

THE BRASS BINNACLE

The Newsletter Of The Manotick Classic Boat Club... A Chapter Of The Antique & Classic Boat Soc.



2003 MCBC Boat Show - photo from our Facebook photo archives



PO Box 948, MANOTICK, ON K4M 1A8

SPRING 2011



www.manotickclassicboatclub.ca

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MANOTICK CLASSIC BOAT CLUB

A CHAPTER OF THE ANTIQUE & CLASSIC BOAT SOCIETY

PO Box 948
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 communicationsMCBC@gmail.com

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2011 MCBC EVENTS

Saturday, May 7 th	MCBC Roots and Runs Social – Manotick Legion	Judy Saunders
Wednesdays (May 25 – Sept 14)	Rotating Cruise Nights	Dinah Sholfield
Saturday, June 4 th	Dickinsons Days	
Saturday, June 25 th	Portland to Rideau Ferry Run	Mark Krzyzanowski
Saturday, August 13 th	36 th Annual MCBC Boat Show	Ray Saunders
Sunday, September 25 th	Burrits Rapids River Run	Wilma Jelley
Saturday, October 22 nd	Fall Workshop	Mark Krzyzanowski
Saturday, October 22 nd	Fall Social	Heather Phelan
Saturday, November 26 th	Annual General Meeting	Heather Phelan

OTHER EVENTS OF INTEREST

June 2 nd – 5 th	ACBS Spring Board Meeting, Long Beach, CA	www.acbs.org
July 9 th	Toronto ACBS Boat Show, Gravenhurst ON	www.acbs.ca
July 17 th	1000 Islands Boat Show, Alex Bay NY	www.1000islandsacbs.org
August 5 th – 7 th	Clayton Boat Show & Auction, Clayton NY	www.abm.org
August 6 th – 8 th	Heritage on the Water, Picton ON	www.peyc.reach.net
August 19 th – 21 st	Rideau Ferry Raceboat Regatta, Rideau Ferry ON	
August 19 th – 21 st	Montreal Classic Boat Festival, Montreal QC	www.fbcmontreal.com
September 21 st – 24 th	ACBS International Annual Meeting, Lake Geneva WI	www.acbs.org

PRESIDENT'S MESSAGE

by Judy Saunders

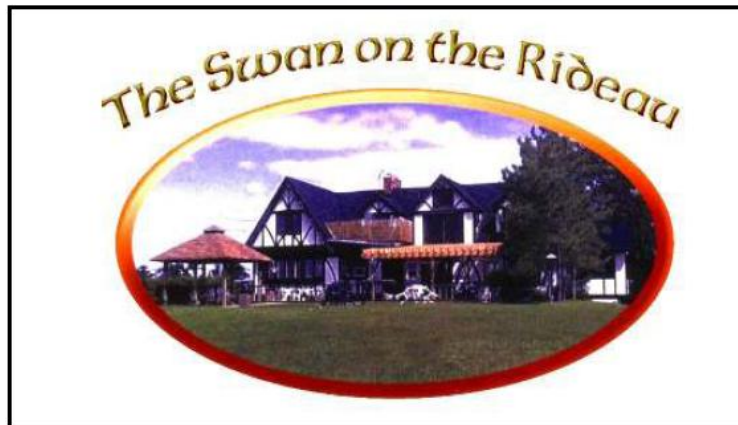
Spring has arrived! I trust that all your winter boat projects are coming to an end and that you will be ready to launch soon. Carmen Keyes has re-launched his Hackercraft Grandpa's Dream in Florida; Ray and I hope Full Moon will be in the water about the end of June.

I encourage each of you to assist this year's Board of Directors to make 2011 a fun boating year. Along with our boats, we as members are aging and our numbers are declining; this means that fewer active volunteers are available to facilitate ongoing and new events. So we would appreciate your support, first by providing feedback on what you enjoy and what you would like to experience as a member of the Manotick Classic Boat Club (communicationsMCBC@gmail.com or telephone a Board member). Secondly, please consider volunteering to assist with an event or activity. If each Manotick area member signed up for one event per year, we could have a great time (and give long time volunteers a rest)! Currently we are looking for volunteers to provide a display boat (early fiberglass if possible) and/or spend 2 hours at Dickinson Days on June 4; of course, we always need volunteers for our August 13 Boat Show.

