

THE STUFFING BOX



THE NEWSLETTER OF THE CHESAPEAKE BAY CHAPTER
OF THE ANTIQUE AND CLASSIC BOAT SOCIETY

JUNE 2017

A MESSAGE FROM THE PRESIDENT

Hello all,

While writing this in the last week of February, the forecast is for a sunny and 70 degree day. This has certainly been one of the mildest winters in recent memory. This weather has many of us chomping at the bit to get out on the water and do some boating.



This year marks our 30th anniversary of our show in St. Michaels. So far it is shaping up to be one of the best we have ever. If you have always wanted to bring your boat to the show, but haven't, this would be the year to do so. Last year on Monday, we had an after show cruise up the Miles river to the home of Alice Ryan, who graciously opened her home to us and provided us with a wonderful lunch.

This year we are excited to announce our first annual After Show Cruise Week. We are teaming up with the Lake Hopatcong chapter in New Jersey, and planning a cruise week between our two events, starting off with several cruising spots on the Chesapeake and culminating in Lake Hopatcong.

We will be returning again this year to Alice Ryan's house on the Miles river on Monday. Tuesday, we will take our boats up the road to Easton, where we will launch and cruise the Tred Avon River to Oxford for lunch. This destination is close enough so those of you staying in the area can stay at your same location. Wednesday, we will pack up and head North to Havre de Grace, where we will launch our boats on the Susquehanna and head up to the North East river for lunch at the Nauti Goose Restaurant. Havre de Grace offers beautiful waterfront dining, so Wednesday night we will meet at the Tidewater restaurant for dinner. Thursday, we will head to Lake Hopatcong where they have a boat parade Thursday evening, to kick off their show. Friday, can be spent exploring the area and lake, ending with a welcome reception at the Lake Hopatcong Yacht Club Friday evening. Saturday is the show and awards will be handed out Saturday evening.

We hope to attract as many boats as possible so people can enjoy two boat shows back to back. We will be getting all the details finalized in the coming weeks and will share them with you as soon as possible. So mark it on your calendar now and join us June 16th through the 25th.

Happy early spring!

George Hazzard

Cover photo by Al Schreitmueller

A MESSAGE FROM THE EDITOR



Greetings Happy Boaters!

As this goes to print, we are getting excited for our 30th Annual Boat Festival to be held at the Chesapeake Bay Maritime Museum, Father's Day weekend. June 16- 19, 2017. Did you compare the actual photo on the cover with artist's rendition on page 14? Don't forget to visit the Ship's Store...do we have surprises in store for you!

We kick off our Festival with the show opening on Friday June 16. There will be almost 80 beautiful antique and classic boats, including several of our featured boats, log canoes. What is a log canoe, you ask? See the article on the next pages, by the Hon. John C. North and that will answer your question. Come see the incredible log canoes at the show. They will blow your mind. We will have four on land, and two in the water. We hope the crews will take the two out sailing on Saturday afternoon to show everyone what these can do!

So, we have almost 80 boats, 66 vendors for the Arts at Navy Point and several vendors in the nautical flea market and boats in the Field of Dreams. We kick off the festivities with a cruise around Wye Island on Friday. Friday Night is our fabulous Captain's Party. We will have libations that will tickle your taste buds: Rum Runabouts (red), Chesapeake Breezes (blue), and Log Canoes (white). Come sample them and tell me your favorite. I am excited to announce that we will have a Silent Auction. There are some incredible items up for bid. Check out the list in here, and message me if you want to bid, but cannot attend. On Saturday, we have the boat judging, as well as the rest of the boats for display, vendors, live entertainment, seminars, delicious food, and the makings for a grand day. The Youth Program will be offering boats to build and race at the kids pool, under the gazebo. The Youth Judging starts at 11:30 am. The Sunday Awards Picnic is at noon. I cannot wait to see who will win the much coveted Youth Judging Award, as well as the others. On Monday, we again have a cruise on the Miles River, followed by a picnic at Alice Ryan's house. Skip the Bay Bridge traffic and stick around for what promises to be an incredible day.

Thank you Paul Warner, with help from Chuck Warner and others who wrote an interesting piece on the history of our club. Check it out.

