

INLAND SCUTTLEBUTT



Volume 16, Issue 1

Inland Empire Chapter of the Antique & Classic Boat Society

Winter 2016

Our dear friend and boating companion, Kent Wick, passed away unexpectedly on February 24th after battling a rare form of pneumonia. Kent and his wife Becky have been active ACBS members since 2004. Kent also was an invaluable IEACBS board member for many years, often offering expert accounting and tax advice. Kent's beloved 1949 18' Chris Craft Sportsman named "Irish Song" was a regular at our local boat shows. We will deeply miss Kent's bright shining smile and gentle character. Below is Kent's obituary from his family.

Kent Wick was born on June 24, 1944 to his proud parents, Clarence and Helen Wick and his brother Dale, in Duluth, Minnesota. Kent grew up in Duluth, running the halls of the Arrowhead Hotel that his parents owned and operated. Kent graduated from the University of Minnesota Duluth with an accounting degree, before enlisting in the US Coast Guard during the Vietnam War. The Coast Guard took him to Homer, Alaska where he met his bride-to-be Rebecca (Becky). Kent and Becky were married six months later, and happily married for 46 years. They moved to Seattle, Kenai, and Ely before settling back in Homer where Kent managed Homer Electric Utilities. Kent's career in management of electric utilities continued for 45 years and spanned over ten countries.

Kent was an amazing and much loved father to Dawn, Tonya, and Myra, father-in-law to Chris, and grandfather to Rebekah, Mia, Laura, Preston, Hayden, and Lyssa.



Kent loved adventure and married the right girl to be along his side. Over the years, the two love birds lived in Alaska, Nevada, Washington, Montana, Bangladesh, the Philippines, and settled in Moscow, Idaho for their retirement years. They traveled the globe and tackled every adventure they came across, including: The Great Wall of China, Mt. Everest base camp, Machu Picchu, rafting on the Nile River, and boating the Lewis and Clark river route from Idaho to the mouth of the Pacific Ocean, to name a few.

When not traveling and seeking adventure, Kent loved to build and create. He was a craftsman and loved working with wood, creating pieces for the home and his family. His true passion was working with his antique wooden boats, including full restoration of a 26 foot 1968 Century. Kent loved being on the lake, enjoying the rumble of the motor and having his family along for the cruise. Kent and Becky were involved in the Inland Empire Antique and Classic Boat Society.

They spent summer weekends on the lakes of the Northwest, showing his Chris Craft boat and enjoying the fellowship of other boat lovers. When winter came along Kent traded in the boats for his snow skis. He always made time to hit the slopes and loved to tackle any black diamond run. If there was powder to be skied, Kent found his way to the hill.

Kent loved life, lived it to the fullest, and never let grass grow under his feet. We miss him. Kent was the best - husband, dad, father, grandpa!

For those wishing to make gifts in Kent's memory, a fund has been established at the Northwest School of Wooden Boat Building, www.nwswb.edu/donateonline.

In Memory

Of

Kent Wick

1944-2016



2016

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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.

President's Message



Happy Spring Everyone!

Spring fever has definitely hit, as the weather here in Coeur d'Alene is warming up, and we are anxiously looking forward to the Inland Empire's 2016 boating season!

I want to take this opportunity to thank our members for all the hard work that has been put into our club this past year. We can all be especially proud of the positive attention we've helped bring to the Community Cancer Services group in Sandpoint.

Looking ahead, I am excited for all the events scheduled this year. Planning for our Sandpoint and Priest Lake shows is already well under way. We are also looking forward to a new local gathering - the Rendezvous on Coeur d'Alene Lake - so please watch for more details on that!

It's just about time to start taking those covers off and cleaning up the boats. I am very much looking forward to seeing as many of you as possible out on the water this year.

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

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

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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 114 members.

The IEACBS is currently looking to fill the **Membership Chairman** position. John Lenhart has held this position for many years and done an outstanding job. He resigned his position last fall leaving some big shoes to fill. If you are interested in helping your club out by filling this position please contact our president Sheena Kerfoot. Her contact info can be found on page two.

MEMBER PROFILE: Skip and Debbie Vashon- Boca Raton FL

Skip and Debbie Vashon divide their time between northern Idaho and Florida and have been members of the IEACBS for ten years. Skip shared the following story about his boat and family ties.