NEW FOR 2011

We are revising how we deliver Ships Stores. Rather than MCBC purchasing items for re-sale to members (with problems of unsold inventory), we are finalizing plans with the retailer Marks. Members will receive a discount card for purchasing suitable clothing (or accessories) for boating at any Marks retail store and order an MCBC logo to be added.

ACBS is launching a web-based directory of members. Initially, I will try it out; this summer it will be available to all members for updating your own personal and boat information and ultimately to contact other ACBS members. Notices for renewal will also become electronic-based on the same anniversary date (December 31 if you renewed for 2011 before January 31; and on your own renewal date if you renewed after that date). Paper-based information will still be available on request.



A MESSAGE FROM THE EDITOR

by Mark Krzyzanowski

First and foremost, I would like to extend a thank you to Dave Tilley who has done an outstanding job compiling our newsletter for the past several years. Dave's efforts brought our correspondence into the 21st century and I hope to continue this progression in my time as newsletter editor. As the new communications director for the club, I would also like to outline some of the new initiatives for MCBC's communications. You may have noticed our new Facebook address on the bottom of the pages. We have created this in an effort to promote the club, reach potential new members, host photos from past boat shows, and share other interesting wooden boat articles and events. Content such as events, photos, and videos are accessible even if you are not a member of Facebook! For Facebook users, this page allows individuals to interact and share their own content. Once the page reaches 25 fans, the url listed at the bottom of the page will be active. In the meantime, we can access it by clicking [here](#) or by searching "Manotick Classic Boat Club" on Facebook. I also encourage MCBC members to email me photos from past boat shows to include in the albums on our Facebook page!

PORTLAND TO RIDEAU FERRY RUN

The Manotick Classic Boat Club has proposed a run from Portland to Rideau Ferry for Saturday, June 25th. Details for this event are not currently set in stone and will be based on the interests of individuals attending. This will be a self-organized event and members are encouraged to communicate amongst themselves to coordinate a departure time and meeting places. The village of Portland has excellent launching facilities and adequate parking for members who plan to trailer sail their boats. A number of MCBC members have cottages on Big Rideau lake. MCBC will be in touch with these folks and we should have some local talent to guide us through this run! More information will follow via email, but if you have any other questions or would like to participate, please contact Mark Krzyzanowski.

MCBC's winter social took place on February 19th at the Mill Tavern in Manotick. You can click [here](#) to view other photos from that night!



2011 SPRING SHOP TOUR – APRIL 16TH 2011

by Don Segall

While the rainy weather may not have been conducive to boating, it was great opportunity to stay inside and see some interesting projects. The day started off at the Krzyzanowski's storage shop in Portland. As usual, there were newly completed project boats including a, FE v-bottom raceboat, as well as some new projects like an unusual, hand fabricated "rocket boat" and a dippy!

The tour then moved down the road to Wykes Boatworks. As usual, some interesting work was underway at Wykes. A Century utility was up on its side for bottom work, revealing its unique construction. Also, a freshly refinished 50's Chris Craft utility was on display, awaiting its drive line and final interior assembly. In the far end of the building, a little 50's Chris Craft Cruiser just had its bottom repaired and was awaiting additional work topside. Finally, a neat little cedar strip outboard recently refreshed looked just about ready to go.



In Merrickville, there were a pair of newly refurbished Riva V8 engines on stands at Aylings, showing their unique colour scheme. Nearby we saw a Shepherd utility, all prepped and awaiting a fresh coat of varnish. If that won't get you into the spirit of Spring, what will? The far end of the shop contained three large Chris Craft cruisers. Two were undergoing renovations.

