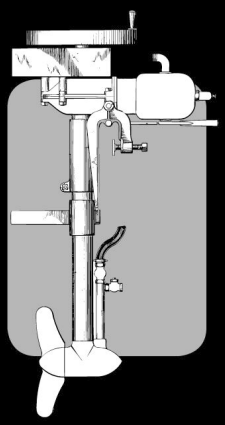
Rowboat Motor Journal

Official Publication Of The

Southern Ontario Rowboat Motor Chapter



Vol 5, Issue 1 2014

Outgoing Chapter President Jack Craib and First Mate Lee Olsen get ready to participate in the inaugural Rowboat Motor Un-Race at the 2011 Constantine Super Meet. Jack ran a 1915 Caille-Sweet Rowboat Motor. This has evolved into a popular event at Constantine, and everyone seems to enjoy the level of participation by the many proud owners of rowboat motors.

THE ROWBOAT MOTOR JOURNAL

Message From Retiring Chapter President

It's been a nice putt, being the self-proclaimed "President For Life", but after April 7th, there will be a new guy at the helm.

Interest in rowboat motors seems to be increasing, and now, with sometimes 3 or even 4 events each season, it will hopefully reach a fever pitch, at least in my dreams. This fall, thanks to Art Sesselberg, the Yankee Chapter will be holding a Rowboat motor meet at Indian Well. That means that with the Constantine Un-Race, the Tomahawk Bess Evinrude Ice Cream Run, and the White Lake Rowboat Motor Regatta, it will be a busy season indeed.

What I've tried to do during my tenure was to spread the word and create an atmosphere where new members are drawn into the rowboat motor world, and the wily veterans are at home too. I think I have succeeded on that front, but clearly more needs to be done with education and gaining a larger audience. I've enjoyed being President of the SORBM Chapter, but now its time to move on.

Thank you for all your support and friendship.

All the best,
Jack Craib, President
Southern Ontario RBM Chapter

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From The Editors Desk....

Allow me to extend greetings to all fellow rowboat motor enthusiasts, and also apologize at the same time. Obviously, it's been quite a long time since the last newsletter was produced. To be precise, we have not had a fresh newsletter printed since the spring of 2011. That is entirely my fault, and my doing (or lack of). For various reasons, I have not been able to focus on the chapter nor the rowboat motors we all love and admire, which are among the several reasons that I stepped down as leader of the RBM Chapter over three years ago. All I will say about that part of it is that hopefully those days are behind me. I feel more energetic and enthused about motors and the club than I have in several years, and I also feel that I can now go about getting back to being a productive member of the chapter again.

At any rate, we're back on the air, and there are a few announcements to make. We are going to have a new Chapter Leader in place soon. Jack Craib has been in charge of the Chapter for several years, and now chooses to step aside and let somebody else take over the reins. During Jack's time as leader, he provided the Chapter with a presence in the eastern USA, established a Yahoo site for chapter events and postings, and refined the "rules" for the Rowboat Motor Un-Race, which has become an annual event at the Constantine Super Meet. Jack has also established what he refers to as "The Bess Evinrude Ice- Cream Run" at the Tomahawk meet, and it also shows signs of gaining in popularity and becoming a mainstay of that shows event schedule. Thanks you, Jack, for all the work you've put in to promote the preservation and use of rowboat motors in the AOMCI.

To take Jack's place, I volunteered to run for the leadership position again. AOMCI member Clark Gordon has indicated that he is also interested in running for Chapter President, so we'll be having an election. President Craib has passed out candidate messages via email.

What's in store for 2014? Well, besides the Constantine Rowboat Motor Un-Race and the Bess Evinrude Run at Tomahawk, the Chapter is participating in an event to be held in August at Clark and Edna Gordon's place on White Lake in Michgan. This event took place last summer as a trial of sorts. I'll admit that I had hopes of this being an event sponsored solely by the RBM Chapter, where mostly rowboat motors would be the choice of propulsion, but as it turned out, the Great Lakes Chapter has taken over the organization of the meet, and has made it open to all boats and motors, regardless of size or horsepower rating. It is listed as the "Rowboat Motor Regatta", but the GLC is the governing chapter. Nevertheless, the Rowboat Motor Chapter plans on having a healthy amount of rowboat motors in attendance again this year, and hopefully yours truly has a better day than I did last year, when basically anything that could have possibly gone wrong did. To sum it up, I forgot the battery for my buzz-box in Canada, had the gas tank on my early Evinrude spring a severe leak, and then had my usually trusty back-up kicker motor suffer a breakdown as well. At that point, I figured it was time to wave the white flag of surrender, and headed home for the day. Should have known enough to take a Caille along instead of two Evinrudes….

