

# INLAND SCUTTLEBUTT



Volume 20, Issue 2

Inland Empire Chapter of the Antique & Classic Boat Society

Winter 2020

## No Show

by Barry Provorse

One by one 2020 ACBS boat shows fell by the wayside. After Whitefish was called off, the Inland Empire chapter cancelled all three of its events: Sandpoint Classic Boat Show, Coeur d'Alene Classic Boat Show, and Priest Lake Dry Rot. Then came the final blow. The 2020 ACBS International Boat Show, scheduled for September at Coeur d'Alene, was postponed. Official ACBS gatherings for the rest of the year would not be sanctioned. Even board meetings would be virtual. Despite all of this, the compelling social nature of boat club members was unsinkable.

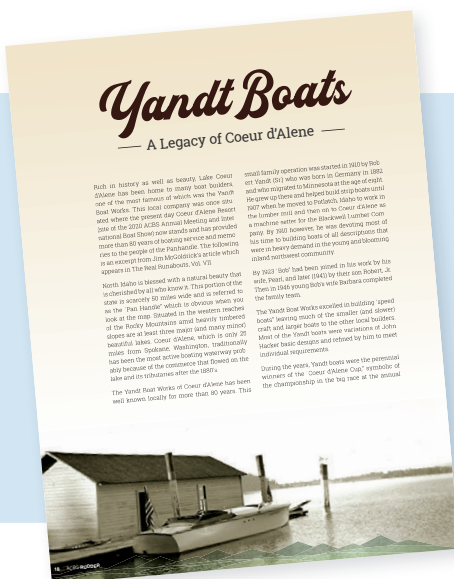
Former Inland Empire ACBS chapter president Daryl Reynolds took hold of an acorn-like idea that began with a comment by members Brett and Jodie Sargent. While coming

home from dinner at The Cedar's by boat on the Spokane river one warm July evening, they stopped by the Reynolds and mused how nice it would be to get some of the Inland Empire members together and cruise on the Spokane River.

Brett told Daryl he had spoken to Wes Yandt regarding a get together. "Since there are not going to be any boat shows this year," he told Wes, "maybe we could do a boat parade down the Spokane River one evening or morning." Brett believed it is important to keep the public and our members involved and interested in our passion for classic boats.

Daryl floated the idea to chapter members, adding details to a skeleton plan. He knew the river could be choked with boats and rough as a cobb on weekends, so he suggested an early morning cruise when there is less boat traffic on the river. He picked the destination point as his dock and beach-front across the river from Post Falls, approximately

(continued on page 4)



## IEACBS in the national spotlight

As many of you are aware, our club has been featured in the national ACBS publication *Rudder* quite a bit recently, not only to get word out about the upcoming National, but also to feature our members and legacy. Check out recent articles such as a member profile on BK Powell, remembrances of Dick Werner, and a history of Yandt Boatworks: all in 2020! Don't forget that you can download full PDFs of all issues of *Rudder* by signing into your ACBS account and then pulling the "Resources" tab down to "Rudder."

## 2020 Chapter Officers and Board of Directors



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Coeur d'Alene – Jan Keener  
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Dry Rot, Priest Lake – Brian Fair  
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Jan Keener	keener@myl80.net
Andy Kerfoot	woodboatendeavor@gmail.com
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### Our Mission

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

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

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

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

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

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

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




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MASTHEAD PHOTO  
*Spokane River Run, 2020.*



## President's Message

November 2020

# 2020 ELECTIONS

Our club elections are an opportunity to invest in good leadership for the future of our organization. I'd like to thank everyone ahead of time who is willing to consider being on the ballot. Your participation is what makes us thrive.

