



# The Wet Edge

NEWSLETTER OF THE PACIFIC NORTHWEST CHAPTER  
ANTIQUE & CLASSIC BOAT SOCIETY

FEBRUARY 2016

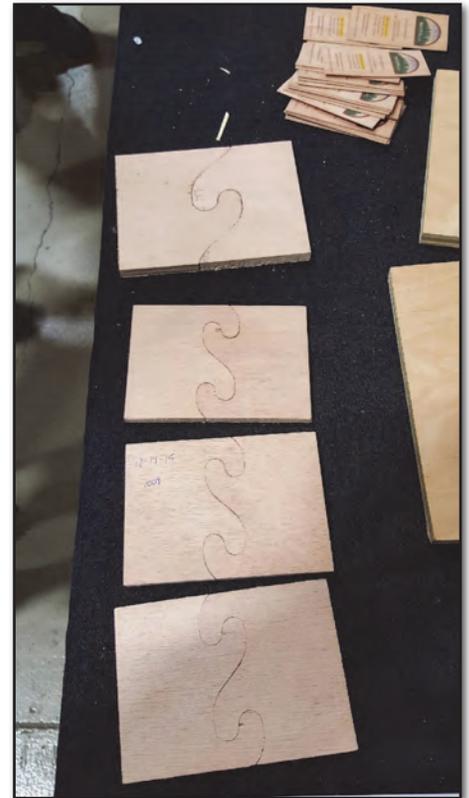
Guest Editor - Steve Franchini

With the doldrums of a snowy winter setting in, I was lucky enough to travel to the west side to attend a great presentation put on by Edensaw Woods at the Hydroplane Museum.

A BIG thank you goes out to the Hydroplane Museum for hosting a workshop January 16<sup>th</sup> and to Edensaw Woods for putting on an outstanding program. John Montgomery, from the Port Townsend store, took us through all of the different brands of plywood and told us about the suppliers they use and why they use particular ones. The highlight of the evening (besides the snacks) was John showing the new methods of joining plywood that Edensaw Woods is developing. Edensaw Woods has acquired a CNC machine and found a skilled guy to run it for them. We were able to see two of the types of joints they are able to do now.

The first joint was a "through and through joint" that is self-aligning and can be used to make longer sheets of plywood. The second one was a "half-lap joint" which can spread the joint over a wider area. Both types of joints can help to keep the wood grain lined up and provide much longer and wider sheets of material. One of the downsides to either of these joints is that the glue lines become visible and it is difficult to hide or cover up on a stained or varnished boat.

Edensaw Woods is, however, working on a third type of joint that they hope to have in production soon. This is like a 60 degree scarf joint, but it is designed with a step feature that will help to keep the wood aligned. This



*Through and through joint*



*Half-lap joint*

"stepped scarf joint" will still have to be assembled like the old scarf joint, but should be able to make for a smoother and smaller glue line.

Since the Franchini's have at least one plywood boat that will need new sides, this gives us an option for having the sheets joined rather than trying to do the scarfing ourselves. Certainly something to think about.

If you missed this great presentation or have any questions about these joints call John Montgomery at Port Townsend Edensaw Woods. He will gladly walk you through the process.

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# The Search for Rhubarb

## Part 2 of 3 by Scott Mason

"If you have found this story because of some sick web search, sorry...No sheep here! I have fallen in love with what has to be the perfect boat. **The September Woody Boat of the Month.** It's part utility, part runabout, built like a tank.." Woody Boater Monday, September 21, 2009. This was the description of Brian Swanson's 1957 Shepherd Sportsman 22 which I tried to buy over the phone with no luck.

Shortly after Mahogany and Merlot (2013) I suggested to Patty that instead of purchasing a used fiberglass Chris Craft that would be suitable for Lake Tapps on weekends we should sell both our 1959, 17' Chris Craft and Patty's 1985, 19' Eliminator tournament ski boat and purchase a "classic" boat that would serve our wants and needs. To my surprise she agreed with my suggestion and hence the beginning of our search for another classic wood boat.

My first thought was a Chris Craft 22' Utility. One of the ACBS club members had such a boat at Mahogany and Merlot and I thought that would do the trick. We started a search for such a boat and found many nice boats at reasonable prices. At some point it was brought to my attention that I shouldn't expect a much different ride from a Chris as the bottom is still flat, the freeboard is nearly the same as my seventeen footer and the shape of the bow wouldn't necessarily deflect much more water.

The ah-ha moment regarding the search for a Shepherd occurred sometime in early November 2013. I kept thinking about the Hucklebuck, big, heavy, lots of freeboard and just a really cool boat. What really got me thinking the Shepherd could be the boat that could fit my minimal requirements (not spilling my drink on a Saturday afternoon boat ride on Lake Tapps) was my memory of the 2012 cruise to Stehekin. On that particularly beautiful morning seven boats were a few miles from the South of the lake, not a ripple on the water and our boats cruising at exactly the same speed and spread clear across the lake. As we approached the Lady of the Lake (daily excursion boat, probably 70' and 50 tons) five of the boats on the cruise slowed for her wake, not the Hucklebuck. I looked to my left and saw about three feet of the bow and the rest of her covered in white water. I later asked the owner and fellow ACBS member Tom Cathcart if he took on water and he laughed and said that he had not, but others in the far stern had.

