The Antique & Classic Boat Society

THE STUFFING BOX

Chesapeake Bay Chapter

The Official Newsletter of the Chesapeake Bay Chapter
Summer 2008
Volume 13 Issue 2
of the Antique & Classic Boat Society
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Cover: Chuck & Linda Warner’s 1958 27’ Chris Craft Sedan w/Fly Bridge
“Pollyanna II” departs St. Michaels Harbor at sunset.

“Our President relaxing at Lake Anna.”

Chesapeake Bay Chapter Officers for 2008

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Dear Chesapeake Bay Members,

Each year The Board of Director’s vote on a budget for our club’s activities/programs and typically we approve $500.00 for each event. This money covers the cost of food, beverages, launch fees, entry fees etc. If we don’t spend the full $500.00 for an event, we carry it over for our Octoberfest at Tom and Marcia Auth’s, (don’t miss this one).

Dan Buckingham and Ray Glenn are doing a fantastic job handling the chapter’s programs and prior to each activity, we mail post cards with the information. We also have these listed on our web site under “Calendar”, and in addition, our Events Calendar is included in “The Stuffing Box”. Once again I invite each of you to attend one or all of these great activities.

Here’s a short re-cap of our last adventure:

On July 19th we conducted our 3rd Annual Lake Anna Fun in the Sun event. Some of us stay at local hotels, others just come down for the day. Twenty members attended the all day affair. We had six members bring their boats and we rented a 32’ pontoon boat for our picnic on the water. We cooked on the grill at our hotel, we then loaded everything onto the pontoon and headed across the lake to a quiet little cove. The runabouts anchored or beached, the pontoon anchored in three feet of water and everyone waded over to the pontoon for a great lunch (brats, dogs, salads, beverages, and desert.) After lunch we swam and just hung out in the water telling stories about past activities and enjoying each others company. Later in the day, the boats ran up the lake for a photo shoot. We got some really good shots and we’ll post them soon. Hopefully next year many more of you will attend.

Enjoy the rest of the boating season, it won’t be long before the cold weather sets in. Hope to see everyone at our Annual Meeting on Sunday, November 2nd.

Be Safe and Happy Boating,
Dominic Fiaschetti
President, ACBS/CBC
News From The Editor

Well, the first issue of the new “Stuffing Box” is now old news and here is the second. Your Board of directors knew taking this newsletter to the next level would not come easily and we were right. Thanks to a huge effort by many, including individual members, the Stuffing Box Staff and the Staff and Management of Campbell Printing Co., a rhythm to its production is starting to emerge. Our focus is now turning to getting on the schedule we set and generating enough advertising revenue to pay the expenses of publishing and postage. With that in mind we encourage members to come aboard as a “Supporting Member” with the small investment of $100.00 a year [just 27 cents a day] for four issues. This investment in our hobby gets you a business card size ad with a photo in each issue that you may use as you see fit. We know the Stuffing Box needs much more refinement and we look forward to comments from the membership to guide us in delivering the publication you would like to see.

We would like to thank all that contributed and ask each of you to 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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To place an Ad Call or e-mail one of the staff.

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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
Show Registration: no club job is more difficult. Who is this great gal that welcomes us all to the show and keeps everything neatly organized?

Carol grew up around her father’s TV repair shop and Western Auto store, in Bel Air, Maryland. She and her family would go on camping trips in places like Canada and Michigan and on one trip Carol caught a Northern Pike that was almost as tall as she was. Her father tried to take the pole and land the fish, but Carol wasn’t about to let dad land the big one that she hooked. She joined the Army at 18 serving at Fort Bragg and in Furth, Germany from ’74 to ’77. She met Scott Wahlberg at 23 when she worked for Olan Mills as a photographer. They went on a blind date, hit it off immediately and talked all that first night. They first shared his grandfather’s boat, a 1965 12’ aluminum Starcraft, that was kept at his grandparent’s cottage on South Pond Lake in Massachusetts. In 1982, they married and bought their present home in White Marsh, MD, a fixer upper. Working together they restored and improved every room, the whole exterior and yard, where they built Scott’s Garage (Carol calls it “Scott’s Palace”). They have owned many boats, an Imperial bowrider and a Mastercraft Tournament Ski Boat for Carol’s trick skiing, - she is great! Then they bought a 26’ Carver for cruising and sleep overs, later changing to a 24’ Sea Ray. This is of course in addition to the classic boats. They love camping in Chincoteague, exploring the Gunpowder River, the Baltimore Harbor and many other rivers around the Chesapeake. Carol loves animals. They have had cats named Goofball, Nit Wit, Chester Cat, and Woodie, their dogs, Lucy and Bruno, and now a Macaw parrot, Sam.

