

# INLAND SCUTTLEBUTT



Volume 15, Issue 1

Inland Empire Chapter of the Antique & Classic Boat Society

Spring 2015

## INLAND EMPIRE CHAPTER ACBS 2015 ANTIQUE AND CLASSIC BOAT SHOW

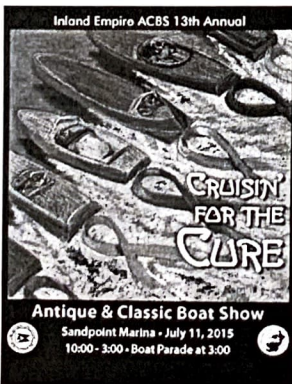
*"Cruising for a Cure"*



[www.CommunityCancerServices.org](http://www.CommunityCancerServices.org)

Greetings from BK Powell, Show Chair and Sheena Kerfoot, IEC President:

Winter is in the rear view mirror and spring has definitely sprung! The 2015 Inland Empire Chapter's Antique and Classic Boat Show in beautiful Sandpoint, Idaho is on the horizon. The theme for this year's show, scheduled for July 10-12, is "Cruising for a Cure" and we have teamed up with Community Cancer Services of Sandpoint Idaho. Finding a cure for cancer is something that all of us, no matter "what boat we float," should be aware of and we've dedicated this show to "Stand up to Cancer." Community Cancer Services will have a booth at the show, so please drop by and support this very important cause with your donations. One of our club members is donating their CLASSIC 1977 original series Hobie Cat 16 for the Community Cancer Services group to raffle off as a part of the show week-end. Just "think" you could be the winner of the "Best Classic Catamaran" trophy next year.



It's time to dust off the boats, clean the bilge, evict the rodents, check the fuel, send in your registration and we'll see you on the water this July. If you haven't registered for the show, we urge you to do so as soon as possible, as interest is high and slips are limited. Deadline for show registration is June 30th. Be sure to send in a photo and short story of your boat. The information is on the application.

As part of the boat show we have a silent auction at the awards banquet. This auction raises a lot of much needed monies to keep our club afloat. The items that are auctioned off are donated to us by sponsors and members. If you have something that you believe is worthy of selling at the auction please contact BK Powell @ [bk@officetechusa.com](mailto:bk@officetechusa.com).

A great way to get involved with our club and meet the members is to volunteer. There are many opportunities. Some of them are quite involved and others not so. Please contact BK Powell if you'd like to donate some time. You will not regret it.

*(Continued on page 5)*

2015

## Chapter Officers and Board of Directors

**Officers:**

President: Sheena Kerfoot [president@inlandempireacbs.net](mailto:president@inlandempireacbs.net)  
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President: Michael Boge [pastpresident@inlandempireacbs.net](mailto:pastpresident@inlandempireacbs.net)

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**Committee Chairs:**

Membership: John Lenhart [membership@inlandempireacbs.net](mailto:membership@inlandempireacbs.net)

Boat Show: BK Powell [boatshow@inlandempireacbs.net](mailto:boatshow@inlandempireacbs.net)

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Find us on:  
**facebook.**

The IEACBS Newsletter makes every effort to insure the basic accuracy of the information contained herein. Please contact us promptly with any corrections or comments.

## President's Message



Sheena and Andy Kerfoot

Happy Spring Everyone! I hope this newsletter finds you all happy and well!

Before the majority of our boats have even hit the water, our club has been busy meeting the objectives we laid out at the beginning of the season... and we are doing quite well! From working on the details of our upcoming area show, to the revamping of our website, to our first gathering of the season, 2015 is shaping up to be a great year!

I would like to make a particular note of our first casual outing – a boat flipping held last month at the Yandt's home. While the actual hands-on time with the boat was relatively short, the extended quality time spent with each other just talking about "whatever" was exactly what we are looking for! It was great to see our members getting together just to share a day, some sunshine, and enjoy the group without any talk about business or schedules. It was what an informal gathering should be, and I am very much looking forward to more of these occasions during the year! These are the types of experiences that cultivate involvement among the membership in general, and will likely attract newcomers.

I would also like to shine some light on our new website. It has been updated this year to make it much more accessible to our members and provide them additional tools, such as listings of shows, new pictures, and even a trading dock. There is a lot of new content to become familiar with, and we encourage our membership to contribute to the website and help make it grow into a valuable chapter resource.

[www.inlandempireacbs.net](http://www.inlandempireacbs.net)

Cheers! Sheena

**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.

## Membership Report and Highlights

The Inland Empire ACBS would like to highlight the following members who share our passion for Antique and Classic Boats. Please make our new members feel welcome by dropping them a note, including them in our activities or offering them a hand when you see them. We would also like to acknowledge our long standing antique and classic members for their hard work and dedication to our club. The IEACBS currently has a total of 123 members.

### **NEW MEMBER PROFILE: Brett & Jodie Sargent, Spokane Valley WA**



Welcome to the Sargents, who joined the ACBS in 2014. Brett is a lifetime native of the Spokane Valley, attended University High School with Wes Yandt, and has been in the road construction business for 30 years. The Sargents have three children; Megan (24), Michael (19), and James (14). Brett & Jodie own a classic car and motorcycle collection, plus a large collection of memorabilia, so their interest in classic boats was a natural fit.

