



# The West Edge

**NEWS ALERT!**  
**Mahogany & Merlot**  
**IS ON!!!**

**SEPTEMBER 2015**  
*Guest Editor - Steve Snider*

## The Voyage of the Raven



It all started after taking water over the stern of my 20' 1964 Chris Craft Super Sport. It was Seafair with two owners of the company I work

for aboard. I said to myself "I need a bigger boat." I casually started looking at larger utilities online. No plan on actually buying one, of course, but as these things often go I somehow found myself the owner of a "cosmetically rough" 26'

1963 twin engine Century Raven. I was warned by club members (Craig Magnusson and Rob DaPron) of the common transom rot and short plank repairs in the stern.

After what turns out to be a not so thorough "inspection" by a "professional" My younger brother and I hit the road from Ballard, WA in route to Clayton, NY. I cannot explain the level of excitement, all I had was 2,774 miles of highway between me and the "cosmetically rough" Raven. We planned two stops along the way. The first was to make a surprise visit to see my Grandparents in Boone, Iowa and the second was a very good college buddy that was living in Baltimore, MD. That first leg of the trip was 30 hrs only stopping for gas and food the second was 18 hrs. A couple notes: Montana is a very large state east to west and Wall Drug not nearly as big a deal as the hundreds of signs made it out to be.

We arrived late in the day Sunday in Clayton land of the 1,000 lakes where I set eyes on my new girl for the first time. There was a lot of emotions, excitement, fear, nervousness, and more excitement. As I walked up to the new boat I knew I was in for more than I bargained for. First assessment was the trailer which only had two large beam bunks supporting the entire boat. I knew this was not

enough support for the long trip home but being a Sunday with no contacts and needed to get back we hoped for the best.

The boat is HUGE! Much bigger than I imagined. The top of the boat while on the trailer stood about 10'6" off the ground. 10' at its widest point and about 30' long with the trailer. Checking my mirrors, in the rearview I see a massive windshield, in the side mirrors high hull sides but nothing behind, I got nothing. Couldn't even see a semi-truck if it was behind me. Over width permit you ask? Better to beg for forgiveness than ask permission. About 10 minutes into the 2,774 mile trip I get pulled over. We lucked out with a nice trooper, he didn't like the way the boat was tied down or lack thereof. Luckily he didn't run the plates for the trailer or he would have discovered that it wasn't a 1974 Shorlander trailer made for a 20' boat. Our first stop was just a short 4 hour drive to Niagara Falls where we would stay for the night.



On the road again... Back to Iowa, from memory I believe this leg took us about 16 hours. It's amazing how much drag this thing put on the truck, in a head wind my gas mileage went from 12 to 8 making fuel stops very frequent. About 5 hours into the first major leg I discovered that my brother didn't really have any interest in driving. He had never really trailered a boat especially one of this size. It was all up to me, but he was my trusty navigator... "Dude, you just missed your exit."



We spent the next day with my Grandparents, catching up and enjoying some good home cooking, a great relief from the truck stops and fast food along the road. Wednesday morning early we were back on the road, we wanted to make sure we saw a few of the key landmarks. First was Badlands National Park. What a beautiful and desolate place, I couldn't help but laugh at the fact that we were trailering a 26' wooden boat thru this area. That is when the naming conversation came up. "How many wooden

### OFFICERS

President  
 Warren Olson  
 Vice President  
 Steve Snider  
 Secretary  
 Craig Magnusson  
 Treasurer  
 Kirk Knapp

### BOARD OF DIRECTORS

Ingvar Carlson  
 Tom Cathcart  
 Tom Cunningham  
 Linda Cunningham  
 Brian Flaherty  
 Brian Franchini  
 Steve Franchini  
 Frank Gonzales  
 Don Palmer  
 Greg Price

### ADVISORS TO THE BOARD

Rob DaPron  
 Dick Dow  
 Ike Kielgass  
 Ron Stevenson  
 AT LARGE POSITIONS  
 Social Chair  
 Don & Jodi Palmer  
 Cruiser Class  
 Greg Price

### Historian

Rob DaPron  
 Chief Judge  
 Alan Thomle  
 Membership  
 Kirk Knapp  
 Newsletter Production  
 Warren Olson -  
 GOS Printing Corporation  
 Webmaster  
 Pat Ford

### Youth Representative

Cole Franchini  
 Safety Officer  
 Tim Dies  
 Compass Point  
 Representatives  
 North - Dick Montage  
 South - Jim Giesey  
 & Rick Means  
 East - Jon Courtright  
 West - Open

### ANTIQUE & CLASSIC BOAT SOCIETY

PACIFIC NW CHAPTER  
 8704 STATE RTE 530 NE  
 ARLINGTON, WA 98223



[www.acbs.org](http://www.acbs.org)  
[www.acbs-pnw.org](http://www.acbs-pnw.org)

# The Voyage of the Raven

boats do you think have been trailered thru here?" My brother asks. "A few but not many." The name stuck.

