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*Issue 39 – A news season begins!  
Winter / Spring 2017*

*Moorings  
Line*

### *Greetings from the Bridge – President Bill Graham*

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I have been truly blessed by being elected as your president for the next two years!

I am surrounded by a dedicated board of directors who I have worked with for a number of years and I can guarantee you that they are committed to the TSACBA as much as ever.

Jim Watt has decided to leave the board but we tricked him into remaining on the board as a Director Emeritus. After many years of being a super star as event and run coordinator, Murray Parnell has decided to step back and concentrate on being a Director. (The position of event and run coordinator is open if anyone wants to take it on.) I would like to thank Jeff Souch for his leadership in the past few years and last term's board members for all of their hard work to make our club outstanding.

In December last year we sent out a survey on the direction that you would like to see our club take and any changes that you think might be necessary. Thank you to all who participated! Your Directors and a few very intelligent boating people met for most of a Saturday in December and had a strategy planning session. It was very productive and over the next couple of years you will see some exciting changes in the way our club operates.

Our club is becoming very popular as we are constantly being asked to come to events and shows all over Ontario. With our membership spread out all over Ontario (and the world) we would hope that if you hear of an event in your area, that you would consider taking your boat with other members in your area and represent our club. We can supply some materials.

If you have a home or a cottage on a lake with a boat ramp, why not think about hosting a run for our club? You could be the leader and show us the hot spots of your lake. If you are interested please let your Board know. With no event/run coordinator, we are asking volunteers to organize some fun events for the club this year. If you have ideas, please call one of your Directors. (*Our Directors names and phone numbers can be found on Page 2*)

In my mind, the purpose of our club 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.

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## Welcome Aboard New Members!



The TSACBA wishes to acknowledge the recent additional members that have come aboard since our last newsletter in the Fall of 2016:

### Welcome Back:

Don Abbott from Burlington, Ontario

### New Member:

Norman Kitching IV, Junior Member from Mountain View, California



### 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](mailto: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](mailto: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 [past.president@trentsevernantiqueboats.com](mailto:past.president@trentsevernantiqueboats.com). ***This would be a great Mother's Day or Father's Day gift for your favourite boater.***

### 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*

Toronto Sportsmen's Show	March 15-19
ACBS Toronto Chapter Spring Tour	April 29
Annual Spring Workshop	May 27
Peterborough Canada Day Parade	July 1
ACBS Toronto Chapter 37th Annual Vintage Boat Show	July 8
Chemong Lake Run and Potluck	September 9
AGM / Christmas Party	November 25

*The following are tentative events in the planning stages.*

*Watch our website and social media for regular updates on our participation in events and any date changes.*

Campbellford to Hastings Run in conjunction with Parks	
Canada to Celebrate Canada 150	June 17, Proposed Rain Date June 18
Newcastle Annual Wooden Boat Festival	July 22 (Date to be Confirmed)
Rideau Ferry Vintage Race Boat Regatta	August 19/20

### *Web Words – Web Administrator Catherine McLeod*

When browsing our website do you ever check out the links we have posted there?

The first link is to "Boat Builders" in the left hand navigation list on our home page. Here you can find information on various boat manufacturers such as Garwood, Hacker Craft, Trojan, Chris Craft, Lyman, Richardson, and others that might spark your interest. In some cases the information provided is about a particular manufacturer's boat club. You can also link to our own website page on Peterborough canoes.

The second link is to "Nautical Links" in the left hand navigation list on our home page. First up are "Local Links" of interest to TSACBA members that include many of our Association's supporters, information on the Trent Severn Waterway, information on how to restore your cedar strip boat, and other information.

Under "Other Links" a majority of those listed have to do with antique and classic boats of all kinds, antique and classic motors, the Antique and Classic Boat Society and some of its branches, various museums, information on the Rideau Canal, and other information.

You may also want to check out this link I found online: <http://www.classicmarineandcottage.com/links/>. You can find a whole raft of links to information on any number of topics of interest.

