



Newsletter of the Pacific Northwest Chapter Antique & Classic Boat Society

THE WET EDGE

August 2023

Guest Editors: Fred Hall and Rich Halbert

RESTORATION PROGRESS REPORT

By: Fred T Hall

I am back with a brief update on the progress I have made over the last year on the boat, garage and engine. The boat was upside down at this time last year with the bottom being removed.



The new frames have been remade out of Sapele and once they are epoxied and pre-painted, they are ready to install. I hope to have the frames, chines and keel done by the end of August and complete the bottom by mid Fall.

I completed a compressed air system in the shop over the winter; I am using a 5 horsepower Sears compressor with a 30-gallon tank mounted in the attic area of my garage on a vibration absorbing frame.



I purchased the best components I could find after quite a bit of Internet research. The job required 60 feet of one inch tubing and 80 feet of 3/4" tubing. I

used aluminum powder coated tubing with the bursting strength of 220 pounds per square inch. The tubing was purchased through Evergreen Compressed Air in Renton; the prices were fair, and the service was great since they were also able to deliver the 20-foot lengths to my house for a nominal fee.

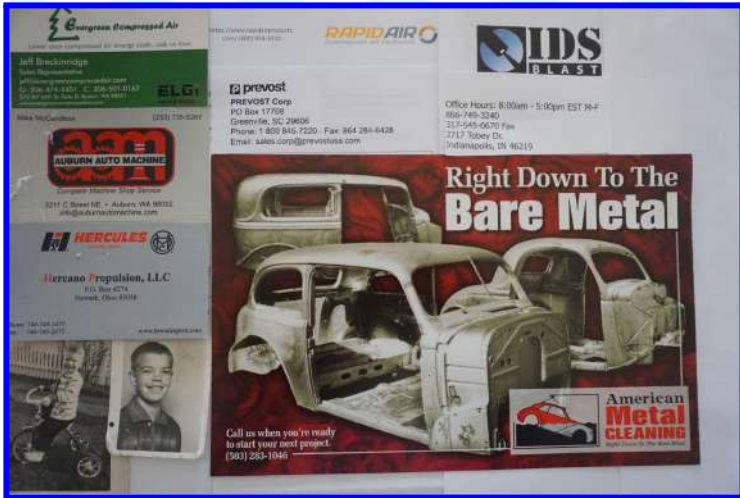
The engine rebuilding progress has been a little slow because a couple of cracks were discovered in the block, and they will have to be pinned and two of the cylinders sleeved. Auburn Auto Machine hopes to have all the machine work done by the end of the year. The vendor I have been using for all the internal engine parts is Hercano Propulsion in Newark, Ohio. They have an excellent inventory of new old stock Hercules parts.



Whitefish Woody Weekend XI

By: Rich Halbert

I'm writing this article from the patio of the Puget Sound Yacht Club on the shore of Lake Union on July 4, anticipating the fireworks display later this evening. So, if you find mistakes in here, I have a good excuse. The Whitefish (MT) Woody Weekend Boat Show opened on Friday June 23 with a welcoming reception and an evening parade of woodies. Attendees from our PNW Chapter included Tom and Janet Cathcart in their '53 Shepard Huckledyduck and Rich Halbert in his '56 Dixie Idle Rich.



I have discovered a new vendor for rust removal in Portland, American Metal Cleaning. I had the engine and two heads dipped for \$200 and I feel their process uses a better final dip to neutralize the acid in comparison to the company I used in Eugene. I have the names and pertinent information for the various vendors I have used over the past year in hopes that they will be as supportive and helpful to you as they were to me. If you have any questions, please feel free to call me at any time.

~ Fred T. Hall 253-230-1644

For reference, This is how I hope she'll look finished.



The show was organized by Tim Salt from the Big Sky Chapter and hosted by The Lodge at Whitefish Lake. There were a total of 42 boats with 9 being there for the first time. All boats entered were user boats.

Boats were launched at The City of Whitefish ramp which is located about 1.5 miles from the Marina



at the Lodge. Boats were inspected for invasive species at the ramp before they were allowed to launch.

