8:45 p.m. Calm winds. Last run.

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### OUR COVER

What an achievement! Stan Meek, (right) a driving force behind The Muskoka Steamship Lines and the project to create this new vessel, is joined by famous Town Crier, Bruce Kruger, (left) for the inaugural cruise of the Wenonah II. Photo by Bev McMullen.

Inset: Creating this new Muskoka icon has been an inspiration to many people including author Steven Duff, (Raiders of The Lost Barque) who switched creative disciplines from writing to painting to create this lovely watercolour for ACBS Toronto and Classicboat magazine - many thanks Stephen! More about the Wenonah II in this issue on page 10.

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### IN EVERY ISSUE

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It is 30 degrees and pure sunshine here on the dock at Bearrocks, in Muskoka, as I put pen to paper to write you my President's message. A glorious July or August weekend? No, it is the second weekend of September, and that wonderful summer wind continues to bless us with unbelievable weather. What a summer we have had to do what we love best - to get out on the water in our beloved wooden boats.

We had a marvelous start to the summer with the Duke Boats Homecoming Picnic in early July, which was quickly followed with our annual summer show in Gravenhurst. The gang here at Classicboat has put a wonderful pictorial spread together in this issue celebrating yet another tremendous and very successful show. It is always a pleasure to see so many of the membership and their boats out participating in the show, but equally gratifying is to see and meet members from other ACBS chapters making the trek to Muskoka to join us for the show. As ACBS members we give new meaning to the word dedicated (or do I mean the word crazy?). Whether you are dedicated to, or just plain crazy about antique and classic boats, it is so wonderful the way we come together to celebrate our heritage of wooden boating and share it with the public at large. Thank you for making the summer such a success and sharing your boats with others!

Catherine Lodge and Sam Wren will fill you in on the adventures of the members who headed to the 'River' in mid-August to participate in the Summer Rendezvous. By all accounts, weather - scenery - boats - people - food and laughter, it too was another tremendous success story. Our many thanks to the Antique Boat Museum in Clayton and all of our friends south of the border for the splendid time they showed us.

As we roll into the fall your Board of Directors, and the volunteers that make up their committees, have a terrific event planned for your enjoyment and educational desires. In early November we invite you to join us for the AGM and annual Haul Out Party! This year we have a fabulous venue and dynamite guest speaker/presenter. Peter Hunn, author of the Old Outboard Book, The Golden Age The Racing Outboard and Beautiful Outboards, will be with us and will take you on a wonderful trip back in time to your youth and that of the golden age of the racing outboard, the little outboard kicker you and your dad, mother or grandparent used to take you fishing with and those wonderful summer water-skiing adventures behind the family Evinrude BigTwin outboard. This year's Haul Out Party and Peter Hunn are not to be missed! Details can be found in this mailing.

"Will anyone dare to tell me that business is more entertaining than fooling around among boats? He must have never seen a boat, or never seen an office, who says so..." - Robert Louis Stevenson

There were many times in the past year when business was set aside for the 'business' of fooling around in wooden boats! What a wonderful year it has been for me serving as your President. It has been both an honour and privilege to work on your behalf both here at home and with ACBS International. The support from my fellow Board of Directors and from so many of you, through your correspondence, telephone calls and volunteering, has made for a year of excellent club activities and a great deal of fun. We have much to be proud of as a club as a result of our collective efforts. I look forward to continuing to serve you as "Past President" and supporting the club through my work with the new Board and Committee Chairs. Lastly, I owe immeasurable thanks and gratitude to my wife Sam, who has been a constant support and joy throughout my term as President this year.

Keep on being active in our club through your participation in the many events and activities to come and through your participation as a volunteer on a committee or at an event. It makes a difference and we all benefit as a result. Looking forward to seeing you at the Haul Out Party!

Yours,
KEY INTEREST GROUP ROSTER

Particularly for the new members, the following is a list of references for the various boat builders.

If you need information, check with the appropriate individual below.

<table>
<thead>
<tr>
<th>Interest Group</th>
<th>Coordinator</th>
<th>Contact Information</th>
</tr>
</thead>
<tbody>
<tr>
<td>Antique Outboard Motors</td>
<td>Dave Morrison</td>
<td>905-274-5370</td>
</tr>
<tr>
<td>Canoes</td>
<td>Will Ruch</td>
<td>705-765-5390</td>
</tr>
<tr>
<td>Cedar Strip Boats</td>
<td>Patrick Wren</td>
<td>905-939-8311</td>
</tr>
<tr>
<td>Clive Brown Boats</td>
<td>Bill Clark</td>
<td>416-484-8588</td>
</tr>
<tr>
<td>Disappearing Propeller Boats</td>
<td>Gary Peck</td>
<td>705-695-2293</td>
</tr>
<tr>
<td>Ditchburn Boats</td>
<td>Ed Skinner</td>
<td>705-765-3141</td>
</tr>
<tr>
<td>Duke Boats</td>
<td>Ed Skinner</td>
<td>705-765-3141</td>
</tr>
<tr>
<td>Greavette Boats</td>
<td>Tim Butson</td>
<td>705-765-3186</td>
</tr>
<tr>
<td>Minett &amp; Minett-Shields</td>
<td>Harold Shield</td>
<td>416-444-5225</td>
</tr>
<tr>
<td>Row Boats</td>
<td>George Rossiter</td>
<td>705-445-2908</td>
</tr>
<tr>
<td>Sachau Marine</td>
<td>Elsa-Ann Pickard</td>
<td>905-833-0550</td>
</tr>
<tr>
<td>Sailboats</td>
<td>George Cuthbertson</td>
<td>905-319-6571</td>
</tr>
<tr>
<td>SeaBird Boats</td>
<td>Stan Hunter</td>
<td>705-764-0191</td>
</tr>
<tr>
<td>Small Inboard Engines</td>
<td>John Thomson</td>
<td>416-741-1564</td>
</tr>
<tr>
<td>U.S. Built Boats</td>
<td>Gerry Pederson</td>
<td>416-266-6093</td>
</tr>
</tbody>
</table>