We had a enjoyable and enriching experience, and were given the opportunity to have a guided tour of the Naval Academy Museum in late February. The museum was fascinating. The photos do not do the models or displays justice. One cannot help but just wonder at the intricate rigging on the models.

I included a few photos of club members' trip to the Sunnyland Show in Tavares Florida and the St. Johns River Cruise in March. We spied many alligators, manatees, bald eagles, turtles, egrets, and so much more wildlife. The swim at Blue Springs was spectacular, as was the swim at Silver Glen. I shared my new full face snorkel mask, and I who tried it seemed to enjoy the full 180 degree underwater view.

See you at the show and see you on the water!

Stephanie

What is a Log Canoe?

by: The Honorable John C. North

photos by: Marc Castelli

The term “log canoe” is highly deceptive. It suggests a primitive vessel, perhaps sprouting twigs and bark, trough-like in shape and intended to be propelled with paddle or pole, possibly by rustic types intent upon hunting or gathering.

The reality is a bit different.

The log canoe as it exists today certainly had primitive ancestors. There is no question that the first canoes were made by American Indians from large trees, probably felled by fire and laboriously hollowed out with the simplest tools of stone and shell.

Early European settlers in the Chesapeake region used the same basic materials but enlarged upon the single log dugout by placing several (usually three or five) logs together side by side, hollowing them with axe and adze and fastening them together with iron pins. Traditionally, these vessels were constructed with tapering ends so as to go through the water easily. They were totally open with only very narrow decks known as washboards. In sum, they were simply shaped, double-ended craft constructed of tree trunks—clearly log canoes.

These very rudimentary vessels were made in large numbers in the seventeen- and eighteen-hundreds. The federal census of 1880 records some 6,300 canoes on the Chesapeake. Sizable pine trees abounded, and with a bit of skill and the simplest hand tools an artisan could produce a usable canoe relatively easily and at modest expense. It took little imagination to fashion a slender pine or poplar tree into a mast, add a bit of sail, and the owner had a strong, rugged boat well adapted for fishing, crabbing, or oystering.

The earlier canoes were known as keel boats with their center logs being fashioned with a protrusion



on the bottom, or having an additional longitudinal timber added so as to cause the boat to resist slipping sideways under way. Later, Robert D. Lambdin of St. Michaels was said to have fitted the first centerboard to a canoe about 1857. Others claim that the centerboard was introduced at Tilghman Island by William N. Covington.

In an interview recorded in 1933, John B. Harrison stated that there were three basic varieties of log canoe construction as practiced in (1) the Poquoson River area of Virginia, (2) the Nanticoke area of the lower Eastern Shore of Maryland, and (3) the Tilghman Island/St. Michaels area.

The Poquoson were keel boats built of two large logs “with easy lines forward and rather abrupt at the stern, the widest places being a little aft of the center of them. They were rigged with one mast called a foremast, pretty well forward with a short bowsprit and sailed under a foresail and jib. These boats had a smooth skin or outer planking finish and were considered pretty good work and fair sailers especially in heavy weather as they were built to use in rather rough water and their easy bows helped them to cut through the water easily. They were only used as workboats as far as I ever knew.”

The Nanticokes were “mostly built of three logs and while the Poquoson boats were built with quite a lot of deadrise, the Nanticoke boats were nearly flat on the bottom. They were also built with long straight side lines and sharpened off a little blunt at either end. These boats were built up about as far as the logs would work and finished out at the ends to suit the proper sheer and then were planked up with what we called outside raising. A board was bent around and fastened through the main hull to make it water tight and usually eight or ten inches wide to top height.”

These boats carried two masts, a foresail and a mainsail and an unusual jib called a spanker. This sail was mounted on a short boom or club and was positioned out over the bow at nearly a forty-five degree angle.

The Tilghman Island/St. Michaels canoes were generally built of three to five logs with relatively fine ends. They tended to be fairly low sided and carried maximum beam about midship. They were equipped with two masts and carried a sizable, long-footed jib on a boom which extended well beyond the end of the bowsprit.