The show opened at 9:00 am on Saturday and closed at 6:00 pm with a Cocktail hour for participants.

It is estimated that over 2,000 spectators attended, based on the 500 votes for "People's Choice".

This was my first real Boat Show and to complicate things, my First Mate unexpectedly had to bail at the last minute. So, I drove 550 miles there, launched alone, retrieved alone and drove 550 miles home. While I was able to pull it off, I don't think I'll do another show by myself.

Sunday morning was the Skippers meeting to prepare for the Poker Run. I had never done a Poker Run, so I was interested in how it all goes. Tom and Janet graciously invited me to go along with them. As luck would have it, the Poker Run favored locals who frequent Whitefish Lake.



While we didn't win, place, or show we did get a tour of most of Whitefish Lake.

On Sunday after the Poker Run, the crews met for a farewell BBQ Dinner at the Lodge. It was the last time we were all together, so the Skipper's Choice and the People's Choice awards were presented.

I opted to stay over Sunday night so I could get an early start home on Monday. For those who stayed Sunday night, Tim and Deb Salt hosted a BBQ dinner at their

home. Most Skippers pulled their boats out late Sunday so they could get an early start on Monday.

My observations for my first Boat Show: I thought I knew all there was to know about Boat Shows. After all, how complicated can it be? What I found out was that there is a tremendous amount of planning and organizing going on before, during and after the show. While Whitefish is not a monster show, Tim Salt put together a video to promote the show, organized and printed a program describing each boat, organized and assembled a welcome package with souvenirs for participants, organized the poker run, had radio and television coverage with a radio broadcast from the show and generally oversaw its running. Tim then invited participants to his house for a farewell BBQ. Hats off to Tim for a job well done.

The big question is, would I do it again? It was a great show for me to learn from, a beautiful setting, and a great venue at the Lodge Marina. I met many wonderful boaters and began to understand their universal bond, so I'm looking forward to doing it all over again next year.

LAKE TAPPS "FAMILY FUN DAY"

Don and Jodi Palmer will be joining Patty and me hosting an afternoon of cruising on Lake Tapps. Launching will begin at 11:00 AM and meeting at the Palmer's at noon for snacks and appetizers. Following our time at Don and Jodi's we will have a fun cruise including a poker run. Surely Don and I will come up with some great prizes that none of you will need or want!! After folks have viewed the sights Lake Tapps has to offer and collected the best poker hand possible, we will meet at our house for early afternoon burgers, brats and dogs. PLEASE COME EVEN IF YOU DO NOT BRING A BOAT, WE WILL GET YOU ABOARD ONE.

Date: Wednesday, August 9

Launching: Begins at 11:00 – Unless you have an alternative launch site, bring your boat and trailer to our house (3309 Deer Island Dr. E., Lake Tapps, WA). I have arranged for launching and trailer parking nearby.

Meet Up: Noonish – Don and Jodi Palmer's – 7110 Vandermark Rd E, Lake Tapps, WA 98391.

Poker Run: Details upon arrival

Early Dinner: At Scott and Patty's

What to Bring: Sunshine and a cooler of your favorites

Scott Mason (253) 732-5001

Don Palmer (253) 327-3527



Classified Ads

FREE - Two Gray Marine 327 flywheel forward engines, one each hand, partially disassembled. All parts are in boxes. Engines are out of my cruiser, were freshwater cooled and show no wear on the cylinders. These are American Motors 327 blocks.

Contact Dick Dow - 425 417-0921.



If you have boats or boat-related items for sale or trade, please submit your description, contact information and pictures via email to

Corrinelucas02@gmail.com
so that it can be published here.



“Every day aboard a boat is a great day.” We have always said this in my family. It doesn’t matter the type of weather, the type of boat, or even the task at hand, a day spent in a boat is a privilege. Of course, some tasks are more pleasant than others, some weather is fairer, and some types of boats are more comfortable, but comparison is the thief to joy, and it remains that there can always be something to celebrate about boating. - and life.

