

# INLAND SCUTTLEBUTT



Volume 19, Issue 1

Inland Empire Chapter of the Antique & Classic Boat Society

Winter 2019

## ACBS Chapter of the Year: Big Deal? You Bet!

by Dick Werner

This past October we were up at Priest Lake on a beautiful fall weekend and decided to go over to Elkins Resort for a delicious breakfast of huckleberry pancakes.

As we were sitting at one of their tables, drinking our coffee and looking out over the lake, a fellow in his 40s came over to our table.

Apparently, he recognized me from the Dry Rot. He was bubbling over with enthusiasm because this summer he had purchased a Century Resorter and recently joined the Inland Empire Chapter. He mentioned that he had just attended a membership meeting, and everyone was quite excited over winning the ACBS Chapter of the Year award at the International Meeting. "What is that all about?" he asked.

I then said, "Have a seat! I will explain what an honor it is for a chapter to receive this award.

First of all, the Inland Empire Chapter was selected over a total of 53 chapters located throughout the U.S. and Canada, and even one in Europe. In addition, our chapter is the first ever to be selected amongst the chapters from the western section of our country.

Have a cup of coffee. Over the next few minutes, I will explain how this outstanding ACBS Chapter you recently joined deserved such an outstanding award!

A while back, when I was ACBS President, I had the opportunity of visiting over 20 chapters around the country.

My wife and I enjoyed spending time with each chapter. There was enthusiasm for the activities in every chapter, though I did find different levels of interest and enthusiasm amongst their members. That is probably natural, but generally was directly related to the number of activities a chapter would have during the year, as well as how much they got out on the water.

Comparatively speaking, I have always felt our chapter has at least as many activities—and many times more than  
*(continued on page 3)*



Dick and Louise Werner on the water in Brian Fair's Lady K

## 2019 Chapter Officers and Board of Directors



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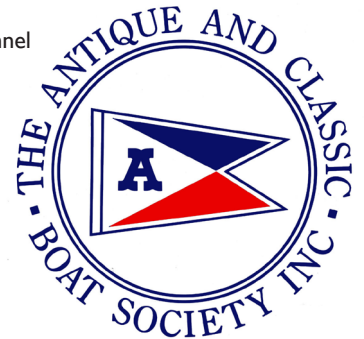
### Our Mission

To bring people together with a common interest in historic, antique, and classic boats, sharing fellowship, information, experience, and exchange of ideas.

To protect the heritage of boating by promoting, first, the preservation and, secondly, the restoration of historic antique and classic boats.

To promote, further, and encourage a love and enjoyment of all aspects of historic, antique, and classic boating.

To serve as a communication channel for our membership, the public, and any other entities regarding information relating to historic, antique, and classic boating. This includes serving as a clearing house and referral service for all information relating to historic, antique, and classic boating.



To serve as the governing body and parent organization for such chapters as shall be formed and created under our auspices; this includes providing support for and communicating with these chapters.

To inspire and support quality boat shows and related events among our chapters; to establish and maintain standards for classifying boats and conducting boat shows.

To educate our membership and the general public concerning safety and protocol as it relates to historic, antique, and classic boating.

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### MASTHEAD PHOTO:

*Barry Provorse in Zapper, a 19-foot, 1953 Chris Craft racing runabout from the McGoldrick fleet*

## President's Message

February 2019



As the new President of the Antique and Classic Boat Society, which many know was chosen Chapter of the Year for 2018, I would like to wish everyone happy New Year! Following in the footsteps of past presidents, I would like to share what we have done so far and the club's plans for this year.

### JANUARY

Hopefully you began by apologizing to your boat (with eye contact, if possible) for ignoring her for the past few months. This might take longer for some of our members (Murray D.).

### FEBRUARY

Our first activity was the Spokane National Boat Show at the Spokane Interstate Fairgrounds on February 9, 2019.

Last year we had a ten-by-twenty-foot booth on the corner of a main aisleway displaying Kathy and Brian Fair's boat, *Dotty*, along with a boating video of the year's activities and events. This year we again had a ten-by-twenty-foot

booth, plus a new presentation from the SkillsUSA group from Central Valley High School. School advisors Alan Wardsworth and Ron Beard brought a 1959 Chris Craft 17' boat that arrived in September 2018, to begin a complete restoration from top to bottom. The money raised from the sale will be used for the club and to pay for supplies. During our Christmas dinner at Templin's Resort in December, Alan shared a video of the project and a picture of the smiling students. As restoration phases are completed, we will keep you informed. If you are interested in seeing the project, or have restoration knowledge, parts, or supplies, or are interested in making a donation to the program, contact Alan Wardsworth at 509-558-5157 or [awardswort@cvsd.org](mailto:awardswort@cvsd.org). I would like to give thanks to John Whitcomb and past president Daryl Reynolds, along with others for taking the time to support this project. In addition to our booth, we were asked to float two of our boats in the EZ Dock display, would have been a great opportunity for the crowd to see them actually float, but they didn't float for long...maybe next year.

In closing, plan ahead. Our first show is in Sandpoint on July 12th and we have plenty of planning and work to do. Until then, we will continue to boast about our Chapter of the Year Award and share the joy we get from boat gatherings and the other club events that occur from June to December.

Bob Henshaw

*President  
Inland Empire Chapter  
ACBS*

### CHAPTER OF THE YEAR *continued from page 1*

most—as the other chapters in the Midwest and East Coast.” As I was talking, I was eating my huckleberry pancakes!

