

COLUMBIA-WILLAMETTE CHAPTER ACBS

THE HULL TRUTH

www.cwc-acbs.org

**MAY
2025**

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MEMBER SPOTLIGHT – FRANK ROBINSON: A Life on the Water and Beyond



Left: In 1983, Frank Robinson restored Das Wasserauto, the 22-foot 1928 Dodge Watercar that originally belonged to his father. **Right:** At the 2022 West Linn Boat Show, Frank was awarded the People's Choice Award.

Frank Robinson has been a dedicated member of the CWC-ACBS since 1993. Over the years, he has served in various capacities, including as secretary, and he currently holds the position of Vice President.

Frank is the proud owner of a 22-foot 1928 Dodge Watercar, Das Wasserauto, which has a rich history in his family. Originally belonging to his father, the boat played a significant role in Frank's upbringing. While he spent much of his youth on the water, his fondness for boating took time to grow. Back then, the boat lacked a bilge pump, leaving Frank with the unenviable task of manually pumping out water. Filling the gas tank meant lugging a gas can down to the river, and every trip required removing and reinstalling the battery. In 1963, the boat was stored in the family garage, where it remained untouched for two decades. In 1983, Frank's passion for boating was reignited. He brought Das Wasserauto back to life by restoring it and adding two bilge pumps for convenience. The painstaking restoration paid off, as the boat has since earned multiple awards, a testament to its beauty and craftsmanship.

Professionally, Frank co-owned the Greaves Company, specializing in industrial products. His career journey also included serving as a regional manager for Georgia-Pacific in the industrial goods sector. For a brief two-year period, Frank ventured into the hospitality industry, owning and

operating a hotel and restaurant in Savannah, Georgia. This experience taught him a valuable lesson ... the hospitality business was not his call.

Today, Frank channels his creative energy into music and art. A talented musician, he plays the clarinet in orchestras in McMinnville and Newberg, and is also skilled on the piano and saxophone. Additionally, he has crafted many exquisite wooden awards for both CWC and ACBS. As for his next creative adventure, Frank plans to explore landscape painting. Whether on the water or through his artistic pursuits, Frank's journey continues to be a vibrant and inspiring one.

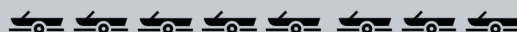


FIRST CRUISE OF THE SEASON

Saturday, June 14

Launch 10:00AM at Willamette Park, Portland
Cruise the Willamette River to the Oregon City
Public Docks

Lunch 11:30AM at Rivershore Bar & Grill



PRESIDENT'S MESSAGE

Spring is here! As the first day of this season arrives, my excitement builds as warmer weather signals the start of boating season, and it's time to dust off the gear, prepare the boats, and hit the water. Whether you're a seasoned boater or a first-time adventurer, spring offers endless opportunities to explore our region's beautiful rivers and lakes. From tranquil afternoons on the water to thrilling adventures, there's something for everyone when boating season kicks off.

Dewinterize your boat and get ready for fun. Before launching your boat, it's important to properly dewinterize it to ensure a smooth and safe season ahead. The Oregon State Marine Board (OSMB) offers helpful resources to guide you through the process, covering everything from engine checks to cleaning the hull. The OSMB's website, <https://www.oregon.gov/osmb>, offers comprehensive tips to get your boat ready for the season.

Stay safe and follow boating etiquette. As you prepare to get back on the water, it's also a great time to refresh yourself on boating etiquette and safety. The OSMB promotes safe boating practices and reminds everyone to be respectful of others on the water. Whether it's understanding right-of-way rules or properly disposing of waste, the OSMB provides the necessary information to help boaters stay safe and considerate. For more boating tips, information on current water conditions on rivers and lakes, and more, visit their website. For our Washington neighbors, a great resource is the Washington Recreation & Conservation Office at <https://boat.wa.gov>. I'm looking forward to seeing all of you out on that water!

-Michael Sheets, CWC-ACBS President

CWC-ACBS 2025 CALENDAR

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

MAY

5/8: Pearl Girls Lunch, 11:00 AM, Portland Yacht Club. RSVP to Sandra Bakke, 503-502-6449.

5/18 - 5/23: Lake Simtustus Rendezvous. For details contact Jim West 503-422-8104.

JUNE

6/12: Pearl Girls Lunch, 11:00 AM, Portland Yacht Club. RSVP to Sandra Bakke, 503-502-6449.

6/14: CWC Cruise from Willamette Park, Portland, to lunch at the Rivershore Bar & Grill in Oregon City.

6/21: Board of Directors' Meeting, 11:00AM – 1:30PM at the home of Michael and Sandi Sheets.

6/23: CWC Cruise from Willamette Park, Portland to 3rd Annual Rib Feed.

JULY

7/6: Cruise from Gleason Boat Ramp on the Columbia River to picnic on Government Island.

