



The Wet Edge

NEWSLETTER OF THE PACIFIC NORTHWEST CHAPTER
ANTIQUE & CLASSIC BOAT SOCIETY

OCTOBER 2015

Guest Editor - Frank Gonzalez

The San Jawans (Juans) and Canada

I finally, after owning a 46 foot cruiser for 12 years made it up to the San Juans. Keep in mind this cruiser, Esther -Dee, has gone through varying states of repair and disrepair over the year. Some would argue it is still in disrepair, but that didn't stop me and three of my friends from taking a trip to the San Juans and Secret Island. And as it turns out we rock at vacation.

First the subject of the disrepair. On the way to Chris Craft Rendezvous this year I lost a water pump. Despite my effort to repair



the pump while underway we pulled into Port Orchard on one engine. Dick Dow was kind enough to deliver a water pump rebuild kit which resulted in a

functional but leaky pump. This got the boat back to Seattle where it got hauled out at Jensen's Motor Boat Company. Primary mission being checking the bottom of the boat and bottom painting before heading to the San Juans. Some how I managed to convince eight friends to show up and help. Only one of which, Seth, was going on the trip. Of course I found out later his idea of getting the boat ready was doing some cleaning; I had the poor guy working on bottom paint. He was a good sport.

After being out of the water for just three days, the boat was needed in Kirkland so off I went with one leaky water pump and one soon to be dead water pump. I had barley made it through the cut when I noticed the boat getting louder and the smell of my new fiberglass muffler, water pump number two was down. Another short term fix got me home where I pulled both pumps. After pulling a third pump from my spare parts bin I paid Kirk Knapp a visit where we turned three pumps into two serviceable ones. After working on the pumps we sat down for a beer (or root beer in my case) and pulled out the chart book. Kirk proceeded to convince me that Secret Island wasn't too far out of the way and totally worth the trip. More on that later.

Now for the trip while sort of...The first, Brian, of the three friends arrived the Friday night before the trip expecting that helping with the final prep would be something more like provisioning the boat;

he got to help with the final cleanup of tools etc. He was also a good sport about it.

We were scheduled to leave the dock at 10 AM at Saturday, that time got pushed to 12 PM which ended up being 2 PM. With Brian and my Uncle Mikie on board, we headed for the locks. As you might have guessed we had to wait a while for the locks between the commercial traffic and the locks being held to reduce water flow with the drought. We had some good bonding time with our locking buddies before we headed out to "sea" just in time to see all of the cruise ships on their way to Alaska. One of which was carrying some friends from the Caribbean. We waved, they did not wave back. :-)



While it wasn't sunny, the seas were relatively calm and it wasn't raining enough to even make the boat leak as we headed to Port Townsend. Port Townsend being our first stop where my sister's childhood friend was getting married. This is the second wedding I have taken a boat to. Isn't Washington

great? On the way to Port Townsend we attempted a little fishing. My Uncle taught us how to rig the gear so we could fish for the rest of the trip after we left him behind in Port Townsend. We did learn, no luck with the fish that day.

After the wedding and a bit of dancing, my other two friends, Stephanie and Seth, joined us. We took are last shore side shower, did some final provisioning and we were off to the San Jawans (Juans).



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The San Jawans

Our first stop was Open Bay near Roche Harbor to do some fishing. Despite me being the most knowledgeable fishing person on board, we still managed to catch one fish. With our fresh veggies from Port Townsend that was more than enough to feed all four of us and the fish was on the grill within about an hour of catching it. It doesn't get much fresher than that.

As we made our way from Open Bay to Deer Harbor, Brian took the helm while Seth prepared the fish, Stephanie, Seth's wife, prepping the vegetables and I prepped the crab pots. I don't think they trusted me with a knife. We made it to Deer Harbor just about dusk. Crab pot setting was a bit of a struggle as we were using way too much floating line. We finally managed to get the pots set and arrived at the Queen City outstation and a not as warm as expected welcome. The first boat we talked to was very friendly and suggest we tie up next to Becky. Becky wasn't as excited about this. Not sure if it was the late arrival or the four young hooligans on a rough looking boat. Whatever the case we made friendly and settled down for our first night of the trip.

One of the conditions for side tying to Becky's boat was getting up at 7am, so we did. After tying back up to the dock we lazed around for a bit before heading to shore where we had ice cream for breakfast. Vacation rules for sure! Poor Seth had to share his with the bees though...After a short walk on shore it was time to shove off and go check the crab pots.