Millar and Potter in Manotick was our final stop. Here we saw some glimmering, freshly varnished cedar strip boats, as well as a larger, very old cedar launch, which revealed its work in process. A completely restored Lyman utility was also on display. You can see more photos from this year's shop tour by clicking [here!](#)

THE IMPORTANCE OF A MARINE SURVEY

by Mark Krzyzanowski

In my time involved in the sales of Antique & Classic boats, I have seen on many occasions the need for a marine survey and take every opportunity to communicate the value in a pre purchase marine survey when dealing with clients. A typical pre purchase marine survey is a comprehensive written document outlining all aspects of a vessel including structure, cosmetics, wiring, engine, upholstery, chrome/hardware, etc. Surveyors will frequently include a set of detailed photographs for the client and will highlight areas of interest and areas that may need attention. Surveys will frequently include an overall report of the boat's condition as well as a valuation by the surveyor. Many marine surveyors will also offer a follow-up phone conversation to discuss his or her thoughts on the boat, giving a buyer ultimate piece of mind.

Why would one consider a pre-purchase marine survey? A survey is a valuable resource for both experienced wooden boat owners and new wooden boat owners alike. The days of finding a desirable classic in your own back yard are not common anymore! Many buyers now rely on brokers or the internet to track down the boat of their dreams. Many times, these boats are out of reasonable driving distance and one must rely on limited information and photos to make a decision. A marine survey can give a buyer an exact idea of what they are looking at - no questions, no false representation. A proper survey can also help to get financing or insurance for your boat (when required). If for some reason a survey uncovers issues not noted in the seller's description, the buyer can walk away with a clear conscience for nothing but the cost of the survey.



Are surveys expensive? In my opinion, a document that can yield accurate, comprehensive information about the condition of a vessel is invaluable. In reality, the price is quite reasonable actually. Depending on travel distance and geographical area, a typical marine surveyor fluent in wooden boats will charge a rate of \$15-25/foot. The final survey is released to (and only to) the individual who commissions the job. If you find yourself needing a qualified marine surveyor in any area of North America, feel free to contact me directly for a recommendation!

MCBC TROPHY CASE TO BE RELOCATED TO CITY OF OTTAWA ARCHIVES

Watson's Mill has been kind enough to house the club's trophy cabinet for a number of years on the second floor of their Manotick facility. All good things eventually come to an end and the space was required for a new exhibit. Following the club's March board meeting, it was decided that the case would be relocated to the North Gower Archives where it will remain accessible to club members. MCBC trophies can now be viewed on Tuesdays at the City of Ottawa Archives at the former North Gower Township Hall (6581 Fourth Line Road). The new location will also give the awards new visibility in the community and will reach a new audience!



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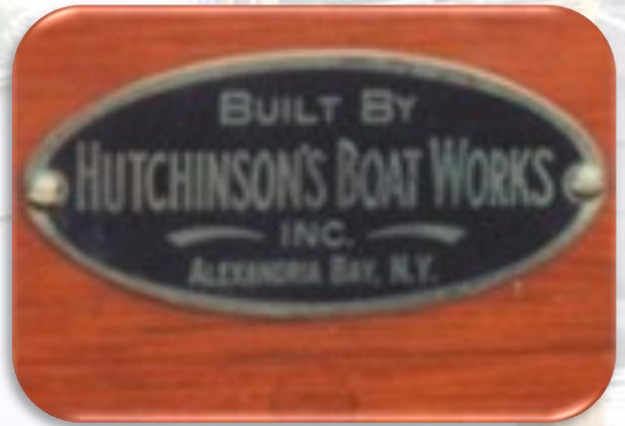
FULL MOON RISING

by Ray Saunders

Full Moon is a 1937 twenty eight foot Hutchinson Hardtop Sedan, also known as a Commuter, as their most common usage was commuting to the owner's "cottage" in the Thousand Islands. They were also frequently used by the wealthy to carry the elegantly dressed to festive dinners/events on other islands, where windless/wetless riding conditions were considered necessary to prevent disturbing the ladies' extravagant hairdos! Judy and I bought *Full Moon* during the winter of 2009 as we need a larger, St. Lawrence River compatible boat, as we are moving to Brockville in 2012. Although we will not need to commute to such glorious events as in the days of old, we are sure that the enclosed hardtop will come in handy during long moonlit runs on the river. Naturally, the boat only needed a "little work", or so I thought, based on the available Marine Survey, inspections and discussions with people familiar with the boat for many years. Two years of steady work later....., the boat will (finally) be ready for re-launching this summer. The story of this restoration will be presented in 2 parts.

