



Newsletter of the Pacific Northwest Chapter Antique & Classic Boat Society

THE WET EDGE

September 2023

Guest Editors: Scott Mason, Steve, and Diane Franchini

The Good Shepherds

By: Scott Mason

I would not be a member of the ACBS since 2011 if it wasn't for my family connection to vintage hydroplanes. My brothers had been trying to get me involved (probably wanted my checkbook) with their 280 class 1969 Ron Jones hydro. Finally one of the brothers said you need to come check out this Mahogany and Merlot event in Chelan it will include some of those runabouts that you admire so much. One thing led to another and after a couple years owning a 1959 Chris-Craft Ski Boat we decided we needed a bigger boat. On another trip to M & M I witnessed Tom and Janet Cathcart's 22' Shepherd Huckledybuck cross the Lady of the Lake's wake at cruising speed. That was it for me, we had to have a Shepherd.



While Patty and I travel around the country to ACBS shows I proudly allow admirers of Rhubarb to stand on the fenders and gawk at her grate floorboards and original Chrysler Golden Commando engine. They invariably ask, "is she a Chris-Craft?", I always respond with the same snarky answer, "I sold a Chris-Craft to buy a Shepherd!". I'm partial to Canadian boats and therefore wanted to focus the September Wet Edge on a couple of stories about Shepherds.

Earlier this summer we attended the ACBS Western Canada Chapter boat show in Penticton, BC. It was a great show hosted by some wonderful people that share our passion for antique and classic boats. When I arrived at the dock on Saturday morning to tidy up Rhubarb, I saw another Shepherd docked alongside simply named "Shepherd". I instantly fell in love with her.



(Scott and Patty contemplating the offer)

She is absolutely the perfect boat to satisfy my desire for a freshwater cooled boat that I could keep on Lake Tapps and because she is trailer-able I could ply the waters of Puget Sound and beyond. However, if I want

to keep my happy home on Lake Tapps, I have to let my desire to make an offer for her pass. Besides, I don't think we could ever sell Rhubarb.

Here is the story of 'Shepherd' that I reprinted with the permission of the owners Dev and Wendy Fraser

FOUR GENERATIONS OF FUN ONBOARD THE "SHEPHERD"

I have been messing around with boats for as long as I can remember, as there were always boats in my life with family and friends owning and actively using them. This story explains how I came to own the "Shepherd", a 1954, 27' cruiser.

It was built by Shepherd Boat Co. in Niagara On-The-Lake, Ontario, shipped by rail to its original owner to reside on Okanagan Lake in the beautiful Okanagan Valley. She was christened "Stamperder" and because of her distinctive size was used for: water skiing events at the annual Regatta, some search and rescue missions and had one very auspicious guest; Princess Margaret was entertained on board during the 1958 festivities for the opening of the new floating bridge. My parents were often on board and skied behind her right from the beginning.



When the original owner sold, very good family friends, the Hindles purchased the boat in 1961, and I

have been on her ever since. She was a much beloved part of the historic Eldorado Arms Hotel they owned in Kelowna and the Shepherd and Hotel became somewhat of an iconic presence on Okanagan Lake. They endlessly entertained family and friends onboard and her nickname, "The Shepherd" stuck, as it was deemed bad luck to change her name, but using her builder's name was deemed okay. My wife and I even spent our first anniversary on board with the Hindles for an overnight cruise in 1979. Lots of shenanigans have been recorded in the ship's logs over the years! Of interest, the Hindles helped form the Okanagan Chapter of the Antique Wooden Boat Society.

With health challenges to cope with, the boat was neglected for years before it went up for sale in 2003 and I became the third owner. We limped along in her unseaworthy state for a few years until we made the big decision of a full restoration which was done in several stages and took years to complete. The interior was tackled first with original mahogany being kept as much as possible, reupholstery for the rebuilt seats, and a mahogany swim grid were added. The next phase saw



the boat in the shop for 1-1/2 years for a complete rebuild, staying as close to original design as possible. On the exterior, true to original, with all mahogany planking, most of the chrome re-done and hull sides repainted in her original sea-foam green. Most systems were upgraded, re-powered with two Mercury 350 hp marine in-line V shafts, new electrical and plumbing systems, the ice box converted to refrigerant, and a few other 'modern-day' conveniences. The windshield adjusted and the convertible top was replaced with a fixed Bimini for protection from the intense Okanagan summer sun.