Remember how I said we had too much floating line, well apparently we didn't weight it properly as the buoy for crab pot #1 was missing. After pulling up crab pot #2 to discover no crabs, we circled around for awhile in search of #1. A blessing and a curse the floating line was spotted and we recovered the pot. And there were crabs in it...too small to keep. Not to worry we have more nights to try again.

Next stop Sucia. On the way we decided to try our luck at fishing again. This time in an unknown spot. Success was ours. Only this time the fish decided to wrap itself around the trim tab bracket. So my crazy self decided to hang off the back end of the boat with one hand and untangle the fish. I'm sure I looked ridiculous, but we got the fish in the boat and had dinner for another night.

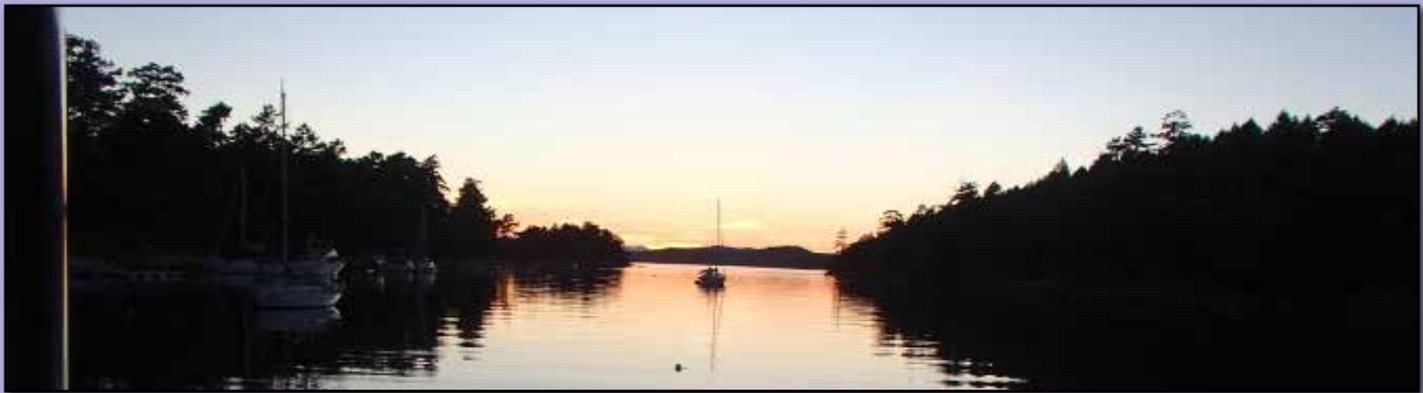
After dropping another crab pot we headed into Echo Bay on Sucia. After getting the anchor set we get a visit from a neighbor boat. Their captain didn't like how close we were. They had out 200 feet of chain! I'm not one to tell a captain how to anchor, but that was a bit overkill. Not in the mood to create enemies we pulled the anchor (by hand) and moved further away. Once we got resettled we finished dinner, salmon of course, and put a movie one. We were clearly roughing it.

Day 3, received the official invite to from Curt to Secret Island. It was a beautiful calm cruise on our way to the Canadian border. As we approached Bedwell Harbor I thought it wise to visit the head before I had to talk to Customs. After returning from the head I left Seth at the helm for a minute so I could have a look around. As I was looking around, I noticed a line of boats near the boarder. Wondering if this was border patrol I pulled out the binoculars. As I'm looking at the line of boats I notice a dorsal fin! ORCAS! The whole trip Stephanie had been requesting we catch Salmon, eat crab and see orcas. I figured we would get 2 out of 3. But we got all 3 and then some. At first we just looked from a distance. Then it dawned on us, we are on a boat, lets get closer (only as close as allowed by law of course).

With one more item checked off the vacation wish list, we headed to customs. Customs is fairly simple, you tie up the boat, walk up the dock to a phone and tell them more information about the boat than the people on board. While talking to the customs agent on the phone, never actually saw anyone in person, I was informed that due to avian flu outbreaks no raw chicken or eggs were allowed in and should be placed in the trash bin on the dock. Cooked was ok though. Good thing we had an oven onboard 😊



Shhh...Secret Island



Having very little details on where on Secret Island Curt and Marsha could be found we cautiously approached the small island. As we worked our way down the channel there was no sight of any wooden boats. Then we noticed someone on a dock. "Can you tell use where Curt and Marsha's is?" "It is an A frame house down at the end, you can't miss it" I love small communities.