The primary purpose of this roster is to make it easy for you to connect with others who have similar interests relating to any aspect of antique or classic boating. The main role of these coordinators is to help get the information and/or guidance, or to locate the parts or historical information that you need. If you have a suggestion for a group you would like to see listed or an individual you think would make an effective coordinator, please contact Patrick Wren at (905) 939-8311.

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WANTED: Contributors.

No, we're not looking for money. We are after something much more precious than that: your photos and stories! Classicboat is your club newsletter and your contributions are MORE than welcome - they are needed.

We'd like to publish more photos, supporting them with detailed captions. We believe the readers love pictures. So, your single great photo does not need a 500-word story to back it up, just a paragraph telling us what we're seeing and how it may interest other ACBS members.

We hope to create an active forum where members can share their summer boating memories, friends, boating pets, whatever you thing is interesting. Have a look at Classic Boating Moments on page 30, and then thumb through your summer shots.

Call me or email the magazine at classicboat@sympatico.ca - we'll be glad you did!

As to this issue's Editor's Corner photo, "Not just two editors - two Andrews!"

Yes, your club does two publications and someone named Andrew edits both. The other publication is called Muskoka Life and the editor is Andrew Wagner-Chazalon, also editor of the Bracebridge Examiner.

As part of the public promotion for ACBS Toronto's annual Antique & Classic Boat Show in Gravenhurst, we work with the local press for editorial coverage, produce and distribute the annual show poster and we publish a magazine, called Muskoka Life. Your club distributes 10,000 of these as a further means of raising awareness for the show. The photo above, by Bev McMullen captured the two editors in a moment of relaxation at this past summer's show. Andrew is the good-looking one.

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Mr. 2000!
ACBS Toronto has officially registered its 2000th member.

L to R: Paul Hammond (Mr. 2000), Shirley Hammond, Happy Thomson, Murray Walker & John Thomson.

Welcome!
New Members

Peter & Maria McKenna/Georgetown
John McKenzie/Ennismore
Don & Kim McTeer/Burlington
Frank D. & Carol G. Mead/Ajax
Peter & Helen Mellor/Nepean
Jim Middaugh & Alyson Irving/Bracebridge
James A.C. & Mary E. Mills/Gravenhurst
Andrew & Susan Moizer/Merrickville
Dermot & Simone O'Byrne/Toronto
Mr. & Mrs. L. Oterman/Newmarket
Fred Pelley/Guelph
Hugh & Cathy Pardo/Blenheim
Dave & Ruth Potts/Stirling
Mark & Karen Quenby/Bracebridge
Tom Rennie/Guelph
Mark Robinson/Huntsville
Kim & Jeremy Royal/East Boston, Massachusetts
Max & Peter Schmoker/Lakefield
Anthony Schlossor/Burkes Falls
Bill & Sharon Seaward/Smiths Falls
David & Laurie Slingerland/Guelph
Glenn & Dawn Smiths/Washago
Donnis & Mary Thomas/Collingwood
A.R. van Doggenaar/Nijkerk, The Netherlands
Alan & Karen Vaughan/Oakville
Stuart & Gillian Weatherley/Caversham, Berkshire, England
William M. Webb/Louisville, Kentucky, U.S.A.
Eric & Susan West/Milford Bay
Lawrence & Bess Weston/Toronto
Thomas M. Wood/Bracebridge
Enjoy a fabulous taste of summer in November!

Saturday, November 9

at the

AGM

&

HAUL OUT PARTY

with friends, fellow members
and
our guest speaker/presenter

Peter Hunn

Location: The Board of Trade, Woodbridge
AGM: 5:00 p.m.
Drinks: 5:30 p.m.
Dinner: 6:00 p.m.

For more information contact: Patrick Wren at 905-939-8311

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Mississauga, ON
Rendezvous is an opportunity for ACBS members to share a love of boating, experience new waters, and see lots of wooden boats. This past August a Canadian contingent of 33 embarked upon a fabulous Thousand Island ACBS Summer Rendezvous weekend on the St. Lawrence River, with our friends from the Antique Boat Museum in Clayton.

Our experience started early Friday as we made the drive to Clayton, NY to the Museum to gather. Six boats were launched at the Mary Street ramp, while one of the participants, Ken MacStephen with his 1911 R.H. Mullins, launched in Gananoque and made the hour & a half journey across to join the group. We were treated to a guided tour of the Museum, led by Bob Cox. For those who have not had the opportunity, the Antique Boat Museum is a must for any wooden boat enthusiast. Our tour focused on small craft, starting
from early times and working forward to more modern craft like the Dispro! We then assembled to meet our various hosts and headed out across the choppy waters to our weekend destinations.

