



North Coast Ohio “Beacon”

November 2025

‘FROM THE HELM’

HAPPY NEW YEAR ALL MC MEMBERS!

Let's hope for a healthy and prosperous 2026 filled with enjoyment of our classic boats and ACBS friends. To start off the year we have an interesting “Club Meeting”, Tuesday January 13 at the New Era Restaurant, 10 Massillon Road, Akron, gathering at 5:30 – 6 pm. I'm calling it a Club Meeting because we want to emphasize our meetings are for not just the board members but all members and their friends who may be interested in joining as well.

Our first meeting will have a discussion about what all is planned for the year and then we will be treated to a “Show and Tell”. Bob Joynt has offered to bring in a number of his small antique outboard motors and give us some history of the manufacturers. Also, Bob just recently published an article in the Lyman Owners Association magazine the Clinker where he talked about the benefits of registering our classic boats as historical watercraft. Did you know that you can also register a classic boat trailer for historical designation? We look forward to Bob's display and information.

We wrapped up 2025 with a wonderful annual meeting at the beautiful Turkeyfoot Island Club, Dec. 6. A crowd of 43 members and guests witnessed the unanimous elections of Gil Maringer for President, Dan Ritchey Vice President, Mike Rutherford Treasurer, and Cristy Morgan Secretary: all to one year terms. Some Directors were elected for 3 year terms (2026- Dec 2028): Mike Hakes, Ashley Ritchey, Pat Gramley, Brian Morgan, and Doug Brooks. They joined our

other Directors: Gary Kosiba (Dec '26), Bud Long (Dec '27), Dave Nau (Dec '27), Walt Stashkiw (Dec '27), John Vorhies (Dec '26), Byron Kruger (Dec '26) and Past President, Dave Rosenberger.

Along with a fine catered meal we were treated to Mayura Pierson's delicious Thai dumplings. Ashley Ritchey also brought us a beautifully decorated variety of 4 cakes for dessert. We certainly did not go home hungry thanks to those ladies.

Finally the awards were presented: Gil awarded the President's Trophy to John and Kim Vorhies for their outstanding work on boat show registrations, show participant dinner orders, T-shirt orders, gift bags to show participants, assistance with deck assignment, and preparation of dock placards. It was mentioned that John and Kim have done these jobs and much more for many years and they both are vital members to the success of our boat show and our chapter.

Next VP Dan Ritchey presented the John Smith Community service award to our Membership Chairman, Walt Stashkiw. Walt has contributed much time to bettering our chapter with his work on membership as well as serving on the boat show committee. He has been a past president of NCO and was very involved as a director of the ACBS for many years. Dan mentioned Walt's over 25 years in the Air Force Reserve where he achieved the rank of Lieutenant Colonel and was a recruiter who brought many people into service. Walt had just recently had knee surgery but his wife Kathy was present to accept the trophy.

A surprise was waiting for Dan when he was asked to read and present the next award, the First Mate award, because it was given by the nomination committee to his wife Ashley. Since joining our chapter with Dan she has been very helpful in arranging a boat show auction and a video drone filming of our show. She has also spoiled us at events with her delicious desserts and has helped Dan in the restoration of their boats as well as bringing them to our events. The award was certainly well deserved.

Last but not least was the Golden Hose Clamp Award in which we have fun with a boating related mishap that occurred during the season. This year on the way to the Clayton N.Y. ACBS International boat show Mike and Bonnie Hakes were towing their boat when just after entering New York some deer crossed the highway and Mike couldn't avoid hitting one. There was some serious damage to the truck but they were able to make it to Clayton and enjoy the rest of the week. But upon further investigation by the awards committee it was found that Mike

was at fault for not having a deer horn. So one was specially engineered for his truck. It was also found that Mike violated some serious New York laws regarding protected animals. Gil was deputized, charged Mike with some rather strange crimes, then put him in hand cuffs to be taken to prison for trial. He was a really good sport and we all had a lot of laughs.