I first went to the Shepherd website and read just about everything there which really only took a couple of hours when I learned really quickly that they didn't make that many boats in comparison to Chris or Century. Only about 500 of the 22' Vdrive, 110 model were built over the life of the company. Next I started checking out the brokers online. The first boat I was interested in was a 1948, 22' Utility located in Ontario. What turned me away was the six cylinder engine. It was a gorgeous boat. I next located a 22' utility in Post Falls, Idaho. I was terribly disappointed and frankly a bit upset when I saw the boat. It was in a dirty outdoor building, no



lights and had to crawl over other trailers to get to the boat. It was so dark I couldn't see anything. The last straw was when I crawled under the boat and felt the bottom and discovered fiberglass (which was a total surprise and deal breaker for me). The only thing I really liked was the Hemi engine.

After scratching the "Post Falls" boat off my list I fumbled around for a couple of weeks and went back to the Shepherd website to see if any additional boats were being offered for sale. I happened to hit the link to photos and discovered pictures of Haleluia Side. A 22' model 110 (V-Drive) and a hemi engine. The boat was so cool that I decided then and there that I wanted a V-drive boat with a hemi engine. Well guess what.....that is not an easy thing to find. I checked every brokerage and every ACBS newsletter I could find and coming up empty.

About this time I asked Tom Cathcart and Craig Magnusson for assistance. Tom regarding Shepherds and Craig regarding running gear. I'm sure they both wish they hadn't answered their phones or emails from me. Craig explained more than I ever could want to know about hemi's. Around this time I also "cold called" an enthusiast, Chris Johnson. In the ACBS Directory he is listed as having forty seven boats including thirteen Shepherds. I figured he was a broker or someone with so many resources (rich guy) that he wouldn't give me the time of day. Nothing could be further from the truth as he spent at least an hour and a half educating me on Shepherds and why I should continue my search. We talked about the bottom being designed (John Hacker), planking, weak spots, weight and repowering. He explained that the boat was designed to handle about 1200 lbs of running gear (not being a motor head, I am guessing that includes the transmission and V-drive also) and he felt not much is gained in performance with a new engine. I hoped throughout the conversation that he would say one of his 22' model 110's was for sale but the subject never came up and I didn't really ask. I asked if I could contact him in the future for advice and he said sure. When I asked for his email address he said he didn't have one and I should send him my contact information by mail... yes snail mail. Later Tom Cathcart, not knowing I had already talked to Mr. Johnson said I should contact Chris Johnson, in Tom's words, "a man that has so many Shepherds it shouldn't even be legal".

## The Search for Rhubarb - cont.

Towards the end of November I located a boat in Omaha, Nebraska... a 1961 model 110 with a 413 Chrysler engine. I made some inquiries but was pretty disappointed because it didn't have a hemi. I also was not impressed that the boat



had been carpeted and didn't have wood sealing boards (it is too bad that I only had Tom's beautiful boat to compare with). The broker sent an email suggesting that they had done bottom work that would have billed out at 15K. The boat had been taken on trade and the work was performed at Omaha Marine by their staff. The bottom was not replaced and the method used was non-traditional so I had kind of ruled this boat out and continued my search.

It was becoming quite clear to me that we were not going to find a boat with everything we wanted. So I began a discussion with Craig regarding re-powering as an option if I couldn't find exactly what I was looking for. At some point I found a nice boat in Canada but it only had a six cylinder engine. The broker that I was dealing with at the time indicated it would be approximately \$25k to repower the boat. To my surprise Craig suggested that could be low!!! Well fast forward, guess what, a person can spend nearly that much having a 413 rebuilt, transmission and V-drive gone through.

So now I was expanding my search, but also becoming more frustrated at the lack of availability to find a Shepherd. It turns out that boat listings are not exclusive and you can find the same boat at several different sites and even different prices. That is how we ended up with 61-22-484. The boat in Omaha just kept popping up at every turn. It wasn't going to be perfect but just might work.

The next series of events culminating in the purchase of our Shepherd happened quite quickly. After several discussions with Omaha Marine Center and studying the survey performed on her I decided it was worth a quick trip to see her. I called Craig and asked if he was available to fly to Omaha to look at the boat and he said sure. After I purchased the plane tickets I emailed a copy of the Survey to Craig. The next day he emailed me a short response, "NICE TRAILER". What the heck had I gotten myself into? Called Craig and he had not

much good to say about the boat including he felt everything was mismatched, poorly maintained and felt the \$15k of shop time and materials they performed on the bottom was not only a total waste but would have to be completely redone.

