



INLAND SCUTTLEBUTT

Volume 8, Issue 2

June 2008

“Skillful work, joyfully accomplished” The Northwest School of Wooden Boat Building



^Bill shows an oak board steamed and twisted 3.5 revolutions.



Wooden boat building and restoration is more than a skill and a craft. For some it's a career, for others an art. Every year, some of the funds raised by our Chapter go to help fund the efforts of organizations dedicated to furthering the tradition of wooden boat building. On a national level ACBS is emphasizing efforts to fund a large endowment that will allow granting of multiple scholarships every year.

The Northwest School of Wooden Boat Building has been a recipient of some of these donations. School Director Bill Mahler was the guest speaker at May's General Membership Meeting. In addition to thanking our Club for our contributions—he presented a fact filled multi media show. This may be hard to believe—but Bill swears that in all the years since 1981—not a single student has cut off a finger!

Students come from all over the world to attend classes here. In some countries, like Tanzania, boat building is a critical skill that students can take back to their villages and use to improve their daily lives.

While in the program, students work on several different types of boats. They start out working on an Ed Monk designed “Fisherman.” Grandy skiffs historically used by the Seattle Parks Department are another school project. Although the Lake Union based company went out of business in the 50s, the boats are still a favorite small craft. School built replicas have been shipped as far as California and Virginia.

When the final plank is affixed to a boat—the “whiskey plank” – the students celebrate with a thimble of whiskey. They drink part and the rest is splashed on the boat. Launchings are celebrated with champagne. Finished boats are offered for sale and can be seen on line at nwboatschool.org.

If you are looking to improve your skills or gain some new ones, non-credit courses and seminars are available evenings and weekends and over the summer.

By Julie Olsen

2008 Chapter Officers
&
Board of Directors

Officers:

President: BK Powell 509-755-8326
 1st V. Pres.: Larry O'Leary 208-762-9228
 2nd V. Pres.: Bill Brooks 509-455-6747
 Secretary: Margaret O' Leary 208-762-9228
 Treasurer: Mariette Deems 208-215-4850
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The IEC Newsletter makes every effort to insure the basic accuracy of the information contained herein. Please contact us promptly with any corrections or comments.

Chapter News

"Surfing Sandpoint"

2008 Classic and Antique Boat Show

(Tentative) SCHEDULE

Friday, JULY 11

10:00am - 6:00pm

Registration, launch and
 placing of boats
 Welcome Aboard Party
 Beach House Restaurant
 Aloha gear optional

6:30pm

Saturday, JULY 12

9:30am

Skippers Meeting @ the Hospitality Tent

9:00am

Registration, at Ships Store

10:00am

Boat Show open to public

10:00am

Ships Store Open

10:30am

Judging Begins

3:00pm

Boat Parade on Ship Creek

4:30pm

Ship Store Closes

5:00pm

Show Closes

5:30pm

Silent Auction begins

@ Hospitality Tent

6:30pm

Awards Banquet @ Hospitality Tent

Sunday, July 13

8:30am-10:00am

Breakfast run to Bottle Bay

10:00am

Ships Store open

10:30am

Show open to Public

3:00pm

Ship Store closes

3:30pm

Show Closes

4:00pm

Boat Retrieval

NOTE: The final Schedule will be available in your registration packet

Have you seen this weed?



It's called Eurasian watermilfoil. It is not a native plant and once it gets started its very difficult to control. This aggressive plant can form dense mats that congest waterways and crowd out native plants. The dense growth can lead to deteriorating water quality for boating, swimming and fishing.

It is spread by plant fragments that may be carried by boats, motors, trailers, fishing gear etc... These fragments can stay alive for weeks if they remain wet.

The best to control this weed is by controlling it's spread. Take precautions to wash your boats before transporting from one lake to another. Inspect your boat and trailer—remove any plants. Drain water from bilge, transom wells and motor. Our lakes will thank you!

Call to Action !!!!!!!

Hi to all IEC members ~ it is Don & Emily Robson calling on each of you to help us with contributions of items for the upcoming "SILENT AUCTION" planned for the Dinner evening event at the Sandpoint Boat Show. While we are actively seeking support for items in the business community it is a fact that the best contributions have come from the members and organizations they call upon to support the Club. We are looking for all types of neat items to enter in the auction to raise interest among our members and money for club activities.

How about the best theme baskets displaying nautical items and of course items for guys and dolls at the "surfing safari event" evening? This is one way everyone can lend a hand in support of the Club's ongoing successes. Linda Zwarg has done an exceptional job on this silent auction event in the past and has offered to help us again this year.

Please send us your information on items you are contributing to emilyrobson@earthlink.net so we can log them in to the event inventory. Or call us @ 208-263-1213. We would like all responses by July 7th as the show is just around the corner!

Thanks in advance for your support gang!!!!!!!!!!!!!!

Environmental Awareness

Impacts of Oil and Fuel Pollution

- Petroleum products are carcinogens and contain toxic elements and metals.
- Petroleum products reduce light penetration and exchange of oxygen at water's surface
- Fish from oiled eggs may not develop properly.
- Oil coated birds lose the ability to regulate their body temperature, swim or fly.
- Mammals that must surface to breathe may become coated with oil. This can lead to blindness and internal lesions.
- Petroleum fumes, tar balls, oily water, dead fish and birds are not aesthetically pleasing.

What Boaters Can Do

- Use caution when adding oil and fuel. Fill in-board tanks to only 90% capacity to avoid spills from over filling
- Keep your engine in good working order.
- Use oil absorbent pads in bilges of boats with in-board engines to avoid discharging oily water.
- Recycle your used oil.
- DO NOT use dish soap to disperse an oil spill. This adds pollutants to water and forces the oil down into the water column—besides it's illegal.
- Have a small spill kit handy in case of a spill.

Attention Readers!

**Aspiring Authors
Potential Photographers**

The Scuttlebutt
wants you—or
rather your stories,
photos and ads

Deadline—next issue
September 30th

Limited space
Available

Send to:
jo@xofficetech.com

Wondering what you could get for
\$495,000 these days?



This boat was on
display at the
Resort Boat Shop
Show & Shine.

