



The Wet Edge

NEWSLETTER OF THE PACIFIC NORTHWEST CHAPTER
ANTIQUE & CLASSIC BOAT SOCIETY

OCTOBER 2016

Guest Editor - Don Palmer

Here comes Mahogany and Merlot and a trip to Stehekin

Last year, Craig Magnusson and I took Analog up to Stehekin prior to our attending Mahogany and Merlot in Chelan at Campbell's Resort. So I am able to advise that this is a spectacular trip and something that each of you needs to do at some time in your life. The trip up is really great with breathtaking views all along the way. I would be going again this year, but Jodi needs me home at this time as she is carrying a heavy load caring for her dad and she needs my support.

It is nearly a 50 mile trip by boat and last year we had over a dozen boats there. One of the long time natives there advised that the best time to come up to Stehekin is in October because as the temperatures begin to go back down to the high 60's and mid 70's, there is much less wind generated. Travelling there in July could be a little dicey with typical high winds in the afternoons.



Here are some pictures of Stehekin showing some of the picturesque scenery. Also notice the flat water. In October, it is often calm enough to water-ski as is demonstrated by Craig Magnusson behind Brian Flaherty's boat.



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ANTIQUE & CLASSIC BOAT SOCIETY

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Here comes Mahogany and Merlot and a trip to Stehekin - cont.



Here are some more pictures of Stehekin

I don't know how many people will be staying at the resort this year, but it is a very nice and well run resort. It's not like camping!



Here are a few pictures of Dick Dow's new Red and White which he will be taking up and he will be taking his family to stay at the resort in Stehekin.

Notice in this picture, Dick has all the necessary tools, a smartphone and a beer!



Here comes Mahogany and Merlot and a trip to Stehekin - cont.

Upon return to Campbell's Resort, you will enjoy a great weekend with our Classic Boat Show and numerous Hydroplanes actually running a course out beyond the marina. It is always a great event with a car show up in the parking lot.



Time to put it away!

Well, since I am not able to make the trip to Mahogany and Merlot this year, and since Lake Tapps is beginning to lose water level, I thought it was time to get it off of the boat lift (while I still can!) and take it to our friend Kirk Knapp's place in Arlington WA where I store it for the winter. As you can see, he has already got Conny buttoned up and in a day or two, Analog will be right next to Conny for the second winter in a row.



I think the two of them may have something going on!



Dang! That boat is LOOOONG

Here comes Mahogany and Merlot and a trip to Stehekin - cont.

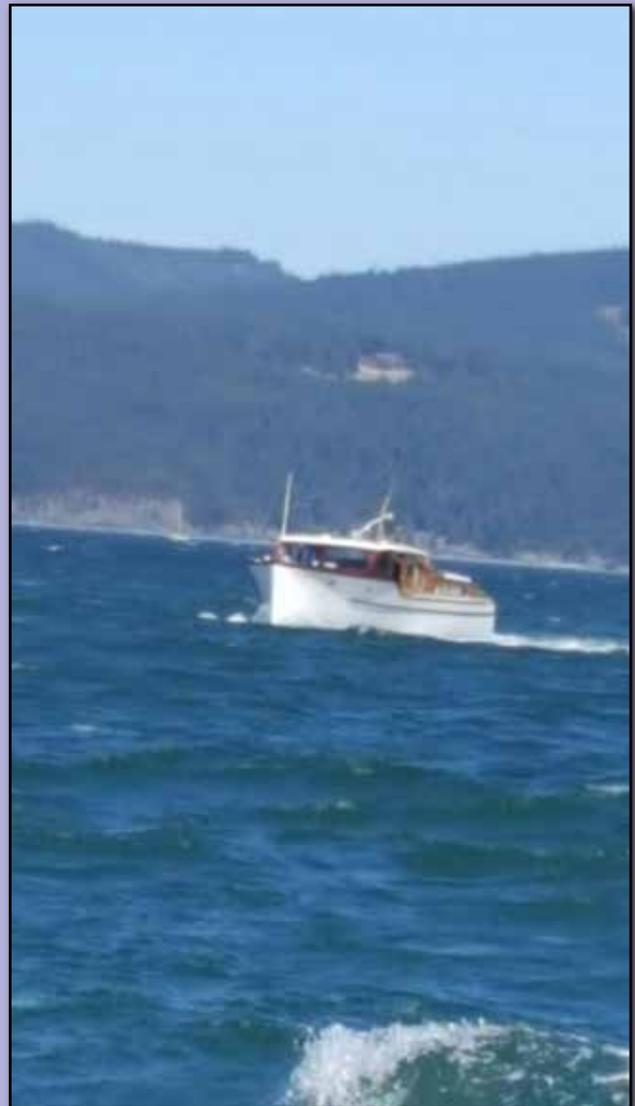
Last but not least, I wanted to show a picture of Kirk's Monk design cruiser CARLU.