The first recorded log canoe race took place near St. Michaels in 1859 for the Douglass Cup. Thomas Oliver sponsored the race, offering a silver cup for first place and a tin cup for last. Mr. Oliver’s canoe won the race, but he very sportingly awarded the cup to the second place boat, *Douglass*, owned by a Mr. Harrison. We don’t know exactly how the racers were rigged, but they almost certainly carried more canvas than the usual small working sail.



As interest in racing grew, boats were designed and built with speed in mind rather than simple utility. Hulls were constructed with thinner logs, narrower beam, and finer ends. Two masts rather than one were stepped and a sail plan evolved with three sails—jib, foresail, and mainsail. (Despite the after mast being shorter, it was called the mainmast.) All this sail spelled instability. This problem was met by placing crew on springboards—sometimes called swinging boards—which were planks a foot wide and twelve to sixteen feet long. One end of the board went under the leeward washboard and the other end extended to windward to support the athletic crewman, who was, ideally, fast, strong, and heavy. Tacking was tricky. It was essential that the heavy boards, sometimes as many as six on the largest boats, be shifted at just the right moment, otherwise a capsize was a certainty. Jibes were frightening and much to be avoided if at all possible. It was understood that all hands on a canoe had to be capable swimmers.

As time went on the sailing rig not only got larger but also got more complex. New sails were put to use, collectively called “light sails.” These included kites—triangular sails set at the head of the foremast, staysails set flying between the masts, square sails set on both the fore and the main, and on the biggest canoes there was even a twin to the foresail, set on the opposite side of the mast and useful only when going dead downwind.

It rapidly became apparent that the free standing spars would have to have support. Wire shrouds appeared, at first without spreaders and later with. Evolving class rules prohibited backstays and forbade standing rigging entirely on mainmasts. Solid pine masts were replaced by hollow ones of spruce. Straight sprits were discarded in favor of hollow ones curved to the shape of the sail. Traditionally shaped centerboards and “barn door” rudders were eclipsed by narrower, deeper designs, foil shaped in section. Instead of solid planks, springboards were developed of lighter, hollow construction.

In the 1950s fiberglass began to be used to cover the old hulls. At first there was some argument that it was inappropriate to use modern materials on this sort of vessel of historic significance. But it soon became apparent that if the aging canoes were to continue to race and be driven hard it was necessary to do everything reasonably possible to hold the old logs together and preserve as much of the original fabric as could be saved.



Every conceivable effort was made to extract more and still more speed. Some canoes had their after (“main”) masts moved still further astern so as to provide room for a longer fore sprit and thus more area in the foresail. Class rules required masts, sprits, clubs, and jib booms to be constructed of wood, but kites could use spars of aluminum or carbon fiber. Some of the older canoes with narrow beam aft had additional wood added below the water line to give additional buoyancy and prevent the stern from settling at speed.

Sails are now universally of Dacron or similar fabric, the beautiful old Egyptian cotton having disappeared in the late 1950s. Linen, manila, and cotton lines are likewise long gone, replaced by synthetics of low stretch and enormous strength. Stainless steel shrouds have been replaced by lightweight Spectra and other high tech cordage on some boats.

Today's log canoe sailors seem agreed that every effort should be made to maintain the traditional look and spirit of the boats. At the same time the use of modern adhesives, rot inhibiting chemicals, fiberglass and similar fabrics serve to preserve and protect the boats, helping them to go through the water faster and provide a higher degree of safety for their crews. There are no restrictions in the class rules as to mast height, sail area, depth of centerboard or number of crew. Emphasis is placed on the continuing use of wood and maintaining traditional proportions. ■

A BRIEF HISTORY

CHESAPEAKE BAY CHAPTER - THE ANTIQUE & CLASSIC BOAT SOCIETY

by: Chuck Warner, Paul Warner, Jim Holler, and John Into

The Chesapeake Bay has always been a place for boats, especially in the Annapolis area, where a small group of like-minded people happened to meet. In 1976, when almost all new boats were made of fiberglass, this group shared a common love for boats made of wood. They also shared their knowledge and skills, essential to the restoration of "woodies." Among this group were Chuck Warner, Paul Warner and Herb Zorn, the two latter of whom were members of an association called The Antique & Classic Boat Society (ACBS), organized that same year in Lake George, New York, by other like-minded people who were dedicated to the preservation of historic, antique and classic boats.