Next was Mount Rushmore, my brother Chris had been up there just 1 year prior. "Should we leave the boat and trailer and just take the truck up?" I ask my brother. "I don't remember it being that steep just really winding." Well we came to find out that the reason roads are really winding is because they are really steep. We made it but the truck was certainly not happy with us by the time we got to the top. We also wondered how many boats like this had been to Mount Rushmore, probably not many but Rushmore doesn't have the same ring to it as Badlands.

For some reason this GMC 2500 HD only had a 25 gallon fuel tank which meant we could get a maximum of about 300 miles on one tank. About every 5 hours we were stopping for diesel and Redbull. My plan was to stop and rest when I got really tired but somehow 36 hours later we were back in Ballard. In total we drove 6,431 miles and used 495 gallons of diesel.

The first assessment was not good and it only got worse from there. Bottom transom board extremely soft, flathead screwdriver went right thru same with the stem. Once the floorboards were up I found more trouble, cracked and broken frames throughout and rot in the back of the stringers. Craig Magnusson's words were now coming back to haunt me. After working on it for about a year, making progress but very slowly I knew I needed help.

Fatefully I happened to sit next to Alan Thomle and his wife Yvonne at the annual dinner. I was complaining about my project and came to find out that Alan was a professional boat restorer. Shortly thereafter the boat was up at his shop off Warm Beach road in Stanwood. On the docket was frame sistering, plank replacement where necessary, stringer scarfing, new mahogany deck to replace the originally canvased deck, and transom rebuild. Mid-project we both agreed the boat windshield would look better with a slightly more streamline design which made a world of difference with the lines of the boat. 12 months later I was back up to Stanwood to take the boat back and complete the restoration. I think Alan was just as happy to get rid of the boat as I was to get it back.

At this point it's January 2015 and I was hell bent on having the boat in the water for the summer. Naively I had actually thought it would be possible to get the boat in the water for every summer prior to this but I really hoped this time it would be true. The Raven became my second job and at some points what seemed to be my primary job. About mid-February after a ton of work but what seemed to be little progress I knew I needed more help. I was able to enlist the help of some good buddies, so Tuesday night went from "guy's night" to "boat night." My mom even joined the team to cook us dinner. It's amazing what a difference a couple extra people will make.

I broke the project up into different phases, each phase seemed harder than the last and couldn't wait to move onto the next. 4 gallons of bilge paint, apparently all the frames and chines

create quite a bit more surface area than a carvel planked hull. The inside laps of these Century Lapstrakes are exposed and varnished. In some areas the varnish was too far gone to patch which meant stripping and sanding 4"x4" plank sections between frames.

Then the varnishing of the planks and frames and behind the frames and trying to watch for runs all the while in a weird crouching position balancing on stringers and cross members. Then the deck varnishing. On the entire deck of the boat including the windshield there are no natural breaks in the coat which meant a 3 hour continuous varnish job from start to finish. Of course this doesn't include the sanding between coats, vacuuming, wiping, tacking and tacking again.

The hull paint was by far the most grueling job of the entire boat. Planning to paint the boat the original gloss black color I knew it had to be perfect which mean lots of prep before paint. The entire hull was wooded out, first with orbital sanders to remove most of the old paint and then sanding thru the grits with longboards to get it fair. The chines increased this job 10 fold as they all had to be hand sanded. Once the initial sanding was complete I sealed the wood with a 50/50 mix of Penetrol and Turpentine. Fine Paints of Europe came highly recommended to me by the owner of a 1932 motor yacht. His paint had been on for 7 years with heavy use and still looked great. We had figured on 2 coats of primer and then 3 of the gloss black. We ended up with 4 coats of primer with 220 grit longboard sanding between each coat, guide coat to see how fair we were, brushing putting and Swedish Putty to fill any low spots. This is where the extra help really made a difference. It was about 40 hrs of sanding for every coat of primer and it was hard work! Last coat of primer was sanded with 320 grit and then 400 grit between the top coats. The results are stunning.

The deadline had been the end of June to have the boat in the water for the 4<sup>th</sup> of July but with the paint job taking far longer than expected that deadline came and went. Seafair was the new deadline with a ton more to do: Final top coat, chrome install, wiring, engine mounting, shaft alignment, flooring, seat



## The Voyage of the Raven - cont.



installation, thru hulls, toilet, etc. a lot to get done in a month. Probably averaging 70 hrs a week not including the help of friends the boat was launched Friday of Seafair. The boat handles rougher water beautifully and comfortably

fits 10 adults aboard. I have been using the boat 4 to 5 times a week since launching and couldn't be happier.

