

**JANUARY
2026**

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Above left: At the annual holiday part this year, Milt Patzkowski was a somewhat willing participant in Craig Martin's slight-of-hand trick, and lost his watch. **Above right:** Boats on display at the annual Portland Boat Show, held this year on January 7-11.

ON THE ROCKS by Sandee Barr

☞ CWC-ACBS members gathered December 1 at the Portland Yacht Club for the annual holiday party, awards, and entertainment. This year's awards included:

- **Bill Bowling** named as the Unsung Hero;
- **Liz Munnely** receiving the Bilge Pump Award;
- The Bent Prop Award going to **Michael West**; and
- **Bob** and **Wendy Nelson** being honored with the President's Cup

Following the silent auction and delicious buffet, the crowd was entertained by magician and mentalist **Craig Martin**. It was a great start to the 2025 holiday season.

☞ WELCOME NEW MEMBERS! **Alex Rospos, Kelsey Rospos** and **Joe Muller** are new CWC-ACBS members and they have classic boating in their blood. Their family owns Muller Boatworks in Sunapee, NH. Alex, Kelsey, and Joe split their time between Bend and Ten-Mile Lake and are all enthused about antique boating in Oregon. They own a 1950 12' Wolverine Wagemaker with a 2 cycle 10 hp outboard and a 1948 10' Danbury. We hope to see them in person at upcoming events.

Brent Barker and **Martine Hixon** of Aloha are also new members, after finding the CWC-ACBS booth at the Portland Boat Show. They have a 24' 1993 Sea Ray Overnighter. We look forward to having them join us on and off the water!

☞ The Portland Boat Show, held January 7-11 at the Expo Center, was a huge success. Many visitors came by to admire the boats and tell their boating stories. One notable conversation was prompted by the antique Old Town canoe on display. That sightseer used to live in Old Town, ME, and is familiar with their crafts. Admiration for classic boats goes from coast to coast! Thanks to **Don Purdy** for organizing the booth and scheduling the volunteers. Thanks also go out to all the volunteers who hosted the CWC-ACBS booth and to **Rick Means** of "Skipper Rudy" for lending display burgees.



Above: Don Purdy got into the holiday spirit at a recent men's luncheon with some new glasses.



10TH ANNUAL CRAB FEED



February 22, 2026, The Historic Butteville Store, 3:00-6:00 PM

All-you-can-eat crab \$55. Chicken Dinner \$45. Salmon Dinner \$50
(with scalloped potatoes, salad, garlic bread, best-ever ice cream, coffee/tea)

Watch email for order forms, due February 14

CWC-ACBS 2026 CALENDAR

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

JANUARY

1/30 – 2/7: Seattle Boat Show.

FEBRUARY

2/7: Board meeting, 11:00 AM, at the home of Jack Coulter.

2/12: Pearl Girls Lunch, 11:00 AM, Portland Yacht Club. RSVP to Sandra Bakke, 503-502-6449.

2/22: Crab feed at the Butteville General Store, 3-6PM, Contact Bob Nelson – 503-475-2892.

MARCH

3/12: Pearl Girls Lunch, 11:00 AM, Portland Yacht Club. RSVP to Sandra Bakke, 503-502-6449.

3/22: Dinner meeting, 3:00-5:00 PM, Spaghetti Factory, Clackamas.

APRIL

Dinner meeting TBD

4/9: Pearl Girls Lunch, 11:00 AM, Portland Yacht Club. RSVP to Sandra Bakke, 503-502-6449.

4/11: Board meeting, 11:00 AM, location TBD.

MAY

Dinner meeting TBD.

5/3: Brothers Car Collection tour, Salem.

5/14: Pearl Girls Lunch, 11:00 AM, Portland Yacht Club. RSVP to Sandra Bakke, 503-502-6449.

5/18 – 5/22: Lake Simtustus Rendezvous, contact Jim West – 503-422-8104.

JUNE

6/10: Cruise from Gleason Boat Ramp to Vancouver waterfront for lunch.

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

6/13 : Cruise from Willamette Park, Portland, to Rivershore Bar and Grill in Oregon City.

6/20: Board meeting, 11:00 AM, location TBD.

