THE STUFFING BOX

Newsletter of The Chesapeake Bay Chapter of The Antique and Classic Boat Society
Your Board of Directors is very enthusiastic about our upcoming year. We all are making suggestions for activities to enrich our enjoyment of our boats and the Bay, as well as bring in new members. Ray Glen donated a nice little fiberglass boat, Howard has made a replacement floor. We could fix this thing up and find a young person that would like a boat.

Howard found a 5 piece model rowboat 18” long that could possibly be mass produced for our kids program. Steve Smith has ideas how we could assemble it without the tedious stitch and glue method. Anyone have any interest in this?

We had good participation with antique cars, last year and would like to invite them back again. Please call 301 627 2114 if you know of the clubs, or who invited them.

George Garrison is recuperating after having a brain tumor removed last September. His recovery has been enormously assisted by the care of Will Ruhland who provided a home, nourishment and took George to many doctor appointments. Nothing beats this kind of generosity. George is a swell guy and we look forward to seeing him at next year’s show, having fun.

Greg Howell is seriously ill with throat cancer. He and his wife Joan contributed years of dedicated service to our club as president and boat show chairman, throughout the nineties and more. Greg, did fabulous restorations on the boats they displayed and artwork for our posters and club logos. We are dreadfully sad for them and wish them the blessings of God in this difficult time.

Winter is the time of workshop efforts on your beloved projects. We get up each day looking forward to making progress on the darling vessels in the shop with visions of zooming along next summer surrounded by varnish and friends enjoying the day.

Maryann’s party was a great success. Thanks from all members for her hospitality.

We are thankful for every contribution from our members that enriches this issue.

We were delighted to find that Wil Vidal has added us to the Glacier Lakes Chapter newsletter mailing list. We are very impressed with their excellent publication and hope to share their articles with our members.

Happy New Year and good health to all of you.
President’s Message January 2015

It is a great honor to follow in the footsteps of our last president Joe Sibilia. He did a wonderful job the last two years. I am planning to continue bringing new ideas to the club. We are going to have more events for the club members to participate in this year. We are also looking for any new ideas that you may have, whether it be a new location to hold a rendezvous or an interesting activity for the club. Your input would be greatly appreciated.

I have been a club member since 1993 and have attended the show in St. Michaels since 1987. The first year I brought a boat to the show was 1995 when Ginger Martus called me and invited me to the first reunion of Owens boats, I had a 1956 35’ Flagship, I explained that I didn’t think it was nice enough to bring to the show. Ginger encouraged me to just bring it, I am so glad that I did, I got to meet the Owens family and actually had a television interview with Jack and Norman Owens on the back deck of my boat, what a thrill. That weekend we spent the entire time meeting new people and making new friends that I am still in contact with, today. The next spring, Ginger called me and asked me to be president of the newly formed Owens Yacht Marque club. I agreed and took on the challenge. We planned events during the year at different venues and got to meet a lot of really nice people. We held a rendezvous in conjunction with the show in St. Michaels and held a get together in Deale. Being part of the club and participating in events gave many people a great new experience, much more so than those who did not participate.

Over the years I have heard many people say that their boat wasn’t nice enough to bring to the show, I found that not to be the case when I brought my less than perfect Owens, people were encouraging and enjoyed seeing it. This year we want to encourage our members to bring their boatst no matter the condition or quality.. If you use your boat and enjoy it, bring it out and show us. It doesn’t have to be perfect to be enjoyed, the real reason for these shows is sharing the love for old boats and meeting new people. We are looking to have a new category of boat, The User Boat, one that has been enjoyed and keeps going year after year without a major restoration. I encourage you all to bring a boat to the show and spend the weekend in St. Michaels and find all the things the club has to offer. I also encourage you to attend the meetings and get involved with the club and it’s activities.

So here is to looking forward to an early Spring and a wonderful 2015 boating season.

George Hazzard.
BUILDING PLEASE
by: Will Biddle

When I was seventeen, I desperately wanted a 16-foot mahogany inboard runabout. Today, this may seem pretentious. Not so. In 1965, wanting a mahogany inboard was like wanting a 17-foot Mako with a 1989 Johnson today. Nobody wanted one, so there was no market for them. People were hauling their old inboards off to the dump rather than “throw good money after bad.” I looked for a runabout for a year in every publication I could. I found not a single one. In the summer of 1966, several old inboards became available, as boats tend to do in “season,” but all were unsuitable in some way, but they were dirt cheap.

Instead of waiting to find the “one” or compromising, I decided to build a mahogany runabout from scratch. “Fools rush in where angels fear to tread. The enthusiasm of youth makes up for ignorance,” as a friend once told me.

In looking back almost fifty years later, I realize there were more cost-effective options I could have pursued. Cost-effective was an important part of the plan, because I didn’t have much money. I was taking home $60 a week with lots of overtime working for a small town newspaper, and I started with $300 or $400 cash. As I recall, my budget was $1,000.

Although I had no boat building experience and little money, I did have three things going for me, besides youthful enthusiasm: In school I learned (1) woodworking and (2) mechanical drawing so I could read blueprints and draw-up parts for tradesmen, and (3) I had tolerant parents, especially my father, who allowed me to use a large part of his barn and his fully equipped workshop.

So I embarked on the second most ambitious project of my life. I ordered plans and half frame patterns from the Cleveland Boat Blueprint Co. In April my father and I went down to the local lumber yard, and I bought (on his credit) $300 worth of lumber: enough SPF (spruce/pine/fir) to build an 8 ft x 16 ft platform on which to build the boat from the keel down and enough oak and Philippine mahogany to build the entire boat. In retrospect, it’s amazing a lumber yard in a small steel town in Pennsylvania stocked oak and Philippine mahogany, and that they sold it at a reasonable price. The plans called for white oak or ash, but the lumberyard had neither, so I bought red oak.

If I only knew then what I know now.

One of three blueprints to build a 16-foot inboard runabout.

The plans also specified using a 60 to 75 horsepower engine, weighing not more than 750 pounds. Clearly the marine designer had an old flathead Ford engine from the early thirties in mind. I, on the other hand, intended to install a much more powerful engine although I wasn’t sure what. Besides, in 1966, the smallest engine made in America was the 85 hp four-cylinder Chevy.

