

Messing About In Boats

Monthly newsletter of the NC Coastal & Piedmont Chapter of the ACBS

February 2020

Well, I think we've all about shaken off the holiday hangovers and hopefully have started thinking about our 2020 plans. As in the last couple of years, we are not going to have our own formal boat show. However, we do plan on having several on water and off water activities for us to gather and enjoy our boats and fellowship. I would like to add, though, that without your participation, we can have all the events in the world and not meet our goals. Through my first year as president, I have unfortunately noticed that nonparticipation seems to be a recurring pattern. Most all requests for member input go unanswered, and I'm talking about very simple requests; a picture of your boat, how your boat got its name, an article for the newsletter, etc. This is your club and your Board of Directors put in considerable effort to provide you with an outlet to get together and enjoy our hobby. Our newsletter has a

calendar of events listed at the end each month so I encourage you to look it over and try to make it to a couple of our events. Okay, I got that off my chest and that is the last you'll hear of it.

With spring starting to show signs of its coming, several of you I have spoken with recently have been at getting boats ready or starting new projects. I myself dragged the old Barbour into the shop to continue the march toward getting her a little better. If you have something going on, please do share it with us.

I don't know if any of you noticed but our website appears to have been hacked and repeated attempts to restore it have only lasted a day or so and then the gibberish that appears at the top returns. We are working on it and hope to have a permanent solution very soon. Speaking of the website, we would like to make our re-

sources section a go-to place for members who need supplies or services pertaining to the hobby. If you have had good experience with any folks you have used recently (wood suppliers, mechanics, upholsterers, hardware suppliers, fiberglass stuff etc.) please share this info with your fellow members via our website. Also, if you have anything boat related you would like to sell, we have our trading dock to help you with that. You can submit info for the newsletter or the website to Judy Hills at jahnbnc@gmail.com

Please forgive me for the mini-rant here and let us know what we can do to make this chapter better. I hope to see you all soon at one of our upcoming events and do get out on the water and have some fun!

Best regards, *Alan*

Minutes of the January 29, 2020 Meeting by Secretary Garfield Karpiak

Welcome: by President Hills

8 members present

Financial:

Current balance a healthy \$6701.70

Membership:

Some inflow and outflow but net gains being made, again thanks to Jim Alexander for continuing his efforts in this regard. Some new members coming to us from the Charlotte area.

Going Forward:

- Tentative schedule of events out there as a guideline.
- Working to schedule Budsin Boat Shop tour for their electric boats (Just confirmed for 2/22—details to follow)
- Will continue to reschedule social/swap meet at Robert and Patsy's that was cancelled due to weather last year, perhaps March this year.
- Cape Fear Community College Boat Show March 28th has invited us as we endow them. New member coming with 50' boat, other members welcome.
- Oriental boat show, though largely commercial, has wooden boat display area. Attendees must commit to Friday-Sunday display.
- Beaufort Show first Saturday in May at Maritime Museum.
- Hyco Lake Event in the works as well as Poker Run on Lake Gaston.
- Tidewater ACBS Chapter has invited us to join them at Reedville meet in VA.

- Part of continued efforts to coordinate and share with other chapters.

Old Business:

Membership due on annual date of initial membership.

New Business:

- Website having issues and web designer working on resolution. As we are on ACBS Mother Ship hosting it could be their issue. We may try switching servers.
- Submissions are always welcomed and needed to keep content fresh and interesting, if you have anything please submit it!
- Possibilities include:
 - Any boating activities or events
 - Any boat work, repair or otherwise
 - Any recommendations for good suppliers or skilled trades people Any technical discussions boating related Any Nautical related items for sale

Recommendation to research partnering with Car Shows as show venues. Often folks that like old cars like old boats and exposure is good. Any volunteers to follow up on this?

Changing from Tuesday to Wednesday at the current meeting location appreciated, as Trivia Night on Tuesday was quite loud and distracting.

Agreement to continue to focus more on Social Gatherings than formal shows.

