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2026**

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Photo 1: This 47' Meridian has been home to Mike and Linda Stevens as they have been navigating "The Loop." The Great Loop is a continuous waterway of approximately 6,000 miles—including a part of the Intracoastal Waterway, the Great Lakes, inland rivers, and the Canadian Heritage Canals—that allows recreational boaters to explore the eastern United States and Canada. Journeying the entire route takes roughly about a year. The Stevens' adventure was inspired by a magazine article the couple read about four years ago. **Photo 2:** Mike and Linda visiting some woodlands that look a lot different than what they're used to at home in Oregon.

Photo 3: While in Florida, one of Mike's stops was a visit to the Kennedy Space Center.

ON THE LOOP by Mike Stevens

Our great long journey has begun. The ACBS' Rudder magazine is where it all started for us when I read the article about "The Great Loop" about four years ago. Once I knew a bit more about this adventure, I asked Linda to read the very same article. Upon conclusion she said, "When are we going?"

Well, from folks who know very little about our eastern United States and who have not owned anything larger than our 24' Hacker Craft, this trip comes with LOTS of homework. While noting the chain of events over four years of preparation would take too long, let's just say there's boat research; joining America's Great Loop Cruisers' Association; family responsibilities; home security; seminars; education; mail handling; travel insurance; health care; and not the least, finances and costs. Sorting out all these tasks and checking off a list is fun if you're working with a life partner.

We purchased a boat in Florida that meets almost all our requirements. It is a 47' Meridian 441 twin diesel with two berths and two heads. One of the coolest features is the merging of the Cummins engines with a Mercury pod drive and transmissions. While they are more complex, they are also more fuel efficient and are tied into a joystick for precise control. In conjunction with the bow thruster, we can parallel park or compensate for wind and current. Getting the vessel equipped and ready created challenges we never could have imagined. Think setting up an empty household.

So far, we've enjoyed playing tourist, learning history, and selecting ports of call. Maintenance and operation have become daily tasks.

We arrived at Hilton Head Island at the first of March. Friends joined us in Savannah and we will travel the South Carolina Intercoastal Waterway to Charleston together. Thank you for following our trip of a lifetime!



CWC DINNER MEETING

Sunday, March 22, 2026, 2:00-5:00 PM

The Old Spaghetti Factory

12725 SE 93rd Ave., Clackamas, OR

Menu choices: Lasagna, Fettuccine Alfredo, Chicken Marsala

\$30 per person, order and pay at the door.

RSVP to Doug Shone 707-483-3311 - 1956 | boater@gmail.com

CWC-ACBS 2026 CALENDAR

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

MARCH

3/22: Dinner meeting, 2:00-5:00 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.

4/25: Annual Symposium with PNW Chapter at Hydroplane/Race-boat Museum, Kent, WA. Contact contactacbs.pnw@gmail.com.

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 Sandra 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.

JULY

7/8: Cruise from Ridgefield to St. Helens, lunch at Plymouth Pub.

7/12: West Linn Old Time Fair and CWC-ACBS Boat Show. Contact Jack Coulter, jackc0873@gmail.com.

7/18 : Cruise from Gleason Boat Ramp to Puffin Restaurant at Port on Camas.

7/24-7/25: CWC-ACBS Lakeside Classic Car and Boat Show. Contact Doug Shone, 707-483-3311.

PRESIDENT'S MESSAGE

As we look ahead to another season on the water, I'm reminded of the special community we've built around our shared love of classic boats. These vessels carry history, craftsmanship, and personal stories that connect all of us, and it's that passion that keeps our group strong year after year.

With spring approaching, many of us are beginning the dewinterizing process. I encourage everyone to take the time for careful inspections—fuel systems, electrical connections, safety gear, and hull condition—so that our boats are ready for a smooth and reliable launch. It's also a good moment to review basic boating safety: check life jackets, ensure fire extinguishers are charged, refresh your knowledge of navigation rules, and make sure that your communications equipment is in good working order.

Thank you all for your continued support, enthusiasm, and camaraderie. Our events, gatherings, and time on the water are made better by the people who show up, share stories, and lend a hand when needed. I look forward to seeing each of you as we welcome another safe and enjoyable boating season together.

-Michael Sheets, CWC-ACBS President



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PT 658 GETS A ROOT CANAL

by Don Cameron



Above: Jack Coulter (left) and Don Cameron (right) were part of the bow restoration project.

When we haul the PT Boat out of the water, we have several goals. The first is to do a complete inspection of the hull. We check for any soft wood or cracks and investigate any leakage that was noticed during the boat's normal operation. I was tasked with repairing

a leak that the PT crew had observed in the bow. In the locker chamber, a small creek would form when the boat was underway. We surmised that the leak was probably coming from the front tow eye, which protrudes from the boat at the bow just above the waterline.