In the summer of 2008 the re-build was completed, the boat finally launched only to have two events threaten our newly restored boat. While away at a wedding a wild-fire broke out across the lake, raining huge embers down onto the boat. Luckily, our son and nephew were able to keep bucketing water over the boat until we were able to get home and move the boat to a safer location.



(Photo from Kelowna fire 2023)

Next, a riderless run-away jet ski, traveling full speed, impaled itself right into our boat at the water-line. Waves from other boats coming to help just about swamped her. Luckily, between neighbours and friends, we were able to tow her to a boat launch and get her onto her trailer to face yet another major repair job.



(Dev's calm posture belies the inner turmoil that doubtlessly existed when this photo was snapped.)

The Shepherd continues to be a big part of summer fun with friends and family. We use her for pyramid water-skiing, wake surfing and long cruises exploring the 100 mile long lake with a few overnight stays. Our family has grown and all 4 generations cherish time onboard the "Shepherd".



("The Shepard" At the docks in Penticton this summer, where Scott Mason was visibly drooling and Patty was asking him where on earth they would put it.)

Enjoying the Sea Maid in Idaho Boat Shows

By: Steve and Diane Franchini



(Paddlers admiring the classics at the Sand Point Docks)

The journey of our 1948 Century Sea Maid began in 2013 and it has taken 10 years, a move to Eastern Washington, building a new house and shop, and lots of hard work to finally get Bella Donna d'Mare (Italian for Beautiful Woman of the Sea) in the water. While we tried twice in 2022 to put it in shows, each time we were faced with problems like the bilge filling (rapidly) with water or the engine not starting. It has taken most of 2023 working through the issues before we felt we could try a boat show again.



Our first boat show was Sandpoint, Idaho in July with the Inland Empire ACBS sponsored show. After moving to Ellensburg, we added Inland Empire ACBS to our ACBS membership. The weather was hot, but we have

always loved the venue at the Sandpoint docks. We were among 50 boats in the water that weekend and our boat was warmly received by the other skippers and the public.



(Bella Donna de Mare at the Sand Point Show)



(Steve and Wes Yandt at Coeur d'Alene 2023)

We met so many people who shared their love of old boats with us. Wes Yandt especially welcomed us and then encouraged us to put our boat in the Coeur d'Alene show in August.

In August we hitched up the boat, added son Brian and his wife Lisa on this journey, and headed for the Hagadone Resort Boardwalk Marina. This boat show was a bit different since it was put on by the Hagadone Group with Inland Empire ACBS helping. The weather was HOT again and the water very choppy with the hundreds of weekend boaters coming and going. There were 50 boats displayed around the inner perimeter of the ¾ mile Boardwalk plus several more land displays near the resort entrance. It was fun to see some new boats (to us) as well as some old favorites. Alan Thomle sold Greyhound but the new owner brought it with 6 other beautiful boats to this show. It was great to visit Alan and his wife during the show. -Docked 2 boats behind us was Wes Yandt with his boat, Crew Sader and his dad, Ron Yandt, with his boat Family Pride.

It was rewarding to see that Bella Donna d'Mare could fit in with so many other beautiful boats. It was worth the 10 years and hours of sanding, staining, and varnishing the Sea Maid to bring her back to her preserved beauty and be able to share our boat with so many others.

Looking ahead, Steve was probably the most excited to be able to meet up with Greg and Illa Goodell from Spokane Valley. Greg and his brother brought a fully restored 1957 Century Colt with the Fageol Vertical Inboard Power engine.

We have one just like it in pieces awaiting a



complete restoration in our shop. Steve spent a lot of time talking with Greg and his brother, picking their brains so he can begin work on our Colt (named Cavelino – Italian for Little Horse).

All in all, a memorable and worthwhile adventure to attend these shows!



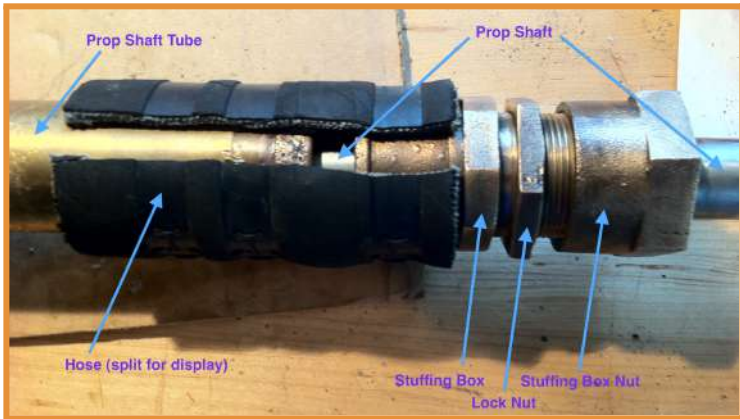
SHAFT PACKING

Collaborative article by “1988 Inboard Mechanic” and Jeff Lucas

This is a reprint from our April 1988 issue of Propwash under The Bent Wrench byline. A big thank you to Joe Frauenhiem for unearthing just about every issue of Propwash printed and entrusting us with their preservation. Corrine asked me to pick an article to share, and as I’m about to repack the rudder shaft on Jitterbug, it caught my attention. Here is everything you ever wanted to know about shaft packing . . .

