



INLAND SCUTTLEBUTT

Volume 9, Issue 3

August 2009



2009 Sandpoint Boat Show

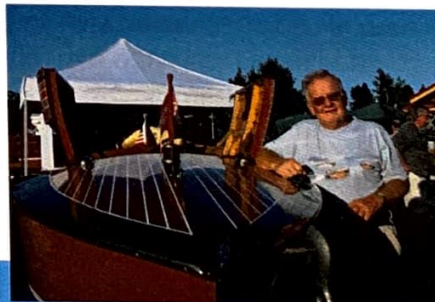
Opening Night Party !!!

Michael Boge hosted at his Zips Restaurant. With the restaurant reserved for our private party - it was a great venue, with plenty of room outside for mingling and renewing friendships. And... with all the huckleberry shakes, burgers and fish and chips you could eat, no one went away hungry.



Another big thank you to Fred and Laughing Dog Brewery! Fred—in addition to having great beer—is a very good sport.

(See dog nose in photo at left.)



2009 Chapter Officers & Board of Directors

Officers:

| | |
|----------------------------|----------------------------------|
| President: Larry O'Leary | 208-762-9228 |
| 1st V. Pres.: John Lenhart | 208-818-1067 johnjanl@msn.com |
| 2nd V. Pres.: Bill Brooks | 509-455-6747 |
| Secretary: Michael Boge | 208-263-4282 |
| Treasurer: Jan Keener | 208-661-0530 keener@my180.net |

Immediate Past President:

BK Powell 509-755-8326

Board Of Directors:

| | |
|---------------|--|
| Kent Wick | 208-882-9943 bkwick@moscow.com |
| Linda Zwarg | 509-468-7236 zpatinal@comcast.net |
| Jerry Lebsack | 208-689-3764 jerrylee@smgazette.com |
| Terry Deems | 208-691-3470 |
| Doug Powles | dougp@colligo.us |
| Brandon Moon | Moondog@sandpoint.net |
| Murray Danzig | 208-667-6190 |

Committee Chairs:

| | |
|--------------------|-----------------------------|
| Membership: | |
| Chris Knapton: | chris@knapton99.com |
| Activities/Events: | |
| Cheryl Shields | cheryl@liveandplayincda.com |
| Safety : | |
| Gary Hammond | gbhammond@charter.net |

Lifetime Board Member:

Jim McGoldrick 509-747-1500

Newsletter Editor

Julie Olsen jo@xofficetech.com
509-995-5809

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.

Update: ACBS National

To: ACBS Chapter Officers & Members

I hope this note finds you enjoying a great season of boating! It is hard to imagine we are over halfway through the summer.

As you begin to look at your chapter event schedule beyond this summer, I thought you might find it beneficial to receive early notice of the dates on the ACBS International calendar. These dates are scheduled to conduct the business of ACBS. We encourage your attendance at these meetings. Your input is valued. One annual event you certainly will not want to miss is the Annual Membership Meeting. This event presents an exciting schedule of boating that showcases the host chapter's area, conducts a Chapter Roundtable highlighting topics pertinent to all chapters, hears the year-end reports from all work areas, and celebrates the wonderful comradery of fellow ACBS members. What a wonderful event this is that you will want to make a priority on your schedule. If you have not already made plans to attend this year's event in Muskoka, you still have time to do so.

Please do keep these dates in mind as you set your own chapter event schedule and encourage member involvement. We will continue to send more details as they become available. Details, along with registration information, are also posted on the website as available.

We appreciate your leadership for ACBS! Please keep in touch with news of your chapter. We are honored to work with you as we further the vision statement of our club.

Gail Turner
ACBS Vice-President

Dates for 2009 -

September 24 - 26, 2009 - Annual Membership Meeting, Pre-Events September 20-24.

Host Chapter: Toronto

Additional information is available on the ACBS website and in the Rudder

November 6-8, 2009 - Budget Meeting, Chicago Illinois

Location: Hyatt Regency, O'Hare 1-847-696-1234 or

1-888-591-1234. Room block in place for ACBS

Dates for 2010 -

February 25-28, 2010 - Winter Board meeting, Mt. Dora, Florida

Host Chapter: Sunnyland

Location: Lakeside Inn, 1-800-556-5016 or 1-352-383-4101.

