



THE WET EDGE

NEWSLETTER OF THE PACIFIC NORTHWEST CHAPTER ANTIQUE & CLASSIC BOAT SOCIETY



Antique and Classic Boat Society
Pacific NW Chapter
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Mahogany and Merlot Updates...

SEPTEMBER 2013

Guest Editor - Rick Means

Mahogany and Merlot is a month away! Be sure to fill out your registration form so that you will be able to head on over to Lake Chelan on the weekend of October 4-6 and participate. Even if cannot come with your boat I would still encourage you to reserve your place and hang out at the resort and be part of the activities. You will be able to watch (and hear) the vintage unlimited hydroplanes, view the runabouts, and check out the vintage car show. New to this year is the participation of the Pacific Northwest Chapter of the Classic Car Club of America. The classic car club will have vintage cars on display in the upper parking lot throughout the weekend. If that is not enough, Steve Franchini has volunteered to organize and run a boat part swap meet. I encourage all participants to bring over your unwanted boat parts, place them on the swap meet table, and then set your price on your items. Steve will collect the monies from the sale and give you your cash at the end of the day. This is a great way to turn your unwanted treasures into cash and free up some of that precious shop space.

Another exciting development is that the Mahogany and Merlot event will be an official sanctioned ACBS event. This is a win win for both our chapter and for the Mahogany and Merlot organizers. Being a sanctioned event means that we can apply and obtain the ACBS National event insurance coverage. Participants will still need to have a current individual boat insurance policy but the additional insurance helps minimize exposure to the organizers if a mishap occurs on the event grounds. Being an ACBS sanctioned event also provides our local chapter with a stronger identity with the event and also strengthens our association with Mahogany and Merlot. By becoming an ACBS sanctioned event participants will be required to be a current ACBS member. The new registration forms that you will soon see via the list serve will also include an ACBS membership form for those to fill out that are not members

Further developments: Our directors and board members recently held a Mahogany and Merlot

planning meeting and decided to sponsor the Friday welcoming event. We have also listed some event tasks that needed assistance and have assigned names to each task. As you can gather, we are serious about supporting and growing this great event.

Coming up, our next monthly meeting will be at the Hydroplane and Raceboat Museum on September 11th. We will be able to view the raceboats on display, hear from the executive director David Williams and get an inside view on all of the current events at the museum. The meeting will also be a great opportunity to hear more developments about the October M&M event.

Meeting Details

Where: The Hydroplane and Raceboat Museum, 5917 S. 196th Street, Kent, WA. 98032

When: September 11th. Meeting will start at 6:30. Food and drinks will be provided at a cost of \$15

Looking forward to seeing you there! Rob

DON'T FORGET THE MONTHLY MEETING!

September 11th - 6:30pm

Monthly Meeting Schedule

September 11, Meeting at the Hydroplane and Raceboat Museum

October 9, Meeting at Center for Wooden Boats. Craig Magnusson on the subject of flathead marine motors.

November 9, Meeting will be cancelled and conducted at the Annual Dinner

December 11, We will once again have a holiday gathering at a location to be determined.

Choosing the Correct Wire Size for a DC Circuit

from Tim Dies

Choosing the right wire size for your DC electrical project is important, since a wire that is too small can overheat and possibly start a fire. The American Boat and Yacht Council (ABYC) publishes charts with valuable detail to help experienced boat builders and installers determine what wire size they need. Although these charts are an excellent resource, they are a bit intimidating. This technical brief distills the information on these charts to a more manageable size for installers and boat owners alike.

Quality marine wire, as specified by ABYC standards, will always be stranded rather than solid, and always tin-plated copper. In addition, the DC Wire Selection Chart shown below assumes a wire insulation rating of 105°C. A lower rating will decrease the current-carrying capacity of the wire.

To use the chart included with this technical brief, follow the instructions below.

Choosing the correct wire

A Locate the CURRENT IN AMPS of your appliance across the top of the chart. Most electrical products include a rating label, or you can find the amperage rating in the documentation that came with the product.

B Find circuit LENGTH IN FEET along the left side of the chart. Note that the total length of the circuit is the roundtrip distance from power source (usually the battery) to the product and back.

C Select the CIRCUIT TYPE. Allowable voltage drop is based on whether a circuit is critical or non-critical.