The 2020 election process is now open and will be conducted virtually. Here is a list of positions open this year:

### Officers (2-year term):

*President*—open: 2021-2022

*Vice President*—open: 2021-2022

*Treasurer*—open: 2021-2022

*Secretary*—open: 2021-2022

### Board Members (3-year term):

*Board Position 1*—Mitch Johnson (through 2021)

*Board Position 2*—Andy Kerfoot (through 2021)

*Board Position 3*—open: 2021-2023

*Board Position 4*—open: 2021-2023

*Board Position 5*—open: 2021-2023

If you would like to nominate someone, or yourself, please email Barry or Wes (below) and let them know the name and position of the person you would like on the ballot. You may also contact them if you are interested in being on the nomination committee. Mike Moan has indicated he is

willing to be on the ballot in consideration for another term as treasurer, and Karen Styner has indicated she is willing to be on the ballot in consideration for another term as secretary. Remember, to be eligible for president and vice president, nominees must be either current or past board members or presidents. Once the nominations are received, the nomination committee will present the vote to our members using Survey Monkey (thank you Sheena and Andy Kerfoot).

Barry Provorse: [Barry@docbooks.com](mailto:Barry@docbooks.com)

Wes Yandt: [Wes.yandt@comcast.net](mailto:Wes.yandt@comcast.net)

Please note: I sent you an email regarding elections via the ACBS Portal the first week of November. The email list on the portal is generated by ACBS. If you did not receive my message from "membership@acbs.org" you should update your membership profile on [aacbs.org](http://aacbs.org) or contact ACBS headquarters at (315) 686-2628.

Thank you,  
Bob Henshaw

*President*  
*Inland Empire Chapter*  
ACBS



*(No Show, continued from page 1)*

9 miles downriver from its mouth at Coeur d'Alene. He and Carolyn Reynolds added a BBB (beach, burrito, breakfast), with coffee and cocktails as added incentive.

Response was positive, as was support from the Hagadone Marine Group. Craig Brosenne, Hagadone Marine Group president, organized the company's participation. He wanted the docks cleaned and cleared of any sharp objects and he wanted a boat in the parade. "It should be water tested ahead of time." Taylor Petticolas captained the 270 Coeur Custom Sport. Craig added, "It's going to be a fun event."

Nobody would be disappointed. The Cedars restaurant provided additional support by graciously opening its doors to serve club members strong, hot coffee and decadent Danish. Captain Dave Kilmer brought his boat, "Tuggy," and used it as a perch where he stood and photographed each boat in the downriver parade. Over 300 people turned out on their docks to watch and cheer all the boats traveling down the river! At the Post Falls end, Carolyn Reynolds creatively prepared burritos and a selection of brunch-time fruit and Danish. Mimosas and bloody Mary's were prepared by Robin and Scott Thompson, Carolyn's sister and brother-in-law. Daryl served as dock master tying some of the 15 woodies to his docks and anchoring others in the bay. He also provided taxi service from boats to shore. Even after an early morning shot of tequila, there was an awareness of the pandemic. Most members wore masks and, though difficult,



*Me and Bobby McGee, a Bosch, Swiss-made woody is introduced to the club by its owners and new members Tom and Donna Drury. Along for the ride are their neighbors Tim and Rhonda Byers.*

social distancing was the practice of the day. And over subsequent days, nobody tested positive for Covid.

Fifteen boats participated in the informal event, piloted by members and potential new members, including recent arrivals from Yakima, Tom and Donna Drury, with their boat *Me and Bobby McGee*, a 19-foot Swiss-made Bosch runabout that, according to Tom, runs like a Swiss watch. They were joined by their neighbors, Tim and Rhonda Byers.

The return trip upriver was as Daryl expected—rough, but worth the ride. It may not have been a sanctioned ACBS event, but it was a damned good time on the water.

Many thanks to Craig Brosenne and his staff from Hagadone Marine who helped support the event, and all the members of the Inland Empire Chapter who participated.



*The informal gathering of ACBS members on the beach at the home of Daryl and Carolyn Reynolds.*

## ACBS Works Around Covid-19

by Barry Provorse

Things aren't much different on James Street, in Clayton, New York, than they are on your street this year. There, the Antique and Classic Boat Society's staff, including Executive Director Dan Gyoerkoe and Office Supervisor Stacy Dasno, has spent an unexpected amount of time mailing out cancellation notices and refund checks to ACBS members who had planned ahead and registered for shows that were cancelled one by one. With an open calendar, Gyoerkoe and Dasno hoped to take on back-burner projects, the sort of things that come up when you think you have found time. But as soon as the dust of the 2020 season settled, planning for 2021 began, including rolling over cancelled 2020 events such as the ACBS International Boat Show in Coeur d'Alene, Idaho, next September.