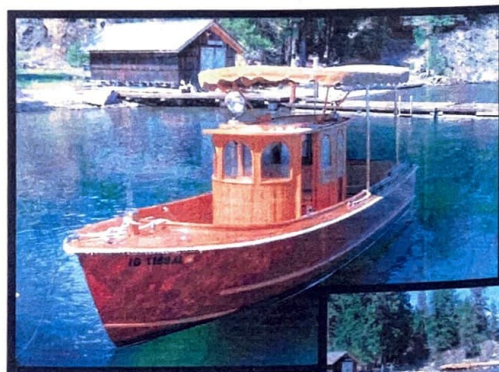


Detail of
beautiful interior

Welcome new member "Cotton Top" and her owner
Murray Danzig



Murray reports that this is the only boat that his wife actually told him to go ahead and purchase! We can tell why! In addition to being very cute, Cotton Top features a Brunsel plywood hull covered with Dynel and lined with flotation. It has stainless steel fasteners and bronze hardware. Length 23", beam 6.8', draft 24", freeboard 30", semi-V hull, two steering stations with tilt wheel, powered by a 75 hp six-cylinder Path Finder diesel engine.



Cotton Top can be seen
at the Boat Show

Tom Horn's New Boat



If you want to get your grand-kids involved in boating you have to start them out early.



This was our maiden voyage with the new little boat and a new little race boat driver on the East Moreland casting pool and race course. I just bought an electric motor and shafting to power this race boat on the course. The completion is very light in this category so we think we have a good chance at



coming away with a trophy and the prize money.

Reynolds' Rap



Bruce Reynolds, winner of multiple 'Best Engine Compartment' awards and restoration expert, stops scraping barnacles long enough to answer our readers' questions...

- Q: Help, I can't get the cylinder head bolts loosened up!
- A: Because of engine heat, these may be hard to remove. Use a correctly fitting socket wrench with as long a handle as possible, pulling hard on very end of handle. Only use a hammer as a last resort on brittle cast iron engine parts.
- Q: How do I clean off carbon deposits?
- A: Some soft deposits can be removed with a wire brush on an electric drill. For hard deposits you may have to scrape off with a penknife. This is a long job. Steel wool can be used to polish metal and remove any last traces of carbon.
- Q: Any tips on reassembly?
- A: When replacing head bolts put a light oil on threads to maintain a consistent and accurate torque setting. After reassembly, make sure engine is really clean, then paint with engine enamel.

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CdA (208) 664-9454

May 2008 Show & Shine General Membership Meeting

Margaret, Marilyn
and Rick



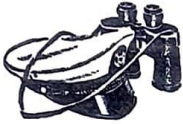
As per usual, the fine people at the Resort Boat Show put on a first rate event. The weather was perfect, the Bar B Que was tasty, the beverages were cold, the guitarist played old favorites and the Boat Shop looked great with dining tables decked out with tablecloths and center pieces.



Mariette is holding one of the T shirts designed by Craig Brosenne's staff featuring the 2008 IEC slogan "We rock on the dock till its midnight on the clock!" IEC President BK Powell presided over a brief membership meeting and then turned the mike over to Bill Mahler for his presentation.



Ten Commandments FOR BOAT OWNERS



1. Check your boat thoroughly and never leave your mooring until you have done so.
2. Never over-load your boat and at all times be especially careful about non-swimmers and children.
3. Carry a life preserver for every person on board. Be sure they're worn when doing deck duty in rough weather.
4. Carry filled fire extinguishers, according to law.
5. Exercise extreme caution when filling fuel tanks — no smoking — turn off all fires and electric accessories — hold filling nozzle firmly against fill pipe (ground it) — wipe up spillage — thoroughly ventilate engine compartment and all enclosed spaces before re-starting motors.
6. Observe carefully weather, wind, tide and current conditions before starting. Plan emergency harbors on long hops.
7. Keep to the right when meeting another boat and give the right-of-way to vessels approaching in your danger zone on the starboard (right) side.
8. Always be Courteous, Careful and Competent. Watch your wash! Slow down to 4 mph in harbors. Keep away from large vessels, which are not as maneuverable as smaller craft. Keep away from all sail boats — small ones may be swamped by the wash from a motor boat and large sailing yachts do not have the maneuverability of a motor boat.
9. Never make a turn at high speed. Small craft can easily be and have been swamped by their own wash.
10. Approach dock or mooring slowly against the wind or current, whichever is strongest.



Care, Competence and Consideration are the watchword of these Ten Commandments for boat owners. Study them, and practice them—for your own sake, and for the safety of all boatmen. If you would like reprints to post in conspicuous places, both afloat and ashore, they will be sent free on request to MoToR BoatinG, 572 Madison Avenue, New York 22, N. Y.

All Aboard!

ACBS Board Meeting at Sea!

January 2009



To all ACBS Chapter Presidents & Members,

As you may know, your ACBS International Board of Directors meets quarterly to carry on the business of running the organization. These meetings usually consist of one long intense day of dealing with agenda items, followed by a second day of boating enjoyment provided by the host chapter. When travel time is included, these meetings require four (4) days of our time per meeting. We, as members of the International Board, are not compensated in any way for our efforts, nor are we reimbursed for any expenses whatsoever. We do this because we are dedicated to the success and continued growth of ACBS.

Our quarterly BOD meetings are open to all ACBS members, not just directors and officers. We encourage all members to attend these meetings and become involved on one or more committees, as well as to enjoy the activities. In an effort to increase member participation in these quarterly meetings, we are constantly looking for fun destinations which will make it more appealing and enticing for the general membership to attend.

With that said, I invite you all to attend the 2009 ACBS Winter Meeting, which will be held for the first time on a cruise ship. The meeting will be held January 19-23, 2009 on the Monarch of the Seas, a luxury liner in the Royal Caribbean fleet. ACBS has negotiated a special rate for this cruise which I am sure you will find attractive.

As an added feature, after returning from the cruise we will have the opportunity to tour Kennedy Space Center. So here's your chance to go on a cruise and attend an ACBS BOD Meeting at the same time, all at a great price. But don't delay, as the cabin block is expected to fill up fast.

