

President	Jim Watt	705-292-0343
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	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 22 October 2011

## Greetings from the Helm:

What a wonderful summer of boating. Thanks to all of the Directors and volunteers that assisted or organized our events and a special thanks to those members that came out and enjoyed these events. Club events are put on so you can enjoy your Antique or Classic boat – be it wood or fiberglass. Travelling down a lake with 15 or 20 boats from our club is lots of fun. Our last run of the year was the Fall Colour run on Clear and Stoney lakes and as usual David Dobbin served up beautiful weather just like last year. If you did not come out this year make sure you don't miss out in 2012.

We are again looking for lakes, for 2012, that we have not explored and remember Rich Hughes has a package that tells you all the very simple things you need to organize a run on your lake with help from your executive.

Our PFD sale with the club logo was a big success. I must say we made a safety statement when 15 boats and 30 plus people toured Twelve Mile & Boshkung Lakes with everyone wearing their PFD. If you are interested in purchasing PFDs with the club logo please contact me as we are starting a list for our 2012 order.

Our membership is a healthy 147 as of today but we are always looking for additional members. Wood or early fiberglass boats are more than welcome but you don't have to have a boat to be a member. If you know someone that might be interested in joining our club the application can be found on our website page [www.TrentSevernAntiqueBoats.com](http://www.TrentSevernAntiqueBoats.com). As you know our "Guys and their Garages" tour was cancelled due to poor response. Instead we had a "Whatcha" event at the Gullicks on the same day. This was a "Free" event with 15 boats, 40 people and a pot luck meal. It featured "Whatcha" boats. "Whatcha" find recently and "Whatcha" going to work on during the winter. On display were two newly acquired boats. One was a beautiful Mahogany boat from Denmark that Murray and John Gullick picked up and also yours truly picked up a 15' cedar strip made by Link Manufacturing Co of Gananoque Ontario. Watch for them in their finished state next year.

The last event of the year is the Annual Meeting and Christmas Party & Auction on December 3<sup>rd</sup> 2011 at the Best Western in Peterborough. This is always a great event and we urge you to register early as space is limited.

If you have any ideas or suggestions on ways to improve your club please don't hesitate to contact any of the board members. Please wear your life jackets at all times.

**Jim Watt, President**



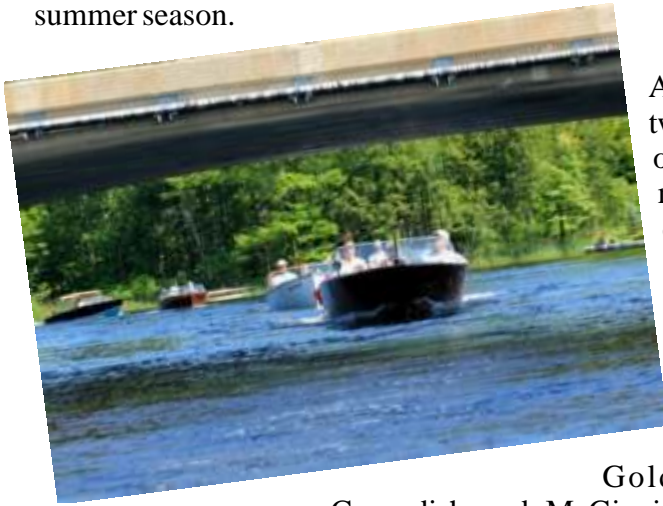
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# Gold & Catchcoma Lakes Run - June 18

Submitted by Prior Smith

The Kawartha Highlands chain of lakes is a summer season.



gem that the club had the pleasure of enjoying in the first run of this

A dozen boats took part in the event on June 18<sup>th</sup> and in the span of two and a half hours we travelled through seven lakes and made our way along several connecting rivers. The high water levels made for a smooth trip from start to finish with not one boat encountering a problem. (When was the last time you took part in a boat run and all of those who started finished under their own power?!). The weather was ideal. This is a chain of lakes that many regard as the best kept secret in the Kawarthas.

The chain consists of lakes Catchcoma, Mississauga, Gold, Little

Gold, Beaver, Cavendish and McGinniss. They're connected by Cathacoma Narrows, Rattys River and, most importantly, "The Cut".

The run started and ended at Baldwin Bay Marina on Highway 507, about 25 minutes north of Buckhorn. It's THE place to start and finish for one good reason. It's the ONLY place. It's the only full service marina serving the chain.

The run has to be done early in the season given the fact the lake levels drop dramatically in late summer as water flows south out of the chain down the Mississauga River to maintain water levels in the Trent-Severn Waterway from Buckhorn to Lake Ontario. By mid September, we're told, the water levels have dropped by about 5½ feet. And, that brings the story of our run to "The Cut".



The final leg of the run (which was basically a big circle) took us from McGinniss Lake back into Catchcoma Lake where it began. In order to get from one lake to the other we had to pass through a man-made "Cut" in the rocks that's no wider than the width of two cedar strip boats and perhaps 25 feet long. We had no trouble negotiating "The Cut" in the third weekend of June. Had we been doing the run in the third week of September it would have been a much different story. At that time of year, "The Cut" is all but impassable.

