



North Carolina  
*Maritime Museum*  
at Southport

**SPECIAL  
POINTS OF  
INTEREST:**

- "Cape Fear Indians," Tuesday, February 17, 7:00 PM
- "Bald Head Island Conservancy," March 17, 7:00 PM

## The Mullet Wrapper

### CAPE FEAR INDIANS MARK WILDE-RAMSIING



Mark Wilde-Ramsing

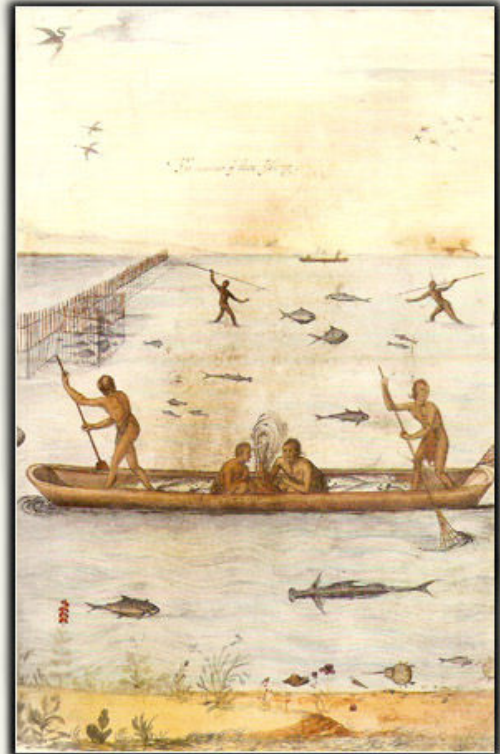
When explorer Giovanni da Verrazzano reached the mouth of the Cape Fear in 1524, he was greeted by a tribe that came to be known as the Cape Fear Indians. The name the tribe prescribed for themselves is unknown. The tribe spoke a Siouan language and called the region, Chicora. In the 1660s Europeans returned in an attempt to colonize the area and relations with the Indians deteriorated. After the Yamasee War (1715-1716) between the Europeans and regional tribes, the Cape Fear Indians were removed to South Carolina and few survived into the 18th Century.

Join us on the 17th to learn of the early inhabitants of the Cape Fear with Mark Wilde-Ramsing. Mark is the project director of the Queen Anne's Revenge shipwreck site and has a tremendous background in underwater archaeology of North Carolina, including discoveries of Indian dugout canoes.

**\*Sponsored by Scuba South Diving Co.**

**Tuesday, February 17th 7-9PM**

**Southport Community Building Free**



Watercolor drawing "Indians Fishing" by John White, 1586. Licensed by the Trustees of the British Museum.

### NEWS FROM THE FRIENDS OF THE MUSEUM (FOM)

A great deal of progress was made in January; our first month as a separate nonprofit organization. We setup our office, located at the new museum annex. The following board members were nominated: Walt Madsen as chair, Wayne Strickland as Vice Chair, Ken Reese as Secretary, and Wayne Berry as Treasurer. Wayne Berry is new to the board and works as an accountant with Brock, Padgett & Chandler; welcome Wayne!

The board also presented service appreciation awards to Robert Ernest and Ben Wilson. Bob has served on the board since 1995 and Ben has served for three years but has assisted with museum affairs for several more. The awards included a print illustrating the front of the museum by artist Patty Bittenbender.

Due to snow, our Third Tuesday program with Richard Triebe was cancelled during the month of January, and has been rescheduled for June 16th.

The museum has been asked by the NC Museum of History in Raleigh to be a part of their Family Day event in June. Our museum will provide a presentation on privateering.

By Naomi Winkelman



On display at the museum, the 1928 Elto Quad

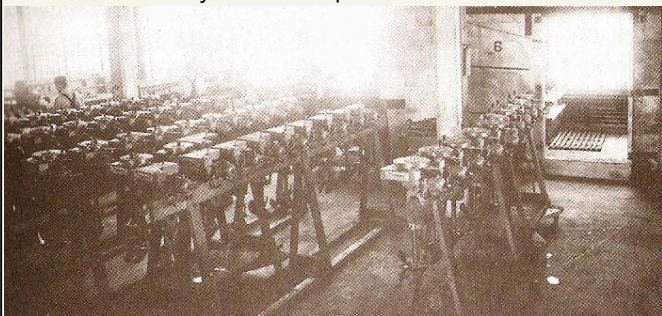


The 1928 Elto Quad, Wisconsin Magazine of History

## The Elto Quad, outboard boat motor, 1928

Ole Evinrude created Elto outboard motors, but originally he started the company Evinrude. Ole and his wife Bess always claimed that Ole got the idea to create an outboard boat motor after an incident where he had to row across a lake to get Bess an ice cream cone. Outboard motor historians believe, however, that it was possible that Ole witnessed an early creation of an outboard motor in 1898 by Harry Miller.<sup>1</sup>