For any questions & reservations, contact
Lynne Steidle

Regards,

Cynthia Mc Millen ACBS Meeting Coordinator

cynorinda@aol.com

LYNNE STEIDLE

AAA Travel

925-808-6263

Lynne_Steidle@c saa.com

ACBS Meeting Coordinator Cynthia MCMillen

Cynorinda@aol.com

CST# 100039668-80

2008 Calendar Of Events

Date	Event	Info	Contact
July 4-6	Seattle 32nd Annual Lake Union Wooden Boat Festival	Center For Wooden Boats — features all types of wooden vessels, sail races, seminars, hands on maritime skills, food, music and boat rides.	www.cwb.org
July 12th—13th	Sandpoint IEC Boat Show	IEC: Deadline for registration is June 30th. We have room for a few more boats!	BK Powell 509-994-0512 bk@xofficetech.com
July 26th—27th	Portland Maritime Heritage Festival Boat Show	Columbia Willamette Chapter ACBS At Riverplace Docks, features boat rallies, a fully restored World War II PT Boat, and A&C Boat Show	Registration forms available at: www.cwc-acbs.org . Contact Mike Green at (503) 490-7031 or Chris Finks at maritimeclassics@aol.com
August 15-17	Payette Lakes Boat Show	Beautiful McCall, ID— Whitetail Resort	Dan Hormaechea: (208) 378-1012 home and (208) 841-1060 cell
September 18th—20th	Coeur D'Alene ABCS International Show	Pre-events sponsored by IEC	Check ACBS website for full details

Monarch of the Seas®

4-Night Bahamas

January 19, 2009

Port Canaveral, Florida • CocoCay,® Bahamas • Nassau, Bahamas • Port Canaveral, Florida

BOARD OF DIRECTORS MEETING WILL BE ON OUR DAY AT SEA AFTER VISITING NASSAU

Inside Staterooms Starting From: **\$317.11*** Oceanview Staterooms Starting From: **\$362.11***

Suites Starting From: **\$752.11***

NOTE: A FUEL SUPPLEMENT OF \$8.00 PER PERSON, PER DAY FOR THE FIRST TWO OCCUPANTS IN A STATEROOM, AND OF \$3.00 PER PERSON, PER DAY FOR ANY ADDITIONAL OCCUPANTS IN THAT SAME STATEROOM, WILL APPLY.

Refundable deposit of \$100 per person available until final payment is due.

Deposits for Interior & Oceanview Staterooms due by August 28, 2008

Deposit is refunded if cancelled atleast 60 days prior to sailing date.

Final payment due by November 10, 2008.

Passport Required. Call for rates on airfare & trip cancellation insurance.

WANT TO EXPERIENCE MORE?

Sign up for the Kennedy Space Center Excursion after your cruise for \$72.
This includes a transfer to the airport, make sure to book your return flights to depart after 4:00pm.

**GUESTS
WELCOME**



"Summer's here,
Lets rock on the dock
Till it's midnight on
the clock"

Greetings to All, with summer "officially" here, loans for gas secured and rodents evicted from our boats, I assume we're all ready to "party on the dock, till it's midnight on the clock." The Sandpoint Show is scheduled for the weekend of July 12th-13th, with this years theme being "Surfing Sandpoint." If you plan on being a participant and haven't turned in your registration, now would be a good time. If you have questions about the show, please feel free to contact Larry O'Leary or myself for details. For those that missed this "summer's opening salvo"; the Show and Shine at the Resort Boat Shop, you missed one very nice party and general meeting. Many thanks go out to Greg Brosenne and his staff for hosting another "most excellent" event.

The ACBS International show is creating excitement from sea to shining sea and promises to set the standard for shows in the future. As most of you are aware, our Chapter is the host Chapter for this show, which is akin to being an adjunct professor, with the entire load and none of the pay! Sorry that's just an example of my twisted humor - it's actually an honor for our chapter to be hosting this year's International show. As host we were charged with developing an agenda for Pre-Events. The pre-events while not an "official" function of the ACBS Show are an integral part of it. The pre-event choices offered this year are by the far the most robust in the history of the International Show. The schedule offered by our Pre-Event Committee has covered just about everything required to showcase, the diverse natural beauty of the Inland Empire. The signature Pre-Event is the Lake Hopping, beginning with a two day tour of Priest Lake, followed by a trip down Lake Cd'A to Harrison then up either the Cd'A River or the St. Joe. We are in need of boats for the Lake Hopping, due to the many out of area visitors not bringing boats. If you are interested in "providing" seats (bringing a boat) without officially

registering for the Lake Hopping, please don't hesitate to contact me and I can provide the details—basically we are looking for a reserve flotilla.

One last note, all Chapter members and their guests are invited to attend the Intl. Show "Welcome Aboard" party, at the Resort Boat Shop on Wednesday, September 17th at 6:30pm (please RSVP to bk@xofficetech.com or call 509.755.8326) You do not need to be registered for a pre-event to attend. This is a good opportunity to mingle with our out of town guests, the officers of ACBS plus a visit to the first class facilities of the Resort Boat Shop is good for all lovers of antique and classic boats. I would urge all to put the date on your calendars. The Resort Boat Shop is sponsoring this party, and if I know Craig and his crew, it will be a Five Star event.

I'll see you on the water or very close to it..... BK

For Sale ~ "It's Five O'Clock Somewhere"

1959 32' Chris Craft Express Cruiser, one of 17 built. Sleeps 6, large teak party deck. Vacuflush head, full canvas, upholstery, re-built twin 350 engines, and electrical all re-done three years ago. Inverter and beautiful custom made mahogany swim platform. In boat house for 46 years, and covered moorage for three years.

Must sell. Make offer.

206.601.1268 or 206.660.3360



Membership Report
By Marilyn Moore

Welcome to our new members: Colligo Corporation (Doug and Jane Powles) and Louis and Pauline Knapik of Laclede ID - this brings our current membership total to 89. We are looking forward to meeting and greeting everyone at the Sandpoint Show.

Registration for the Show will guarantee you 3 days of fun and fellowship. Come by the Club Booth at the marina to check in and say "Hi" to the other volunteers and Club officers. Stay and help out if you would like. Make involvement a rewarding experience.