Motor gossip – recent motor acquisitions (that I'm aware of) include the following motors finding new home addresses; a 1915 Type 7 Ferro, a Gierholtt (Liberty-drive style), a 1915-16 Evinrude Model D, a 1919-20 Evinrude Model A with the tilt lock mechanism, a Wisconsin, and at least one early skegless Evinrude. Also, R.G.S. Engineering has been working on reproducing the parts for the early accessory rudder that was available for the 1912 Evinrude motors. Pictures and some details are included as part of this newsletter.

If any members have acquired new rowboat motors, are working on any special projects, or just have some rowboat motor information you wish to share in the RBMJ, please forward it to the Editor at your earliest convenience. I have changed mailing addresses, but my email is unchanged, as shown in the box at the far left.

Evinrude Detachable Rowboat Motor – Early Factory Accessory

Rudder Attachment for Evinrude Motors

During one of my visits at a local shop operating under the name "RGS Engineering", the owner was busy working on reproducing a rudder attachment that was originally sold as an accessory for the Evinrude Detachable Rowboat Motor. I have seen this rudder thing clamped onto at least three Evinrude motors of 1912 vintage, but as far as I have been able to verify, this item didn't appear in an Evinrude catalog until 1914 or 15. Perhaps somebody in the chapter may have better information in that regard, as my fourth-generation copies of real early Evinrude literature are both rather sparse and incomplete.

At any rate, the rudder assembly is comprised of three main parts; the rudder blade or fin, the clamp collar or yoke that fits around the drive shaft tube, and the thumbscrew that tightens it in place. There are also three copper or brass rivets used to fasten the rudder blade to the yoke.

Harry Nicholson provided important information to help with this project. The rudder assembly on his 1912 Evinrude was used as the model to copy in order to reproduce it. A full-sized paper sketch was used to trace the outline of the rudder blade onto a sheet of 1/16th inch (0.064") brass, after which the profile was cut out using a band saw. In this image, we see an example of the rudder blade as it looks after being cut out of the brass sheet. It is being used to outline another rudder for a second assembly that is in the process of being built.