Jodi and I were fortunate to be able to cruise the San Juan Islands a few weeks ago with Dick and Kathy Dow in their wonderful 38' Tollycraft and we met up with Kirk when we were at Rosario. We all left the next morning with a following wind and I got a photo of CARLU from a distance. I really like the lines on this boat. She's a lookin' good Vern! (Inside joke).

2016 Annual Dinner

Invitations will be going out soon for our 2016 Annual Dinner. This year we will be having it at the centrally located Ivar's Indian Salmon House as we have done a few years ago. It is always a fun evening and people can bring their boats to the dock at Ivar's. They always do an excellent job with our Annual Dinner.

This year the event will be Saturday, November 26th. I know this is later than usual and may not be a preferred date, but this is the only date available that will fit with the needs of some of our new officers. I hope you all can make it!



MONTHLY MEETINGS & UP-COMING EVENTS

October 12th - 6pm - TBD - Program open

November 26th - Annual Dinner (Changing of the Guard)
Ivar's Indian Salmon House

December/TBD - Annual Christmas Party

CARLU'S JOURNEY - by Kirk Knapp

I acquired CARLU (KAR-LEW) in 2012. That first summer Toné and I got her cleaned up best we could and took a couple short trips. But by the following year we had begun to tear into the boat. My hope was to never do so much at once that the boat would be laid up for an extended period. Then reality set in. Alan Thomle has certainly been my go to guy. Much of the bow deck had to be replaced, the transom has now been replaced (with a nice door added). There has been lots of sanding and painting, much progress, but still, a long ways to go.

So far I've been paying moorage on a boat that hasn't gone very far from her marina and I needed to change that this summer. The plan was to "head North in August". As August approached I circled a block of time on the vacation calendar at work. I thought I'd have everything ready to go for Friday the 5th. Now, you need to understand that my marina is a funky place up Union Slough in Everett. There is no getting out of there unless the tide is in! OK, I'll go to work on Friday, finish up about 3:00, leave the dock on the evening tide.....



So did I mention I'm in a funky marina? One small detail, there is a boat moored behind my boathouse.....so I can't get in or out without having it moved. Well, Ok, slight change, I'll get down



to the boat Saturday morning, spend the day getting things ship shape, get ahold of the fellow that owns the other boat, and leave Saturday evening. It looked like that was actually going to work until I looked at a tide chart and figured the evening tide was closer to 8:30 than 6:30. Shoot, it would be dark before I ever made it past Priest Point. OK, LEAVING AT HIGH TIDE SUNDAY MORNING!

Whew, finally underway! CARLU has a six cylinder Perkin's diesel engine. She is a 1946 Ed Monk Sr. design, 38', built by Jim Chambers in Lake Union. People often ask me what my cruising speed is, I would always respond, 8 to 9 knots.....that's an exaggeration. 7 knots is probably more accurate. I can say that with certainty now that I actually have a working navigation program, thank you John Flaherty!