Membership Application

Name: _____ Spouse Name: _____

Email Address: _____ Phone Number: _____

Mail Address: _____

City: _____ State: _____ Zip: _____

BOAT INFORMATION

Boat #1

Boat Name: _____

Year: _____ Builder: _____

Model: _____ Overall Length: _____

Hull#: _____ HP: _____ Engine Make: _____ #Cyl: _____

Boat #2

Boat Name: _____

Year: _____ Builder: _____

Model: _____ Overall Length: _____

Hull#: _____ HP: _____ Engine Make: _____ #Cyl: _____

DUES SCHEDULE

Annual Membership \$45.00

Chapter Membership \$25.00

Total Dues \$70.00

Mail Application To:

ACBS International Headquarters

ATTN: Membership

422 James St., Clayton, NY 13624

"Anyone can hold the helm when the sea is calm."

Syrus Pubilius

Boat Drink Recipe of the Month Plankwalk

"After one sip, you'll be close to going over the edge"

- 1 jigger dark rum
- 1 jigger cranberry juice
- Juice of 1 lime
- Lime wedge—garnish

Fill shaker with ice, add ingredients, Shake and strain over ice into glass

"The Essential Book of Boat Drinks" by Olaf Nordstrom



INLAND SCUTTLEBUTT

Volume 8, Issue 4

March 2008

Veloce — Italian for Speed

IEC member Jim Sullivan had raced and worked on Spyder and alpha Romeo sports cars for 25 years, so when a friend suggested another type of project for him—he was up for the challenge. The project turned out to be a 23' Ventnor with twin Gray Marines that per advertisements of the day reached a top speed on 55 mph—one of 3 of that model left in existence. Optimistic about the day it will be restored back to its original glory—the boat's new name is Veloce—which is Italian for speed.



At the time he bought the boat from a restorer in Seattle as a half-done project, it was suffering from an unsafe restoration—which included the use of sheetrock nails and non-marine plywood. Jim brought the boat to the Resort Boat Shop where it is currently undergoing a complete and high-quality restoration.



Jim is hoping to have the boat on the water for the International Show in September and say that he is still "really excited about making the transition to boats."
By Julie Olsen

Ventnor Boats



In 1902 Adolph E. Apel established his company; the vision was to build boats that would successfully adapt the gasoline engine as the predominant source of lightweight, efficient, and fast power. His ability to adopt new hull designs of lightweight yet durable construction was proven in his successful involvement with inboard racing. Ventnor boats continuously updated their designs, as lighter and greater horsepower engines became available. A 1913 example, "Tech Jr.," was the world's first recorded boat to exceed the "over a mile-a-minute" (60.3 MPH) mark.

Into the 1930's the Ventnor Company's racing involvement remained strong, and the 1931 American Power Boat Association's (APBA) creation of a 135 cubic inch displacement racing class was immediately dominated by Ventnor. The "Flying Eagle" set the 1931 speed record of 35.7 MPH, and in succeeding years of the 1930's, Ventnor held the 135 class records at 54.08 MPH lap speed, and 67.5 MPH flying mile.
(Continued Page 4)

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Immediate Past President:

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Jim McGoldrick 509-747-1500

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 509-995-5809

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Chapter News

Review of ACBS Board Meeting San Diego January 25-26

The winter BOD meeting was hosted by the Southern California Chapter of ACBS. Although this Chapter covers a huge geography stretching from Bakersfield to San Diego, perhaps because of the lack of navigable bodies of water suitable for boating, they have a membership of only about 130. Nonetheless, they put on multiple Boat Shows each year in various venues. The Chapter organized a welcome dinner and a tour of the USS Midway Museum. For boating enthusiasts, the San Diego waterfront also offers a "World class Collection of Historic Ships" at the Maritime Museum. These ships include the 1863 Star of India, the schooner Californian, the 1904 steam yacht Medea and the 1898 steam Ferry Berkeley.

Although held at the beautiful San Diego Yacht Club, Board members did not have much spare time as they spent all day Saturday on Society business. Items discussed covered a broad range of topics aimed at improving ACBS coordination with local chapters, improving benefits to members and local clubs and strengthening ACBS charitable efforts.

Several topics that will affect our Chapter:

- The ACBS is planning on implementing a new software system that will help manage memberships, make it easier to print the Directory, facilitate dues payment to local chapters, make it easier to do boat searches among ABCS members, and allow for Ships Stores sales on line. If everything goes according to plan, this system will be online for memberships renewals this fall.
- The Fund Raising Committee is proposing a new fund raising campaign to significantly increase the size of the ACBS education endowment. This will allow the ACBS to make more and larger donations for scholarships at various boat building schools across the country (the Wooden Boat Center in Seattle has been a recipient of these grants).
- Progress on the upcoming International Boat Show in CdA was discussed as were sites for future general membership meetings.
- Chris Eden, Editor of the Rudder, reports that he will be presenting a newly updated design for the magazine at the next Board meeting. He is always on the look out for content and encourages the submission of stories and photos!

Review of ACBS Board Meeting (con.)

- Youth Development— Chaired by Capt Jim Shotwell, this committee is chartered with coordinating existing and developing new Youth Projects. They are working on developing a partnership with the Boy Scouts and have a "Kit Boat Program" wherein kit boats are donated to local programs. Details, criteria for donations and applications will be sent out soon.
- Safety—also chaired by Jim Showell, this Committee would like to have a safety representative from each Chapter as a liaison. This is a great volunteer opportunity for one of our members!

By Julie Olsen

Treasurers' Report

The current balance on the checking account is \$10093.65. This includes the dues received for January. We received a thank you letter from the Wood Construction Center in Seattle for our \$1000.00 generous donation. They will award two \$500.00 scholarships. They will select the candidates to receive our scholarship in Winter or Spring quarter 2008. In this age of cookie cutter plastic boats rest assured that they will continue to graduate students with the appreciation of classic wooden boats and the skills to keep them active and afloat.

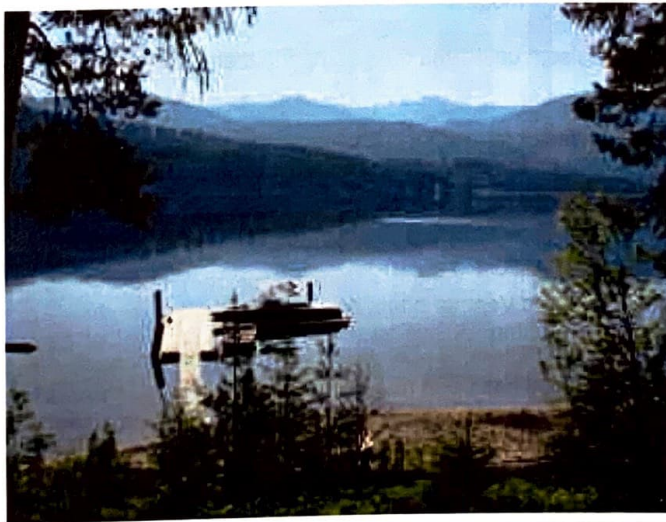
Mariette Deems, Treasurer 208-215-4850

Rare Opportunity...