The Sargent family has owned many boats of all types over the years and some of Brett's first memories are boating with his parents. They currently have a 1957 21" Century Coronado "Crew Sader" and a 20' Thunderjet fishing boat. His favorite wooden boats would be the 1950's Century crafts. The Sargents use their boats on Hayden, Coeur d'Alene, Pend Oreille and Priest Lakes. This past year, they participated in the Sandpoint, Coeur d'Alene and Priest Lake boat shows and look forward to many enjoyable activities with the IEACBS in the years to come.



*"Crew Sader" 1957 21' Century Coronado at Lake Pend Oreille*

### **MEMBER PROFILE: Tim and Deb Salt, Whitefish MT**



Tim and Deb Salt joined the IEACBS in March 2010 and have been valuable, supportive members of the club. They are also charter members of the Big Sky ACBS Club and have coordinated the Whitefish Woody Weekend the past four years.

Tim was born and raised in Fresno, CA. He attended Fresno State College and graduated with a BS in Natural Resources Management from California Polytechnic State University in San Luis Obispo, CA. Deb grew up "out in the country" near Franklin, PA. After high school, she attended Paul Smith's College of the Adirondacks where she graduated with a degree in Forest Recreation. After some great work experience in Glacier National Park and Harriman State Park, she attended the University of Montana and graduated from the University of Idaho.

Per the Salts both Deb and Tim had/have careers with the U.S. Bureau of Land Management (BLM). Tim served in various positions in California, New Mexico and Washington, DC, including a yearlong fellowship in the U.S. Senate. He retired as the California Desert District Manager in 2004 after 30 years of service. Deb still works for the BLM. During her career she has served in Montana, Idaho, Arizona, California and Washington, DC. She is currently the Senior Program Lead for the National Scenic and Historic Trails Program in the headquarters office of the BLM. Deb and Tim have two children/step-children and five wonderful grandchildren who all live in the Fresno area.

Neither of us came from boating families although we both had human powered small craft experience in our younger days and prior to our marriage, Deb had quite a bit of sailing experience in the Caribbean. We are avid outdoor recreationists who are always looking for new adventures. We have both always had an interest in antiques and Tim has, over the years, done

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(Continued from page 3)

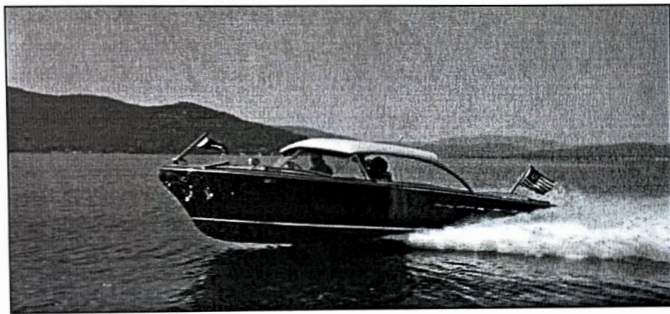
quite a bit of furniture restoration, including a player piano inside and out. Like most men who grew up in the 50's and 60's, Tim has always had the classic car bug. Deb's first car was a 1947 Willy's Jeep. She later had a 1958 Willy's Jeep that she and her father restored. Over the years, we had many discussions about getting a classic car or truck. Then one day we took a ride in a classic boat and we were bit. We realized that if we had a classic car we would not be able to recreate anyplace different than we could with a new car, but with a classic boat we could satisfy our quest for a classic, while at the same time opening up a totally new world of recreation. It seemed the perfect fit and we have never looked back. (But if you know someone with a early 50's Willy's Wagon, we know it doesn't cost anything to look.)

The *Shady Lady* is a 1955 22' Chris-Craft Continental Sedan Hardtop. She is powered by the original 200 HP Chrysler Imperial Special M45S (Hemi) engine. The Continental model line was introduced in 1955 as Chris-Craft's top-of-the-line utility. There were 102 22' Continentals built in 1955, the only year the 22' Continental was built. Of those 102 Continentals, 28 were equipped with the 200 HP Hemi engine and 20 were built with the sedan hardtop option. Only three were built with both the Hemi and sedan hardtop options. A search of all the relevant classic boat records shows no other 1955 22' Continental Sedan Hardtops. The *Shady Lady* is believed to be the only one of the three built in 1955 still on the water.

The boat shipped from the Chris-Craft Cadillac, Michigan factory to John G. Rapp, Chris-Craft Dealer in San Francisco, CA, on June 14, 1955. She had a complete makeover in the mid-80's, had a West System bottom installed in the mid-90's, was refinished in 2011 and 2014 and had the engine rebuilt in 2013. She is a "preserved" classic boat, meaning that she still has over 60% of her original wood. The *Shady Lady* came to Montana from Indian Lake, PA in 2010 and has had eight owners in her lifetime. In the past, she has gone by the names *Happy Times* and *The Boat*. She was reportedly used for illegal activities in the Sacramento Delta area in the 1970's. With her signature hardtop and the legend of her illicit past, it was only fitting to re-christen her the *Shady Lady* on June 14, 2010, her 55<sup>th</sup> birthday.

The *Shady Lady* is the first boat that we have owned and when we made the commitment to own her we soon realized that we knew nothing about launching and retrieving a boat let alone a classic inboard. Let's just say that you can figure out how to do anything on YouTube.