The Antique Boat Museum’s 1974, 41 foot Commuter Zipper, with Bill Danforth at the helm, and the other participants zipped and rolled across the River to their various island destinations, some drier than others! Zipper’s last stop was Jolly Island. Courtesy of Sissy & Bill Danforth, eight of us stepped off the boat onto their enchanted island. A warm welcome awaited us there. The weary boaters checked into their cozy rooms, enjoyed a swim, a cool drink and some R & R before heading out again across the River to the Rendezvous Kick-Off Party & Dinner at Ann Potter’s beautiful summer home on Round Island. A group of The Friends of the Museum graciously entertained us with cocktails and a BBQ dinner, while we exchanged stories and learned more about “The River”. A world away from our usual summer haunts, favourite moments included being entertained in style, relaxing with fellow boaters and being able to go to bed at 10:30 at night to rest up for the days ahead.

With a perfect sunny day ahead we assembled at Jolly Island to start our adventure on Saturday morning. The groups’ first stop was at Lou and Lee Smith’s, where we were treated to a most impressive display of their fleet, along with a personalized account, from Lou, of the history of each of the boats. Of most interest from both a historical and restoration point of view was the Flying Cloud. Flying Cloud has a most colourful background - built in 1927 by Robinson Marine, the hull is a John Hacker design and the interior was designed by George Crouch - two of the most prestigious names in boat building in the 1920s. This custom-designed Seagull Cruiser was delivered to its first owner in February 1928, Ransom E. Olds (of the Oldsmobile car) and named after a luxury line automobile, the REO Flying Cloud. She was later bought by the notorious Chicago gangster, Al Capone, who had the boat reprocessed for back taxes. (If you would like to read about the wonderful restoration & rescue of this marvelous boat, please look up the January/February 2002 Issue of ClassicBoating). Next we enjoyed lunch on Estrella Island, hosted by Charles & Adrienne Snelling; the tour of their magnificent summer home and boathouse was definitely a highlight of the day.
Annual Meeting & 1st Annual ACBS International Boat Show

Coeur d'Alene, Idaho was hopping September 18 to the 22 with 500+ additional people in town for the Annual meeting and our 1st Annual ACBS International Boat Show. One hundred boats made for a plethora of water art for all wooden boating connoisseurs to take in. Many thanks to Jeff Stebbins and his Boat Show Committee for putting together such a fabulous event!

Although the show has just occurred, it's time to start thinking of next year's annual meeting and the 2nd Annual Boat show that will take place in Ottawa next September. This will be a great opportunity to see old friends and make new ones from all parts of the continent. Let's turn out in droves and show the rest of ACBS how much fun can be had at a Canadian Boat Show and in the city of Ottawa! Mark September 25 - 28, 2003 on your calendar!

Changing of the Guard

Jean Hoffman, who has served us so well and with an ever-present smile for the past two years, will continue to share the wealth of her experience and persona in the position of Past-President. Jean, your passion for the club and wooden boats has been infectious! Thank you for all that you have done.

We congratulate and welcome Dick Sherwood aboard as our new President of ACBS International. Hearty congratulations as well to the rest of the new and returning International Board of Directors. Of special note our own Doug Robbie and Rick Terry are among the new International Directors. Congratulations Doug and Rick!

International Quarterly Meetings for 2003

Quarterly meetings are not just for members of the International and Chapter Board of Directors but for the membership-at-large as well. The meetings offer members a wonderful opportunity to meet other ACBS members, discover new places and waters, and learn more about the workings of our club. The venues for next year's meetings are terrific locations, three of which are close to Toronto members, and tied in with an event. Your time and money will be well spent by attending any or all of these meetings:

<table>
<thead>
<tr>
<th>Date</th>
<th>Location &amp; Event</th>
</tr>
</thead>
<tbody>
<tr>
<td>January - TBA</td>
<td>TBA, but most likely in Florida!</td>
</tr>
<tr>
<td>April 24 - 27</td>
<td>Muskoka. Taking Spring Tour a step further!</td>
</tr>
<tr>
<td>July 24 - 26</td>
<td>Skaneateles, New York. Take in the Finger Lakes at the 25th Annual Skaneateles Antique &amp; Classics Boat Show, hosted by the Finger Lakes ACBS Chapter.</td>
</tr>
<tr>
<td>September 25-28</td>
<td>Ottawa. Annual General Meeting &amp; 2nd Annual Boat Show!</td>
</tr>
</tbody>
</table>

Further information on lodging, the planned scheduled of events and registration can be obtained through the ACBS International web site later this fall at www.acbs.org.
En route to Boldt Castle Yacht House, three of the Canadian boats on the tour broke down, but that didn’t stop the stalwarts! Seems the Canadian boats (and captains) are not accustomed to the choppy, churned up waters of the St. Lawrence on a busy weekend. Thanks go to the exemplary efforts of the amazing Captain Bill Cleland, our courteous and patient Captain Bill Danforth and the crowd capacity of Zipper, we carried on and continued our journey. We hope that our contributions to the various Marinas along the way helped to boost the U.S. economy a little!

Traveling to the Boldt Yacht House we passed La Duchesse, a house boat of sorts originally built by Boldt that for the last 50+ years has been the summer home to and lovingly cared for by the late Randy McNally, of McNally tourist books/maps. La Duchesse will be moving to the Museum and will be ‘floating exhibit’ later next year, where her history can be meticulously and accurately chronicled.

Broken boats and all, our spirits did not fail. We returned to Jolly Island, to be joined by the rest of the group along with some Friends of the Museum and Museum staff for a traditional shore dinner. We ended the day there, after the crowds left and the excitement of the day wore down, sitting quietly on the western side of the island, watching a spectacular sunset, and soaking up the solitude and peaceful pace of the island-just what Rendezvous are about!