The following brief history of Hutchinson's Boat Works was edited from a much longer article written by Bonnie Wilkinson Mark in 2007 for Thousand Island Magazine. Bonnie is the great granddaughter of Bert Hutchinson, one of the original company founders. The full article can be found by clicking [here](#)

"George and James Herbert (Bert) Hutchinson started Hutchinson Brothers Boat Works circa 1902 in rented facilities on Sisson Street, in Alexandria Bay, New York. From 1902 to 1964, Hutchinson's constructed well over 250 boats. These craft ranged in size from 19 feet (utility) to 48 feet (runabout), with 28 foot runabouts being the most common size in the earlier years and 22 foot and 26 foot stock, utility boats being the most common size in the later years. Hutchinson's constructed many different types of boats over the years, including houseboats, launches, racing boats, cruisers, runabouts, sedans, utilities, and boats for the war effort. Although Hutchinson used many different engine types in the early years as manufactures made performance improvements, in the 1930s they began using Chrysler Marine engines.



During the 1930s Hutchinson's began constructing sedan boats while they were building runabouts and utilities. These boats ranged in size from 28 feet to 40 feet in length and had a hard top, generally with bench seating underneath the hard top, preferably on the left hand side, and sometimes with wicker chairs instead, as in *Full Moon*. They included an aft exterior cockpit and were finished "bright" inside and out.

Of all the sedan boats that were constructed, the 28 foot sedan was the most popular model built during the mid to late 1930s. There are currently nine of the original fifteen 28 foot sedans built still in existence, located throughout the United States and Canada. These "special mahogany sedan type motor boats" were built of "bright" finished Mexican mahogany inside and out, with chromium plated trimmings, different interior seating configurations as per the owners' requests, and with all cushions manufactured from the then-new Dunlopillo rubber, which was covered with genuine leather. A powerful engine such as the straight 8 Chrysler Royal in *Full Moon* was generally installed, giving the boats a speed of over 30 Mph."

I would be remiss if I did not tell you at least a few stories of *Full Moon's* history. First of all, the name: in spite of temptations to believe that name has something to do with rum running, the real reason is much tamer: the 4th owners named her *Full Moon* as they liked to take her out at night under the light of the full moon. A more interesting story

comes from when St. Joseph's College in Rochester NY (3rd owner) owned the boat. It seems that the monsignor just loved using the boat and even had a custom cover and trailer made for her. However, after his death she was placed on top of a large bonfire being built to celebrate a pending College event. Fortunately, she was spotted and purchased by Rod Taylor and Tom Bovenzi (4th owners) before the fire was lit! Although less glamorous, an important part of *Full Moon's* history was introduced by the 2nd owners, the Dollinger family of Long Vue Island in Alexandria Bay: They replaced the original V-drive Chrysler engine with the existing straight eight cylinder Chrysler Royal located mid-ship. The reason for this relocation was to give the boat a better attitude across the water and to make the boat more sea-kindly in a beam sea. It also involved a reconfiguration of the rear cockpit and seating. In 1992 the 5th owners, the Rossmassler family purchased *Full Moon*. We are the 6th owners.

The Story of *Full Moon's* Rising:

When we first saw *Full Moon*, the boat was dirty, full of junk and had a very poor uneven floor, yet had reasonably good varnish. The chrome and upholstery for the most part were poor but serviceable for the near term, and all the original hardware and gauges were there. It appeared to be an easy "restoration/preservation", as the planking is 98 % original, including the bottom; and all the original hardware, including the factory banjo steering wheel, optional spot light on the roof, and gauges, were there. ACBS considers *Full Moon* to be "Preserved" due to its high level of originality.