During the summer of 1966 my friends and I worked until the wee hours of dawn building the hull, grabbed a few hours of sleep, and went off to our summer jobs at 8:00 a.m. We cut the frames with a sabersaw and riveted them together with 1/4 inch bronze welding rod and a ball-peen hammer. We used a giant push screw driver to fasten the batten and planks to the oak frames with 1,500 screws. Over the course of eight weeks, the flat boards took on the sleek shape of a boat hull.

From a friend of a friend I purchased a supposedly rebuilt, bored, and blueprinted Oldsmobile Rocket engine that was supposed to have 300 horsepower. From Stottle’s Marine Supply I ordered a marine conversion kit for the engine. My friends and I anticipated a wild late August. I lost fifteen pounds from an already slim frame. In early August I was told 300 horsepower would tear the hull apart. I realized I would not finish the boat. I called my father at work and cried like a baby. He pointed out it was not the end of the world. There
was always next summer. I was able to return the conversion kit. Four years later, I put the “blueprinted” Olds engine in a ’55 Olds, that I’d bought for $25, and discovered that the friend of a friend had sold me a dud.

In the spring of ’67, I ordered a used ’57 Chevy 283 from J C Whitney and a marine conversion kit from a variety of suppliers in California. It was perhaps the best decision I made. On the other hand, I bought a converted automobile transmission for a reverse gear, the worst decision I made. In 1968, after another two years of working on the boat when home from college, we launched the boat. It floated, and it ran like hell, beating a friend’s inboard equipped with a professionally built and installed Buick V-6... with six people in my boat to correct the imbalance caused by installing the engine too far forward. The boat never idled very well, nor did it start reliably, so we christened it Please.

![Image of Please at full speed in 1984. Note there is no windshield.](image)

It took five years to find an affordable hydraulic reverse gear. Finally in 1976, I pulled the engine, moved it back several inches, installed a rebuilt Owens reverse gear and relaunched Please. For the next 27 years, Please ran faithfully. Thanks to an electric bilge pump, given to me by my in-laws, it never sank.

It was, at best, a work-boat. I used an old Evinrude gas tank that my father had found floating in the water. There was no back seat. My father used to put a wicker chair in the back and have me drive him around. The front seat was too cramped for him to get in and out. Despite moving the engine back, Please was still bow heavy. Sometime in the ’80s, the horn stopped working. The tachometer burned up. I did have an oil pressure gauge, but the temperature gauge never was accurate. The generator never charged the battery enough. Every other night, I charged the battery with a 115 volt battery charger.

In 2002, I decided it was time to refurbish Please. The engine was 45 years old. The hull leaked like a sieve. Most importantly, I finally had the time and the money to do it right.

I quickly discovered why I could never plug the leaks. The rear six red oak frames had all split, as red oak tends to do, so the bottom had sagged about 1½ inches. The whole bottom of the boat flexed like the binding of a book when it was cruising along.

![Image of Please on a trailer from 1970 until 1976. Photo taken in 1972.](image)
I repaired the frames by scabbing on white oak.

I repaired the frames and straightened the bottom by bolting on new, white oak engine stringers. I epoxied kevlar to the bottom, moved the engine back another four inches, drilled a new hole for the shaft through the keel, moved the rudder, and put on a new transom and a new deck, which allowed me to greatly enlarge the front cockpit area.

To remove the old transom attached with 5200 caulk, I had to grind it off with a router.

Unfortunately, my rebuilt engine never had proper oil pressure. It ran hot, and it only turned 3,000 rpms. So in 2008, I gave it to a professional. I had failed to charge the oil (pressure) prior to starting the motor, and I had burned up a main bearing.

Installing the new maple deck. Note the spacers on the right between the planks.

Finally, after 41 years, Please was right. It starts easily. It idles. It doesn’t stall when I shift gears. There are no leaks – yet – even after twelve summers. The boat is no longer bow heavy. There are seats, cushions, even a cover to keep the bilge dry.

Refurbished in 2002, the please is no longer bow heavy.

The new hard maple deck, new slanted dash, and a rear seat. Note the marine mufflers.

In addition, new front and rear seats with storage beneath them, a custom-made stainless steel gas tank, new dash, new gauges and tachometer were added; and modern rack-and-pinion steering replaced the old cable steering. To the regret of hotrod enthusiasts, marine mufflers were installed. No more straight, 2½ inch copper pipes.

To rebuild the engine, I used a machine shop that did all the machining and supplied me with everything to reassemble it myself. I fussed with the pistons until finally I could read 1, 2, 3, 4, 5, 6, 7, 8 across the eight connecting rod bearing caps.
Cruis-Along Boats – One of Maryland’s Own
By Robert Hurry and Richard Dodds

The origin of Cruis-Along Boats lies with the M. M. Davis & Son shipyard at Solomons, Maryland, established in 1885. The shipyard built vessels mainly for the seafood industry but evolved over time until it was turning out custom-built yachts when World War II broke out. Once peace returned, the business adapted once more to keep in step with changes in the economy, popular tastes, and leisure habits. In 1946 it began mass producing Cruis-Along motor cruisers, boats suited to the new business of recreation. Priced at under $2,000, the first Cruis-Alongs were marketed to families with moderate incomes.

The 20-foot, plywood powerboat breathed new life into local boatbuilding. In its first year, the yard shipped out 300 boats, using assembly line production techniques perfected during World War II. Expansion and new designs followed and in 1948, the little cruisers were offered in 21-foot and 23-foot versions.

In 1951, M. M. Davis marketed 22-foot and 24-foot models and offered mahogany-planking as an option. Despite the success and profitability of the popular Cruis-Along line, company management made an unusual business decision in late 1951 when it accepted a contract with the U.S. Navy to construct two minesweepers. As a consequence, Cruis-Along production was suspended and all facilities were devoted to defense work in 1952. However, the completion of the government contracts allowed the company to retire its mortgage, pay off its other debts, and placed it on a firm economic footing. As a consequence, 1954 witnessed a resurgence of the Cruis-Along when three new models were introduced. These streamlined models, designed by noted architect Eric J. Steinlein, were completely new and set a high standard for the industry. In addition to 22-foot and 25-foot cruisers, the Buccaneer, an open 19-foot lapstrake runabout was introduced.