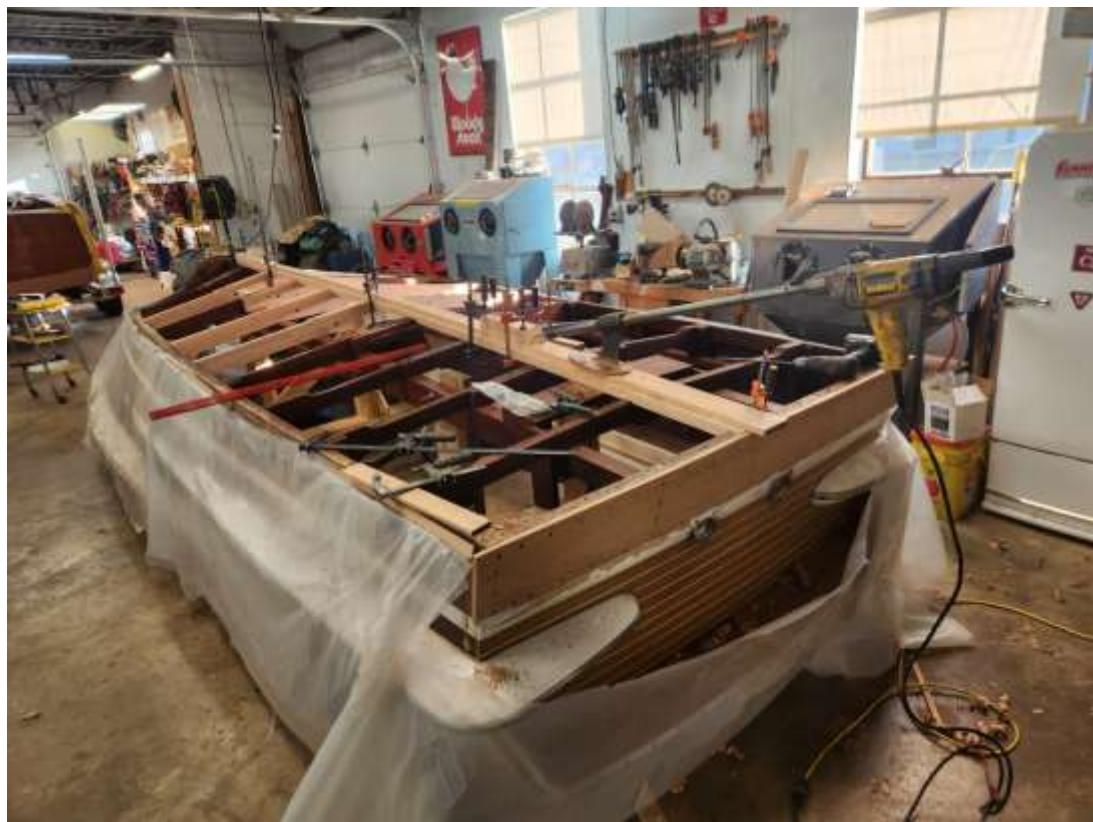




OTHER NEWS: We will be reporting on the progress of some of our members boats that are being restored. You will see some photos as they move through the process. Bill and Beth Padisak's Chris Craft SuperSport is getting a new bottom and Gil and Cheryl Maringer's Chris Craft Sportsman, "Keeper" is having some 75 year-old planks replaced. Both projects are at the Motor Boat Garage in Cincinnati. We know there are others in the works, so please share your stories and photos with us.

-Gil Maringer, President







Motor Boat Manufacturing 90 Years Ago

Going through some historical marine literature I came across my February 1936 Motor Boating Magazine which was a comprehensive preview of the incredible New York boat show. Looking through the 340 pages it was amazing how many boat manufacturers and engine builders there were. The late 1930's were boom years after the devastating Great Depression, and the building threats of European and Asian world wars were not yet much of a concern to Americans. Economic predictions in the magazine were rosy, labor was plentiful and cheap, and manufacturing was growing in all sectors. The ability of milling machinery to produce precision cut metal for more complex marine engines was readily available and the preferred material of boat building, virgin growth Philippine mahogany, was being harvested and imported in huge quantities. With prosperity came demand for all sizes of boats for an expanding middle class and for the upper class who saw cruising as a great way to vacation and as a status symbol. An 18' Chris Craft, Hackercraft, or Gar Wood Utility was priced around \$1,200 while many small cruisers up to 32' being in the \$3,500 range.