The *Shady Lady* is a trailer boat. We participate in 3-4 shows a year and use her whenever we can on local lakes. Our home lake is Whitefish Lake where we try to get her out once a week during our very short boating season. Our favorite lake is Lake McDonald in Glacier National Park. There is nothing better than cruising a beautiful boat on a beautiful lake surrounded by beautiful mountains. And normally we pretty much have the lake to ourselves.



*Shady Lady* 1955 22' Chris Craft Continental Sedan Hardtop on Lake Pend Oreille

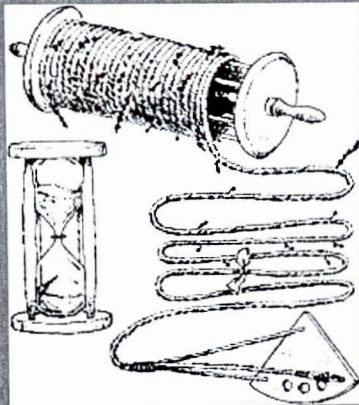
## Seafaring Words in Everyday Speech

**Knots....**How fast you're going while out floating on the lake can be notoriously tricky to judge if you're just eyeballing it. One method used to get around this issue was introduced in the sixteenth century using a "chip log" or "log-line."

In a nutshell, this method used a plank of wood (usually wedge shaped and weighted on one end so it would float perpendicular to the water to increase drag) tied to a long thin line that had knots tied at evenly spaced intervals.

The wood would be tossed into the water and the line let out while a sailor used a sand-glass to time the number of knots let out in the given timespan.

From [www.todayifoundit.com](http://www.todayifoundit.com)



(Continued from Sandpoint Boat Show page 1)

We will send out further information and updates prior to the show. If you have questions or need more information, contact: B.K Powell 509.994.0512 or email at [bk@officetechusa.com](mailto:bk@officetechusa.com).

### Tentative Schedule:

#### Friday:

11:00 a.m. - 5:00 p.m. Boat Launch and check-in  
5:30 - 6:30 p.m. "Welcome Aboard" no host Cocktails and light hors d'oeuvres



























#### Saturday:

9:00 a.m. Check-in  
9:30 a.m. Skippers Meeting  
10:00 a.m. - 3:00 p.m. Boat Show  
12:00 Noon Ladies Luncheon  
3:00 p.m. Boat Parade on Sand Creek  
5:30-7:00 p.m. Silent Auction and Social Hour  
7:00 p.m. Awards Banquet

#### Sunday

9:00 a.m. - 2:00 p.m. Boat Rally on the lake

See you in Sandpoint!

 <b>All Cancers</b> Lavender	 <b>Lung Cancers</b> White
 <b>Bladder Cancer</b> Yellow	 <b>Lymphoma</b> Lime
 <b>Brain Cancer</b> Grey	 <b>Melanoma</b> Black
 <b>Breast Cancer</b> Pink	 <b>Multiple Myeloma</b> Burgundy
 <b>Cervical Cancer</b> Teal/White	 <b>Ovarian Cancer</b> Teal
 <b>Childhood Cancer</b> Gold	 <b>Pancreatic Cancer</b> Purple
 <b>Colon Cancer</b> Dark Blue	 <b>Prostate Cancer</b> Light Blue
 <b>Esophageal Cancer</b> Periwinkle	 <b>Sarcoma/Bone Cancer</b> Yellow
 <b>Head &amp; Neck Cancer</b> Burgundy/Ivory	 <b>Stomach Cancer</b> Periwinkle
 <b>Kidney Cancer</b> Orange	 <b>Testicular Cancer</b> Orchid
 <b>Leiomyosarcoma</b> Purple	 <b>Thyroid Cancer</b> Teal/Pink/Blue
 <b>Leukemia</b> Orange	 <b>Uterine Cancer</b> Peach
 <b>Liver Cancer</b> Emerald	 <b>Honors Caregivers</b> Plum

Cancer Awareness Ribbon Colors

What's in a

# "NAME"

Why do we name our boats what we do? Sometimes the meanings are very deep and well thought out and other times the name is simple and comes easy. Whatever it is and however we came up with it, they are all unique and help to define our boats.



By Michael Boge- When it came time to name "Mi Amor," Julie Young from Stancraft engaged my thought process when she remarked: "That boat of yours has really stuck with you through thick or thin". Kind of like naming your kid, I wanted a name that fit for the long run. A name that would immediately tell the casual viewer looking at the stern what this boat meant to me. Boat names are always carefully thought out by their owners. Then they are applied with care. Most names are a bit mysterious and some even have a bit of a double meaning thrown in. Not wanting to disappoint the on looker, I followed the same protocol as "Mi Amor" is my wife Anavel's nick name meaning "My Love" in Spanish. And with that base covered I must say Julie Young was absolutely correct as "Mi Amor, our 1964 Century Re-sorter has been "My Love" through thick and thin since 1989!



# IEACBS New Website

By IEACBS Web Captain John Whitcomb

## [www.inlandempireacbs.net](http://www.inlandempireacbs.net)

Our new chapter website is ready.