Lake cabin for sale on Priest Lake

(6 cabins up from Dick and Louise Werner's)

Features: Rare Deeded lot, 100' frontage w/great views, west side of lake - perfect access all year around, 2 bedroom, 2 bath w/bunkhouse, remodeled in 1992. Additional secondary lots directly behind cabin also for sale. Website to view listing is www.priestlakeproperties.com/Boge.html



ACBS 2008 Judging Classes

Powered Classes:

Runabout - 1+ closed cockpits

Launch—open cockpit, round bilge

Utility—open cockpit, engine mounted under box

Racer—planing or semi-planing hull, designed for racing

Outboard Boat—powered by outboard

Dispro—disappearing propeller
Cruiser—power vessel equipped to live aboard

Commuter—built to transport owners to home, work; has cabin

Yacht tender—used for carrying supplies to/from larger boat

Steam/Naphtha—steam or naphtha propulsion system

Sail Boat with Aux - permanently mounted aux.propulsion system

Workboat—designed for commercial operations

Non-Powered Classes

Sail w/o Aux—noncanoe designed to use sails

SailingCanoe—decked—designed for sail, full decks fore & aft

Sailing canoe—open—used for cruising, no decking

Paddling canoe—designed for paddle propulsion

Adirondack Guide Boat—designed for portage, lightweight hull

Rowing Skiff—double ended rowing boat

Sailing Skiff—double ended sail boat

Scull—very long and narrow rowing craft, sliding seats

Rowboat—Tender, Dinghy, Sharpie, Pram, Dory, etc... - general class, use oars

Attention Readers!

Aspiring Authors

Potential Photographers

The Scuttlebutt
wants you—or
rather your stories,
photos and ads

Deadline—next issue
April 30th

Limited space
Available

Send to:
jo@xofficetech.com

Ventnor Boats (con.)

In 1934, the APBA introduced the 225 class, and Ventnor set a record of 44.14 MPH. Later in the 1930's, Ventnor boats, privately owned and raced, held virtually all records in the 91, 135 and 225 cu. in. classes, as well as many divisional and national championships.

Adolph Apel invented the five-point suspension hull in 1935, and refined it to the three-point style. He patented the three-point suspension hull in 1936, and it is still used today. This design was a major development in both water resistance and stability. Adolph's son, Arno, became president of the company and continued a wide line of pleasure boats and racing boats. Some of their 1930's "fast" boats were "Miss Peps V," "Tempo VI," "My Sin," "So Long," "Lady Glen IV," "Hi Ho II," and "Eagle."

Their racing notoriety was recognized in 1937 with an order of 12, 20' boats by the Chinese government. For use as "Suicide Boats," they were powered by a Lycoming Engine, and designed to run at 64 MPH with a 500-pound bomb in the bow! Their intended use was in the ongoing Sino-Japanese War. For political reasons, only 11 were delivered, and the 12th hull remained at the Ventnor factory.

Jack Rutherford purchased hull #12 and replaced the power plant with a Packard 621 cu. in. Gold Cup engine. In 1937, at the President's Cup Race, it ran at 72.7 MPH, 1 MPH faster than the three-time Gold Cup winner, "El Lagarto." This boat, named "Juno," is still participating in boat shows and Race Boat Regattas.

In 1938, Ventnor designed the hull for Malcolm Campbell's "Bluebird," which was clocked at 141.74 MPH in England. Likewise, Ventnor also designed, built and won the Gold Cup with "My Sin," in 1939.

By 1946 they offered models from 15'6" through 22'9". The 15'6" was built of plywood, as were the boats extensively used during WWII.



Planked boats were offered starting in a 16' length, and considered to be standard construction through the 22'9" Custom Runabout style. Gray Marine engines were predominant, with the 22'9" having twin 150s for 55 MPH performance. In 1947, one cruiser, a 23' Express, had options up to twin Gray 150's. Most notable, beginning in 1945 (and about 9 years before the automobile industry styling) was the 20' Sport Runabout and the 23' Sport Runabout (22'9") introducing the torpedo-style rear and sloping "dorsal fin." As a major styling innovation, the "fin" models combined an oak frame, mahogany-varnished decks, and painted sides consisting of both planking and cold molded plywood. A few 19', 20' and 23' Sport Runabout models were built with all varnished sides and two-tone decks. Like the finned 1955 Chris Craft Cobra, the 1945 finned Ventnor looked great as a contemporary design, but did not sell well to some because of the Art Deco design. However, it did define a unique model that has become a classic. The finned Ventnor was not renewed in the 1951 models.

Ventnor continued to build 20' to 40' lapstrake and plywood cruisers until 1968. The company then faded away in the mass transition to fiberglass boats after their merger with Cruisalong Co.

Quality, as well as innovative design, was always an important factor for Ventnor. Their innovative design of the torpedo transom, however, exceeded the ability of plywood. In the late 40's, although the best choice of the time, plywood was not competitive with the new fiberglass. It is ironic that the new material, fiberglass, which later Ventnor would not adapt to, could have enabled their designs to be built better, cheaper, and much more durable.

The Art Deco look of the late 30's, through the late 40's is captured in the Ventnor's finned Sport Runabouts. In 1994, Dick Thede of Harrison, Tennessee, culminated his several years of research on Ventnor boats by reincarnating the Ventnor Company, and its 1940's era 20' Sport Runabout design. Today, Dick's revived Ventnor Boat Works produces the 20' Ventnor on a custom-built basis. Current Ventnor boats are built with the materials which best fulfill the 1940's design, but with 21st Century technology, durability, and high quality standards. The "ambiance" of the original has been retained and if Arno or Adolph Apel were around, I think they would not only approve, but also wish they had available epoxy, lightweight 250-300 HP engines, current mold-ing techniques, high UV resistant leather etc. for their era.

