



SPECIAL POINTS OF INTEREST:

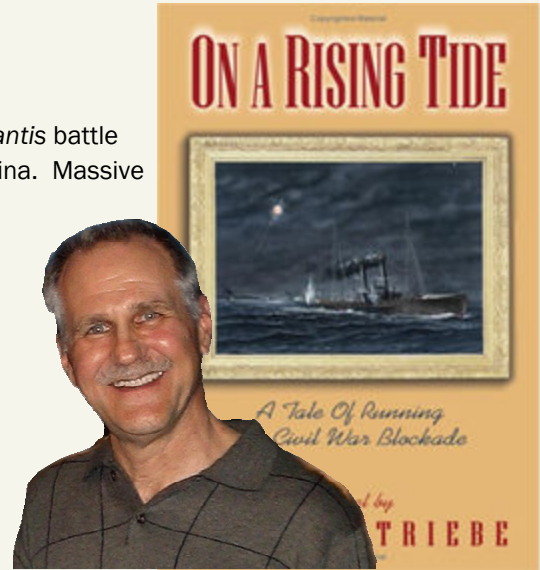
- "Confederate POW's," Tuesday, January 20, 7:00 PM
- "Cape Fear Indians," Tuesday, February 17, 7:00 PM

The Mullet Wrapper

**CONFEDERATE POW'S
RICHARD TRIEBE**

"Blockade-runner Captain Wade McKay and the crew of the *Atlantis* battle the death choke of the Union naval blockade of Wilmington, North Carolina. Massive Fort Fisher stands as the lone guardian of the ships daring to run the blockade. Their mission is of the utmost importance because each precious cargo brought in means new life for the Confederacy. Knowing that the fall of Fort Fisher could hasten the end of the war, the Union army and navy launches a deadly assault to capture the fort and stop blockade-running forever." (Back cover of *On Rising Tide*)

Richard Triebe is the author this fascinating story entitled, *On A Rising Tide: A Tale of Running the Civil War Blockade*. We are lucky to have Triebe this month as our Third Tuesday presenter. Through his research for *On Rising Tide* and the upcoming prequel, *Storm Tide*; Richard has developed a knowledge of Confederate Prisoners of War that he would love to share with us during the program. We hope to see you there for another one of Richard's fascinating historical stories.



Richard Triebe and cover of *On A Rising Tide*
(www.amazon.com)

Tuesday, January 20th 7-9PM Southport Community Building Free

NEWS FROM THE FRIENDS OF THE MUSEUM (FOM)

The repairs to the museum due to the water leak from an above apartment have been completed. New exhibits have been put in place where the water-damaged exhibits stood. Public Information Officer Michelle McConnell, and Museum Exhibit Designer Mike Carraway from the Beaufort branch, designed and installed the exhibits and they turned out beautifully!



Marvin Johnson

Norm Carathanasis

We would like to also give a special thanks to Norm Carathanasis and Marvin Johnson for their work at the new classroom annex. These gentlemen painted and performed other repairs at the new building. Thank you!

The John O'Daniel Holiday exhibit closed last month. The exhibit was designed and installed by staff Zach Zuehlke. Many came by to enjoy the exhibit and WWAY 3 News Channel covered the exhibit during their *Cape Fear Pride* series last month.



The John O'Daniel Exhibit

Nonprofit Status Update: The *Friends of the NC Maritime Museum at Southport* organization received 501(c)3, nonprofit status last month. This means that all gifts made to the organization support the museum at Southport and are tax exempt to the extent allowed by the law.

By Naomi Winkelman

The museum exhibits two outboard boat motors from the 1920s; a 1927 Johnson Water Bug and a 1928 Elto Quad. The stands for the motors were designed, built, and donated by volunteer Dave Fleenor. This month we would like to feature an article on the Water Bug, and next month the Quad.