Carol has a mile long resume; went to college, worked for attorneys, attended medical education seminars and outside sales for a copier company in Baltimore. Then she began doing medical billing for doctors in Hunt Valley Md., a 25 minute commute. She’s a cancer survivor and her prognosis is good. She makes her own jewelry, makes glass beads with molten glass rods, loves old movies and hanging out with Scott. They go to church together on Sunday and Wednesday night. That is an important part of their lives.

We are lucky to have such a capable and well rounded gal keeping us straight and contributing her time and effort to our club. She sent us a thank you letter, looking for suggestions for next year. Well, from all of us – Thank You Carol, for all you do!

**Member Profile ~ Carol Love Wahlberg**

**New Members**

<table>
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<tr>
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<th>Martin James Dipper Jr.</th>
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<th>Dawn Laguens &amp; Jennifer Treat</th>
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Hang Those Tools

by Howard Johnson

Every workbench has to have many tools within easy reach; the more the better. Here is a system that can accommodate a vast array of tools, is simple and inexpensive to put in place.

First, build a sturdy bench 42 inches or waist high, glued to the wall or otherwise rock solid. Cover the wall behind this with 3/4” or 5/8” plywood glued, screwed or nailed well. Paint white. Then make a tool board to hold all your pliers and screwdrivers. A 3/4” or 1” board works best, 10 or 12” wide. Lay out rows of staggered holes and drill fully with a spade bit. The more holes the better. All sizes of drills should be used as screwdrivers come in all sizes. The front row holes should be 5/8” or 3/4” in diameter because many pliers have thick handles. Sand and paint well. Mount this 8 or 10 inches up above the rear of the workbench.

At the top of the plywood on the wall, also painted white, should be two shelves mounted so that you can reach up there standing in front of the bench. In this case the shelves had to be rearranged for better reach convenience. In the picture below, the upper shelf was out of reach and had to be lowered to underneath the upper one. Buy a large quantity of 3 inch finishing nails, - for the tool hanging. Start with the most often used, like the hammer. Imagine where you would like it to be when you need it. Hold it against the wall and mark the spots for the nails, move the tool, drive the nails and then hang the tool. If you like it, draw around it with a marker, and move on to the next one. Group logical use tools near where you will use them. The ball peen hammer and hack saw need to be near the vice, and the claw hammer needs to be with the wood working tools like square, measuring tape and pencils. Soon the wall will begin to fill and the tool board holds your screwdrivers and pliers ready to grab. As you see the need for more holes you can drill them. Ones I have used for years are riddled with holes, every one holding a tool, ready to use. I have found that you can drill holes at a slight angle between the pliers for tweezers and small screwdrivers. Above the tool shelf, keep hanging all the other hand tools you need with finishing nails. Each time you come out to the shop hang a few more tools. If you don’t like it, move it now because once you draw around the hanging tool and hang the next ones close to it, they are harder to change. Now, when tools are down, you can see where they go.

You will be surprised how many tools this board will hold. The blank area is for a small box made of cove molding that holds pencils and markers.

Placement of tools should allow room for easy removal and return space.

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Long nails accommodate more than one tool in that spot. I use 3” nails so 2 hammers and 4 scissors share, helping to control the pernicious, lost tool phenomena.

Hang larger tools first, about the heaviest should be the pipe wrenches.

If the plywood is thick and well mounted, the nails will drive well and the other tools will not fall off the wall. About 3 solid hits are required, too little, the nail is weak, too much and it is shorter. Once all the tools are hung you will be surprised how many are there. As time goes on you can fill in the spaces with smaller items that fit in the spaces between the large tools, like a plum bob or a string level. Use shorter finishing nails for these. Many tools need holes drilled in them for convenient hanging. Scrapers and file handles need holes, quarter inch is best.

