr>
<td>Judging Seminar</td>
<td>Sat., February 16, 2008</td>
<td>TBD</td>
<td>CBMM, St. Michaels, MD</td>
<td>Jim Shotwell</td>
<td>570-759-1290</td>
<td><a href="mailto:jim@jamescraftboats.com">jim@jamescraftboats.com</a></td>
</tr>
<tr>
<td>Boat Show Planning Meeting</td>
<td>Thursday, February 21, 2008</td>
<td>7pm</td>
<td>Buckingham's, Bowie, MD</td>
<td>Maryann Fiaschetti</td>
<td>410-437-9066</td>
<td>fianagle@cable speed.com</td>
</tr>
<tr>
<td>Boat Show Planning Meeting</td>
<td>Thursday, March 20, 2008</td>
<td>7pm</td>
<td>Fiaschettis, Pasadena, MD</td>
<td>Maryann Fiaschetti</td>
<td>410-437-9066</td>
<td>fianagle@cable speed.com</td>
</tr>
<tr>
<td>Boat Show Planning Meeting</td>
<td>Thursday, April 17, 2008</td>
<td>7pm</td>
<td>Buckingham's, Bowie, MD</td>
<td>Maryann Fiaschetti</td>
<td>410-437-9066</td>
<td>fianagle@cable speed.com</td>
</tr>
<tr>
<td>Quarterly Board Meeting</td>
<td>Sunday, May 04, 2008</td>
<td>1pm</td>
<td>Buckingham's, Deale, MD</td>
<td>Danny Buckingham</td>
<td>301-805-5929</td>
<td><a href="mailto:dbwuckingham@comcast.net">dbwuckingham@comcast.net</a></td>
</tr>
<tr>
<td>Boat Show Planning Meeting</td>
<td>Thursday, May 15, 2008</td>
<td>7pm</td>
<td>Fiaschettis, Pasadena, MD</td>
<td>Maryann Fiaschetti</td>
<td>410-437-9066</td>
<td>fianagle@cable speed.com</td>
</tr>
<tr>
<td>MEBA Callison Tour (30 people)</td>
<td>Saturday, May 17, 2008</td>
<td>10am</td>
<td>MEBA, St. Michaels, MD</td>
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<tr>
<td>Boat Show Planning Meeting</td>
<td>Thursday, June 05, 2008</td>
<td>7pm</td>
<td>Fiaschettis, Pasadena, MD</td>
<td>Maryann Fiaschetti</td>
<td>410-437-9066</td>
<td>fianagle@cable speed.com</td>
</tr>
<tr>
<td>Antique Boat Festival</td>
<td>6/13,14,15/2008</td>
<td></td>
<td>CBMM, St. Michaels, MD</td>
<td>Maryann Fiaschetti</td>
<td>410-437-9066</td>
<td>fianagle@cable speed.com</td>
</tr>
<tr>
<td>Post-Festival Picnic</td>
<td>Saturday, June 28, 2008</td>
<td>11am</td>
<td>Duffy's, Severna Park, MD</td>
<td>Maryann Fiaschetti</td>
<td>410-437-9066</td>
<td>fianagle@cable speed.com</td>
</tr>
<tr>
<td>Quarterly Board Meeting</td>
<td>Wednesday, July 02, 2008</td>
<td>TBD</td>
<td>Buckingham's, Bowie, MD</td>
<td>Danny Buckingham</td>
<td>301-805-5929</td>
<td><a href="mailto:dbwuckingham@comcast.net">dbwuckingham@comcast.net</a></td>
</tr>
<tr>
<td>Lake Anna Cruise</td>
<td>Friday, July 18, 2008</td>
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<tr>
<td>Patuxent River Cruise</td>
<td>Saturday, August 16, 2008</td>
<td>TBD</td>
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<tr>
<td>Bohemia River Cruise</td>
<td>Saturday, September 3, 2008</td>
<td>TBD</td>
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<tr>
<td>Long Level, PA Boat Show</td>
<td>Saturday, October 4, 2008</td>
<td>TBD</td>
<td>Wrightsville, PA</td>
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<tr>
<td>Annual Meeting (Month has changed!)</td>
<td>Saturday, October 11, 2008</td>
<td>TBD</td>
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</tr>
<tr>
<td>Octoberfest River Cruise</td>
<td>Saturday, October 25, 2008</td>
<td>TBD</td>
<td>Auth's, Edgewater, MD</td>
<td>Tom Auth</td>
<td>410-798-0298</td>
<td><a href="mailto:primospal@comcast.net">primospal@comcast.net</a></td>
</tr>
<tr>
<td>Shop Tour/Winterization Sem.</td>
<td>Saturday, November 15, 2008</td>
<td>TBD</td>
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</tr>
<tr>
<td>Christmas in St. Michaels</td>
<td>Saturday, December 6, 2008</td>
<td>9am</td>
<td>CBMM, St. Michaels, MD</td>
<td>Ebby Dupont</td>
<td></td>
<td><a href="mailto:dupgirls@gmail.com">dupgirls@gmail.com</a></td>
</tr>
</tbody>
</table>