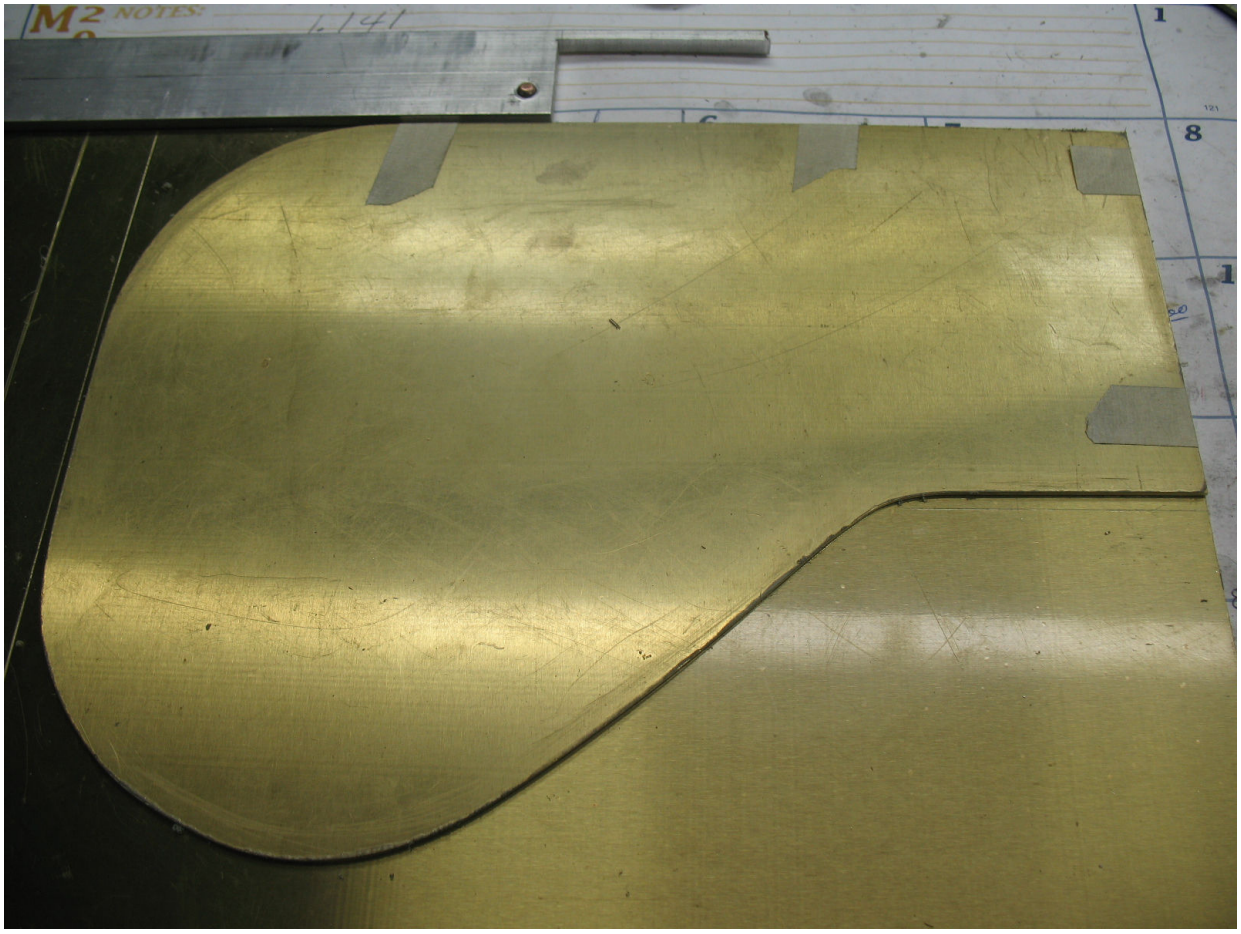


Figure 1 – Sample reproduction rudder made out of 1/16th inch brass using paper pattern

The rudder blade is comparatively simple to make, while the clamp collar or yoke is quite another matter. The original part is a bronze casting which needed to be copied, so a pattern was devised working with dimensions provided off an original sample. The pattern is made up of two halves, which are then fitted together at the foundry when the casting gets poured.