After a big swallow, I went on, “The overall enthusiasm of our members never stops. The old saying of different clubs is that 10% of the members do most of the work, while 90% sit back and watch. Not with our chapter; it has been the reverse. Ask any member and they will step up and do it. Also, while most chapters have seen a decline in their membership, the Inland Empire Chapter has seen a steady increase over the years. The membership retention has been excellent, which again speaks well for the dynamics of the chapter and the elected boards that keep it on course. We also have to

give a lot of credit to the past presidents, and especially to our most recent president, Daryl Reynolds, who has exhibited strong leadership.” After finishing my last bite, I asked, “Now do you understand why we got that award?”

All my new acquaintance could say was, “I certainly am lucky to be a new member in such an active group in our boating community.”

Yes, he is lucky, like we all are, to be a member of such a great ACBS Chapter. Our Inland Empire Chapter was deservedly recognized, and the members should be very proud for all they have done over the years to make it one of the best chapters in the country.

CONGRATULATIONS!!!



## At the Helm with Many

by Bob Henshaw



As we are welcoming in the start of the New Year, and now being the newest one at the helm, I would like to share my vision and a few plans for our club. As I thought about both, one thing came to mind

more than anything else, that it is not just my vision but “our vision!” Our past presidents have also wanted this same thing, that all members share their vision. We have so many knowledgeable and talented people in our club, I would like to see more of them attend our various events and become involved in their planning and execution.

As I think back to when Anne and I joined the club, it was the friendships we made and the camaraderie that developed that made us want to continue to be a part of the club. I would like to see more members have that same experience. In order to accomplish this goal, I would like to plan a few events during the winter and spring months that would draw our members to attend. More information forthcoming on ideas, and your suggestions are welcome!

I would like to continue the great traditions already in place, as well as be open to new ideas for the future.

## Chapter Involvement Over the Years

by Anne & Bob Henshaw

It was in the early 1950s, Cavanaugh Bay, Priest Lake, where I learned to swim, fly fish with my uncles, and ride in my grandfather's 1940 22' Gar Wood cruiser. Two of my early life lessons were, don't jump in the lake at age three when your mother is nine months pregnant, and do not go any closer to the lake than the two logs on the beach! Spending our summers at Priest ended in 1957, when my father bought a lot in Windy Bay on Lake Coeur d'Alene. Every year the family moved to the lake as soon as school was out and stayed until school began in September. Most of my early years up through college were spent with my friends, my sister and brothers, and their friends at the lake. Weekends were the best with many friends staying on the second floor

in our 28' by 30' dormitory. Dad always had a fire on the beach where my mom had the honor of feeding half the Spokane Valley! This might not be a record, but the doctor a couple of cabins down from ours had a 1959 Century Coronado with a 312 Interceptor motor. Sometime in the mid 1960s, eleven young boys ages 12-16 started skiing behind this boat. Some started on two skis, kicking off one as they went. Others started off on one ski! Pictures were taken, but we don't have even one!

Sometime in the 80s, I bought and sold (regretfully) my grandfather's 1940 Gar Wood. In 1982, my brother-in-law Steve Zwarg and I spent five days hauling my 1932 18' Garwood to Chicago, where I sold it to a guy in New York. Then we picked up a 1929 27' triple Hacker-Craft I purchased from George Johnson. When we left for home, we got lost somewhere in Chicago. When a policeman pulled us over—maybe because we were wearing cowboy hats, pulling a wood boat with Washington plates—he told us we were in the wrong part of town. As we looked out the window, we did notice all the people looking at us. We told him we weren't afraid as we had a .357 in the glove box. He told us so did everyone staring at us! He then said to follow him and if we had a flat, just keep driving! We did, and made it home without any further problems. I sold the Hacker to a guy who restored it and won the Tahoe show in the early 1990s. In 2007, and again in 2008, a man who owned a 1946 20' Custom told me the boat was for sale, but both times I went to get it, he said, “No, I've changed my mind!” In the fall of 2009, Steve Zwarg told me the boat was for sale and he thought the guy would sell it to him for cash. Armed with the cash, Steve went to see the guy. He took the cash and all was good. As Steve was hooking up the trailer to his truck, the man's daughter and wife came out, saying he was not selling the boat! Steve said the discussion was heating up, so he asked if he could use the bathroom while they talked it over. When he went in the house, he saw the signed title on the table. Being the good brother-in-law that he is, he grabbed the title, put it in his pocket, went outside, and drove off with the boat. They were yelling something at him as he drove away... but he didn't stop! The rest is history. In December 2010, Linda and Steve invited us to the ACBS Christmas party at the Spokane Club. By the time the party was over, Anne and I were new members, and Anne was the new secretary! And we haven't looked back since!



# LOOKING FORWARD 2019

## The 17th Annual Antique & Classic Boat Show

*Sandpoint, Idaho*

*July 12th & 13th*

It is a juried show, one of only two in the West, and it brings out the best preserved boats in the nation. Friday, the 12th, is launch day, and that evening the Chapter hosts a dockside gathering of ACBS members for food, drink, and conversation. Beginning Saturday morning the show is open for public viewing. It's a very family affair. Dinner that evening is traditionally unforgettable. Sunday begins with a full-throttle run to Oden Bay for breakfast followed by a day on Pend Oreille Lake, up the Clark Fork or down the Pend Oreille River. Statistically, the forecast for the July 12th show is for perfect weather.