Wooden Canoes & the Pacific Northwest

Wooden canoeing has a long history in the Pacific Northwest. A brief article on the history of the Willets Brothers Canoe Company (Tacoma) is excerpted in this newsletter. Enthusiasts of quiet wooden boating can find more information at the sources listed below:

Northwest Chapter - Wooden Canoe Heritage Association:

Started in 1993, this group organizes 2 events a year. Meets attract participants from all over the northwest and feature: hands on demonstrations of canoe building and repair, accessory manufacturing, paddling techniques, safety tips, canoe history and FUN! Several currently active canoe builders got their start at the Center for Wooden Boats (recipient of IEC scholarship donation)

<http://www.geocities.com/nwoodencanoe/>

Traditional Small Craft Society (TSCS) - Puget Sound Chapter

An educational organization that works to preserve and continue the living traditions, skills, lore and legends surrounding working and pleasure watercraft whose origins predate the marine gasoline engine.

<http://www.tsca.net/puget>



TSCA members admire *Nord Vinden*; Whitehall, Adirondack Guideboat, and *Annie* at rest in foreground

Reynolds' Rap



Bruce Reynolds, winner of multiple "Best Engine Compartment" awards and restoration expert, takes time off from replacing a cam shaft to answer our readers' questions...

Remembering to put the drain plug in your boat is not the only thing you need to do to get ready to get your boat in the water:

- Make sure you replace ALL the drain plugs....
- Look at your trailers—check the breaks and wheel bearings—make sure they are up to speed, check on the lights—so that Johnny Law doesn't talk to you.
- Then its time to dewinterize—make sure the oil is changed, make the sure the fuel has not gone bad (you can tell by the smell). If it has gone bad it turns into a lacquer that will gum up the carburetor.
- Be sure and start your engine, hook it up to garden hose and run it before you get to the dock. That way you won't have to turn around and head for home.
- By the way—don't forget those drain plugs.....

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Veloce

Restoration Project By the Resort Boat Shop

The Resort Boat Shop has been lucky enough to have the honor of bringing the last 1948 23' Ventnor Custom Deluxe back to life for Jim Sullivan. Hull #1005 arrived from Seattle, Wa. in early October 2007. The boat hull, framing and first layer of the deck were already completed. The twin Gray Marine Fireball 6's were assembled and sitting on their own engine stands. Boxes of hardware, running gear, gauges and the all important rear fin accompanied the motors.

Our remaining wood work includes finishing the covering boards, replanking the decks, building new engine hatches and frames, reworking the seats and building floor boards. Once all the fabrication is complete the boat will get a 20 coat varnish 2 tone finish and have bright red bottom paint along with repainting the rear fin. The upholstery and flooring will all be new and as close to original as possible.

The mechanical side of the restoration is a little more involved. The motors were test run on their stands. Other than a few missing parts and new ignition components they ran perfect. When dropping the motors in the boat the first time we noticed we would need some extra width at the engine stringers.

Sistering some mahogany blocks to the stringers and shaping them in place solved this problem and we were able to bolt up the motors and align the shaft logs and shafts. We will be fabricating new shift linkage and shift pulls. Foot pedals will be used for throttles and much of the steering will need to be fabricated.

The original fuel tanks had holes cut in the tops for fuel senders. As fuel gauges were not original we will be remaking the tanks. Patching the holes would not have looked correct nor would it have been safe.



The dash gauges are being restored in Anacortes, WA. We had all the gauges except the temperature gauges. These are being reproduced to match the others and we should then have a complete set.

There are three of these boats left in existence. The owner of "Shazam", one of the other 23' Ventnor's, has said that he will be bringing it out from New York for the International Show this fall. We are all very excited to have 2 of the 3 Ventnors side by side on Lake Coeur d'Alene this year.

By Eric O'Brien, Resort Boat Shop

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Many thanks to the Resort Boat Shop for their support of IEC events. They are sponsoring the Show & Shine coming up May 17th, start your engines, bring your boats and enjoy this 1st class event.



Going Home, Jack Fuller caught the moment as he and his wife, Jean Fuller (center), take possession of their new Willits canoe from Earl (left) and Floyd Willits (right). The Fullers purchased the canoe in 1952, and traveled to the Willits Brothers' factory on Day Island, Tacoma, Washington to take delivery.

The Willits Brothers and Their Canoes

by Patrick F. Chapman

Old Town, Maine. Peterborough, Ontario. Canton, New York. We instantly associate these locations with the great canoe makers of their time. Old Town. Peterborough, Rushton. The companies and their canoes are revered. For those of us in the Pacific Northwest, Tacoma, Washington, and Willits Brothers top that list.

From the first canoe they built in 1905 while still school boys in Des Moines, Iowa, to the last one finished following Floyd's death in 1962 in Tacoma, Earl and Floyd Willits built floating masterpieces in wood. With the exception of brief periods, including service to the United States during World War I, they spent a lifetime producing just under a thousand of their "double-planked canoes." As they stated in their 1935 catalog, "for utility and service, our canoes are decidedly superior to the canvas covered canoes." They must have believed that claim because for nearly 60 years they built only one model of canoe.

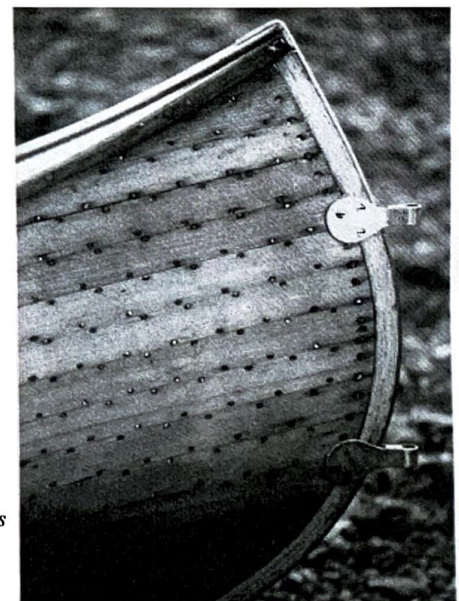
While their father and brother worked as building contractors and carpenters, both Earl and Floyd finished their education at Tacoma High School, graduating in 1911 and 1913, respectively, when they were each 21 years old. During their schooling in Tacoma they became serious about their careers as canoe builders, perhaps because they were older than the typical student. They focused on studying mechanical drawing, woodwork, and applied sciences, all of which would serve them well as they perfected the design and construction of their canoes.