This small, but dedicated Chesapeake contingent, traveled North to early ACBS shows which further inspired them and their desire to share their love for wooden boats in the Chesapeake region. They sought out thirteen other enthusiasts in order to qualify for a charter from the ACBS. In 1982 the Chesapeake Bay Chapter was born. With Herb Zorn as president, planning began for boat shows that would bring together others to learn, share and enjoy the love of wooden floating art. Chris~Craft, Garwood, Century, Hacker and other classic wooden boats had a home where like-minded enthusiasts could come together.

In the early 1980's Chesapeake Bay Chapter members worked hard to increase awareness and interest. Public exhibits included a display of one boat in Annapolis, then an "in water" display in Baltimore's Inner Harbor, followed by a display in the Baltimore Convention Center. Chapter members towed several boats from the Chesapeake Bay to show at the Antique Boat Museum in Clayton, New York on the St. Lawrence Seaway. In the mid 1980s the ACBS headquarters moved to Clayton. The Antique Boat Museum is now recognized for its large collection of antique boats. The Antique & Classic Boat Society currently has 54 Chapters with over 14,000 members.

The Chesapeake Bay Chapter and its members have made significant contributions to the ACBS International and to the world of preservation and restoration of historic boats. It isn't possible to mention them all here. In 1984, with the help of ACBS Treasurer Jim Holler, the Chesapeake Bay Chapter hosted the annual meeting of the ACBS International at the Mariner's Museum in Williamsburg, Virginia. This meeting was instrumental in the Chris~Craft Corporation's agreement to donate their archives, including sales records and drawings to the Mariner's Museum, which made it possible for Chris~Craft boats to be restored exactly to the original conditions in which they left the factory. The availability of "The Chris-Craft Collection" set new standards for the quality of classic boat restoration.

A number of Chesapeake Bay Chapter members have gone on to become Board Members and Presidents of the ACBS International. In 1986, Bill and Ginny Firth, of Easton, set up the first meeting between The Chesapeake Bay Chapter and The Chesapeake Bay Maritime Museum. The first Antique & Classic Boat Show in St. Michaels took place in 1987 with 25 boats. It was the beginning of what has become a tradition that occurs for three days every Father's Day Weekend. Since the first Antique & Classic Boat show, several dozen members of the Chesapeake Bay Chapter have worked hard to make it grow and it still does.

The boats at the core of the show represent history. They represent a sequence of designs, some very successful, others not so successful. They represent things that we remember from summer days of our youth. They represent style, which changed significantly from decade to decade. They represent craftsmanship of a kind that was once all around us, but is rarely seen today. They are beautiful and the passion around them is easy to understand. In the mid 1990s the boat "show" became a "festival" with the addition of vendors and other activities. Among the first twenty or so vendors were boat restorers, boat builders, antique boat parts specialists, and other marine vendors. There were also a significant number of artists, including painters, sculptors and others. At that time, the festival began to be recognized as the largest show of its type in the Mid-Atlantic region. The Arts at Navy Point, became part of the show's name in 2010 when it was realized how many artists and artisans were among the vendors and that some among them were locally, regionally and even nationally recognized for their work.

Other features of the Antique & Classic Boat Festival are: The Nautical Flea Market, where people can come to sell and find "hard to find boat parts", and other nautical goods; The Field of Dreams, where classic boats can be bought; Kid's Programs, Youth Judging, Seminars on a wide range of related topics and much more.

In addition to wooden boats, early fiberglass boats, as different from the fiberglass of today as they are of their wooden predecessors, have become a popular part of the show.

In the intervening years, The Antique and Classic Boat Festival, has grown to include over one hundred boats and over sixty vendors and artists. The Chesapeake Bay Chapter of the ACBS now has hundreds of members. Thousands of people, including attendees, boat owners, vendors and artists, come to the festival from throughout the US and Canada.

All of this started because of an interest shared by a few like-minded people who pursued what they love doing.