**NOTE:** Most dates and events are tentatively scheduled and subject to change. Additional information will be provided for each event.

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**Proposal:**

1. **Extend the end of the Classic period a few years to allow some boats built after 1968 to compete as Classics.** From the research we have done, it appears that Sea Ray, one of the largest fiberglass boat builders, introduced the Sundancer model in 1976. We believe this should mark the end of the classic period. Therefore, we propose that the Classic period include the years from 1943 through 1975. Boats built during that period may be constructed of any material.

2. **Create a new class called Early Contemporary.** This class would include boats built after 1975 and through the year 25 prior to the current year. In 2008, for example, this class would end with boats built in 1983. In the year 2009, this class would end with boats built in 1984. To be judged, these boats must be built of wood.

3. **Create another class called Late Contemporary.** This would include all boats built after the New Contemporary period. These boats would also have to be built of wood.

4. **Boats in either of these Contemporary classes are not eligible for “Best of Show” awards.** They are also neither Restored or Preserved.

Following is a table presenting the end of the Old Contemporary period for several years in the future:

<table>
<thead>
<tr>
<th>Year of Show</th>
<th>End of Old Contemporary Period</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008</td>
<td>1983</td>
</tr>
<tr>
<td>2009</td>
<td>1984</td>
</tr>
<tr>
<td>2010</td>
<td>1985</td>
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<tr>
<td>2011</td>
<td>1986</td>
</tr>
<tr>
<td>2012</td>
<td>1987</td>
</tr>
</tbody>
</table>

Bar no unforeseen circumstances, Gene Porter, our International President has indicated he will attend our Antique and Classic Boat Festival in 2008.
All Things Outboard

continued from page 5

of 1949 saw the introduction of the inline 4 cylinder model KF9 rated very conservatively at 25 hp. During this same period Mercury entered into a deal with Western Auto, producing motors under the “Wizard” name. This arrangement lasted into the late 1950’s. Wizards in this time frame were every bit a Mercury with the main differences being cosmetic only. In the late 1940’s Mercury outgrew the old Cedarburg plant, moving to a renovated dairy farm in Fond du Lac, Wisconsin.

About the same time Mercury became very involved in racing offering the “HD” motor option. These motors had stronger castings and bigger carburetors. Shortly after this the “Quicksilver” (or Quicky as it was nicknamed) lower unit was introduced for racers. This was later matched to the new 10 hp, 20 cubic inch “Hurricane” motor and became the motor of choice for racers in the 20 cubic inch class.