The screenshot shows the homepage of the Inland Empire Chapter Antique & Classic Boat Society website. The header includes navigation links: Home, Events, Gallery, About Us, Sponsors, Sandpoint Boat Show, and Become a Member. A search bar is also present. The main content area features a large banner image of a boat named 'JALLY LADY'. Below the banner, there are several sections: 'Let's-o-links' with icons for Trading Dock and Links; 'Current and past Scuttlebutts' with a Newsletters icon and a Member Login icon; and a 'Sponsors' section with logos for OfficeTECH xerox, Columbia Bank, THE NEWBOATSHOP, and SANDPOINT MARINA. Callouts with arrows point to various elements: 'Pictures of our past events' and 'Schedule of events' point to the top left; 'Area boating and club history' points to the banner; 'Most current info about the Sandpoint Boat Show' points to the banner; 'Member only Login area' points to the top right; 'Trading dock. Anybody can view but a secure login is required to post ads' points to the Trading Dock icon; 'Live links to our sponsors here and on "Sponsors" page' points to the sponsor logos; and 'Current and past Scuttlebutts' points to the Newsletters icon.

Many of you may know that our old web site was dependent on a professional web designer to maintain it and keep it fresh. The process was cumbersome, the content was often outdated, and members were not using the site. Things have changed and we invite you to visit our exciting new site!

This is a dynamic web site that changes weekly, if not daily. It is intended to be an information source for all members, as well as a means to communicate the Club's activities and events, and to showcase the Club's involvement in the antique and classic boat environment.

Some information about accessing and using the website:

**Trading Dock** is the Club's classified section. It is available to the general public, so anyone who visits the site will have access to it. However, posting an item for sale is limited to members only. After submission, the ad is reviewed (by the "ad master" of course!) for valid content and then approved and posted. Ads are limited to boat related items only. Ads expire in 60 days automatically, but if you sell something, please delete the ad.

**Member log-in** is a protected area for Inland Empire ACBS members only. The passwords will be e-mailed to all members.

A different second password is needed to access the Membership Listing. This is considered the most sensitive and therefore the double protection. **If you do not want to be included in this listing, please contact the webmaster at [webcaptain@inlandempireacbs.net](mailto:webcaptain@inlandempireacbs.net) for removal. We respect your privacy.**

As members of the IEACBS, this is YOUR web site. If there is something you would like added or you have comments about the contact, please send the webmaster your input. As with any valuable website, accuracy is very important. If you see something that is not correct, please contact the webmaster ([webcaptain@inlandempireacbs.net](mailto:webcaptain@inlandempireacbs.net)).

Everything should be fairly easy to go through. Try it and give us your feedback!

## THUNDERBIRD

Launched July 14, 1940, Tahoe City, California  
 Designed by John Hacker  
 Built at Huskins Boat Yard in Bay City, Michigan

My first encounter with the Bird, otherwise known as *Thunderbird*, was in the early 1960's when off in the distance on a calm Lake Tahoe day, she appeared to be approaching slowly at first, then moving in closer with speed and sound from those two Allison V12 engines pumping out 1,000 - 1,100 hp each. Very few eyes were lucky enough to see the Bird underway prior to 1962, the year Bill Harrah, the casino guy, bought her from the estate of Cpt. George Whittell. He was the consummate eccentric playboy of the East shore of Tahoe. George broke his hip in the mid-fifties, declined surgery, thus putting himself into a wheel chair, making it difficult to enjoy the Bird. She was rarely used in the 40's and 50's because of wars and the wheel chair.

When I was a younger man, in the early 60's, I'd see Whittell in his wheel chair at the craps table in the Cal-Neva casino. He would also always have a couple of handlers to watch and help. George was a very wealthy man owning boats, airplanes, cars and 2/3 of Tahoe's East shore. He made his fortune from extensive real estate holdings in San Francisco. He never recovered from having to use the wheel chair.

When Harrah bought the Bird in 1962, he immediately moved her to his auto museum shops in Reno for a complete restoration and overhaul, including changing out the two Kermuth Sea Raider V12's, at 550hp each, for the two Allison's. Harrah had many Allison's handy in his warehouse to keep his unlimited hydros in the game. Harrah was a big bucks guy, too, with lots of style and business sense. He was married for a time to Bobby Gentry, a popular singer of the day.

Harrah's shops fabricated and installed the stainless steel fly bridge and opened up and expanded the cockpit to create room for more passengers. I believe it was then that the USCG rated the Bird for 16 people on board and also restricted the boat from going any further into the lake than 150 yards from the shore. Harrah used the Bird to entertain famous people, actors, sports stars and politicians.

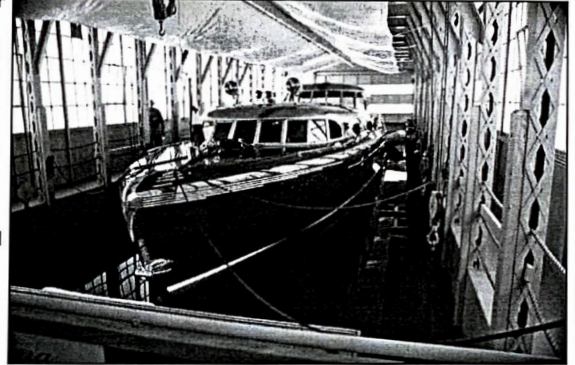
In 1979, Buzz and Joan Gibb bought the Bird and immediately began spending big bucks. They took it down to San Francisco Bay right away for charter and charity work when all of a sudden, it began to leak. Rot happened. Gibb had a new transom and bottom work done then took it back to Tahoe. Still today, he is a very successful investor and hotel owner/operator throughout the western U.S. enabling him to donate lots of Bird rides. Buzz was commodore of our Tahoe Yacht Club for a time. Be assured that the boat was always at the Tahoe Yacht Club's *Concours d'Elegance*. I had a few rides on the Bird during the 80's. Buzz had two extra engines that could be installed when needed. The story goes that the Allison's, for safety, never got to windup, causing them to continuously load up. Also, interestingly, when it came time to put the boat into the water in the spring, in slings, the engines were removed so the bilge could be covered with water to swell up the bottom and not at the same time run back into the crankcases through the seals at the ends of the transmissions.