The packing box is an integral part of all inboard boats equipped with conventional propeller propulsion and rudder steering. The purpose is obvious, to keep water out. The design is simple but there are a few tricks to making it work correctly.

The traditional and most common design used in pleasure boats and larger craft uses a series of rings of a soft wick material impregnated with a grease or Teflon lubricant compressed between two tapered surfaces and secured with a jam nut.



This flax packing is proven reliable and if it fails the consequences are seldom grave in terms of how much water can leak into the boat. There are several reasons why this type of seal is still widely used and will continue to be so. It is virtually indestructible. The material is tough and can absorb and shape itself around almost any irregularity. If the prop or rudder shaft gets bent from impact, usually the shaft packing will not be affected and maintain its ability to keep the water out. Once set up, packed and properly

adjusted, this type of shaft seal is basically maintenance free, allowing only slight leakage with minor, periodic tightening.

Adjustment requires two wrenches or adjustable pliers large enough to fit the hex packing nut and jam nut. The ideal adjustment, easily attained and seldom maintained, is when the packing box will leak just enough to keep it cool during operation and will stop leaking when shaft rotation stops. However, the difference between this proper adjustment and too tight can be as little as a quarter turn of the packing nut. If the packing gland is too tight, the resulting friction can overheat the packing and score the propeller shaft resulting in more leakage.

The rudder packing is easy to adjust since there is no heat created by a continuously rotating shaft. Just loosen the jam nut by turning it clockwise while holding the packing nut still. Tighten the packing nut by turning it clockwise until any leakage stops. Back the jam nut against the packing nut and tighten it securely. When adjusting the propeller shaft packing, back off the jam nut and tighten the packing nut in 1/8 to 1/4 turn increments only.

After the first quarter turn, stop and wait to see if there is still water dripping between the nut and the shaft. To avoid overtightening and the resulting damage, it is sometimes desirable to allow one drip every 15 to 30 seconds. If the packing gland still drips more than that, tighten it another 1/8 to 1/4 turn. Recheck the time between drips. Repeat this procedure until the desired drip, or lack of, is obtained. Tighten the jam nut without turning the packing nut. If the jam nut is not tightened securely the packing nut can work loose and result in leakage.



When and how to repack

If the aforementioned tightening procedure doesn't eliminate leakage, then the packing box may need to be repacked. This procedure can be done in the water in

boats that have sufficient room between the packing box and shaft coupling to allow the packing nut to slide clear of the body. To prepare for repacking you will need two wrenches or pliers and a small hook to remove the old packing. And of course, you will need packing material. To determine the correct size packing you can measure the threaded portion of the packing box body, subtract the diameter of the shaft and divide the difference by two. Packing material comes in 1/16 inch increments from 1/8 to 5/8. You should buy enough packing to make at least 3 rings around the shaft. Most are sold in packs of 2 feet, plenty.

Flax or Teflon? Grease impregnated flax is the traditional type. It has worked great for many years. The Teflon packing can overheat which can cause damage and leakage. The usual procedure is to keep tightening the packing box causing further damage until a good seal cannot be maintained, and possibly damaging the prop shaft.

Cut the new packing into rings by wrapping it around the shaft and cutting it squarely with a razor. Cut 3 rings that fit the shaft tight, and the ends butt together squarely. Place them within easy reach before proceeding.

Begin by loosening the jam nut. Remove the packing nut by turning it counterclockwise until it slides free. Slide the nut all the way up to the shaft coupling. If you are doing this in the water, now is the time to consider the merits of an automatic bilge pump! Do what you can to slow the flooding. Using the hook, remove all the old packing material. Place the first new ring into the nut. This can best be done by rethreading the packing nut onto the body until it seats the packing ring all the way up. Repeat for the second and third rings making sure the butts are offset, not on top of each other.

Now you're ready to snug it up and tighten it with the procedure outlined earlier.