In 1949 both Johnson and Scott introduced full gear shift motors. Obviously this was a big convenience that sold very well. Mercury was lagging behind in this area, but in 1952 offered the 20 cubic inch “Cruiser” with full forward, neutral and reverse lower unit. 1954 saw the introduction of the 40 hp “Mark 50”, 4 cylinder with full gear shift, remote controls and remote gas tank. This was direct competition for the OMC 25 hp with the same features. Carl Kiekhaefer seemed obsessed with being the top dog in the horsepower race. In 1957 Johnson and Evinrude offered their top of the line 35 hp models. Mercury, in the same year introduced the “Marathon 75E” inline 6 cylinder rated at 60 hp. This was a very impressive looking motor with the towering 6 cylinder power head. It did have one drawback though. Kiekhaefer believed a motor with that much horsepower could not use the conventional shifting lower unit. He couldn’t sell it with forward only so he came up with what he thought was a clever idea. Two cycle engines will run in either direction depending on the ignition timing and the rotation of the crankshaft when started. He decided that instead of shifting the lower unit he would simply make it so the motor would run in either direction and labeled the feature “Direct – Reverse”. Neutral was essentially the motor not running at all. If you wanted forward you moved the shift handle forward, the ignition would move to the proper position and the starting motor would crank in a forward rotation. Reverse was just the opposite. If the motor was running in forward and you wanted to go in reverse, you simply moved the shift handle back, the motor would stop running and would then restart in reverse. Simple enough as long as the motor restarted properly. This motor got the nickname “dock buster” for the times it didn’t restart in reverse.

1961 and 1962 were very notable years for Mercury. The Direct – Reverse feature was discontinued in favor of the conventional...
The Field of Dreams and Nautical Flea market area at the 2008 St Michaels ACBS boat show provides an excellent venue for sellers of Antique & Classic boats & Nautical items to show their wares to more than 2,000 antique boat enthusiasts.

**Field of Dreams (Antique and Classic Boat Sales)**
- Only ACBS qualified boats are acceptable:
  - Wood or Fiberglass boats manufactured prior to 1976, or Replicas thereof.
- Cost-$70 first boat & $35 per each additional boat. This includes entrance to the show for the 3 days regardless of ACBS membership. If the seller is already registered for the show, the cost is $35 per boat.
- Boats in the FOD area will not be judged.
- No For Sale signs will be permitted on boats other than in the Field of Dreams area.
- All boats in the FOD area must have a For Sale sign provided by the FOD mgr which will show the specifics of the boat.
- Pre Registration is not required, but desired, to guarantee a slot. You may show up at the show at any time Friday or Saturday and enter your boat in the FOD, assuming a slot exists. Costs are the same regardless of entry time.

**Nautical Flea Market**
- Cost-$45 includes entrance to the show for 3 days and a 10x10 area regardless of ACBS membership. Bring your own table. The cost is $15 if already registered.

For More info Contact: Ray Glenn • Ray.R.Glenn@gmail.com
410-867-7853 (h) • 410-533-5442 (c) during show only

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Gray Marine engines, parts and accessories. Also Chris Craft engines, Paragon, manual and hydraulic transmissions. Large inventory of Zenith carburetors and parts. Fuel pumps and fuel pump kits. We also have Atomic-4 replacement carburetors and fuel pump rebuilding kits. Van Ness Engineering, 252 Lincoln Avenue, Ridgewood, NJ 07450. 201445-8685

1930 Chris Craft Triple 20', MDL 100. 5200 double bottom; modern V8 includes original engine on stand. 3rd owner. Rockets out of the hole with a soft quiet plane at high idle. Great boat, show condition. Exc. Tandem trailer with cover. $54,000.00 rwb120@aol.com or Ron at 248-494-0788 FL


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Call Ray @410-867-7853
**Field of Dreams**

**M/V “SUPERCALIFRAGILISTICEXPIALIDOCIOUS”**

Year Built: 1966 • Model/Type: Launch/Open/Charter Vessel [COI-18]
L.O.A.: 24’0” • Beam: 9’0” • Draft: 32”
Fuel: Gasoline, 35 Gallons • Propulsion System: OMC V-8
Electrical System: 12 Volt, 2 Batteries • Intended Use: Commercial Charter
Overall Vessel Rating: Restored Condition/ Excellent
Hull Construction, Material: Wood [Cedar, Oak, Mahogany]
Deck Construction Material: Laminated Marine Grade Plywood
Deck Fittings: Bronze • Paint Color: White/Green Trim