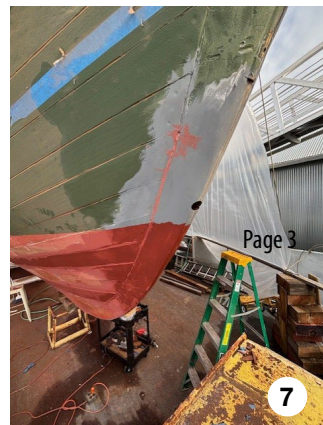
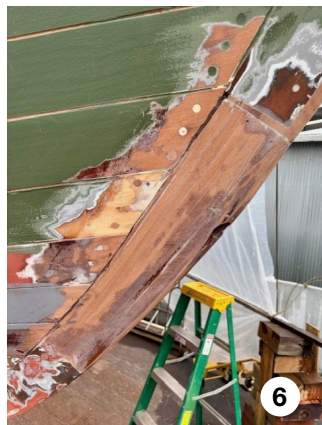
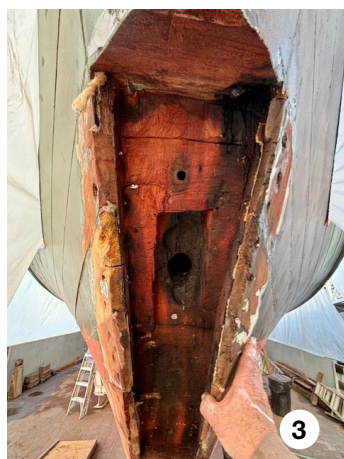
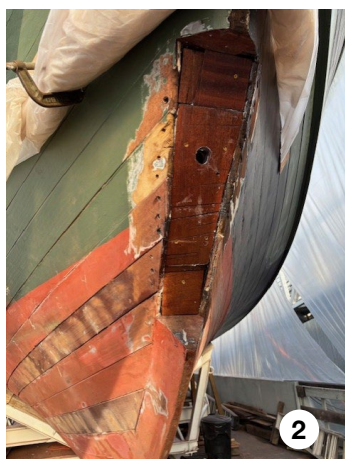
Upon inspection, we did indeed find soft wood and rot all around the front tow eye (Photo 1), necessitating the removal and replacement of the damaged wood in the affected area. It's just like what a dentist does to repair your teeth -- the PT Boat needed a "root canal" job.

The bow stem of PT 658 is comprised of three solid mahogany beams that are about 18 inches wide and 12 inches thick, fastened together to form the shape of the bow (Photos 2 & 3). Using a 3" Forstner bit, we drilled out all the rot. This left a gaping hole about 30" long and up to 8" deep. To rebuild where the wood was removed, we used Sapele, a hardwood similar to mahogany. We installed multiple pieces of Sapele with epoxy to fill the deepest void (Photo 4). The new wood was then belt sanded to line up with the leading edges of

the hull planks to re-form the bow's shape. The next step was to further build up the triangular point of the bow, by cutting and bending multiple pieces of planks (Photo 5).

Sapele wood does not bend easily. Using wood screws and epoxy to fasten half-inch-thick planks, we found we were able to bend the wood enough to form the radius of the bow. It took eight planks; each cut a little smaller than the next to create the bow's final shape. Once the epoxy cured on each plank, its screws were removed, and the next piece was set in place. After all the pieces were set and the epoxy fully cured, the rough edges were shaped and sanded smooth (Photo 6). Finally, we applied bottom paint under the waterline, and primer and finish paints above the waterline (Photo 7).

Soon the towing eye will be put into place and cutwater trim pieces installed. At that point, the job will be complete, after about two months of volunteer efforts. It's great to finish a project in such a way that it looks just like the original.





ON THE ROCKS by Sandee Barr

>Welcome aboard, new members! **Chris and Jen Gilbert** of Vancouver, WA, have joined CWC-ACBS with their cruiser named “Miss Jenny,” which is kept on Puget Sound. After purchasing “Miss Jenny,” they missed having a boat near home so they found a runabout to enjoy on local waters. It is this boat that brought them to ACBS. “Lil’ Bit” is a 1969 16ft fiberglass Reinell. Last winter, “Lil’ Bit” got a home makeover so that she matches Jen’s shiny Bronco (see Photo 1). We look forward to seeing Chris and Jen at future events.

Also joining our chapter is **Terry Romero** of Salem with her 1969 Clipper Craft kit boat originally built in Oregon City and powered by an inboard/outboard 130hp Volvo Pinta. “Cajun Queen” (see Photo 2) has been with Terry for over 25 years. She says the boat is good in “big water”

and has taken it on extended voyages up and down the Columbia River. Terry is officially certified as a pilot from classes with the Vancouver Power and Sail Squadron. When attending the recent Crab Feed as her first CWC event, Terry said, “I’ve found my people!”

The historic Butteville Store and Café was the site again for the annual CWC-ACBS Crab Feed in February. Crab-master **Ken Bakke** ventured west for the main entrée. The turnout was the largest yet for our chapter, with 53 people shelling crab, sharing stories, and enjoying Chef Jordan’s wonderful side dishes and housemade ice cream. **Ted King**, owner of Portland Engine Rebuilders, also gave an overview of his business. If you ever have a chance, stop by Butteville and enjoy their food with a side of history.

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FEATURED BOAT: CLASSIC PLASTIC by Jim West



A good friend of mine said one time, "You know, you need a boat." Well, not long after hearing that, I bought a 1966 17' Century Fibersport in its original condition. Of course, it did not run very well. So, the effort went into getting the original engine to run and it wasn't going to cooperate. While this work was going on, the trailer was actually falling apart. I had a custom trailer built for the boat. The new trailer looked really nice and the boat did not, showing the years of neglect. So that weekend, I tore the boat apart and spent the next couple of years restoring her to what you see now.

My goal was to create a model you could not get Century to build no matter how much money you gave them. I spent several hundred hours removing the gel coat and making the boat as fair as possible. I decided

to paint her black and several friends said, "You don't want to do that because you'll never get her flat enough." I used Avodire mahogany to have the blonde deck that was a Century trademark instead of the vinyl-over-plywood decks that were seen on the '60s boats. A new interior was installed and all the hardware was re-chromed. Since I was not a fan of the original engine that came in the boat, I took that engine, threw it in the dumpster, and built a 390 Interceptor 330 hp version with some specialty 427 parts.

It's amazing how time flies. It was 18 years ago that I did all that work. Ever since then, we have been using and enjoying "Classic Plastic" as we should. And yes, I still ski behind her on wood water skis and nothing sounds better than an FE making music.





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