



The Wet Edge

NEWSLETTER OF THE PACIFIC NORTHWEST CHAPTER
ANTIQUE & CLASSIC BOAT SOCIETY

DECEMBER 2015

The year is coming to a close and promise of a bright new year ahead!... How's that sound?

I can't believe how fast this year has gone. Seems like we just got going and now we're planning next year. We had an eventful year, some events not so great and some were fantastic. I want to thank everyone who has come out and participated in events this past year.

Your new Board of Directors are meeting and planning out the new year's events. It's not too late for your input as to what we might do this coming year. Maybe you have a desire to do something different, well, let us know!

The Annual Dinner - we had a few award winners!

- The Bilge Pump Award - Ed & Barb Tronca
- Opps Award - Curt Erickson
- Holy Cojones Award - Ivar Michelsons
- Lime Light Award - Scott Mason
- Non-Professional Restoration Award - Jerry Campbell
- Presidents Cup - George & Peggy Corley
- Seattle Boat Show Award - Ron Stevenson



George and Peggy Corley accepting
The Presidents Cup

Ask any of these folks for the details of their award. The Trio from Seattle Yacht Club came and presented the new theme for Opening Day. "The Great Escape" Well, how about something like a prison break? Runabouts dress as inmates with black and white striped shirt and hat. Then the Cruisers dress as policemen chasing the runabouts down. What ideas do you have? Yes, we will be reading the rules this year!

We also need a lot, I mean A LOT, of participation this year from you. We are hosting the ACBS Spring Quarterly Meeting and will have an extra 50 to 60 people joining us for Opening Day. We need lots of boats to help transport them. Get out to the garage or shop and finish up that Pride and Joy and join us this year.



Seattle Yacht Club - Trio

It has been a fun, fast year. Thank you to all who have helped out this year. Enjoy the holidays and see you soon.

~ Warren

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ANTIQUE & CLASSIC BOAT SOCIETY

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THE DR'S ORDERS - by Jerry Campbell

In Sept of 2010 my doctors said do not sit around – do something to keep active. I decided I would do another boat since I enjoyed doing the work on Four Bits. I spent about a month looking for any boat that would work. There were not a lot of choices. I found this on Craigslist. It came from the Allyn area where its had lived it whole life.

It was sitting on the trailer with the engine out and no hardware. The engine was beside the boat (both well covered). All wood parts were with it but some chrome and stainless was missing. A pick showed that the boards were firm. The bottom was covered with fiberglass but where I could test it was firm.

I decided to get it and brought it home and cleaned it as well as I could and re-inspected it. I found that the bottom was soaked in oil and several of the side planks were cracked and checked. I figured when I bought it I would have to replace all the outside planks anyway. The fiberglass took less than 20 minutes to peel off and break up. It had not stuck to the oil very good. I also checked the deck and found four different kinds of wood. Therefore I proceeded to my favorite wood shop (Edensaw) and bought all the wood I thought I would need.

I inspected all the other parts, chrome, dash, stainless, and engine. They were all sorted by what had to be done. When time or opportunity was there these things were worked on. The chrome was re-plated, stainless bought or polished, and the engine set aside for someone else to deal with. Karl Hoffman convinced me to take the Hercules K out of Four Bits and install a 283. (This is another story.) After checking the dash it was decided to use the original one so it was refinished. Then it was assembled with all the wires attached. This saved a lot of effort under the dash in a cramped space.

The covering boards and engine box were supposed to be Alaska Yellow Cedar. The covering boards were cedar but were cracked and in bad shape while the engine box was mostly rotten plywood and not



THE DR'S ORDERS - cont.

the correct design. These items were worked on while glue or planks were drying or when I needed a change. After the bottom and sides were completed the bottom was painted and the sides given one coat. The deck was next. After applying CEPS to the inside it was painted. The covering boards were next to be cut and fitted. Then the seats and floorboards were cut and fitted.

Next came the painting. This is the short story of that. I will varnish another boat if I do one. I could have put on more than 50 coats of varnish in the time it took to do the paint. It just did not want to go on well and took a great deal of sanding and polishing.

Somewhere in the spring of 2014 I was ready for the engine. The K was an option for this boat so I figured it would go in fairly easy. Wrong! It required some cutting and bracing of the ribs to come close to lining up with the shaft. The shift long rod had to be cut off as did the shrt rod connecting to the tranny. By the time the engine and all the covering boards were varnished and in the paint was dry enough for final a polish so the deck hardware was installed.

By this time the 2015 Mahogany and Merlot was getting close. I sent a note that we were coming but it was going to be a last minute decision on which boat. I had run the engine earlier so I knew it would work but when I tried it would not start. After checking everything over I found that one wire had never been connected and another was wrong plus a few other minor things to be done. We finally put it in the lake on the 16th of Sept. and it preformed quite well. A few more problems showed up. The tack kept coming loose. That required changing the way it was installed because of wear on the dashboard. We were to leave for Chelan on the Oct. 1 so we did the final water test on Sept. 29 and everything seemed to work well.

It took a lot of hours and a lot of learning new things to get this done. It was a big help to have so many members of the ACBS help with ideas parts and encouragement. Thanks guys! I especially want to thank Karl for all of his help during that time not only for the Dr's Order's but the 283 in Four Bits.



We still have Burgees for sale!



There are 3 sizes for the Raked (slanted) Burgees

Small is great for 15' and under - There are 5 on hand
Medium is for runabouts - There are 5 on hand
The Large is for cruisers - There are 10 on hand

There are 5 Straight Burgees on hand for whoever has that type of pole

You can order on line at SkipperRudy.com!



Classifieds:
Buy - Sell - Trade

1940 Chris Craft, 16 ft. double cockpit forward. Most hardware is included. Flat head four cylinder.
This is a project boat. \$2300.00
Contact Jesse Thompson (253) 255-8511

Have a Very Merry CHRISTMAS



AND a Happy New Year