The name of my boat is *Snagley*. It is a 1964 Chris Craft 17' Custom Ski boat and took nine years to restore (in between my five rotator cuff surgeries). I finished work on it the spring of 2015 and left Florida in early June towing the boat to Coeur d'Alene. I got caught in a very bad hail storm in Montana on my way out and thought the boat was going to have major damage, judging by the condition of my vehicle. I made a felt cover out of moving blankets to put on the boat, and then put the umbrella fitted cover over the blankets. Then I had it shrink-wrapped and continued on to Coeur d'Alene. I didn't unwrap *Snagley* for two weeks after my arrival, thinking I would be sick when I did so. Finally, to my great surprise, when I unwrapped the boat, there was no damage!! What a relief! I've weathered many storms in my 64 years - including a hurricane - but that Montana storm was by far the scariest and worst I can recall.



Hail damage- OUCH!! (photo by Skip Vashon)



Safe and Sound in C D'A (photo by Skip Vashon)

The story of the name of our boat is dear to my heart. I had a young nephew who was always very close to my wife Debbie and me. We live in South Florida and our nephew grew up in Algonac, Michigan - very near the old Chris Craft (CC) plant. When he graduated from high school, we took him on a trip to the Bahamas for a graduation present. During the trip, we were always waiting for him no matter what we were doing, and he never stopped asking questions, always wanting more information. On the third day, I started calling him *Snagley* and his nickname stuck from then on.

Snagley later graduated from Michigan State and moved to Florida near us. I was working on my CC at this time and he helped me on some things during the restoration - he still never stopped asking questions! Before I got the boat done, he went in for deviated septum surgery at the young age of 28. That night we came home to find him dead - a real tragedy for us all. Later on as I was working on the boat - always thinking about him and missing him - I decided if I got it done, I would name the boat after him. I finally finished it and named the boat *Snagley*.

Many people asked me the meaning of the name and why such a pretty boat has such a name.

I proudly tell the story and think of him, and most reply what a great tribute. I think of my nephew in his younger years, watching the boats pass down the St Claire River in Algonac and all those questions he asked, and won't ask anymore. But it always brings a smile to my face.

In July 2015, as Debbie and I launched the boat for the first time since we've owned it, here at our summer property on Coeur d'Alene Lake, we both smiled and said "Here's to you, *Snagley*!"



"Snagley" (photo by Skip Vashon)

MEMBER PROFILE: Steve Schmidt– Tucson Arizona

Steve Schmidt joined the IEACBS in 2014, and has some valuable advice to share in his new member profile:

HOW NOT TO BUY A CLASSIC WOOD BOAT

I had wanted a vintage boat for many years but other interests and lack of storage prevented me from getting one. In 2014 I finally completed a 1400 sq. ft. storage building at my place at Priest Lake, and early that summer I began my search. I zeroed in on the Chris Craft Riviera 18 for several reasons. They had the look of the pre-war runabouts, but due to the numbers built the prices were more reasonable. Also, parts were readily available due to the wide usage of the Hercules 6 cyl. K series engines. A lot of parts for these engines have actually been sent to China and backwards engineered to very high quality standards. The Riviera 18 was the highest volume build of any Chris Craft ever made: 1220 were made from 1950 to 1955. My 1951 Riviera 18 is hull #401. It was built at the Cadillac Michigan plant and was sold new by Lee Craft Boats in Somers, Montana. It had the optional 3 carb motor and originally sold for \$2930. (Where is my time machine parked?)

I clearly remember driving to Kelowna B.C. to see my new purchase. Things got off to a bad start when I stopped at the border at Canadian customs and they said, "What is your business in Canada?" Like an idiot I said I was going up to look at a boat. This triggered the next question which was, "Do you have more than \$10,000 cash with you?" I only taken had \$9,900 with me on purpose so I felt safe in saying, "No." Well the cash was in the glove box and he went out and found it immediately as I had made no real attempt to conceal it. He returned and said, "What is this?" I said, "\$9,900." Then he counted it and converted it to Canadian Dollars and it came out something like \$10,138. An hour later after filling out forms, affidavits and praising the Queen, they let me drive off to Kelowna. After this encounter I was really apprehensive about bringing the boat back to the U.S. as I had previously been detained at our border for not telling them I had dog food with me.



?? "Endless Bummer" ?? (photo by Steve Schmidt)

When I got to Middleton's in Kelowna and saw the Riviera I fell blindly in love. I spent two days having a survey done on the boat and getting all the right paper work to bring the boat back to the U.S. It turns out boat registrations are required in Canada but no one ever buys them and they are totally un-enforced. We called the owner, but there was no registration. The local B.C. DMV office called the main office to find out what to do. The Answer: you need the current registration or you can't get a transit permit to tow it in Canada. Period. I thought that I would be driving back without a boat when the DMV lady said, "Don't worry we will just call them until we get a guy that gives us a different answer." Cool! And she did and I filled out a few forms, got a new registration and transit permit and headed back to Idaho.