Longtime Davis shipyard owner George H. Townsend sold the company to his employees in
1954. At that time Calvert County’s largest manufacturer, it employed some 160 people. Three years later, the name was changed to Cruis-Along Boats, Inc. In need of capital, Cruis-Along Boats merged with the Century Boat Company in 1958. The model line was expanded and the size of its cruisers continued to increase.

In 1962, the Solomons builder was reduced to a division within the larger Century Boat Company and the Cruis-Along trade name was retired. After the company merged with Century Boats, mahogany-planked hulls and distinctive full flared clipper style bows became signature features of the model line. Ambitions grew and in 1963 the 45-foot Century Motor Yacht was unveiled. With a price tag of over $60,000, it was a far cry from the Cruis-Along which introduced many Americans to a new form of recreation.

After losing money for three years, Century shut down its Cruiser Division and sold its Solomons property to Calvert County Government. The county leased the shipyard to the Ventnor Boat Company beginning in 1965. Ventnor revived the Cruis-Along trademark, but competition from makers of less expensive fiberglass models drove the company into bankruptcy in 1970. Cruis-Along, Inc., was revived by local investors in 1971 as a manufacturer of luxury cabin cruisers, but closed for the last time in 1974.

The history of Cruis-Along is preserved at the Calvert Marine Museum in Solomons, which has three Cruis-Along in its collection – a 1948/49 Special 21, a 1956 Angler, and 1959 Vacationer.
2015 Events

Jan.---Jan.25, 2015       BOD Meeting, KIYC Chester, MD.
Feb.---Feb. 21, 2015       Open House- Classic Watercraft Restoration, New Location, Edgewater
March--March 21,2015      Annapolis Maritime Museum      5th Annual Oyster Roast (Saturday)
                          Adults $25.00 each
April--April 17-19, 2015   Bay Bridge Boat Show, Stevensville
May--- May 17, 2015       Spring Splash (Sunday)
                          Fleet Reserve Club/Annapolis Maritime Museum
                          Sunday Brunch / Cruise Annapolis and visit the Maritime Museum
June--- June 21, 2015      St.Michael’s Maritime Museum (Sunday, Father’s Day)
                          28th Annual Antique and Classic Boat Festival
July---TBA                Pax River Cruise
Aug.---TBA                Baltimore Inner Harbor Cruise
                          Sassafras River Cruise
Sept.---Sept. 12, 2015    South River Cruise, Picnic
Sept.---Sept. 27, 2015    Concours d Elegance (Sunday)
                          9th Annual SMCDE
                          Land display of boats
Oct.---TBA                Chestertown Downrigging
Nov.---TBA                Annual ACBS-CBC Meeting
Dec.---TBA                ACBS-CBC Christmas Party
Chesapeake Bay Chapter- ACBS get together

Saturday December 20 was an evening of fun with great food, classic boats, and good friends. Maryann Fiaschetti--multi-term chair of our annual St. Michaels Classic Boat Festival and Past-President of our chapter—hosted us at her home.

You immediately knew you were in the right place, welcomed at the driveway by both a fiberglass classic outboard boat and a wood inboard Chris Craft. Add to that the “new” lit-up-for-the-holidays rig owned by Chuck Warner and Linda Nagle-Warner affectionately named the “Toy-Hauler”. We were off to a great start!

Now, for the food and friends. Conversation-starting unusual Christmas sweaters were a big topic. Newly elected Chapter President George Hazzard wore a sweater hand-decorated with paper by his daughter, Rachael. All four members of Jim and Toni Schiller’s family came with really unique sweaters but left their fiberglass classic Chris Craft at home.

It was a great mix of long-time as well as recent members. Everyone was glad to see both Paul Warner-- one of our chapter founders--and Howard Johnson, even though their spouses (Sandy & Cheryl) couldn’t join us. Other legacy CBC members included Chuck Warner & Linda Nagle-Warner, Steve & Nancy Smith, Dan & Kathy Wilson, Will & Ann Biddle, Ray & Della Glenn, and the Donleys. More recent members in attendance who’ve been eager to get more involved included Denny & Millie Cutler (2015 CBC Boat Festival Kids’ Programs), Chris Kretch (webmaster), and Bruce Ogden.

Several people commented on how they enjoyed the tasty Asian salad brought by Lois and Jim Duffy. Linda and Alex Koloski’s dessert was a hit, too. (It was so good, that Seabuddy stepped outside so no one noticed his third portion!) Della Glenn brought a wonderful pineapple themed appetizer. Maryann’s chili and seabuddy’s Swedish meatballs were gobbled up quickly. Meanwhile, Howard shared his copies of the Stuffing Box that he and Cheryl edit quarterly on behalf of the chapter. Stephanie Ryan qualified for “the farthest traveled” designation.

Photo of Eleanor, Howard Hughes’ 1939 Trumpy is from yacht forums. She was not there at Maryann’s, but a topic of conversation concerning boat ownership and a LLC.

Party at Howard’s and Cheryl’s

Here are the photos from the event. These show the multiple themes of this recent party of the Chesapeake Bay Chapter of the ACBS. First, it was a Celebration of Life for Dominic Fiaschetti, a master woodworker/classic boat owner and past President. Second, it was a “good fun” party of food, refreshments, and looking / talking about classic boats and old cars. Third, there was a live band. Fourth, it was the installation of the CBC-ACBS Officers and Board for 2015. Fifth, some Awards recognizing special folks/situations were handed out.
Dominic was a good friend to me and many others. He was a past Chesapeake Bay Chapter – ACBS President, ran the boat show registration for many years, a past CBC board member, and a multi-term organizer of many club events.