Without shows, ACBS membership would sink. Or so thought Gyoerkoe. "We expected to lose members. With all the chapter and national events cancelled, I was expecting a significant drop in membership." That didn't happen. Gyoerkoe was able to report to the board, "We have 6066 members, down only 30 since last year." This small reduction was likely little more than the 5-year effect, a statistic that suggests as many as 45% of new members will not retain their membership after 5 years.

No ACBS events are sanctioned yet for 2021, at least nothing has been cast in concrete, but Gyoerkoe remains optimistic. "I expect most of the chapters are putting their own schedules together at this time of the year, and more of that sort of information will become available after the first of the year." So, you still have time to add one more coat of varnish before show time.



Dan Gyoerkoe is not a boat owner, but he's at no loss for opportunities to ride in some of the most beautiful boats afloat. Dan is shown here riding in a 1955, 21-foot Chris Craft Cobra with its owner, Dan Diehl, during a Heartland Classic event held on Table Rock Lake, in Missouri.



## 2020 Labor Day Storm

by Dan Albanese

*ACBS member and sergeant in the  
Bonner County Sheriff Marine Division*

On September 6th, the National Weather Service issued a high winds alert for the Idaho Panhandle. The alert was for September 7th, from 5 a.m. to 5 p.m., and warned of north-east winds gusting to 45 mph.

At my home on the Pend Oreille River near Laclede, sunrise was gray with winds blowing out of the west at 12 mph. As if someone had thrown a switch at approximately half past 6 a.m., the winds went calm, the sky darkened, and easterly winds gusting at 35 mph arrived, along with 3-foot waves breaking over the dock and bulkhead. During the balance of the storm event, wind gusts as high as 65 mph were recorded by my anemometer.

I received a call from Sgt. Tom Sabo, Bonner County Marine Division, shortly thereafter asking if I could come in and respond to distress calls being received by Bonner Dispatch. During the Labor Day storm, nearly 400 calls of every nature were on the “board,” from marine events, to

fallen trees, to medical emergencies...each call needing to be responded to and cleared!

When I arrived at Marine 6 (a 30-foot, high-bow, aluminum Lee Shore patrol boat), wind was blowing steady out of the NE at 45 mph and wave crests were easily four foot. Marine 6 was docked at the Windbag Marina behind the breakwater in Sandpoint, Idaho. A lucky thing, since during a similar storm eight years ago our patrol boat was at an unprotected dock in Murphy Bay where the wind and waves prevented us from even leaving the dock! The relative calmness behind the Sandpoint breakwater allowed us to get under way this time, and we began responding to several calls.

Our first call was to investigate the report of a sunk boat with only the bow visible! The call, reported from a motorist on the long bridge, indicated the boat was moving from north to south between the railroad bridge and the Long Bridge. We eventually found the boat, which turned out to be a PWC (Personal Watercraft), holed and battered. It had come from a dock around Contest Point. We were able to attach a tow line after several attempts and pull the boat back to the Sandpoint boat ramp.



As we responded to another call, we were surprised by the extent of the shoreline damage between the Long Bridge and Springy Point. Almost every residence from 41 South on Lakeshore Drive to the west shore of Murphy Bay sustained damage from docks ripped off their pilings, boats sunk at their docks, or boats driven on shore by high waves and winds after lift or dock line failures.

I would guess that over 35 boats were damaged and a greater number of docks! Luckily, there was no loss of life on the water that day. We believe as a department that boaters heeded the high wind warnings that day, and that the winds were blowing strongly at dawn. Had the winds began as they did at my house say at 1 p.m., things could have been a lot worse!

The Marine Division did rescue stranded kayakers and campers from the islands on Priest Lake, many of whom had pulled their boats on shore the night before, bow first, only to awaken to find their crafts high on the beach and filled with sand, rocks, and water. Lesson here: never moor or beach stern out.