CLUB ACTIVITIES A GUIDED TOUR OF THE NAVAL ACADEMY MUSEUM



We were fortunate enough to receive a guided tour of the Naval Academy Museum in late February. We first had a lovely lunch at Dahlgren Hall and then on to the guided museum tour. The museum was fascinating. We were able to see magnificent models of ships. I believe I heard our guide say that this is the largest collection of model ships in the world. Look at the intricate detail in the rigging.



These two display cases captivated all our attention. One holds ceremonial sabres, given in honor of heroic and significant events. The display of rings was beautiful and sobering. Each class is represented by the ring of a graduate who gave their life in service to our country, and there are some that are too recent.

We saw displays from John Paul Jones "I have not yet begun to fight!" to Capt. James Lawrence "Don't give up the ship!" and Adm. David Farragut's "Damn the torpedos, full speed ahead!" We saw displays of the earliest naval sailing ships up to the Nautilus, the first atomic submarine and the vessel that travelled under the North Pole, as well as displays on graduates in the Space Program, and significant contributions from women graduates. It was an enjoyable day, and an opportunity to remember and learn.

CLUB ACTIVITIES TAVARES AND THE ST. JOHN'S RIVER CRUISE

Several club members journeyed to Tavares, Florida for the Sunnyland Chapter of ACBS Boat Show. This is the first show of the year, and a chance to thaw out and enjoy some Florida sunshine in late March. If you have not gone, plan to do so soon. If you have gone, plan to meet me and others again for luscious libations, good music and memory making.



A line up of beautiful boats.



Wooden U?



Bob Fletcher (and the boat builder as Captain) gave us the ride of our lives, in his very special Garwood **Razzle Dazzle**. I have never gone so fast or laughed so hard! Alice Ryan and Victor duPont joined me for the cruise. Ask us to tell you the story about a very expensive boat and karma.

CEREMONY TO RENAME A BOAT

Renaming a boat is not to be undertaken lightly, for fear of enraging the God of the Sea



According to legend, each and every vessel is recorded by name in the Ledger of the Deep and is known personally to *Poseidon* (Greek), or *Neptune* (Roman), or *Odin* (Scandinavian), the god of the sea. It is crucial to gain permission and to follow the steps to gain favor and following seas. First, one must purge its name from the Ledger of the Deep and from *Poseidon's* (or *Neptune's* or *Odin's*) memory.

This requires the removal or obliteration of every trace of the boat's current identity. This is essential and must be done thoroughly.

Once you are certain every reference to her old name has been removed from her, all that is left to do is to prepare a metal tag with the old name written on it in water-soluble ink. You will also need a bottle of good Champagne. Begin by invoking the name of the ruler of the deep as follows:

Oh mighty and great ruler of the seas and oceans, to whom all ships and we who venture upon your vast domain are required to pay homage, implore you in your graciousness to expunge for all time from your records and recollection the name (say the old name of your vessel) which has ceased to be an entity in your kingdom. As proof thereof, we submit this ingot bearing her name to be corrupted through your powers and forever be purged from the sea. (Drop the metal ingot into the sea)

In grateful acknowledgment of your munificence and dispensation, we offer these libations to your majesty and your court. (Pour a good amount of champagne into the sea.)

Oh mighty and great ruler of the seas and oceans, to whom all ships and we who venture upon your vast domain are required to pay homage, implore you in your graciousness to take unto your records and recollection this worthy vessel hereafter and for all time known as (insert the new name), guarding her with your mighty arm and trident and ensuring her of safe and rapid passage throughout her journeys within your realm.

In appreciation of your munificence, dispensation and in honor of your greatness, we offer these libations to your majesty and your court. (Pour another generous amount into the sea.)

Finally, you must also appease the gods of the winds. This will assure you of fair winds and smooth seas. Because the four winds are brothers, it is permissible to invoke them all at the same time, however, during the ceremony; you must address each by name. Begin in this manner:

Oh mighty rulers of the winds, through whose power our frail vessels traverse the wild and faceless deep, we implore you to grant this worthy vessel (Insert your boat's new name) the benefits and pleasures of your bounty, ensuring us of your gentle ministrations according to our needs.