So, when you having a rainy day, you are not busy working on your latest vessel, or you are not out attending a TSACBA event, why not do some browsing and increase your knowledge of your favourite hobby!

Constantly drawing attention...as of this writing (March 2, 2017) we have had 31,915 people visit our website; we now have 136 followers on our Twitter site; and we have reached a new target with 701 likes on our Facebook page, up from 638 as reported in the Fall 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.

## *Our Formative Years...a Bit of History*

*By Past President Jeff Souch*

I recently had an interesting opportunity to delve into the formative years of the Trent Severn Antique and Classic Boat Association. In fact, I was able to read through the Minutes of the board meetings of the “Antique Boat Committee - Friends of the Trent Severn Waterway” from 1984 to 1989 and followed the transformation to the Association we now know and enjoy.

In 1982 the “Friends of the Trent Severn Waterway” (FTSW) was established as a non-profit organization in conjunction with Parks Canada. The focus of FTSW was to educate the public about the natural and historical heritage of the waterway by holding events and publishing books, and newsletters. Souvenirs, charts and publications were available at gift shops located at Peterborough, Kirkfield, and the Big Chute.

An open discussion is recorded in the minutes from Meeting No.1 held on February 24, 1984. At this inaugural meeting the need to create an “Antique Boat Committee” as a sub-committee of the FTSW Project Committee was proposed by Doug Barraball. The idea was accepted and Doug was elected as the first Chairman of the Antique Boat Committee. Almost exactly 33 years later, Doug and his wife Carol remain active members of our Association. The motion to elect Doug as Chairman was made by Jim Lillico and was seconded by Fred Ayers who was a long time honorary TSACBA member until he sadly passed away last fall.

The March 2, 1984 minutes outline planning for the first of many boating events to be held by the club. A two-day show was planned for May 18 and 19 with an on-land display at the Peterborough Lift Lock on Friday followed on Saturday by a cruise up to Trent University, a guided tour of the Lift Lock, and an afternoon reception. The first hint of the club name we would eventually adopt was mentioned at a planning session for this show. The event would be known as “The First Trent Severn Antique and Classic Boat Event.”

This first event was a great success with 25 boats registered for display and five new memberships sold. It was not a financial success however and several of the organizers including Doug, personally covered the shortfall that they were eventually able to recover from the FTSW. In any event the organizing committee decided a major event would be held the following year under the auspices of the FTSW, but then future events would be held as a separate “Antique Boat Association.”



Meeting No.11 was held in September 1984 and was a pinnacle meeting for the TSACBA as the idea of forming a separate association was considered once again. The board invited Ken Kirk to attend the meeting as a guest. Ken was a Past Director of ACBS Toronto – and continues to be a member of the TSACBA. He addressed the advantages and disadvantages of forming a separate club or developing an affiliation with the Antique & Classic Boat

Society (ACBS). Following Ken’s presentation there was a board discussion and the decision was made to just keep things simple. A separate club with its own agenda, events, logo, and newsletter seemed to be the consensus. The seeds had been planted! Over the next few months, the executive of the Antique Boat Committee visited ACBS Toronto, Manotick, and Ottawa to get a feel for how the new club should be structured.

The next mention of a new club was a motion by Director Jim Lillico at Meeting No 25 on December 5, 1985. Jim moved that “A separate organization, called The Antique and Classic Boat Club of the Kawarthas be established.” This motion was seconded by Doug Barraball and was carried. At the following meeting on January 7, 1986 it was decided the new club should remain small initially and the executive of the Antique Boat Committee would be the Directors of the new club. Board meetings for the new club would be held on the first Tuesday of the month. I found this of particular interest since board meetings continue to be the first Tuesday of the month.

## *Our Formative Years...continued*

Once the decision to create a new club was envisioned, the choice of name seemed to be a challenge and a few suggestions were considered including: “Antique and Classic Boat Association of the Kawarthas” and “Trent Severn Historical Watercraft Society.” There was a void in the minutes I was able to review, but the present name “Trent Severn Antique and Classic Boat Association” was adopted in the summer of 1988 and it first appeared on the header for Board meeting minutes in September 1988, with Doug Barraball as Acting Chairman.