Of course Canadian Customs just waves good-bye as you leave, so no hassles there but I was in a cold sweat as I pulled up to U.S. Customs. The officer leaned out and looked back at the boat on the trailer. I had two inches of paper work to show him to get the boat back into the U.S. After he walked back and looked at the boat I was in total panic.

(Continued on page 5)

(Continued from page 4)

He walked back up to the car and said, "Is that a Chris Craft?" I swallowed and said, "Yes sir." After twenty minutes of hearing all about all the old Centuries and Chris Crafts his dad once had he said, "Have a nice day" and I drove off. He had looked at my passport but never looked at one boat document. Whew!

When I bought this boat I had no experience with old wood boats. Surprisingly, the shaft log, strut and rudder port all looked identical to a 1989 Malibu Ski boat I have so at least those were familiar. The Hercules KLB had decent compression that I had checked myself while waiting for the survey. I know a lot about modern high output engines, so I figured not too much could go wrong with an old flathead six that was wound out at 3800 r.p.m. I drove back to Priest Lake thinking of what else could go wrong with the boat. Of course, my first giant mistake was I didn't run the boat in the water in Canada. My second mistake was I bought it from a broker, not the owner.

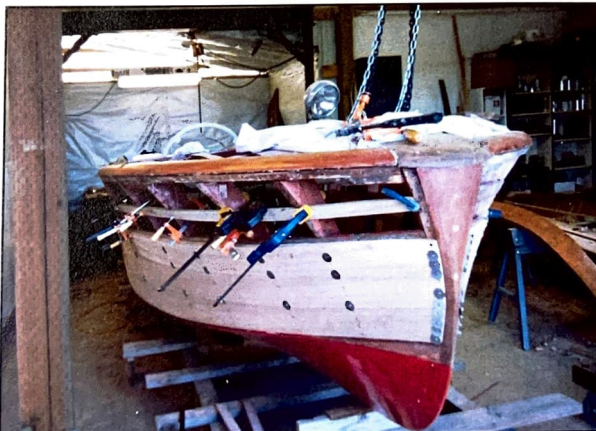
This boat had a plywood bottom covered with fiberglass. I considered this a positive for my use since it would be "No Soak" and low maintenance. Authenticity was not a priority for me. There was, however, some de-lamination of the fiberglass in a couple areas. This did not concern me as I am very comfortable working with glass and I felt this defect was fairly reflected in the price I paid. After I got to Priest Lake I went to work. I repaired the de-laminated glass which took a few days. I replaced the plugs and wires and fired it up. It ran and idled, so off to the lake I went. When I backed it into the water it took on water so fast I thought I had missed multiple drain plugs. But no such luck - it leaked everywhere.

The shaft log not only leaked, but was damaged and had to be replaced. This is a challenge, as access to the shaft log in a Riviera 18 is horrible. The strut bolts were not sealed properly and they leaked. Finally, the rudder port was so out of round that water also poured in there. After an entire summer of fixing all these problems and sealing up multiple hull leaks with Boat Brite, I put the boat back in the water. There was only slight leakage, which I figured could be fixed when I had it refinished. It was dusk, but we headed to visit some friends and surprise them with a real running (and floating) vintage boat. Part way to their home, smoke started pouring out from under the bow. Then all the lights went out. I figured some wiring must be shorting and melting, and when I opened the hatch a ton of smoke poured out of the breather. At this point, my wife was ready to jump out and swim, as we were near shore. I waited a couple minutes for the smoke to subside and re-started the engine. Lots of knocking sounds followed. From past racing engine experience I knew the engine was toast. It had never shown consistent oil pressure but I attributed this to the 60 year old gauge. It was stupid to run the boat at all; however, summer was nearly over and I wanted to get some time on the water before I re-assessed where I was on this project. Of course, seizing the engine took care of that decision.

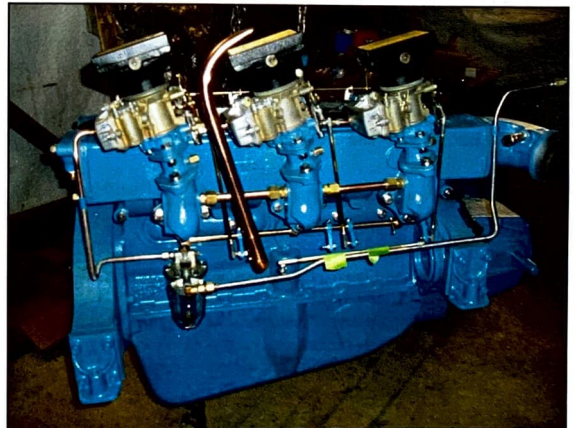
A couple of days later I was walking down to the beach at my condo at Priest Lake, semi-depressed about the Riviera 18. I looked at my new 21' Moomba Ski Boat and admired it, knowing that all was not lost as I still had it to play with. It is named "Endless Summer" after the Bruce Brown surf biopic of the mid 1960's and is also representative of my life style in retirement as I live at Priest Lake for four months in the summer and Tucson Arizona in the winter. We had debated all summer what to name the Chris Craft. Suddenly I burst into uncontrollable laughter and knew that the name of the Riviera would have to be "Endless Bummer."