Floyd said in a 1914 newspaper interview that "although we have been building canoes and experimenting with designs and various methods of constructing our boats during the past eight years, still as a commercial enterprise our business is in its bare infancy and we are just now placing our first canoes on the market and holding ourselves out as manufacturers of canoes." (Daily Ledger, June 21, 1914).

After the war and the return of the brothers, the business grew steadily, and in 1920 they were putting out nearly one canoe every week. Finally, by 1921 the demand had outstripped their ability to meet it at the Wollochet Bay location, and Earl purchased property on Day Island, on the eastern shore of Puget Sound just outside Tacoma. The 1921 edition of the Tacoma city directory is the first in which the brothers are listed as canoe builders, "Willits Bros. (Earl C. and Floyd C. Willits) Manufacturers of Canoes, Day Island. Telephone Proc- tor 2708- R-5."

(Continued Page 10)

Stern detail of a 1952 Willits Brothers canoe with gudgeons for attaching the sailing rudder. Planking is attached with over seven thousand copper tacks spaced every 1½ inches.



2008 Calendar Of Events

Date	Event	Info	Contact
May 17 th	Resort Boat Shop Show & Shine	Boat Show & General membership meeting	Tiffany Curtis 208-667-5009 BK Powell 509-994-0512
June	Shake Down Cruise IEC Event	TBD	Check IEC website for details
July 4-6	Seattle 32nd Annual Lake Union Wooden Boat Festival	Center For Wooden Boats— features all types of wooden vessels, sail races, seminars, hands on maritime skills, food, music and boat rides.	www.cwb.org
July 12th—13th	Sandpoint IEC Boat Show	IEC: Look for registration form & info in May newsletter	BK Powell 509-994-0512 bk@xofficetech.com
July 26th—27th	Portland Maritime Heritage Festival Boat Show	Columbia Willamette Chapter ACBS At Riverplace Docks, features boat rallies, a fully restored World War II PT Boat, and A&C Boat Show	Registration forms available at: www.cwc-acbs.org . Contact Mike Green at (503) 490-7031 or Chris Finks at maritimeclassics@aol.com
July 25-27	Okanagan/Pendicton Boat Show in B.C.	Antique & Classic Boat Show 19th Annual Show	Edith Wright - EdithW@OACBS.ca Pres. Rob— RobM@OACBS.ca
August 15-17	Payette Lakes Boat Show	Beautiful McCall, ID— Whitetail Resort	Dan Hormaechea: (208) 378-1012 home and (208) 841-1060 cell
September 18th—20th	Coeur D'Alene ABCS International Show	Pre-events sponsored by IEC	Check ACBS website for full details

Farewell ~ Bud Moon

1926-2008

Lifetime IECACBS Board Member and Mayor of East Hope, Idaho; Bud Moon passed away February 29th at age 81.

He was the son of Bonner County pioneers Hazel Rice Moon and Lawrence Gilman Moon Jr., who came to the area from Wisconsin in 1902, staying overnight at the Hope Hotel.

He was born on March 19th at Miss Finney's Lying in Hospital in Sandpoint. His parents worked at a funeral home at 420 N. Third where Moon and two siblings grew up in the back room. Moon attended the Old Farmin School where US Bank is now located. A Navy and World War II veteran, Moon attended boot camp at Farragut.

Bud loved Lake Pend Oreille and restoring wooden boats, he was on Panhandle State Bank's original board of directors and along with a couple of friends bought a military surplus cat to use at Schweitzer before the ski hill's first lodge was built. Moon was instrumental in starting the Bonner County Museum, ran for the Idaho Senate in 1972, helped write curriculum for Mt Hood College, rewrote mortuary laws for Idaho and served on the East Hope City Council. A tireless volunteer and visionary for his community and an inspiration to all, we will miss him.



"Summer's here,
Let's rock on the dock
Till it's midnight on
the clock"

President's Message

The birds are chirping, the grass is greening and the boat needs some work-Ah, Spring is here! For those of us that call the Inland Empire home, it's been one very long winter indeed. We have a full agenda of events scheduled for this summer, beginning with the 3rd Annual Show and Shine and General Meeting at the Resort Boat Shop in May and culminating with the ACBS International Show this September. Our 6th Annual Sandpoint Show is scheduled for the weekend of July 12th and again promises to be a special affair. The Pirates have taken to sea, the show theme this year is "Surfin' Sandpoint" so dust off those Beach Boy albums, clean the vintage Hawaiian shirts, rename your boat "Gidget," "Ho-daddy" or "Beach Bum" and get ready for some "beach blanket bingo" in Sandpoint! The official drink for this year's show will be "Bali High" and "Annie Greensprings"-If my memory serves me correctly, those libations-provide quite a head banger the next morning but that's OK, if I know this group, we'll sail on anyway!

As most of you are aware, we are the host chapter for the September International Show and thus we are responsible for organizing pre-events. Through the efforts of our pre-event committee a "robust" list of choices is being offered. A description of the events and a registration form will be in the next edition of the "Rudder."

On a serious note, one of our founding members and a main stay in our boating world, Bud Moon left us this winter, he will be missed. But if I know Bud, he will always be at our side, gently guiding us on and brightening our day with his wit and humor. Bon Voyage Bud!

Take out a loan for gas, evict the rodents and get those classic beauties ready for a summer to remember!
~BK

Willits Brothers Canoes (con.) In response to an inquiry about a special-ordered sailing canoe in 1921, Earl wrote, "This would be a canoe absolutely first class in every respect, a very practical and serviceable canoe, one that you can well be proud to own, that you can take great pleasure in and that will be an eye opener to the canoeing fraternity of Seattle." Business was steady for Willits Brothers Canoes, they had a waiting list of up to seven years for one of their canoes. They worried that they would have to begin actively marketing if the waiting list got down to four years!

While some believe that the brothers were secretive about the methods they used to construct their "double-planked" canoes, this may not have been the case. In 1921 they wrote a client, "We should be pleased to have you call at our factory any time you are over this way and we shall be glad to show you in detail how our canoes are built." Other clients, local businessmen, and distant relatives recall tours of the factory over the years, with no indication that information was withheld. Most of these people recall many of the details of the building process, including the bending and building forms and the nailing machine that the brothers invented.