Ole grew up on a Wisconsin farm and only possessed a third grade education. He did have, however, a natural aptitude for mechanics. So at 16, Ole headed off to larger cities to work in machine shops and factories and eventually settled in Milwaukee. Ole drafted a design of a single-cylinder auto engine but could not attract interest in its design so he decided to create a prototype in his own basement. He tested the prototype in 1909 when he rented a rowboat on the Kinnickinnic River. He loaned the motor to a friend to take on a fishing trip soon after and the friend came back and ordered 10 more of the motors. By this time Ole's motors were 2-cycle, water-cooled, forward-pointing, and single cylinder. Soon Ole submitted the patterns to a foundry to receive parts for 25 more motors.<sup>2</sup>

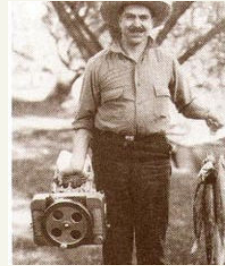


Motor assembly room at Evinrude Factory, *The Old Outboard Book*

By 1911, Ole attracted the interest of Chris Meyer, president of a tug boat factory who invested \$5,000 in

Ole's outboard motors endeavor. With the money, Ole and Bess opened the Evinrude Detachable Rowboat Motor Company. They rented a modest factory, acquired parts, and hired a small staff. Bess managed the Company's office while Ole oversaw the manufacturing and design of the motors. Within two years the battery-fired, flywheel-knob-started, Evinrude singles were selling well in America and abroad.<sup>3</sup>

1913, however, Bess fell ill and Ole and Chris Meyer's business relationship became strained. Ole decided to sell half of the firm for \$150,000 to Meyer and signed a pledge to stay out of the outboard motor business for 5 years. The couple then took a long vacation and eventually Bess became well again.<sup>4</sup>



Man at fish market with Elto Ruddertwin, *The Old Outboard Book*

In 1921, Ole designed a new 47 pound opposed twin made mostly of World War I proved aluminum. He attempted to sway Meyer to produce the motor but he refused. Bess told Ole that they should just begin a new company to produce the motors.

Bess stated that the company should have a name that's catchy, like Kodak. She came up with Elto, which stood for "Evinrude's Light Twin Outboard." The Elto Light Twin outboards were easy to carry, ran smoothly, started quicker than any motor to date, and sold like hot cakes. The motors also carried nameplates which read, "Designed and built by Ole Evinrude," and "The original Evinrude." Meyer's Evinrude motors could not compete with Elto and the company passed through a succession of owners.<sup>5</sup>

By 1922, Elto produced the Ruddertwin motor, which steered with a large rudder that was thin and solid. The Ruddertwin was ignition generated via battery and Atwater-Kent timer. The flywheel-knob-start Ruddertwin was also upgraded to 4hp in 1926. In 1927 the company produced the Speedster, a two-cylinder, 7-hp motor, which could plane a small boat about 20mph. The Elto on display at the museum was the next motor in this line.<sup>6</sup>

Ole and Bess's son, Ralph, urged his parents to enter outboarding's new high-performance avenue. They allowed Ralph to drop out of college to begin work on such a model. He finished the motor in 1928 and named it the Quad. The Quad was the first four-cylinder outboard motor. It was also dual-carbed, and had an Atwater-Kent timer-fired battery ignition, "with a quarter turn of the *knuckle buster* flywheel knob."<sup>7</sup>

The Quad could also enable a boat to do 40mph. These new motors revolutionized the outboard motor industry. Outboard boat motors had never reached such speeds as the Speedster and Quad could produce. In 1929, Elto, Evinrude, and Lockwood merged to create the Outboard Motors Corporation.<sup>8</sup>

## Notes

1. Peter Hunn, *The Old Outboard Book* (New York: McGraw Hill, 2002), 9 and 3.
2. *Ibid.*, 9-10.
3. *Ibid.*, 11.
4. *Ibid.*
5. *Ibid.*, 12.
6. *Ibid.*, 95.
7. Ralph E. Lambrecht, "A Wisconsin Legend: Ole Evinrude and His Outboard Motor," *Wisconsin Magazine of History*, Spring 2006, 25.
8. *Ibid.*, 95.



Two women with Elto outboard motor, late 1920s  
*Wisconsin Magazine of History*

## Spring into History 2009

The North Carolina Maritime Museum at Southport will sponsor a six week series of classes entitled **Spring into History 2009**. We are traveling by bus, auto, and boat in our desire to target the unknown. Unless indicated, each class is from 10 A.M. to Noon on consecutive Thursday mornings beginning April 2<sup>nd</sup> and continuing through May 7<sup>th</sup>.