Back to my rides on the Bird. Thrilling is the one word that applies. All 55' (or 56", depending on who's holding the smart end of the tape measure) vibrates and tickles the bottoms of your feet. Some accounts put top speed at 70 knots at sea level. This might be true, but I was always told that top speed was not in the program because the craft felt like it might roll over at that speed. A happy thought, yes, if you are one of the 16 souls aboard!

The boat is currently owned by the Thunderbird Lodge Preservation Society. The future is unsettled; many people will be there to buy it if the society fails in its restoration efforts. The Bird is now out of the water, waiting for donations to rebuild both engines, estimated to cost around \$200,000. I think she also needs some bottom work. The upkeep never ends.

*Thunderbird* will be 75 years old this coming summer. We all wish her well!

Story by Brad Hill, who was active in the ACBS Northern California/Lake Tahoe Chapter, the Tahoe Yacht Club and the Tahoe *Concours d'Elegance* for many years. For more information about the *Thunderbird*, go to the website: [thunderbirdtahoe.org/yacht](http://thunderbirdtahoe.org/yacht)



## “What’s happening in the shop”

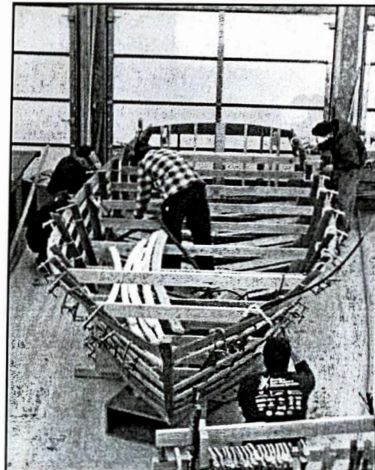
Tell us what is going on in your shop. Send us a very brief story (paragraph) or not so brief, and a few photos if you have them, explaining what classic boat project you are working on. It can be as big or small of a project as you wish. I guarantee you that people will find it interesting even if it is simply polishing out a scratch. You can also mention in your story if you'd like/need some help or if you welcome visitors (include contact information).

### Northwest School of Boat Building by Betsy Davis

The Hacker 21' Special Runabout is moving right along! Last year the students set up the frames, backbone, and transom frame from the loft floor and installed the bottom planking. As the boat was initially built upside down (to accommodate bottom planking), this year's class began by rotating the boat right-side up, to continue with hull planking. Before continuing with the topsides, their first task was to install the transom planking. The transom was built up of two layers, totaling 5/8" in thickness. The inner layer was 9mm marine plywood, with an outer layer of 3/8" khaya veneer vacuum bagged to the plywood. With the transom now completed, the students have moved on to the topside planking. This planking is 7/16" khaya, installed in traditional batten seam construction. Just before spring break, the students had two topside planks to go, port and starboard. Once the topside planking is complete, focus will be shifted to the foredeck and interior of the boat, as well as the engine installation. The boat will be powered by a Crusader 5.7 Liter engine rated at 320 HP with a Warner Liberty Angle drive transmission. We're hoping to complete the build by the end of the Summer of 2015.

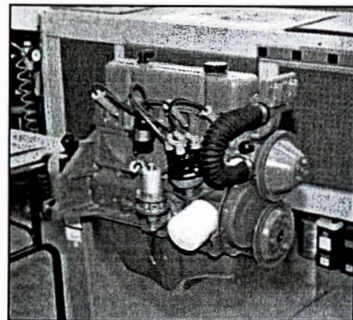


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### Mitch and Tracy Johnson by Mitch Johnson

We just got back from our vacation in Key West Florida. Boating in the Keys was a blast. One more item checked off the bucket list. Unfortunately, the vacation took me away from the boat project but the break was much needed. As far as progress, we got the stain and four coats of varnish on so far. A BIG "Thank you" to Bob Henshaw and Steve Zwarg for all the help. Also we have all the interior pieces stripped, restained and two coats of varnish on. It is starting to look pretty good. I hope to pick up the pace as the weather gets better.