His surviving wife, Maryann Fiaschetti, has been the Boat Festival Chairperson of the CBC - ACBS St. Michaels Classic Boat Show for many years and is also a past chapter president. Maryann shared her thoughts and remembrances with all of us for a special designed recognition of a few minutes. On a personal note, Dom and Maryann are the reason my wife and I am in this chapter and ACBS.

The www.Oldtimeworld.com property houses the various businesses of collecting, selling, restoring, and valuing classic boats, engines, and old cars as well as collectibles. How many boats, items, and cars? I do not know, but it is easily several hundred and it is into the thousands most likely. At the party we were given essentially the three hour tour that is normally $10.00 per person. This tour is by appointment only. Please call Howard at 301-627-2114.

Howard restored this Ventnor race boat. She is a looker in person and is exciting enough that she has been featured on various boating posters, shown both in and out of the water.
Mr. Johnson is considered THE expert on Whirlwind boats. This one boat shown in my photos set was literally flying outside one of the pole barn buildings. These boats were built by the Molded Products Inc. that was in Cockeysville, Maryland from about 1947 to 1962. Whirlwind boats were built using "molded plywood" construction, in which very thin strips of resin-impregnated wood were wrapped around a mold in an overlapping, crossing layers. This composite structure was then cooked in an autoclave using heat and vacuum to create a strong, light-weight hull.

OldTimeWorld has a building full of classic cruisers as well as all the trailer-able boats.

Joe Sibilia is the outgoing CBC President. He was in charge of the CBC for two (one year each) terms. Thank you, Joe, for your dedication to ACBS and the Chesapeake Bay Chapter.
Howard and Cheryl Johnson were the awarded the President's choice “Members of the Year” recognition. Besides throwing a great party, they are the Editors of the Club's quarterly Newsletter. They see to it that this gets written and out to all the CBC members and that it is chock full of Classic Boating news and information.

write-up and photos by Chris (seabuddy) Brown
Mahogany Veneer Canoes by Allied Aviation/Molded Products

In 1941 Allied Aviation in Dundalk (Baltimore), Maryland, won a contract from the US Navy to build an amphibious glider from materials categorized as non-strategic to the war effort, which included wood. A wooden airplane is really not such an outlandish idea: the British-built Mosquito bomber was one of several WWII planes made of wood. The glider was intended for use in assaults on Japanese-held South Pacific islands and was to be capable of carrying 10 marines. Its components were constructed from layers of veneers laid over airplane-fuselage-shaped molds, then bonded by a heat-set resin into a material best described as plywood. Two prototype XLRA flying-boat transports were built by Allied Aviation, tested and met specs, but the Navy decided to go with powered aircraft instead.

So in November 1945, with WWII over, Allied Aviation decided to apply the same glider-making equipment, materials, construction techniques and the special expertise they had developed to the building of plywood boats. They moved to Cockeysville, (north Baltimore) MD, near the Williamson Veneer Company, the supplier of their building materials, where boat production began. Then, early in 1947, the owner of Allied Aviation split off the boatbuilding business, selling it to three of his employees: Ed Hewitt, Charley Abramo and Charley Wingo. This was the birth of Molded Products, Inc., which necessitated yet another move, this time to an abandoned dairy barn owned by the Williamson family. Over the next few years the barn-factory was flooded 3 times, so higher land was purchased nearby on York Road in Cockeysville and a real factory was built. A 1949 advertisement (Figure 1) shows a selection of watercraft, including a 16 foot canoe named the GUIDE.

WHIRLWINDS were powerboats of the type called ‘Runabouts’, and they gained a reputation for being light and fast. They were very popular along the Chesapeake Bay, where collectors and restorers still prize them. Molded Products built over 15,000 watercraft of about 40 different styles during the 17 year life of the company. Whirlwind powerboats were made until December of 1962, at which time the writing was on the wall: wooden boat sales had collapsed and fiberglass boat construction had taken over. The plant was closed and the land and buildings sold to pay off all debts. No company records are known to have survived.

CONSTRUCTION OF AN ALLIED AVIATION / MOLDED PRODUCTS CANOE: This description is based both on research and what I observed during the restoration of Allied Aviation canoe #791. A canoe-shaped male mold, called the mandrel, was built with slots in it to accept inwales and stems. The ‘half-stems’ i.e. an internal stem cut lengthwise down the middle, were made by laminating several thin strips of mahogany together longitudinally, with each half being 1 inch wide at its inboard end and tapered to the tip. A strip of veneer 4 inches wide was laid along the keel line, then layers of (probably) 1/16 inch mahogany veneer,
coated with a heat-activated adhesive (probably resorcinol-formaldehyde), were laid across the form from keel to inwale, and tacked onto the inwales with small brass nails. These veneer strips, each about 8 inches wide, were positioned on the mold at a sharp angle to the keel line in a 'herringbone pattern'. The grain of alternate layers was laid in the opposite directions so that maximum strength was gained. (Figure 2). Since a canoe is longer along its gunwale than at its keel, it was time-consuming to carefully fit the strips from less-wide at the keel to wider at the gunwale. As was postwar practice, brothers, sisters, wives, mothers, kids, and cousins of employees were brought in to do the trimming of the layers of veneers. Between the 1st & 2nd and 4th & 5th layers of veneer, a strip of cloth 8 inches wide was incorporated along the keel. After five layers of mahogany veneer were in place, a ¾ inch wide by 1 inch deep mahogany keel was laid on. The mandrel was then encased in a rubber blanket (Figure 3), with hoses running to a vacuum pump. With air removed from the bag, atmospheric pressure on the rubber applied uniform pressure across the entire mold. This whole affair was then rolled into a 30 foot long steel oven, and heated to 375°F under pressure for an hour. Really, REALLY baked!! (Figure 4) What came out was a canoe-shaped monocoque hull, a single piece of all-mahogany plywood, but still open at the stems. Molded Products was not the only manufacturer to use this method of construction to produce boats – there were dozens. Some of those other manufacturers whose names canoeists might recognize were Dunphy of Oshkosh, WI, Canada Plycraft of Winnipeg, and the Penobscott Boat Co. of Rockport, ME.