*Bonner County marine sheriff's patrol boat, Marine 4, moored at the fish hatchery during a brief, but violent, storm on Murphy Bay in 2016.*

## Sinking of The *Bahama Mama*

by Molly Beck

When my cousin Anne called that morning, she was sobbing. I could barely make out what she was saying. As she repeated the story, the horrible truth began to register. The *Bahama Mama* had just sunk.

The Labor Day Weekend windstorm that raged through north Idaho on September 7th this past fall will be remembered by many a boatowner, Anne and Peter Wagstaff in particular. Murphy Bay on Lake Pend Oreille took a direct hit from winds coming out of the northeast. Docks were demolished, lifts broken, and boats washed up on shore. Unfortunately, the Wagstaff's 1963, 25-foot Lyman, the *Bahama Mama*, was one of them. It sickened the heart to watch that crippled boat, whose hull had been penetrated by the broken lift, surge and sink in waves larger than anyone who lived in the bay ever remembered. The wind was taking down trees and wracking havoc throughout the area making

conditions very difficult for any kind of rescue operations to be carried out.

The 1963 Gray Marine 188 Fireball Engine had just been repaired and was in excellent working order. Around 2013, the engine had started periodically expelling oil out of the dual rear exhausts. Repeated attempts were made to resolve the problem, but it wasn't until 2018 that they finally tracked down the cause which was related to the original Carter YH dual carburetors. After 55 years of operation, the gas was leaking though the carburetors into the intake manifold and into most of the cylinders. From there it flowed past the piston rings into the crankcase and mixed with the engine oil. Rochester 2GC dual carburetors were installed and that solved the problem. The *Bahama Mama* was in prime condition and working order. The Wagstaff's kids and grandkids had just spent a wonderful weekend with the boat and could never have imagined that just a day later their prizewinning boat would be so battered.



A gut-wrenching site to behold as the *Bahama Mama* is viewed through the calm water the day after the Labor Day storm.





The critically damaged Bahama Mama as it was lifted onto its trailer at the Wagstaff's home on Murphy Bay.

Anne described the harrowing experience. They watched as waves broke six to eight feet high through the dock and forced the boat's bow up. Peter was afraid the boat would work off the lift and slide back onto the rocks behind it. He was able to get a rope on the bow, but it became too dangerous to do much more. As the boat raised up off the bunkers the lift turned sideways, and the bottom of the lift stuck in the sand. As the waves worked the boat up and down, the lift punched holes into the port and starboard sides of the bow and pried the deck open "like a tin can." As Annie said, "It went to its watery grave." Fortunately, no gasoline was released. The Wagstaffs had used the lift for years and never had any trouble prior to this storm. The lift was at the highest setting, but the waves were just too big for it to hold the boat.

This storm was somewhat bizarre in that it was book-ended by two perfectly calm, clear, all-you-could-ask-for Indian Summer days. Wind had been forecast for the 7th, but as I had stepped out onto the deck of our cabin downriver in the morning, I thought for a moment that prediction was a tick off. It appeared to be another lovely summer day. Just minutes later there was a stirring in the treetops and a blue-black chop was moving across the silvery sheen of the water.

Then all hell broke out. Unlike previous summer storms, the wind continued all day, pummeling whatever had broken loose and distributing gear and boat parts along the full length of Murphy Bay. Anne had to chuckle as she described how they watched the portable toilet, the mini-vac, and everything else just float away.

The full impact of the storm was revealed the following morning. Not a branch stirred, and the lake's baby blue mirror of a surface gleamed like a mockery in the ravages of

the storm's wake. People wandered in a post-apocalyptic daze searching for boat parts, life jackets, waterskies, and gear of all sorts distributed along the shoreline, over breakwaters, and up onto lawns. As ACBS member Dan Albanese (a sergeant with the Marine Sheriff's Division) relates in his article included in this issue, "over 35 boats and a greater number of docks" were damaged. This one took everybody by surprise.