If you'd like to do the run on your own, Baldwin Bay Marina has an excellent map of the lake system and they know everything about the region you would need to know.



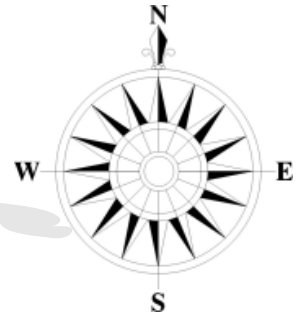
# Hello to all Fellow Boaters!

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)



## NATIONAL CANOE DAY IN BEAVERMEAD PARK - JUNE 21

Submitted by Bill Graham



Although the weather wasn't perfect, we did have a very impressive showing of our boats and club activities. I want to thank all of the club members who came with their boats and "stuff" to display and sell.

The Canoe Museum provided the some entertainment and some food for the guests who came to see our displays and take part in some canoeing activities.

As usual, our boats were a hit! Lots of interest, pictures and questions. I noticed that some people treasures.

were walking away with some I think that as a club that we made a great impression on both the museum staff and made the public aware of what our club does. This was fantastic public relations.



We now have something that we can build on in the future if we decide as a club to take part again with the Canadian Canoe Museum.



# Victoria Place Run - July 1

Submitted by Vicki Parnell



To start out on a day off is good, but to go and relax for a day at Victoria Place is divine. Our host Bryan and Kathy Rhodes were so welcoming by helping everyone get settled. I was sure thankful to have a ride from the truck at the launch ramp, to our table at the beach.

The ceremony and the raising of the flag were done so peaceful, which truly made it a Canada Day celebration.

We really

enjoyed all the decorations on the pontoon boats. It was so much fun, they really went all out. We enjoy showing our boats, and the homeowners of Victoria place thanked us over and over again for coming and sharing in the day.

The car show that Victoria Place members put on was really special with lots of rare and classy cars. "Hats off" to all the people who wore crazy looking hats, and a big applause to them.

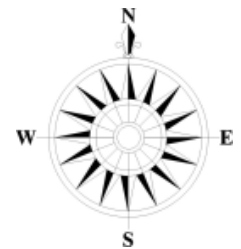


They really  
o u t d i d

themselves. The cake and ice cream was enjoyed by all. When we are there, the time just drifts away. We see so much there in wildlife such as turtles, fish and birds. Bryan told us of all the things that they are doing there to preserve the natural setting.



Victoria Place is just one great place for perfect weather to turn into a perfect day. I cannot think of a better way to spend Canada Day with friends new and old and this event.



## 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"

" L o b s t e r P i e "

"The Lobster buoy hitch.....was particularly good to tie to timber."



# Twelve Mile & Boshkung Lakes - July 23

Submitted by Doug Barrett



Well it started out at a Board Meeting...Bob Ball suggests doing a run on his lake which is about 1.5 hours north of Peterborough. I ask where that might be and Bob indicates Twelve Mile Lake! Well, as I pick myself up off the floor I advised Bob that our family cottage is located on Little Boshkung Lake...which happens to connect to Bob's Lake as well as Big Boshkung! And so it



began....not even realizing we were that close. A couple of phone calls and a meeting proved fruitful so we were off and running...with Bob, wife Georgia and their family coming together to pull off this event.



The morning of July 23 was beautiful and proving to turn into a gorgeous day. We all met at Wedgewood Marina at the lower end of Twelve Mile and launched together then headed to Bob's and Georgia's cottage. Ashore we settled into some coffee, donuts and other treats before setting off after a discussion about the route we'd take on each of the lakes.



Off we went across Twelve Mile and cruised north into Little then Big Boshkung Lakes and up to Buttermilk Falls in the north end before heading south along the west shore.



Ball's cottage of burgers, veggie's, treats and to demonstrate the correct procedure for aspects of these units. Loading up we Mile Lake and hauled out our boats



We met back at for a mid afternoon lunch drinks. John Gullick was on hand activating PFD's as well as other all headed south down Twelve together ending another perfect have been there.....



# Miss Supertest Weekend - August 6-8

Submitted by Rich Hughes



This year the Toronto ACBS Rendezvous and the TSACBA combined efforts for a weekend at Picton. This weekend was special in that Picton was hosting the 50<sup>th</sup> anniversary of the Miss Supertest III Triple Harmsworth win. This is a Harmsworth record that still stands today for three consecutive wins by the same boat. In addition to all the boat racing displays, a commemorative 50<sup>th</sup>



anniversary stamp was unveiled by Canada Post to mark the occasion. One unofficial boat run was on the Saturday and went from Picton bay to Prinyer Cove which is almost at the entrance to Lake Ontario. The official rendezvous run was on Sunday and went from Picton bay up the Hayward Long Reach to the site of the Harmsworth race course. From there the run continued on up toward Deseronto then West toward Belleville. In addition to the boat tours, there were also wine tours featuring some of Picton's most popular wineries. A big thanks goes out to Chris Bullen and Al Obal for organizing the event.