Once cooled, uncovered, and pried free of the mandrel, the two internal stem halves were pulled together and secured with brass wood screws driven in from each side, and the screw holes plugged. The inwales butt up against the stems but are not attached to them. A thin wood strip, wide enough to cover both halves of the stem, was then bent along the outside of the stems and attached with steel brads. Then ½ inch wide brass stemband, extending from deck to keel, was fitted and attached with brass screws.

The Whirlwind Construction Method: Inwales and inside stems are placed on the mandrel, then five layers of mahogany veneer, coated with heat-activated glue, were added. Note how alternate strips are tacked down, then strips in-between are fit. A rubber bag was sealed over the mandrel and vacuum pulled before the whole thing was wheeled into the autoclave.

Finishing the canoe required the installation of two identical mahogany thwarts 31 inches long, two small mahogany decks only 6 inches long fitted between the inwales, two slat seats with mahogany frames, and ¾ inch mahogany outwales cut half-round and held by slot head brass screws. Charley Abramo was responsible for picking the finest cuts of (probably Honduran in the 40s) mahogany from the Thompson lumberyard in Philadelphia. He was a stickler for high quality and the company put aside their best knot-free, straight-grain wood, for him, from which these non-veneer components were constructed. A piece of laminated wood, 2” x 10” x 3/4”, was glued into each end above the ‘joint’ between the stem and plywood, and an oval brass manufacturers tag was mounted to the bow piece with small brass screws. The canoe was sanded and finished with varnish.
The aircraft construction methods they had perfected produced a rigid and durable hull that was less than 1/4" thick, weighing only 45 pounds. Being all mahogany, these boats were beautiful inside and out. The canoes were 16 feet long, 12 inches deep, had slight tumblehome, with a slightly rounded bottom – nearly a ‘shallow-V shape’ perhaps the result of those two layers of cloth along the keel, almost no shear, giving a ‘flat’ profile. They offered the Air Force a canoe to test, which was dropped out of a plane onto land, where it bounced high into the air, then fell still in one piece. This helped win a contract to build 35 small sailboats for the U.S. Naval Academy in Annapolis.

RESTORATION OF AN ALLIED AVIATION / MOLDED PRODUCTS CANOE

Allied Aviation canoe #791 had been donated to the museum at Havre de Grace, MD, but lacking an appreciation for its local interest, management of the museum ‘surplus’ it. Because it was unusual, I snapped it up and went looking for information about Allied Aviation boats on the Internet but found very little, the best being a blog: ‘Old Time World’ by Howard Percival Johnson, Jr. where there is “Wild About Whirlwinds”, Nov. 23, 2010, (http://oldtimeworld.com/blogs/wild-about-whirlwinds/). The fact that an oval brass tag on its stem said Allied Aviation, rather than Molded Products, suggested it was of early origin in the life of the company. It was in rough shape, having suffered several gunwale breaks, rot at places on the hull, inwales and keel, slapdash repairs, and multiple coats of paint including camouflaging. If this canoe had seen hard use for waterfowling on the brackish waters of the upper Chesapeake Bay, it all fits. Worst of all, a wide crack ran halfway around the hull from gunwale to keel. (Figure 7) It’s hard to imagine what sort of forces had been applied to this hull to cause such a crack. Is this the canoe that got dropped out of an airplane?!!

To stabilize the hull, temporary spacers were installed in place of thwarts and a pair of toggle straps hooked end-to-end were wrapped lengthwise around the hull to hold it together. The inwales are an integral component of the hull, glued into place during autoclaving, so with difficulty, and a razor knife, the rotted and cracked sections of the inwales were separated from the plywood and removed. Long scarf joints were cut into the 3/4 inch square mahogany inwales, creating a gap of 18 inches along each side of the bow seat, and new mahogany fit, then epoxied in. Where a section of hull and inwale had rotted away in the starboard stern, a groove was cut halfway through the hull in the inside of the hull, fore and aft from the hole, and a 5 foot strip
of wood, approximately the thickness of the hull, was epoxied in to bridge the gap. The edges of the gap were squared by carefully cutting away rotted wood with a Dremel tool, leaving half the thickness of the hull to the inside when possible. In places like this where I cut into the mahogany plywood, I could not detect the layers of veneer which were used to build it. However, when I sanded too deeply, the change in the direction of the grain made the layers easily detectable. Next, mahogany was cut to hull thickness, about ¼ inch, rotated so that the grain ran the same way as the visible grain of the hull, a shiplap cut on alternate edges, then the gap filled by epoxying in the new mahogany pieces. (Figure 8) That gave an acceptable outside appearance, while the inside was simply filled with epoxy/sawdust. Then a 5 foot section of new inwale was epoxied into place.

With the hull mostly solid again, the only crack that remained was the huge hull crack. Close examination of this crack revealed bits of resin and glass, testifying that somebody in the past had tried a repair. The edges of the cracks did not exactly mate-up, since some bits of wood were missing, and there was also deformation of the hull close to the gunwale. Toggle straps plus pulling the broken inwale ends together with threaded rod wasn’t enough to close the crack. I decided the only chance I had was to ‘knit’ it back together, if only temporarily, a small segment at a time.

Four small eyebolts can be hooked together, leg-thru-eye, into a square and used to pull the edges together. Holes were drilled on either side of the crack, and the square assembled, including two pieces of flat steel with elongated slots on one side. The two pieces of steel, against the hull both inside and outside, hold the two sides of the crack even with each other. As the two nuts on the arms running parallel to the keel are tightened, the crack is narrowed – until cracking noises are heard. About half the thickness of the hull was cut away to create a 1 x 4 inch ‘notch’ bracketing the crack, kind of like doing a backsplice to a cracked rib, and then 1/8 inch thick mahogany cut to fit into it, and epoxied into place. (Figure 9) The process was continued along the inside of the hull, with splice pieces bent to fit the hull curvature when necessary, until the crack was bridged. As you move along the crack 4 inches at a time, the holes that had been drilled for the eyebolts get covered with each successive piece. After four of these patches had been completed, I could see cracks develop in some of them, suggesting considerable strain on the hull, but the patches were adequate to hold it together, if only temporarily.

