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Issue 40 – Traditions Continue!
Summer 2017



Greetings from the Bridge – President Bill Graham

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Enough rain already! Wow this is going to be a slow start to my boating season.

In many areas the docks are still underwater, the ramps are flooded and there is lots of debris in the water all of which makes boating challenging!



Have you registered for Parks Canada free lock pass? It is simple to do and you receive the pass in a couple of days (and that's from our government!)
(Photo at left from Parks Canada website)

Your board has signed an agreement with ACBS Toronto that if you are a member of either club, you are able to go to each club's events and pay the same



price as the members of the hosting club.

We hope to include two other clubs as well very soon. We will keep you up to date.

Please have a safe and happy boating season.

In my mind, the purpose of our Association is to have fun, use our boats, and provide knowledgeable information about antique boats, motors, maintenance and safety.

Please check our website often as we intend to put more material on it.

See you shortly on the water.

Table of Contents

New Members, TSACBA Clothing, Special Offer, Buy a Burgee, Board of Directors...Page 2
Events and Web Words...Page 3
Boat Builder Robert Mason, Milton, Florida...Page 4
Ottawa Antique & Classic Boat Show, Trent Severn News...Page 6
It Seems to me...Page 7
What a Day We Had at Wayne's World...Page 9
Napane Riverfront Festival...Page 10

Welcome Aboard New Members!



The TSACBA wishes to acknowledge the recent additional members that have come aboard since our last newsletter:

David Agnew from Fenelon Falls
 Don Aro from Oro-Medonte
 Lorne Campbell from Port Perry
 Frank Cattafi from Whitby
 Peter Code from Mississauga
 Bill Ensom from Nestleton
 Donald & Kathryn Grice from Keswick
 Doug Harrison from Colborne

Jim Lockett from Uxbridge
 Matt Lockett from Richmond Hill
 David MacDonald from Richmond Hill
 Laird McMurray from Hastings
 Henry Nobbe from Owen Sound
 Rick & Anne Purdy from Coboconk
 Jeff Titshall from Sebright
 Chris Wing from Campbellford



TSACBA Clothing

Remember we have a great partnership with Peterborough's Mark's Work Warehouse. If you have any questions about ordering our club clothing please email info@trentsevernantiqueboats.com for details about who to contact at Mark's Work Warehouse. For information on attaching our logo to a jacket or other items see information at <http://www.trentsevernantiqueboats.com/member.htm> on our website.

Offer to TSACBA Members



Captain Jim's

Antique & Classic Boat Hardware
 New & Used Parts for Sale We ship worldwide

Long time TSACBA member Jim Walter, owner of Captain Jim's Antique & Classic Boat Hardware, is offering all members listed in the TSACBA Directory a 10 per cent discount on any orders over \$50 for items purchased from his website at <http://www.captain-jims.com/>. If ordering from his website, add "Trent

Severn" after your name when placing your order, or mention it either in a phone call to Jim at 705-887-3334 or if contacting him by email at capt.jim@i-zoom.net

TSACBA Burgees



You can purchase a TSACBA burgee at a cost of \$15 to fly on your vessel! To order a burgee, please contact Past President Jeff Souch by phone at 705-292-0273 or by email at ppresident@trentsevernantiqueboats.com.

Board of Directors 2017

Bill Graham	President	705-652-5219
John Gullick	Vice-President	705-651-2867
Darrell Bissett	Secretary	705-277-1783
Val Souch	Treasurer	705-292-0273
Charlotte Hughes	Membership	905-697-8101
Tim Jackson	Director	705-743-5906
Murray Parnell	Director	705-741-4070
Jim Watt	Director Emeritus	705-740-3913
Jeff Souch	Past President	705-292-0273
Catherine McLeod	Newsletter Editor/ Web Administrator	613-967-5771

**MARK YOUR
CALENDAR!**

Trent Severn Antique & Classic Boat Association 2017 Events

Check our Events page on our website for detailed information as it becomes available on each event listed below.

Newcastle Annual Wooden Boat Festival - Port of Newcastle Marina, 377 Baldwin Street, Newcastle, ON, beginning at 9 a.m. Free admission and dockage	July 22
Rideau Ferry Vintage Race Boat Regatta	August 19 / 20
Chemong Lake Run and Potluck	September 9
AGM / Christmas Party	November 25

Web Words – Web Administrator Catherine McLeod

Have you noticed when visiting our website that there is a “counter” at the bottom of the home page? This tells us how many visitors we have had to our website since we first starting tracking the statistics for our website four years ago.