CONTACT: BK Powell, Chairman  
(509) 755-8326

## The Annual Antique & Classic Boat Show

*Coeur d'Alene, Idaho*

*August 23rd – 25th*

This show will include a variety of classic and antique wood boats, launch site dock site assistance, a viewing audience expected to exceed 10,000, and a really good time for all participating ACBS members and guests. This year's show is a prelude to the ACBS International show that will be presented in 2022.

CAVA - Count on Ceiling and Visibility Unlimited  
CONTACT: Tayler Petticolas, Chairperson  
(208) 699-3286

## Dry Rot on Priest Lake

*August 30th – September 2nd*

A tradition on one of North Idaho's three iconic lakes, Dry Rot is the party show, a gas-burner for participants who travel around both ends of the Priest Lake from event to event, including a mystical cruise through the primitive waterway called the Thorofare and around the undeveloped shoreline of Upper Priest Lake. Dry Rot is a boater's show with more time on the water than tied up to a dock.

CONTACT: Brain & Kathy Fair, Chairpersons  
(509) 990-6796

## OTHER SHOWS OF NOTE

BIG SKY CHAPTER PRESENTS

### Whitefish Woody Weekend VIII

*Whitefish, Montana*

*June 28th – 30th*

This annual weekend event is graciously hosted by The Lodge at Whitefish Lake, and the Big Sky Chapter of ACBS. It's the first ACBS on-the-water show of the season in the West. It is a memorable event that begins with the Friday afternoon launch and lakeshore parade, and ends with a Sunday afternoon barbecue.

CONTACT: Tim Salt  
(406) 862-5085  
whitfishwoodyweekend@gmail.com

### The 14th Annual Antique & Classic Boat Show Big Fork

*Flathead Lake, Montana*

*August 2nd – 4th*

Flathead Lake offers a big-lake show with numerous ports of call along its shoreline for good food and beer.

CONTACT: Dean Sackett  
406 857-2225

PAYETTE LAKES CHAPTER PRESENTS

### The Payette Lake Classic & Wooden Boat Show

*Payette Lakes, Idaho at the Shore Lodge in McCall, Idaho*

*July 26th – 28th*

The show will be an active event with boat rides for the public, a boat parade, informal judging including youth judging, boat cruise and awards banquet.

CONTACT: Steve Ryberg  
307 679-7610  
www.payetteclassicboats.com

OKANAGAN CHAPTER PRESENTS

### The Valley of Kelowna Antique & Classic Boat Show

*Lake Okanagan, British Columbia, Canada*

*April 26th – 28th*

Okanagan is one of five Canadian ACBS chapters, and as you might expect, they know how to have a good time. It's where you might go to see a Ditchburner.

CONTACT: Chloe Ahlgren  
250 762-3310  
info@kelownayachtclub.com

## The Godfather: Dick Werner

by Kathy Fair



*A dapper, young Dick Werner at the helm of the family Chris Craft cabin cruiser*

When asked to write an article on Dick Werner for the *Scuttlebutt* newsletter, I thought, *Yeah, I can do this.* After talking to Louise and a few others, I realized I was in way over my head. Dick's love of wood boats and all his accomplishments, awards, and involvement with ACBS is overwhelming and could fill a newsletter. The following is just a taste of his boating history.

Dick grew up in Cincinnati, Ohio, with a father who loved wood boats. His dad had an old wooden fishing boat, and although Dick didn't particularly like fishing, he loved going out and seeing all the beautiful mahogany runabouts as they cruised across the lake. He dreamt of owning his own wood boat. After saving some money from his summer lawn job, at the age of 14, he went into business with his dad and purchased a Century Sea Flyte outboard. They added decking to make it look more like an inboard. A couple of years later, they purchased and traded two late-1940s wood boats, a Century Sea Maid, and later a Chris Craft Cruiser, and made several trips on the Ohio River and surrounding lakes.

Louise tells a great story of how she was introduced

to wooden boats. They had been dating only a few months when he invited her to go out on a cocktail cruise on his 19' Chris Craft barrel back, *Satin Doll*, down the Willamette River. Louise had done some sailing so she was familiar with docking procedures. She jumped off the boat with the line in her hand, preparing to hold the boat off, but slipped on some goose poop and fell into the water. Dick was yelling, "Save the boat! Don't let the boat hit the dock!" While Louise was trying to do just that, she came face to face with a nutria, a semiaquatic rodent, as she continued her attempt to "save the boat." As she climbed up onto the dock, her cute little nautical outfit covered in goose poop, she couldn't help thinking, What kind of a person wants to save the boat over me? Evidently, he was the right kind of a person.

Dick's wooden boat fleet is pretty impressive, including Chris Crafts, a Lyman, an Antique Launch, and a number of Centurys. He likes "the find" of rare boats, and



*Dick and Louise's 1942 Century, Sweet Louise, receives an award at the Seattle Boat Show.*

recently picked up a Mullins which will be fun to see on the lake next summer.

Not only is Dick an avid wooden boat collector, but his involvement in the ACBS is impressive. He was instrumental in starting the Columbia Willamette Chapter in 1993, and then the Inland Empire Chapter in 2000, with the help of Chris Knapton. In 2002, Dick became a Board Member for ACBS National and contributed safety articles to the *Rudder* magazine.

In 2007, he was instrumental in renewing life into the Scholarship Fund which was on its last leg. He reached out to wooden boat schools that had a two-year certified program for boat restoration and gave out small scholarships in



2008. Dick organized Friday evenings to be set aside at the International Show to promote the Scholarship Fund, as well as having an auction, which turned out to be a huge fundraiser. When Dick took over this fund, it started with \$90,000, and today there is over \$400,000 in the account.