We are now an official Nonprofit 501c3 Corporation!! I wanted to thank Scott Mason and Kirk Knapp for putting in the work towards making this happen for our club. This will open doors for us in the future and make it easier to solicit donations and coordinate with other nonprofit organizations moving forward.

We also have Scott Mason and Don Palmer to thank for generously hosting our Family Fun Day on Lake Tapps August 9th! They are coordinating a fun Poker run with prizes, appetizers and early dinner with plenty of dock space and time for boat rides and socializing. Bring the family and come down for the FREE fun.

I am offering to coordinate the efforts to have custom Weatherproof 24X36” Poster boards made. These would be just like the ones we had printed for the Big Seattle Boat Show. Send me your boat’s information along with photos you would like to use. When we have at least 12 takers, you will pay \$99 and receive the corrugated vinyl sign. These can be used at boat shows, static displays, or just displayed in your shop. Email me if you are interested. Corrinelucas02@gmail.com Deadline to have your information in: August 10th for inclusion in this deal.

We also are grateful to Ron Stevenson and Jeff Lucas for putting together a Fisherman’s Terminal Boat Show!! August 19th. Please see the website for further details on participating in this FREE opportunity to show your boat and gather together.

See? We are surrounded by so many boating opportunities and the graciousness of boating friends. All you need to do is come join in and add to the fun.

~Corrine Lucas

THE RUNABOUT'S PROPELLER

BY JOE FRAUENHEIM

The antique runabout enthusiast will spend a great deal of time and money restoring a craft and then often find himself disappointed when the boat does not ride or perform properly. Often what is diagnosed as a poor hull design or lack of power is really a problem with the propeller. In this article we will briefly describe the fundamentals of propellers and their application to the typical runabout.

The majority of runabouts use a three-bladed propeller made of brass or bronze casting. Two-bladed propellers are usually found only on high speed racing craft since they are efficient at low or mid-range speeds. Four-bladed propellers help minimize vibration and are typically used on larger, slow moving craft. Brass and bronze are used because of the ease with which they can be cast and reworked and their inherent resistance to corrosion. Stainless steel's high strength, durability and corrosion resistance are countered by its high costs and poor working qualities. These propellers are generally only used in performance type boats or all-out racing craft where strength is of the utmost importance and cost is no object.

Propellers are further described by their diameter, pitch, direction, and shaft bore. The diameter is simply the size in inches of the largest circle scribed by the outermost tip of the blades as they rotate through 360 degrees. The pitch is the measurement in inches of the theoretical distance the propeller moves the boat forward with each complete rotation. The direction is the direction of rotation of the shaft which produces forward motion in the boat. Viewed from the transom, a righthand propeller turns clockwise to propel the boat forward while a left hand propeller would turn counterclockwise. The shaft bore is the measurement in inches of the larger end of the tapered bore through the hub of the propeller.

Generally speaking, the correct propeller for a particular boat should allow the engine to operate up to, but not greater than, the manufacturer's rated maximum speed and allow the boat to reach its maximum speed. We shall examine how a propeller can be selected or altered so that the engine will run at the correct speed and the boat will perform optimally.

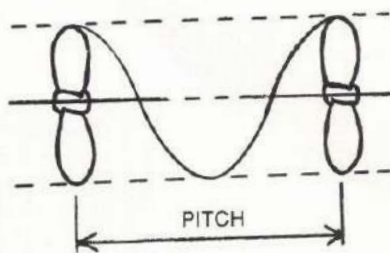
Runabout propellers are generally "square", that is, the diameter and pitch measure equally. Some common examples would be 12" x 12" or 14" x 14". As the diameter of the propeller increases, the low speed efficiency increases. At the same time an increase in diameter tends to increase unpleasant torque effects on the boat. Runabout propellers are generally limited in diameter by the angle of the shaft exiting the hull and the necessity for adequate clearance from the bottom of the boat.

The greater the pitch of a propeller, the lower the shaft speed necessary to drive a boat at a given speed. A boat capable of 30 miles per hour usually has a propeller pitch equal to its diameter. As potential speed increases, the difference between the diameter and pitch tends to increase. Higher pitch propellers tend to be more efficient at higher speeds.