This is not the only statistic we are able to use to determine how popular our site is.

Weekly I receive an email showing on a daily basis for the previous week a variety of statistical information including the number of pageloads, the number of unique visits, the number of returning visits along with the number of first visits (usually more than 200!).

These numbers peak in the spring and summer when we are regularly advertising upcoming events and posting photo pages of events that have taken place. Interesting enough, in some of the winter months these statistics also take a jump...likely people who are stuck inside due to inclement weather and are either just interested in antique and classic boats or members who want to “relive a bit of summer” while waiting for the next boating season to arrive.

By logging into the StatCounter site that looks after all these statistics I can get a lot of other information about people who are visiting our site. Of interest is where in the world people on their computers may be exploring or finding out about TSACBA. Also of interest is what pages on our website are most popular and our Classifieds page wins hands down! During one week in June 175 people visited that page to see what’s for sale and what’s been sold.

As to who is visiting us...they really do come from all over the world! While the majority of visitors are from Canada (440 in one recent week), those from the United States (47 in one recent week) are the next highest in numbers. But we also have had visits from people in China, the Russian Federation, Mexico, and the United Kingdom in one recent week.

We can also find out from these statistics how many people are downloading our newsletter or other documents that we have posted on the website. When checking these statistics it always pleases me to find out people are really exploring our website and finding information they are interested in even if it is older information posted in past years on our photo gallery links page or elsewhere. We still have people viewing the Healy Falls video that is linked “way down” the list on our photo gallery page!

Constantly drawing attention...as of this writing (July 11, 2017) we have had 34,583 people visit our website, which is more than 2800 more people than the statistics quoted in our last newsletter; we now have 145 followers on our Twitter site; and we have reached a new target with 765 likes on our Facebook page, up from 701 as reported in the last newsletter! (It is interesting to note that often when I am posting items on our Facebook page, “likes” are being recorded while I am doing so!) Be sure to visit all three sites for lots of great information.

Boat Builder Robert Mason, Milton, Florida

Note from the Editor: *It always amazes me how a "wooden boat moment" can pop up when you are least expecting it.*

While spending the winter in Milton, Florida on the Gulf Coast in the area commonly known as "The Panhandle," the occasion arose to attend an Art Festival at the Riverwalk on the Black River in Milton. I wasn't paying particular attention to what I was wearing other than I knew it would be a T-Shirt since it was sunny and warm. And I so happened to grab my Clayton, New York T-Shirt that has a wooden boat on it.

During our wanderings, there was a woman in one booth who asked me if there was a boat museum in Clayton as she thought she had visited it at one time with her husband. I of course replied "yes," and one thing leading to another, discovered her husband builds wooden boats!

A series of emails followed the festival and here is the information I received from boat builder extraordinaire Robert Mason of Milton, Florida, in his own words, along with photos of his boats that he sent to me.

I did encourage Robert to join our Association but he has not done so as yet!



I retired from 35 years of building waterfront architectural homes in my early fifties. I wanted to try my hand at building something that did not have to be straight, plumb, level, and stationary. I have always been an avid boater so it just seemed natural to build a few boats. I stopped at six total...if you include the canoe and surfboard.

The first boat was a 16' self bailing design by Arch Davis, (*Laughing Gull*) hollow wooden mast and boom. This is my second granddaughter's boat. She is only two years old so she has not sailed it yet!

The second boat I built was an Atkin's design from World War II. It was originally used by the Navy as a shallow water inboard powered launch to rescue downed pilots in reef

infested waters. It has a tunnel stern and 6" draft while underway.

I took a number of liberties with my version.

Tumble home stern, teak decks and floors, gull wing motor hatches, etc. I powered "*BarHopper*" with a Yanmar 21 hp diesel. When finished she drew 10" at rest and 6" underway.

Top speed was 16 mph and she liked to cruise at 12 mph. Nice cocktail cruiser, but wet in a chop.



Continued on Page 5...