That first day out I left Everett, went up Saratoga passage, through Deception Pass and into the islands. I thought maybe I would mooch off the Corley's and tie up to one of their buoys on Pearl Island. The weather was beautiful, scenery great, the boat was running well, and I was having fun learning how to use the new nav program. Somewhere out along Jones Island my rudder jammed? I gently worked it back and forth a bit, then it suddenly popped free, but was very loose, NOT good. I still seemed to have steerage, so I continued. Not being able to raise either George or Peggy by phone I decided to go into Reid Harbor on Stuart Island. Found



a nice spot and tossed the hook overboard. While I was getting ready to check out my rudder some fellow QCYC members came over and introduced themselves to me. They were very nice and offered to help me in any way they could.

So finally getting a look at my rudder problem, turns out that one of the steering cable pulleys had let loose from its fastenings. Of course it was under the back deck.....behind the water tank. I thought small thoughts and crawled under there with some blocks of wood, screws, a saw, and a screw gun. It ain't pretty.....but it's back where it belongs and my steering works, time to relax!

CARLU'S JOURNEY - CONT.

The next day, after clearing customs, I headed for Glenythorne passage for a rendezvous with my parents who were out sailing on their' Nonsuch 30. We had a nice visit and planned to meet up again the next evening in Montague.....That didn't exactly go off as planned and we found ourselves back in Glenythorne, Well, actually Curt Erickson found me and I followed him back to his buoy. My folks soon followed and we had a nice visit with Curt and Marsha. I know Curt and Marsha were happy to see me as they were just arriving with TONS of party provisions that all needed to be hauled from the dock up to the cabin.



Day 4 found me headed North again. I went as far as Nanimo. Found a spot in the harbor, set my anchor, and decided to go below for a nap. About a half hour later I was awakened by many voices and a very loud roar. Coming up on deck I discovered that I had anchored at ground zero for a Canadian Snowbird display (Canadian version of our Blue Angeles). I was now surrounded by hundreds of other boats that had come out to watch the show.

The next day I set out across the Georgia strait, first stop Refuge Cove, then across to Squirrel Cove for the evening. My plan was to visit with George and Peggy Corley at their cabin in Big Bay which is an easy cruise from Squirrel Cove. The one thing I did not have was any sort of tide table, even so I managed to hit the Yuculta rapid with the current in my favor. George and Peggy had not yet arrived so I headed out through the Dent rapid and explored Frederick Arm. The following day I returned to Big Bay and Found George and Peggy at home. New ACBS members Max Schneider and Mo Wilhelm were visiting with them. I spent a very enjoyable day catching up with the Corley's and getting to know these two new members.



Well, that about does it for going North, time to turn and go South. I decided on a route that I had never been on before, down "Hole in the Wall" and then along the Western shore of

the Georgia Strait. Hole in the Wall was very, uh.....fun.....all I could think about was "I sure hope that rudder repair holds". It did.....I saw 14 knots on the GPS.

I spent one night just south of Comox in Sandy Island Marine park and then I was back in Glenythorne Passage on the Erickson's buoy. Ron Stevenson and Liz Gregory were there.....Liz has a terrific new house just a short walk from Curt and Marsha's place. I expected to find the Dow's and Palmer's there too.....but that's their story.

I spent another full day in Glenythorne, lots of visiting, Curt put me to work hauling firewood, and of course, all the crab you can eat!!! Day number 11 finds me heading for the border. The customs people in Roche Harbor were very nice, I'll even say friendly! After taking care of that little formality I headed for Rosario to meet up with Dow's and Palmer's. Hanging out on the resort dock was a little different than my usual MO, but there was cold beer.....and the company wasn't bad either. The next morning when we went to depart it was unusually windy. Everyone seemed to be pretty nervous about getting out of the marina. I know I was hoping the boats on either side of me would depart before me. They didn't, it was time to go....and so. Dick and Don helped me get out of the slip. With the wind coming the way it was I ended up having to back out of the