We worked our way down the channel to Curt and Marsha's. About the time I was trying to figure out how to hail them, out comes Curt in his aluminum "work" boat. I was pleased to find out Curt has a mooring bouy capable of holding Olympus. Much preferable to hauling in a anchor by hand. We tied up an went ashore where Curt and Marsha gave us a tour and treated us to drinks. Curt took us on the B.C. Highway (it is just a walking trail owned by the BC Highway department) to see all of the other houses on the island and shared a little history of the island. On the way back to the boat for the evening Curt liberated some crabs from crab jail for us. My crew (and myself) much appreciated this after our failed crabbing attempts.



Back on the boat we each took turns prepping dinner and taking showers (for the first time since leaving Port Townsend, vacation rules). Seeing as the captain forgot to stock the boat with a pot large enough to boil crabs in, we took to the BBQ. This turned on really well.

The next morning Curt took us on a tour of Prevost Island, the larger island next to Secret Island. I'll save the full story of the island for Curt to tell you when you visit Secret Island for your self. But is was a beautiful Island host to 1,000 +/- acre farm run by 3 sisters. I recommend you wear bug spray for this visit. My favorite part was the original boat the family moved to the island on is still there in a protected shelter.

Due to the short nature of our trip we were only able to stay at Secret Island for one night, but you can bet we will be back (assuming we are still welcome :-) as it was one of the biggest highlights of the trip. Maybe next time we will get to visit with Ron Stevenson and Liz instead of yelling hi across the water.



Time to head back to US waters. Determined to catch more fish, we headed for the customs dock at Roche Harbor. Turns out if your boat is over 36 feet you must pay a use fee when reentering the US. Sounds a bit like a luxury tax to me, clearly they did not see the condition of my boat before charging me the fee. After we surviving customs we move to the fuel dock to pump out the holding tank. We kept getting asked if we wanted diesel. "No just here for (free) pump out." We actually didn't fuel the boat the entire trip. We may go a little slow, but boy are those Perkins efficient.



Checked in and cleaned up we headed back to Open Bay for some more fishing. Brian was at the helm Seth and I were playing with fishing gear and Stephanie was supervising. We could see the fish jumping, but not biting our hooks... We could see the fish jumping closer to the rocks, far closer than Brian felt comfortable being at the helm for. So I took the helm and took us in closer. Now not only were we the crazy guys fishing in a 46 foot flush deck cruiser, we were the crazy guys fishing in a 46 flush deck cruiser close to the rocks. Did I mention we were only using one engine to keep the speed down? Not to worry, I was keeping a close eye on the charts and the rocks. This "craziness" paid off. We started catching fish. It became very clear the net my friend had loaned us was a little short for the boat. At one point we had two fish on. So while Seth was tending to one, I was helping Brian net the other. When Brian leaned over the rail to net the fish, his feet came off the deck. I ended up having to counter balance Brian by stepping on his leg to be able to get the fish, Brian and the pole all back in the boat. After this one person would lay on the deck with the net while the person with the pole would stand over them and guide the fish in. I'm sure we looked ridiculous, but we caught 8 fish! The only reason we stopped was the seal started eating our gear.

Friday Harbor and Deception Pass

With a boat full of fish and the sun setting we made our way to Friday Harbor. Knowing there was going to be some night driving involved, I took the helm. Stephanie took to preparing dinner and Seth took to filleting fish by flashlight aided by Brian. This team effort landed us in Friday harbor with full bellies and a freezer full of salmon filets. And fortunately the yacht club members we tied up to in Friday Harbor were not only up late, but they were very friendly.



The next day we found a quaint little coffee shop to have breakfast in before starting out on the longest run of the trip. We left Friday Harbor heading for Seattle via Deception Pass. While this did add a little time to the trip, we were in no hurry to get back to the locks and wait in line with the Seafair traffic. I was a little worried Deception Pass would be challenging to navigate with all of the current, but Middle Channel between Lopez and San Juan Island churned us about the most. Deception Pass was well worth it. It was the first time any of us had been through on the water. We even reached our top speed of 15 knots.

After 8.5 hours of constant running we made it to the locks. And so our journey of beautiful, amazing and wonderful places and friends was coming to an end. As my friend in the (Caribbean) Islands would say "This doesn't suck" ☺



Classic Boats of Monaco - By Karl Hoffman

In early September My wife Lois and I along with ACBS members Roger and Diane Cox embarked on a 12 day Mediterranean cruise. One of our ports of call was the Principality of Monaco. Early in my fascination with classic boating I purchased Bob Speltz Real Runabout book which featured the Riva Service Center in Monaco.