Treasurer's report submitted by Kevin Leiner

Balance:

- current (as of today): \$6761.07

Statement end 12/31/19: \$6709.29

Credits:

- 1/7/20: direct deposit \$180.00 (ACBS: 9 membership renewals)
- 12/3/19: direct deposit \$180.00 (ACBS: 9

membership renewals)

11/4/19: direct deposit \$60.00 (ACBS: 3 membership renewals)

Debits: three checks reimbursing expenses associated with Chapter awards for holiday party

- 1/7/20: check #1106 \$128.40
- 12/23/19: check #1107 \$77.88
- 12/17/19: check #1105 \$10.94

Comes Under the Heading of “Just Messin’ with ‘Ya”

Jim Alexander suggested that this video might inspire a new type of outing for our chapter—maybe after the Fall Fun Run at Lake Gaston. Alan thought it was an excellent idea, but recommended a good supply of heavy duty rope fenders. If those clues didn’t pique your curiosity, I don’t know what would. [Click here](#) to see a short video of what is being “proposed” or not.

Budsin Electric Boats

(Editor’s note: the following is from the company’s website) Budsin Wood Craft is located in the North Carolina coastal town of Marshallberg where we have been building some of the finest electric powered boats and launches since 1987. Our designs are inspired by vessels built in the early 1900’s and reflect a bygone time when life moved at a slower pace. Each boat is built to order especially for its owner; they are currently being used in twenty-nine US states as well as in Canada, Mexico and in Europe.

We are a relatively small shop with a highly dedicated and skilled staff. Our boats are individually handcrafted, typically of Atlantic cedar and mahogany but other woods are used when requested. Being absolutely quiet and pollution free, they create an intimate atmosphere unattained by other vessels. Conversa-

tions can be conducted at normal levels and the driver’s controls are convenient and unobtrusive—demanding very little attention. Our most popular boat, the 15’ Lightning Bug can comfortably seat up to four adults while our larger 19’ and 22’ boats can accommodate up to nine. And...the electric drive requires no winterization so they are perfect for those beautiful autumn and winter days when you often have the lake to yourself.

The aim of our labors is to create beautifully simple, well-made vessels which provide our customers with the perfect way to unwind on the water. <https://www.budsin.com/>

A chapter outing is planned to Budsin Electric Boats’ Marshallberg facility on February 22nd pending confirmation from the company. Watch your emails for details.



Joe Peacos Restores an E.M. White Rowboat

(Editor's note: the following history is from Wikipedia) The E.M. White Canoe Company was founded by Edwin White, who produced wood and canvas canoes from 1889 into the 1940s. White is considered one of the pioneers of wood and canvas canoe building and one of several prominent canoe builders in Maine.

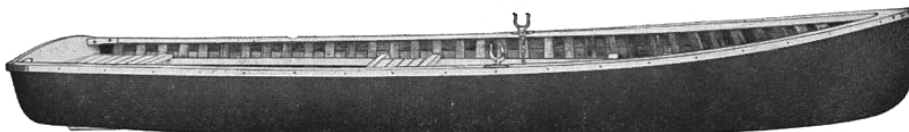
White started building canoes at his Gilman Falls family home by boiling wooden ribs in his mother's washtub and using a horse on a treadmill for power. After World War II, Walter King, one of White's employees, and his brother-in-law Pat Farnsworth purchased the company and changed the name to White Canoe Company and began to build fiberglass canoes. The company was purchased by The Old Town Company in 1984.

Unique features of the E.M. White canoe was a variety of deck styles, from a simple triangular shape to an inverted heart. The planking was often bevel-edged. The stern seat on his earlier canoes was steam-bent in a "D" shape. The tips of the inwales, deck and outwales extended an inch or so beyond the top stem.

Joe Peacos got what appears to be an E.M. White 12-foot, paddled canvas-covered rowboat for duck shooting. A brochure from 1924 shows a drawing of the boat (below). Joe got the boat from two brothers who don't know the history of this particular craft. Joe worked his magic and this page is the "before" photos and the next pager are the "after" photos. As usual, GREAT JOB, JOE!