The magazine lists 16 major manufacturers of runabouts, sedans, and open boats (utilities as they came to be called). In sizes from 15' to 33' those boat builders listed 204 models which included a wide range of motor options. For cruisers and express cruisers there were an astounding 30 major manufacturers listing 276 models sized from the low 20 footers to many at the upper lengths, even all the way to 75 feet. There were also many yacht builders like Herreshoff, Luders, Consolidated, Dawn, Great Lakes, Mathis, Elco, Huckins, Stephens, and Wheeler who were also advertising their wooden fleet. America's leading marine engine manufacturers listed were 25 which included many huge diesels, a wide horsepower range for gasoline engines, and even some fuel oil burners that had complex carburetion for starting with gas then combining fuel oil for running at speed. Outboard boats were not yet taking over the market but there were 12 major manufacturers building 90 models mostly in the 13' to 16' range. Most of the outboards were priced at \$150 with the highest, a Hickman 19' Sea Sled at \$400. There were only a few outboard motors at the time (Evinrude, Johnson, Elto, Bendix, and Champion). Nearly all the smaller boat building was happening in the Great Lakes region. Michigan and especially the Detroit area was the focal point of mass produced boats for Century, Hackercraft, Chris Craft, and Gar Wood but others like Thompson were in Wisconsin, Lyman in Sandusky Ohio and a number of engine builders were in Buffalo New York. Many of the manufacturers for salt water big cruisers were concentrated around New York City, New Jersey, and

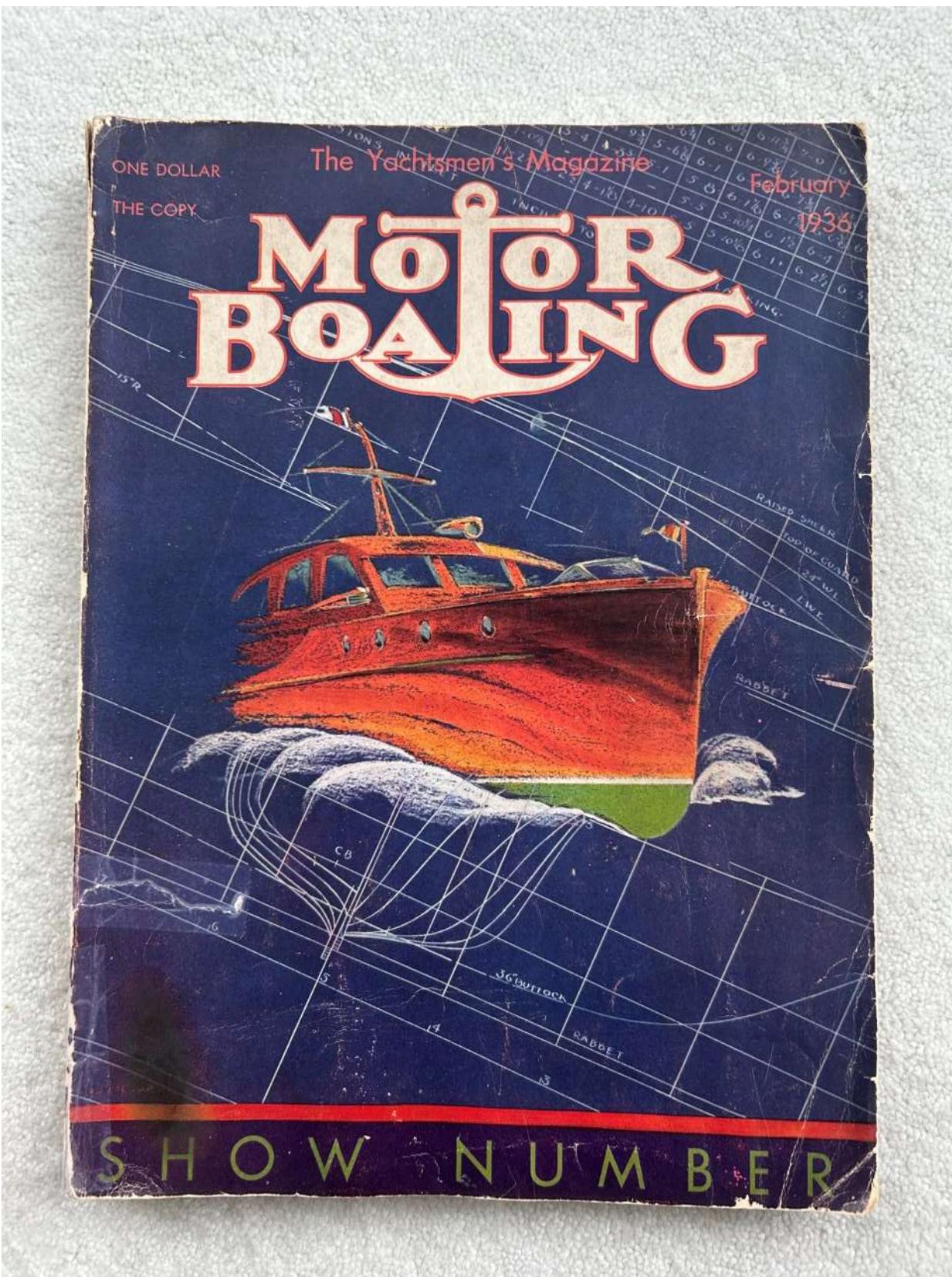
some down the east coast.

