

President	Jim Watt	705-292-0343
Vice President	Rich Hughes	905-263-9969
Past President	John Gullick	705-295-2867
Treasurer	Val Souch	705-292-0273
Secretary	Jeff Souch	705-292-0273
Workshops	Dan Truax	705-793-2912
Membership	Charlotte Hughes	905-436-2116
Web Site Admin.	Catherine McLeod	613-967-5771
Newsletter	Doug Barrett	705-639-2915
Historian	Vacant	
Honorary Director	Fred Ayers	705-743-5499
Tours Coordinator	Rich Hughes	905-263-9969
Directors:	Dave Dobbin	705-743-7790
	Linda Hughes	905-263-9969
	Dan & Pam Truax	705-793-2912
	Rob Parnell	705-741-4070
	Bill Graham	705-652-5219
Director at large	Murray Parnell	705-741-4070



www.trentsevernantiqueboats.com

*Moorings  
Line*

Issue 21 June 2011

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Happy Summer to All.

The warm weather has finally arrived and the locks are all open on the Trent-Severn Waterway. Both are clear indications that the 2011 boating season is upon us. Hopefully your boat is ready for the water or has already been out for a spin to get the cobwebs off.

Remember the new boating regulations are in place and will be fully enforced this year. You **MUST** have your operator's card with you and you **MUST** have a copy of your boat registration in the boat with you. Also this year life jackets **MUST** be readily accessible (arms reach) – meaning not stored under a seat or in a bag of four as you bought them from the store.

Check and see that your flashlight is working as that is one of the items that will be checked if you are stopped. The fines are \$250 each for no operator's card and no registration... Add a flashlight not working at \$200 and you are at \$700 in fines. Check page 71 of the 2011 Safe Boating Guide for further details and be prepared.

Several of our members have taken advantage and have purchased the new PFD's with the club name on them. We will be offering this opportunity again at a later date.

Rich Hughes and his team have put together a wide selection of club boating events, starting with June 12<sup>th</sup> Gold, Catchacoma lake tour lead by Prior Smith. June 25<sup>th</sup> Bill Graham is heading up the Beavermeade park day with the Canoe Museum. See Rich Hughes section in this newsletter with the details or go to our website. Come out and enjoy a day on the water with your boating friends.

May 28<sup>th</sup> was the Port Severn "Tug Trent" day to start the season off and Ron Breckenbill had 7 antique boats at the dock in Port Severn. Watch the website for the pictures from this event.

We are always looking for new members for our club. If you know someone who has a wooden boat or an early fiberglass or is just interested in our kind of boats – ask them if they would like to join our club. Applications can be found on our web page [www.TrentSevernAntiqueBoats.com](http://www.TrentSevernAntiqueBoats.com).

Please remember to set the example and wear your life jackets while boating. Make your boat a "Life Jacket On Zone"...

Have a Safe and Happy Summer on the water and we will see you out there.

Jim



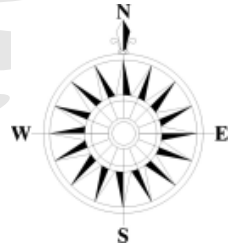
# Trent Severn Antique And Classic Boat Association

On the Horizon

&

## Other Club Events of 2011

Rich  
Hughes



Hi everyone. Hope you are enjoying the starting of the 2011 boating year. Gas prices are high and will definitely have an effect on our boating. However, look on the lighter side and compare how much gas you burn in your boat in relation to your car over the summer season, and you will see that the cost to go boating for an afternoon still isn't a bad deal. Our workshop this year had a record turnout for attendance. If this is any indication for the rest of the season, then expect to see a large turnout for the other events. To ensure you don't miss out, respond quickly when the registration for the events e-mailed out.

The month of June has the first boat run of Gold and Catchacoma Lakes organized by Prior Smith. These are very scenic lakes and a great way to start off the season. A new event on June 25 is the Canoe Museum Community Meet held at Beavermead Park in Peterborough. This is a chance to take in the flea market and other family related events.

