



**FEBRUARY
2023**

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At Large
Don Cameron



ON THE ROCKS By Sandee Barr

Admiring crowds enjoyed the 12 boats on display in the CWC-ACBS booth at the Portland Boat Show in January. Four boats, “Biscuit” by **Wayne Purdy**, “Blackthorn” by **Tom Horn**, “Hell-Bent” by **Don Purdy**, and a Glen-L design by **Bob Brown** received extra attention as home-built projects. Even the club’s desk received attention, especially when the “glug, glug, glug” of its engine was heard. Thank you, Don Purdy, for organizing this exhibition.

Boating season is fast approaching! Get those motors tuned, polish the chrome, buff the varnish, check the boat trailer, and dust off the upholstery. Your cruise directors are organizing weekend and weekday cruises, and welcome suggestions for waterways and destinations. Specific dates will be published in future issues of The Hull Truth and reminders will be sent out via email.



Top and middle photos: The CWC-ACBS booth at the 2023 Portland Show held in January featured a home-built desk, a big ceiling banner, and 12 members’ boats on display. **Bottom photo (left to right):** Rodger Wright, Tom Horn and Don Purdy at the show. Don organized the exhibition.



7TH ANNUAL CRAB FEED

Feb. 18, 2023, 3:00 – 6:00 PM

32000 SW Charbonneau Drive, Wilsonville, OR

Crab, chicken, coleslaw, potato salad, rolls, dessert

\$55/person BYOB adult beverages

Contact Bob Nelson, 503-970-6636 or bobn4b@gmail.com



PRESIDENT'S MESSAGE

January has been a busy month for our chapter. The officers met in early January to set a budget and goals for 2023. The following week the entire board met to approve the budget. Each team member set specific goals for 2023. Refer to the minutes from this meeting for details. We are excited about all we have planned for 2023 and we can hardly wait to hit the water again.

There is nothing like the Portland Boat Show to get us revved up and ready for the boating season! We had twelve boats on display this year, and we were lucky to be given a premier location at this event. A couple of young people came by asking for assistance with their boat projects which proves there are still younger people who love wooden boats, and recognize the talent and knowledge that our members have to share. Thanks to Don Purdy for coordinating this venture. Our boats and trailers were gleaming. It's a good reminder that now is the time to do all of those repairs on your boat, and to check your trailer tires, bearings, lug nuts, lights, and springs. We want our boats ready for on-the-water activities.

Please take a few minutes to explore the ACBS website at myacbs.org. If you need help getting a password, call the ACBS office at (315) 686-2686 for assistance. If you have moved, changed phone numbers or emails, added boats, or changed other data, please update your information. While you are there, add a picture and description of your boat. An added bonus is that you can search nationwide to see other members who have a boat or engine just like yours.

I hope to see you at the 7th Annual Crab feed at Charbonneau on February 18 (see front cover) and the Annual Symposium on April 8th at the Pearson Air Museum in Vancouver (details TBA soon).

Happy Boating!

-Margaret Horn, CWC-ACBS President

Don Cameron

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CWC-ACBS 2023 CALENDAR

Informal lunch every Thursday 11:00 AM at the Portland Yacht Club. Contact Jim West at 503-422-8104.

FEBRUARY

2/9: Pearl Girls Lunch (all CWC women welcome), 11:00 AM, Portland Yacht Club. RSVP to Sandra Bakke by previous Monday, 503-502-6449.

2/18: 7th Annual CWC Crab Feed, 3:00-6:00 PM, 32000 Charbonneau Dr., Wilsonville, OR.

MARCH

3/4: Board of Directors' Meeting, 11:00 AM – 1:30 PM at the home of Tom and Margaret Horn

3/9: Pearl Girls Lunch (all CWC women welcome), 11:00 AM, Portland Yacht Club. RSVP to Sandra Bakke by previous Monday, 503-502-6449

3/18: CWC General Membership dinner. High Rocks Steaks and Chops, Gladstone, OR. Details TBD

APRIL

4/1: Board of Directors' Meeting, 11:00 AM – 1:30 PM at the home of Tom and Margaret Horn.

4/8: CWC Workshop (formerly known as "Garage Tour"), Pearson Air Museum, Vancouver, WA Details TBD.

4/13: Pearl Girls Lunch (all CWC women welcome), 11:00 AM, Portland Yacht Club. RSVP to Sandra Bakke by previous Monday, 503-502-6449.

4/15: CWC General Membership dinner. Details TBD.

MAY

5/6: Board of Directors' Meeting, 11:00 AM – 1:30 PM at the home of Tom and Margaret Horn.