7/10: Pearl Girls Lunch, 11:00 AM, Portland Yacht Club. RSVP to Sandra Bakke – 503-502-6449.

7/13: CWC-ACBS Boat Show at West Linn Old Time Fair, Willamette Park, West Linn.

7/21: Cruise from Ridgefield, WA to St. Helen's, OR to lunch at Plymouth Pub.

7/25-27: Lakeside Rendezvous and boat show.

Welcome! ACBS is Your Connection
to Classic Boating

If you have never used the ACBS website or have forgotten your password, it only takes a few minutes to get a new password and then use the Members Only section.

To begin, just type: acbs.org in your internet browser to go to the ACBS webpage. Find and click on the "Member Login/Renew Online" burgee-shaped button (see image at right.) Next, below the login button find and click on the blue text: Forgot your password? Then follow the instructions. You will need to use your email



address as listed with ACBS. ACBS will send you an email to set your new password.

Having problems? Columbia Willamette Chapter members can contact Bob Nelson at bobn4b@gmail.com or by phone 503-475-2892 for written step-by-step instructions. You can also contact ACBS Headquarters at 315-686-2628 or email Kristina Dorr at kristina@acbs.org for help.



THE TRADING DOCK

For Sale – Estate Sale: 16' 1938 Model 805 Custom Garwood Runabout. Meticulously restored with modern no-soak bottom in 2012. (Photo at top right.) There were 15 of this model made and is currently the only one known to have survived. Produced from the factory with the Gray Marine 224 cu.in engine. "Lady Jean" comes with custom Ryan trailer, custom cover, flags, correct gauges/steering wheel/hardware. \$55,000. Contact 541-510-9595

More photos/info: <https://absoluteclassics.com/products/1938-garwood-16-custom>

For Sale - Estate Sale: This 1940 Garwood 19' Double Cockpit Runabout "Shaman" has had only two owners. (Photo at bottom right.) The current owners spent 22 years on a thorough restoration. A modern no-soak bottom was completed in 2009. Repowered with a 1950 Mercury flathead V8, rebuilt in 2002, and updated with period-correct speed equipment, and now producing 150 hp. The upholstery is in great condition. Correct gauges/steering wheel/hardware. Custom Ryan trailer, custom cover, and more. \$99,000. Contact 541-510-9595 More photos/info: <https://absoluteclassics.com/products/1940-garwood-19-double-cockpit-runabout>



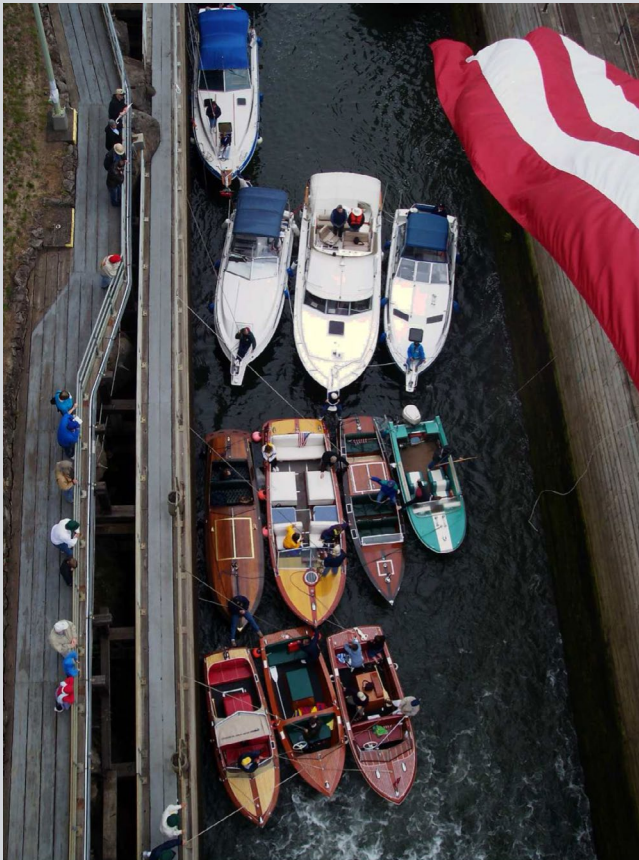
MAHOGANY IS MAGIC (PART 2) By Mike Stevens

The history of mahogany being used in boat building began in pre-Columbian Americas to make dug-out canoes. The word "mahogany" comes from the Nigerian word oganwo. The trade in this wood for ship building flourished in the 17th and 18th centuries.

According to The New York Times, "The mahogany for 18th-century furniture was harvested under appalling conditions across the Caribbean." Slaves were used to harvest these trees, using wood-working tools and machetes that might have, in extreme situations, been the instruments of their freedom.