Soon your bench will look like this. Millions of tools available in an instant and all ready to remove or put back. This is 20 years accumulation. Virtually any kind of repair or service can be done at this bench This is what a similar layout with a full length tool board looks like after 20 years use. Every imaginable kind of service or repair can be done here from model building to clock and radio repair. The secret of making your bench layout work for you is always putting the tools back as you use them, this way the work space is clear and you can concentrate on the project and you don’t have to clean up as often.
The Chesapeake Bay Chapter festival at St Michaels for 2008 is now over. Many of you were there and saw the outboard motor display set up by the Antique Outboard Motor Club, of which I am a member. There is a lot of interest in these old motors and there are some frequently asked questions. One is “how much is my motor worth?” Many people are discouraged when we tell them that their prized old motor would bring about $50. The next most asked question is “how do I get my old motor running again and where can I get parts?” Sometimes this is an easy question to answer while other times getting parts can be rough. Quite often the best answer is to go to swap meets and make contacts.

Many of the motors people want to get running are 1950’s motors and for the most part that isn’t too bad. I collect Johnsons and they are one of the easiest to get running, along with their close relative Evinrude. Mercury’s can be a little tougher due to the special tools needed but the principles are the same.

Basically the motor needs three things to run on your boat, ignition, fuel and cooling. On the Johnson and Evinrude motors, unless the coils have already been replaced, they will need replacement. The plastic around the windings cracks and they cease to work. Coils are readily available from a number of sources as are points and condensers. Carburetors many times have gas residue inside and will need a good cleaning. Carb kits are also readily available for many motors. Lastly the water pump takes a set and in many cases the impeller just gets dry and breaks. I’ll go over some generic instructions for repair / replacement of parts.

First remove the flywheel. Except for many of the bigger motors, that’s where you will find the ignition parts that need attention. Depending on the brand of motor it will come off in different ways but all will always have a nut to remove first. Next you will need a flywheel puller of some sort. Once this is done the ignition parts will be accessible. Check the coils for obvious damage and replace if needed. If they look OK it doesn’t hurt to test them and this is only done with a coil tester. Most marinas will have one. Points usually just need to be filed and re-set. Condensers need replacement if they are no good and can only be checked with a condenser tester. I generally replace them just for good measure. It’s also a good idea to replace the spark plug wires while you’re in there. Just get a length of it from the local parts supply store. Replace the spark plugs of course. Put everything back together and you should have a nice blue spark.

Next pull the carburetor off. If you’re lucky the last person to run the motor drained all the gas and there is no old gas residue. Get an aerosol can of carburetor cleaner to clean the internal parts. This works best to remove old gas residue. Take everything apart, noting how it goes back together. If a carb kit is available it would likely be a good investment. Clean everything real well making sure all passages are clear. Turn the carburetor upside down and set the float so it is level with the carburetor body. Once this is done, reassemble everything and turn the needle valves in all the way. Don’t crank down hard on them or you may damage the needle. Turn them back out about 1 turn to start. Final adjustment will be done when the motor is running.

Next you need to attack the water pump. How you access it will vary from brand to brand. On the lower horsepower Mercury’s it is behind the propeller and you will need a special tool to get the cover off. On Johnson and Evinrudes you will have to take the lower unit off. The water pump is on the top of the lower unit. You will have to remove a plate on the side of the mid-section to loosen the shift shaft coupler. Take the water pump cover off and you will likely find an impeller whose

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The 21st Annual Boat Festival has come and gone with great success. That success comes from many different levels of planning. We had 89 boats in attendance, of those, 41 were new to our festival and I would like to thank all the participants for taking the time and expense to attend. A very special “Thanks” to our sponsors, Tommy Bahama Rum, Hagerty Insurance, and Biscontini Boat Works, for allowing us the financial opportunity to offer continuing and new attractions to our festival. Last but certainly not least many kudos go to ALL who volunteered their time and effort, from the first planning meeting in October to the last day, dismantling and packing the last tent. This event would not be without them. As with the planning of the festival there were many levels of volunteering. We had those whose chaired committees to those who volunteered to assist at various locations for an hour or two. Please don’t think an hour of time does not make a difference in the grand scheme, it does. Remember, it’s your festival, and you can make the difference.

We are in the planning stages of next years festival which I’m pleased to announce will be in conjunction with The International Summer Quarterly Meeting being held St Michaels. We have pre-festival events to look forward to as well as a post festival cruise to Crisfield, MD. Please put us on your calendar for Fathers Day weekend June 19-21. And again, we are always looking for more members to get involved so watch for our upcoming meeting dates and join us.