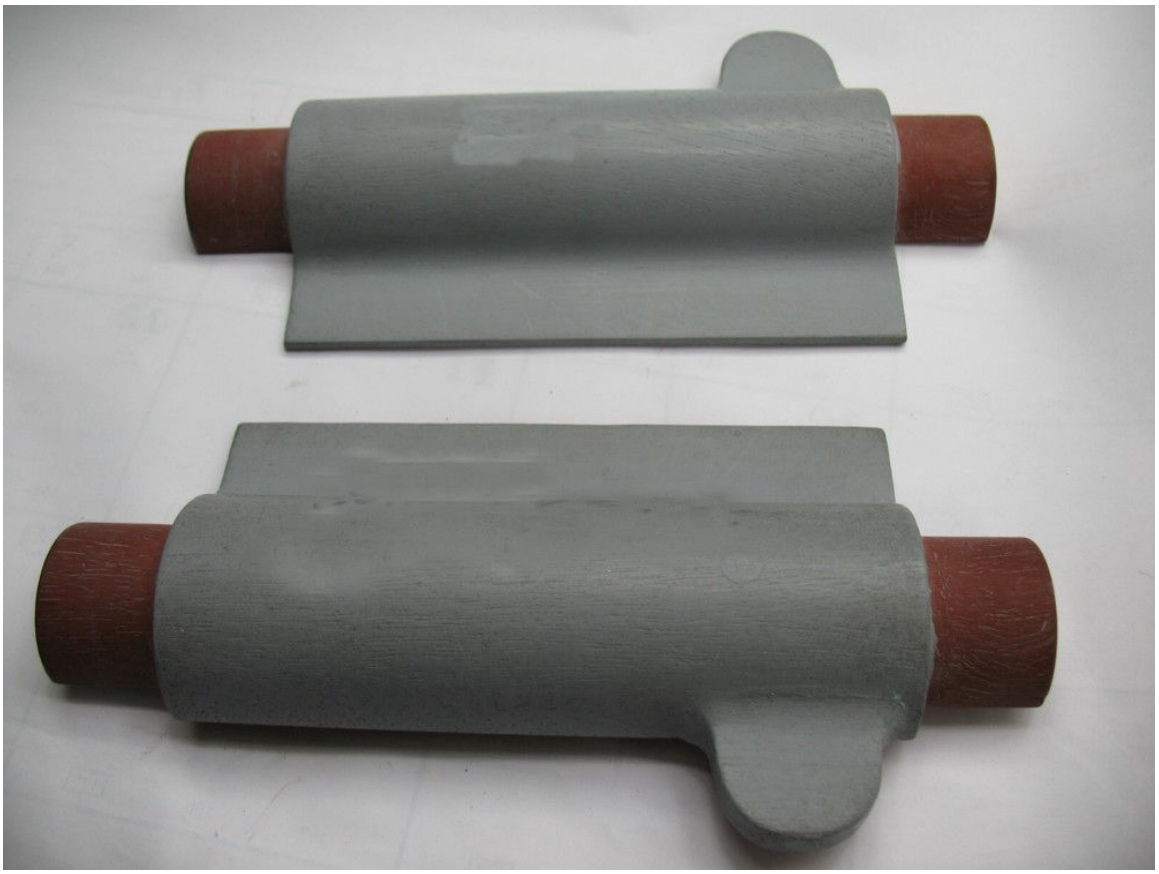


Figure 2 –Separated halves of pattern used to make rudder yoke casting

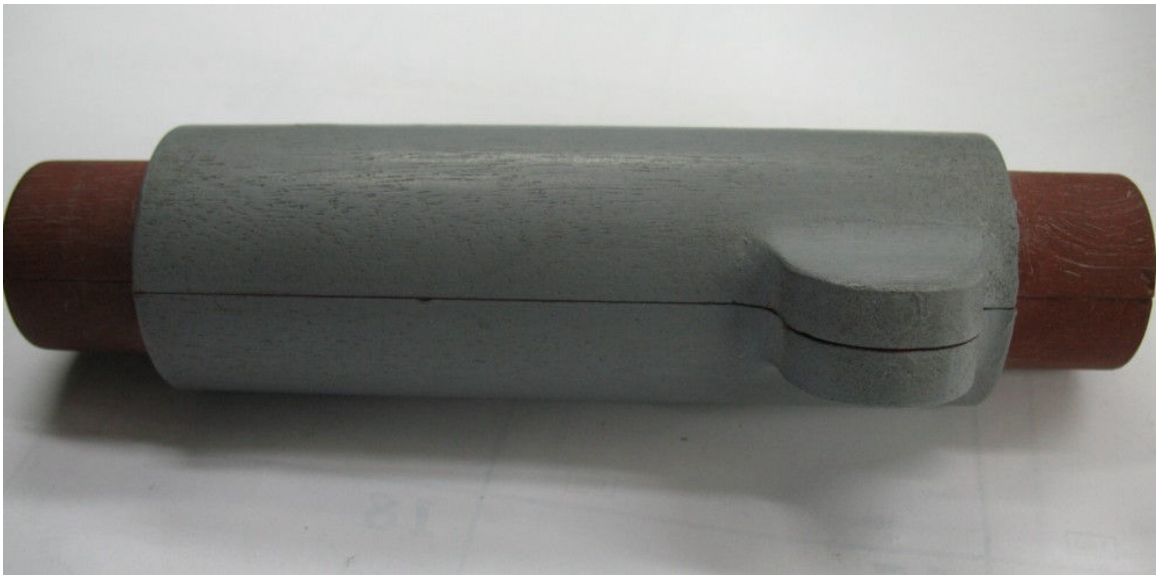


Figure 3 – Pattern for yoke casting assembled

The pattern is used to have a casting poured in silicon bronze. In Figure 4, we see an already partially finished casting being compared to the pattern used to create it.