After serving on the ACBS National Board for several years, Dick was elected to the Executive Board of ACBS and then served as president, 2008-2009. He and the committee extensively reviewed the liability insurance policy, finding better coverage that is still in place.

As past president, Dick felt education was extremely important, and the organization of workshops in boat restoration and maintenance became his focus. He organized workshops all around the country and had them filmed. As a result, there are over a hundred restoration topics on the ACBS website.

As Frank Robinson (Columbia Willamette Chapter) so aptly put it, "Ever since Dick left home in Ohio, he has had more things to do in a day than there are hours to do them, but he manages to get them done, from running the largest small animal vet clinic in the Western U.S., to working his pastures or entering plowing competitions with his horses, to restoring horse carts, buggies, wagons, and carriages. While doing all this, Dick has, of course, been very active in several ACBS Chapters, and on the international level. His love of North Idaho brought him to Priest Lake years ago, and his place on the lake is a gathering spot for many boaters and friends."

Louise says that one of their favorite activities with ACBS has been the organization of the Priest Lake Dry Rot. Dick looks forward to this event every year, and boy, do they throw a great party on Saturday night. A couple of days after the 2018 Dry Rot show, Brian and I invited Dick and Louise over to our cabin. I am always in awe of this man, his knowledge of wood boats, people he has befriended over the years, and of course, that great laugh and sense of humor. In passing the Dry Rot torch onto us, I feel they trust the passion we have for Priest Lake, preserving wood boats and their history, and getting our adult kids involved to continue all this into the next generation. Brian and I understand we have huge shoes to fill.

Dick's passion for wooden boats speaks for itself in an article he wrote for *Rudder* magazine:



Dick Warner and his grandson, Jason Reed, show off the Captain's Choice Award at the 2018 Priest Lake Dry Rot.

#### WHY DID CENTURYS BECOME MY FAVORITE BOAT?

[shortened for space purposes]

*This past February I was in Cincinnati, Ohio attending the Century Boat club meeting when out of the blue a fellow that was attending the meeting by the name of Mike Fogarty, was passing around a picture of a Century outboard (a Sea Flyte), that he wanted to sell. No one really got excited over the boat except me! There was my family's first boat! Well, not exactly the same boat, but just like it. Of course I had to drive up to where he lived to see it. The boat was solid, a lot of paint needs to be stripped off but a "little" work will bring it back to my younger years in boating.*

*Louise and I have been to a lot of boat shows around the country over the years which has allowed us to see many gorgeous Chris Crafts, Gar Woods, Hackers and numerous other makes, but I guess Centurys will always remain the closest to my boating heart and especially that little lapstrake Sea Flyte. The first one we ended up getting was purely by chance and now my second one was purely by chance.*

In closing, we are all incredibly fortunate to have Dick as a member of the IEC Chapter. His wealth of knowledge, involvement, and accomplishments make the ACBS organization so much more successful.



## The Holiday Party Spirit

by Barry Provorse

It was a cold winter night when ACBS members gathered at Templin's to celebrate the season and toast the New Year. Though a heating problem created a bit of a chill, high spirits and a sense of camaraderie prevailed. The bar was open, and people had come to celebrate. We learned what it takes to create a good party: thoughtful planning on the part of Carolyn Reynolds, Anne Henshaw, and others; great people; a highly respected lame-duck president; and an enthusiastic new leader. The 2018 holiday party was an event enjoyed by all who ventured out.

There was some business before pleasure. The minutes were read and approved, the financial report suggested that our chapter is quite solvent, and plans for the 2019 boat shows sounded promising. The content of the January *Scuttlebutt* was briefly discussed, and we returned to what became a record-breaking gathering of members and friends downstairs.

Wes Yandt set up a video presentation highlighting many of the boat shows and illustrating the effectiveness of the drone coverage. We all shared the delight of revisiting those warm summer days and shining mahogany boats as we sat in the grip of winter.

Special guest Central Valley High School instructor and coach Alan Wardsworth introduced his wife Liz and described his special project for 2019: restoration of an old Chris Craft ski boat gifted to SkillsUSA. As the story of John Whitcomb's



Barry Provorse, left, and Molly Beck were presented the President's Cup for 2018 by Bob Henshaw and outgoing Chapter President Daryl Reynolds, right.

gift is described in another part of this issue, it is the start of something that will produce many points of light.

Much to Molly's and my surprise, we, along with Petyr, were awarded the President's Cup for our efforts in assuming production of the *Scuttlebutt*. We were highly honored, and the cup sits in a prominent location in our home. In accepting the cup, we neglected to give credit to others whose assistance has been highly appreciated. Ron and Jane Yandt have been folding, stapling, and mailing the magazine for us, and of course BK Powell continues to print it for us at no charge. Their help has made it possible for us to do this.

There was an abundance of laughter and good cheer, and the Wes Yandt photo of the group captured the moment. Life is good! Thanks, Carolyn and Anne, for the great party. It was a good kickoff for our chapter's plans for 2019.



## Andy Kerfoot and the Art of Wood Boat Restoration

by Barry Provorse

The growth of recreational boating in the Inland Empire began in the early 1900s, and boat-racing regattas became much-anticipated annual events. Boat builders took note. Bob Yandt opened his shop on the Coeur d'Alene waterfront in 1915, where he built fast boats for delivering mail, groceries, and maybe whiskey during Prohibition. The *Greyhound* won the Coeur d'Alene Regatta in 1921 and 1922, and *Atta Boy* won it the following year. Both were Yandt boats.