With the crack closed on the inside surface and the hull shape as good as it could be made, the final inwale splice spanning this crack was glued into place. Then the hull was rolled over and a similar process of splicing in of new wood repeated, except using only two wider and longer strips of mahogany so that the glue joints would be at different places.

About 6” of the stern stem had rotted away. A piece of 1/16 inch mahogany veneer was fit into a groove cut into the inside of the hull, and a mahogany board 1 x 3 x 13 inches, was shaped to fit. These two were epoxied in together to plug the hole.

Several strippers were tried to lift the multiple coats of paint and varnish, with the best being Citrustrip, but
none worked well. It was easier to sand. This revealed many deep cracks in the mahogany, not only at flitch joints, which were filled with white paint. Larger cracks were cleaned out with a dentists pick and hacksaw blade, and filled with epoxy/sanding dust. Several small holes through the hull were located while ‘picking’.

Strips of mahogany about 1/8 inch thick were cut, soaked, bent over the stems and attached with epoxy and nails, reproducing what was originally there.

A mahogany block, 2 x 12 inches was placed over both internal stems, covering the transition between the stems and hull, and to the bow piece the brass serial number medallion was affixed.

One would assume that as the mahogany veneer was laid up on the mold in the herringbone pattern, as was described above, the free edge would run smack-dab down the center of the keel line, but after the keel was off I found that all the screw holes were off to one side of the centerline by ¾ inch. This resulted in some of the edges of the veneers not being fully covered and protected by the ¾ inch wide keel. I sealed along the keel line with epoxy, then when cutting a new keel from mahogany, made it the same height as the original but wide enough to fully cover the flitch joints, just under 1 ¼ inches, tapering to ¾ inch. It’s a mystery why the builders thought they had to add screws to hold a keel which was already glued into place, but they did. The same holes and brass screws were used to attach the new mahogany keel.

Only a bow seat frame was in this canoe when I got it. This was made from mahogany, and the two short members had a rabbet, while the long members did not. There were nail holes on one side only of the rabbet. Was the original seat was simply a flat board or was it slats? Unknown, but three ash slats were installed in both the old and a newly-made seat.

The exterior was hand-sanded with 220 grit paper, tack-clothed, and given a coat of shellac/ethanol 1:1. Next came multiple coats of General high performance top coat water-based urethane, scuffing with increasingly fine sandpaper in between coats, (General Finishes, East Troy, WI, UPC 06016 10523). This product does not change the color of the wood. It goes on easily and dries quickly, but it does not ‘fill’ much. Seven coats were applied.

Some additional fine sanding was done to the inside of the hull, then a light coat of tung oil/turpentine was applied followed by multiple coats of 1:1 spar varnish/turpentine, light sanding with 320 grit in between.

Though broken in several places, the trim strips (or outwales) were not in such terrible shape that they could not be re-used, as was also the case for the original brass screws which are oval head, slot, #8 x 1 inch. Underneath the paint I discovered a couple glue joints, so these trim strips were not one piece mahogany when manufactured. The un-even-ness between the old hull and the outwale became obvious. Wood putty plus mahogany stain was smeared between the outwale and hull much like a bedding compound, filling in gaps. It came as a surprise how strongly the excess putty adhered to the varnished hull, so it had to be tediously scraped off with a razor knife, and the inwales re-sanded. The inwale tops, trim strips and decks then got one coat of 1:1 linseed oil/turpentine, followed by 2 coats of thinned varnish and (one) coat of 100% varnish.

Only bits remained from the original brass stembands, but enough to determine that they were ½ inch, so new ½ inch half oval brass was bent to fit, drilled, and installed with 1”x #8 oval, slot head brass screws.

The finished canoe weighs 50.6 lbs.

Allied Aviation #791 was displayed at the Wooden Canoe Assembly in July 2014. I’ve not seen another, so if you know where one is, please let me know. tommccld@gmail.com
REFERENCES:


3. Information and a photo of the XLRA flying-boat transport can be found at http://www.j2mcl-planeurs.net/dbj2mcl/planeurs-machines/planeur-fiche_0int.php?code=2534

The Allied Aviation XLRA was a prototype flying-boat transport glider built for the US Navy during World War II. It was a low-wing wooden monoplane that could carry ten troops. Two prototypes were constructed, but orders for 100 production examples were canceled when the Navy decided to opt for powered transport aircraft instead.

Partial view of oven/autoclave

The factory on York Road, Cockeysville
SHIPPED 10/1/50

To Government Services, Inc.

Attention: M. R. F. Moisl Manager
Water Sports Center
30th St. At Potomac River, N.W.

Via Washington, D.C.

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WOODEN BOAT RESTORATION REPORT

We are currently working on 2 club member's boats, Trouper II, the 1935 39’ Consolidated, is in for repainting the hull and re varnishing the cabin sides this winter, as well as some new 12 volt wiring to sort out several old repairs over the years. Chesapeake, a 1958 45’ Bug Eye Built by Dickerson of Dickerson yachts, is undergoing cabin repairs and fiber glassing the cabin tops as well as the decks. we are also attending to some unexpected rot found in the bull works and cabin sides.

TGIF is a 1953 20’ Chris Craft Riviera that is getting 12 coats of varnish and new spray rails and rub rails. We are also varnishing a 2003 30’ Hacker Craft that will get 6 maintenance coats by spring time. Final assembly on a 1956 23’ Chris Craft Holiday including new red with white piping upholstery set off by the newly painted blue green floors which is how she left the factory.
The web has become a great tool for collectors of every sort. It surely aids the great and noble search for classic and vintage boats! This quest is half the fun to pursue, research and purchase classic boat “projects.” At any given time I may have up to ten or so boats stashed around. Each is “special”, “full of potential” and unique in its own way.

In my early teens my father purchased a clean used 17’ Boston Whaler Montauk. We water skied and fished with the boat in Delaware. How magical it was to be so quickly transported to an environment of wind, waves and endless sky. Suddenly I could enjoy the birds, the fish, and the amazing sea life. To me it was like stepping into the biggest IMAX screen in the world!