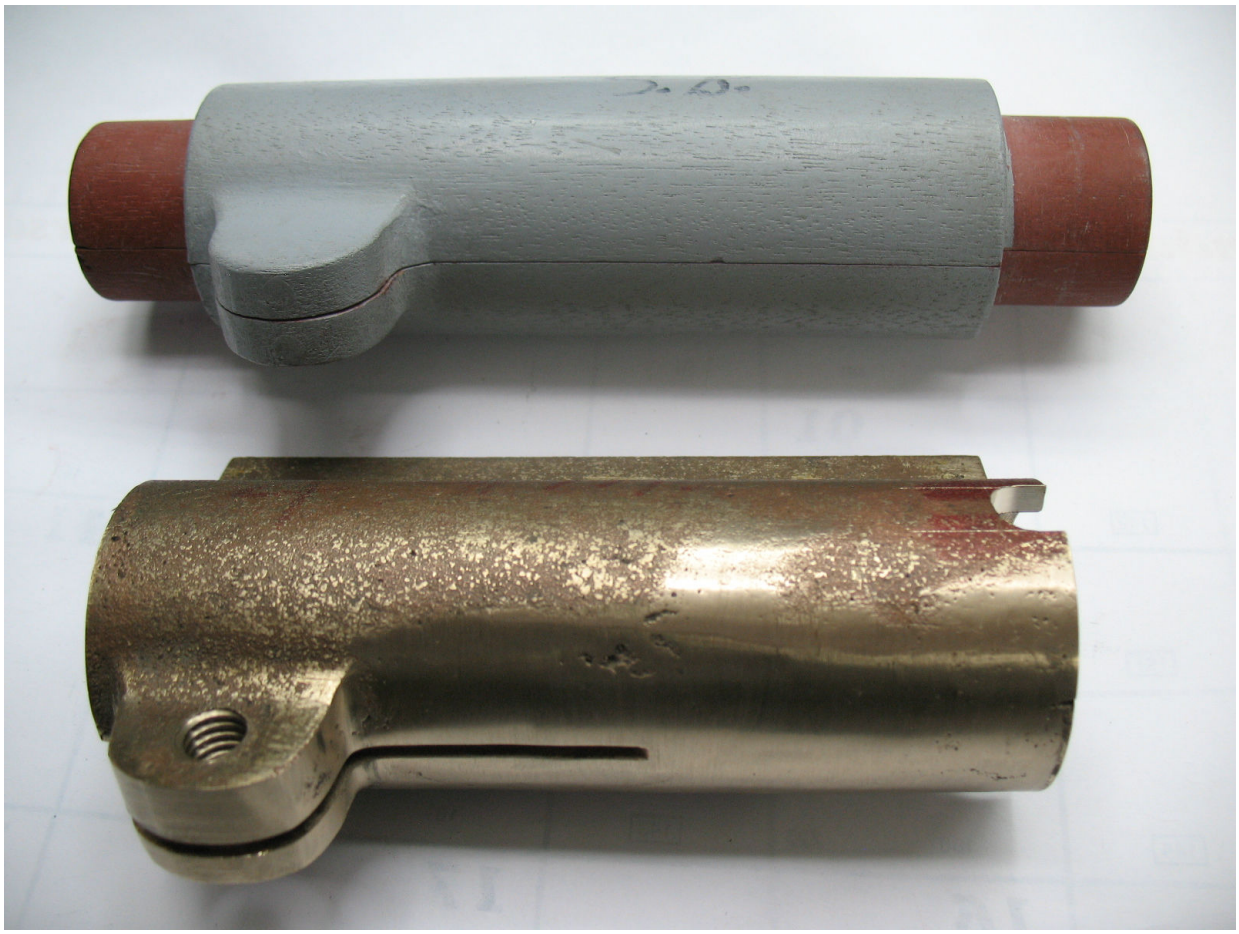


Figure 4 – Partially finished casting and the foundry pattern

Now, for this part I'm sorry that I don't have any images available, so you'll have to rely on my amateurish description of what takes place to get the casting from Point "A" to point "B". Once the raw yoke casting is received, a lathe is used to machine the cored-out centre to the finished size, as well as facing off the ends. The balance of the work is done in a milling machine, including cutting the slits on each side as well as machining the half-moon slots at the base of the yoke.

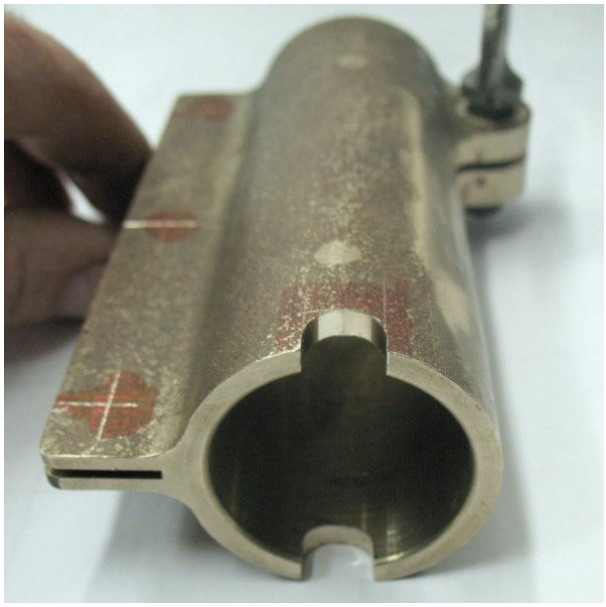


Figure 5 – Bored out casting with screw relief slots milled in and side slots already cut

The purpose of these reliefs is to allow the rudder yoke to slide over the heads of upper-most pair of screws that fasten the lower unit to the drive shaft tubing. The screw heads help capture the yoke, and give the rudder assembly more stability, which prevents it from rotating on the drive shaft tube.