In 1981, Syd Young moved his shuttered wood boat shop, StanCraft, from Flathead Lake, Montana, to Coeur d'Alene. Wood boat owners had developed a renewed appreciation of their crafts following the 1981 release of *On Golden Pond* that featured a 22' Chris Craft Utility. Wood boats began showing up on docks around the 100-mile Coeur d'Alene shoreline and on other lakes to the north, including Hayden, Pend Oreille, and Priest Lake. They all were beautiful, and they all required special care to survive. StanCraft's business grew. Its growth spawned a highly skilled community of wood boat renovators and builders, many of whom credited their skills to their mentor, Syd Young.

One such disciple of Syd's is Inland Empire Chapter ACBS member Andy Kerfoot. He began to learn the craft of boat refurbishing from his dad who worked for Syd. At first Kerfoot swept up after his dad, and then slowly he learned his way around the trade. "It was not an immediate love affair with wood boats," he said, but he eventually came to appreciate what he had learned, and he became the Resort Boat Shop's primary finisher, and later foreman of StanCraft's finish and boat restoration shop. (Syd Young sold The Resort Boat Shop to Duane Hagadone in 1999, but Young retained the StanCraft brand.)

The highly skilled and very independent Kerfoot stepped away from StanCraft and founded Wood Boat Endeavor in 2010. At first he worked in a cramped space near Hayden Lake. His dream of overnight success met the reality of business, and he found that he was not easily able to sell his skills. He walked the docks around Coeur d'Alene looking for boats that needed cosmetic attention. "Often," recalls Kerfoot, "it was nothing more than buffing out a glass boat."

The patience he learned in the boat shop tempered his

approach to his business, and today he has an impressive client list for restoration work. His recent work included a 1949 StanCraft Beavertail that after many coats of varnish was waiting for a rigger to complete the rewiring and installation of its refurbished engine. Another boat, a 21' Chris Craft was resting upside down in the middle of a complete renovation process. Next to it was another Chris that had suffered from a series of amateur modifications, including a blunted bow stem that effectively made the once beautiful vessel look like a tugboat.

Andy takes great pride in his work when his refurbished boats win awards at boat shows, like the Wagstaffs' *Bahama Mama*, the Trues' *Misconception*, and the Murphys' *Gargeous*. "I haven't had a season in business where I haven't had at least one award attached to a boat that has come out of my shop,"



Andy Kerfoot (right) lends his expertise to judging the 2017 Sandpoint show.

said Kerfoot. "I rebuilt an extremely rare 1930 Dee Wite for BK Powell that won the 2014 Concourse D Elegance for Best Pre-war entry at Tahoe that year, as well as receiving the Porsche award for their personal favorite of the show." The Dee Wite went on to receive the Platinum Award for Best Pre-war entry at the ACBS International show in 2016.

Kerfoot received a call from a production crew in 2016, that was filming *Idaho The Movie 2*. He was invited to be a part of their project. "They were doing a sequel to their first film that won an Emmy," recalled Kerfoot. "It was about the areas throughout the state that a lot of people weren't aware of, and the artists in the different regions. It was a great thrill to be involved in that work, and I had a few customers who

(continued on page 11)



## The Great Spring Flood

by Molly Beck

I grew up in an area blessed with many ponds, lakes, and rivers: Spokane, Washington. It's no wonder that Spokaneites have taken advantage of this resource and flock to the numerous lakes, large and small, often establishing an enduring sense of place. For generations many of us have been "going to the lake." It's not necessary to specify which lake. The concept is understood as it stands. The character of these lakes varies widely, and we all have our own images and lake memories that have shaped us. There were years when I was not able to get to the lake and it was a source of my deepest yearnings.

Pend Oreille and Coeur d' Alene were the lakes of my childhood, and now my grandchildren return as seventh generation lake lovers. It's a Pend Oreille story I want to tell today, and I'm hoping I'll hear from some of you who have



*The Kemp family enjoys one of the sandbars in front of their Murphy Bay lake house, circa 1940s.*

stories about your lake or visits to a lake that will help us appreciate the diverse nature of all these beloved bodies of water.

My great-grandfather bought acreage in Murphy Bay back in the early 1900s, and I grew up on a lakeshore swath of aunts, uncles, and cousins. Our log house built in 1916 was shared by my mother and her three sisters, and we cousins pretty much had the run of the territory. In a child's mind the woods were never-ending, and the lake irresistible and wild. Every season held its mysteries and attractions, but most memorable of all were the great spring floods.

Prior to the construction of the Cabinet Gorge (1952) and Albeni Falls (1955) dams, snow melt and spring runoff

came surging down the Clark Fork and other river drainages, pushing the Pend Oreille Lake to precipitous levels. The flow gushed north, sweeping west at Sandpoint, and depositing the sand that gave Sandpoint its name. It then curved into Murphy Bay dropping more of its silt and sand as it swept north again and on around Springy Point downriver.