Fast Forward. The Riviera went to Andy Werner's restoration shop in Newburg Oregon. The engine went to Portland Engine Re-Builders. During the winter of 2014-2015, Andy started to refinish the Riviera, which quickly evolved into totally re-planking the entire hull and stern. Also, since the motor was out of the boat it was the best time to turn it over and re-glass the entire bottom. Staining and varnishing the hull and refinishing the deck remain to be done, before the engine goes back in. I spent a week in Newburg in October painting and putting all the peripherals on the engine. According to all the club members who have seen it, it is "over-detailed." The gauges went to Clawson Classic Instruments and look better than new. Kelly Bradbury at Priest Lake has most of the new interior done and will install it when she has the boat.

Andy Werner is starting the finish work and I am getting excited about having a basically all new 1951 Riviera to play with at the lake. I am sure everything will turn out great. After two long years, I may have to wait on the name until I fall in love again with my Riviera.



Replanking at Andy Werner's Shop (photo by Andy Werner)



The Fresh Hercules looking good! (photo by Steve Schmidt)

It's 2016 "Bucket List" Time

By Wes Yandt

With the pressures of daily life constantly bearing down, many of you may not have had time to properly map out your 2016 boat show schedule. Let me help make these terribly difficult choices a bit easier by providing you a possible "bucket list" of options for this season.

We are fortunate to live in an area with abundant boating and boat show opportunities. This is the year to take advantage of some of the country's best boat shows at the best boat show venues. Don't let these opportunities pass you by... get out there and try something new.....go someplace that you've always wanted to visit. Remember, that bucket sitting in the corner is good for more than just bailing out that leaky Century - fill it with memories by making a 2016 boat show "bucket list" and enjoy the fun!

ACBS 2016 Spring Meeting

May 5 - 9

Seattle, Washington

Hosted by the Pacific Northwest Chapter (acbs.org/event/acbs-2016-spring-meeting)

Hotel Marriott Courtyard Westlake Ave N

Thursday May 5, 2016; Welcome Party Hydro and Race Boat Museum

Friday May 6, 2016; Meeting will be in the hotel. Dinner to be catered at Center for Wooden Boats

Saturday May 7, 2016; "Opening Day in Seattle" is a family affair; families decorate their boats for the festivities and parades; spread blankets on the shoreline for picnicking; and spend hours watching and dreaming of the boats they someday will own.

Whitefish Woody Weekend V

June 24 - 26

Whitefish, Montana

Tim Salt / 406-862-5085 (whitefishwoodyweekend@gmail.com)

It is time to start thinking about the 2016 boating season and what better way to kick off the season than by participating at Whitefish Woody Weekend V on beautiful Whitefish Lake. The Big Sky Chapter of the Antique and Classic Boat Society (ACBS) is sponsoring the fifth annual Whitefish Woody Weekend, hosted by the Lodge at Whitefish Lake. Whitefish Woody Weekend V will begin on Friday evening June 24th with a cruise/parade around beautiful Whitefish Lake. Over 30 classic boats will be on public display at the Lodge at Whitefish Lake from 9AM until 6PM on Saturday, June 25th. Sunday morning, June 26th will feature a poker run with the wood boats out on the lake, followed by a BBQ on the beach for event participants.

The Lodge at Whitefish Lake (the only Four Diamond Resort in Montana) is a great host for this event. The venue is first class and the accommodations are specially priced for this event. Admission is free to the public. Cost to enter a boat in the event is only \$65 which includes all event activities and the BBQ lunch. The event sold out last year, so register early to ensure participation in this event.



Some "classics" checking into the Lodge at Whitefish (photo from Tim Salt)

Pacific Northwest Chris Craft Rendezvous

July 7 - 10

Port Orchard, Washington

Mike & Janet Monda and Dawn Treader (chairman@chriscraftrendezvous.com)

The Rendezvous is held annually on the second weekend in July at the Port Orchard Marina in Port Orchard, Washington. Up to 80 boats typically attend. The purpose of the rendezvous is to provide an opportunity for Chris Craft owners and their families to share the pride and enjoyment of the boats they love. All Chris Crafts are welcome regardless of size, age, model, construction material or condition. The focus is on fun, camaraderie and, of course, our Chris Crafts.

This year's theme is Red, White and Blue! Come join the fun!