"White" Canvas-Covered Boats for Duck Shooting



Length 12 ft., Beam 41 ins., Depth 13½ ins., Weight 75 lbs.

THE WHITE tender or duck boat is designed for duck shooting or fishing. It is built with open spruce gunwales, cedar ribs and planking, canvas-covered, has a flat bottom, the width being carried well forward so as to balance well with a person in each end. Each boat is fitted with one pair of brass oarlocks and one pair of plain oars. For oars leathered, coppered and varnished, \$2.00 extra.

E.M. White Rowboat Restoration



How the Boat Got its Name: "True Blue" by Alan Hills

In my lifetime, I have had many boats. Being somewhat of a traditionalist, I usually adhered to the old saying that goes something like "It's bad luck to change a boat's name". Therefore, I've had a "Lady Jane", "Impulse II", "Sandpiper", and "Rascal", along with several other un-named boats. These names meant nothing to me but I didn't want to incur any bad luck, so they remained as I received them. My wife, on the other hand, has no such fear of bad Juju and insisted that we name one of nameless. Her reasoning was that an un-named boat had no soul and I didn't want to be a party to denying a dear watercraft of a soul. That sounded worse to me than the supposed bad luck of a name change.

So, a new tradition was started and when a new one showed up, we gave her a name that had some kind meaning to us; some frivolous, some deep. The name game actually turned into a fun exercise, trying to come up with something that was somehow appropriate. Some came easily, some took a little while, some named themselves by way of a particular trait they had or experience they provided.

We came to own several boats in partnership with our dear friend Leif Eriksson. The last boat we owned together was a 26' Pearson Commander fiberglass sailboat of 1967 vintage. This was our fourth partnership boat, which I think speaks well of the relationship we have. She was called "Blue Moon" when we bought her, which didn't really excite either of us. Of course, this was no turnkey boat....the keel hung rudder had fallen off and she needed a lot of love just about everywhere. Fortunately, the boatyard was about 300 yards from where she lay so there she went. All the while we were working on her, the thought of a new name occupied my thoughts. This needed to be done before launching though

because it would be extremely difficult to affix a name properly once she was back in the water.

Thinking of the friendship that was nearing 20 years and looking at her freshly painted shiny blue hull, it struck. She would be "True Blue" for her hull color and the type of friendship Leif and I shared.

Epilog: After about 4 years, I sold my half to Leif and he kept her for 2 years while I had bought a Rhodes 19 to sail. My children thought the Rhodes was too small for the family to enjoy (we number 22 and counting!) so they bought "Blue" from Leif for me for my 70th birthday.



Quick Tip: Boat Battery Maintenance

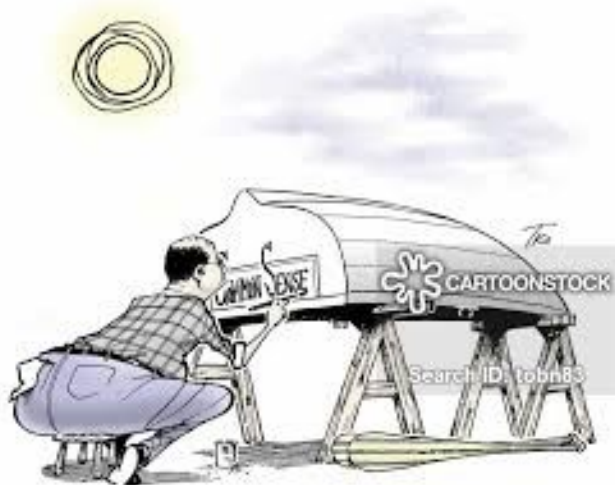
(Editor's note: The following is from eMarine Systems) The battery voltage should be kept at or above a 50% state of charge for maximum battery life. Keep the battery's electrolyte level to the indicated level and never let the plates be exposed above the electrolyte. Use only distilled water - not tap water, when refilling the batteries. Water is the only element used by your battery. You should never have to add acid to your battery. Do not overfill or fill when the batteries are discharged. Over-watering dilutes the acid excessively and electrolyte will be expelled when charging.