July 1, Canada Day (on Friday) kicks off with a day of boating, swimming and socializing at Victoria Place on Pigeon Lake. This is another opportunity to bring out the whole family and celebrate the Holiday. July 23 is also our mid summer boat run on Boshkung & Twelve Mile Lake. In addition to our two boat runs, the Toronto ACBS Gravenhurst Boat Show (July 9) and the Campbellford Water Front Festival (July 30) are also being held this month.

August is a busy month with boat shows at Clayton, Manotick, Montreal, and our own Hastings Boat Show and Run. Last year the Hastings show combined a boat show and run, and will repeat that again this year. August 6 is the Miss Supertest Celebration in Picton. This is a full weekend event combining Toronto ACBS, Manotick ACBS and TSACBA. The town of Picton is a popular spot in the summertime, so accommodations need to be booked early. For a registration form for the Miss Supertest boating event see our website, [www.trentsevernantiqueboats.com](http://www.trentsevernantiqueboats.com), or Toronto's web site [www.acbs.ca](http://www.acbs.ca).

There is a lot to do this summer, not to mention the Guys and Garage tour and Fall Colour run in September. Watch for the e-mail notices for upcoming events, and see you on the water.



June 18	<b>TSACBA Gold / Catchacoma Lakes Run:</b> Prior Smith
June 25	<b>TSACBA/Canoe Museum Community Meet:</b> Bill Graham
July 01	<b>TSACBA Victoria Place Run:</b> Bryan Rhodes
July 09	<b>ACBS Toronto:</b> Gravenhurst Boat Show
July 23	<b>TSACBA Boshkung's to Twelve Mile Lake Run:</b> Doug Barrett/ Bob Ball
July 30	<b>Trent Severn Waterway:</b> Campbellford Water Front Festival
August 6	<b>ACBS Clayton:</b> Boat Show
August 06-08	<b>TSACBA/Toronto/Manotick - Miss Supertest Celebration Picton:</b> Al Obal
August 13	<b>ACBS Manotick:</b> Boat Show (See details on next page)
August 19-21	<b>FBC Montreal:</b> Boat Show
August 19-21	<b>APBA Rideau Ferry:</b> Race Boat Regatta
August 20	<b>TSACBA Hastings Show/Run:</b> John Gullick
September 11	<b>TSACBA Fall Colour Run (18 September = rain day):</b> Rich Hughes
September 17	<b>TSACBA Guys &amp; Garage:</b> Jim Watt/ John Gullick/ Dave Dobbin
December 03	<b>TSACBA AGM/Christmas Dinner:</b> Dave Dobbin

More details will follow....

**Watch the Club website or your email for more info on all our events!**



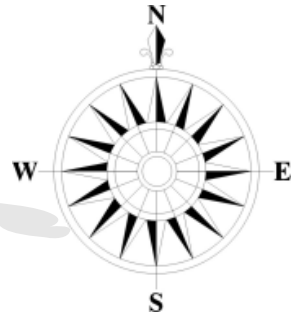
# Hello to all Fellow Boaters!

Just a friendly reminder to send in your pictures and story of your boat(s) in order for them to be placed under "Members' Boats" on our Web-site. Remember you are paying for a Membership with privileges..... one of them is posting to our website!

If you have already done so then we thank you and look forward to viewing them soon as the website is up-dated on a monthly basis.

**Email your story and digital pictures to Jim Watt:**

[jm.watt@nexicom.net](mailto:jm.watt@nexicom.net)



## TSACBA 2011 Spring Workshop

Photos by Doug Barrett  
Story by Rich Hughes



The opening event for the TSACBA 2011 season started off in high gear setting an all time attendance record, almost doubling from the year before. Wayne Robinson was our host, supplying the use of his storage facility located on Scugog Island. The renovated barn had a unique upper level where a number of Arisocrafts boats and nautical memorabilia were stored.

Dan Truax and Rich Hughes started off the day with a talk and ion on "chemical warfare". This centered on the use of modern products in the boat restoration field. Demonstrations were done with epoxies, 3M caulking and fibreglass cloth. Tips and techniques for products were given out, as well as where the products can be



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After a short break and more food, John Gullick spoke about new provincial changes to boat licensing, registrations and operator These changes have largely taken place in the last few months and more in the following weeks to come. John also brought some of the new hand outs that describe the changes and help you over the "learning curve". Trying to understand the new system makes you realize that you never really understood the old system!