It wasn't until four days later they were able to raise the boat. The crane operators had been pretty busy and much of the damage to the *Bahama Mama* could be easily seen through the calm water the day after the storm. It was obvious that damage was significant. Nevertheless, it must have been disheartening for Peter and Anne to watch the boat be lifted out of the water and onto the trailer.

As for the future of the *Bahama Mama*, that remains to be seen. The Wagstaffs haven't had the heart to make any immediate decisions. Barry keeps checking the online Lymans for sale and I wouldn't be surprised if there isn't a future *Bahama Mama* out there somewhere.

## SHOP TALK

### The Yandt's Shop

Wes and Ron Yandt recently hosted a cold party for a dozen mask-wearing, socially distanced *Skippy Jr* loyalists to flip the craft again, this time right side up. It was 16 degrees in the Yandt driveway. "We just hit a big milestone," said Wes. *Skippy Jr* now sits in the elements, under a big blue tarp, resting on a new cradle in the driveway at Ron and Jane's Spokane Valley home.

Jane Yandt may have wanted the garage for her car this winter, but that didn't happen. Once the garage was cleared of *Skippy Jr*, Ron moved Uncle Bob in for a few coats of high-gloss varnish. "It is the first time in 5 years he (Ron) has been able to work on his boat in his shop," said Wes. "When he has Uncle Bob show-ready again we will push *Skippy Jr* back in." Sorry, Jane.

### Reynolds' Project Boat

Daryl Reynolds has a shop dedicated to his passion for boats, and it's full most of the time. His current project is a 1947 double-cockpit forward Chris Craft runabout. He bought it as junker in Wenatchee, Washington, and let it hang from his shop's rafters out of sight for nearly 4 years, out of mind until last February. Since then he has had its KLC engine rebuilt, and the boat's original chrome and instruments refinished. He stripped the hull to its frame, screwed down a leakproof bottom, turned it right side up, and now woodwork on the top side shows promise. It may be ready for the 2021 boat show season. If there is one.



"Flipping" *Skippy Jr*.



Reynolds' project boat, a 1947 double-cockpit Chris Craft runabout.

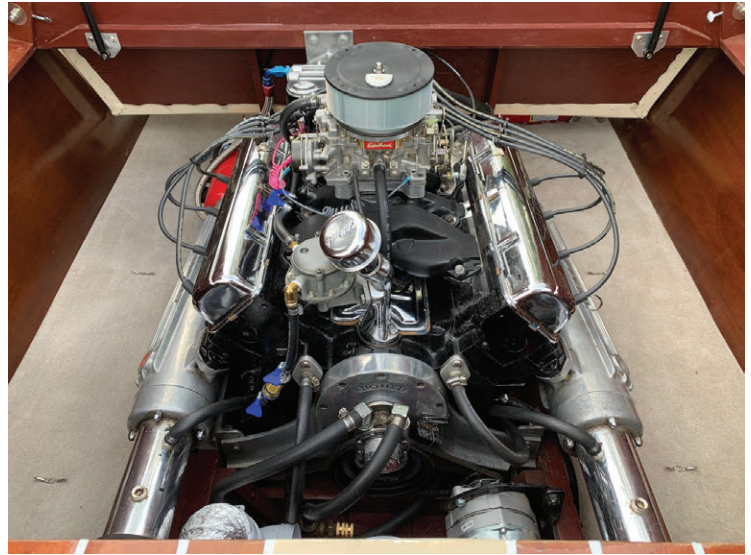
### Central Valley High School's Shop

The doors to Central Valley High School's SkillsUSA programs were slammed shut by Covid19 and that has shuttered work on the club's 19-foot Chris Craft known as *Bear'ly Afloat*. By the time work on the SkillsUSA boat was stopped in March, Alan Wardsworth was infected with the boat restoration bug. He purchased a mid-1960s Belmont last year, a boat best known for nearly uncontrollable speed. Its light frame held a 390-horse Cadillac motor. Wardsworth's Belmont is a 19.5-foot Luxury Day Cruiser that sold in 1963 for \$5,500. It is one of fifty day cruisers and ski boats produced, and one of the last civilized models built by Belmont before the company began building ultra-fast, flatbottom jet boats. Wardsworth encountered a problem-solving challenge. "Unlike Chris Crafts, an operating manual was not part of the Belmont purchase and the company's website is sparse."