Robert Mason...continued



The third boat was another Arch Davis design (*Jiffy V-22*). The picture at left is of her at rest with my wife and daughter on the back deck. Unless you have to have a sail on board to enjoy a day on the water, this is a great boat: 9" draft (motor up), 115 hp outboard, top speed 35 mph. Sleeps two forward, and with stove, sink, and microwave she makes a great weekend camper. Lots of ventilation and lots of shade.

Arch has my build as the picture for this model on his site. 8.5 foot beam really makes this boat comfortable. This is my go to boat at my age (59).

The fourth boat was another Arch Davis design (*Penobscot 17*). She was actually the hardest boat I built. I have included one picture as I lost the build pictures in a computer transfer. Nine knots under sail. 1/4" ply planking, wineglass stern. Since the kids have to get out of a canal system, I incorporated a trolling motor in the keel and with board up she goes six knots under battery power for eight miles on a charge. Great way to get home when the wind dies! Works great and has reverse too!



I give a lot of credit to Arch for my having had a very enjoyable and successful short lived career in boat building.

Great plans, templates, and instructions. I never had to call him with a question in all three builds of his designs.



That's me in the yellow rain coat up in your neck of the woods (Niagara Falls).

For more information on Arch Davis Wooden Boat Plans and Designs visit <http://archdavisdesigns.com/>



The Manotick Classic Boat Club with the generous support of



The Village of Westport, Ontario

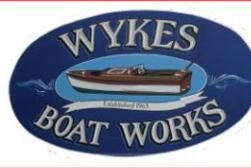
Presents the 41st Ottawa International Antique & Classic

Boat Show

Saturday August 12, 2017

10AM to 4PM at the Village Harbour at Westport, Ontario

For more information, see our website www.manotickclassicboatclub.ca



To register for this event please visit our website www.trentsevernantiqueboats.com

Seasonal Lockage Permit – Free for 2017!

To celebrate Canada's 150th birthday, the 2017 Seasonal Lockage Permit is **free!** The permit is valid for the entire navigation season and provides passage for your recreational vessel through any number of Parks Canada's lock systems at all National Historic Canals across Canada.

The free lockage permit applies to Single Lock and Return, Single Day Lockage, Transit One Way Lockage, Six Day Lockage, and Seasonal Lockage.

For information on the 2017 season on the Trent Severn Waterway visit <http://www.pc.gc.ca/eng/lhn-nhs/on/trentsevern/visit/visit3.aspx>.

On the right hand side is a link to the page where you will soon be able to order your free lockage permit. *(Photo at right from Parks Canada website)*



It seams to me...

By TSACBA Member Dwight Boyd, Clarion Boats



...that one of the great conundrums of restoring or maintaining your antique or classic



wooden boat is the problem of what to do with the deck seams when they get the pox. You know; the cracking of the caulking and varnish that starts out as a hairline crack that you can hardly see so you don't worry about it. Then each year it gets a little worse until one day you take a good look at your deck seams and they look like they have a terminal case of varicose veins. Now you panic. Water is going to get in them and freeze over the winter, expand, and do further damage. It will also migrate into the planking, rot will start, and in no time flat your beloved treasure will be reduced to little more than sponge toffee. Well, brothers and sisters in wooden boats, it doesn't have to be so. In the next few paragraphs we will look at some tips, hints, "how tos" and answers to some common questions in dealing with deck seams.

So, what is that rock hard, cracking, chipping yellow stuff in the seams anyway? This is an area where there are probably as many recipes as there are boat builders and some of those recipes are closely guarded secrets. Generally speaking it is nothing more exotic than window putty. Yup, that grey stuff you get in a plastic bag at the hardware store. To this they would add various ingredients to achieve the characteristics that were desired. Perhaps some whiting powder to lighten the grey, then some tinting colour to make it yellow, a dollop or two of linseed oil to make it more pliable and easier to apply, and some Japan dryers to help it set. After many years in your boat the caulking becomes dry and brittle and due to the expansion and contraction of the wood around it, begins to crack. This cracking is most pronounced in boats that are stored in very dry conditions during the winter.

Lets deal with the small cracks first. When these little rascals show up, deal with them immediately. We really don't want water to start working its way in. Small cracks, those that are about the size of a hairline or sharp pencil line, can be fixed with varnish. Clean the area and vacuum thoroughly. Mask off the seam with tape and sand gently with 220 grit paper, then using a small make-up brush or artists brush, apply a little varnish to the crack. Warming the varnish a little will reduce the viscosity and allow it to flow in better. Keep applying varnish until the crack won't absorb any more than a final swipe along the seam with the fine brush and voila!

