



Dry Dock Message from the Wheelhouse

O K A N A G A N A N T I Q U E & C L A S S I C B O A T S O C I E T Y

SPECIAL POINTS OF INTEREST:

The ACBS International Website is new and improved, with new content almost every day.

If you are looking for news about the organization beyond our Chapter, visit [ACBS News](#).

You can find the Okanagan Chapter website at www.oacbs.ca.

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Hi Everybody:

Since my last report, I have become semi- bionic. I now have a new knee in my right leg and am enduring many physio sessions and home exercises. I am told I am doing well but still some pain. It was done on January 31st so I will not complain too much. I have been told to be patient. Reta is a stalwart and has been chauffeuring me around. She is a caregiver with a big heart.

Your board met on February 16th and we have reached a decision on our 2017 show location. We considered the three options presented to you in our



December news letter and after much discussion, we selected Penticton at the Lakeside Resort on the weekend of June 16, 17 and 18. The Resort has been very co-operative and we have been assured that we will have 25 to 30 slips.

NEW MEMBERS

We are very pleased to welcome these new OACBS Members:

Dan and Tracy Gyoerkoe of City, Watertown NY

Dan is the new Executive Director of ACBS International, and we encourage you to welcome him to our Chapter via email at dan@acbs.org

And **"THANK YOU"** to all those Members that recently Renewed!

Jim Cooper is our main man on site and he will be looking for many volunteers to help put this show together. Please say yes when you are invited to join the show crew.

We have held our shows in Penticton before and there are many advantages to this location. There are over 40 wineries on the Naramata bench road which is right next to our show location. The largest ship in all of the ACBS, the "Sicamous", is on the waterfront and is a fabulous museum piece. There are many restaurants within walking distance of the show location. We are 2 hours closer for our American visitors so we hope this will attract many members from South of the border.

Please mark your calendars now for the OACBS Boat Show, June 16, 17 and 18, 2017, in Penticton.

We announced in the last news letter that Karen will be resigning as our editor/assembler as of September this year. I am sure you will agree that our "Dry Dock" is a very important part of our membership perks. It keeps us informed and increases our awareness of our fellow members. Karen has asked me to explain to you that she does not have to write the articles. She gets the articles from our members and she assembles them into the quarterly issues. She will give guidance to her replacement. Is there someone out there with their hand in the air to volunteer to fill this spot??

The Peachland show on the May long weekend is still one that our club will try to support. It is a one day show and is an opportunity to

get the boats wet early as we enter another season on the water. The date this year is May 21st. Let us know if you can join in on this day. The weather is always good!!!

We know that we all will miss the boating on the Shuswap so there is a possibility that we will try to set up a full day of boating in early August. The idea is similar to the original "Rendezvous" held as a precursor to the Sicamous show. We would meet in Sicamous in the morning, boat all day with maybe a shore lunch, and have a dinner at maybe the Shark Shack. This is just an idea at this time. Let us have your thoughts on this.

I look forward to seeing you on the water.

All the best.

Bruce

President OACBS



AFTER A LONG HARD WINTER IN CANADA CONSIDER LAKE DORA, FLORIDA

In Canada we can't start boating (enjoyably) until late March—which is still a long long way away!

Want to start your boating season earlier, consider going to Florida for one of the first and best shows of the year. Can't bring your boat? (of course not!) No problem, contact the organizers and ask them to hook you up with other members and join the boating events, including a 4 day cruise of the St. Johns River (and other activities). Also Paul & Karen Harrison are in the area and would be happy to show you around the lake and river systems.

[Here are the details for the event:](#)

March 23 The [ACBS](#) 2017 Spring Meeting will be in conjunction with the [Sunnyland Chapter's](#) annual boat show on Lake Dora.

For so many, a trip to Dora is the start of the boating season. The festivities begin on Wednesday, March 22, 2017. The official ACBS 2017 Spring Meeting will be on Thursday, March 23, 2017. The ACBS Board of Directors will hold their meeting at the Mission Inn Resort & Club, Howey-in-the-Hills, Florida.

All members of ACBS are welcome at the meeting. Each chapter president attending has one vote on decisions being made.

THE SUNNYLAND ANTIQUE BOAT FESTIVAL

30th Anniversary Celebration

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March 23-26, 2017

WOOTEN PARK ON LAKE DORA

IN THE CITY OF TAVARES, FL

BOATS ON DISPLAY ON LAND AND IN THE WATER

All information is on our website:

www.acbs-sunnyland.org

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FIELD OF DREAMS
WOOD BOATS
FOR SALE

FOOD
VENDORS

YOU WON'T
WANT
TO MISS THIS
EVENT!