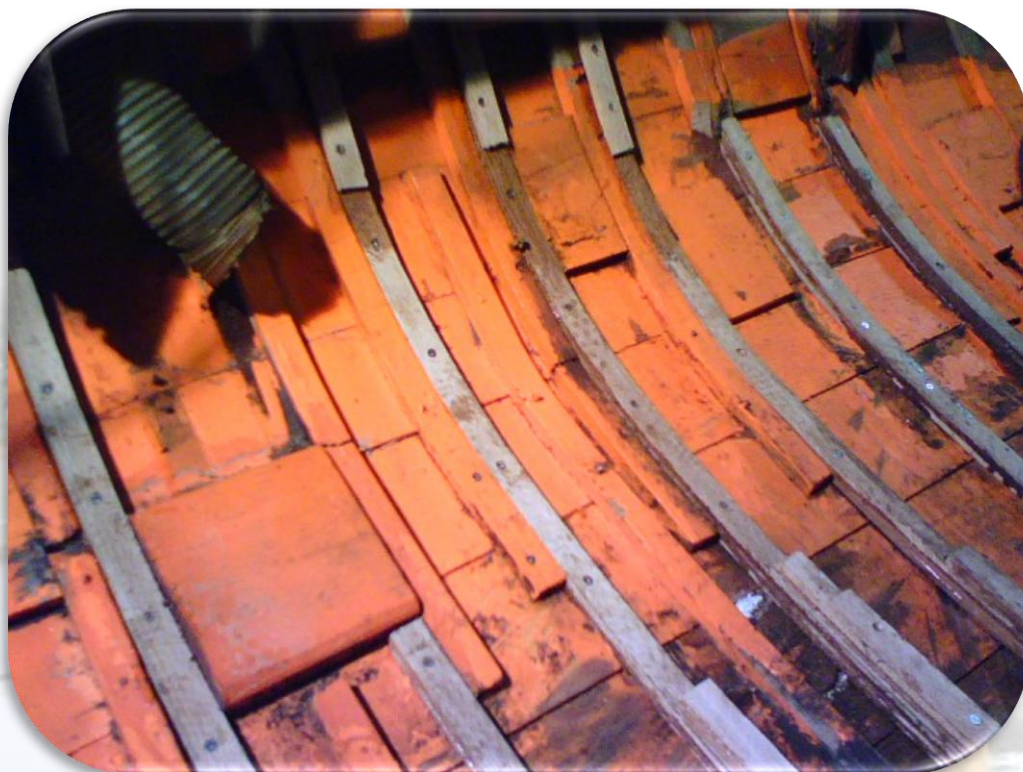
My original intention was to clean up the boat, replace the unsafe floor, tune up the motor and put her in the water, with the rest of the required work being completed in future years. However, as with all "best made plans of men and mice", the devil is in the details and unknowns. When we removed the floor from in front of the motor forward, which was screwed and glued down and thus not visible before the boat was bought, we found that the main stringers (large central framing supports running from end to end (20 + Ft) that the motor, framing ribs, etc are attached to) were rotted to the point that they could be pulled apart with your fingers in several places. Several ribs were also broken. Naturally, this condition affected the entire structural integrity of the boat, as all framing and ribs are attached to these 2 supports. This "revelation" changed everything (budgets, timelines), as the "structural integrity" of the boat had to be restored before putting it in the water. Oh well, as they say, "in for a penny, in for a pound" (or 2 or 3!).



The question was: what to do? Traditionally, the motor would be removed, the boat would then be turned upside down, the bottom removed, and then new stringers & framing would be installed along with new ribs. The bottom planks would

then be reinstalled (probably with new wood), the boat reassembled and refinished. This process is *unbelievably* costly and thus not the approach I was willing to take, especially when the original bottom wood planking on *Full Moon* was in very good shape.

My restorer, Justin Clark, and I pondered the situation for awhile and finally concluded that if we supported the boat properly, we could replace the stringers and broken ribs from the “inside” (one at a time) without turning over the boat or removing the bottom planking. We could do this because the stringers were bolted right through the bottom wood of the boat, thus making the stringers removable with minimum damage to the ribs and bottom wood. We also decided that the ribs could be replaced without steaming them to achieve the required shape, if we installed them by building up thin strips of oak (1/4”) that were “cold bent” to shape via following the existing bottom planking, then gluing & screwing them in place one strip at a time to form ribs of the correct strength and shape. Such ribs resemble “plywood” when complete. An “old timer” told us about this method. Few have undertaken this uncommon method, but it was worth a shot!