marina, a little tricky, but I made it. I waited outside the breakwater for THISULDU and planned to follow them into LaConner for another night on the town. Dick only had one running engine (that's his story to tell) so I could actually keep up with him. I was thinking one night in LaConner, get into Everett on Friday, and then deal with the tide to get me up Union Slough on Saturday. Well, we barely got into Rosario Strait when I got a phone call from work.....It's nice to feel

wanted, but. Anyway, there was a situation and they were really desperate to have me back to work the next day (Friday). So I split off from the Dow's and Palmer's and headed for Deception Pass. I still figured I'd need to leave the boat in Everett and deal with getting up the slough on Saturday. Then I came up with a tide table online and figured if I could make Priest Point by 5:30 I could actually get all the way back to the marina. But I was still hours out from there with Deception pass still in front of me. For not having a tide book I did amazingly well on the whole trip and this day was no different. I must have had every favorable current possible and was making 9 knots and better the whole way. I ended up going past Priest point at 5:20 and made it all the way....but.....remember the "other" boat yeah, the one moored behind my boathouse. Oh well, I found a kind of safe place? and tied up. Kirk Knapp

**SAVE THE
DATE!
NOVEMBER
26TH**



**We NEED your attendance
At this very important event**

AWARDS DISTRIBUTED

NEW OFFICERS PRESENTED

A Do Not Miss!!!

PRESIDENT'S CORNER

Another month gone by! More boating under our belts, Boat shows around the country winding down. Mahogany & Merlot has past. The leaves are starting to fall and the cooler days are setting in. Time to think about winterizing our boats.

Though I hate the idea of putting the boat away for the winter it also means I have more time to work in the shop. Ah yes, the long awaited project in the shop. You know the one you were going to jump right on. Well you did the first few weeks you got it, now it's been sitting awhile waiting your return. So no more excuses' get the other boat or boats winterized and get back to that beauty you've lusted over.

Make a plan, stick to it and in no time you'll be wondering why the #! @*& did I start this! No just the opposite the boat will get done and everyone will be patting you on the back for a job well done!

Our next big event and I mean this is going to be "HUGE", The Annual Dinner. This year we will be back at Ivar's Salmon House on South Lake Union. November 26th 6:00pm. Look for your invite in the mail and please return the reply card promptly. Did I say this was going to be "HUGE"? Come cheer on your newly elected officers for the upcoming year. They will be bringing new ideas and exciting things to our club.

How about you, do you have an idea you think the club might like to do? Ask away it might just become the greatest thing we do all year! How about sharing a story about one of your outings this year? Send in a few pictures as well, everyone likes to look at pictures.

Make a pledge to your New Officers that work tirelessly in the back ground for you and our club. Get involved, come to a club meeting, have some Pizza and a few beverages. Get to know some of your fellow club members or get reacquainted with some old. Bring a buddy lets share what we have with new folks.

In closing please take some time and read the request from a young woman who is trying to get into Boat Building. She has limited income and needs some help. Look over the list of tools she needs. Perhaps you have an extra in the shop you don't need. Maybe you want to step up and buy one from the list it's your call. Help if you can.

Warren



CLICK HERE to
Share your photos with
us on Facebook!



Classifieds: Buy - Sell - Trade



1930 24' Chris-Craft Model 103 with upswept deck. Boat original with "Dietrich" top and "Lorraine" spot light. Original type engine, Chrysler flat head six 125 hp documented with Hull Card 2498. History of the boat, including restoration documented. Multiple award winner. Storage-enclosed building with dirt floor. During usage the boat is on a custom

boat lift on fresh water. Trailer included - Ryan custom duo axle with padded bunks. Top coats of varnish and painting of bottom done in 2013. Custom water line boat cover fabricated in 2014. \$59,900. Contact Roger at drwest@yahoo.com or (425) 453-9534 WA



George and Peggy Corley <corleyspg@gmail.com>

A Student In Need

2 messages

Christine Kimball

Wed, Sep 21, 2016 at 2:38

<christine.adelle.kimball@gmail.com>

PM

To: corleyspg@gmail.com

Hello!