By the 1730s in Jamaica, coastal mahogany was already disappearing, and it was necessary to move in and up to mountainous areas where the trees grew. One advantage to the colonial harvest of the wood was that it opened areas up for grasslands and plantations. Eventually, mahogany production would shift to Central American areas such as Honduras and Belize. Today, the largest volume of the world's mahogany is harvested in Peru. It is also grown commercially in Honduras, where plantation management ensures sustainability.





A CRUISE DOWN MEMORY LANE By Tom Horn

We launched our boats at Willamette Park and proceeded upriver to the Oregon City Locks. I believe it was 2004 and the Oregon City locks at West Linn had just reopened after some long-awaited repairs, I won't call it an overhaul as it only stayed operational for a couple years afterward. Anyway, the club was contacted to take part in the celebration of reopening the locks. Little did anyone of us know exactly what we were in for.

When we arrived at the lock entrance at our appointed time, the lock gates were already open and we were ushered in to the first enclosure. Our lock master, shouting from the concrete wall overhead, wanted our boats up front for their perfect photo shoot. This was situated directly behind the first set of large gates. Big mistake!!!!

If you're not familiar with the lock operation of these antique locks, the water is dumped into the chamber by way of large doors that would open at the bottom of the enclosure gates which, as it happened, was directly in front of our boats. Newer locks have the water come in through discharge nozzles underneath the water from lower in the lock basin.

To give you some idea of the cataclysmic event, it was like having large five-inch fire hoses directed at your bow with very little to keep us in position. There was a lot of scrambling for more fenders between the boats and extra dock lines. This event led to the sound of some scraping varnish and some rather harsh language of boat owners. Margaret and I were having a particularly fun time which was not shared by all of the participants.

The next year we did use the locks a couple of times after that but opted, wisely, to launch at the other Willamette Park just upstream of the falls and ride the water level as it drained from each enclosure. Much more enjoyable, faster transit, a lot less yelling, and less damage. Even if the locks are operational, I don't think you would find anyone willing to take the ride up or down.

In retrospect, there is a couple of things that would have made the event more enjoyable. (1) Place the larger cabin cruisers up front to take the brunt of the torrent of water pushing us rearward and into each other. (2) Leave the boat engines running with the transmission in gear just enough to hold the line of boats in place.

The lock master after some yelling (persuasions) of some of our club members, tried to slow the incoming water but there was so much leakage in the system that at some point they weren't filling the enclosure fast enough and we would just be holding our current elevation. Unfortunately, the idea of using the boat engines to hold us in place did not occur to me until several months later.

ON THE ROCKS By Sandee Barr



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☞ Welcome aboard new member **Chris Brecke** of Newberg, OR, has recently joined the CWC chapter. His boat is a 22' 1946 Chris Craft U-22 Sportsman.

☞ New members, **Mike Patterson** and **Liz Munnely** live in a floating home on the Columbia River, in North Portland. They own two "classic plastic" sailboats – a 1969 Islander Bahama 24' that is docked in their "front yard", and a 1973 Islander 36' that is moored in South Beach Harbor in San Francisco. Their newest boat is a 1958 Dorsett Eldorado (Photo 1), which is almost ready for the water, thanks to **Jim West** at West Coast Restorations.

☞ Recently joining CWC-ACBS are **Chris** and **Jennifer Jorgenson** of Plymouth, WA. They looking forward to meeting folks in the Chapter that share their love of the water. Their

boat is a 1955 Chris Craft Capri named Blondie (Photo 2). As lifelong boaters, this is the first antique boat of their own.

☞ This year's Spring Symposium was a huge success. The day started with a morning "chew and chat" at Schooner Creek Boatworks of Portland, followed by presentations by **Brian Remsing** of Sheffield Marine Propeller and **Spearo Hatzidakis** of Laser Focused Restoration. (Photo 4 is of **Don Cameron** introducing Laser Focused Restoration's presentation.) Next, a tour of the Boatworks production floor highlighted current projects.

The crowd then traveled to the PT 658 Heritage Museum on Swan Island for lunch and tours of the museum and landing craft. The highlight of the day was cruising aboard the historic PT 658 torpedo boat on the Willamette River, with

three trips out and back. (Photo 3.) Thanks go to **Don Cameron** for organizing this great event and **Jack Coulter** as the liaison with the PT 658 crew.

☞ The Pearl Girls are women in the Columbia Willamette Chapter who meet at 11:00 AM at the Portland Yacht club every second Thursday of the month (Photo 5). It may sound corny, but we proudly wear our gems and are delighted to adorn new members with their own string of pearls. Come join us!

☞ There's a new place to try that is easily accessible by boat and land: Sabor Del Rio Café (Photo 6). This floating restaurant is at 3307 NE Marine Drive, Portland. Their menu features a blend of Puerto Rican and American dishes. Cruise on in and enjoy!

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