My first boat was a homemade 13’ wooden closed bow runabout with a 35 hp Johnson, built by a retired gentleman in Staten Island, N.Y. It cruised the lakes of New Jersey and up in the Poconos proudly. Crudely built and a bit ugly, she floated and was immensely fun.

I then progressed to a 17’ Higgins wood utility boat with a Chrysler six cylinder engine. It looked great in my dreams! It sat on a trailer badly in need of restoration. After two years it was sold to a man who, like me, had great vision but lacked execution!

This is where the boat acquisition desire took a powerful twist. I discovered the awesome pleasure of just looking at vintage boats! The pleasing attraction of line and form, the interesting combination of metals, glass and wood, the sparkle of chrome, the utility of aluminum or the gloss of paint and stain. A full fledged hobby was born.

Now to the wood boat pursuit, this is where the journey took a wicked turn. Antique aluminum boats became my passion. Now I looked for vessels such as Lone Stars, Feathercrafts and Crestliners. Then I owned and ran a wonderful 21’ McKenzie Cabin model for years, next a 24’ Lone Star Cruise Liner for several more. Slowly (with electrolysis) the aluminum boat passion faded, (at least for riveted models). Then it was time to “graduate” to welded aluminum boats like the 19’ Crestliner Norseman and a unique 28”“All Family” Marinette cruiser. (pictured)

Soon, fiberglass called to me. How wonderful the lines of vintage pocket cruisers such as Dorsetts, (pictured on cover) Glasspars and Skagits. The industrial designs of the 1950’s and early 60’s was and remain spectacular.

Due to work and life I often depend on others to help with the (always too slow) restorations. Finding master mechanics, carpenters, welders, and fiberglass experts is an art in itself. Little by little a boat gets shuffled about, and low and behold a gem is born.

The latest treasure is a classic Tarpon bass / duck boat modeled after the original 1960’s Skeeter boats. Rotted floor and transom replaced and new “Sea Foam” green paint and upgraded stick steering was added. It is a real blast from the past and great fun to pilot. Special thanks to local member Tim DiGennaro for the awesome gift of this boat.

Now this passion has matured a bit to the “Flipper” stage. What great fun to buy and sell (and of course keep a vintage part or two). Sometimes it’s so I may retain the motor, the hull or the trailer but always trying to enhance the project boats on hand. Sometimes I just sell an older project boat I have in storage for a cooler one that has come along.

This quest for vintage boats finds me great treasures to share with others. Often I send links to friends who have specific boating interests. On occasion they buy the boat I’ve found and it’s great to know that another classic has been saved, (ask Howard)!

It’s true that boat collecting and restoration can be an expensive past time. My collection is of the more modest variety with “flipping” and trading making it affordable. (Or is that just the disease talking)?
As a hobby, vintage and classic boating is truly hard to beat. It involves interesting people, great beauty and design, and a functionality that to me, is pure pleasure. What a great and talented group of people we meet, who share the love of all things nautical.

I realize we are all just caretakers of everything in our lives, including our boats for now. But what great fun to share with others and to restore what we have found! That said, it is easy to also acknowledge the spiritual component of classic boating and collecting.

Few can deny the sense of a higher power when time is spent on the water. Anywhere nature's beauty is on display becomes for me a bit of a spiritual truth. The wind and waves, sky and seas are magnificent in every light. This constant change and beauty surely are part of grand design. What better way to enjoy all of that, than at the helm of a vintage boat, or at the ACBS Chesapeake Bay Chapter Boat Show, - Father's day weekend!
Custom Built Hacker Design
26 ft APBA Gentleman’s Racer
by Charles H Quimby

The hatches will be installed this Spring after the engine is run here at home to inspect equipment functions, systems integrity, etc. I am having a cover made for the cockpit this Winter, and am fabricating a belt guard as well to protect me during tune-ups and adjustments. The trailer is ready to use, but I will be adding aluminum treadplates to the walkaround, and s/s rubrail to the walkaround edges. I put brand new 15-inch heavy duty tires and wheels on, as well. Tongue weight is 460, a bit more than I like, but within spec. I have on order a Davis Unified Ignition distributor that is being set-up to the engine’s factory advance curve. Fuel comes from a 40 gallon tank through a large Carter AFB carburetor. Performance specs for the M426-D Chrysler Marine Engine (factory marine, not marinized) are 420 lb/ft torque at 4000 RPM. Propulsion is a Borg Warner 1.5:1 underdrive. The new 1-1/4 A22 shaft utilizes a Federal flex coupling and a ACME 14x20 cupped four blade prop, and a whip-strut. The main strut was cast to my design. Engine angle is 9-1/2 deg. at the stringer, but the rocker gives me a propulsion angle of around 10-1/2 deg. at the keel. Engine parameters are monitored with a 0-6000 tach., engine and drive pressure gages, engine and drive temperature gages, engine vacuum, battery condition, fuel level, and engine hours. Engine and drive controls are mounted immediately to the left of the 17” banjo steering wheel. Steering is a Tele-Flex non-feedback system connected to a 18” high speed bronze rudder with a 1-14” shaft. There is a 65-pound force bow thruster with dedicated power controlled by a discreetly placed joystick. Most deck hardware is in keeping with the golden age of boating. The four-place seating is in red marine Naugahide, and the floors are in marbled red jute-backed linoleum. The double-planked bottom, topsides, deck as well as the substructure jointry are all CPES-treated and bedded in generous applications of 3-M 5200. The bottom received four barrier coats with three coats of red alkyd over. Red paint above the waterline is one-part poly, and the white is Interlux #1 yacht enamel. The stern lettering, “GRUMPY”, is in Art Deco. There are lots of things I am leaving out, it has taken 5 years work to get it this far, but I am looking forward to this year’s show!
Whether it’s vintage motorcars or classic wooden boats, people collect stuff they love. Collecting crosses many lines – cultural, gender, even taste. There’s a delicious energy and passion around collectors and their collections; they are passionate about their beloved treasures, which was evident all weekend long at this year’s St. Michaels Concours d’Elegance.

ACBS/CBC was well represented at the event with 14 beautiful boats on display, as well as five overall awards being presented to Ebby duPont, Robert Tabas, and Alice Ryan.