My name is Christine, we met at the Center for Wooden Boats through Max Schneider. You gifted me that wonderful board sander. We were discussing the potential of a tool scholarship with your local chapter but I was told they weren't ready to fund a scholarship. I was also told that some of the members might be interested in donating tools from their personal collections and for that I would be most grateful. Here is the list of the tools I need.

Thank you again for making this happen, I really appreciate it. Tools are a stepping stone to my success and I would love to share my journey of Boat Building with everyone sometime.

Sincerely

Christine Kimball

 NWSWB Classic 2016-17.pdf
569K**George and Peggy Corley**

Wed, Sep 21, 2016 at 6:30

<corleyspg@gmail.com>

PM

To: Christine Kimball <christine.adelle.kimball@gmail.com>

We have several chisels, a block plane, and a couple of other ugly planes, you likely do not need. They are right here in our vehicle waiting for an opportunity to open the trunk and let you have a look.

My phone is [206-276-2794](tel:206-276-2794).

Perhaps some of our members have duplicate tools to send your way. A good number of our members are headed to Lake Chelan

the last of September. We will forward your communication and list to our ACBS local president. Please understand this is a small group with only a few boat builders. The organization is more of a social gathering tool for events. It does not have a treasury or endowment fund. It will take some time for the president to get an e-mail together, and our next (lightly attended) monthly meeting is several weeks away.

Christine, I am not making any promises! Most members would not have all the tools you list. We will try for a few.

George

[Quoted text hidden]



2016/2017 CLASSIC WOODWORKING

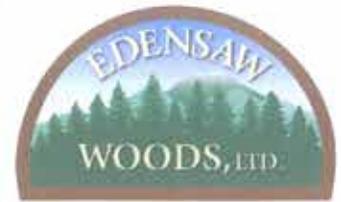
NAME: _____

EMAIL: _____

PHONE: _____

CREDIT CARD: _____

PLEASE MAKE ALL CHECKS PAYABLE TO EDENSAW WOODS.



The Northwest School of Wooden Boat Building requires the following tools for each student for this course. Edensaw Woods has partnered with NWSWB to provide these tools at special student pricing. Once filled out, please submit this form to Shannon Kelley at Edensaw. Upon receiving this form, Edensaw will pre-pack your tools for you to pick-up on the tool buying days. You may also stop by Edensaw Woods on those days to pick out your tools. A NWSWB instructor will be on hand as well as Edensaw's knowledgeable staff to fulfil your order.

Tool Buying Days at Edensaw Woods are September 28, 29, and 30 from 1-5pm.

Qty	Part #	Size	Description	Unit Price	Line Total
	JW150873	N/A	Woodriver #3 Smoothing Plane	\$125.00	
	JW151125	N/A	Woodriver Low Angle Block Plane	\$85.00	
	JW151268	1/4", 3/8", 1/2", 5/8", 3/4", 1"	Woodriver 6 piece Boxed Chisel Set	\$85.00	
	20542	#800/#4000	Combination Waterstone	\$30.00	
	WETDRYSET	2ea 100, 220, 600 grit	Klingsor Wet/Dry Abrasive Sheet Set (100g., 220g., 600g.)	\$6.00	
	65276	250mm 19tpi	Japanese Crosscut Saw – with handle	\$36.00	
	65607	240mm 25tpi	Japanese Dozuki Dovetail Saw – with handle	\$45.00	
	JW156725	240mm 10tpi	Japanese Rip Z Saw – with handle	\$43.00	
	STANLEY12-951	Flat	Stanley Spokeshave	\$20.00	
	520-5090	Round	Two Cherries Burnishing Tool	\$20.75	
	520-5750	Flat/Rectangular	Two Cherries Scraper	\$15.75	
	21842N	12"	Nicholson Single Cut Mill File	\$15.49	
	114-42	16oz x 13"	Vaughn Wood Handle Claw Hammer	\$12.00	
	STANLEY28540	1 1/2"	Stanley Putty Knife	\$6.50	
	STANLEY69122	6-1/16"	Stanley Wood Handle Scratch Awl	\$5.00	
	STANLEY33-425	25'	Stanley Tape Measure	\$12.65	
	STANLEY10079	N/A	Stanley Utility Knife	\$6.00	
	PICQUIC88911	N/A	Picquic SixPac Plus/Stubby Set	\$18.65	
	PICQUIC95003	15,20,25,27,30,4 0	Picquic Torx Drive Set	\$8.95	
	PICQUIC95005	0,1,2,3	Picquic Robertson Square Drive Set	\$5.90	
	BONDHUS22199	22pc	Inch/metric hex L-Wrench Set – Includes: .050", 1/16", 5/64", 3/32", 7/64", 1/8", 9/64", 5/32", 3/16", 7/32", 5/16", 3/8" – 1.5mm thru 10mm	\$20.50	
	FU10393008	N/A	Fuller Number 8 Set, Countersink/Taper Bit	\$100.00	
	FUN15195021	1/16" thru 3/8"	Fuller 21pc Regular Point Drill Bit Index	\$80.00	