The first roster for the “Trent Severn Antique and Classic Boat Association” had 28 memberships in 1989. Registration was \$7.00 for a single membership and \$10.00 per family. Huh! - I wondered if that was the best \$10.00 they ever spent! Prior Smith confirms it must have been, as he and Allana were on the original list and have retained their membership to this day. Other names on the original list that are on the present roster are Brian Muir, Brian Norman, and Doug and Carol Barraball.

It was very interesting to see the names of present Association members in the early FTSW meeting minutes, Doug Barraball, original Chairman, along with Fred Ayers and Ken Kirk who were instrumental from the beginning. A little bit later, Dwight Boyd and Brian Norman - Past Chairman of the Antique Boat Committee and Past President of the TSACBA. I applaud their loyalty to the club, their hard work and dedication in the formative years of The Trent Severn Antique and Classic Boat Association. The membership thanks you.

### *Lock Etiquette* *By Vice President John Gullick*

*These notes on how to lock through are taken from Canadian Power and Sail Squadrons' Boating 1 – Boating Basics Get Your Pleasure Craft Operator Card. For more information about this and other courses go to [www.boatingcourses.ca](http://www.boatingcourses.ca).*

Where there is considerable difference in water levels between adjacent sections of a river or canal, locks are used to move boats from one level to another.



A conventional lock is a watertight chamber with a watertight gate at each end. If the valves in the lower gate are opened and those in the upper gate remain closed, the water runs out. Boats inside the lock are thereby lowered. When the valves in the lower gate are closed and those in the upper one are opened, the lock fills with water and boats are raised.

A lift lock is a different type of lock in which the boats enter a chamber which is like a large bathtub. The chamber is then raised or lowered to carry the boat to a higher or lower

level. Although a lift lock is mechanically different from a normal lock, the procedures to be undertaken by boaters are the same.

Lockmasters and attendants are responsible for the safe passage of boats through the locks. Their instructions *must* be obeyed. These instructions may be conveyed by voice, lights, hand signal, or VHF radio.



A red light means that the lock cannot be entered. Boats wishing to pass through must wait at the designated waiting area. In many cases this area is indicated by a prominent blue line painted on the wall close to the lock.

## *Lock Etiquette...continued*

A flashing red light means that the lock is being operated. Boats should keep clear of the lock but get ready to enter.

A green light means the boat can enter the lock slowly and with caution.

In order to lock through quickly and safely, the boat operator must know what is expected and be prepared to do as instructed by the lockmaster. For this reason a copy of the Canal Regulations (available at <http://laws-lois.justice.gc.ca/eng/regulations/SOR-93-220/>) should be carried on board. This is particularly important on busy weekends when a dozen or more boats may be locking through the same lock at the same time.



Before entering the lock fenders should be hung on both sides of the boat. Lines **must** be available at both sides of the stern and at the bow. Lockmasters generally give specific instructions and will usually instruct large boats to enter first. The lock must be entered slowly to avoid carrying the boat's wake into the lock.

The tops of the lock walls are fitted with bollards, posts or rings for temporarily securing the boat. In many locks, chains or cables are hung down the walls. Lines from the boat should be passed around these. The lines will slide up or down as the boat rises or falls. In some locks on the Seaway and Sault Ste. Marie, attendants pass a pair of lines to boaters. In other locks (United States locks on the Seaway) small boats put a line around a floating

bollard that moves up or down as the lock is filled or emptied.

To avoid fire or explosion all engines must be shut off, all flames must be extinguished, and there must be no smoking once the boat is in the lock and secured.

**NOTE:** Never tie a boat securely to a bollard, ring, cable or chain in the lock, because there is danger of capsizing as the water level changes. Simply pass your line behind the cable and hold on to both ends of your line.

Before leaving the lock, blowers must be switched on for at least four minutes before restarting the engine. In many locks you will be asked to leave the blower on all the time which is always a good idea. The lockmaster indicates the order in which boats are to leave and they must do so at low speed.