Larger cracks, or if the caulking is starting to chip and bits of it are coming loose, require a little more work. This is where the recipe comes in. This mixture is used in our shop for this type of repair and for re-caulking seams that have been completely stripped out. These materials are readily available from any good hardware or paint store. Dap (brand name) Window Glazing (comes in half litre and one litre cans), a small tube of ochre (dark yellow) tinting colour, and some varnish. The Dap Window Glazing is basically a white putty but has a tiny bit of elasticity to it and handles easier than putty. To about 1 cup of Dap add about ½ teaspoon of tint (you can control the colour by the amount of tint you add so start with a little bit) and about 1 tablespoon of varnish. Mix thoroughly. Put on the yellow rubber gloves and get your hands in there, it's a sticky gooey mass. When properly mixed you should finish with something that has the consistency of stiff peanut butter.

For repairing larger cracks and chipped out areas mix a small amount and do your best to get a colour match. Carefully chip out and remove all loose caulking and other grunge that will come out freely, don't force it. Clean, vacuum, and mask as before. Put the mixture in a plastic container and heat in the microwave for 20 to 30 seconds or until the viscosity of the mix thins a little. Now work this into the crack or seam with a small spatula made from a tongue depressor or scrap of wood and/or your fingers. When you have worked it in as much as possible clean the area with a soft rag dampened with paint thinner then finally smooth the seam with your finger dipped in thinner and let dry for a few days. Come back with that fine brush and apply two or three coats of varnish over the seam or the entire deck and you are good to go.

Damage that is any more severe than that will generally require a down to wood re-finish. The easiest way to accomplish this onerous task is to get someone else to do it, but if you are determined to have it on your own here are some steps to follow. *Continued on Page 8...*

Seams to me...continued

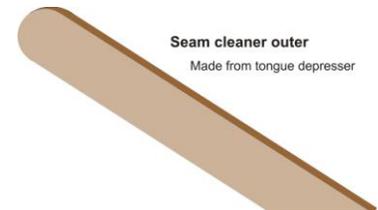
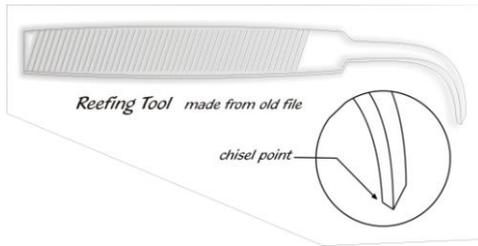
Getting the old caulking out: This is probably the most miserable and tedious part of the process. First, you will need to gather a few things; a heat gun (local hardware store about 35 bucks) and a few old files. The tangs on the files are not hardened steel and can be bent into a hook quite easily. Grind or file the ends of the tangs to a chisel point, not a V point, just a bit less than 1/8" wide and about 1/4" high. Now file across the inside face to sharpen it like an ice skate. There you have a seam reefer. Now to the boat. With the heat gun held about 3 - 4 inches from the surface move it back and forth along a seam for about a foot or so being careful not to scorch the surrounding planks (do this before you remove the

varnish, it will help protect the wood). The heat will soften the caulking somewhat. Now, get your reefer, no, no I mean seam reefer, and carefully start cleaning out the caulking by putting the reefer in a seam and pulling towards you. You will soon get a feel for the amount of heat to apply and how aggressively, or not, to work with the reefer. This is a time consuming and painstaking part of the process so settle in and be careful. There is a tremendous and constant risk of the reefer tool jumping out of the seam and putting a long scratch or gouge in the adjacent plank. If the gouge is very deep and you try and sand it out you will create a hollow. If you put too many scratches in your deck it could end up looking like a road map, So **BE CAREFUL!!**

Prepping the seams: Now that the seams are reefed, strip the remaining varnish from the deck and do the initial sand. At this point it's time to clean up the seams. Get your hands on a piece of sheet metal about one sixteenth of an inch thick and roughly 2 - 3" wide by 6 - 8" long and some 80-100 grit sandpaper. Fold the sandpaper over the metal and keeping the "metal sanding block" as vertical as possible thoroughly sand all of the seams. Are you having fun yet? Now, complete the sanding of your deck, stain and apply 3 - 4 coats of varnish in the usual manner and prep the surface for the next coat. We are just about at the end here gang so bear with me. Using a tongue depressor or popsicle stick cut at an angle clean the seams of any gobs of varnish that may have accumulated. Keep a rag and some paint thinners handy to clean the sticks. Now, once again with the metal thing and some sandpaper folded over it sand the seams and their inner edges. Clean and vacuum.