June 10-13, 2010 - Summer Board meeting, Burlington, VT

Host Chapter: Lake Champlain

September 15-18, 2010 - Annual Membership Meeting, Bay Harbor Resort, Michigan

Pre-Events: September 12-15

Host Chapter: Water Wonderland

Penn Yan Boat Company

One of the best aspects of attending and participating in antique and classic boat shows is the opportunity to see first hand the wide variety of boats and manufacturers that are represented there. Seeing a boat on eBay or the web cannot replace seeing the workmanship up close and personal at a show.

Regular attendees at our local shows are especially appreciative when a “new” old boat makes an appearance. One of the favorites at this summer’s show was the Penn Yan outboard. For those not very familiar with this builder—here is a brief history by Bill Oben.

Born in Germany in 1877, Charles Herrmann

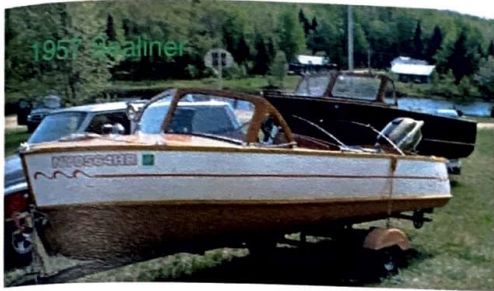
immigrated to the United States where he became part of the fledgling aviation industry in the Bath-Hammondsport area. After WWI, Herrmann returned to the Keuka Lake area. Legend has it that he built a small rowboat for himself in a barn at Gibson’s Landing. Shortly thereafter, additional boats were being built for neighbors. He soon realized that boatbuilding represented a potentially lucrative business.

In 1921 Herrmann moved to Penn Yan, NY and established a boatbuilding business in the former Beach Roller Skating Palace. By January, 1924 production was in full swing at his new Water Street Plant. They manufactured a large variety of boats using red cedar from California, mahogany from the Philippines, cypress from the Gulf of Mexico, and oak from West Virginia. All boats were manufactured using the “Composite” technique, which consisted of a double-planked wooden hull covered with an external layer of filled canvas. (Some historians believe this wood/canvas technique was patterned after the construction methods employed in manufacture of early aircraft).

Outboard motor boat racing became a popular sport in the latter 1920s, and PY built several record setting step-hydroplane models. Between 1926 and 1928, the record speed doubled from 20 to 40 mph. In 1929, a PY Ceestepper set a new world’s record. In October ‘29, Herrmann received a contract from the Johnson Motor Company of Waukegan, Illinois to build 3000 boats for the 1930 season. He returned to Penn Yan and announced the need to construct a new boat factory to supply this greatly increased demand. Although several surrounding cities, including Geneva, attempted to lure the expansion to their communities, the Penn Yan Chamber of Commerce succeeded in getting the factory in Penn Yan by pledging to buy over \$100,000 in preferred treasury stock issued to finance construction. Building of the 60,000 square foot facility began in November. This was the largest building under one roof in Yates County. A “house warming” for the community held one evening was attended by over 3,000 people. Amos and Andy were brought in to entertain, the “Penn Yan Maid” was crowned, and two orchestras alternated playing music for dancers who reportedly loved the newly poured “glass-like” concrete floor.

The early 1950s introduced the famous Swift, perhaps the fastest and most popular stock wooden outboard racing boat ever produced. By 1955, the Company offered 167 different models - inboards, outboards, canoes, dinghies, and sailboats. Boats came in several construction configurations including Composite, Monowood and Striplank. Striptite construction (1950), was followed by Dynamold (1955) and Plaston (1957). In 1958 the Company began manufacturing clinker planked boats using marine plywood. This represented the final construction method employed in wooden boat manufacture. In 1966 production was converted entirely to fiberglass.

(The author is indebted to Idelle Dillon and the staff of the Yates County Genealogical and Historical Society, and John Creamer and the staff of the Penn Yan Public Library)



Attention !