## HASTINGS WATERFRONT FESTIVAL – AUGUST 20

Submitted by Doug Barrett



Well, we lucked out for the 2011 event.... as the weather goes anyway. The skies were blue and the air was warm the entire day! This was the 5th Annual Hastings Waterfront Festival we have attended and it didn't disappoint. There were over twenty-six (26) boats attending this year which is about half as many as in 2009.

Each year is different for the type of vendors present so it's not always the "same ole - same ole"

event. There were the usual vendors and a few new ones that hadn't attended in the past. It was very casual this year as we didn't do any particular drive-by's and with more vendors the docks didn't seem too crowded and everyone was able to move around freely. The Antique Outboard Motor Club - Maple Leaf Chapter also had a booth set up to showcase some of their ancient treasures. Tug Trent was also on hand





for kids and adults alike to scurry over, in and through the hull while chatting with the crew.

At the end of the day rather than do the run down through the Trent Severn Lock towards Healey Falls we simply took a run up the river towards Rice Lake. Eric Crowley was on hand to lead several boats up the Trent River until the chop of the water became a little rougher as the wind picked up.

As usual the dock girls were on hand to assist everyone with finding their slip and tying up and our regular crew of TSACBA members were on hand at the ramp to assist launching and removing boats from the water.



## Fall Colour Run - September 11

Submitted by Rich Hughes



Warm weather and excellent boating conditions brought out many boaters to attend the Fall run. Like last year, the run was held on Clear and Stoney Lakes with a rest stop at the Church on the Rock between the two lakes. To accommodate the large number of boats, we split into two groups...fast boats and slow boats. Both groups met back up at Young's Point to haul the boats out and go for an early supper. Thanks goes out to Dave Dobbin for organizing the event.



# Gullick's BBQ Social - September 17

Submitted by Rich Hughes

The Guys and Garage Tour may have been cancelled due to low registrations, but that didn't stop almost 40 people and 14 project boats showing up at the Gullick residence for a BBQ. Many long-time members and three new members

enjoyed the warm weather, food and of course, swapping stories and boat parts. Thanks to the Gullicks

for hosting the BBQ and to all of those that attended.



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## Trent Severn Antique And Classic Boat Association

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## Other Club Events of 2011

December 03 TSACBA AGM/Christmas Dinner: Dave Dobbin

More details will follow....

On the Horizon

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



# News from South of #7

Submitted by Rich Hughes

Restorations Part 3



In this final of three issues we will take the restoration project boat to its finish. The last article left off with the bottom being complete and the side planks being replaced. It's now time to roll the boat right-side up and start work on the deck and interior. Most people opt to leave the interior until last which makes sense in the logical building of things.

However I like to build any fixtures such as seats, ceiling panels or kick boards that require upholstering so that the upholstering will be finished and ready to install when you are finished the rest of the boat. Replacement of the decks is one of my favourite jobs.

The new wood tends to give you a look at how the finished boat will look. While fairing out the decks, you can also go back and finish fairing out the mid to transom section of the

hull. If you are wondering why I do the fairing this way, it is all to save yourself a sore back in the morning, you'll see!

Before doing the final prep sand, it's a good idea to pre-fit the engine and any mechanical that may cause problems to a finish. Stain and varnish, not a lot I can say here that hasn't already been mentioned. However, to give it a time-line, figure about one month from putting on the stain to the final coat of varnish. With the finish complete, the engine, mechanical and electrical installations can begin. This is one of the most time consuming sections of the restoration due to all the little pieces that are no longer available over the counter and have to be fabricated from scratch. In the first issue of this article, I talked about the pros and cons of doing a correct original restoration as opposed to a retro-fit or modified rebuild. The electrical and fuel systems are two areas where I will not



follow originality. To put in perspective, think of the advancement in house wiring from Knob and tube, to modern romex with ground fault outlets. This progression was developed only after fatalities from fires and electrocutions. Therefore to go back to original marine wiring that was poorly fused not properly bonded and terribly insulated only to score points is not worth the risk of an accident waiting to happen. Likewise, modern fuel systems using quality tanks with the proper fittings and lines will ensure a safe leak free environment. From a performance stand point, fuel filters and water separators can be worth their weight in gold when you don't have to paddle your boat back to shore.



The last stages of the restoration are the hardware installation and fitting it on the trailer. The pictures that were taken when the boat was first acquired will come in handy at this point. There is always one piece of hardware that you can't figure out a location for, or windshield brackets that sit a certain unmeasured distance behind the dash. Take the time on the hardware installation to step back and admire the jewellery your labour of love is being dressed in. The boat can't get to the water on its own, that's why I'm including the trailer fit because most people overlook this stage. With the majority of us, the boat will sit on the trailer most of its life and therefore it is important that the trailer fit the bottom as perfect as possible. Also, take the time to update the trailers' wheels, hubs, axel and lights as well. There is too much invested in the boat to lose it all to a five dollar bearing. Nothing left to do now except use the boat and enjoy it. Well, not quite. The first run in the water is always tense. You will be listening and analysing every little sound, checking temperatures, oil pressure and looking for leaks and vibrations. Figure on several test runs to get the boat performing the way it should. Now it's time to relax and enjoy your boat because by next season you'll want something a bit bigger!