(Author’s note: Many thanks to Bill Danforth, John Summers and Friends of the Museum for organizing and hosting this event)

---

**CALENDAR OF EVENTS**

**Fall/Winter 2002 –2003**

**ANNUAL MEETING & HAUL OUT PARTY**

**SATURDAY, NOVEMBER 9, 2002**

Plan to join us for the Annual Meeting & Haul Out Party at the Woodbridge Board of Trade Club. The Annual Meeting is open to all members and will review the past year, highlight events for next year, and elect the new board of directors. Cocktails and Dinner will follow the meeting, with the highlight of the evening being guest speaker Peter Hunn. Peter is the author of “Golden Age of the Racing Outboard” and an active boating enthusiast. For more information & registration, look for a mailing to arrive shortly, call Patrick Wren at 905-939-8311 or visit our website, www.acbs.ca.

**TORONTO INTERNATIONAL BOAT SHOW**

**JANUARY 10-19, 2003**

Visit our booth at the Boat Show and share restoration and boating stories, view the boats or take part in “taking off of the lines”. For more information or to volunteer for a shift please call Dwight Boyd at 705-653-3820 or visit our website, www.acbs.ca.

**SPRING TOUR-SATURDAY APRIL 26, 2003**

Plans are already under way for another exciting Spring Tour. Mark your calendars early and look for details to come in Classicboat or our website, www.acbs.ca.
Mary Storey continues her walks and observations of the building of the latest in the Muskoka Steamship and Navigation Company's fleet in Gravenhurst.

March 15 – We walked along the dock and could see the interior being constructed. The final wallboard is not on but lots of cables, pipes and interior partitions are visible.

March and April – There are many vans belonging to construction workers at the dock each and every day including weekends. They are there early in the morning and late at night.

April 1 – The first tickets came on sale today. I must have been one of the first people at the ticket booth to buy one hour cruise tickets for $10.00. We will be on the first official cruise, May 18.
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May 8 – My neighbour, out for her daily walk, tells me she saw the Wenonah II go out on her sea trials. Reports are that the ship passed all tests very successfully.

May 18 – The maiden cruise and we’re aboard! What an exciting day! There are great festivities at Sagamo Park. The bands are playing, cameras are clicking, voices are cheering, and she’s all decked out with extra flags.

We board the boat with 198 others and listen to the speeches from the mayor, the president of the Muskoka Steamship and Historical Society, Members of Parliament and the fund raising chairperson. During the short cruise, we explore the three dining rooms, the lounges, the elevator, and the decks, and get wrapped up in the huge Canadian flag on the stern.

History is being written in Gravenhurst, Muskoka. This is the first ship to be built in Muskoka in almost 100 years. She boasts all the style and elegance of a 1907 passenger vessel and has lots of areas where one can sit and enjoy the Muskoka landscape. She rides so smoothly, you don’t know when you have left the dock. What a ride!
May 23 – Another two hour cruise with a few less people on the boat. There is lots of time to walk about and admire the construction of the boat, the decorating and enjoy the smooth ride.

August 22 – We went for the evening cruise and dinner aboard the Wenonah II. The food is delicious and the scenery magnificent. Having never been on one of the boats after dark, this was an experience. Finishing our coffee and dessert tied up at the dock beside the Seguin with the lights of both boats makes for lasting memories.

Daily for the summer of 2002 – We can hear the Wenonah II’s whistle blow many times a day and once the schedule is memorized tell the time by her comings and goings. It is wonderful to live in the area where boating history is taking place.
To purchase discount advance tickets call: (416) 203-3934
For show information log on to: www.torontoboatshow.com

January 11 – 19, 2003
National Trade Centre
January 10, 2003
Preview Night - Boating For Children's Charity

Produced by

National Marine Manufacturers Association

Helping People Become Boaters
This year the theme was the Ditchburn boats of the 1920's and what a display we got! There may have been more mahogany long-deck launches at the show than Herb Ditchburn ever saw in the bay at one time!

Perhaps one of the most exciting things about this year's display of Ditchburns was the wide variety of individual designs, custom features and construction techniques.

The ACBS International Award for Best Preserved Most Original boat was won by Murray Walker's wonderful Mareth Shields triple cockpit.

Sharie (left) and Donn Hawkins (right) receive the AGF Captain's Choice Award from President Patrick Wren (centre left) and Ken Kirk (centre right) for their Ditchburn launch Whisper — also this year's poster boat.

Long standing sponsor and ACBS supporter Jack Hurst of Do It Industries (right) presents the Showland's Trailer Longest Ha! Award to Bill and Kay Johnson who trailerd their beautiful Chris Craft Sportsman all the way from Florida to Muskoka.

Kids Zone is an educational and entertaining show feature for the younger crowd.

The many faces of ACBS Antique

This year featuring...
Incoming show Chairman Gerry Lodge (left with shades and playful grin) relaxes with the Bailey and Skinners aboard one of the Ditchburn feature boats. Things will be different next year, Gerry!

Steve Armstrong, the National Sales Manager for Infinity, was delighted with the response to the Infinity Dealers of Greater Toronto display. “These people are a pleasure to talk to,” Steve said. “They are why we’re here. This is great.”

Ever wonder what motivates the owners to get their boat ready and bring it to show? “We owe it to the boat,” was what Nicholas told us about the Macklem family’s lovely 20 Greavette from 1937. “The boat becomes a person, a part of the family. What a wonderful sentiment.”