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there are





What can we say about lunch more food! The exceptional provided the perfect BBQ opportunity to catch up with club members. With eating also gave people a chance to Wayne's storage building and nautical items for sale. There

leaving a little bit heavier than when they arrived, and that the food!

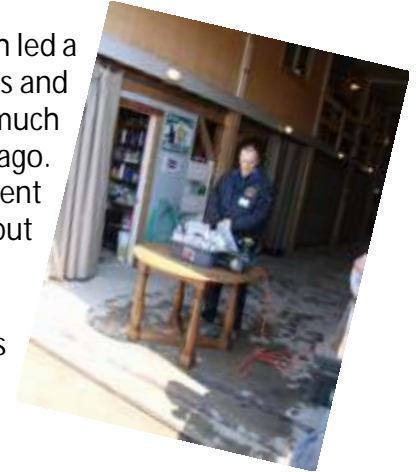


break other than warm spring day conditions and returning and new aside, the lunch break wander through shop around the were a number of cars wasn't just because of

The final presenter of the day was Keith Venables from Legacy Wooden Boats. Keith led a fantastic and informative discussion on how to polish varnish. Modern compounds and equipment available to the home restorer can now bring that "perfect" finish much closer than what was achievable only a few years ago. However, even the best equipment needs a competent operator, and that comes with practice. So time to put down this newsletter and get back into the shop!



Thanks again to our presenters, host and volunteers for an outstanding and record setting workshop.



# The 36th Annual Ottawa (Ontario) INTERNATIONAL

**Antique & Classic Boat Show Saturday, August 13, 2011**

**Contact:** Ray Saunders, Boat Show Chair, Manotick Classic Boat Club

**Phone:** (613) 749-4396

**E-mail:** [rjsaunders@sympatico.ca](mailto:rjsaunders@sympatico.ca)

**Web-site:** [www.manotickclassicboatclub.ca](http://www.manotickclassicboatclub.ca)

NOTE: See Mooring Line Issue #20 for further details.



## **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 call **Jim Watt @ 705-292-0343** for details about who to contact at Mark's Work Warehouse.

**"The Ashley Book of Knots"**

**"The Stern Wave"**

"To prevent slipping, a knot depends on friction and to provide friction there must be pressure of some sort. This pressure and the place within the knot and the place it occurs is called the nip. The security of a knot seems to depend solely on it's nip."

# News from South of #7

Story & Photos by Rich Hughes

## Restorations Part 2

Since the last issue, the project boat has been selected, the overall clean up has taken place, and lots of pictures taken. The most common question asked now is "where do I start?" The easiest way to answer this is "from the ground



up". As mentioned earlier, the restoration of a boat, car, house or furniture all share a similar path. If you can visualize the sequence of how the boat or car was originally built, then the restoration will follow the same path.

In all cases, before starting to build the new portions of your boat, you have to get the boat stripped down to a solid foundation. This could be as much as frame and keel replacement or as little as plank replacement.

I personally enjoy working on "grey" boats, meaning ones that need everything replaced. First reason for this is because it's faster to build all new than to fit pieces into an old structure.

Secondly, in my view, reliability is more important than originality. Therefore, when I'm done the "restoration", I literally have a brand new boat that eliminates a lot of ongoing maintenance issues, and gives you piece of mind that it won't leak or sink if you get into rough water.



To cover the restoration process within this planked boat that requires a new bottom, new decks. If your project is a fibreglass principles apply in the sequencing of the only difference is the mechanics of of wood. With wrenches in one hand and a the other, start removing the hardware,