With so many companies there had to eventually be a downsizing and consolidation, and as we know World War II sped up that process exponentially. Many of us have never heard or seen many of the boats and engines of 1936. Boat makers like Eddy, Humarock, Jacoby Flyaway, Mishey Wildcat (who built 4 outboards in Cleveland), Brooks, Electri-Craft (the only electric motor boat company), Paul Frigg, American Car and Foundry – A.C.F., Bay City, Colonial, Fairform Flyer, Grand River, Grebe Sunbeam, Marblehead, Riverside Rambler, Sea Phantom, Seaman Sea Skiff, Vinyard, Warrencraft and Wheeler Playmate were listed as major builders back then but are now extinct. Leading engine builders that are very rare or have vanished today were Alfco, Buda, Capital, Falcon, Midshipman III, Palmer, Red Wing Thorobred, Regal, Speedway, Vimalert, Van Blerk, and Winton (9 models made in Cleveland from 150 hp to a 700 hp V-12).

Just like the majestic forests where 8' in diameter Philippine logs were milled to yield 7,000 board feet, the boat and engine builders eventually succumbed to changes from the marketplace, from WWII, cost of labor, depleted wood sources, and new technology in materials and manufacturing innovation called fiberglass.

When you see beautiful surviving wood boats like a Century, Lyman, Old Town, Penn Yan, Hickman Sea Sled, Thompson, Chris Craft, Dodge, Gar Wood, Hackercraft, Ventnor, Matthews, Owens, Richardson or others with their antique Lycoming, Kermath, Sterling, Universal, Hall Scott, Scripps, Gray, Chrysler, Chris Craft, Gar Wood Liberties, and Packard engines just think of their pedigree, the prosperous age from which they came, and how they were admired for their beauty and design, even 90 years ago.

-Gil Maringer, North Coast Ohio Chapter, ACBS





32' Barrel Bow Marblehead

Revealing the greatest forward stride ever made in Power Design—
Created by the Premier Architects of Power Craft—

ELDREDGE-McINNIS, INC.



The 1936 Marblehead 30



The 1936 Marblehead 35

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The BARREL BOW marks this Master Model MARBLEHEAD as away out ahead of all power boats—Beautiful, Fascinating—"The most graceful craft afloat" is the enthusiastic opinion of everyone privileged to inspect this newest product of the Boat Designing and Building Art—and practicable—far more room, on deck and inside, than ever before obtained in a craft even several feet longer—with an underbody and balance of weights giving comfort and safety at sea that all owners have hoped for and which now is offered to the public for the first time. The BARREL BOW MARBLEHEAD is beautifully finished—powered with a Rubber-Mounted Gray Eight—Priced Low.