While the school was in lockdown, Wardsworth continued a virtual boatbuilding class using Zoom to interact with the SkillsUSA members, and instead of *Bear'ly Afloat*, Wardsworth used his Belmont at home as a learning tool. In mid-November work resumed on the *Bear'ly Afloat* with the objective of having it shined and ready for the ACBS International show in September of 2021 where it will likely tie up next to Wardsworth's Belmont.

### Another McGoldrick Family Boat

The smell of fresh varnish likely fills many members' shops and garages as they shift into winter-mode. The McGoldrick/Provorse/Beck shop is no exception, but at this point it smells more like stripper. Shown is their latest addition, the once-proud Coeur d'Alene boat, the *Blue Lady*, a 22-foot Lyman with bottom rot from stem to stern. As for refinishing, 52 years of cracked varnish will first have to be removed. Don't expect to see it on the water anytime soon.



The hotrod Cadillac engine ready for installation in Wardsworth's Belmont.



Wardsworth's Belmont day cruiser under wraps.



1968 22-foot Lyman Sleeper.

## Winter Damage

by Molly Beck

Boaters are not strangers to vessel damage during the boating season. A little nick here, scrape there, what my father referred to as “hanger rash.” But how many of you have had to deal with winter damage? As it turned out, the “Baptism by Fire” (described in a previous article by our son, Virgil Beck) that claimed my father’s beloved *Bull Moose Senior*, was a prelude to what the gods of weather would rain down upon him in the years to follow. I have to wonder why the fickle forces of nature found him such an attractive target for their destructive malevolence.

In my father’s words (to his insurance company), “The unusual climate pattern for the entire Pacific Northwest during the winter of 1996-97 resulted in a record four feet of snow on our summer residence and facility in north Idaho. One of our buildings, a 32- by 24-foot metal roof boat shed, has collapsed.”

Fast forward to winter 1997-98. An ice storm hits the Seattle area. Barry and I are awake most of the night

listening to ice-rimed branches the size of small trees snap and fall from our centurion firs. The explosive flashes of transformers going off from Bellevue to Bothell bathe our bedroom walls a ghoulish green. The next morning we get a call from Dad. The covered boat slips at Meydenbauer Bay Marina where he keeps his 42-foot Grandbanks trawler, the *Grandfar*, have collapsed. He is on his way over there.

Braving the deep snow and icy freeway, Barry and I finally made it from our home in Woodinville to Meydenbauer. It was a disheartening sight, all those beautiful yachts sunk beneath the debris of the collapsed boat slips. Except for the *Grandfar*. There it was, still floating, albeit a little low in the water, with the full weight of the crumpled beams and roofing material on top. Everybody was making phone calls and trying to get access to their boats, but the police arrived and said the whole area was condemned and that we would have to leave. Barry and I sat above the parking lot waiting for Dad to arrive from Spokane. By the time he got there the poor old *Grandfar* had started to go down. The three of us stood in the parking lot, heavy-hearted as the stern sunk lower into the icy water with the bow struggling to stay afloat. Dad

put his arm around me and we watched feeling utterly powerless.

Nobody was allowed to access the boat docks. But wait! What was going on out there? Suddenly a boat and crew pulled in and a lot of activity was happening around the *Grandfar*. There was somebody in a wetsuit, and the crew had chain saws, water pumps, and other equipment, and they were tying the *Grandfar* onto a towrope. Dad got a huge smile on his face. “IT’S JOE!” Miracle of miracles. They were ACBS members, and they were taking action extracting that boat from the debris.

It brought tears to our eyes to see Joe Frauenheim, Ike Kielgass, Craig Magnuson, Curt Erickson, and others cutting back the 6 X 20 beams, and the 2 X 6



Meydenbauer Bay, 1998, when the weight of 15” of heavy snow crushed Dock B’s roof onto the boats. Shown is the *Grandfar*’s bow prior to its extraction, and the beginning of a long and expensive process of renovation at the Vic Frank boatyard on Lake Union.