By Ian Devlin

A summer fishing camp was started in 1920's near Barry's Bay, Ontario by four families from Oil City, Pennsylvania. The Camp, as they called it, was named Barrymere because it was between Barry's Bay and Combermere on the north side of Lake Kamaniskog. One of the families was James Black (an opera singer). When he was in Toronto he happened upon a used boat for sale at \$300.00. Although he was not a "savvy boat person" he thought this to be a bargain to travel to his cabin in Barrymere.

The boat was purchased, to be delivered and floated at the dock at Barry's Bay. At the appointed date the men from the Barrymere Camp went down the lake, some six or so miles, to Barry's Bay to pick up the boat. They looked around the dock and finally spotted a line leading into the water and deep down was the new possession – *The Bargain*, as it became known.

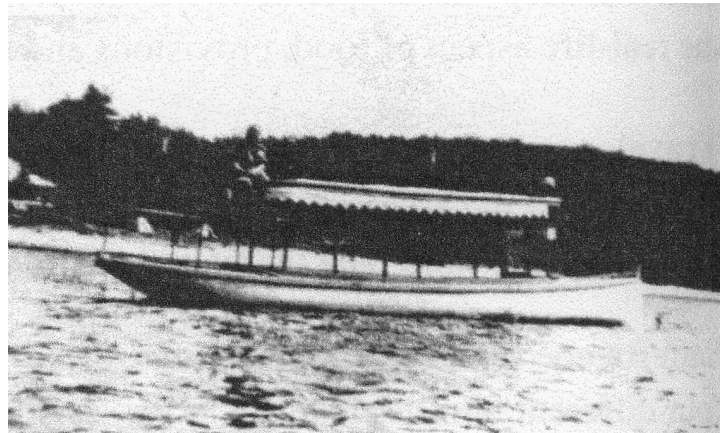


Photo of "The Bargain" on Barry's Bay in 1920's

The boat was retrieved, revived and survived to run again but not very well. *The Bargain* had to be parked in shallow water because it sank every night. It finally met its demise when some campers took it down the lake on an errand and it sunk under the bridge in quite deep water where the current was significant. There was no record of it being retrieved by anyone at the camp.

Note: even after full restoration the boat had a bad habit of taking on water. The rudder and the shaft log were the only one original fittings still on the hull. I noticed that the source of the water leak was from the shaft log fitting, around the flange. Upon close inspection of the sliding brass assembly the inner part was "bottoming out" on the outside part, so a proper seal between the flange and the wooden stern post was not possible; no matter how much the bolted flange was tightened. The addition of two rubber seals under each flange provided added separation and immediately solved the water leakage problem.

This information was sent to me by Richard Gibson in November 2008. Richard is a friend of Jimmy Potter (the owner of the company that completed my restoration work) and co-author with Cynthia Reith of *Barrymore: A History*. Published in 2000. He writes that "there is a very large probability that the *Inlet Belle* is *The Bargain*. The lengths appear to be similar. In the 1920s and 1940s, there were very few cottages on the lake, and fewer boats – not many power boats at all. A craft like *The Bargain* would be rare if not unique and for someone to find and recover another hull so similar, on the same lake almost defies reality. If boats have lives, *The Inlet Belle/Bargain* has been reborn as an Aphrodite."

Some 40 years later the "gray hull" was discovered and retrieved in the late 1960's when an old barn was being torn down for the barn boards. The hull was moved into Millar-Potter's back storage area in Manotick, Ontario.

.... Continued on next 2 pages



These "beautiful lines" caught my eye

The old grey hull sat in the field until September 30, 2004 when it was moved into the shop and began restoration.



New ribs installed



New keel installed – original cypress planks were checked and reinstalled



January 2005 Upright working on new decks and trim



April 2005 building the new canopy

August 2005 installing Kermath engine



September 2005. the *Inlet Belle* was launched in Port Moody BC

JIM COOPER VISITS A REAL DRY DOCK

Hi Karen, here's a little something that might be interesting for the Dry Dock...how about a photo of a DRYDOCK!

I took this when we were in South Africa at the end of September.

....Jim



The Robinson Dry Dock and The Syncrolift

Named after the then Governor of the Cape, Sir Hercules Robinson, the Robinson Dock—Southern Africa's first-ever dry dock—was opened on 20 October 1882 and is still in constant use after 130 years. Technically called a “graving dock” (deriving from the old technical term for the process of cleaning hulls), its primary task has always been the inspection and maintenance of ships' bottoms, and today it is the oldest functioning system of its kind in the world.