*Call Jim @ 410-979-2628 $75,500.00*

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**Reach Chesapeake Bay’s Most Qualified Buyers**

**Sell Your Boat Here With A Picture**

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**1970 CHRIS CRAFT CORSAIR**

{EARLY FIBERGLASS} SKI BOAT 17’.
Chris Craft 327 ci, 230 HP engine, tandem axle trailer and cover.
Original, ready-to-go. Projected long-term drought motivates sale.
wwright@nettally.com or call Wilson at 850-562-3767 FL

*$11,000.00*

---

**1970 JERSEY SPEED SKIFF 16’**

This boat has fabulous documented history.
Built by Robert and Connie Cottrell and recently refurbished.
Custom trailer, cockpit covers and full hull cover.
She’s ready to go now. Contact Al at home: 410-528-1351
or cell: 443-629-8688 or e-mail; alfrei@earthlink.net

*Asking $20,000.00 but lets talk.*

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**1956 Shephard 22’ utility**

Original decks are presently covered with vinyl, covering boards are still usable, no rot. This is a big heavy rock solid boat with tight seams, 350 Chevy engine runs well with new carburetor, clean bilges, painted topsides peeling revealing mahogany, all hardware except windshield, excellent galvanized trailer.
301-627-2114 or www.oldtimeworld.com.

*$5000.00*
Boat Of The Quarter

Nor'easter magazine
now in it's 8th season, the best-read, best-circulated publication of it's kind on the Chesapeake Bay!

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shifting lower unit. Through the hub exhaust was added and the motors were being changed to the black color we are so familiar with. Also introduced was the first 100 hp motor. The closest competitor had 75 hp as its top model. Probably the most significant thing that happened during this time was the merger of Mercury with Brunswick. This was unfamiliar territory for Kiekhaefer, who was used to calling all the shots and being accountable to no one. This lasted until about 1970 when Carl Kiekhaefer left the company all together. As most of you know, Mercury Marine is alive and well and still under the Brunswick corporate umbrella along with such notable companies as Sea Ray and Bayliner.

Carl Kiekhaefer died on October 4, 1983, leaving behind a colorful legacy. Not only was he a brilliant engineer, constantly raising the bar for other outboard motor manufacturers, he was also very active in the early days of NASCAR racing. Teaming up with Chrysler, Mercury Outboards Chrysler 300’s won 80% of the races entered. The paper air filter, so universally used on modern automobiles was invented by Kiekhaefer for use on his race cars. He also had his super secret test site in Florida called lake – X. And lastly he was noted for not allowing anyone to be a slacker on the job. It is rumored that he once saw a man who was at the plant delivering sodas just standing around. Kiekhaefer asked him how much he made. When the delivery man replied Kiekhaefer wrote him a check for that amount and then told him he was fired! Carl may have felt very good about that but the delivery man got the last laugh.

I hope you enjoyed this installment of outboard motor history. This article just scratches the surface. The information for this article came from, “The Old Outboard Book” by Peter Hunn and “Iron Fist” by Jeffrey Rodengen. Even if you have no interest in outboard motors, Iron Fist is a great book that will hold your interest. Both books I highly recommend for anyone researching outboard motors.
WITH HAGERTY, WHEN IT COMES TO NAVIGATION AND LAND TRANSPORTATION, IT’S PRETTY MUCH WHATEVER FLOATS YOUR BOAT

At Hagerty, it’s all about what you want. Our Agreed Value insurance coverage includes unlimited navigation and overland transportation within the United States and Canada, so you’re the one who decides where you’ll use your boat. Add to that no mandatory winter lay-ups, fast claims service and great customer service, and you’ll see why Hagerty is the best choice for classic and collector boats.