I called Craig and asked if we should cancel our trip and he said no, since I had already purchased the airfare we might as well take a closer look. My mentor (Craig) is awesome. He arrived from Bellingham for a 5:15 am flight on April 23, we flew from Seattle to Phoenix and on to Omaha. Spent a few hours in Omaha, back to Phoenix and back to Seattle around midnight. Now that is a whirlwind trip. We decided not much in Omaha that would warrant an extended stay.

After purchasing her it became obvious why we didn't get a sea trial. BECAUSE SHE WOULD HAVE SUNK!!! After we looked it over Craig thought she was much better up close than what we had seen in the pictures and what was stated in the Survey. I decided to buy the 22' Shepherd if we could get her at the right price. Another valuable lesson the "right price" turned out to be way too much. When I got down to nitty-gritty of negotiations and was within \$500 of making a deal, Craig suggested I was being foolish over that amount of money and should split the difference with them by getting \$250 worth of "stuff" from them. That's how it worked out, now you know why I'm a longshoreman and Craig is an attorney.

This story is nearly over except for getting her home. My 80 year old mother heard I was going to Omaha, Nebraska to haul a boat home and reminded me that she loves a road trip. We drove from Lake Tapps to Billings on day one, Billings to Omaha on day two including snow and tornado warnings. Day three we drove back to Billings and arrived home on day four. Luckily as Craig stated earlier...NICE TRAILER.

Bob Speltz in volume one of The Real Runabouts published in 1977 wrote, "Today, Shepherd runabouts are gaining favor nationwide with collectors. It is hard to find a better constructed or nicer equipped speedboat than a Shepherd!"

In conclusion, would I have done things differently? Yes, of course, but do I have any regrets? None.



## MONTHLY MEETINGS & UP-COMING EVENTS

**February 10th** - 6pm - Meeting at CWB  
Propellers by John Flaherty & Stuffing Boxes by Rob DaPron

**March 9th** - 6pm - South Seattle College  
2310 S. Lane St, Seattle 98144 - Sam Laher, Marine Technology  
Instructor will give tour and talk about the program.

**April 2nd** - 9:30am - Garage Tour - Ike Kielgass  
18827 SE 161<sup>st</sup> St, Renton 98058

**April 13th** - 6pm - Meeting at CWB  
Opening Day Planning - Steve Snider

**May** - Hosting Spring 2016 Quarterly Meeting  
**5th** - 5:00 to 8:00pm - Welcome party at Hydroplane &  
Raceboat Museum - 5917 S. 196<sup>th</sup> St, Kent 98032 - \$25ea  
**6th** - Friday Night Dinner - CWB  
**7th** - Opening Day - 9:00am at CWB

**June 8th** - 6pm  
Possible tour of private car collection - Steve Franchini

**July 13th** - 6pm - Meeting aboard the Cruisers - boarding at CWB

**August 10th** - 6pm - Meeting on the water, Gene Coulon Park  
1201 Lake Washington Blvd N, Renton 98055 Program - "US"  
Bring your boat, we'll have an impromptu boat show. Restaurants &  
socializing.

**September 14th** - 6pm - HARM - 5917 S 196<sup>th</sup> St, Kent 98032  
Program - Mahogany & Merlot at Lake Chelan Sept 30 to Oct 2

**October 12th** - 6pm - CBW - Program open

**November/TBD** - Annual Dinner (Changing of the Guard)

**December/TBD** - Annual Christmas Party



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## PRESIDENT'S CORNER



By now we're in the middle of the "Big Seattle Boat Show". Big thanks to Frank Gonzales for his help in securing our spot again this year. And a Big Thanks to Mr. Ron Stevenson for his efforts in corralling people to man the booth thru out the show. I hope you stepped up and helped out.

February 10<sup>th</sup> at 6:00pm we will be at CWB, we have dual presenters. John Flaherty will talk about Propellers and Rob DaPron will explain stuffing boxes. Plan to get your seat early, this event will fill fast!

Mark your calendar for the meeting on March 9<sup>th</sup> at 6:00pm. We will be going on a field trip to South Seattle College's Marine Technology program. Our presenter Sam Laher will give us a tour of the facility and give us a talk in the lecture hall, room 202. The address is 2310 S. Lane ST., Seattle, WA 98144 (2 blocks south of Jackson on 23<sup>rd</sup>). There is a Diamond Parking lot, as well as some on street parking. Since this is a state school there will not be any Beer or Wine. However Pizza water & sodas will be served.

I'm slowly working on the new Chris. I've got the bottom removed, wasn't too difficult for everything is rotted. I knew that going in just trying to save patterns. It's amazing how much longer and wider a couple of feet make in a boat. This thing takes up quite a bit more room in my shop than Blondie did. It also feels good to be elbow deep again working on a project.

Speaking of project, do you have something to share with the rest of us? How's that project that you've been stumbling thru? Or maybe you got side tracked and just don't know where to start again. Do you have a question to throw out to the collective masses for an answer?

We have a wealth of Masters out there willing to help with answers and guidance. Send in a few photos and a short story about your quandary. I'll put it in the next Newsletter and let folks come up with some solutions. Who knows maybe you'll get the answer you need to get going again! ~ Warren