(Facing North, offer a generous pour to Great Boreas.) Great Boreas, exalted ruler of the North Wind, grant us permission to use your mighty powers in the pursuit of our lawful endeavors, ever sparing us the overwhelming scourge of your frigid breath.

(Facing South, offer a generous pour to Great Notus) Great Notus, exalted ruler of the South Wind, grant us permission to use your mighty powers in the pursuit of our lawful endeavors, ever sparing us the overwhelming scourge of your scalding breath.

(Facing East, offer a generous pour to Great Eurus) Great Eurus, exalted ruler of the East Wind, grant us permission to use your mighty powers in the pursuit of our lawful endeavors, ever sparing us the overwhelming scourge of your mighty breath.

(Facing West, offer a generous pour to Great Zephyrus) Great Zephyrus, exalted ruler of the West Wind, grant us permission to use your mighty powers in the pursuit of our lawful endeavors, ever sparing us the overwhelming scourge of your wild breath.

The remaining champagne is consumed by the Captain, and all who attend the ceremony.





30th Anniversary Festival

Chesapeake Bay Maritime Museum

St. Michael's, Maryland

June 16 - 19, 2017

BOATS REGISTERED FOR THE SHOW

Miss Adventure	1971 Egg Harbor Convertible	Peter Doolan
Heart of My Heart	1992 Kavalk Runabout	Gary Van Tassel
Champagne	1968 Mariner Ketch	John Seyna
Good Vibrations	1977 CC Tourn. Fisher	Jim & Toni Schller
	1959 Cent. Coronado	Pierre & Karen Filipower
Memory Lane	2016 Hagen Runabout	Bill Hagen
Restoration	1960 Stephens Bros. Cruiser	Bill Rhodes
Mirabelle	2008 Hammond Streamliner	Pete Kostik
Handshake	1960 Ches. Deadrise	Robert Smith
Nonplus	1971 Hatteras	Jack McKim
Swiss Miss	1965 CC Runabout	Fred Endy
Outa Site	1993 Jersey Skiff	Bill Buff
Sunburn	1960 Dorsett Catalina	Stephanie Ryan
Dolphinitely	1980 CC Catalina	Stephanie Ryan
Sweet Mahogany	1962 Ideal CC Runabout	Charles Preuss
Traveler	1972 Bristol Trawler	Rick Derrick
Sea Deuce	1959 Cent. Coronado	Nick Arnone
Heaven On A Sunday	1963 Century Sabre	Ray & Ann McDowell
Marys Gift	1956 Beall Caroline	Bruce Weeks & Lucia
Sam V	1964 Rybovich Sport Fish.	Robert Melton
Bella Barca	1960 Dyer Glamour Girl	Ron Fortucci
Dear Friend	1928 CC Model #1 Runabout	Ebby duPont
Bully	1956 Krogman Comet Sailboat	Elliott Oldak
Eve	2017 Cook Log Canoe	John Cook & Eve Love
THE SHIEK	1986 Zebcraft Gold Cup Racer	Jay Spiegel
Witchcraft	1903 Lawley Sailboat	Dave Butler
KIDD	2012 Hood Gent. Racer	Bill Hood
Ray's 1 st	1961 Whirlwind	Jay & Joanne Pew
Zip	1948 Mibm Marina Jersey Skiff	Doug MacFarland
Insanity	2012 Sked Jersey Skiff	Dan Clapp
Bay Belle Marie	1973 Lyman Hardtop Sleeper	Bruce Ogden
Miss Betsy	1956 CC Boat Kit	George Hazzard
Della Louise	1959 Lyman Sleeper	Ray & Della Glenn