(Continued from page 6)

IEACBS Annual Antique and Classic Boat Show

July 8 - 10
Sandpoint, Idaho
BK Powell (bk@officetechusa.com)

This July, the Inland Empire Chapter of the ACBS is hosting the 14th Annual Classic and Antique Boat Festival in beautiful downtown Sandpoint, Idaho. This is one of the premier boat shows in the Pacific Northwest, and one of the premier venues for a classic boat show. If you have never been to Sandpoint, you have got to take this in. The setting for the show is absolutely perfect, located along the shores of Lake Pend Oreille. The show is on the boardwalk running alongside Sand Creek. You can stroll through the show, then venture up to the shops in downtown Sandpoint. There is even a Farmer's Market located nearby.

It is a very relaxing atmosphere - one that you just have to experience. So even if your boat project is "still in process," come and enjoy the event and talk classic boats with a bunch of great folks.

The show begins on Friday afternoon, July 8th. Our "professional" launch crew will help get your boat safely in the water (and even remind you to put the plug in BEFORE launching). Friday night we have a very special Welcome Aboard Party planned by the lake.

The boat showing / judging will be Saturday, culminating in the always impressive Sand Creek Boat Parade, which is very popular for both the spectators and participants. That evening will feature the annual awards dinner.

Sunday will be a play day for the participants, with a breakfast and then a fun "Use your boat event" to test your Seamanship. If you're good enough to get through the entire event without any issues, you can meet us at a local restaurant on the lake for lunch.

Come join in the beauty and fun of Sandpoint, Idaho. Show registration info and forms are available on our website at: inlandempireacbs.net



The Boardwalk at Sandpoint (photo by Wes Yandt)

Payette Lakes Classic and Wooden Boat Show

July 29 - 31
McCall, Idaho
PayetteLakesChapter@gmail.com

The Payette Lakes Chapter will host its annual Classic and Wooden Boat Show on the docks of the picturesque Shore Lodge. The show will be an active event with a boat parade, boat cruise, Ships Store and awards banquet. Plan to attend and stay at the Shore Lodge, where we recommend you make your reservations early at (800) 657-6464 or www.shorelodgemccall.com

6th Annual Sicamous Antique and Classic Boat Show

August 5 - 7
Sicamous, British Columbia
Paul and Karen Harrison (paulh@oacbs.ca karenh@oacbs.ca)

The 6th Annual Sicamous Antique and Classic Boat Show will start off the weekend right on Friday, August 5th by boating on the beautiful Shuswap Lake to the dinner location and meet up with all the boat show participants. The boat show itself will take place at the Main Street Landing Docks in the channel at Sicamous from 10 am until 3 pm on Saturday. At 3:30 pm we cruise through the channel with our boats and "roar off" into Mara Lake for an afternoon cruise. In the evening, we boat or drive to Hyde Mountain for the Awards Banquet. On Sunday, we cruise north up Shuswap Lake together to have lunch on the Floating Restaurant and Bar, and for those that want to see more of the lake, there is an additional cruise further up the lake to Steamboat Bay for a gorgeous hike up the mountain to see spectacular waterfalls.

11th Annual Big Sky Antique and Classic Boat Show

August 5 - 7
Bigfork, Montana
Alex Berry / 406-471-2293 (alex.b@montanawoodenboatfoundation.org)

Flathead Lake in Montana is the home of the 11th Annual Big Sky ACBS Boat Show. The 2016 show is at an exciting new location - Marina Cay Resort in Bigfork, Montana. There will be over 30 boats in the water and in-static display.

Friday night opening reception.

Saturday evening cocktail and dinner cruise aboard Far West on Flathead Lake.

Sunday morning registered boat cruise up scenic Flathead River.

Come along and enjoy the scenery of the "Treasure State" along with the beauty of the classics.

(Continued on page 8)

(Continued from page 7)

Coeur d'Alene Classic Boat Festival

August 27 – 28

Coeur d'Alene, Idaho

Jan and John Keener (keener@my180.net)

Join the fun at the Boardwalk of the Coeur d'Alene Resort on gorgeous Lake Coeur d'Alene, Idaho, to view beautifully restored, rebuilt, and preserved classics. This is an informal boat show organized by the Inland Empire Chapter of ACBS. There will be no judging and boats can come and go as they like. The display is open to the public from 10 am to 5 pm on Saturday and 10 am to 3 pm on Sunday. It will be an opportunity to socialize with other classic boat owners and the public. There is usually a large public attendance at this event.