T & G roof sections covered with tar paper and a thick layer of gravel, that had inundated the boats. We didn't know it at the time, but Joe and Phil Bononcini, partners in Pile Contractors, had evidently obtained permission from the owner of the marina to salvage the boats and dad's boat was number one on their list. We watched as they coaxed it from the debris and pulled it out of the collapsed slip. The boat was then towed behind Curt and Marsha Erickson's cruiser, *The Gwendeline*, to Doc Freeman's on Lake Union where another ACBS member, John Flaherty, was waiting to pickle the engines. Barry walked into Vic Frank's shop next door and asked how soon we could get on their schedule and was informed that we were already on the schedule. He was talking to our insurance agent on the phone at the moment. We were amazed how fast everything was happening.

Nevertheless, it was discouraging to assess the damage and attempt to clean up the mess that was the *Grandfar*, to witness its disarray, to see its brokenness. We filled bag after bag and hauled hundreds of pounds of pea gravel off. Frustration was infused with humor at times, however. Dad was a do-it-yourselfer and refused to have the upholstery professionally cleaned, insisting that it was something HE could do. Barry chided him, "Well when you die, I'm going to have it cleaned. You should have named that boat *Duct Tape!*" Thirty boats were sunk that day.

That night we held a celebration dinner at our place in Woodinville and were able to express our appreciation for the gallant response of the Pacific Northwest Chapter ACBS team. Eventually the *Grandfar* would regain her former elegance. One of my last memories of the boat was the turn-of-the-century cruise the family took to watch the Space Needle fireworks display January 31, 1999. It seemed appropriate for the family to welcome in the new millennium together on that boat.

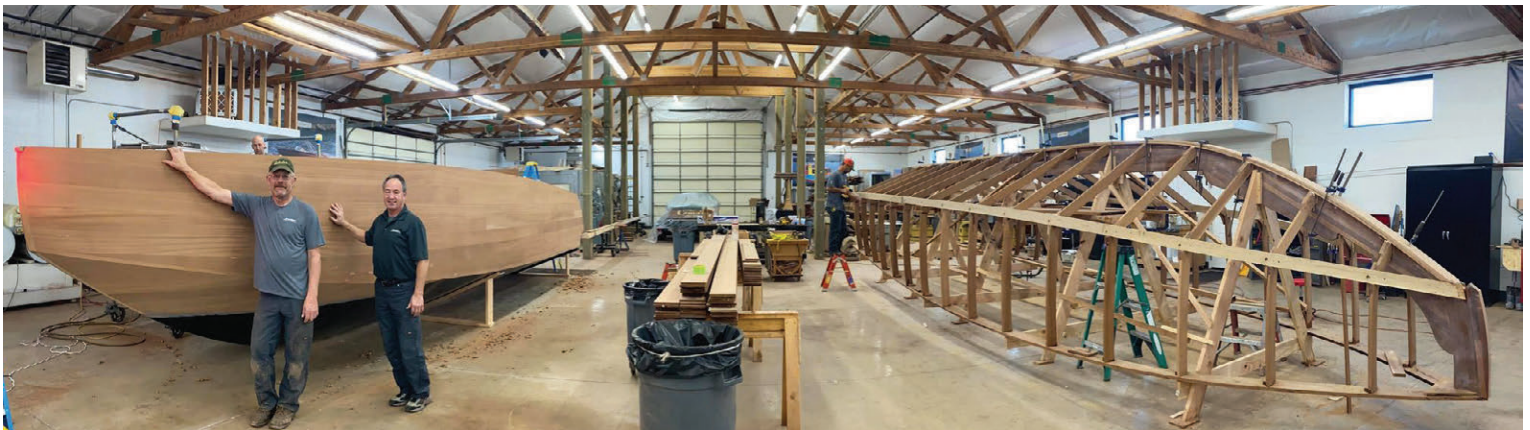
When Dad was in his late 80s he realized his salt water boating was probably nearing its end, so he put the *Grandfar*



*Twisted steel and splintered teak were just a few of the terms used to describe the Grandfar's condition to the Hagerty Insurance agent assigned to manage the boat through what became a year-long process of restoration.*

up for sale and reluctantly parted ways with it. It was a good lesson for the younger generations, the fact that all things must come to an end no matter how strong the passion, you move on, you find something else, you follow your interests elsewhere.