Scuttlebutt wants your stories,
photos and ads
Deadline—next issue
September 30th
Limited space available
Submit articles to:
jo@xofficetech.com

Did You Know ???

No doubt, everyone has heard the famous lines of this poem:

*Water, water, everywhere,
And all the boards did shrink;
Water, water everywhere,
Nor any drop to drink.*

Who penned these words?

The Rime of the Ancient Mariner (originally *The Rime of the Ancient Mariner*) is the longest major poem by the English poet Samuel Taylor Coleridge written in 1797–98 and published in the first edition of *Lyrical Ballads* in 1798 (see [1798 in poetry](#)). The modern editions use a later revised version printed in 1817 that featured a gloss. Along with other poems in *Lyrical Ballads*, it was a signal shift to modern poetry, and the beginnings of British Romantic literature.

(from Wikipedia)

Emotional Rescue ~ How She Got Her Groove Back

In the last newsletter was a great article on changing the name of your boat. I'm not a superstitious person by nature, so when I changed The Heart of Gold to Emotional Rescue, I simply removed the old name from the transom and applied the new lettering. Well let me tell you, THAT was the wrong approach. Here is a little history of what happened during the next couple of years.

I had converted the boat from an outboard to an inboard. On one shakedown outing, I was impressing my new girlfriend by a going for evening cocktails on the lake. In the middle of the lake, she asked me what the hot, red fluid was in the bilge and all over her legs. I did a quick inspection and found a line from the tranny cooler was



split and spewing fluid everywhere. Assessing the situation, I also discovered I also had no tools on board! Being the MacGyver I am, (and wino) I utilized a wine opener to cut the line and reattached the hose clamp. Boy was I the hero. Side note, NEVER leave the dock without a wine opener. Later that summer I entered the Sandpoint show and was oh, so proud of my engineering and constructive feat. The show was great as usual and Sunday morning I headed out to Bottle Bay for our breakfast rendezvous. Everything ran smooth as silk considering the water was anything but smooth. I returned from breakfast and tied up at my assigned space for the rest of the show. So far, life is grand. At the end of the day I untied and proceeded to go to the ramp and haul out. Imagine my surprise to find that I had no forward. I could idle in neutral. I could go backwards in reverse. Anything you could ask a boat to do except go FORWARD. It was quite comical backing to the ramp because a boat does anything but go backwards in a straight line. Try it for yourself sometime.

I was fortunate enough to have another transmission in the shop, so that winters' project was to replace it. The new tranny was a different type and required different mounts. Thinking I had all of my troubles behind me, I made a gorgeous set of aluminum mounts for the engine and new tranny. I lightly brushed them and sealed them in clear coat so they would always be pretty. Along came the boat show. Another great show. When I headed to the ramp to haul out, I had a big wad of weeds around the prop and rudder. I hit clean water and had a great idea. I put the boat in reverse and gave it some throttle. Well, there is a really big nut that holds the coupling flange to the transmission. I swear it was tight when I put it on, but reverse made the shaft and flange turn left. Lefty loosy, righty tighty! The nut came loose, shaft went back,

I was fortunate enough to have another transmission in the shop, so that winters' project was to replace it. The new tranny was a different type and required different mounts. Thinking I had all of my troubles behind me, I made a gorgeous set of aluminum mounts for the engine and new tranny. I lightly brushed them and sealed them in clear coat so they would always be pretty. Along came the boat show. Another great show. When I headed to the ramp to haul out, I had a big wad of weeds around the prop and rudder. I hit clean water and had a great idea. I put the boat in reverse and gave it some throttle. Well, there is a really big nut that holds the coupling flange to the transmission. I swear it was tight when I put it on, but reverse made the shaft and flange turn left. Lefty loosy, righty tighty! The nut came loose, shaft went back,

Emotional Rescue (con.)

coupling came out of tranny. Coupling also keeps fluid in transmission. More red fluid in the bilge, but now I am really good at cleaning the stuff up!