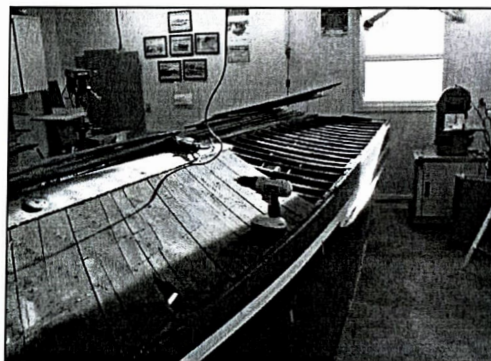




## **The Yandts** by Wes Yandt

We have made some very good progress on the Skippy Jr this spring. It was kind of slow-going over the winter (as half of this partnership was baking in the sun and playing golf in Palm Springs), but once we got back to work, we have been able to accomplish a lot. The big event was on March 29<sup>th</sup> when we hosted a "Flippin BBQ" at the shop for members of the IEACBS. The actual boat flipping went very well and we all enjoyed a great potluck/BBQ afterwards. It was fun to see everyone get together for a purely social outing. Since then, Dad and I have stripped the outer and inner bottom planking off of the boat to fully expose the structure. The good: The stringers aren't rotten and the overall shape (not hogged) of the boat is good. The bad: every other piece of wood in the boat including keel, chines, transom framing, stem, gripe. And the ugly: all of it! I think that they used to change the engine oil by just letting it drain in the bilge. Everything is very oil soaked!! I swear that the previous owners threw sawdust in the wet bilge to help soak it up to stop the hull from leaking.

We have a long list of wood to purchase for planks, so that's my assignment as the process of reframing happens. You're always welcome to come back and join us in the shop!



## **Coeur d'Alene Custom Wood Boats** by Jim Brown

We would like to wish everyone a very happy spring from all of us here at the Resort Boat Shop. It is nice to see the boating world coming alive, and even better to get a few quick sprints out on the water with the excitement of dodging those pesky chunks of trees that are bobbing around.

Thankfully, we have had a very nice assortment of restoration projects throughout the winter months. We just finished up a bottom project on a 1962 Coronado that is going to come together into a beautiful craft. We have a couple of projects up from Payette Lake: *Big Woody*, a beautiful 2002 36' Hacker; and a 1963 18' Century Sabre that we have the honor of restoring. We have other projects with manufacturers like Van Dam, Chris Craft, Shepherd, Stan-Craft, and Lyman. We also have the privilege to replace the wood deck and refinish a beautiful Riva, *Bella Ragazza*.

We are fortunate to continue on with some exciting new construction projects. Recently, we had our official unveiling of *Pure, Dr. Ellen, and Bella J*, three beautiful new builds that will be floating around on our local waters - keep your eyes peeled for them when you are out having fun on the lake this summer.

# IEACBS Charitable Contributions at Work

## Sweyolakan Canoe Restoration Project An Historical Perspective

By Eileen Mathews



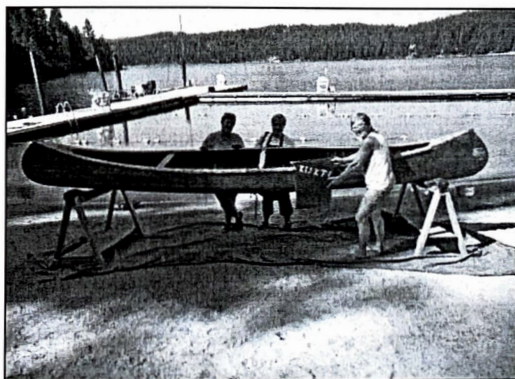
To date, the Canoe Project is responsible, through financial contributions and approximately 600 volunteer hours per canoe, to the restoration of two Old Town war canoes, two smalls and one 1939 17' Thompson. Additionally one Old Town War and one 17' are in various stages of restoration. Current shop rates for repair of wood and canvas canoes run from \$40.00 (very low) to \$70.00 per hour. Thus, the value of work on the Sweyolakan canoes is in the thousands of dollars. Quite a feat for a small group of passionate volunteers.

The "Sweyolakan Fleet" consists of 20 vintage wood and canvas canoes in various states of repair and disrepair. Included are seven Old Town 25' War Canoes; eight Old Town small canoes ranging from 15' to 18' including one rigged for sailing; three Thompson's; one Willits; and one Kant Sink Em! The first canoes were purchased and arrived in camp in 1924 - both War canoes named "Sweyolakan" and "Wocanda."

The seed for the Canoe Restoration Project was planted at a Women's Retreat as the Extreme Team came together and looked around camp for projects that were feasible not only financially but within our skill set. The condition of the canoes, and the need for attention was apparent, but a much larger project than was practical initially. However, the obvious need for canoe restoration continued to surface as the canoes not only have an historical significance but are truly part of the essence of Sweyolakan.

That following winter an internet search was initiated for information and resources regarding restoration of wood and canvas canoes, particularly Old Town Canoes. Contacting Old Town (now Johnson Outdoor Products) provided no resources nor viable information for restoration. That proved disappointing and a temporary set back. However, Johnson did provide one intriguing piece of information: the original Old Town build orders. These proved to be not only fascinating but useful as well. More on that later.

For the next two years, on and off, I kept looking for a resource. January of 2011, I stumbled upon a website for Falls Island Canoes and a list of restoration classes. In that the website failed to provide comprehensive information, I decided to call them directly. As luck would have it, Jerry Stelmok himself answered the phone. Unbeknown to me at the time, Jerry, along with Rollin Thurlow and Jeanne Bourquin, are the top Old Town restoration experts in the country. Jeanne was one of Jerry's first students some twenty-five years ago.



*(Continued on page 11)*

*(Continued from page 10)*

As we talked and I explained the circumstances before us, Jerry suggested that possibly Jeanne would agree to come to Sweyolakan and train a group of volunteers. This was much more desirable than one or two individuals traveling to Maine to participate in a workshop as was originally planned.