To complete the machining on this casting, it is necessary to cut two slots on opposite sides of the part; one provides a place to insert & fasten the rudder blade, and the other is on the side where the thumbscrew will go that tightens the collar around the drive shaft tubing. Our sample casting has had the slots cut as well as the hole drilled & tapped for accepting the thumbscrew, but has not yet been drilled for the copper rivets that fasten the rudder blade to the clamp collar.

After the majority of the machining was done to the rudder yoke, it was installed onto a sample lower unit and drive shaft tube to verify the fit, as shown in Figures 6-10.

Figure 6 – Clamp collar casting with both slots cut, thumbscrew holes drilled (only one side is tapped) and thumbscrew inserted. The rib with the slot in it (shown in 12 o'clock position in photo) is for the rudder blade or fin

Figure 7 – Rudder yoke placed on drive shaft tube. Note the fit of the screw relief s over the head(s) of the lower unit retaining screws

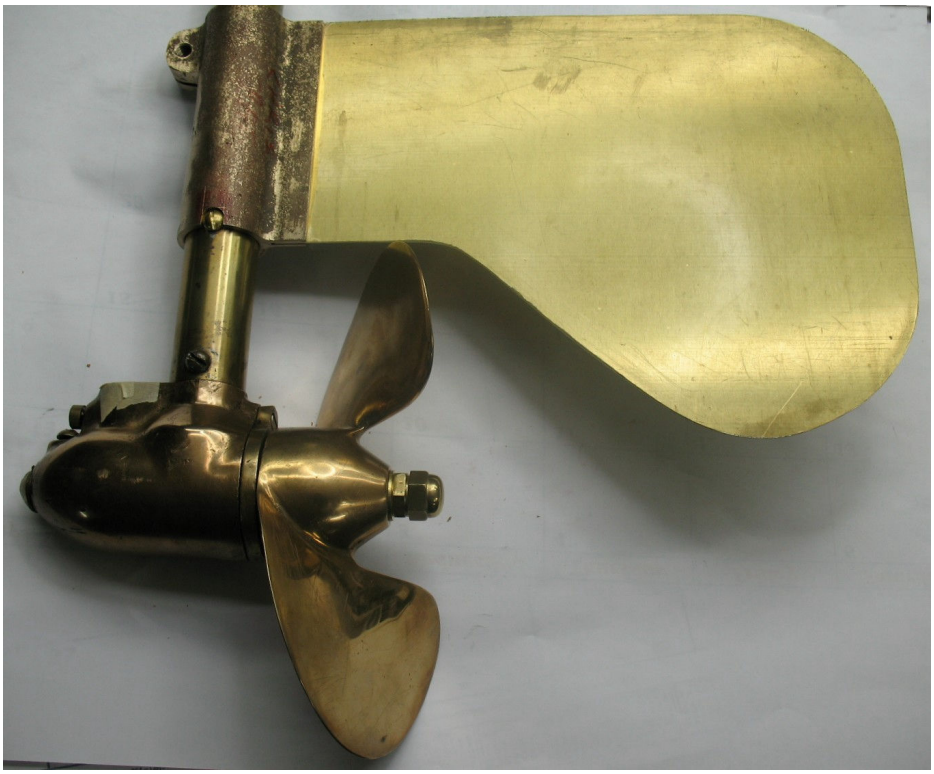


Figure 8 – Rudder blade inserted, but rivets not installed yet

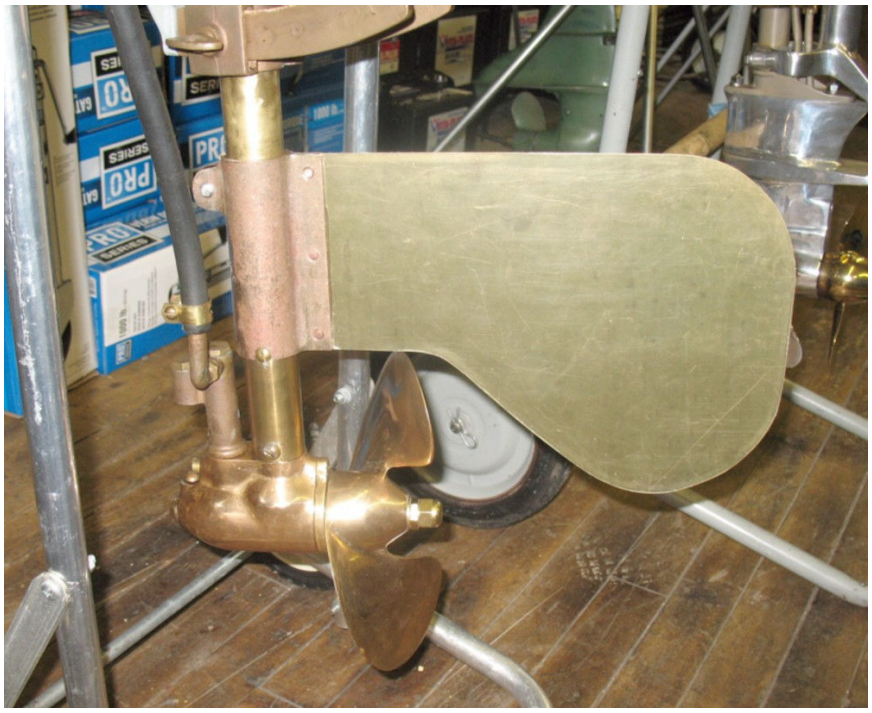


Figure 9 – Rudder blade riveted into place, and installed onto a motor

Figure 10 – Bob Skinner's 1912 Evinrude Detachable Rowboat Motor with reproduction rudder assembly

THE END

SPECIAL FEATURE MOTOR

From the Riggs Smith Collection (currently on loan to BJ Pawlaczyk)