Canoeing and boating on local waterways was a significant portion of their lives. In 1929 or 1930 they built a "double-planked" twenty-foot motor launch. With a four-cycle in-board engine, it was not a fast boat. They used it not only to collect cedar logs for use in their canoes, but also to motor to the property on Wollochet Bay where the original shop had been located. They maintained a beach cabin there that the brothers visited often and where family gatherings were held. Several canoes were kept at the property and relatives fondly remember their use.

Thanks to Patrick Chapman for authorizing use of this material. Read more about the Willits Brothers in the *Wooden Canoe Journal* or visit Patrick's website for the McFarland Lake Canoe Company : www.mcfarlandlake.wcha.org



Almost fifty years after purchasing the canoe, Jack Fuller still sails his 1952 Willits, shown here on Puget Sound sailing with a 48 square foot butterfly sail.

Membership Report

By Marilyn Moore

I would like to introduce myself. I been involved with ACBS as an "onlooker" for the past few years. Is has been so exciting to meet the members and help out where I can. All of the events have been awesome.

My husband Rick and I live in Moscow, Idaho. He retired as the Moscow Postmaster in 2005. We spend most of our time in the outdoors. We love Idaho for its wealth of recreation. It is the perfect place for the International Boat Show. I am looking forward to promoting this Show as well as our own Sandpoint Show.

Quality membership is my goal. Each and every member has something to contribute and those contributions make the fabric of the club. I hope to work with everyone to make our Club the best. There is so much opportunity for every member.

I'm proud to serve the members of ACBS for 2008. what a year it is going to be!

Membership Application

Name: _____ Spouse Name: _____

Email Address: _____ Phone Number: _____

Mail Address: _____

City: _____ State: _____ Zip: _____

BOAT INFORMATION

Boat #1

Boat Name: _____

Year: _____ Builder: _____

Model: _____ Overall Length: _____

Hull#: _____ HP: _____ Engine Make: __ #Cyl: _____

Boat #2

Boat Name: _____

Year: _____ Builder: _____

Model: _____ Overall Length: _____

Hull#: _____ HP: _____ Engine Make: __ #Cyl: _____

DUES SCHEDULE

Annual Membership \$35.00

Chapter Membership \$25.00

Total Dues \$60.00

Mail Application To:

ACBS International Headquarters

ATTN: Membership

422 James St., Clayton, NY 13624

Calendar Project!

Get your boat's picture featured on the new IEC Calendar!

Members are encouraged to pay their dues as soon as possible because...

Loralee Silverthorne and Margaret O'Leary are putting together a calendar featuring member's wood boats. A random drawing will be held of paid members for this honor.

Help them create a lasting memory of this boating season.

Boat Drink Recipe of the Month

Captains Table

"After one sip, you'll drink all the others under it."

- 2 jiggers gin
- 1 jigger Campari
- 1 jigger orange juice
- 1 t. grenadine
- 2 jiggers ginger ale
- Cherry, garnish

Fill shaker with ice, add first 4 ingredients,. Shake and strain over ice, into rocks glass.
Add ginger ale.
Garnish!

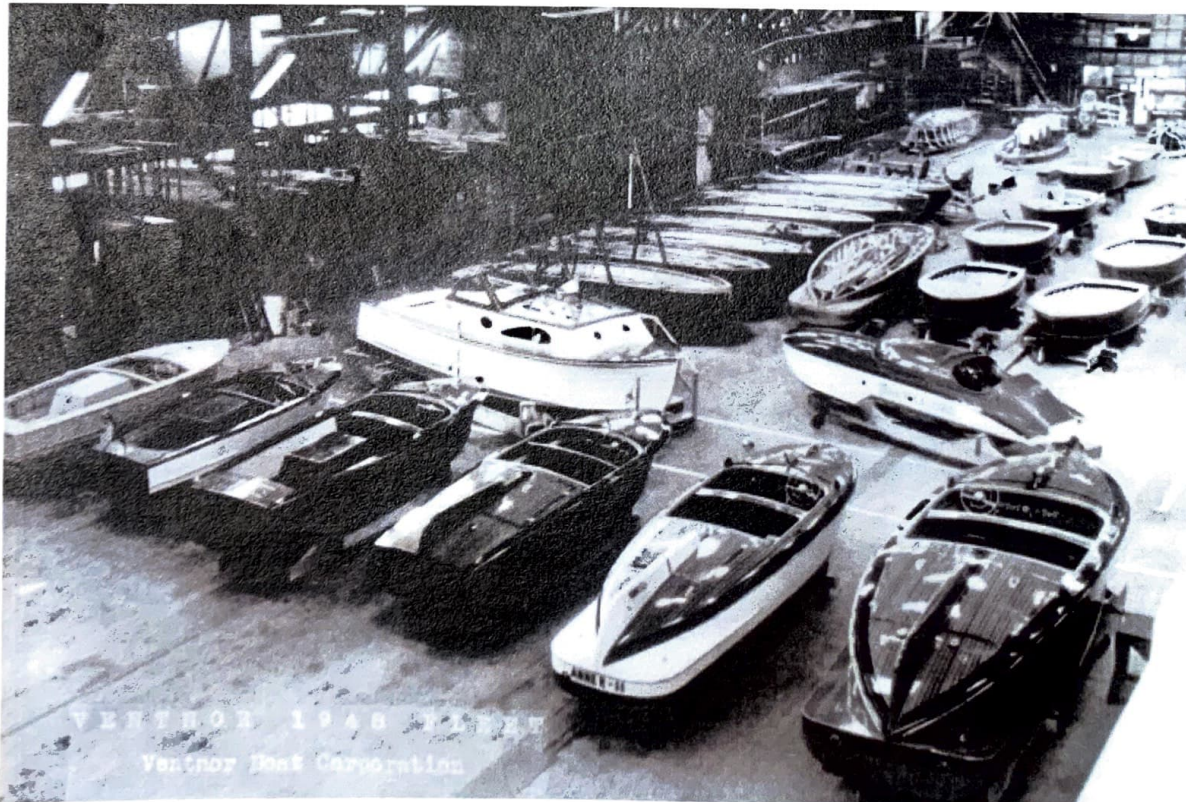
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Restoration
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Meeting

2008 Calendar
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Reynolds Rap

Willits Brothers
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