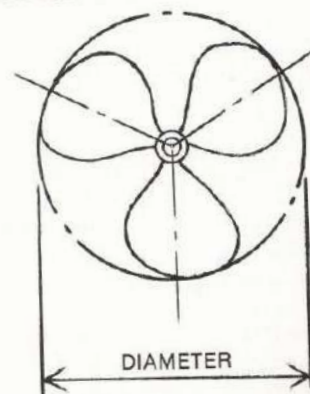
The reworking of an existing "square" propeller can deliver substantial performance benefits in mid-range and top-end performance. This is accomplished

through the process of adding a "cup" to the propeller. The cup is a slight increase in the pitch of the propeller at the trailing edge of the blade. This effectively allows the propeller to operate as if it were a propeller with a larger pitch at high speeds while still providing the correct pitch for low and mid-range performance. Let's examine how we can use this characteristic to improve the performance of your boat.

Suppose your boat seems to perform at top speed without any difficulty with only yourself or another person aboard, but tends to perform poorly with a heavy passenger load or when towing a skier. A solution to this problem could be in the reworking of your propeller to lower the pitch of the blades by up to a full inch while at the same time adding a cup to the trailing edge of the blade. For example, a 12" diameter by 12" pitch propeller could be reworked to a 12" diameter by 11" pitch with a cup. The reworked propeller would still provide comparable top end performance while at the same time improving the mid-range performance of your boat greatly. In the case of a boat that performs well at mid-range speeds, but doesn't seem to have the top-end speed that you expect, reworking the existing propeller to add a slight cup without changing the pitch will allow the boat to gain those last few miles per hour at the top-end when running lightly loaded.



DISTANCE TRAVELED
PER REVOLUTION
OF PROPELLER



Another problem that affects fast runabouts is balance or trim. The boat may seem to ride with its bow excessively high even after reaching full planing speeds. Conversely, some boats tend to bury their bows as they run at high speeds. This can lead to some unpleasant and even dangerous consequences in extreme cases. Of course, hull design plays a large role in the balance or trim of the boat at the various speeds through its performance range. Selecting a propeller with the correct rake, however, can either help alleviate this problem or eliminate it altogether. The rake of the propeller is the angle of the swept area of the blade of the propeller with respect to the hub of the propeller. Although the rake of the propeller is difficult to envision with the untrained eye, it's an easy job for a good propeller shop to measure it. Generally, a propeller with no rake or up to several degrees of rake tends to hold down the rear of the boat while allowing the boat to rise up in the air. A heavily raked propeller, on the other hand, tends to lift the rear of the boat and at the same time lower the bow. Typically, a runabout propeller has very little rake while a

race boat would require a propeller with a severe rake. The unlimited hydroplanes, perhaps the ultimate in race boats, run with a rake of between 9 and 12 degrees. Unfortunately, the rake of a standard bronze propeller can be changed only slightly so that major changes in rake would require you to find a propeller with the proper amount of rake already cast into it. Again, a visit to your propeller shop can get you pointed in the right direction.

Having presented and discussed the concepts of propeller diameter, pitch and rake, you may ask, "How can I determine exactly how my boat is performing now or if any of these changes have had any effect on the performance of my boat?" Many of us base our judgement of a boat's performance on how it feels. Does it feel fast today? Or perhaps it doesn't feel as fast as it did last year. I cannot stress enough the importance of measuring the boat's performance against a known standard. This means finding a set of markers a known distance apart; preferably at least a half mile. In most boating areas you will be able to locate a measured mile somewhere nearby. Make sure you find out if it's a

nautical mile or statute mile. There is a considerable difference. Clock your boat over the measured distance in successive runs at five or so different engine speeds ranging from being barely up on plane to full throttle. Have just one other person in the boat to operate the stopwatch and write down the times while you concentrate on keeping a straight course between the markers. When you finish, convert your measurements to speeds in either miles per hour or knots, whichever you prefer, and plot a simple graph of boat speed vs. engine speed. You will now have a permanent record of your boat's performance as a reference point to refer to when making any future changes to your boat's propeller. With the speed curve, current propeller size, and manufacturer's engine data, you and your propeller man can have your runabout performing like it never did before.