ADONIA	1947 Trumpy Cruiser	Ed Tillet & Gray Kiger
Whaler	1965 Fisher Eastport	Alan Trombley
	1960 Sea King Runabout	Tom Rapalus
Halleyluiah	1957 CC Capri	Ed Halley
Baby Blue	1962 Old Town Canoe	Will & Ann Biddle
Hoppy	1938 CC Deluxe Utility	Frank Hopkinson
The General	1950 CC Sportsman	Rick Watson
ANNTEK	1931 Dodge Runabout	Maurice Dunigan
Maggie	1978 Lyman Cruisette	Hank Reiser
NUTHATCH	1975 Lyman Sport. Utility	Andrew Kreitzer
Miss Wye	1975 Todd Runabout	John Todd
Jay Dee III		Chad Brenner
Jersey Girl	1964 CC	Carl Broadbent
Nova	1972 Wellcraft	Bill McJilton
Indian Girl	1912 Canoe	Don Boehl
Chinook	1911 Fay and Bowen	Jim & Margaret Moores
Retrospect	1958 Cent. Coronado	Tom Donley
Memories	1954 CC Kit Boat	Jerry Donley
Bandit	1948 CC Runabout	Adam Schneider
Venturer	1984 Cheoilee	Tom BarbaLinda Godfried
Mary Kathryn	1957 CC Salon Yacht	Lyn Schuler
Sea Sharp	1973 Motor Yacht	Charles Dolbey
CB	1962 Whirlwind	Ross McCausland
Cocktail Island	1969 CC Lancer	Paul & Sandy Warner
Cat's Meow	1969	Jim & Diana Shotwell

LOG CANOES

Island Bird	1882	28"	Hon. John C North
Island Lark	1901	54"	Ebby duPont Cory Devlin
Silver Heels			Bob Hughes
Flying Cloud	1932	35"	CBMM
Marianne	1916	22"	CBMM
Bufflehead	2015	21"	CBMM
Eve	2017	20"	John Cook Eve Love

SEMINARS AT THE STEAMBOAT BUILDING

Seminars: Friday, June 16 and Saturday, June 17

STEAMBOAT BUILDING

Friday, June 16

2:00 PM “Chesapeake Log Canoes – Preserving Historic Boats, Preserving Traditions: With Pete Leshner, Chief Curator, Chesapeake Bay Maritime Museum

3:00 PM “Aesthetic Guide to Collectible Cabin Cruisers 1940 to 1970”
Special presentation with Jeff Beard, Past President, CBC-ACBS

Saturday, June 17

10:00 AM “Propeller Technology from Cup to Pitch”
With Gary Van Tassel, Principal, VT Design, Norfolk, VA

11:00 AM “JFK’s Honey Fitz, Hemingway’s Pilar – Master Restorations by Moores Marine Conversations with Jim Moores, President, Moores Marine

1:00 PM “Chesapeake Log Canoes – the Show’s Feature Boats”
Special Presentation by the Honorable Judge John North, Former Chair, Chesapeake Bay Critical Areas Commission, CBMM Founding Member and Past President, with Marc Castelli, Award-Winning Maritime Artist, Chestertown, MD

2:00 PM “Stitch in Time: Antique Boat Upholstery”
With Eric Zelman, Smith Mountain Lake Chapter, ACBS

SILENT AUCTION

This year, we are very excited to announce there will be a Silent Auction at the Friday Night Captains Party. Come ready to bid on:

Epiphanes. \$200 Value case of product

Black Dog Propellers. \$200 Gift Certificate for prop analysis, and tweaking of your props to gain more speed, better RPMs, better fuel mileage.

BoatUS. One Year Unlimited Salt Water Towing Membership One Year. Value \$149

Bistro St Michael's. Dinner for Two. Entrees, appetizers, and dessert. Value \$165.

Blackthorne Irish Pub. Gift Certificate. Value

Gatsby's. Gift Certificate \$100

Pizazzzz. A stunning red "It Bag" Value \$85; A lovely nautical scarf, Value \$28 and a nautical necklace with anchor. Value \$22.

DBS Fine Jewels. A Sterling Silver Crab Basket charm bracelet Value \$170

Chesapeake Trading Co. A beautiful blue lacquered sailboat blueprint serving tray. Value \$95

Flamingo Flats. One of the nation's oldest purveyors of hot sauces and other tasty treasures. Gift certificate \$25.

TradeWhims. (Alice Ryan) A very special gift for someone special.

A hand painted copper aged window picture frame. Made and donated by Stephanie Ryan. Value \$80.

And more...

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¼ page ad \$250

½ page ad \$350

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THE STUFFING BOX

EDITOR: STEPHANIE RYAN

NEWSLETTER OF THE CBC ACBS

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