These days as we're closing the "boat barns" down for winter I find myself considering the surrounding trees with an analytical eye and wondering which ones might contain the "fatal flaw," the renegade that will strike the McGoldrick fleet once again. Last year a tree barely nicked the corner of the garage. I can't help but wonder if this year will be another year of deep snow and accompanying weather that challenges even the best engineered, and less engineered, structures. I don't think I'm being paranoid, but the squirrels have been sending some formidable messages.



## Coeur Custom Returns to the Business of Building New Wood Boats

by Barry Provorse

Looking over Jim Brown's shoulder at his computer screen last Spring, it was easy to see he was working on something new. And late last summer the keel was laid on the floor of Coeur Custom's new shop for a 34' double-planked lake boat. Long before the first coat of varnish, one could clearly see it would be a dream-maker.

Coeur Custom has built wood boats in past years, notably the million-dollar *Jefe* and its sister ship *Pure*. But following Hagadone's redevelopment of Blackwell Island, Coeur Custom moved into a beautiful new building and, with the used boat sales by the Hagadone Marine Group, the decision was made to reenter the custom wood boat construction business.

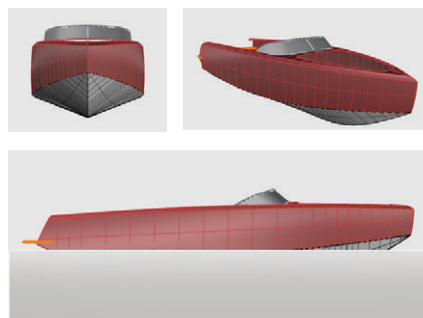
Coeur Custom's design was new, unlike any of the shop's previous creations, and its construction processes would also be different. Rather than traditional single plank construction, its hull, bottom, sides and deck would all be hand laid up, double-planked mahogany, and sandwiched together with a membrane of 5200—solid lumber, no plywood.

Brown, along with boat builder David Kaschmitter, designed the new craft for comfort, "A boat that will ride more like a traditional 'old woodie', said Brown. "Its entry point is set further forward toward the bow. That will soften the ride even in choppy water, and the craft will step up onto a plane in a heartbeat." Inside, the boat will have an elegant, roomy interior, with more seating, and expanded deck space. "She will have a little heft to her," said Brown, "but her heft is pretty good when compared to similar craft." The craft's estimated finished weight is to be between 10,000 and 12,000

pounds. Its twin engines will generate something over 860 horsepower, enough to exceed Idaho lake speed limits (50 MPH), and with joystick control the boat will be very maneuverable. "The boat's design and its power package will," according to Brown, "provide more than speed. It will quietly deliver seat-of-the-pants thrills created from its tight turning radius, and laid-back-in-the-seat pressure produced by rapid acceleration."

The 34-footer has an anticipated launch date of May or June 2021. Brown expects it, and a second hull already under construction, to be in the water in time for the rescheduled ACBS International boat show September 16th, 2021. "They are initially being constructed as spec boats," said Brown. "Buyers will have considerable opportunity for customizing them with an array of power and electronic options." The price for the new boat will vary depending on how it is finished out. Give them a call for details.

"Coeur Custom's re-entry into the custom wood boat business has received lots of interest from our friends, clients, and especially social media," said Brown. "These are truly remarkable times. We are settled into our new home on Blackwell Island and we're excited about building new boats from the keel up."



Left: Screen grabs from Jim Brown's computer show the preliminary front, side, and starboard perspective views of Coeur 34. Top image: David Kaschmitter (left) and Jim Brown in the Coeur Custom Wood Boat Shop with the first two Coeur 34 lake boats.

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Newsletter printed by



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Antique & Classic Boat Society  
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