**NOTE:** Where there is only a short distance between locks, boats are locked through in groups, and the lockmasters notify one another. Nothing is gained by speeding between locks. It simply means a longer wait at the next lock.

For more information on Safely Locking please check out the YouTube video at <https://www.youtube.com/watch?v=imagIXQhIO0>

### *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)



## *Epoxy Bottoms on Wooden Boats – A Rather Sticky Topic*

*By TSACBA Member Dwight Boyd, Clarion Boats*



If you come upon a group of wooden boat enthusiasts conversing and sharing ideas about their boats and you ask, “what do you think of epoxy bottoms?” you will get more opinions than there are people in the room. If the discussion is allowed to continue long enough it may even erupt into a brawl. Everybody is an expert.

Now, *I* don’t claim to be one of those experts but I have been restoring and building wooden boats for more than 30 years and I have had epoxy in my shop from day one. Over those years, when it comes to epoxy, I may not have heard it all, but I’m sure I’ve heard most of it.

There are many misconceptions and misunderstanding about epoxy, its use and applications. First of all, what is it? The basic epoxy resin used in boat building is diglycidol ether of bisphenyl A. This is achieved by chemically combining two phenols with one acetone. Unreacted acetone and phenol are stripped from the bisphenyl A, which is then reacted with epichlorohydrin. This reaction sticks the two (di) glycidol groups on the ends of the bisphenyl A molecule. The result is diglycidol ether of bisphenyl A, or the basic epoxy resin. When combined with amine hydrogen atoms in the hardener it produces the cured epoxy resin. GOT THAT???. There will be a test. (*Thanks to System Three Resins for the chemistry lesson.*)

I have no idea what I’ve just written, but in a nutshell epoxy is a plastic resin that when combined with the hardener creates an exothermic reaction that produces a material that is strong, durable, slightly flexible, is 100% solids, and is moisture vapour impermeable. It can be combined with various additives or used in matrix with fibreglass or other materials to enable a wide variety of applications from adhesives to coatings to sheathings to structural fillets and mouldings.



However, this is not intended to be a “How To” article but rather a discussion in broad and general terms of whether or not epoxy should be used in your boat and if so, how and why.

Certainly one of the most common things debated and talked about is the epoxy or “WEST”*tm* Bottom. Should you do it to your boat? Well, I think the answer is yes, no, and maybe. Now I’m not trying to be a politician about this but there is such a wide variety of boats, construction techniques, applications, uses, and owners that there cannot be one definitive answer. Each boat, situation, and applicability has to be considered on its own merits.

Some people believe that scraping the grunge off the bottom, giving her a rough sanding, and slathering on copious amounts of epoxy constitutes a “WEST”*tm* bottom. If you do this, miraculously the old wicker basket will never leak again. Not so friends and neighbours, not so. You have not only wasted a lot of time and money but you have done more damage than good. Wood is a living breathing material and needs to be able to take on and give off moisture from *all* of its surfaces equally. Denying this breathability to one of them and stabilizing it creates an unbalanced situation where one surface can expand or contract and the other cannot. Can you see the problem here? Also, there is risk of moisture being trapped near the slathered surface and the potential for rot is enhanced. So, if your boat has a traditional carvel plank or lapstrake bottom the answer is NO. Repair, re-caulk, or re-plank your bottom in the traditional manner. It works.

Before we go any further let’s talk about what a “WEST”*tm* bottom is. “West System Epoxy” is a trade name of Gougeon Brothers of Bay City Michigan. It is also an acronym for **W**ood **E**poxy **S**aturation **T**echnique. The word “saturation” is more than a bit of a misnomer and may contribute to some of the confusion. It should more appropriately be “encapsulation.” Due to the viscosity of the epoxy it will penetrate the surface of wood enough to effect an incredible bond, but saturate? No! I know. I know there are all kinds of water thin saturating epoxy sealers and cure all concoctions making fabulous claims out there but you won’t find them in our shop.