A beautiful Jewel Electric circa 1914-15

SPECIAL FEATURE MOTOR

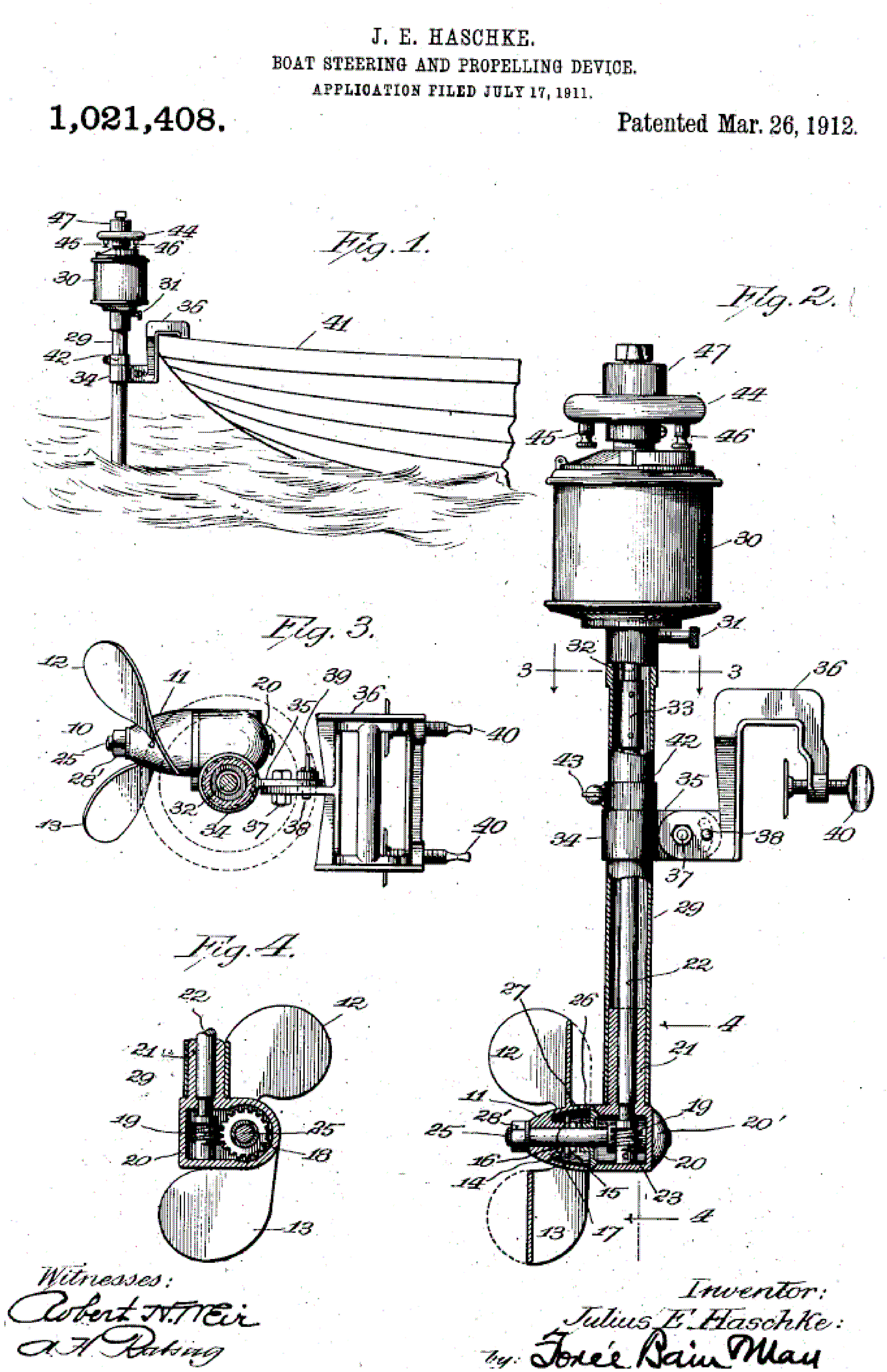
Jewel Detachable Electric Rowboat Motor

Close look at the Jewel ID Plate.

SPECIAL FEATURE MOTOR

Jewel Detachable Electric Rowboat Motor

Drawing from the patent granted to J.E. Haschke for his detachable electric row boat motor. Note the apparent proposed use of worm-type gearing in the lower unit



Oluf Mikkelsen – 30 Year Milestone as Evinrude Distributor

Thirty Years As Evinrude Distributor

Thirty years of continuous service in the marine industry. It was May 24th, 1911, when Oluf Mikkelsen purchased his first Evinrude outboard motor. He still has the original handwritten invoice and letter from Ole Evinrude to the effect that he personally had selected and tested the motor, and that by following the instructions which he outlined in the letter, Mikkelsen would have no trouble whatsoever.

The motor started Oluf Mikkelsen on his career as an Evinrude distributor. Today he has one of the largest and most modern showrooms in the country.

The first years were filled with discouragement; Mikkelsen spent his time personally following up inquiries, many of which were prompted by curiosity, people wanting to know what a detachable motor was. He lugged his first motor by trolley and elevated lines from one end of the city to the other, arranging demonstrations at Sheepshead Bay, on the Hudson River, and at City Island.

1911 was a discouraging year. When it was over he had sold a total of 20 motors. he was far from Easy Street, but he did have the ice broken. More inquiries were starting to come in, and there was not as much wagging of heads.

He was operating from his home in a residential section in Brooklyn, but early in 1912 he established his first office at 260 West Broadway. His sales department consisted of one desk, one chair, and one Evinrude motor, all in a corner of an office he shared with cotton yarn firms. His service department consisted of a cigar box containing small parts. 1912 was a year of hard work.