Now I'm thinking, this bad luck has got to be over. After all, bad luck comes in three's. Coupling now is going to take a miracle to remove, bilge is cleaner than an hospital. Off to the Priest Lake Dry Rot Run! Everything is working better than expected. I put in at Hill's, and run up to Elkin's. On the run back to Hill's I running along great. The water is a bit rough so I make a decision. Do I get really wet for a long time or do I put the hammer down and get there fast. My Dad, Bud, always liked to go fast and being my father's son..... HAMMER TIME!!!!!! I make it most of the way across the lake, half I, half out of the water. I feel like Don Aronow running an off-shore Donzi in the Florida Keys. Smiling ear to ear, I start to wonder why I taste engine oil. At first I think it is just the motor head I am until I see the river of 10W40 down the bilge. I shut it down and open the hatch. Remember those gorgeous aluminum mounts? Here's a tip for you. When you weld Aluminum it gets really hot. So hot that it anneals the metal. Annealing makes the metal very soft, weak, and malleable. Taking away the physics lesson here, the motor mount failed and the motor shifted forward, pulling the high pressure oil line into the alternator fan carving a big hole in it. I flag down Gerald and Katie Dake, visiting club members from Florida. They are gracious enough to tow me to Hill's and supply me with a couple beers to help A: drown my sorrows, B: wash the taste of motor oil from my mouth.

Once I got home and again cleaned the mess out of my boat, I built another motor mount out of steel. Before I launched her again, I followed the proper way to rename a boat. I followed every step to the letter, word for word. Since that time, I have enjoyed many hours of safe, happy boating with not so much as one issue. So I am here to tell you, boats have a long history of superstition. Don't mess with Neptune!

Brandon Moon



Bruce Reynolds, winner of multiple "Best Engine Compartment" awards and restoration expert, gives you his 7 point engine check. To get your engine ready for use:

- 1) Drain water jackets, scrape carbon and scale deposits.
- 2) Remove cylinder head and clean cylinder walls. Turn engine over by hand to move pistons up and down
- 3) Oil new cylinder head gasket & replace with cylinder head.
- 4) Tighten head bolts to the correct tension.
- 5) Clean and paint engine.
- 6) Start motor—clean Bendix carefully, use a couple of drops light grade oil in end plate bearing.
- 7) Make sure it is aligned properly before tightening mounting belts.

(to be continued in next issue)