The good news is that upon execution, our methods to restore the structural integrity of the boat worked as planned. All the framing is now back together and the boat is straighter and stronger than it ever was. As it turned out only the front 2/3 of both stringers had to be replaced; the existing stringers from the motor back were solid and thus we used them as the “base line” for placing and leveling the new stringers and framing. A side but important result of our method is that we were able to discover that the weakened original stringers had allowed the boat to seriously “hog” (sag) from the middle forward (bad news for handling if left uncorrected!). The front of the boat had to be literally jacked up 1.5 inches via the keel so that the existing ribs/framing would touch the newly installed, *level* stringers (e.g. when installed level, there was an 1.5 inch space between the stringers and the ribs at the front, tapering to zero by mid boat). This jacking action straightened the entire boat such that the original top side lines and fairing *visibly* came back into shape. The rest of the structural integrity work mainly involved installing the new ribs as described, installing appropriate bracing, scraping, sealing and repainting the bottom planking, cleaning and painting the entire inside below floor level. An interesting tidbit is that other local restorers have come to look at what we (really Justin) has done so they can copy the procedures – the cost and time savings are that great.

We were now ready to design, make and install the teak floor panels – the original job that I had planned for the boat, not to mention undertaking all the traditional preservation tasks that are required for any first class boat restoration (motor, upholstery, chroming, wiring, varnishing, etc). These steps will be covered in the part 2 of this article, which should be ready for the next issue.

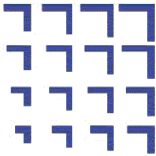


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MARKET PLACE

Market Place is a service provided to MCBC members free of charge. To place an ad in the next issue of the newsletter, email the communications committee at communicationsMCBC@gmail.com.

1960 Shepherd 16' outboard (second owner) with 1975 Chrysler 75 hp motor and convertible top. In great shape (stored indoors) with trailer. Located in Florida (never in salt water), she is ready to go. Give me a call and make an offer at 352-459-1225 or dave.yknot@gmail.com.



Hot Shoe is For Sale and ready to GO!!! She is a 16 foot Stiletto Ski Boat from a plan developed by Glen L. Witt, Naval Architect of Glen-L Marine Designs, Bellflower, California in 1965. She is equipped with a 1977 Mercury 1150 and Custom Trailer Complete with Tilt Trim, Stainless Steel Ski Bar and Built in Fuel Tank (the water ski is not included). This boat is in Florida and ready to go. Make me an offer at 352-459 1225 or dave.yknot@gmail.com.



For Sale: The "Lady By": 1940 Mac-Craft Runabout. This beautifully restored boat is 15'9" in length and powered by a 1948 Chris Craft four cylinder engine that was rebuilt in 2003 with new pistons, valves, cam etc. Tune up in August 2009 by Millar-Potter Boatworks. The "Lady" is a truly rare Canadian built runabout and one of only a handful of Mac-Crafts left. She was rebuilt to be trailerable and does not need to stay in the water or soak in the Spring. Complete with trailer. Asking price: \$18,950. Contact John Spencer @ 613-258- 4103 or johnspencer@johnspencer.ca



UPCOMING EVENT – MCBC ROOTS AND RUNS SATURDAY MAY 7TH

Please join us at the Manotick Legion on Saturday May 7 from 7:00 to 10:00 pm for an evening devoted to sharing our roots and special times on the Montreal River Run. This will be an informal evening with a cash bar and free snacks along with this program and time for mingling:

7:00 pm - New slide show of the 2010 Montreal River Run prepared by Ron Jelley

7:45 pm - Presentation on The History of Mahogany Harbour by Jim Potter

Simon Lebrun will be in attendance to provide us with a briefing on the river run from the north end of Lake Champlain (Saint-Paul-de-l'Île-aux-Noix on the Richelieu River) to Montreal August 16 to 18

Please RSVP for this event by sending an email to communicationsMCBC@gmail.com or contact Judy Saunders at [613 749-4396](tel:6137494396) or rjsaunders@sympatico.ca



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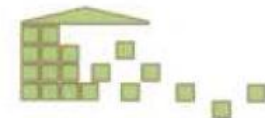
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