Just for Fun in 2020: How Did Your Boat Get Its Name?

ACBS Chapter members' inquiring minds want to know! How did the boat get its name? It does not have to be a boat you currently own. It can also be a boat your family once owned. Every boat name has a back story. Submit yours by the 25th of each month.

Here is what we are hoping you'll provide:
 1) Name of the boat; 2) Owned by; 3) Boat description; 4) Boat history; 5) How the boat got its name; and 6) Photo of the boat. Can't wait to see what you submit!



NC Coastal & Piedmont
Chapter of the ACBS
<https://www.vintageboat.org/>

President:
Alan Hills
252-514-8525
President@vintageboat.org

Vice-President:
Jeff Martinson
919-760-2349
VicePresident@vintageboat.org

Secretary:
Garfield Karpiak
919-539-1371
Secretary@vintageboat.org

Treasurer:
Kevin Leiner
919-368-3412
Treasurer@vintageboat.org

2020 Directors:
[Jim Alexander](#) (2 years—2021)
[Bob Banta](#) (1 year—2020)
[Bill Conley](#) (2 years—2021)
[John Justice](#) (2 years—2021)
[Lonnie Sieck](#) (1 year—2020)

Membership:
Jim Alexander
919-960-0838
DirectorJim@vintageboat.org

Scholarship:
Jim Alexander
919-960-0838z
DirectorJim@vintageboat.org

Web Master:
Judy Hills
252-670-1913
Webmaster@vintageboat.org

Newsletter Editor:
Judy Hills
252-670-1913
Editor@vintageboat.org



The Raleigh-Durham-Chapel Hill Triangle Chapter of the Antique and Classic Boat Society, Inc. was officially formed on January 15, 2005 to provide a means through which individuals sharing a common interest in antique and classic boats can meet, share experiences and information, exchange ideas, and generate enthusiasm for all aspects of these unique boats. On March 21, 2019, the chapter officially changed its name to NC Coastal & Piedmont Chapter.

We promote and sponsor classic boating events, as well as educate our membership and the general public about these great craft. We partner with other clubs and organizations to promote awareness and appreciation for the history, research, repair, and restoration of these grand old boats to preserve them for future generations.

Calendar of Events & Meetings

Please note that with the exception of the business meeting dates, the places, dates and times listed for events are tentative. Watch your email for updates. Please add these dates to your calendar and participate as much as you can! Support the boat shows listed and others. Chapter-sponsored events are in bold.

- 2/22 **Fieldtrip to Budsins Electric Boats in Marshallberg**
- 3/7 NC AACA Car Show Cape Fear Chapter in Wilmington
- 3/19-22 Sunnyland Boat Show in Tavares, FL
- 3/28 Cape Fear CC Boat show and Facility Tour in Wilmington
- 4/17-19 Oriental Boat Show & Nautical Flea Market in Oriental
- 4/25 NC AACA Car Show—Old Salem Chapter—Winston-Salem
- 4/29 **Chapter Business Meeting at Trali in Morrisville at 6:00 PM**
- 5/2 NCMM Beaufort Boat Show in Beaufort
- 5/9 NC AACA Regional Spring Car Show in New Bern
- 5/16 Lake Lure Boat Show—Blue Ridge ACBS Chapter
- 5/20 Plating Workshop—Phillips Plating—Lin New Bern

What are the ACBS Definitions of Antique or Classic Boat?

- Historic:** A boat built up to and including 1918
- Antique:** A boat built between 1919 and 1941 inclusive
- Classic:** A boat built between 1943 and 1975 (any material)
- Late Classic:** A boat built 1977 to 25 years prior to the current year. This classification is not eligible for "best of show" awards and is neither restored or preserved
- Production Contemporary:** A production wooden boat built 1969 to present
- Custom Contemporary:** A modified or one-of-a-kind wooden boat built 1969 to present
- Replica:** A boat built in a non-production manner, intended to be a one-of-a-kind and usually an exact copy or duplicate of a boat previously built or manufactured.