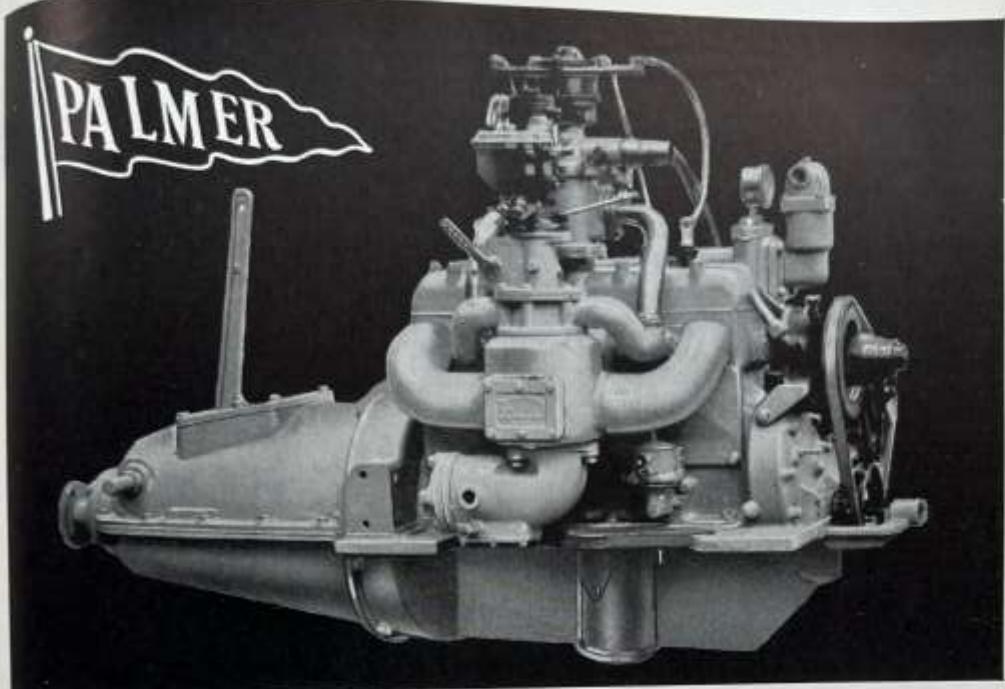
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Write for Folder with details of arrangement, price, delivery dates, etc.

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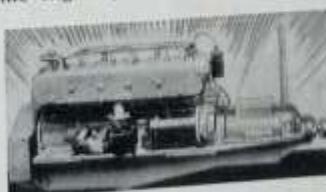


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DEALERS IN ALL IMPORTANT COASTAL CITIES

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FEBRUARY, 1936

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Eddy
AQUA-FLOW
POWER BOATS FOR 1936

Provide... • A RIDE such as you business men never before experienced. New hull form, new weight distribution, unusual dynamic and maneuverability beyond all comparison. Incidentally, it is as fast as it is beautiful.

- **POWER** through the Eddy Marine adaptation of Ford 4 and V-8 motors to marine use. This product has been perfected after many months of wide open throttle, full-load breakdown tests under all operating conditions. Motor service everywhere.
- **SAFETY**. Testing and still more testing. Then refinement of lines and improvement in construction, resulting in stability and special features that ensure new concepts of safety for the whole family.
- **COST SO SURPRISINGLY LOW** in purchase price and operating expenses that every lover of boating should allow the joys of ownership that await those who purchase the EDDY AQUA-FLOW POWER BOAT for 1936.

Your demonstration ride awaits. Only a ride can tell the story. ("The proof of the pudding is in the eating thereof.") Write, wire, or phone for demonstration. Dealer inquiries invited.

Eddy
MARINE CORPORATION
Harrison at Cass, Bay City, Michigan

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of the builder he better understood the problem of finding a wood which possesses in the highest degree the greatest number of those properties which are required to produce satisfactory results, and at a cost which is not excessive. Some excellent woods are handicapped because they absorb water excessively, making for a heavy waterlogged hull. One of the most prized of all woods in boat building is so hard to steam-bend that it is not used for planking. Some woods will hold fastenings better than others; some occur only in short lengths or narrow widths; others, which possess a combination of desirable factors, are only lacking in freedom from knots or other natural defects which reduces the utilization out of a given quantity of lumber.

