



The Wet Edge

NEWSLETTER OF THE PACIFIC NORTHWEST CHAPTER
ANTIQUE & CLASSIC BOAT SOCIETY

APRIL 2018

Guest Editor - Frank Gonzales

DATING IS EXPENSIVE!

What does that have to do with boats? Especially old boats? We will get to that, but first a quick update on the last newsletter I did: Conspiring. As you may recall it was about how my friends and family conspired to help me get my boat ready for a trip I was taking a date on. Well the day that newsletter was published we broke up! Oh, the irony...



Not to worry all that conspiring did not go to waste. As you might expect after a break up there is moping and life reflection. And life reflection (and a visit to Bar Charlie with my friend Bryn) leads to boat projects! We came to the conclusion my next step was to finish my 1960 42 foot Matthews Stock Cruiser. Why? Why not? But, really to remove hurtles from dating, give me a project to focus on and be ready for the next one (girl not boat, I have enough boats at the moment).

And so, dating gets expensive. I immediately (well the next day) called Alan Thomle and got on his schedule for winter. The idea was I would get Black Raven II (my converted Canadian Fisheries Patrol boat) fixed up

while I waited for yard rates to drop in Everett and Alan to be ready for my boat. As luck would have it, Black Raven II took longer than planned and Alan ended up being ready for the Matthews sooner than planned. Two major boat projects at once? Why not? Oh, and while I'm at it, why not get serious about dating too. Needless to say, I didn't spend too many nights at home watching tv this winter; well not alone anyway ;-)

To complicate things, in a good way, I got the opportunity to use a boat house to work on the decks of Black Raven II. A great opportunity. It has made working on the boat in the winter so much better. The problem is the Matthews has been in the boat yard the whole time Black



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ANTIQUE & CLASSIC BOAT SOCIETY

PACIFIC NW CHAPTER
8704 STATE RTE 530 NE
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DATING IS EXPENSIVE! - CONT.

Raven II has been in the boat house. A problem only because it turns out they are right when they say there are only so many hours in the day. Oh, I forgot to mention I agreed to do some contract work for the boat show during this time as well. Have to pay for the haul out somehow!

Let's talk about the Matthews a bit seeing it is the bigger of the two projects and really what started this all. I bought the Matthews, named Knot 4 Sail, as a distress sale. The majority of the hull was in pretty decent condition. There was some concern about the transom, but for the price, what the heck. Transom aside I was already planning on replacing all the systems, wiring, plumbing etc. They were having trouble with fuses blowing, so they replaced the 15 amp fuses with 30 amp. The project got put on hold when I bought Black Raven II, which made for a unique living situation. Being perhaps a little over zealous when Bryn helped me decide to focus on the Matthews, I decided I wanted the outside to the boat to be "done" when it leaves the boat yard. I put done in quotes, because as we all know, boats are never done.

First step get the engines running. Ha! The port engine was easy enough to get running all things considered. I planned to use portable tanks not knowing the condition of the built-in tanks, apparently, I wasn't the first one to think this; the fuel lines were already setup as such. Encouraging, right? The starboard engine was a little more difficult. First it was a leaky water pump, then bad spark, then water in the oil. And the port engine has only forward and neutral. Yay! Ultimately getting to Everett involved getting a tow.

The whole time I'm fussing with the engines, Alan is talking about this really cool Matthews they are about to cut up in Everett. Keep in mind Alan hadn't seen my boat yet. Turns out it was the same boat just a year newer. I'm not convinced it needed to be cut up, but I am convinced the parts will make my boat more complete. We were able to make a deal on a number of parts including an original fly bridge. This involved taking many loads of cut up boat to the farm to be "reclaimed." A whole other story on its own involving a 30min ride to nowhere in the farm truck.



While I am wheeling and dealing on the parts boat, working on Black Raven II and doing extra work for the boat show, Alan is putting holes in my boat. Lots of them and big ones. I knew most of the starboard side planks were in rough shape, but maybe the rim log was salvageable. No such luck. Off comes the transom. Also, that spot that was covered by the pilling, rot there too. A good chunk of the back deck came out as well, but that wasn't surprising.