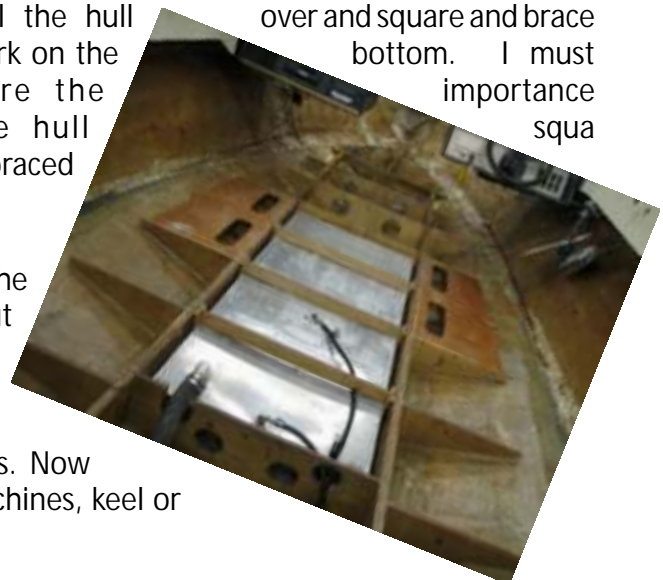
article, we will assume a some frames, planks and boat, the same basic restoration process. The repairing the glass instead camera and notepad in interior framing, running gear and engine. When this is done you will be down to a bare wood hull. Do a good inspection to get an idea of what lies over and square and brace

ahead, then roll the hull it up to start work on the emphasize here the of getting the hull red, true and braced well.

Like a house, if the foundation is out

of square, it will project problems throughout the rest of the restoration. Because I do plywood and epoxy replacement bottoms, it is not necessary to save any of the old bottom planking for patterns, so don't waste any time trying to save planks or screws. Now with the bottom removed, you can see if any frames, stringers, chines, keel or

bottom. I must importance squa



stem need replacing. Frame replacement will require an existing frame to pattern from, likewise the stem. The keel, chines and stringers should only require measurements. With the new bottom bones of the boat installed, the first layer of plywood can go on the bottom. Once the final layer of plywood bottom is installed and clothed, it is a good time to replace side planks and fair out the front to mid section of the hull while the boat is upside down. Take your time to fit the side planks well, and reset any screws on existing planks that might be pushing out plugs. At this point, much of the dirty work is complete with the nicer work ready to start.



Part three in this restoration series will be turning the boat back over to finish the woodwork and mechanical. Enjoy the boating season.

## To Ethanol or Not to Ethanol...that is the Question?

Well, one of Murray Parnell's suppliers was into his shop and passed along some information he thought might be useful. The text is taken from the **BRP US Inc.** Fuel Information newsletter.....

**E10** is a fuel blend of unleaded gasoline and up to 10% ethanol. In the USA, fuel may contain up to 10% ethanol by law. It may be called gasoline, RFG (reformulated gasoline) or gasohol. **E10** is suitable for use in any Evinrude or Johnson outboards. **E85** is fuel which is a blend of 85% ethanol and unleaded gasoline. **E85** is **NOT** suitable for use in any Evinrude or Johnson outboards and **MUST NOT** be used.

Another item of interest is Phase Separation which occurs in **E10** fuels as soon as the concentration of water in the fuel exceeds .49% by volume or, in other words, less than one-half of one percent. Depending on several conditions, deposits form in the fuel system, phase separation and / or chemical reaction occurs, degrading fuel system components.

The causes of sludge formation explained.....over the course of time, contaminants such as gum, varnish or sludge form on the walls of the fuel tanks. Problems typically begin when a geographical area switches from pure gasoline to **E10**. When **E10** is added to the existing fuel, the ethanol acts as a solvent, dissolving contaminants on the tank walls putting them into suspension in the fuel to be drawn into the filters and other fuel system components.....plugging them.

### Some words of wisdom....

1. When adding fuel stabilizer, always add fresh stabilizer to **fresh** fuel, at the recommended dosage.
2. Go Boating! Use your boat frequently during the season so fuel in the tank doesn't go stale.
3. For smaller horsepower engines, or engines used on horsepower restricted or speed restricted lakes, consider using smaller capacity portable fuel tanks.
4. For boats with larger tanks, consider keeping them full to minimize diurnal (during daily heated temperatures the tank vents or breathes out and during the cool night temperatures the tank vents or breathes in, drawing in the cool, moist air which forms condensation in the tank) cycling. This will help to limit the formation of condensation in the fuel tank.
5. Always try to buy clean, fresh "dry" fuel from name-brand, high volume retailers;  
and
6. Be attentive when fueling trailered boats at a gas station, do **NOT** use **E85**