Critical circuits, with 3% allowable voltage drop, include

- Panel main feeders
- Bilge blowers
- Electronics
- Navigation lights

Non-critical circuits, with 10% allowable voltage drop, include

- General lighting
- Windlasses
- Bait pumps
- General appliances

Follow down the column until you find your circuit's **LENGTH IN FEET**.

D Intersect **CURRENT IN AMPS** with **LENGTH IN FEET** to identify the wire size.

Example: A windlass rated 80A is 25' from the battery. Circuit length is 50', circuit type is 'non-critical', and correct wire size is 4 AWG.

Although this process uses information from ABYC E-11 to recommend wire size and circuit protection, it may not cover all of the unique characteristics that may exist on a boat. If you have specific questions about your installation please consult an ABYC certified installer.

U.S. Coast Guard regulation requires all ungrounded current carrying conductors (except the starting circuit) to be protected with a circuit breaker or a fuse.

CIRCUIT TYPE	CURRENT FLOW IN AMPS																		
	10% Voltage Drop Non Critical	3% Voltage Drop Critical	5A	10A	15A	20A	25A	30A	40A	50A	60A	70A	80A	90A	100A	120A	150A	200A	
0 to 20 ft	0 to 6 ft	10 AWG	10 AWG	10 AWG	10 AWG	10 AWG	10 AWG	10 AWG	10 AWG	10 AWG	10 AWG	10 AWG	10 AWG	10 AWG	10 AWG	10 AWG	10 AWG	10 AWG	10 AWG
30 ft	10 ft	10 AWG	10 AWG	10 AWG	10 AWG	10 AWG	10 AWG	10 AWG	10 AWG	10 AWG	10 AWG	10 AWG	10 AWG	10 AWG	10 AWG	10 AWG	10 AWG	10 AWG	10 AWG
50 ft	15 ft	10 AWG	10 AWG	10 AWG	10 AWG	10 AWG	10 AWG	10 AWG	10 AWG	10 AWG	10 AWG	10 AWG	10 AWG	10 AWG	10 AWG	10 AWG	10 AWG	10 AWG	10 AWG
65 ft	20 ft	10 AWG	10 AWG	10 AWG	10 AWG	10 AWG	10 AWG	10 AWG	10 AWG	10 AWG	10 AWG	10 AWG	10 AWG	10 AWG	10 AWG	10 AWG	10 AWG	10 AWG	10 AWG
80 ft	25 ft	10 AWG	10 AWG	10 AWG	10 AWG	10 AWG	10 AWG	10 AWG	10 AWG	10 AWG	10 AWG	10 AWG	10 AWG	10 AWG	10 AWG	10 AWG	10 AWG	10 AWG	10 AWG
100 ft	30 ft	10 AWG	10 AWG	10 AWG	10 AWG	10 AWG	10 AWG	10 AWG	10 AWG	10 AWG	10 AWG	10 AWG	10 AWG	10 AWG	10 AWG	10 AWG	10 AWG	10 AWG	10 AWG
130 ft	40 ft	10 AWG	10 AWG	10 AWG	10 AWG	10 AWG	10 AWG	10 AWG	10 AWG	10 AWG	10 AWG	10 AWG	10 AWG	10 AWG	10 AWG	10 AWG	10 AWG	10 AWG	10 AWG
165 ft	50 ft	10 AWG	10 AWG	10 AWG	10 AWG	10 AWG	10 AWG	10 AWG	10 AWG	10 AWG	10 AWG	10 AWG	10 AWG	10 AWG	10 AWG	10 AWG	10 AWG	10 AWG	10 AWG
200 ft	60 ft	10 AWG	10 AWG	10 AWG	10 AWG	10 AWG	10 AWG	10 AWG	10 AWG	10 AWG	10 AWG	10 AWG	10 AWG	10 AWG	10 AWG	10 AWG	10 AWG	10 AWG	10 AWG
	70 ft	10 AWG	10 AWG	10 AWG	10 AWG	10 AWG	10 AWG	10 AWG	10 AWG	10 AWG	10 AWG	10 AWG	10 AWG	10 AWG	10 AWG	10 AWG	10 AWG	10 AWG	10 AWG
	80 ft	10 AWG	10 AWG	10 AWG	10 AWG	10 AWG	10 AWG	10 AWG	10 AWG	10 AWG	10 AWG	10 AWG	10 AWG	10 AWG	10 AWG	10 AWG	10 AWG	10 AWG	10 AWG
	90 ft	10 AWG	10 AWG	10 AWG	10 AWG	10 AWG	10 AWG	10 AWG	10 AWG	10 AWG	10 AWG	10 AWG	10 AWG	10 AWG	10 AWG	10 AWG	10 AWG	10 AWG	10 AWG
	100 ft	10 AWG	10 AWG	10 AWG	10 AWG	10 AWG	10 AWG	10 AWG	10 AWG	10 AWG	10 AWG	10 AWG	10 AWG	10 AWG	10 AWG	10 AWG	10 AWG	10 AWG	10 AWG
	110 ft	10 AWG	10 AWG	10 AWG	10 AWG	10 AWG	10 AWG	10 AWG	10 AWG	10 AWG	10 AWG	10 AWG	10 AWG	10 AWG	10 AWG	10 AWG	10 AWG	10 AWG	10 AWG
	120 ft	10 AWG	10 AWG	10 AWG	10 AWG	10 AWG	10 AWG	10 AWG	10 AWG	10 AWG	10 AWG	10 AWG	10 AWG	10 AWG	10 AWG	10 AWG	10 AWG	10 AWG	10 AWG
	130 ft	10 AWG	10 AWG	10 AWG	10 AWG	10 AWG	10 AWG	10 AWG	10 AWG	10 AWG	10 AWG	10 AWG	10 AWG	10 AWG	10 AWG	10 AWG	10 AWG	10 AWG	10 AWG