PRESIDENT'S MESSAGE

As we look ahead to the upcoming 2026 boating season, there is a lot to be excited about. I hope many of you were able to attend the Portland Boat Show and enjoy everything it had to offer. Events like this always help spark new ideas, reconnect us with fellow boaters, and remind us why we all love being part of this community. With spring just around the corner, it's shaping up to be another great year on the water.

Our boating season calendar is already filling up with fun and engaging events, and it's wonderful to see so much activity planned. One highlight I want to be sure everyone has on their calendar is the Crab Feed on February 22nd. It promises to be a fantastic gathering filled with good food, great company, and plenty of laughs. These events are what keep our club strong and connected, so I encourage everyone to come out and take part whenever possible.

On a more personal note, my desert travels have led me to some unexpected and enjoyable discoveries, including finding a yacht club right in Quartzsite, Arizona. It's amazing how boating connections can be found even far from the water. We'll be heading back in March, and I'm looking forward to rejoining everyone and diving back into all the boating fun ahead. Here's to a fantastic season filled with friendship, adventure, and smooth sailing.

-Michael Sheets, CWC-ACBS President



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ENGINE RETRIEVAL (A photo essay)



What does it take to obtain a vintage engine for your boat-building project?

STEP 1 (Photo 1): Start at 6AM and drive a good long distance with a friend. Put a boat-on-a-trailer-in-a-garage on rolling dollies and shove it outside.

STEP 2 (Photo 2): Hitch the boat-on-a-trailer to truck and drive a short distance to a fork lift.

STEP 3 (Photo 3): Use the fork lift to hoist the engine from the boat and place it on a box for transportation, then place engine-in-a-box on the truck bed.

STEP 4 (Photo 4): Return the boat-on-a-trailer (now with no engine on board) to its home, put it back on rolling dollies, and shove it back into storage. Then return home 12+ hours later, and borrow an engine hoist. Find some strapping young lads to help off-load the engine, and have it moved to storage.

Lastly, collapse with a beverage after a very long day.



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2026 BOAT SHOWS

June 26-28 – Whitefish, Montana, Woody Weekend. Contact: Tim Salt 406-871-4195

June 26-28 – Penticton, B.C., Classic Boat Show. Contact: James Cooper 250-497-6765

July 10-12 – Sandpoint, Idaho, Boat Show. Contact: Jan Keener keener@my190.net

August 1-2 – Payette Lakes, Idaho, Boat Show. Contact: Bill Roberts 714-269-5203

August 7-8 – Lake Tahoe Concours d'Elegance. Contact: team@liquidblueevents.com

August 15-16 – Coeur d'Alene, Idaho, Antique Boat Festival. Contact: Kodie Woodhead, kwoodhead@hagadonemarine.com

September 4-7 – Priest Lake, Idaho, Dry Rot Boat Show. Contact: Brian Fair, kathy@priestlakedryrot.com

September 11-13 – Port Townsend Wooden Boat Festival. Contact: festival@woodenboat.org

September 13-20 – ACBS Vintage Boat Week, Port Huron, Michigan. Contact: lora@acbs.org

October 2-4 – Mahogany & Merlot Boat Show, Chelan, Washington. Contact: Ron Stevenson 206-799-1048



Photo 1: PT 658 is in drydock and tarped to keep crew and boat dry. **Photo 2:** CWC member, Ian Harding, and shipwright, Jim Lyons, were laying out a new plank using the pattern made from the boat. **Photo 3:** Jim Lyons rough-cut a new plank with help from volunteer John Kihlstrum. **Photo 4:** CWC member and PT 658 volunteer, Don Cameron, made repairs to the transom framing prior to installing new inner and outer planking.

PT 658 DRYDOCK UPDATE by Jack Coulter

PT 658, the only remaining restored and operational WWII Patrol Torpedo boat is undergoing a hull repair during a planned drydocking. Several soft planks were found in the hull including transom and stem. The hull planking, transom, and stem are being repaired following traditional methods, while using modern adhesives and sealants. Jim Lyon, a retired shipwright from Port Townsend, has been leading the efforts and providing directions to the PT 658 volunteers to complete the work properly.

Two lower planks on the transom were replaced after making repairs to the framing. Three or four planks on the port and starboard sides of the hull are being replaced along with recaulking certain area as needed. The process of plank replacement begins with identifying

the length of the new plank with the goal of not replacing short sections and staggering butt joints. Planks are typically 10' - 12' sections. A couple longer planks were made by joining two planks using epoxy adhesive with 12/1 scarf, making planks up to 18' in length.