Caulking the seams: Have the pre-mixed caulking compound, 3 or 4 plastic putty knives (won't scratch the varnish but they break), a few plastic tea spoons, some soft clean rags, a couple of margarine tubs, and some paint thinners on hand. Working in small batches, about a half cup at a time in a margarine tub, warm the caulking in a microwave until the viscosity thins a little. With the plastic putty knife work the caulking into the seams making sure it is all the way to the bottom so there are no air bubbles and it is smooth and level. Do one or two seams, then pick up as much excess caulking as possible with the putty knife. Have a thinner dampened rag on hand and wipe over what you have just done to clean off any remaining compound. It will leave a slight haze. That's OK. Now, put a little thinner in a plastic tub and using the back of a plastic tea spoon dipped in the thinner, tool a slight concave into the seam. Pick up the "squish" with a plastic putty knife and wipe with a dampened cloth. Repeat until the job is done then pour yourself a tall one and admire your handy work. Let this dry for about a week. When you return, wipe the deck with a clean soft rag lightly dampened with thinners to remove the haze and apply the remaining coats of varnish in the usual manner...

Cheers.



What A Day We Had At Wayne's World! May 27, 2017

By President Bill Graham



On a cloudy Saturday, about 80 members of the TSACBA, The Maple Leaf Outboard Club, and the ACBS got together for a workshop day and tour of Wayne's fantastic Nautical collection.

Every year Wayne's World gets bigger and better! Ron Stevenson, John Gullick, Murray Parnell, and our very own Fibreglass Professional Ronny put on workshops to help us become more knowledgeable boaters.



Wayne provided us with homemade pizza on his wood fired oven and we also had submarine sandwiches.

Lots of trading and selling of "marine stuff" took place all day and there were some great deals.



I would like to thank Wayne and his family for hosting this event which has become an event not to miss!

More photos from Sandy Brampton at

<http://www.trentsevernantiqueboats.com/shop17.htm>

and from Ronny Haylock at

<http://s1281.photobucket.com/user/Ronnysmarine/library/ww2017>



Napanee Riverfront Festival! June 9 & 10, 2017

By Past President Jeff Souch, Photos from Vicki Parnell

Following the drought conditions that many areas experienced last summer, Mother Nature had a very different agenda for the spring of 2017. In Southern Ontario, she gave us record rainfall which combined with the winter run-off to create high water levels and fast flowing water that I don't remember seeing before in the eastern part of the Trent Severn Waterway. Water levels had to be carefully managed to prevent flooding in low lying areas south of Peterborough and forced the late opening of locks from Lakefield to Rice Lake this year. The southern flow of all this water eventually wends its way to Lake Ontario that this spring/summer had record high water levels covering entire beaches in many areas from Hamilton to Kingston.

For the third year, The Trent Severn Antique and Classic Boat Association had been looking forward to participating in the Greater Napanee Riverfront Festival. It promised to be another fun weekend of displaying our marine treasures and then meandering up the Napanee River to the Bay of Quinte. Prior to the event we had been warned that high water levels might hamper the in-water display but the Riverfront Festival organizing committee was committed to doing whatever they could to make our weekend enjoyable. With the expectation of good weather, a warm welcome from our good friends in Greater Napanee and a road trip with Trent Severn Antique and Classic Boat Association members it promised to be a fun time.

“Objects in mirror are closer than they appear.” In my case the object was our 1950 Shepherd. It was great to have her out of the garage and on the road to Greater Napanee. As part of the second convoy from the Peterborough area, our plan was to meet up with the other eight boats at Masterson's Motel by early afternoon and then proceed as a group to Rotary Park in Napanee for evening festivities. At about 4:00 in the afternoon we were joined in the motel parking lot by **Festival Event Coordinator Dave Pinnell Jr.**, **Greater Napanee Fire Chief Kevin Donaldson**, and an officer from the local OPP detachment. With lights flashing and sirens squawking, traffic was stopped to allow safe passage of the eight boats through town to the display area at the park.