In these days of fancy cabins and varnished sides, beauty of grain and ability to take and keep a bright finish are just as important as the other physical factors mentioned. Our wives have taken to the water and they demand cabinet finishes where we have been satisfied with paint.

Unquestionably, woods other than Philippine mahogany possess the essential qualities mentioned above, and some of them are superior in certain individual factors, but the experience of practical builders over a period of more than twenty years indicates that probably no other wood has the combination of all of these factors of quality in so high a degree.

The strength and elasticity of Philippine mahogany has been demonstrated by its successful use as planking for thousands of fast boats, both outboard and inboard, including some of the famous class champions. Here the thin planking takes a beating to which ordinary bottoms are never subjected. Such practical demonstration is more convincing than any technical discussion of Modulus of rupture and Modulus of elasticity.

Twenty years ago Philippine Mahogany was used in the United States only for bright cabin-work. Experimental use shortly convinced boat builders that it approached the ideal for bottom and side planking, even where the surfaces were painted and the beauty of grain and figure thus concealed. This use of the wood was suggested for several reasons. It absorbs less water than several other woods. It was found lighter in weight than certain other woods of equal strength. And what was equally important to the builder, it was readily available in lengths and widths which are required to avoid excessive butt joints.

The timber growing in the Philippine Islands reaches enormous size in both height and diameter. The crowns of the trees are very high, and as a result lumber of exceptional length is obtained, free from knots and other natural defects occasioned by low-growing

(Continued on page 282)



A Philippine mahogany log almost 8 feet in diameter, containing over 7,000 board feet of lumber

Sea Phantom



Twin-Screw
Speeds Up to 40 M.P.H.
Marine Metal Fastenings,
Propellers, Shafts and Tubs
Görderich Cutlass Bearings
Three Large Cabins, Including
Spacious Saloon
Radio and Electric Phonograph
Venetian Blinds
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Independent Lighting Plant
Automatic Refrigeration
Disappearing Dinghy
Satin-Finished Corrosion-Proof Fittings

EIGHTY-EIGHT per cent streamlined, the Sea Phantom 48 stands out in bold relief, in design, quality of materials and craftsmanship. It is the cruiser supreme for the yachtsman who places smart appearance, inherent value and dependable performance, plus the comfort of his cruising guests, above mere price. . . . In the Sea Phantom 48 real individuality has been captured. From stem to stern its entire forty-eight and one-half feet radiate personality. A selection of arrangement plans and power plants are available to meet your own requirements.

Yachtsmen wintering in Florida may inspect the Sea Phantom 48 after February fifteenth at the Royal Palm Yacht Basin, Miami.

For Further Information Address Your Inquiry to

SEA PHANTOM CORPORATION
1481 SEAVIEW AVENUE • BRIDGEPORT, CONNECTICUT

**NORTH COAST OHIO CHAPTER
ANTIQUE AND CLASSIC BOAT SOCIETY
----- 2026 SCHEDULE OF EVENTS -----**

January	13	Monthly club meeting @ New Era Restaurant at 6pm. Doors open at 5:30pm.
January	24	Motor Boat Garage Open House, Cincinnati
February		<i>No monthly meeting</i>
March	10	Monthly club meeting @ New Era Restaurant at 6pm. Doors open at 5:30pm.
April		Monthly club meeting: Location and date to be announced
May		Monthly club meeting: Location and date to be announced
June	21	Stan Hywet Father's Day Car and Boat Show
June	26-27	Lake Chautauqua Boat Show and Tour of Lawson Center
July		Monthly club meeting: Location and date to be announced
August	8	All Classics Festival in Huron, Ohio
August	21-22	50th Annual Portage Lakes Boat Show
September	13-20	ACBS International Boat Show in Port Huron, Michigan

(All events will be confirmed in future Beacon Newsletters)