First, a big thank-you to all thirteen of our participants who made our first show at Fisherman's Terminal a success! We logged over 100 votes for People's Choice and Kids Choice. Thanks to Marsha Erickson and Carl Lucas for diligently counting the votes. People's Choice went to Scott Mason's eye-catching Shepard, "Rhubarb", with Ron and Maria Wilson's Meticulously restored "Shorebird" taking both Kid's Choice and the coveted Skipper's Choice. They were so thrilled to receive this acknowledgement of all the hard work that they put into the restoration. The wind was quite unrelenting, which made boat rides a less-than attractive option, but resulted in a very pleasant 82°F day on the docks.



(The arrival of "Eclipse" snapped by Paul DeRoos) Breakfast was enjoyed together at the Bay Cafe by skippers, many also took advantage of the opportunity to walk down to the Locks and watch the salmon and seals do their thing as boats moved to and from the bay. There were probably 3-5 new members recruited thanks to the promotional efforts of Jeff Lucas. He spent hours on the computer learning how to post our event to local online events calendars. While there were not droves of people on the docks, the visitors who showed up were boat owners themselves looking to connect with people and resources to discover more about this hobby. It also happened that our Fisherman's Terminal Boat Show



No ads submitted for this issue. If you have something to sell, please send a short description with photos to corrinelucas02@gmail.com and they will be included in the next month's issue.

coincided with “International Vintage Boating Day” This was begun in 2020 by the Toronto Chapter of ACBS as a way to draw attention to our hobby and promote vintage boating during the pandemic. Look for the results of the photo contest in your next issue of the Rudder. All of the chapters were invited to participate with photos taken on August 19th (aka International Vintage Boating Day)



(All docked beside the fishmonger- Paul DeRoos photo)

Our Fisherman’s Terminal day ended with the presentation of awards and a dinner at Chinook’s. We were joined by George Corley and celebrated his 92nd birthday together.(Albeit a day early) The perfect ending to a perfect day. I look forward to continuing at this venue in the future given its reasonable cost, favorable location and monitored security for trailers and moorage alike. Thanks to Ron Stevenson for doing the legwork to secure our reservations and to Kirk for writing the check!



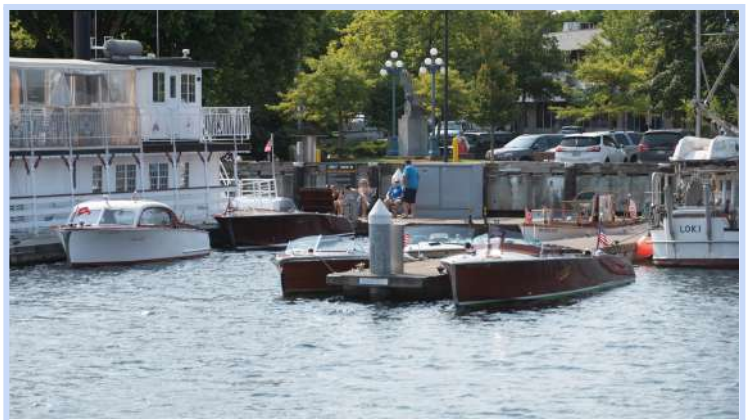
(Connie afloat in familiar waters - Photo Paul DeRoos)

Our next Meeting is September 13th 6pm at the Hydroplane and Raceboat Museum in Kent. The Staff at HARM are preparing burgers with all the fixings, beverages and dessert for our enjoyment and will give us a run-down of this year’s event. Because of this luscious spread, buy-in will be \$25. - Free if this is your first meeting of course - We will also answer questions and go over safety tips for the run up to Stehekin for those participating in the pre-event.

As summer winds down, we look with gratitude at our boats (for working) and our friends and feel blessed to be a part of this boating community who show up and make fun things happen!



Thanks goes to Paul DeRoos for the terrific snaps!!



Attention: Board openings!

Please consider serving on our board this coming year. We always anticipate that there will be new opportunities to serve as people ebb and flow in their availability. Reach out to our nominating committee chair Ron Stevenson if you are interested.

PNW ACBS Calendar of Events

September

1-4 Inland Empire “**Dry Rot Boat Show**”

<https://www.inlandempireacbs.com>

13th- 6pm Members Meeting \$25 buy in at Hydroplane and Raceboat Museum (Burgers, drinks, and dessert)

14th- Canceled due to scheduling conflict

~~**Family Fun Day Lake Tapps** Noon to Evening see article preceding for details and contact information.~~

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 - Member's Meeting Ike's Garage-Mahal 6pm. Special Chris Craft presentation by Jim Peters.

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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