ENGINE SPEED (revolutions per minute)	SPEED (miles per hour)
2500	30.5
3200	35.7
3600	39.4
4100	43.6
4400	45.0

CALCULATING BOAT SPEED

TIME BOAT OVER A KNOWN DISTANCE AT 5 DIFFERENT ENGINE SPEEDS

(These times were over a
1 nautical mile course)

ENGINE SPEED (revolutions per minute)	TIME (min:sec)	TIME (seconds)
2500	2:16	136
3200	1:56	116
3600	1:45	105
4100	1:35	95
4400	1:32	92

CONVERT THESE TIMES TO SPEEDS
ACCORDING TO THE
FOLLOWING FORMULA:

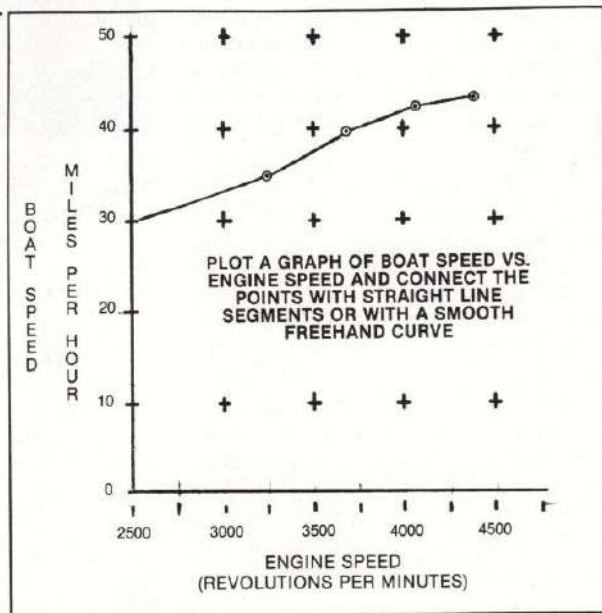
SPEED IN MPH =

$$0.68 \times \text{Distance in Feet/Seconds}$$

SPEED IN KNOTS =

$$0.59 \times \text{Distance in Feet/Seconds}$$

NOTE: 1 statute mile = 5,280 feet,
1 nautical mile = 6,076 feet



PNW ACBS Calendar of Events

August

9th - Lake Tapps Family Fun Day and meeting.
Contact Scott Mason (253) 732-5001 and Don Palmer(253) 327-3527 for launching and parking details.

11th Inland Empire Coeur d' Alene Antique and Classic Boat Festival (There is still room!!)

<https://www.inlandempireacbs.com>

19th Fisherman's Terminal Boat Show! No registration fee, see [our website](#) for launching and parking details.

September

1st-Mason Lake MeetUP! Contact Todd Jensen for details. (253)381-0114

1-4 Inland Empire "Dry Rot Boat Show"

<https://www.inlandempireacbs.com>

13th- Members Meeting \$25 buy in at Hydroplane and Raceboat Museum (Burgers, drinks, and dessert)

October

5-8 Lake Chelan Stehekin pre-event

<https://www.acbs-pnw.org/Registration-Forms>

and Mahogany & Merlot

<http://thunderboats.ning.com/events/event/listUpcoming>

11th - Business Meeting Ike's Garage-Mahal 6pm.

November

2nd- Election day for PNW ACBS officer/board vacancies

4th - Annual Dinner at Tacoma Yacht Club Details TBD.

December

16th- Queen City Yacht Club lighted boat parade and MeetUP!

January 2024

10th - Business Meeting Corrine Lucas' house
Snoop tour begins at 1pm, meal 2pm, meeting begins at 3pm. Calendar of events, assignment of committees.

Pacific Northwest Chapter of the Antique and Classic Boat Society

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