Friday night was a special occasion for the town. We had the privilege of having front row seats for the dedication of the new \$500,000 children's playground at Rotary Park. Hundreds of people attended and enjoyed the new facility. Did I say - children's playground? The new equipment looked way too tempting for some of our members and it was proven that playgrounds aren't just for kids anymore. Jungle Gyms have come a LONG way since I was young. Following the dedication, it was a short walk to the public library lawn, where the event committee had a hot and cold buffet set up as a VIP reception and as always, had gifts for everyone. A very nice show of appreciation for our participation.



Many people may not know the Napanee River has a tide that raises and lowers the water level 6 to 18 inches. Winds from the southwest over Lake Ontario push water to the north shore. This causes a fluctuation in the water level several times a day on the Napanee River. This effect called “seiche” is only experienced in one other river in the world. From past years we experienced the high and low tides while moored at the main dock that runs along the Park. At low tide, it was difficult to board or climb back out of our boats due to the dock height. On Friday night this year, we saw that at high tide the main dock was barely above water and the dock at the launch ramp was submerged. The decision was made to have the Saturday display on land and for those interested the Festival Organizing committee would ensure a safe launch for an afternoon cruise. *Continued on Page 11...*



Napanee Riverfront Festival!...continued

First thing on a bright Saturday morning, we dried off the boats from an overnight rain and headed for the display area. I must say the variety of boats ranging from a 13' cedar strip to a 22' Shepherd really did us proud. Once we were set up, we had the opportunity to enjoy a great pancake breakfast provided by the local OPP detachment. The low-lying area in the park, just to the west of the breakfast pavilion was underwater so deep that on Friday as part of the in-water festivities, school kids actually tried to canoe in the puddles.



The park quickly filled with displays & vendors and at noon, the crowd was treated to a barefoot water skiing display by Canadian Champions and Team Canada Members Becky Moynes and Brem "The Buckhorn Barefooter" Allen. Very impressive! With each pass it was comical to see spectators scramble to avoid the boat wake as it rolled over the dock. As a kid we waterskied behind a Richardson lapstrake and try as we may, we wound up drinking more lake water than we barefoot skied over. I can really appreciate the talent of these two skiers. The noontime demonstration was a preview of the 2018 World Barefoot Waterski Championships to be hosted in the Napanee area. Be sure to Google that event for more details.



By late afternoon as things wound down, with the exception of boating diehards Tom and Rhonda Davis from St. Catharines, we decided not to challenge the River. We had heard early in the day a small cruiser had run aground in the river just up from the park. Apparently, navigation was difficult because high water levels partly submerged the channel markers.



So...it was back to the Works Department compound for overnight boat storage, back to Masterson's for a quick change (apparently, I needed to get dressed up for dinner), and after our tailgate party in the parking lot it was off to Wild Wing for dinner. What a great place! The food was great and the service exceptional – highly recommended if you are in the area! Two things I learned about Wild Wing...there are actually 101 ways to make chicken wings and...you can get sauce so hot it will make you cry. Just ask Bill Graham, Murray Parnell, or Ruth Giles. Apparently sucking on a lemon is supposed to help take away the pain but I think they dispelled that myth,



For those of you looking for a fun weekend away with like-minded friends, watch for the Greater Napanee Riverfront Festival on next year's fridge magnet. It is a great opportunity to share the rich marine history our boats represent, a great environment to enjoy the club and its members, and (hopefully next time) a great area to go boating.

The people from Greater Napanee that our club liaised with for this event were the unsung heroes that worked tirelessly behind the scenes. Thank you to **Dave Pinnell Jr.** for the commitment and dedication to the Festival and help making our weekend enjoyable. Congratulations to **Ray Callery, CFO** and **Michelle King, Executive Office Coordinator, Town of Greater Napanee**, for another great Waterfront Festival. **Mayor Schermerhorn** must be very proud. Mother Nature might have thrown a curve this year but the Greater Napanee Riverfront Festival organizers once again hit it out of the park! *See more photos at <http://www.trentsevernantiqueboats.com/nap17.htm>*