This spring ritual resulted in a myriad of delights for children, and a lot of headaches for adults. Flood damage was often severe, but to a child, a cornucopia of opportunity was left in its wake. There were upturned, gigantic rootballs to climb, driftwood of all sizes and textures to build forts with, parts of docks, furniture, old toys; the surprises were limitless. But one of my most poignant memories was the year my sister and I were able to take our little rowboat and go in through the front door of our great grandmother's flooded house. We laughed at the sounds of our oars bumping on walls, went into hysterics at the thought of fish swimming in her bedroom and kitchen, were haunted by the glass eyes of her stuffed owl and waterfowl silently watching us from their overhead perches as we tried to dislodge an oar from under her bed.

And then there were the sandbars—the river's gift—washed clean and emerging every summer as the floodwaters receded. Pure crystalline quartz and feldspar, warm hued and inviting. We never needed beach towels; the sand was so pure. When you got chilly in the lake, you could just stretch out on the sandbar and warm up. Then back into the lake, the diurnal rhythm of our summer days.

Of course my dad was not so thrilled with all this. He was into boats, and there were few places where his 17' Chris Craft *Utility* could be safely moored. He could anchor it off the sandbars for the day or build a temporary dock in the mouth of the creek, but sure as anything, the next flood would claim his dock and send it in pieces downriver come spring.

That old log house was getting pretty crowded, and our family eventually built a cabin on Coeur d' Alene when I was about twelve. The new location offered more protected boat moorage and a number of preteens and teenagers for my sister and me to pal around with (none of whom were cousins). We would become known as the Twin Beaches Gang as we swarmed like wasps in our little 12' and 15' aluminum Crestliner boats with 10- and 30-horse Johnsons and Evinrudes.



Then as fate would have it, the Cabinet Gorge and Albeni Falls dams were constructed, reducing the spring flood potential and maintaining summer lake levels on Pend Oreille. This certainly enhanced the boating and recreation activities. Something was gained, but then as often is, something was lost. The natural ecology of the lake and river was altered. Shoreline erosion and silt and milfoil are now factors to contend with. The beauty and magnificence of this lake are undeniable, and it offers sustenance and enjoyment to many. And even as I benefit from the maintained water levels and opportunity for boat moorage now that I've returned to Pend Oreille, the nature of the lake is enhanced in my mind by the memory of how it was when it ran wild and free, and the steely echo of our laughter as my sister and I rowed through our great grandmother's house.



*Milaine McGoldrick rows up to the door of her grandmother Kemp's lake house during an early 1940s flood.*

## **WOOD BOAT RESTORATION** *continued from page 9*

were more than happy to lend their boats for the days we were shooting.”

The business end for Kerfoot comes down to accurately estimating the number of shop hours needed to complete each part of the work. Twenty years of experience tells Kerfoot how long it will take to remove cracked caulking between strips of reclaimed mahogany, how much time it will take to refinish a boat's deck, or what it will take to flip a 26' lapstrake Lyman, remove rotted planks, and repair what he might find when he looks at the bottom side of the boat's ribs.



*Kerfoot refurbished DECO, BK Powell's 19-foot, 1930 Dee Wite.*

When asked about amateur mistakes he sees come into his shop for finishing, Kerfoot replied, “The ‘finisher’ in me hates silicone. People love to smear it all over their boat and dunk their screws in it. It's not necessary. It's simply more difficult to clean wood surfaces before varnish or where paint goes on.”

Kerfoot's shop is not exclusively a wood boat facility. He is also experienced with fiberglass repair and refinishing. “I have repaired a lot of glass bottoms. Done properly, they are great. However, fiberglass repairs have a bad name, usually due to not being put on correctly in the first place,” commented Kerfoot. “It's not a surprise when I find a lot of rot, or bottoms where I can literally pull the layers of a patch off by hand.”

When asked about the more difficult restoration tasks he has undertaken, Kerfoot said it was the process of plank-ing the side of a classic boat without a pattern. “I have done numerous decks and single plank repairs, but you find out what you are made of pretty quick when a customer shows up with just a frame, and a guy tells you to create the rest of it to match some fuzzy old black and white picture.” Kerfoot says that with or without the planks, he knows what needs to be done to restore the integrity of a classic wood boat. “It just takes time and patience, and a flexible budget.”

## Acting on the Inland Empire Chapter's Mission

by Barry Provorse

Inland Empire ACBS member John Whitcomb didn't know what he was starting when he answered his phone. He'd placed an ad on Craigslist hoping to sell a project boat, a 17' 1959 Chris Craft ski boat. The call was from Alan Wardsworth, a track coach, a wood shop, photography, and animation instructor, and a SkillsUSA faculty advisor at Central Valley High School in Spokane Valley. Whitcomb was not asking an unusual amount of money for the boat. It had most of its parts, including a 283ci V8 engine, and he invited Wardsworth to stop by and look at what he had come to consider a project boat for somebody else.

Wardsworth showed up at Whitcomb's shop with another multi-discipline teacher and SkillsUSA advisor, Ron Beard. What they found was a deconstructed classic mahogany boat, a rusty trailer, a marine engine, and a box of parts. Whitcomb had two reasons for insisting the boat leave with the teachers. It was just taking up space around the Whitcomb's place, and he was interested in supporting the Inland Empire club's interest in providing a boat as a learning

vehicle, an objective of outgoing Inland Empire Chapter ACBS president Daryl Reynolds.

Whitcomb shared a common impression that "younger people do not seem interested in the trades or hobbies, as technology is at the forefront of their world. The Resort Boat Shop and StanCraft do not have a ready-trained source of skilled craftspeople. The CVHS program will at least expose them to this potential elite career with the hope of creating some interest in boat building, restoration, and finishing. These are good, paying positions for kids who are not interested in college and other careers."