PROGRAMS

The Chesapeake Bay Chapter provides activities thru out the year as part your membership dues, all you have to do is commit to having fun. If you don’t have a boat, no worries we have those who do and would love to have guests ride with them. There is an activity a month so take a look at the events calendar to see which you would like to attend or if you have any suggestions on other locations please contact our Vice Pres. Programs, Dan Buckingham. 301-805-5929 or dwbuckingham@comcast.net.

We hope to see you at an upcoming event

Thank You Again
Maryann Fiaschetti

Judging Results For 2008

Capt. Jim Shotwell, Chief Judge
Scott Wahlberg Assistant Chief Judge
Dan Buckingham Assistant Chief Judge
Phone: 410-979-2628 or jim@captjimshotwell.com

The Antique and Classic Boat Festival at St. Michaels, Maryland announces the Judged Award winners for 2008.

1. Bone Yard Boats Award: Ebby and Nance duPont
Competitors Choice Categories:

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PropTalk is proud to support the magnificent madness of classic, antique, and new boat ownership with timely features covering the Chesapeake Bay watershed.

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Drawers under the workbench are a big advantage. Many bench related items like wires, tubing and string lend themselves well to drawer storage.

Locating outlets along the lower front edge of the bench makes plugging in power tools convenient. I keep all of these with their cords coiled on 2 big shelves under the bench so they are easy to reach as well. Make a place for each new tool right away. Store boxes in rafters and companion parts in a tray near the tool. Use plastic bag ties bought from a garden center in 6 inch lengths to tie up everything. Put a bag tie on each tool near the cord so that the coil can be retained. This preserves the life of the cord and prevents tangling. There are many benefits to be had from a happy workbench space, these tips plus a dose of self discipline can make maintenance and repair an adventure, rather than a chore.

Judging Results For 2008

6. Sailboat: Ebby & Nance duPont, 1901 Chesapeake Bay Log “Island Lark”  
7. Outboard Boat: Jeffrey & June Beard, 1959 Larson Falls Flyer “Sno Cone”  
8. Outboard Motor: Charles & Bonnie Mark, Johnson OK 55  
10. Launch: John Hanyok, 1999 Hanyok Launch  
11. Race Boat: Jeff LaMarco, 1976 Bender Jersey Skiff End Competitors Choice Category  
12. Furthest Haul: Malidwin Drummond, 1954 Huckins Fairform Flyer “Corisande”  
13. Wooden Boat Enthusiast: Dan & Kathy Wilson, Severna Park, MD  
15. Hagerty Award of Distinction: Jasper Dudley, 2008 James Craft 10’ Racing Pram  
17. Work Boat: Brian Clark, 1939 Jimmy Rodgers Bay Built “Hellen”  
18. Best Speed Skiff {CBC Award}: James Attando, 1990 Jersey Skiff “Mad Money”  
19. Best Fiberclassic {CBC Award}: Mike Schwarzwaldor, 1970 Glaspar Citation ACBS Best of Class  
20. Best Runabout: John & Benny Williams, 1939 Chris Craft Custom “Reminiscing”  
23. Best Cruiser 40’ & Over: Malidwin Drummond, 1954 Huckins Fairform Flyer “Corisande”  
25. Best Outboard Boat: Frank Slupski, 1956 Trojan Sea Queen “Cirrhos of the River”  
28. Best Launch: No Entry  
32. Best Century: Thomas Donley, 195 Century 21’ Coronado “Retrospect”  
37. Best of Show Restored: Dick & Linda Kish, 1947 Garwood, “Misty Morning”  
38. Best of Show Preserved: John & Benny Williams, 1939 Chris Craft 19’ Custom Runabout “Reminiscing”
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The St. Michael’s Antique and Classic Boat Festival was a resounding success again last summer, thanks to the generous volunteer efforts of our Chesapeake Bay Club members, James Klimek and his Sea Scouts, and the Chesapeake Bay Maritime Museum staff members. It’s the first time we’ve tried to formally organize our volunteer force, and that effort was a moderate success.

When Maryann Fiaschetti asked me to coordinate volunteers, there were several issues: There may be club members who would enjoy participating if they knew what to do; there are always places where some extra help is needed; and sometimes volunteers have been left on a job without a timely replacement.