5/6: Opening Day, Seattle Yacht Club. Theme: Game On! contactacbs.pnw@gmail.com.

5/11: Pearl Girls Lunch (all CWC women welcome), 11:00 AM, Portland Yacht Club. RSVP to Sandra Bakke by previous Monday, 503-502-6449.

5/20: CWC General Membership dinner. Details TBD.

JULY

7/9 - 7/14: Lake Mayfield Rendevous. Make reservations at 360-360-0870.

OUTBOARD ANGEL By Don Cameron

It all started on a sunny day on the Columbia River. I was cruising at high-speed with guests on board in the Columbia Channel in our 14-foot Fletcher, the little boat that could. I thought, "Boy, my little Evinrude is so dependable. Nothing ever goes wrong! It's so much better than those inboards!" Then without warning, that dependable outboard started slowing down, coming to an idle, then shutting off. I was stuck in the middle of the channel scratching my head. I put the throttle back to neutral and started it up. The motor purred like normal, so what the heck ... I went back up to speed and within two minutes it shut off again! My passengers made comments about the fact that we weren't really going very far and at some points actually drifting backwards. We managed to limp back to the ramp with my little boat that obviously "couldn't" anymore.

After multiple discussions, it was determined that the problem was the fuel pump. I went to the local parts department and said, "I've got a sick Evinrude." The staff just looked at me and laughed. They said they didn't have any parts and Evinrude was out of business! They didn't even work on them anymore. The best thing option would be to find it online. So, how much could a plastic fuel pump cost? Well, between \$400-\$650! That wouldn't go over well with my "budget committee," so my next move was to call Jack Coulter, our boat club's outboard motor guy. He informed me there were some rebuild kits online. I found kits available for between \$24-\$80 and ordered the more expensive one from a reliable source.

After two weeks, I received an email saying that the parts could not be delivered, and were on backorder. I then ordered the \$24 kit and received it within two days. With new parts and an original factory repair manual, I went to work on the outboard, pulling the pump apart and replacing all the new parts. After running for a minute or two, I put it in high speed and sure enough, it shut down. It was not fixed! I pulled it all apart again, checking it twice to see what was wrong. The manual had a bench-test schematic and now I had to buy some test equipment.

To keep my sanity, I called Jack Coulter again to come look at what I'd done. In the meantime, I hooked up my test equipment and noticed fuel coming out of the pulsation chamber. I found a blog by an engineer explaining VRO fuel pumps. The pump has a plastic housing with two diaphragm chambers. One side is the fuel chamber, the other side a pulsation chamber. The engineer noted that the diaphragms were separated by a rod with a seal to keep the fuel from the pulsation chamber.

Jack examined the pump. It looked OK to him. I told him that there was no seal provided in the kit and it looked like you couldn't even replace it anyway. The instruction manual said to be sure to replace the rod with a new one that came in the kit. Since I had ordered two sets of kits and the second set finally showed up, there were four rods available. To me, they all looked the same, but Jack said one seemed a little bit different than the other. Did I have a micrometer? We measured it and, sure enough, two of the four rods were 4-thousandths of an inch larger in diameter than the others!



Top: Don Cameron's 14-foot Fletcher, "the little boat that could," complete with outboard motor.
Bottom: Close-up shot of the Evinrude outboard.

After reassembling and bench testing, we reinstalled the pump. "Well, the next best thing is to test it on the water," Jack exclaimed. We agreed to meet the next morning on the Willamette River. Jack brought his Tollycraft as a chaser boat and we proceeded upriver from the Cedar Oaks boat ramp to Oregon City and back. The old Evinrude ran smoothly, and we both agreed that it was a successful repair. With a smile on my face, I loaded up the boat and drove home knowing that I will again think, "Boy, this Evinrude is dependable. Nothing ever goes wrong!"

This 14-foot Fletcher has really never let me down. It was the Fletcher that got me to join a great club with people who enjoy boating as much as I do. Even when the motor broke down, it provided the joy of friendship, and of finding the problem and fixing it, and getting back on the water again.

Thanks to Jack Coulter, the Fletcher is once again providing a smooth ride on glassy water. In my book, Jack will always be known as "The Outboard Angel."

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IN THE RED, 1966 CENTURY FIBERSPORT**



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FEATURED BOAT:

**“In the Red,” 1966 Century Fibersport
by Captain Tom Horn, with stories around the launch ramp**

We all have been there, thinking you want to get out on the water but not sure of the right boat to fit your needs and something you find desirable enough to pull the wallet out of your back pocket. All it took was a ride in brother Jim’s boat for inspiration to send Michael West out looking for a similar boat for his own use. What better way to spend time with your brother than on the water.