Peter Herrman proudly displays Blythwood part of his late father’s collection. Blythwood is a unique 37 Ditchburn sedan built of vermilion wood in 1926. A long-standing Muskoka family, Peter’s grandfather worked as an electrical engineer with Ditchburn and was part of bringing electrical power to Port Carling.

Carmen (left) and Arturo Guierra are the proud owners of Aprilia, a 20 Ditchburn launch from 1925. After buying their cottage in Muskoka, they began attending the show in 1985 and fell in love with the boats. “You can see us every night at 7-8 cutting into the waves.”

A Peter Herrman proudly displays Blythwood part of his late father’s collection. Blythwood is a unique 37 Ditchburn sedan built of vermilion wood in 1926. A long-standing Muskoka family, Peter’s grandfather worked as an electrical engineer with Ditchburn and was part of bringing electrical power to Port Carling.

In spite of the perfect weather (again) and the magnificent display of boats, the docks did not seem as crowded this year, giving people a better chance to admire and photograph the boats.
For any ACBS Toronto member who did not attend the Antique & Classic Boat Show in Gravenhurst this July, you have missed a treat!

The club's summer event may be one of the best shows of its type in the world. You would have to be proud! Of course, without the boats and the huge personal effort the boat owners go to so that they can share the appreciation of their fine craft with the public, there would be no show! The first round of applause has to go to all those who brought their boat to be displayed - our unending thanks!

As to the organizers - the realistic capacity of the Sagamo Park in Gravenhurst seems to be about 10,000 people and again this year, we reached that level with Show Chairman Greg Martin doing his fourth and final show.

In the coming year, he will assist Gerry Lodge as co-chairman, in creating and running the show. From then on, Gerry will take his turn. As he leaves this very demanding and stressful role, Greg has these words to share:

"As I reflect on the past four years chairing the Summer Boat Show, a lot of fond memories come to mind. Our show has grown to be a signature event in Muskoka, which has been proven through the quality of sponsors supporting us and whose logos are printed on our posters every year.

Our show has grown to be a signature event in Muskoka, which has been proven through the quality of sponsors supporting us and whose logos are printed on our posters every year.

The success of our show has always been the committee support, which in my case, has been almost the same dedicated group for all four years. I'd like to take this opportunity to express my thanks for the long hours and the patience to make our show one of the best. Specifically, I would like to thank Gerry Lodge, Dunc Hawkins, Patrick Wren, Rick Terry, Pete Conacher, John Storey, Tom Mooney, Stewart Bell, Chris Cragg, Tom and Derek Crawford, Andy Adams, John Fruend, Ken Kirk and Chris Vandergrift plus all their spouses. It's been an honour and a pleasure!"

Every ACBS Toronto member receives a ticket to the show as part of his or her membership. While many of these tickets do get presented at the gates, quite a few do not. We sincerely hope that every last one of our ACBS members attends next year and sees firsthand what their membership dues help us to do.

But we are a club of inclusion. Would you like to be a part of organizing the show? For us, the committee members, it's a few meetings, a long history of success and plenty of experienced helpers to get you involved. Volunteers are always needed, and joining the committee is a great way to see the show from the inside out! Just let any of the ACBS Board Members know if you have an interest. We are always open to members who want to get involved.

Luckily, our sponsors love to be involved. Without their financial support, a show of this magnitude just would not be possible, but their involvement and the displays of their products add to the excitement and enjoyment as well.

Special thanks go to our sponsors (in alphabetical order):

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- Mercury Marine
- Napoleon Home Comfort
- Pride of Muskoka Marine
- ShoreLand'r Boat Trailers.
- The Globe & Mail
- Toronto Area Infinity Dealers Association

The following awards were presented:

- Lakes of Muskoka Cottage Bakery Peoples Choice Award was won by Bill Barrels for Lady Jayne
- AGF Captains Choice Award was won by Dunc and Sharie Hawkins for Whisper
- ShoreLand'r Trailer Longest Haul Award was won by Bill and Kay Jocelyn for Special K
- The Toronto Area Infinity Dealers awarded Best Presented Boat to Inka Bay owned by Linda Ogryzlo
If you found the article about the Phoebe in the spring issue of Classicboat interesting, you may want to learn more about the couple who received her as a gift from one of their friends.

John Brashear was a heavy equipment maintenance man in one of the steel plants in Pittsburgh, PA. He was born in 1840 and died in 1920.

One of his friends was the industrialist, and later philanthropist, Andrew Carnegie. The Brashears had many more wealthy and influential friends who all loved to be entertained at their house in Pittsburgh and later in Muskoka.

John was also Professor in Astronomy and later Chancellor of the University of Pittsburgh, as well as Chief Instrument Maker in the Allegheny Observatory. He became world renowned for his precision and quality of advanced astronomical research instruments.

How could John be equally comfortable in such different careers and working environments? Who were the Brashears, and what motivated this remarkable couple? Why did they own three steam launches one of which, the Phoebe, survived with all her equipment intact, to be admired in Kingston, Ontario at the Pump House Steam Museum and the Marine Museum of the Great Lakes?

The Brashears on Lake Muskoka.

Much of the following information is from John Brashear’s autobiography published by The American Society Of Mechanical Engineers, 1924, New York and from McClure’s Magazine, 1911.

Phoebe and John were an efficient team and they worked astonishing long hours. It was in their mid-fifties that the couple decided that some holidays were not a luxury and they did what almost every well-to-do family did: “summer” in Muskoka.