OfficeTECH & Xerox
Proud to support the IEC with high
quality color printing



**OFFICE
TECH**

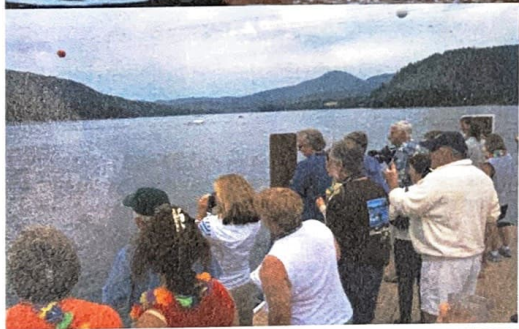
Spokane (509) 755-8326

CdA (208) 664-9454

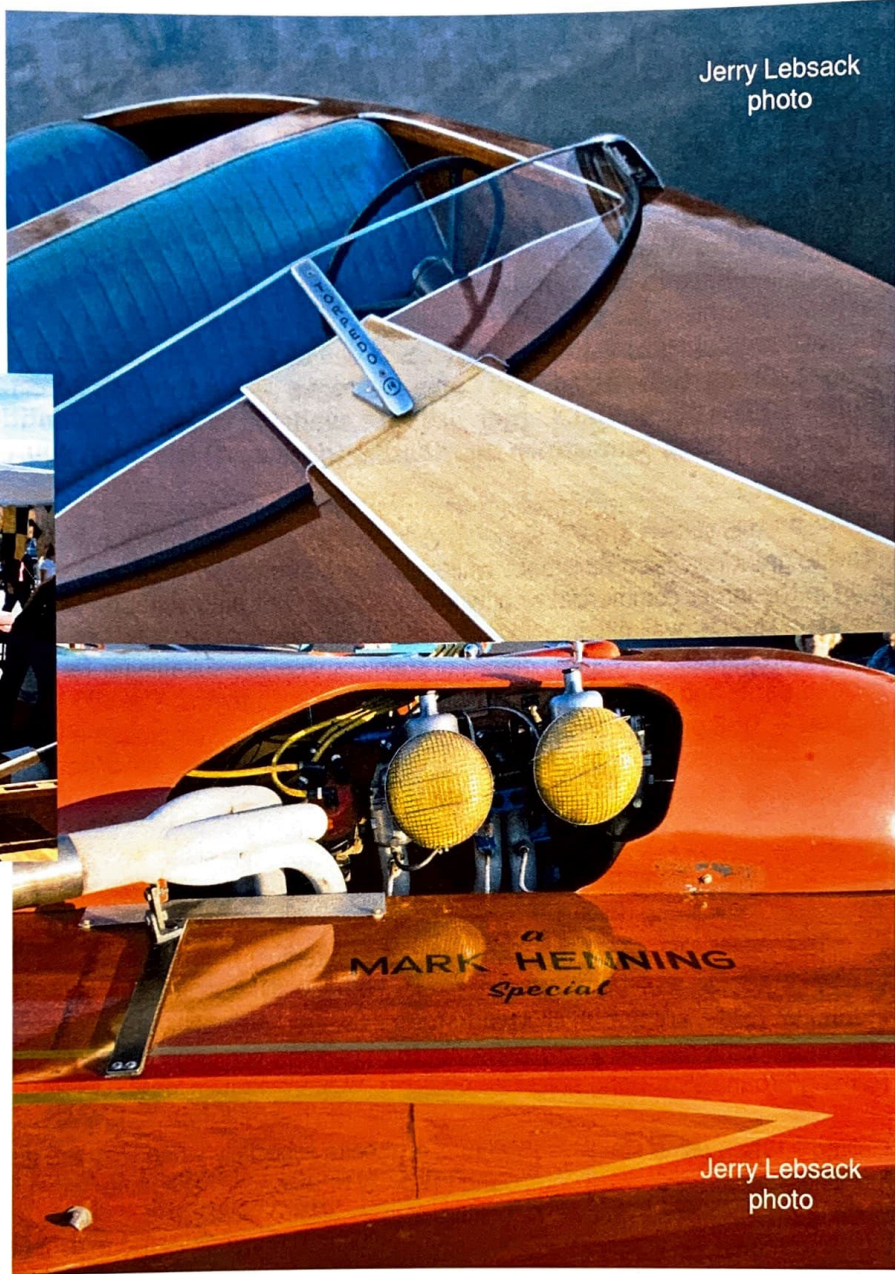
2009 Sandpoint Boat



Jerry Lebsack photo

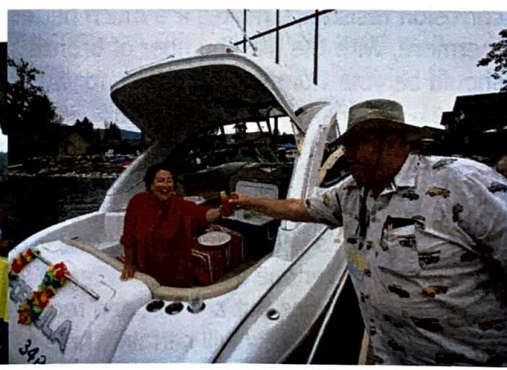


Show



Jerry Lebsack photo

Jerry Lebsack photo



Fasteners - Stainless Steel, Silicon Bronze, Galvanized, Brass

Hey There Woodie Folks...I know when rebuilding a boat, one of the biggest hassles of the project is where to find good parts to put back in the ole girl during restoration. Marine grade fasteners come in a variety of shapes and styles, from wing nuts to slating nails and cotter pins. All of these categories have numerous types of metal and sizes available. Stainless Steel, Silicon Bronze, Brass, Galvanized, and Copper - from a #2 up through 1 inch. Most fasteners are available by the 100 or per pound. Larger sizes are available in smaller quantities and all are available in larger quantities, Jamestown Distributing (back east) is a great source for all of your hardware solutions .