I had intended on spending far more time on the boat while it was in Everett, however, the opportunity to work in the boat house for two weeks kept getting extended. I did manage to pressure test the entirety of the cooling system on the starboard engine. Everything passed! I still don't know where the water came from. The good news is Alan and his son Aron have been hard at work, rebuilding, replacing planks, sanding and painting. I've even managed to get up there and do a little painting myself. Shouldn't be too much longer before the boat is ready to go back in the water. Just in time for rates to go up.

DATING IS EXPENSIVE! - CONT.

There have been lots of fun little stories along the way. Including me getting the wacky idea to do a fold down transom (got talked out of it). But seeing as this is a printed newsletter, you will just have to ask me about them at the next meeting or Opening day (see what I did there :-).

There you have it, dating is expensive because it leads to crazy boat projects and crazy boat projects get expensive when you do more than one at a time. I wouldn't have it any other way. Okay, maybe one at a time would be okay.

PS. I am writing this while on a plane to Hawaii to work on a friend's boat. I expected my boats to be "done" by now. Instead I get to work on yet another boat project. But hey, it's Hawaii, so don't feel too bad for me :-P



The Story behind Don and Jodi Palmer's Chris Craft Continental



I have been asked several times about the name ANALOG on my boat over the years, in fact one lady came up to me and asked "what does it mean?" I simply told her "it's not digital". She nodded her head as if a light had come on!

When Jodi and I first got the boat we were debating what to call it and I considered what another passion of mine has been over the years and that is Hi Fidelity Audio Sound. I am dating myself now, but back in the early to mid 70's I first worked for Electricraft Stereo on Roosevelt in Seattle for a couple of years and then went to work for Magnolia Hi Fi in Magnolia Village. I ended up managing the Magnolia store and thoroughly enjoyed my time there.

In the 70's the world was already moving away from analog vacuum tubes and going with digital transistors for audio equipment. The first experience I had with vacuum tube audio was when we had a McIntosh Service Clinic at the Magnolia store and I got to meet Dave O'Brien, the one famous to high end audio people, who did this around the country for 29 years and would put a service sticker on the customer's amplifier with his initials DOB. Customers who had bought McIntosh Tube amplifiers, like the MC275 would bring their amps in and Dave would analyze them on test equipment and replace any tubes that were not up to snuff. I thought this was pretty cool and later on, I went hard over into vintage vacuum tube audio and vinyl records.

Here are a couple of pictures of my current sound system including my custom turntable that has 27 lbs of lead shot in the platter for great stability and I use a wooden (woody)tonearm. I built the base of the turntable out of a solid chunk of bubinga hardwood. My preamplifier and tuner both were made by HH Scott in 1959 and are full of vacuum tubes. The device on the bottom shelf is the 300B tube power amplifier.

Hence the name ANALOG because it is not a digital boat!



MONTHLY MEETINGS & UP-COMING EVENTS

April 7th

**Foss Waterway
Workshop**

April 11th

**Meeting at the CWB to
discuss Opening Day of
boating season**



8704 State Route 530 NE
Arlington, WA 98223

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PRESIDENT'S CORNER



Spring is here! Is your boat ready for Opening Day?? At this point you have 3 weekends to get your boat ship shape. I have plenty to do on my boat and looking at the calendar need to prioritize those little projects that I thought would be done by now: adjustment of my throttle mechanism, oil change, thorough cleaning, engine alignment check, etc.

The theme this year is "Ocean Crossings." I doubt any of our boats will be crossing any oceans and that has helped guide us on our theme. Our current idea is to have each boat with a sign in response to the theme with a hashtag. For example my boat can barely make it to Roche Harbor on one tank of gas so my sign could say: #Nautical Range 75 Miles... for a smaller runabout it could be #Freeboard of 11"... if you are one of those freshwater only folks #Freshwater Only!

You get the idea, our boats don't apply to Ocean Crossings so we can make a joke of it. If you are going to be participating in the Opening Day Parade please start thinking of what you will want your sign to say.

See you Saturday at the Foss Waterway Workshop.

Steve Snider