This project needs the chapter members' support, either in time, dollars, or parts. "For us," said Whitcomb, "this is a great opportunity to give back and create a meaningful project/experience for the school and the Inland Empire Chapter of the ACBS."

Whitcomb learned from Wardsworth and Beard that the boat's renovation would be carried out by high school students with no boat building experience. They were, Whitcomb learned, members of SkillsUSA, which is an after-school club like DECA without a cash register, or FFA without cows. Described by Wardsworth as a "Career and Technical Student Organization offered at Central Valley that



Students begin work on the club's ambitious refurbishment of a 1959 Chris Craft ski boat.



typically takes on service learning, competitive, and community projects.” Refurbishing a classic mahogany wood boat would be something new.

Whitcomb learned more about the program from the Central Valley teachers, and he visited the remarkable high school facilities. Central Valley High School first opened in 1927, in Greenacres, Washington. Enrollment eventually overpowered the wood-framed structure, and it was moved to a new building in a new location in 1956. Its student population again overran its capacity, and in 2002, Central Valley High School opened in its current 240,000-square-foot facilities. It includes wood and mechanical shops, and computer labs for software instruction and animation. It also has a well-equipped photo studio and a professional television studio. What better place to leave a boat that needed love. Whitcomb gifted the boat to SkillsUSA.

The business end of the project included the boat’s reconstruction with support from the Inland Chapter of ACBS and the boat’s sale upon completion, with any profits used to benefit future SkillsUSA projects. Reynolds joined Whitcomb in committing the chapter to providing expert advice from others in the classic wood boat community regarding restoration techniques and products that would lead to the best outcomes. They also offered to organize tours of noted wood boat building and restoration shops in the area, such as StanCraft in Hayden, Idaho, and The Resort Boat Shop on Blackwell Island. The chapter is also providing an ACBS membership to the school that will provide its students with access to the ACBS DVD archive, a wood boat restoration tutorial.

After several months of class involvement, Wardsworth described the boat’s current condition as “clean.” Its deck has been removed, loose parts labeled, and missing parts identified. It has been fully documented. “The trailer has already been reconditioned for transporting the boat to the 2019 Spokane Boat Show, running from February 1 to February 9. As part of the Inland Empire Chapter’s display, the Central Valley boat will demonstrate the mission of SkillsUSA. While some of the students describe the Chris Craft to boat show



*John Whitcomb, left, with Central Valley High School instructor and SkillsUSA advisor Alan Wardsworth*

attendees, others will be working on the engine, sourcing parts, locating materials, and searching the internet for helpful information regarding the art of mahogany wood boat restoration.

This year’s Inland Empire chairman for the boat show, Brian Fair, described the club’s interest in including the SkillsUSA boat in the show. Fair told Spokane Boat Show President Scott Thompson (also a member of Inland Empire ACBS) about the Club’s objectives, and with little additional consideration, Thompson committed to Fair that he would buy the renovated Chris Craft, then use it as a raffle prize during the 2020 Spokane Boat Show. The money from the raffle would go to benefit the SkillsUSA program at Central Valley.

Whitcomb’s boat just keeps on giving.

### **FOR FURTHER INFORMATION REGARDING THIS PROJECT,**

*contact Alan Wardsworth at 509 558-5157.*

*Central Valley High School is located at*

*821 South Sullivan Road, Veradale, WA 99037.*



## This Old Boat

by Steve Zwarg

Last June I decided to go to the Chris Craft Rendezvous in Port Orchard. There were lots of yachts at the show; the weather was perfect too. I met up with a few old friends, Russ, Lois, and Al and Pam. They brought their 56' Chris Craft yacht to the show. At the end of the show on Sunday, I headed home. I drove around to Bremerton to take the ferry back, but at 9:00 a.m. the ferry left and I was too late to catch it. Since I had time to kill, I went up to get a cup of coffee and look around a bit. Looking over the Bremerton Marina, I noticed a gray transom way off in the distance. I went to take a look. When I got there, I saw the gate was locked, so I waited for someone to come out, and sure enough, a lady and two kids were headed out. When they opened the gate, I asked if I could go down and look at the old wood boat. She said, "Please do!" When I got closer to the boat, I could see that it was a Chris. She was in need of a lot of HELP!

At first glance, I thought it was abandoned, but then I saw a yellow cat sleeping on the dash. I started to look the boat over a bit, and I was surprised to see a pair of boots propped up inside...and there was someone in them! His name was John, and he said, "Come aboard!" So I did! He said he had lived on the boat for 20 plus years and that he would be moving off next fall. The Coast Guard was going to take the boat. I told him that I had just come from the Chris Craft show in Port Orchard and that I would like to buy some

parts off the boat. After talking, he said I could have the 41.30' CC for free when he moved in the fall.

I kept in touch with him for several months, and then the phone rang on the last Wednesday in October. It was John, and he said he had moved the last weekend, and to come and get the Chris Craft. I rounded up a trailer from Murray Danzig and told John I was on my way! He said, "The keys are in the ignition, and the title is in the microwave!"

I told Bob Henshaw about it, and of course he was ready to get out of town! I called my brother Ken to borrow his old truck to pull it home with, and he was afraid it wouldn't make the trip. Instead, he offered to go too, and drive his brand new Chevy one ton 4x4! We loaded up at 5 a.m. Sunday morning November 4th, and reached Bremerton around 1 p.m.