It had been a sad year for them as their only son had died from typhoid fever and Phoebe had overworked herself with the care of the boy. She had fallen and broken her leg in several places and became crippled for the rest of her life. John decided that they should take it easier and recuperate in Muskoka, then considered a wilderness area in Canada with pure air and water and clear skies.

John and Phoebe rented a cottage for the first three years and enjoyed the relaxed pace and the opportunity to observe the stars in the absence of the blast furnaces of the steel mills. John would fish and together they would visit friends in a rowboat. They were not extravagantly wealthy. It took a while before they decided to buy a place of their own. After much searching for just the right spot they found a small but very pretty island, bought it and called it “Isle Urania”.

The Story of the Brashears Owners of the Steam Launch Phoebe

By Henk Werss
Urania Island is still there of course and the huge boulder on the island, that John Brashear measured and found to be 180 tons, is still a conversation piece for everyone who visits the island, a symbol of eternity in our fragile lives.

I was lucky enough to visit Urania Island in 1999 as the guest of Jim Grand, the current owner. The two photos from the late 1890s and the one I took from Jim's boat as we approached the Island in 1999, show much the same scenery.

The Brashears had had a couple of sailboats and three rowboats, one of which John had adapted to the special physical needs of Phoebe so she could enjoy short trips on the water.

In 1901 he ordered a 34-foot steam launch especially for "her pleasure". It was built under his special directions at the Davis Dry Dock Company at Kingston, Ontario. They had paid off the cottage and had saved some money for a trip abroad, but with Phoebe's condition, the trip abroad would not be feasible, and John decided that they would have more fun if they had the luxury of a steam launch. While the hotels all had their steamboats to pick up passengers and freight, Brashear's boat was one of the first private steam yachts on Lake Muskoka. While John had ordered the steam launch, one of his friends, H.W.Oliver, asked Phoebe and John if he might offer the steam launch to the family for their summerhouse in Lake Muskoka! Apparently the offer was made with such enthusiasm that the Brashears could not refuse. The steam launch was named the Allegheny after the observatory where John had befriended Dr. Langley and where his academic career had started. John refers to several other steam launches on the lakes, but the Allegheny had the sweetest lines and was best adapted for the pleasure of a family like his. Steam could be raised in 15 minutes if necessary, and she would cruise at ten knots. Her engines were compound and non-condensing. They used her for three summers to cruise 2700 miles.

Steam Launches and Wood Fires.

John described that they often had small fires around the firebox with the wood of the boiler supports and the cabin floor charring after the boiler had been in operation for several hours. They were always careful to check and put out any small fire or drench the charred areas of wood around the firebox with water, and after tying the steam launch up they would check carefully again. They would leave a few sticks of wood in the firebox to keep a small fire during the day if the boat was not in use, so that steam could be raised rapidly should the boat be needed.

On a nice summer day in 1903 John had been out fishing and when they docked the Allegheny he instructed the young man who ran the boiler and the engine, to go over all the checks and at the same time to leave a few sticks in the boiler in case they wanted to go to the mainland in the evening to pick up the mail. They did not go out that evening and the boat was prepared for the night. Everything seemed all right. In the early morning hours a neighbour from another island had seen smoke and raced over to Urania Island. He woke the Brashears to tell them that the Allegheny was on fire. John and the neighbour succeeded in extinguishing the fire, but she was badly damaged in the bilge around the firebox including a large hole in the hull and much smoke damage in the cabins.
The Brashears had her repaired and with the engine and boiler not damaged, she would be “as good as new”. However Andrew Carnegie, one of John’s best friends and a great supporter of John’s scientific efforts, presented the Brashears with a new larger steam launch, again built by the Davis Dry Dock Company, for delivery in the early summer of 1904. John surprised his wife by naming this launch Phoebe.

John and Phoebe enjoyed the new steam launch till Phoebe’s death at the end of the summer of 1910. John was heartbroken; from all his writing and actions it was clear that they truly loved each other, and they had been a terrific team. On the cover of the crypt that contains her ashes John had written:

“We loved the stars too fondly to be fearful of the night”.

John kept on coming to his beloved Urania Island and Lake Muskoka, and he drew much strength and courage to enjoy the rest of his life from the natural environment of Lake Muskoka. He and Phoebe were well known for their outgoing nature, friendliness and graceful entertaining, and John did not stay depressed for long; that was not his nature. He engaged in consulting and activities with scientific societies and traveled widely in North America, Europe and Asia.

In November 1913, while he was in California on a business trip, he was informed that the steam launch Phoebe while in storage had been lost in a fire. He was quite shaken by this sad end of the steam launch that he and Phoebe had so much enjoyed.

John was now 73 and his Muskoka friends thought that it was time for John to really retire and that he needed a boat to retire well. They put together a fund of $5000 to have a new steam launch and a boathouse built for John. The builders of the third steam launch, the Phoebe II, were, of course, the Davis Dry Dock Company at Kinston. The new boat was 48 feet long, 9 feet wide and had a draft of 4.5 feet. The engine and boiler were designed for 200 psi pressure and 60 horsepower output at the propeller shaft.

I have checked many times what the sum of $5000 would represent in current Canadian dollars, and by comparing many different objects and their catalogue prices one can estimate the retirement gift at $500,000.

As he was retired in a more realistic sense with much leisure time, John came for longer periods to Muskoka. When there, he would lecture in Toronto for the benefit of the Children’s Hospital, Charities and Canadian Clubs. His friends in Muskoka called him the Good Samaritan, and he was well liked by the old and the very young for his wisdom and gentle spirit. He kept a telescope on the veranda of the cottage and people used to come on good nights to look at the moon, the planet Jupiter, and the Aurora Borealis, which John Brashear describes as spectacular in the Muskokas.