2016 Dry Rot Boat Show and Parade

September 2-5

Priest Lake, Idaho

Dick and Louise Werner / 503-628-1402 (lhuegli@hotmail.com)

Brian and Kathy Fair / 509-990-6796 (Brianf@carlsonsheetmetal.com)



Elkins Resort 2015 Dry Rot (photo by Wes Yandt)

Crisp, clean fall air will welcome you to The Priest Lake Dry Rot Boat Show and Parade. This annual event is a fun "use your boat" weekend show in one of the most beautiful places around.

2016 Annual ACBS Meeting & International Boat Show

September 21 - 24

Lake Tahoe, California

hqs@acbs.org

The 2016 Annual ACBS Meeting & International Boat Show has a date and location. This year's boat show will be at the Sierra Boat Company on Lake Tahoe in Carnelian Bay, California. The ACBS Annual Meeting will be held practically next door in The Village at Squaw Valley.

2016 Mahogany & Merlot

September 30- October 2

Chelan, Washington

Chris Courtright / 206-764-9453 (chelanvintageboats@yahoo.com)

The Mahogany & Merlot Vintage Boat Show is an 'on-the-water' boat show and FREE Family Friendly event! Again this year, classic cars will be showcased on the shore, along with Vintage Unlimited Hydroplanes from the Hydroplane and Raceboat Museum in Seattle, Vintage Inboard 'Limited Class' Hydroplanes, and Antique & Classic Mahogany Runabouts from the Golden Era of pleasure boating.



Classics lined up with Vintage Hydroplanes doing their thing in the background (photo by Wes Yandt)

2015 Holiday Party - The Season to be Jolly!

By Carol Wilson



The IEACBS crew (photo by Wes Yandt)

Who were all those respectable looking people in suits, festive ties, sparkling dresses and holiday wear, enjoying cocktails in crystal glasses, dining on china plates, and sitting at linen covered tables? Are these our friends from IEACBS who normally wear boat shoes, shorts and T-shirts, visors and sunglasses; who drink beer from the bottle, wine from a plastic glass, and dine on paper plates? Yes, indeed, it appears we all can change gears and did so at the IEACBS holiday party, held at the Coeur d'Alene Resort on December 5th, 2015. Brian and Kathy Fair did a fabulous job of coordinating the event again this year, with a festive venue, a spirited social hour, a delicious dinner, and an entertaining program. Throughout the evening, we enjoyed a year-in-review slide show of club activities, compiled by Wes Yandt. There was also the opportunity to do some Christmas shopping with 2016 calendars for sale - featuring our own IEACBS boats! Thanks to Wes for creating another beautiful calendar, and donating all proceeds to the club. He also took individual holiday portraits of club members - perfect to use as holiday greetings to family and friends.

The year-end meeting included the election of officers and members of the Board of Directors for the coming year. Officers for 2016 will be: Sheena Kerfoot, President; Bill Brooks, 1st Vice President; Mike Moen, 2nd Vice President; Tracy Johnson, Secretary; Mike Wilson, Treasurer; and Michael Boge, Past President. Anne Henshaw was thanked for her past service as club Secretary. Appreciation was extended to both Anne Henshaw and Brian Fair, who completed their terms on the board. New board member, Ron Mickelson joins continuing members, Bob Henshaw, Mitch Johnson, Jan Keener, Daryl Reynolds, Don Robson, and Wes Yandt. Many thanks to Michael Boge for chairing the election process.



Coeur d'Alene Resort in it's Holiday dress (photo by Wes Yandt)

Sheena Kerfoot and Brian Fair recognized our sponsors with bottles of wine and our collective appreciation for their financial support of club activities. This past fall, the board voted to make a \$1,000 year-end donation to Community Cancer Services (CCS) in Sandpoint. They were our partner in the summer boat show and this gift was in addition to funds given CCS in conjunction with the boat show. Cindy Marx, Vice President of CCS, was in attendance and graciously accepted the donation. She described the services provided to their cancer patients and families, as well as the real difference this type of donation can make to their clients. With the number of club members impacted by cancer diagnoses, this was a very meaningful and heartfelt contribution.

Discussion was held about the area boat shows coming up in 2016. Tim Salt invited everyone to the WWWV in Kalspell on June 24-26; Jan Keener explained the interest by the Coeur d'Alene Resort for the club to have an informal

show at the Resort docks the last weekend in August; the annual Labor Day Dry Rot show at Priest Lake was discussed, as well as opportunities to divide up duties for the weekend events. An international show will be held in September at Lake Tahoe. In closing, Don Robson related how eager the Sandpoint Chamber is to have our group back on the docks for our annual Sandpoint Show. BK Powell will chair the show again this year - be sure to save the date and plan to attend on July 8-10, 2016.

President Sheena closed the meeting with her sincere appreciation for the opportunity to serve as our IEACBS president and thanked club members for their ongoing support. As the ultimate photographic challenge (and with some help from his wide angle lens), Wes took our annual holiday group photo to end a great evening. Happy New Year!