PT boats were double planked, where the hull consists of inner diagonal 3/8" spruce inner planking, then covered with canvas, and completed with 3/4" mahogany outer planks. The planks are fastened with Bronze #14 x 2/12 long wood screws at each frame, and with two rows of copper rivets fastening the outer planking to the inner planks between frames.

The work is progressing as planned with launch anticipated mid-February. Other work to be done includes replacing the hull valves,

coolant heater changer on center engine, engine heat exchanger, and repacking the rudder shafts. PT 658 should be ready for new outings on the Willamette and Columbia Rivers this spring and summer. For more information, visit www.savetheptboatinc.com.



Above: PT 658 Volunteer Gary Veenker trimmed wood plugs installed to protect the screw heads and copper rivets.

RULES AND REGULATIONS FOR PADDLERS

For those who like to slow down a bit on the water, here are a few requirements as listed by the Oregon State Marine Board (oregon.gov/OSMB). A "Waterway Access Permit" is required to be carried by the operator of a nonmotorized boat, excluding children under 13. A ziplock bag can keep it safe and dry. Permits can be purchased through the Marine Board's online "Boat Oregon Store."



All paddlecraft must carry a U.S. Coast Guard-approved lifejacket for each person on board and it must be readily accessible. All

children 12 and younger are required to wear a life jacket. A boat less than 39'4" long must carry a whistle or a compressed air horn. It's easy to attach a whistle to a life jacket. Also required are navigation lights when underway or at anchor between sunset and sunrise, and during periods of restricted visibility (i.e., fog). And here's a reminder – paddlers are mobile, agile, and do not require much depth of water. If you are not crossing the channel, please stay close to the shore. Let's be safe out there!

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KNOW YOUR WATERWAY MARKERS

Understanding Red and Green Markers – Identify the main channel and which side of the channel to be on to avoid a collision. When you're heading inland from open water or heading upstream in a river, keep the red markers to your right (starboard) and the green ones to your left (port). Hence, the old saying "Red Right Returning." (See Illustration 1 below.)

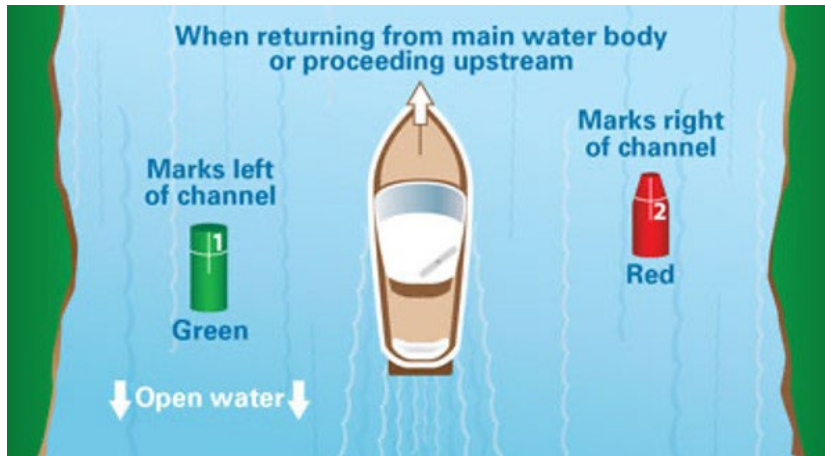


Figure 1

Information and Regulation Markers – Orange and white information and regulation markers show speed zones, slow -no wake, and other regulations. "Hazards" are marked with an orange diamond shape. An orange circle is used for regulations related to how you operate your boat. An orange diamond with a cross through it is used if boats are prohibited from the area, and an orange square is used for informational purposes. (See Figure 2 below.)

Symbol	Meaning	Examples
	Danger A diamond shape alerts boaters to hazards	
	Restricted Operations Marks with a circle indicate areas with regulated operations	
	Exclusion A diamond shape with a cross means boats are prohibited from the area	
	Information Marks with a square provide helpful information such as directions, distances, and locations	

Figure 2

18090 Holly Lane
Oregon City, OR 97045
503.970.6636