## *Epoxy Bottoms on Wooden Boats...continued*

A proper “WEST”<sup>tm</sup> bottom is made up of a lamination of several layers or plies of wood and encapsulated on all surfaces with epoxy resin. The intention of this exercise is to stabilize the material and exclude moisture. Whether you make up these laminations yourself or buy them in sheet form (marine grade plywood) is up to you.



Alright then, which types of boats are candidates for a “WEST”<sup>tm</sup> bottom?

Generally speaking any boat that has a hard chine. It doesn't matter if it is single plank, double planked, or plywood. Some fine boats have factory plywood bottoms. The later wooden Rivas for example.

A proper Epoxy bottom cannot be done to existing planking. It must be replaced. In so doing, the new material, be it plywood or a triple laminate of solid wood can be coated with epoxy resin on the inside surface prior to the installation of the bottom. The outside surfaces can be coated with resin or ideally sheathed with fibreglass cloth in

epoxy for a solid, stable watertight Kant-Leak bottom.

Do you want to do this to your boat? Well, perhaps your boat lives on a trailer and is being hauled around and pounded over the roads and goes through repeated wetting and drying cycles. Or maybe you have just had it up to here with soaking your bottom for weeks trying to tighten it up. If so, then the answer might be YES.

What about all of those wonderful little cedar strip boats out there? Such a wide variety of configurations, sizes and manufacturers. Should their bottoms be done with fibreglass set in epoxy or not? Some owners swear by the natural bottoms and some owners swear at them. In this case I think the answer is MAYBE. The criterion mentioned above is certainly a consideration, but what must also be taken into account is that by glassing only the outside you are sealing and stabilizing only one surface. It is virtually impossible to get the inside of a cedar strip boat clean enough to effectively entirely encapsulate it with epoxy. Without epoxy on the inside it will not be able to dry evenly.

However, the thickness of cedar strip planking is relatively thin and can't exert much force with expansion or contraction. If you choose to glass the bottom of your cedar strip, after every use you must use a sponge to sop out any water that may have come aboard and dry the inside of your boat. If you do this it will last forever and you will enjoy a dry boat every time you use it. If you do not have the discipline or the children to do this religiously then stick with a natural bottom and wet feet.

A question most often asked is, if I put a “WEST”<sup>tm</sup> bottom on my boat or glass it what will it do to its ultimate value? This debate, I suppose, could rage on alongside the one on whether or not to re-power and the one on at what point does it stop being a restoration and become a new boat.

It's your boat.

You decide.....Bottoms up.



## *TSACBA AGM and Christmas Dinner November 26, 2016*

*By Sarah Robinson*



The AGM and Christmas dinner was held at the Best Western Otonabee Inn, Peterborough, on November 26, 2016. There was a good turnout of 47 people.

After much visiting and a chance to examine the silent auction items, Master of Ceremonies John Gullick welcomed everyone to the festive dinner tables. He told us that the first table of silent auction items was closing and proceeded to announce the winners.



John called on Prior Smith who paid tribute to Fred Ayers, one of the founding members of this Association. Fred passed away recently. Prior then said grace and we sat down to a delicious dinner.



After dinner Jeff Souch, out-going President, gave us some interesting information taken from archival material. Jeff thanked all members of the Board and in-coming President Bill Graham for their hours of work and dedication. Jeff conducted the business meeting. Val Souch gave the Financial Report. Jeff thanked Dave Thompson (Secretary) and Karen Thompson (Director) for all their hard work as they are stepping down from the board. He also thanked Jim Watt who is retiring after many years of service but will still be on hand if help is needed and thanked Murray Parnell for his help over many years. Murray will remain as a Director but is stepping down as Events Coordinator.

John Gullick followed up on the survey and thanked all those who participated. The results will help to form a long-range plan for the club.

The winners of more auction items were announced before we played Shippo and the Christmas gift game. The winners of the last of the auction items were announced and we concluded the evening with a very competitive boat game which Jim and Merridy Watt won by a narrow margin over Vicky and Murray Parnell!

It was a good evening and everyone enjoyed themselves.