John Brashear died on April 8, 1920.

For additional historic photos and much more detail on the fascinating life of this early Muskoka personality, visit the club web site at www.acbs.ca
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I first became aware of a very interesting 1920s gentleman's racer during a conversation with David Grainger, a club member and operator of the Guild of Antique & Classic cars.

It sounds like David and partner Janice can’t get enough of antique machinery. The Guild in Bradford is packed with interesting and often historically significant cars and engines. (They should charge admission, but they don’t.) Then, in their spare time, they restore boats or in this case, they bought one. A really interesting one. One I was dying to have a close look at.

Gentleman’s Racers seem to be very attractive to our club members. There’s always a wonderful display of them at our summer boat show. A few of our more enterprising members have built their own reproductions and several of the top shops are building new Gentleman’s Racers. The few remaining genuine articles are treasured, to be sure.

The designer who seems to have had the greatest influence on this type of design is John L. Hacker, and the boat (pictured here) has very much the look of a Hacker design. It’s called Disturber IV, and the gentleman who owned her for many years was one of America’s wealthiest sons.

Robert Ludington, founder of Ludington Airlines, commissioned Disturber IV. His Vice President was Amelia Earhart. Aviation was in its infancy and things were booming. Ludington presumably moved on, and a young man who had been born into one of America’s wealthiest families bought the boat. They were from California and the family owned the R.E. Hazzard Construction Company. According to his daughter, who is still alive, this boat remained in her father’s possession for many years.

Among their many family business interests was aviation. The Hazzards were known to have transported the Spirit of St. Louis for Charles Lindberg, and it is said that young Hazzard raced Disturber IV with his friend Lindberg. We’re not sure the boat won any significant races, but it was certainly one gentleman’s favourite entertainment!

Cont’d. on pg. 25
The Guild of Automotive Restorers is pleased to announce that we are bringing the same quality restoration work to the antique boat that we have brought to the international old car hobby. If you have an engine or other mechanical part that you need rebuilt, restored and detailed properly for pleasure or Concours, give us a call. We look forward to hearing from you.

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In the late 1920s, the young Hazzard was to go down in history and into the common vocabulary of millions of people. Scrambling in the turmoil of the crash of ’29, young Hap Hazzard is said to have decimated one of America’s greatest family fortunes and doing things in a “haphazard” fashion entered into the lexicon of the twentieth century.

Somehow though, he hung onto Disturber IV using it regularly in the Pacific off the Santa Barbara coast. His daughter Lucille Hazzard, now well into her 70’s remembers “aquaplaning” behind the boat as a girl. She says Lindberg did too.

This photo (left) shows Hap Hazzard himself in the boat, back when it had the original Scripps 110 hp engine and a port side steering wheel. The boat was later fitted with a Gray Marine Phantom straight 8, which is still in the boat. This engine dumps into a copper exhaust the size of a sewer pipe that would cook the left leg of the driver, so the steering wheel had to be re-positioned to the centreline. A cozy back seat can accommodate two, and the forward cockpit can manage two more passengers. Weight forward isn’t always good, and Lucille remembers a stormy day in the Pacific with passengers forward and the water coming over the decks, but the boat survived that and all the years until today.

This delightfully original Gentleman’s Racer sounds great and runs like a dream although David says the thirst for fuel limits the cruising range severely! It accelerates like a jet and once up and running, is precise in steering and obviously a blast to drive.

Just imagine the fun David and Janice have on a windy day tearing across Lake Simcoe in a haphazard fashion!

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**Marine Museum moves to new home; seeks boat donations for public display.**

By Walter Tedman

Muskoka Marine Museum has a new home in Huntsville and plans to open a public display of antique and classic boats as early as next May.

The Museum, in conjunction with a new company, Blackbird Boats of Huntsville has leased the entire back building in the Town-owned former MTO complex in Huntsville’s west end.

Blackbird is a partnership of Marine Museum members Dick Perdue and Paul Hunter and has assumed financial and operating responsibilities for the Museum’s Workshop.

John Davis, Museum Chair, said “we decided to separate our Workshop from other Museum functions to permit very significant member investment to be used to support and extend its operations”.

Davis added “the Museum will now be able to concentrate on pursuing its primary object of creating a public display of antique and classic boats. We will initially focus on both restoring our permanent collection to display quality and seeking new, significant donations which are tax deductible”. He said that he also expects the Museum to undertake joint venture restoration projects with Blackbird.

Dick Perdue, Blackbird’s President said “Blackbird is proceeding with three major restoration projects at this time, with at least two more in the wings and will seek additional restoration business, but an equal objective is to build new mahogany launches and runabouts.

“We are just delighted to be here in Huntsville and to be working alongside Muskoka Marine Museum, of which we are very strong supporters”, Perdue added.

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Wade Wettlaufer (left), General Manager of Blackbird Boats, Huntsville and John Davis, Muskoka Marine Museum Chair at the helm of a 23’ Owens pocket cruiser, the first joint venture restoration project between Blackbird and the Museum.

Wade Wettlaufer has been hired to be Blackbird’s full time General Manager.

The Museum is providing administrative, sales and marketing support for Blackbird Boats, while continuing to operate in its own right as a registered Canadian charitable organisation.

Marine Museum members attending the Museum’s Annual General Meeting in Huntsville on August 17, 2002 unanimously approved of both the move to the west end and the Workshop reorganisation.