Thankfully, Jim has a lot of connections and knew of a boat that fit the bill and was in great shape. They just had to make a trip to the Seattle area to transfer some cash and tow it home. I was completely delighted when I first heard about Michael acquiring the 17’ 1966 Century Fibersport. It couldn’t have been a better fit.

The boat has the original great-running 352 Interceptor motor which apparently only has roughly 600 hours of use. The upholstery had been replaced and a fresh coat of gelcoat was applied before Michael bought the boat. It has a custom Ryan trailer painted red to match some of the colors on the boat. Scuttlebutt says that there could be some plans afoot for a bigger engine, as brother Jim has a Ford 390 in his 1966 Century. (I don’t know why everybody wants to have more power.)

Michael and co-captain, Bree, have cruised their vessel on local Portland waterways and braved the 50-mile haul to Stehekin and back on Lake Chelan. Observers noted that the boat rides well in rough water and shows well on the docks, with the sliding top keeping passengers both dry and shaded. “In the Red” is indeed a good fit.

Photo 1: “In the Red” on its matching Ryan trailer. **Photo 2:** Co-captain Bree West shows her newfound enthusiasm for boating. **Photo 3:** Michael West seems happy with his new purchase.



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1



3



4



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Photo 1: The PT 658 in its cradle aboard the barge on Swan Island undergoing maintenance and repairs. **Photo 2:** Side frames were repaired by fitting a new stub frame and adding a "sister" to overlap the joint. **Photo 3:** Shipwright Jim Lyons installs fasteners into a new plank. **Photo 4:** Volunteer Steve Stange installs plugs over the new screws. **Photo 5:** Volunteer John Kihlstrum prepares damaged frames for repair.

PT 658 DRYDOCKED FOR MAINTENANCE AND REPAIRS By Jack Coulter

Portland is home to the only operational WWII Patrol Torpedo (PT) boat remaining. PT 658, a 1945 78ft Higgins PT boat, is currently undergoing scheduled underwater hull maintenance and repairs. Vigor Shipyard, located on Swan Island, lifted, and placed the 50-ton vessel onto its cradle on a former Navy barge that is part of the PT 658 Heritage Museum.

Volunteers (including some CWC-ACBS members) and an experienced shipwright, Jim Lyons, are replacing several deteriorated planks, repairing numerous bottom frames that have weakened near the keel towards the bow, and some rotten side frames near the transom. Approximately 13 feet of chine are being replaced on the starboard side near the transom. This work should be completed with PT 658 back in the water this spring.

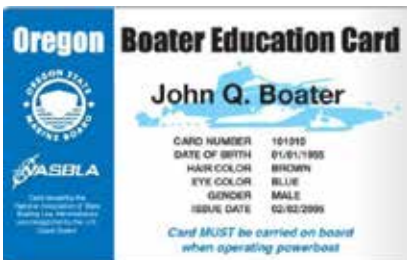


THE TRADING DOCK

For Sale - Ross 1930s steering column, throttle and 3 spoke 17" steering wheel (Photo 1 above). Used on boats, cars, and trucks. Gear box and column in great condition. Column 38", overall length 45". Throttle plate needs a new horn button and wiring. \$75. Contact Trux Dole at dole.trux@gmail.com.

For Sale - 1948 Chris Craft Deluxe Utility, 165 hp Crusader V-6 with a high-performance distributor (Photo 2 above). West system bottom by Wood Boat Restoration. Banjo steering wheel. EZ Loader tandem axle trailer with prop/rudder cage. \$24,000. Contact Doug Shone at 707-483-3311 or 1956boater@gmail.com.

OSMB Mandatory Education Program



From The Oregon State Marine Board:
 "The Mandatory Education Program is over 20 years old now. The requirement for motorboat operators with motors over 10 hp to take a class and carry an education card has helped improve safety. With waterways getting more crowded, education and skill are more important than ever."

See The Oregon State Marine Board's website (<https://www.oregon.gov/osmb/pages/index.aspx>), click the "Boater Information" link at the top, and find "Boating Education Card" under "Safety and Education." This way, everyone boating can play it safe.



SAVE THE DATE

CWC-ACBS Workshop

(formerly known as the Garage Tour)

Saturday, April 8, 9:00 AM – 2:00 PM, Lunch Provided

Pearson Air Museum, Vancouver, WA

Speakers, demonstrations, tips & tricks, and more!

RSVP to Jack Coulter jackc0873@gmail.com

510-387-0240





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