These motors were clamped to Southport boats which traversed the waterways of the Cape Fear. The history of outboard boat motors began in 1887. The American Motor Company produced the first known depiction of an outboard boat motor, steam-powered, that year. Several others started companies to produce outboard boat motors, electric and gas powered. The motors were crude however, and so all production efforts failed until 1907. Cameron B. Waterman, with the help of a few engineers, finally perfected a motor with a water-cooled design, open drive shaft and bevel gears. The prototype functioned and the Waterman Company was born. The Waterman Company coined the term “outboard” motor and set the stage for further outboard production and development.¹



Johnson Water Bug, Model J-25, 1.5 hp motor, 1925-32, *The Old Outboard Book*



On exhibit at the museum The Johnson Water Bug, J-25 motor, 1927

The Johnson Water Bug, outboard motor

The outboard motor company, Johnson, acquired its name from four Indiana brothers, Lou, Harry, Julius, and Clarence. The four possessed no formal education in mechanics when they began to tinker and create an engine in 1911. They engineered a 2-cycle airplane engine which they placed on a predominately wooden airplane. The plane materials were eventually replaced by alloy and as a result, Lou made the first monoplane flight in America. This led the brothers to create their own airplane enterprise. In 1913, however, the Johnson brothers' new enterprise suffered a storm and the brothers were forced to close down the airplane shop.²

The brothers decided to attempt to pick up the pieces and by 1917, they put a portion of the shop back into operation. The brothers also began producing small, 2-cycle, air-cooled, opposed twin motors of about 1 ½ hp. They experimented with these motors on airplanes, bikes, and boats. In fact, the brothers had created inboard motors for themselves from 1908-1913. They placed their motors on boats, which they would take up the Wabash River to gather walnuts. The most successful use for these new motors, however, was to place one on the rear wheel of a bike. The Johnson Motor Wheel Company was born and produced motors and motorbikes for people who wanted inexpensive vehicles.³

The motorcycle market went bust, however, in 1920 when Henry Ford began to sell Model T's at the same price as a motorbike. This left the Johnsons wondering how they were going to sell off all of the little engines they manufactured. The brothers thought back to the inboard motors they had created for themselves and decided to enlist Purdue University student, Finn Irgens to help them draft a design for an outboard boat motor. In 1921, they finished a prototype of the motor and placed it in a test tank. The transom clamps on the motor loosened, which caused the 2 cycle, water-cooled, opposed twin to jump into the water. Clarence hopped into the tank and rescued the outboard but accidentally swallowed a mouthful of oily

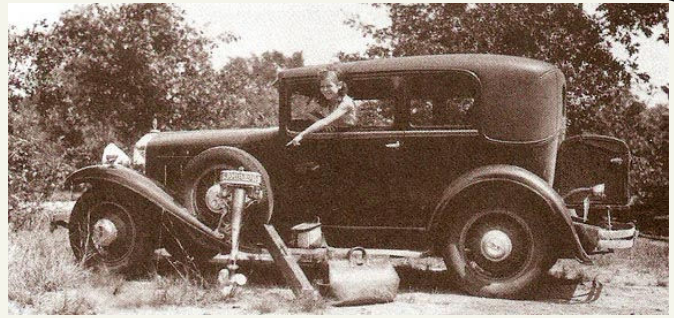


Girls using Johnson single outboard motor, 1920s, *The Old Outboard Motor Book*

water. The motor was a success, however, particularly due to its weight and design. Most competitors' outboard motors weighed 60-70 pounds while Johnson's aluminum motor was portable at 35 pounds. The simplicity of the carburetor did not require the operator to possess advanced mechanical wisdom, either.⁴

The Light Twins were called Water Bugs through the '20s and were more reliable to start during a period when outboard motors were known to startup only half of the time. Many also claim that even after 50 years, the motor was easy to clean up and start. The motor could also be tilted up for beaching and unlike most others, swiveled 360 degrees for complete maneuvering. It also came with a one-year guarantee. The Johnsons sold 3,000 Water Bugs in 1922 for \$140. and sold 7,000 in 1923. The next Water Bug to be produced was the notably lighter

27 pound J-25 single with 1 ½ hp. They placed this motor on the market in 1925 and it also sold well. The museum exhibits a 1927 version of this Water Bug motor. Due to this early success of light weight outboard boat motors, the Johnsons were able to build the finest outboard manufacturing facility on Lake Michigan in Waukegan, Illinois by 1928.⁵