Realizing at this point that a viable opportunity existed, I presented it all to a small alumni group who served as a sounding Board and soon as partners. The ensuing brainstorming sessions yielded a mission statement, an organization plan and time line, a comprehensive restoration plan, a restoration cost comparison and a statement of financial need. The proposal was now ready to unveil.

Consequently, the plan was presented to Colene (Rubertt, Executive Director) and subsequently the Finance Committee. With their blessings, we moved forward. First order of business was to create a brochure that included project information and a request for funding. At that point, an invitation for volunteers was made, the brochure was mailed and Jeanne was contacted to confirm her commitment to conduct a training workshop at camp.

Concurrently, a visit to camp was necessitated to evaluate the canoes and prioritize them according to the need for repair, volunteers were contacted with the time-line for the training workshop, volunteer commitment was confirmed, and meals were planned. With the assistance of Jerry's book and Jeanne's expertise, a list of tools supplies and vendors was compiled. Meanwhile, Jeanne and Peter's travel arrangements were completed.

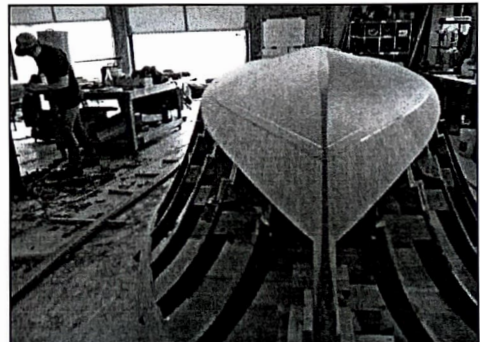
The "Plan" came together as Peter and Jeanne arrived at camp on Sept. 12, 2011. For the next ten days, the volunteers of "canoe crew 1" learned the techniques of restoration as they worked on two war canoes and one small. We are grateful and have been overwhelmed by the financial support for this project. To date, funding contributions have been sufficient to keep the restoration project ongoing. The most recent donation of \$1500 was generously made by the Inland Empire Antique and Classic Boat Society for restoration of the "Wanagi" (means Shadow Spirit), a 1946, 25' war canoe. Plans are in the works to deliver one or more canoes to their annual Boat Show in Coeur d' Alene and possibly Sandpoint this summer (2015).

## Northwest School of Wooden Boatbuilding

By Betsy Davis, Executive Director



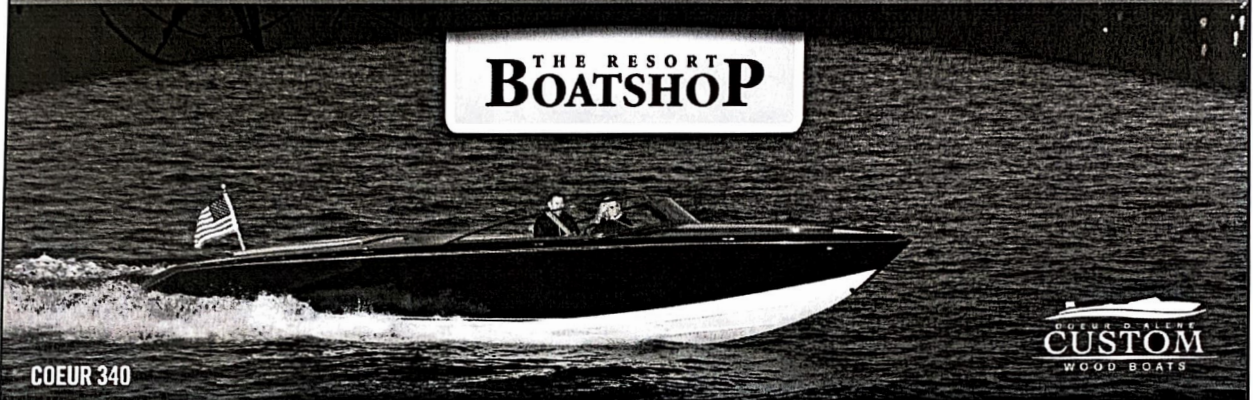
"I want to thank the Inland Empire Chapter of ACBS for their generous donation of \$500 to the Northwest School of Wooden Boatbuilding. The Boat School has record enrollment this year! As our students learn how to build traditional small craft, traditional large craft and contemporary boats, they learn the skills and develop their passion for wooden boatbuilding and craftsmanship, which are qualities also exemplified by your members. As the new Executive Director at the Boat School (I started October 1<sup>st</sup>), I've been really inspired by the commitment of the Boat School's instructors. I've also come to realize that this Northwest school is one-of-a-kind, drawing students from from around the world. Together we are preserving an important legacy. Thank you for your support."