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The Circuit Wizard, at circuitwizard.bluesea.com, is a resource for a more detailed treatment of wire size selection for DC circuits. It allows you to input detailed information including wire insulation temperature rating and other de-rating factors. The Circuit Wizard is easy to use, and is accessible from an Internet connection.

At Last

Many of you have read about Bob Wheeler's ongoing restoration project of a 1948 17' Chris Craft Deluxe through the nine or so articles that have been published in the Rudder magazine. The culmination of all that effort has brought the restored runabout to its second maiden launch last Saturday on Mason Lake.

Bob is pretty thorough and there was only a little fine tuning of the throttle linkage and we were a go on the water. He says that it has been "10 years, a lot of struggling and exceeding our original budget", but finally with a lot of help and support from his first mate Judy, this runabout "has been restored as close as possible to [its] original" maiden voyage some 65 years ago.

To celebrate Bob's achievement, Dick Newman with his 1948 CC Deluxe, Jim Giesy with his 1955 CC Cobra and Rick Means with his 1970 Century Resorter, spent the afternoon frolicking on the water enjoying the day with classic boats at play. The boat will be appropriately named "At Last". Congratulations Bob!



Bob and Judy Wheeler in their 1948 17' CC Deluxe.



She's running fine!



Dick and Diane Newman's 1948 17' CC Deluxe



Jim and Maria Giesy's 1955 CC Cobra



Classifieds: Buy - Sell - Trade

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Ariston #634 of 1964

- New GM 350 engine installed 2008; built to look like original CC 283, but 290 HP (Currently has 225 hrs.) Comes with two carburetors: Edelbrock (currently mounted) and a Holly
- All gauges restored in 2008 by Mark Clawson (Clawson Classic Instruments)
- New upholstery in 2005 (original pastel green/ivory color) from Riva
- Some bottom work was done in 2004 by Tony Brown (bottom does not appear to be original)
- Has a surray top with hardware (no convertible top)
- 3 covers (two waterline Sunbrella , and one heavy-cotton blue Riva cover)
- Sunbathing pad
- Two sets of convertible top board cover-pads
- Swim ladder (with cover)
- Water ski tow-pole (with cover)
- Extended light pole that inserts into ski pole slot (with cover)
- Lighter (currently not connected)
- New wiper motor (currently not connected)
- Spare prop
- Custom tandem trailer (built in 2005)



\$125,000 Contact: Bob Ashmun 206-369-0007

Ways to stay connected online



Just wanted to remind everyone that Facebook is being used to facilitate more social interaction both within the club as well as with potential new members. This site provides means to publish events, share pictures, and invite new people to join us. Please take a moment to check out our Facebook [ACBS - Antique & Classic Boat Society (PNW)] site. While you are there sign up for our group and even better, become an assistant organizer and help keep our group up to date. Contact Frank Gonzales (gonzalesfa@hotmail.com) if you have any questions or can help.

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We want you at this month's meeting!

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