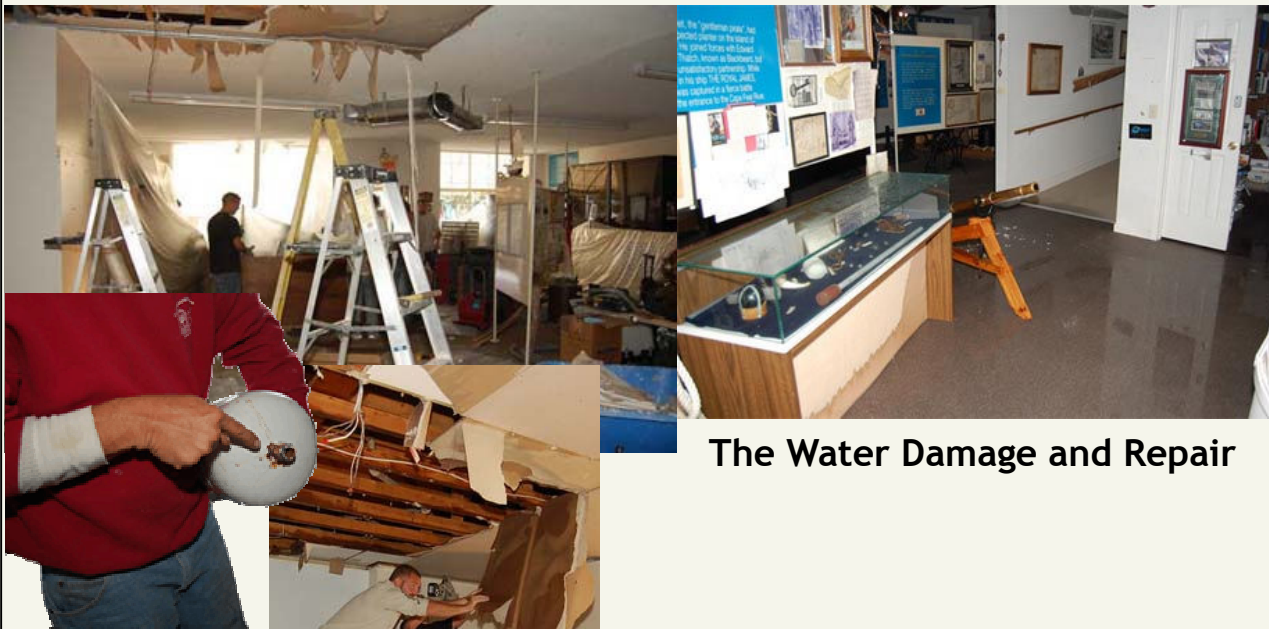


1933 Johnson publicity photo showing how portable the motor was, *The Old Outboard Motor Book*

Notes

1. Peter Hunn, *The Old Outboard Book* (New York: McGraw Hill, 2002), 3-7.
2. *Ibid.*, 25.
3. *Ibid.*, 26.
4. *Ibid.*, 25-26.
5. *Ibid.*, 26-27.

Glimpses of the water damage the museum suffered in November, and the subsequent replacement of damaged exhibits...



The Water Damage and Repair

The New Exhibits

Designed and constructed by Public Information Officer, Michelle McConnell and Museum Exhibit Designer, Mike Carraway from the Beaufort branch



Photos provided by Wayne Strickland

HISTORY MATTERS

THE MULLET WRAPPER



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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 Friends of the Museum/Southport. Members of the Friends of the Museum receive monthly mailings of the newsletter and discounts on some programs and Museum Store purchases. Printing is paid for by the Friends of the Museum.

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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, January 20, 2009, 7:00 PM - "Confederate POW's" - Richard Triebe
Tuesday, February 17, 2009, 7:00 PM - "Cape Fear Indians" - Mark Wilde Ramsing
Tuesday, March 17, 2009, 7:00 PM - "Bald Head Conservancy" - Suzanne Dorsey
Tuesday, April 21, 2009, 7:00 PM - "The USS North Carolina" - Dave Scheu
Tuesday, May 12, 2009, 7:00 PM - "Ibis Fest" - James Parnell
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.



Trade Card, Ca. 1870-1900. (Corbis.com)

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

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