In its day it was a technological marvel, able to accommodate a ship displacing 8,000 tons—a large size in those days. It would be pumped full of water and then opened by removing a floating wall section or caisson. When the ship had been warped inside by gangs of dockyard labourers, the caisson would be floated back into place and the dock pumped out, the vessel settling gradually on to massive, carefully positioned “keep blocks” to support the hull.

More than a century later the docking process remains almost exactly the same. The only real changes are that tugs manoeuvre the ship into the dock, and the pumps are driven by electricity instead of steam. But the reminders of the old days are still there—big yellow ships' capstans with which vessels were winched in, and an old

muzzle-loading cannon barrel bearing deep grooves worn into it by the towing cables.

Nowadays, docking a ship takes only a few hours. When the dock is empty, an operations manager prepares placing plans for the keep blocks, and then the dock is flooded, which takes about three hours. When the tugs have nudged the ship inside and positioned it correctly over the keep blocks, the caisson is floated into the entrance and 64,000 litres of water are pumped into it as ballast. Steadying beams are placed between the side of the ship and the dry dock walls to keep it upright and the water is pumped out.

At the far end of the Alfred Basin is an even older repair facility which is now used mainly for repairing and refitting large foreign trawlers. In 1862 a patent slip was constructed and ships would be winched out of the water for work on their hulls. The slip was used for more than 100 years, till it was replaced in 1972 by a synchrolift, a system consisting of moveable platforms which lift the ship to ground level.

BOAT FOR SALE
BY CHAPTER MEMBER BOB WHEELER



"At Last", is a 1948 Chris Craft 17' Deluxe whose 10 year restoration was chronicled in 12 articles in the Rudder. Meticulously restored by my family and me in accordance with Don Dannenberg's book on the subject.

Asking \$34,950.00 USD. Includes travel cover and trailer, a thousand pictures and all the Rudder articles plus more. Call Bob Wheeler at 360-479-4571 in Bremerton, WA.



By Maurizio Hublitz

Here is the boat horn story that maybe got a little out of hand....

Few years back the electric horn on my 1957 Shepherd stopped working. So I ordered a train horn kit online with a 12VDC compressor for my little runabout, when it arrived it was too big so I found a nice New Jersey transit tramway (Bendix Westinghouse) horn from 1957, that is shown in the Video (below), very pleased with the result. So when I got my Chris Craft cruiser it did not have any horn, so I got a 4 gallon compressor and used the horn I got in the kit. Functional but after one year in saltwater it had started to disintegrate (fake Chinese chrome). So one day at local antique store I did see a perfect Nathan Airchime, went back a few days later with a compressor to see if it worked, however it did not. So then had to go home and google and engage myself in train horn forums how to restore it, got the advice that it was doable but some parts might have to be re-manufactured. Went back to the store and lowballed 100 dollars for the not working horn, and got it. Took it apart and went to the local re-chroming shop. Got it back two weeks later. Soaked all the rubber parts for days in warm wintergreen oil. Had to replace the diaphragms that still were available from the manufacture. now at some 400 dollars still could not get it to work, so back to the train horn forums. Got offered US 800 dollars for the horn as it was one of the oldest Robert



Swanson prototypes from around 1950. Also got some advice that these were made for 300PSI, so to get them to work at 140 PSI (that I have on the boat) you will need 1/2 inch lines with no restrictions. So then I had to go for a secondary 5 gallon tank and 1/2 inch lines and a 3/4 ball valve. Finally it made 370Hz sound at some 140dB. Today I mounted it all on the boat and it works.

Videos and pictures, they are open so you don't need facebook to view.

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<https://www.youtube.com/watch?v=C-IndzDqVcQ>

Maurizio Hublitz Ph. D

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SEQUEL TO THE HISTORY OF THE INLET BELLE

It seems that every time something bad was going to happen to the boat, the shaft log starts to act up.

On the last trip over to the boat ramp, the boat took on water and the engine stopped working just as I was floating onto the trailer; both bilge pumps had stopped on the way to the ramp and I was using the water cooling pump from the engine. So rather than wintering outside, I lifted the boat off the trailer and moved the boat inside the garage. Planning on doing all the little bits of maintenance over the winter in time for spring launching.

Trailer was parked outside under the log shelter. Our recent snowfall was okay as the canvas covers held, but add 30mm of west coast rain and things changed quickly (see photo).

Thankfully the Inlet Belle was safe inside the garage; should have the trailer available when the weather turns to rain full time. Moral to this story is "Pay attention to the shaft log seal, bad things might just happen".

Cheers!

IAN and Sylvia Devlin



THANK YOU MEMBERS FOR YOUR CONTRIBUTIONS! YOUR ASSISTANCE WITH THIS
NEWSLETTER IS GREATLY APPRECIATED BY THE EDITOR AND ALSO BY OUR READERS!