John Davis concluded “We expect to be a part of Huntsville’s exciting future for years to come and thank everyone at Huntsville Town Hall, including Mayor Hugh Mackenzie, all Members of Council and Staff who have been so very helpful to us as we worked through this period of reorganisation.”
May be they just get sailed too seldom, stored badly, raced hard, or just plain used up.

The sad truth is that we are not seeing very many sailboats being restored compared to powerboats. As much as anyone would love a long-deck launch with that expanse of mahogany decking or the more humble but highly appealing cedar strip runabout, somehow a bright finished sailboat has a beauty and a dignity that is simply magic.

At Woodwind Yachts, we have a love of sail that has brought us some very interesting projects through the years. One of our current projects is a 30' Dragon Class racing sloop. The wooden Dragons were built worldwide, and there are some subtle differences boat to boat, but they all share the same sweeping lines and fine details. These are graceful, beautiful, and fast boats.

This other Dragon Class Racing Sloop is in Woodwind Yachts for minor work. You can quickly see the graceful lines and beautiful shape these vessels display. They look even better in the water!

It's more than beauty that motivates some owners though. Back in 1994, Woodwind completely restored a Dragon named Chimaera for a dentist in Toronto. That same boat has now been raced and tuned and skippered to the head of the fleet in the Port Credit Yacht Club. That's right - the old wooden Dragon is beating the newer fibreglass boats in open competition.

Imagine racing a 50 year-old powerboat and winning! Well, maybe two other factors work against sailboats in the long run. Some sailors seem to have quite an independent spirit and may take on their own work. The other factor plays off against the first; the skill level required to restore a boat like the Dragon can be quite high, and often sailboat owners undertake their own restorations only to run out of time, money, or skill.

Luckily for everyone who appreciates fine wooden sailing craft, Argo III, a 1952 Norwegian-built Dragon is at Woodwind for the full treatment and should see the water again next season. Another Dragon is in the shop for minor work and you can compare the photos of that partly finished boat to the work in progress on Argo III.

This restoration is sure to attract lots of attention. The starting point in restoring a sailboat (or any wooden craft for that matter) is to get it set up and braced to be true. Woodwind has heavy timbers holding Argo III in place.

The vessel is receiving a complete new backbone (stem, keelson, deadwood, horn timber, floor timbers, ribs and more). She will eventually support new decks and superstructure.

Cont'd on page 29
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Woodwind will keep the cast iron ballast and approximately 80% of the planking, but when finished, well over three quarters of this boat will be new.

Once braced and secure, the deck planking was removed giving Woodwind’s craftsmen access to the interior construction. Most of the hull is kept intact as the men gradually remove deteriorated wood and replace it, a piece at a time and never more than one or two adjacent pieces at a time.

An amateur restorer might not realize that seeing the ribs end about half an inch from the keel is proper construction. It’s the lower planking that ties the ribbing to the keel, allowing for drainage, but that might not be clear to someone when they disassemble a badly deteriorated boat to start work. Things like this can confuse the inexperienced person.

Maybe the most important thing is to look at these photos and realize what is involved in a restoration like this. If you have the time and resources - go for it! If not, consider offering that old boat up for adoption by someone who is in a position to save it. Then we can hope to see more wooden sailboats back in the water where they belong.

Argo III is one wooden sailing vessel that’s well on her way back to the water. Do you have a sailboat that deserves a new life? It could be a smart investment in future pleasure.

Argo III is receiving a complete new backbone. Here you can see the deadwood built up above the original cast iron ballast. When Woodwind is finished, well over three quarters of this boat will be new.

This holds the boat’s shape and strength and allows the most exact fitting of the new parts. Once the keel and ribs had been re-secured, the hull planking was removed, checked, repaired where necessary, refitted, caulked and refastened with properly countersunk silicone bronze screws. Eventually, about 2,500 new plugs will be added to the hull alone, lining up the grain on each one!

Each piece of wood receives three coats of varnish to seal it prior to installation. Seeing Argo III with the lower hull planking off, reveals the forward and aft ribs ending about half an inch from landing on the keel. In those areas, it’s the lower planking that ties the ribbing to the keel, allowing for drainage.

With the foundation of the boat restored to original strength, the restoration progresses in a systematic step-by-step approach to ensure we retain the correct shape of the vessel. It’s a matter of removing pieces, checking and replacing what ever needs attention and all at a level of craftsmanship that will far exceed the original.
Editor's note: This begins a new series that I hope to “grow” in the future, to encourage more ACBS members to contribute photos and editorial.

The assumption is that few people are willing to devote the time and effort it takes to write editorial to our regular standards. They may have a great boat, get a lucky photo from time to time and have regular nice boating experiences but nothing that amounts to an article.

So, we are creating a forum to accommodate a single photo, or a couple of photos with detailed captions, or even a paragraph of copy for those who would like to contribute.

This month it’s a Bev McMullen shot of Pat and Harold Shield in the Baby Gar boat after the Gravenhurst show.

Next month we hope to get a dramatic colour shot of the sunset from the helm seat of a Clarion Gentleman’s racer.

More to follow we hope.

Share Your Classic Boating Moments!

We invite all our members to share your own classic boating moments with us. Contact the Editor by email at classicboat@sympatico.ca or by phone at 905-476-1331 to discuss your ideas, how to send us a photo (that we will return in good condition) and to craft a brief explanation of what is in the picture, for our readers interest.

ACBS Toronto now has 2,000 members! Let’s hear a classic boating moment from each and every one!

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Classifieds

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