If you love cars like Bugattis, Buicks, Duesenbergs, La Salles, or Jaguars – or wooden boats like Garwoods, Hackers, Centuryys, Chris Crafts, or Ventnors – then you won’t want to miss the 9th Annual St. Michaels Concours d’Elegance, so mark your calendar for September 27, 2015.
The boat is a 1972 Wellcraft NOVA, 24’8” LONG, WITH A BEAM OF 8’ 4”.
1972 NOVA was the first year manufactured by Wellcraft, after purchasing the molds from NOVA Marine in 1971, a direct result of the 1970 recession.

NOVA Marine was created by Alan Brown, Dick Cole and Bill Wishnick. Alan “Brownie” Brown, a winning off shore racer; Dick Cole, a noted designer and Bill Wishnick, a well known off shore racer created the NOVA 24 with the deepest vee (24.7 degrees), with a wide running strake. The combination of the two produced the best rough water boat up to 55 MPH. NOVA Marine used twin engines connected to v-drives for power. Wellcraft switched to twin sterndrives, also producing a limited number with a single outdrive. This NOVA is one of a limited few produced in 1972 with a single outdrive.

The man, (Bill McJilton), first admired the NOVA when his neighbor purchased the boat in 1973. Two years later the boat was his.

The NOVA provided much enjoyment for his family. His daughter learned to water ski behind the boat, and the family enjoyed many years exploring the Chesapeake Bay.

As time went by the family grew older, developing new interests, replacing the great days on the bay.

In 1987, they decided to sell the NOVA. After making the decision and agreeing on a sale, it became apparent that this was a mistake. When the new owner arrived, the regret of making the wrong decision was conveyed to the new owner. Being a man of
his word, Bill sold the boat and asked the new owner to bring it back when he was ready to sell. The Nova moved on with the new owner, providing great days on the Chesapeake Bay for his family. Seven years had passed. Bill had not purchased another boat, knowing that the Nova was the best boat for him. Then, one day the owner of the boat showed up in Bill’s yard. He had decided to sell the Nova. Seeing the boat brought back old memories and enthusiasm for the boat. The boat was not as he had remembered it. The bottom had been painted brown, versus white; and the yellow hull had faded. The interior was dirty, but had not been abused. The negotiations began, with the seller firm and as was Bill. A deal could not be made. The owner had planned to consign the boat for sale with a dealer if no deal could be made. Bill wrestled all night with his decision not to buy the NOVA back, at the seller’s price. Early the next morning he phoned the seller to tell him he was coming to get the NOVA. The seller remarked “good”, I was about to call you and tell you to come and get it at your price, they would not accept it in consignment due to the age of the boat. Bill gave the seller his price and brought the NOVA home. Things had changed for Bill and his family, his daughter (Kelly) had graduated from college and had a man in her life (Jeff). Bill bonded with Jeff as the two of them began work to restore the NOVA. The hull was painted, the bottom painted white, a new waterline and lots of cleaning. The NOVA glistened; Jeff a non-boater was introduced to boating and gave Bill the opportunity to share his boating experience and great days on the bay.

On September 13th 1997 Kelly married Jeff and the reception was held at the Sparrows Point Country Club. The newlyweds departed the reception in the NOVA, the first time Jeff was at the helm without Bill aboard.

Once again the NOVA contributed to making a great day. Time went by and Bill was again left to enjoy the NOVA alone. Kelly and Jeff had two son’s who are now at an age to go with Granddad and experience the bay.

Bill rejoined the Antique Classic Boat Society (Chesapeake Bay Chapter) when fiberglass boats became accepted as classics. The Chesapeake Bay Chapter created an award (Best Fiber – Classic) for their annual Antique and Classic Boat Festival held at the ST. Michaels Maritime Museum. The NOVA is 38 years old and is used on a regular basis, to be show quality it required cleaning, polishing, teak refurbished and replacement of the chrome deck fittings. The labor of love was applied and the NOVA glistened.
The trip to St. Michaels (39.7 miles) began early Saturday morning to arrive in time for the show. The conditions on the bay were excellent, another beautiful day on the bay. The NOVA just needed a quick wipe down to look her best after arriving. The NOVA glistened and was a good supplement to the wooden boats, the teak on board provided a transition to fiberglass in a wooden boat society.
The pennant on the bow was also a classic from the 70’s distributed by National Brewery from their skipjack (Chesterpeake) used for promoting their beer. The pennant has Chester Peake (sea gull) on one side and the words Chesapeake Bay …Land Of Pleasant Living on the other. No better words to describe the Chesapeake Bay.

Awards were presented on Sunday and the NOVA was selected as the 2010 Best Fiber-Classic Award winner.

The man (Bill) was proud to be recognized and happy others were able to appreciate the NOVA. The trip home the NOVA performed at its best making for another great day on the bay.
Boys boat ride at St.Michaels, 2012, taken from the Patriot Cruise by Bill Salisbury, of Lake Anna, Virginia a dedicated Antique outboard engine enthusiast. Cole, and Arpeggio, are Chuck and Linda's and Maryanne's family nephews, approximately, and loved the ride so much. the next day they came to me and said, Mr Johnson, - Let's go again! So we did! Another great ride, a little rough. Hard on the thin plywood boat, but it took it! Typical, - later great downwind, though! It's always more fun when the waves are going your way.
Trading Dock

1946 Gar Wood Ensign 16', Chrysler 93 hp Ace, restored to show finish `93, in use many years, sitting last 8 years inside, nice interior and chrome needs paint, excellent bottom, $15,000, Tab Miller 410 867 8670.

1953 Chris Craft 31ft Cruiser $2,000.00 Pete, Centerville, Md. 410 829 4339

Little Giant

Fully restored show winner. Meticulous, original wooden boat from 1938. 26 ft cabin cruiser, 7 knot cruise at 3-4 gallons per hour! Go to www.littlegiantneverdone.com to view photos, read magazine article. This boat is a true gem. Modern amenities tastefully included in the restoration. You can own a piece of history and enjoy this spectacular time machine for years to come.
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