The plan was to put Bob's 10 hp Merc on the back and putt about a mile or more at high tide to a boat ramp, hoping the boat would stay afloat! As I was going down the boardwalk with all my gear, I noticed a fishing boat coming in to tie up. I set my wheelbarrow down to help catch him. He asked me what I was doing with John's boat and if he was OK. I told him that John had given me the boat, and I was going to try to get it over to the boat ramp before the tide turned. Bob, the fishing boat owner, said it would be a long haul with a 10 hp Merc, and he offered to pull the Chris to the ramp!

I started to untie the lines, and Bob H. wired up the 12-volt bilge pump for the short haul. When the pump came on, it sprayed water out 5' for a long time! The boat was floating 4' under the water line on the port side! It had so

much seaweed living on it, it's a wonder it didn't sink! But when we got to the boat ramp, the boat was floating higher than ever. A lot of kelp, seaweed, mussels, etc. came off on the way over! I flipped Bob, the fishing boat owner, a hundred bucks for the tow, and we were off! Ken backed the new Chevy down the ramp into the salt water to the middle of the wheels, loaded her up, and away we went. We made it home by about 10 p.m. Not bad for a day's work!



Chapter President Bob Henshaw and his brother-in-law Steve Zwarg prepare Zwarg's project boat for transportation from the Bremerton Marina.

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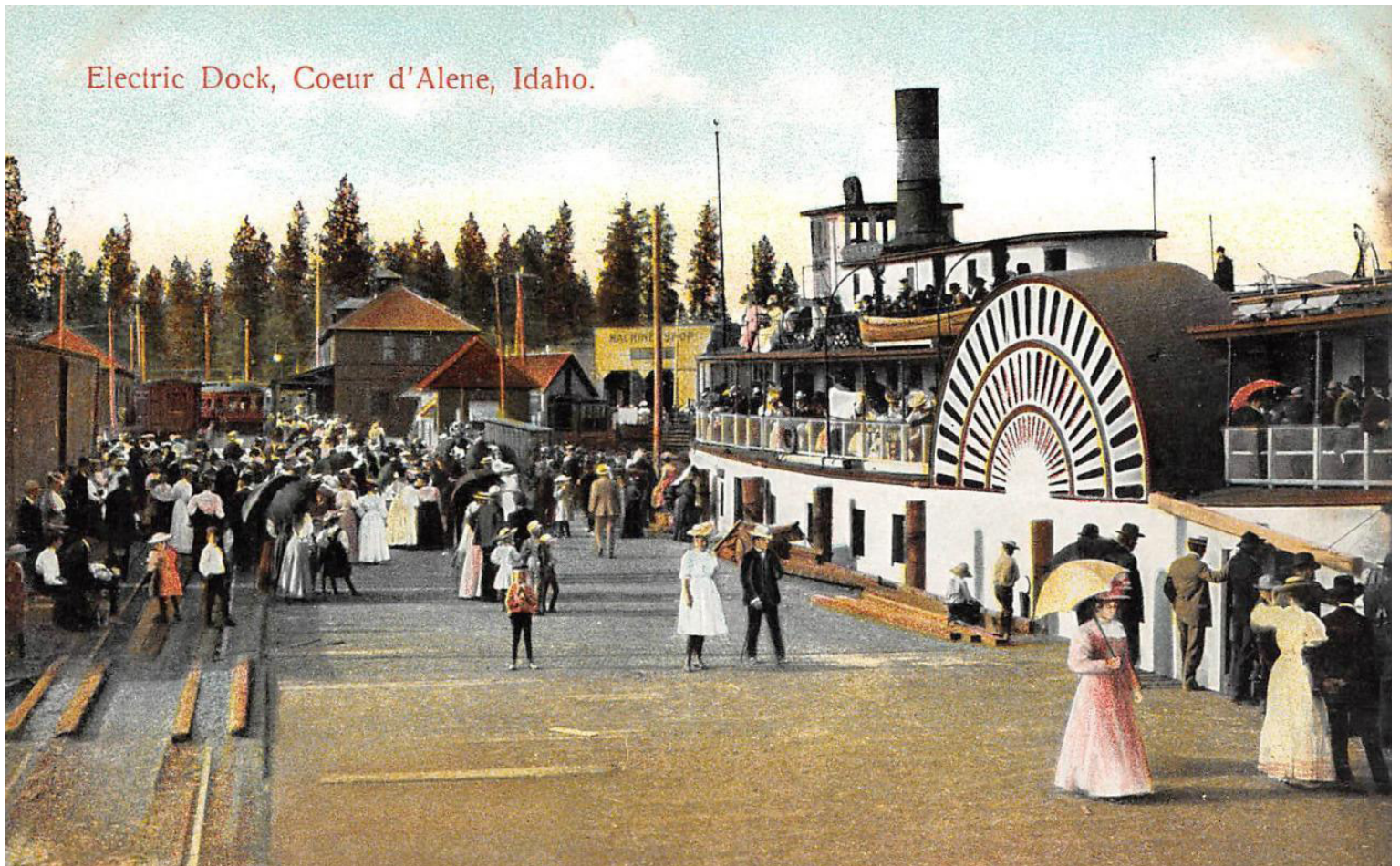


Inland Empire Chapter of the  
Antique & Classic Boat Society  
www.inlandempireacbs.net

1613 S Crest Hill Drive



*Having fun with our woodies...*



*The Coeur d'Alene terminus of the electric train (in back) with the steamer ready to head up lake, circa 1910 (Courtesy of Don Vogt)*