### A few lessons I have learned:

- The initial purchase price can sometimes be the cheapest part of a restoration.
- Always have a thorough inspection by an experienced professional.
- A couple feet in length and width exponentially add to the time of the restoration.
- Lots of pictures and notes before disassembly. When you think you have enough, take more.
- Get gauges and chrome done early as both of these can have long turnaround times.
- For me 3 times the expected budget and timeline.
- It's cheaper to do it right the first time.
- Get friends to help. Makes a huge difference!

**Glad to be in the water!**

## 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

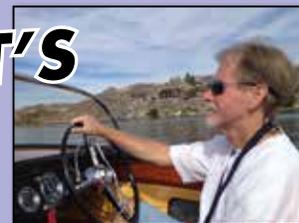


There are 5 Straight Burgees on hand for whoever has that type of pole

**You can order on line at SkipperRudy.com!**

**David Berett** - Please contact Rick Means at Skipper Rudy, he needs your contact info!

## PRESIDENT'S CORNER



**Wow where is time going?** The summer is about over and fall is in the air! Well kind of... the mornings are cooler but we still have nice warm afternoons and evenings.

Mahogany and Merlot at this writing it is still on. So sorry to the folks over there that are in harm's way and may have experienced a loss of property.

This year the plan is to get up early O'Dark 30, Thursday get on the road by 4:00am. Drive to Chelan, splash the boats in Manson around 9:00am and head to Stehekin. Spend the night at the Lodge and return Friday for the show. Are you booked at Stehekin yet? Please don't wait; you can always cancel if things don't work out. If the weather is less than pleasurable then there is the "Lady of the Lake" we can hop on instead of our boats. Or for you big spenders there are the private float planes.

Go on to [www.MahoganyandMerlot.com](http://www.MahoganyandMerlot.com) and you'll find the forms and any information you need to sign up for this year's show. Let's get this done early and show them we support them. Also please plan on helping out this year at the show. The Courtright's and Bassett's (Show Organizers) put a lot of effort into this show. They need some help, so when asked please step up and lend a hand. Please note show hours: Saturday 9:00am - 4:00pm, Sunday 10:00am - 2:00pm. Your boat must remain in your assigned slip till 2:00pm Sunday.

We've had some activities since we last talked. Some of us went down to Lake Mayfield in Mossyrock. Boy what a nice lake! The Cowlitz River flows into the lake. We were able to drive our boats all the way up to the dam at Rife Lake. We saw some beautiful scenery and terrain along the way. There's another canal we went on that winds around and opens up into a large pond about 5' deep. Lots of folks back there just playing around in the water having fun.

We need to make this an event next year you won't be disappointed. There is a resort (Lake Mayfield Resort) with nice docks that rents rooms, RV spots and tent sites. This is a very popular resort so reservations are a must.

Our last club meeting was at Gene Coulon Park in Renton. We had 10 boats show up. We took over the docks and had our own little boat show. Steve Snider showed off his siren on his very cool new boat "Badlands". Folks in around the park flocked down to see what all the fuss was and were treated to some nice wood boats. While there we enjoyed each other's company ate dinner at Ivar's, then went for a cruise around Mercer Island. That was I think one of the better meetings we've had.

The days are getting shorter and this great weather won't last much longer so get out there and use you boat!

~Warren

## Upcoming Event



THE CENTER FOR  
WOODEN  
BOATS



### BREAKFAST FOR BOATS

October 8, 2015 - 7:30am - 9am  
\$25 Individual  
\$200 Table (10 tickets)

MOHAI  
860 Terry Ave N



ACBS Table Sponsor  
George & Peggy Corley

206-324-1237  
corleyspg@gmail.com



8704 State Route 530 NE  
Arlington, WA 98223

www.acbs.org  
www.acbs-pnw.org

<<First Name>> <<Last Name>>

<<Address Line 1>>

<<City>> <<State>> <<Postal Code>>

### Marine Swap Meets & Events - 2015 September UPDATE

- Sept 4-6 - Port Townsend Wooden Boat Show
- Sept 11-13 - AOMCI 50th Event, Lake Mayfield
- Sept 12 - Fisheries Supply Marine Swap Meet & Sale
- Sept 19-26 - FOSS Museum Open House Display
- Sept 26 - Everett Marina Swap Meet, Inside & Outside

Oct 2-4 - AOMCI Snake River Event

Oct 3 - Tacoma Marine Swap Meet

Nov 21 - Center for Wooden Boats Surplus Sale,

This event will be held inside, no worries about the rain  
9am - 1264- Thomas St. S.Lake Union near REI

Nov 28 - AOMCI La Conner, Inside Event.

## MONTHLY MEETINGS & UP-COMING EVENTS

September 9, 2015

Hydroplane and Raceboat Museum (HARM)  
- 5917 S 196th Street  
Kent WA 98032

October 14, 2015

At the Center for Wooden Boats