As always happens, there were many members who pitched in as needed throughout the weekend. Special recognition is due committee chairmen: Maryann and Dominic Fiaschetti, Scott and Carol Love Wahlberg, John Into and Nancy Price, Chuck and Linda Nagle Warner, Jim and Diana Shotwell, Dan and Tammy Buchanan, Ray Glenn, Nance duPont, Chris Brown and Linda Kempin. Volunteers were kept busy at the tent set-ups, sound system set-up, entrance gates, boat ramp, docks, registration tables, judging, ships' store, kids' pool and social function set-up. A continual problem over the years is a lack of help during the final clean-up on Sunday afternoon. This is particularly difficult because of time and traffic considerations.

Be thinking about how you would like to contribute again this coming June; some offers have already been made by people who are looking ahead. Between the volunteer coordinator and the committee chairs, we’ll accommodate everyone’s interests and abilities as best we can. Thanks again for an enjoyable, successful event.

**Della Glenn - 2008 Volunteer Coordinator**

Call 410-867-7853

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**Watch for Dan Wilson's compelling story in the next issue of “The Stuffing Box.” Titled "The Old Salt Story" this article tells the almost disastrous story of the delivery of Dan and Kathy’s just purchased and beautiful 1956 42’ Matthews convertible.**
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>Long Level, PA Boat Show</td>
<td>Saturday, October 04, 2008</td>
<td>10am</td>
<td>Wrightsville, PA</td>
<td>Brian Gagnon</td>
<td>856-727-9264</td>
<td></td>
</tr>
<tr>
<td>John W. Brown Liberty Ship Cruise</td>
<td>Saturday, October 04, 2008</td>
<td>10am</td>
<td>Baltimore, MD</td>
<td>Linda Nagle-Warner</td>
<td>410-626-8716</td>
<td><a href="mailto:john.w.brown@usa.net">john.w.brown@usa.net</a></td>
</tr>
<tr>
<td>Sassafras River Cruise</td>
<td>Saturday, October 11, 2008</td>
<td>8am</td>
<td>Bohemia River, MD</td>
<td>Linda Nagle-Warner</td>
<td>410-626-8716</td>
<td><a href="mailto:Mahoganur@aol.com">Mahoganur@aol.com</a></td>
</tr>
<tr>
<td>Octoberfest River Cruise</td>
<td>Saturday, October 25, 2008</td>
<td>TBD</td>
<td>Aud'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>Annual Meeting</td>
<td>Sunday, November 02, 2008</td>
<td>1pm</td>
<td>Pauls On The South River</td>
<td>Danny Buckingham</td>
<td>301-805-5929</td>
<td><a href="mailto:dwbuckingham@comcast.net">dwbuckingham@comcast.net</a></td>
</tr>
<tr>
<td>Shop Tour/Winterization Seminar</td>
<td>Saturday, November 15, 2008</td>
<td>TBD</td>
<td>TBD</td>
<td>Ebbie Dupont</td>
<td>410-745-5010</td>
<td><a href="mailto:dupgirls@gmail.com">dupgirls@gmail.com</a></td>
</tr>
<tr>
<td>Christmas in St. Michaels</td>
<td>December 12-14, 2008</td>
<td>TBD</td>
<td>CBMM, St. Michaels, MD</td>
<td>Ebbie Dupont</td>
<td>410-745-5010</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.

News From International

Last year's International Annual Meeting and Boat Show at Lake George, NY was well attended by Members of the Chesapeake Bay Chapter.

Gene Porter, 2008 President of ACBS International addressing the Chesapeake Bay Chapter's Membership at the Festival's Saturday night dinner.

The ACBS International sponsored “Best Preserved-Most Original” Award went to Chesapeake Bay members Steve & Stephanie Beling for their 1967 17” Chris Craft Custom Ski, “Headhunter.”

It’s time to mark your calendars for two very important ACBS International events in 2009:

1. The 2009 ACBS Boating Symposium will be held April 24-26, 2009 in Seattle, Washington at the Center for Wooden Boats.

2. The ACBS International Summer Quarterly Meeting will be held in conjunction with our Festival June 18-21, 2009.
vanes are stuck in one position. Again, replacement is the best option. Check the water pump housing for corrosion because the impeller needs a smooth surface to pump water. If it is pitted and a replacement is not available, you can use some epoxy or Marine Tex to repair it. Reassemble everything. It’s a good idea to replace the oil seals at the same time. With that done, you should have a motor that pumps water.