As soon as our Holland America Ship Nieuw Amsterdam docked (Lois retired from Holland America in March and this was her retirement cruise) I started scanning the horizon for Riva runabouts. I was not to be disappointed. I could see across the harbor at least two Riva's as well as other brands of classics.

Upon walking ashore we immediately came across the Riva Service center. I counted 17 wood Riva's moored stern to the dock. There was also a Chris Craft XK 19 having its bottom cleaned. It was soon put in the water and headed across the harbor. We continued walking around the harbor to see where the XK 19 was headed. Upon arriving where it was moored we discovered we had arrived at the start of the Monaco classic boat festival.

The boats included a 1920's Dodge, locally built runabouts, several wood cruisers, Chris Craft XK 19, a large number of wooden sailing vessels, along with all the Riva's. In the afternoon we observed all the wooden sailboats engaged in a race outside the harbor. We also had the opportunity to witness several Riva's running at speed in the Med to see firsthand the boats racing. I guess the only thing that could have made the day better would be to have scored a ride in a Riva. Monaco definitely needs to be on all classic boat lovers bucket list.



PRESIDENT'S CORNER

We've had some members on the move this summer. Carl and Lois Hoffman just got back from a whirlwind tour in Europe. See Carl's article on their time in Monaco viewing some iconic Riva's. Ike Kielgass has been jet setting across the country and will enlighten us a bit on the Clayton Speed Boat show. Scott and Patti Mason spent a two week odyssey taking their newly Alan Thomle refurbished Shepherd to the International Meeting in Michigan. Look forward to their adventure in a future 3 part series. Ron Stevenson, Rob DaProne and Chris Braaf have also headed back to the International Meeting, hoping we can get their experiences as well.

How about you? Do you have a wooden boat story to tell us? Please submit your stories to me at wolson1@msn.com for a future newsletter.

Hope you made it to Mahogany & Merlot this year. This is kind of our last blast of the summer. Put this on your bucket list, you won't be disappointed.

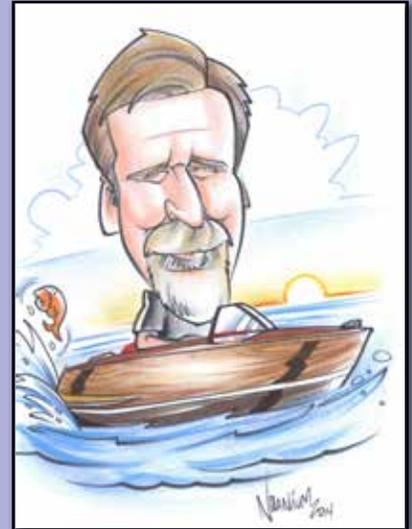
There's some talk about resurrecting a regional show in Coeur d'Alene, Idaho in August 2016. Then for those who want, leave their boat and come back in a couple of weeks and go to "Dry Rot". This would be in collaboration with our club PNW, Portland & Inland Empire. Each club sharing some of the duties. What do you think? Would you support this event? Let me know if you want to move forward on this.

I want to personally invite you to our Annual Dinner. The venue this year is on the Virginia V, November 7th at 6:00pm. The invitations will be going in the mail soon. Please fill out the rsvp card ASAP so we have a head count for the caterer. This will be a fun event highlighting our past events of the year. The trio from SYC will disclose the Theme for Opening Day 2016. Of course the presentation of the annual awards as well.

Our club will be hosting the Spring Quarterly Meeting in May 2016 during Opening Day. Looking for extra hands to help us pull this off. We will be meeting again soon to see where we are with our planning. Would welcome anyone who has any ideas or just wants' to get involved and help your club.

In closing I want to thank all the volunteers who helped out at Mahogany & Merlot this year. There were so many that I'm sure if I listed the names I'd miss someone, so thank you all very much. That being said, I want to personally thank Steve & Diane Franchini, Jerry & Collen Campbell and Ed & Barb Tronca. This trio was there from beginning to end helping everywhere. They made all of our time much more enjoyable as a result of their work.☺

Warren



MONTHLY MEETINGS & UP-COMING EVENTS

October 14, 2015
Ron Danz's Garage
11846 NE 112th
Kirkland, WA 98033

November 7, 2015
Annual Dinner
on the Virginia V
At the Center for Wooden Boats