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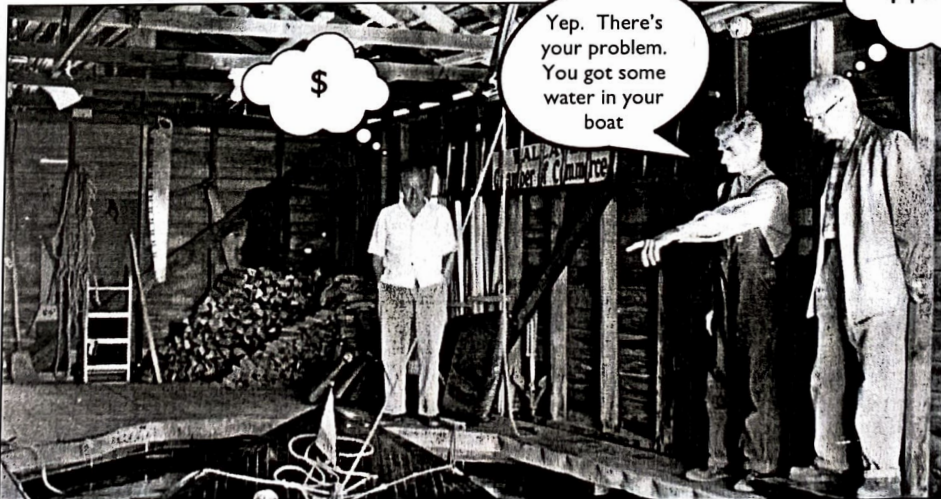


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## A Picture is Worth 1000 Words



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Yep. There's your problem. You got some water in your boat

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## An Invitation to join the Northwest Classic Boat Club

By Helmar "Joe" Johanesen, the Northwest Classic Boat club president

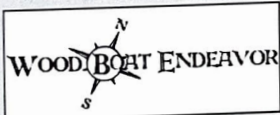


Welcome to [Classicboatclub.com](http://Classicboatclub.com), a website and online forum for classic boats of all kinds--wood, classic glass or vintage aluminum. In order to serve ACBS members living in Washington, Oregon, Idaho and British Columbia, we've expanded our forum to include not just saltwater events (associated with the Northwest Classic Boat Club and our mostly-classic-glass boats), but also freshwater events held throughout the Northwest. ***Here's where you come in if you're an ACBS member:*** You can now log in and register free on the online forum easily, go to the new [Freshwater Events Planning](#) area, and post events or discuss new event ideas--whether they're formal, organized gatherings or simply messages to others saying, in effect, "Hey, I'm planning to launch at Mayfield Lake this Saturday...anybody want to join in?" (When you first visit our forum--[www.classicboatclub.com/forum](http://www.classicboatclub.com/forum)--you'll be asked if you're a member of ACBS. Just check the "Yes" box and you're ready to participate, posting event information from your chapter or area, or discussing new event ideas with others.) We hope this new resource will be of interest to ACBS members throughout the Northwest, and that by doing more to get together online, ACBS members and folks in the Northwest Classic Boat Club will spend more time together on the water, "cross-pollinating" our clubs, since we all share an appreciation for the same thing--beautiful old boats, and using them as often as possible!





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# 2015 EVENTS

June 26, 27 and 28	<b>Whitefish Woody Weekend IV</b> Contact: Tim Salt	Location: Whitefish, Montana <a href="mailto:whitefishwoodyweekend.IV@gmail.com">whitefishwoodyweekend.IV@gmail.com</a>
July 10, 11 and 12	<b>IEACBS Classic and Antique Boat Show</b> Contact: BK Powell	Location: Sandpoint, Idaho <a href="mailto:bk@officetechusa.com">bk@officetechusa.com</a>
July 31, Aug 1 and 2	<b>Payette Lakes Classic and Wooden Boat Show</b> Contact: Stephen Ryberg	Location: McCall, Idaho <a href="mailto:smyryberg@cableone.net">smyryberg@cableone.net</a>
Aug 7, 8 and 9	<b>Sicamous Antique and Classic Boat Show</b> Contact: Paul Harrison Karen Harrison	Location: Sicamous, British Columbia <a href="mailto:paulharrison1@shaw.ca">paulharrison1@shaw.ca</a> <a href="mailto:karenwharrison@shaw.ca">karenwharrison@shaw.ca</a>
Aug 7, 8 and 9	<b>10th Annual Big Sky Antique &amp; Classic Boat Show</b> Contact: Alex Berry	Location: Flat Head Lake, Montana <a href="mailto:alex.b@montanawoodenboatfoundation.org">alex.b@montanawoodenboatfoundation.org</a>
Aug 23	<b>16th Annual Oswego Heritage Council Collector Car and Columbia-Willamette Chapter Classic Boat Show</b> Contact: Roger Rollins	Location: Lake Oswego, Oregon <a href="mailto:rlrollins@comcast.net">rlrollins@comcast.net</a>
Sept 5, 6 and 7	<b>Dry Rot Show and Boat Parade</b> Contact: TBA	Location: Priest Lake, Idaho TBA
Sept 23-26	<b>40th Annual ACBS meeting and International Boat Show</b> Contact: Madden's Resort	Location: Gull Lake, Minnesota (888) 450-5189
Oct 2, 3 and 4	<b>Mahogany and Merlot</b> Contact: TBA	Location: Lake Chelan, Washington TBA

## 2014 Sandpoint Award Winner Word Find

Hint; you can find all 18 winning "BOAT NAMES" from last years show on the new web site [www.inlandempireacbs.net](http://www.inlandempireacbs.net)

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 U Z S K I V N A S X S Y A O I  
 E W V W E N L S A Z I P M R T  
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*Having Fun with our Woodies*



"Uno Mas..." 1959 18' Chris Craft Cabri at the 2014 Sandpoint Antique and Classic Boat Show owned by John and Linda Whitcomb