Every sale was a major campaign in itself, but when the year was over, another increase was shown.

MIKKELSEN then ventured to quarters at 69 Cortland Street, which he could really call his own. He stayed there until 1925, when the three floors he was then occupying could no longer accommodate the business.

His next move was to larger quarters at 115 East 23rd Street, and after ten years again found a move necessary to adequately take care of his ever-expanding business.

Today, located at 393 Fourth Avenue at 27th Street, he has by far one of the finest and largest marine showrooms in the country, with its modern display, photomurals, mirrors, advanced merchandising set-ups, unusual color scheme, and special lighting, it is a Motor Boat Show in itself. The complete Evinrude and Elto lines are shown together with a large selection of Thompson boats and small boat accessories of every description.

After 30 years, Oluf Mikkelsen is still an Evinrude distributor and still concentrates on outboards. He has had many opportunities to go into larger boat lines. Runabout and cruiser companies have offered attractive propositions, but Mikkelsen's answer has always been "We haven't sold all the outboards we can yet. When we feel that we have completely covered that market, we'll be around to see you" That's looks like it will be a long time, because outboard motor market continues to grow, and keeping right up with it is Oluf Mikkelsen.

Oluf Mikkelsen, who has just rounded out thirty years of service to the marine industry as Evinrude distributor

Interior of Mikkelsen's New York Showroom, one of the finest in the country, specializing in outboard boats and engines

Thanks to Bill McIsaac for pointing this out (June 1941 issue of "Motor Boating")