Stainless steel screws are the work horse for modern boatbuilding or exterior woodworking applications. They provide great corrosion resistance while remaining affordable. Hardened steel screws (cheaper) are more common in the larger commercial woodworking environment but cannot be used in a corrosive environment. Stainless steel is available in a wide range of engineered grades, each with its own designation number and specific properties. Only a few grades of stainless steel are suitable for fasteners--those that can be cold headed easily and have adequate torsional and shear strengths. The 300 series stainless steels are the most popular -- 18-8 grades contain very little carbon, about 18% chromium and 8% nickel -- giving them good corrosion resistance. In our opinion, 304- and 305-series stainless steel is not that much of a step-up from 18-8. But, 316 series stainless contains molybdenum, which significantly increases corrosion resistance, strength and of course the cost. Most of the screws that are commonly available at the local big box stores like Lowes, Home Depot, etc. are of the crummy Chinese variety and have no place on our quality wooden boats...they are junk!..and nowhere near marine grade in quality.

Use stainless steel screws cautiously below the waterline. Stainless steel screws cannot be in an anaerobic environment. If the screw is immersed in what is called still water, with no oxygen the corrosion-resistant film, chromium oxide, will not be allowed to form. (Coeur 'd Alene Lake has very low levels of oxygen!). Without the chromium oxide film the screw will suffer from galvanic corrosion and eventual failure. Ever see the black rings forming around your bung holes?

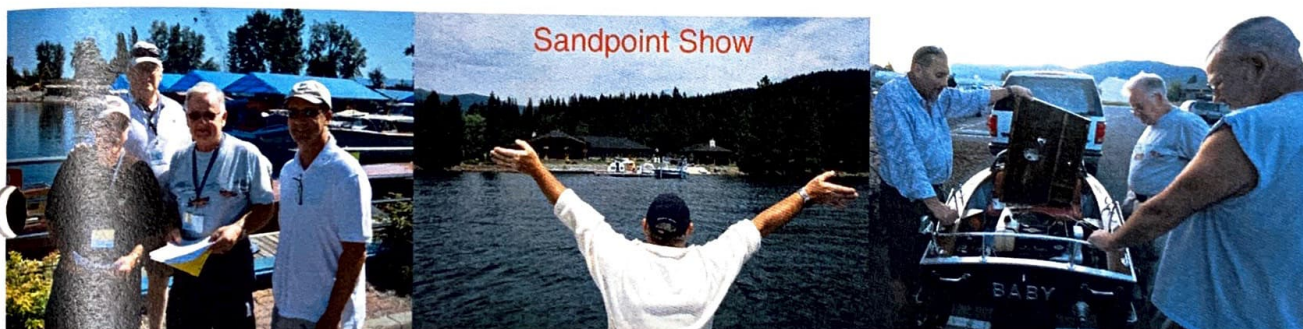
Galling-- When using stainless steel nuts and bolts especially when they are larger in size always remember to lubricate with an anti-seize compound (Teff Gel or a copper based anti-seize). This will prevent the nut from binding on the thread (known as galling or cold-welding).

Although not cheap...My personal favorite is still silicon bronze and is the ideal metal in the marine industry and for my personal boat building projects. You know the old saying, "You get what you pay for!" Silicone bronze has moderate strength, which makes it a much better choice than brass, which is extremely soft. It's corrosion resistance makes it a much better choice than stainless steel and hot dipped galvanized parts. Furthermore, with the high number of bronze based hardware replacements on traditional boats, silicon bronze should be your number one choice for marine fasteners (screws, nuts, washers, bolts, etc.) and hardware (hinges, hatch lifts, rudder hardware, etc.). Most quality runabouts like Hacker, Century, Garwood, and Chris-Craft all relied on silicone bronze in their original construction.