1. April 2 - travel by City of Southport Parks and Recreation Bus to **Military Ocean Terminal at Sunny Point**
2. April 9 - travel by bus to **Ft. Anderson at Brunswick Town State Historic Site** to take part in an archaeological dig
3. April 16 - travel by your personal car to Wilmington's **EUE Screen Gems Studio**
4. April 23 - travel by bus to **Progress Energy**
5. April 30 - travel by bus to **Wilmington State Port**
6. May 7 - board the **Scuba South II** for a 2-hour tour, planned to view Bald Head Island and Ft. Caswell... from the Atlantic Ocean!  
Choose Trip A) 9:30 A.M.-11:30 A.M.- 15 passengers, or  
Choose Trip B) 12:00 noon-2:00 P.M. - 15 passengers



The total fee for this series of six classes is \$60 for Friends Members and \$65 for Non-Members.

Class size is limited to 30 persons, with only 5 seats now available. Contact Naomi, Mary, or Zach @ 910-457-0003, or email [naomi.winkelman@ncdcr.gov](mailto:naomi.winkelman@ncdcr.gov). "WE'LL SEA YOU SOON"!

## At the Gift Shop

**From Dram Tree Books, Robert M. Dunkerly's *Redcoats on the River: Southeastern North Carolina in the Revolutionary War***

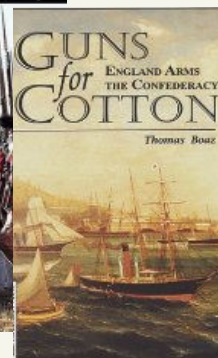
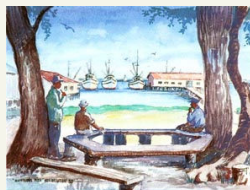
*From the book* It has been said that while the famous battles of the American Revolution were fought in the North, the decisive battles were fought in the South. Southeastern North Carolina was the most important part of the state during the Revolutionary War. Based on eyewitness accounts, this is the story of Wilmington and the Lower Cape Fear during the Revolution.

**From the Southport Historical Society, Thomas Boaz' *Guns for Cotton: England Arms the Confederacy***

*From the book* Profit and patriotism came together to form one of the largest foreign supply operations in history. Despite the blockade and a government whose finances were in disarray, by the end of the war the South obtained some \$200 million worth of foreign arms and equipment.

**Note cards featuring Art Newton paintings of Old Southport, \$2.00**

From the John O'Daniel Collection



HISTORY MATTERS

THE MULLET WRAPPER



North Carolina Maritime Museum at Southport

FOM, NC Maritime Museum at Southport

P. O. Box 11101
116 N. Howe Street
Southport, NC 28461
Phone/ Fax: 910-457-0003
Email: SouthportMM@NCmail.net

The NC Maritime Museum is part of the Division of State History Museums, Office of Archives and History, an agency of the N.C. Department of Cultural Resources.

The Mullet Wrapper newsletter is a publication of the NC Maritime Museum at Southport. The publication is fully funded by the Friends of the museum at Southport whose members receive monthly mailings and discounts on some programs and museum store purchases.

S
A O M
N U A
I T R
L H I
O P T
R O I
A R M
NORTH C T E
MUSEUM

In sponsoring this newsletter, the Friends of the North Carolina Maritime Museum at Southport supports the museum in continuing North Carolina's rich maritime history. Join us today... Welcome Aboard! FOM

Museum Hours

Tuesday - Saturday
9:00 AM - 5:00 PM
Free Admission

UPCOMING PROGRAMS AND EVENTS

- Tuesday, February 17, 2009, 7:00 PM - Cape Fear Indians - Mark Wilde Ramsing
Tuesday, March 17, 2009, 7:00 PM - Bald Head Island Conservancy - Suzanne Dorsey
Tuesday, April 21, 2009, 7:00 PM - USS NC Memorial & History of Wooden Ships from 1800s to present - Including the USS NC Submarine - Dave Scheu
Tuesday, May 12, 2009, 7:00 PM - Shore Birds - James Parnell
Tuesday, June 16, 2009, 7:00 PM - Confederate POW's - Richard Triebe
Tuesday, July 21, 2009, 7:00 PM - Family Pirate Night - Marsha Tennant
Tuesday, August 18, 2009, 7:00 PM - Robert Ruark - Elmer Norwood
Tuesday, October 20, 2009, 7:00 PM - A Colonial Apparition - Cast of Thousands
Tuesday, November 17, 2009, 7:00 PM - Here's Celia - Celia Rivenbark



All Tuesday programs are free and held at the Southport Community Building unless otherwise noted.

FOM
North Carolina Maritime Museum at Southport
P. O. Box 11101
Southport, NC 28461

Stamp

Place Mailing Label Here