BAGOBITS	9pc Insert Bit Kit	#2 Phillips, #1-#2-#3 square, #8/10 - #10/12 - #12/14 slotted, #2-#3 frearson	\$12.50
52399	6"	Starrett C11H-6-4R Combination Square	\$95.00
PMX32206	w/lanyard	PMXtreme Clear Anti-Fog Safety Glass	\$7.00
1493	NRR25	QB2HYG Quiet Band Hearing Protectors	\$8.75
3M6600 S-M-L	S or M or L	3M 6000 Half Faceplate Respirator choose size Small, Medium, or Large (cartridge sold separately)	\$18.25
3M6610	6001	3M6000 Respirator Organic Vapor Cartridge (mask sold separately)	\$16.50
3M8210Plus2pk	2 pack	3M 8210-Plus Yellow Strap Dust Mask	\$2.50
19880 S- M-L - XL	13" pair	Chemi-Pro Heavy duty Gloves choose size S M L - XL	3.10
CORD02407	14/3 x 25'	SJTW vinyl Extension Cord	\$18.49
XFD10R	18V Li	Makita Compact Cordless Drill	\$189.00
ALTERNATE		These are alternate options to the required tools	
90559-NRR21	NR221db	3M Stowaway Folding low profile Earmuff	\$16.50
500-1562	6 Piece Set	Two Cherries Bevel Edge Chisels (without box)	\$145.00
39711	12-136 #4	Stanley Sweetheart Smoothing Plane	\$145.00
35997	12-139 #60-1/2	Stanley Sweetheart Low Angle Block Plane	\$89.00
OPTIONAL		These tools are not required but are recommended optional tools.	
TWEEZERSTSE24	N/A	Miracle Point Tweezer	\$2.50
JW150874	N/A	Woodriver #4 Bench plane	\$129.00
900-1040	6"	Stainless Rule	\$4.25
65573	150mm 18tpi	Japanese Mini Dozuki Panel Saw	\$41.99
500-1370	225mm	Two Cherries Curved Draw Knife	\$89.50
500-1320	225mm	Two Cherries Straight Draw Knife	\$55.40
110-1150	1-1/2"	Hock PL150 Plane Iron and Chipper	\$49.00
JW156653	N/A	Leather Saw Roll	\$35.00
JW155970	N/A	Canvas Saw Roll	\$20.00
JW844489	N/A	Leather Chisel Roll	\$40.00
47522	N/A	Nagura Stone-Artificial	\$13.29
DMTW8ECNB	XFine/ Coarse (9/45)	DMT DuoSharp Bench Stone	\$80.00

Please submit this form to shannon@edensaw.com.
If you have any questions please call Shannon at 360-344-0203 or shoot her an email.
All deliveries to the school must be pre-paid.

Subtotal	
Sales Tax 9.0%	
Total	