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.



"Swift" — Phil and Linda Currie's 1958 12' Penn Yan Swift is named "Swift" because it was already part of the boat's logo, and there was no room on the boat to name it "WORLD'S MOST THRILLING 30 MILES PER HOUR RIDE." -Phil Currie



"Swift" 2014 Sandpoint show (photo by Wes Yandt)



"Mollie" 2012 Dry Rot show (photo by Wes Yandt)

"Mollie" — Our daughter, Caroline, named the 1932 18' Gar Wood runabout "Mollie" after the mountain to the north of Priest Lake "Mollie's Tip." We regularly go there in the late summer to pick huckleberries, and the views from the peak are tremendous. We were told by an old timer on the lake that the peaks Mollie and Phoebe got their names long ago by lumberjacks that used to frequent the Old Northern Inn in Coolin. When the USGS came to place their names on the 1:24000 map series, the second word of the names were edited to better conform with general propriety. - Nevin Bryant

I want to buy a stand mounted combination sander with 6" x 48" belt and 10" disc.

Wes Yandt 509-209-0308



A Picture is Worth 1,000 Words

From Barry and Molly Provorse

"Bullmoose Jr" 1964 25' Lyman Sleeper on Lake Pend Oreille



Seafaring Words in Everyday Speech

Loophole (a way out).... A nautical loophole was a small aperture in the bulkheads and other parts of a merchant ship through which small arms could be fired at an enemy trying to board her. Metaphorically a loophole is ambiguity in the law that creates an opportunity for escaping the true legal intent. The expression and the practice of finding such convenient ambiguities was even noted by our founding fathers. In 1807, Thomas Jefferson commented, "what loophole they will find in the case when it comes to trial, we can not foresee."

From "When a loose cannon flogs a dead horse there's the devil to pay" by Olivia A Isil

“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. You can be sure 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).

Tim and Deb Salt by **Tim Salt**

Deb and I have thoroughly enjoyed our five short years in classic boating but due to space limitations have missed out on one important aspect of the hobby. With the exception of rebuilding the engine in the “*Shady Lady*,” we have had to farm out all of the other work. We just did not have the space to work on the *Shady Lady*. We had two choices, build a boat barn or get a smaller boat. We chose the latter.



Tim Surveying “*Glacier Chaser*” (photo by Deb Salt)

Our new boat is a 1951 15' Lyman Fisherman outboard. The boat was originally shipped to StanCraft boats for resale on July 11, 1951. We haven't completed the full ownership chain but we know a bit of her history. We acquired her from the son of the founder of the Glacier Boat Company in Glacier National Park where she had been used as a chase boat in their tour boat operations on the lakes in the park, ergo the new name, *Glacier Chaser*.

She came to us in fairly good condition. (Start with something simple) It looks like we will only have to do minimal wood replacement and total refinishing. We plan to restore her as a Runabout model with midship steering instead of the original Fisherman which is a stern drive model.

I have begun the stripping process and am making good progress. I intend to have it in the water this summer...(famous last words of every boat restorer I have ever talked to)...but probably not in time for Whitefish Woody Weekend V. When you are in town for the Show stop by and bring sand paper.



“*Glacier Chaser*” in the shop (photo by Tim Salt)



Tim's inspiration and desired outcome

Don and Emily Robson by **Don Robson**

Let me share a quick update on an issue I ran into on my boat engine. During a recent show event, I found myself hanging over the rail of our beautiful old woodie because she would not crank over. After Emily and I assured ourselves we had good battery power, we began to troubleshoot the power source to the starter. Sure enough, the starter was overheated and indicated it was shorted out. A starter certainly is an important link in the process!

This got me to thinking....“let me see, it's been 10 years since my starter motor was looked at in “*Wildwood*” and just maybe it has gotten wet a couple of times during those years...” While the starter worked fine I took it out before storage and dropped it off at my local automotive electrical shop expert and told him no hurry just look it over and I need it in the spring.

Well, he called the other day and said he could not believe it worked as it was in bad, bad shape and needed replacement. I stopped by and looked at it and concurred that it was on its last legs and I was very lucky that it did not leave me stranded.

In summary, I suggest a starter motor be added to your maintenance checklist from time to time. Of course, I kept the old unit as a possible (get me thru the week-end) spare and ordered a new MARINE starter to put in this summer.