Now you’re ready to start it up. You do need a test tank or some way to provide water to the motor. Put some gas in it and give it a pull. With any luck after a few pulls it will start up. At this point you should let it idle a while and when it’s warmed up, set the low speed jet. Turn the needle valve in until the motor starts to stall and then back it out until the motor runs smoothly. The high speed adjustment can be adjusted at a speed above idle but needs final adjustment on the boat, in gear and at higher RPM.

This is an over simplification of the process but includes the basic steps. Many motors will have rusty bolts that require heat to remove. The fresher the water the motor was run in the better your chances of removing bolts with little effort. The effort is well worth it when the old motor comes back to life and you can run it around like the “old days”. The following are some sources for parts for various motors. You can also access the Antique Outboard Motor Club at www.aomci.org and check out the links. There are many sites for your parts needs.

Fairwinds Marina 410-974-0758 – OMC parts
East Coast Marine 610-495-2400 www.eastcoastmarine.com – Mercury parts
NAPA Auto Parts – They have a marine catalog with many ignition, carburetor and water pump parts.

Check the AOMC web site for links to other sources for these and other brands. Hope this helps and I look forward to seeing more interest in the old outboards.
1957 Slickcraft 16ft moulded hull outboard, fully restored and prepared for use, on a nice trailer, no engine. $10,000.00 OBO, David Knight, 410-703-1961.

Cheo Lee Frisco Flyer 25ft sailboat, fiberglass hull, teak cabin and cockpit, 7hp Volvo diesel engine, full keel, great condition, well equipped, Make Offer. Len Renkenberger, renk@goeaston.net, 410-822-6061.


1959 Raysoncraft 17 ft Wooddecker, flat bottom V-drive california style speedboat with 291 Desoto Hemi engine with 4 Stromberg 97 carburetors. Fiberglass and plywood hull in sound condition, new deck, needs refinishing and some assembly, includes roadable trailer. $6,500.00. 443-250-6030.

1980 Correct Craft 17’ Ski Nautique, 351 Ford, 255 hp, low hours, custom cover, new upholstery, full accessories, new gav. trailer + spare, $9,000.00, 301-627-4965, Kenny.

Maine Kayak 15 ft, umiak style, 2 person, varnished mahogany and fabric, red and cream, 2 sets of paddles, proven performance, $900.00 410-268-6904, Dick and Erica Lowery.

1959 Century Resoter 17’ fully restored, West System bottom, Gray Marine V-8 runs great, new red and white upholstery, $12,000.00 OBO 410-827-9795, Al or Claire, Queenstown, Md.

1929 Johnson V-45 outboard 32hp, last used in 1960s, stored inside $400.00, 1977 Evinrude 175 hp, ran great in ’94, kept inside, $800.00, 717-514-1847, Charlie Mark, Harrisburg, Pa.

1965 Chris Craft Super Sport 18’ with Chev. 350, tip top shape, shown in 2000, ready to enjoy. $12,000.00, 856-297-4351, Les.

1954 Little Mariner 21’ day cruiser, plywood with twin 35 outboard motors and controls, ready to restore, no rot, mostly painted, with mahogany trim, complete, with factory photos, made in Mayo, Md. $800.00, 301-627-2114.

1950 Chris Craft Rivera, KL105, show ready, blue upholstery, last used 5 years ago, $12,000.00, 856-297-4351, Lester.

1988 Sea Raider 13’ Jet Boat, excellent hull and upholstery, complete inc. shop manual, needs engine work, $500.00, 301-627-2114.

1958 Chris Craft Sportsman 17’, complete, needs cosmetic work, $7,000.00, 856-297-4351. Mr. Myers.

1952 Chris Craft Sportsman, good hull, needs decks and hardware for restoration, engines available, on trailer, $1,400.00, 301-627-2114.

1958 Chris Craft 32’ Enclosed Cruiser, all varnish model, last year for solid stainless and brass hardware, complete in every way, needs refinishing, stored inside, M engines need work, $7,000.00, 301-627-2114.

1985 Mercruiser 488 four cylinder inboard like new, with complete Alpha one sterndrive, low hours, complete, $2,500.00, 301-627-2114.

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Deck Construction Material: Laminated Marine Grade Plywood
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1957 Chris Craft 42’ Constellation “Journey’s End”,
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or e-mail: nancy.smith64@yahoo.com
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Left: Best of Show Preserved: John & Benny Williams, 1939 Chris Craft 19’ Custom Runabout, “Reminiscing”

Right: Best of Show Restored: Dick & Linda Kish, 1947 Garwood, “Misty Morning”
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