Don and Emily in “*Wildwood*” 2014 Sandpoint (photo by Wes Yandt)

Continued from page 12

The Yandts by Wes Yandt

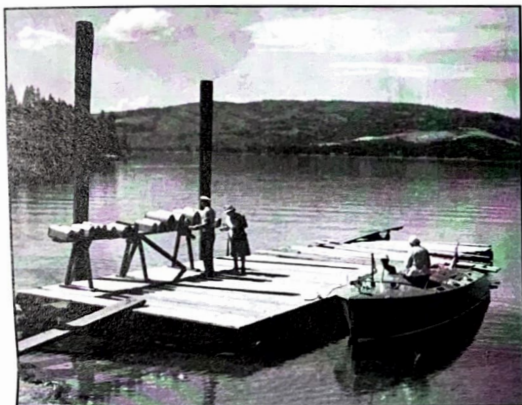
Frame replacement continues on our project 1940 23' Yandt Triple "Skippy Jr". We are actively working on the ninth station out of ten. If you're keeping track that is 90% complete with that part of the project. My partner on this project has decided to escape the doldrums of our grey winter weather by taking a trip south. This has left me to progress on my own and although I have made some strides it's not nearly as quick. "Dad!! Come home. Please."

As we are working the frame reconstruction we also have been working on getting the supplies secured for the next steps. We have laid in the resawn Mahogany boards that will become the bottom, top sides, transom and the decks. It is stacked in the back of the shop acclimatizing to our environment and proves to be a constant reminder that we have a long road ahead of us.

As always please keep up to date on the "Skippy Jr" progress by visiting our blog at <https://yandtboats.wordpress.com/about/> or if you'd like to come by and visit just give us a call.



New frames are a comforting sight (photo by Wes Yandt)



"Skippy Jr" delivering the daily mail Aug 1950 (photo by Leo's Studio)



Stack of Mahogany. A constant reminder of the work to come. (photo by Wes Yandt)

Jim and Marci Valeo by Jim Valeo

Fred Goughnour is doing a complete strip and refinish of my 1990 24' Hackercraft Runabout "Obsession". The deadline to complete is late May so, with certainty, it will be ready for the this year's Whitefish Woody Weekend.



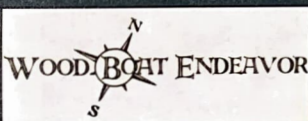
"Obsession" in the shop (photo by Jim Valeo)



"Obsession" in the shop ready for stain (photo by Jim)



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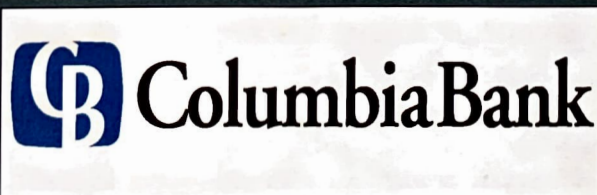
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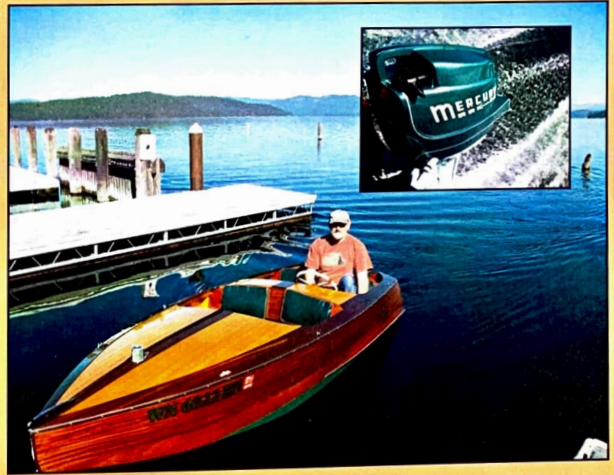
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The week prior to the Dry Rot show Roberta and I stayed at my brother's cabin near Coolin for a week. We were extremely fortunate in that the weather could not have been better, the lake was glass smooth the weather warm and the skies clear. In a small boat like ours smooth water is really important and hard to find. We spent many hours skimming the water and exploring the shore, we made stops at Hills, Priest Lake marina, Outlet bay and Elkins. On Wednesday and Thursday we were just about the only boat on the lake.

We look forward to spending more time with our ACBS friends and more time on the Lake in 2016. Doug Brooke

Doug and Roberta Brooke aboard Flyer 2010 14' Alan Thomle Outboard Runabout Photos by The Brooke's



"This is where we live, Hold my calls" Bill and Suzanne Brookes aboard "Andante" 1948 33' Chris Craft Deluxe Cruiser



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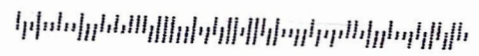
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Having Fun with our Woodies

Barry Provorse
1613 S Cresthill Drive
Spokane, WA 99203

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A "Killer" Combination- Steve and Linda Zwarg's recently restored 1941 Cadillac Convertible towing their 1942 19' Chris Craft Custom Runabout "Killer". (photo by Linda Zwarg)