Silicon bronze fasteners are primarily used for marine boatbuilding, although many people appreciate the look they can provide with Western Red Cedar or Redwood because the screws will eventually blend into the color of the wood. Ever see a Red Cedar canoe with exposed bronze screws? Silicon bronze screws provide excellent corrosion resistance but are soft and require a carefully sized pilot hole to avoid breakage. Pre-threading the hole with a steel screw will certainly help as will drilling twice once for the root diameter and once for the shank. I consider using a step drill must. In all cases you should lubricate the screw with Ackempucky available

2009 Calendar Of Events

| Date | Event | Info | Contact |
|----------------------------|---|---|--|
| August 21–23 | Coeur d'Alene Wooden Boat Festival | Don't miss it—there is still time to register! | Call Brenda @ Chamber of Commerce 208-415-0110 |
| Sept 4-7 | Dry Rot Boat Show | Priest Lake Show Fun and relaxation amid the beauty of Priest Lake, a favorite event! | Barbara & Frank Robinson Barbara.greaves@verizon.net |
| September 24th–26th | ABCS International Show | Gravenhurst, Ontario, Canada | Check ACBS website for full details |



at Jamestown Distributing, beeswax from a good candle works for me also, and be conscious of the torque you are exerting.

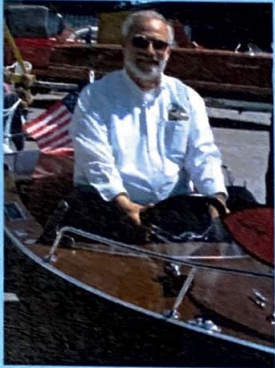
Silicon bronze fasteners come in a variety of combinations of alloys, but most commonly a compound of copper, tin and silicon. When replacing copper hardware on boats, traditionalists turn to silicon bronze more than 90% of the time. Again, it is stronger than brass, so when rebuilding a cat boat, the students and experts at the Northwest Wooden Boat Restoration School choose silicon bronze fasteners and hardware on a daily basis.

When working with pressure treated wood (For you folks rebuilding your own docks.. I know Murray Danzig works on his own docks), it is important to remember that pressure treated wood now contains six times the level of copper as it did before 2004, making it much more corrosive to common steel. Fasteners used with pressure-treated lumber should always be double hot dip galvanized steel, stainless steel, silicon bronze, or copper. Brass or aluminum fasteners should not be used with waterborne preservatives. In structural applications where a long service life is required, stainless steel, silicon bronze, or copper fasteners are recommended. In long term corrosion testing conducted by the Forest Service division of USDA on fasteners used in CCA treated wood, only stainless steel nails and screws exhibited virtually no visual signs of corrosion and negligible weight loss over a fourteen year period.

Happy Building! Terry "Bone Daddy" Deems

* Source materials: Jamestown Distributing and the World Wide Web

Larry O'Leary



**“ Report
from the
Head ”**

President's Message

A super successful Sandpoint boat show has come and gone. I want to take this space to thank all the members that worked so hard to make this year's show the "Best Dog Gone Show" ever. As those of you who attended know, this was a different kind of show: it was a one-day only event for the public, leaving Sunday for participants to take their boats out away from the docks and have a "play day" on the lake. From all the reports (unfortunately Margaret and I were unable to attend this year) this was (to quote a couple of e-mails I received) "The best boat show ever anywhere!!" The new venues for the evening events and the new layout on the shore revitalized the weekend for both participants and spectators.

I have to credit our wonderful boat show chairpersons, **Don and Emily Robson** for pulling this off. Their innovative ideas and hours and hours of work and constant attention to the details, but always with an eye on the bottom line, made this our most successful show to date. What is most amazing is that Don and Emily did a lot of the planning and work long distance!

Don and Emily recruited a great crew to bring it all together,:

Michael and Anavel Boge generously hosted the "Welcome Aboard" party Friday night.

Doug and Jane Powles handled all the registration information, keeping everyone informed and up to date.

John and Jan Lenhart had the difficult task, as dock master, of organizing the placement of all the boats.

Kathleen Hyde & Pierre Bordenave were our liaisons with the city and made sure we jumped through all the right hoops. Pierre made sure the boardwalk was cleaned up afterwards.

Bill and Sue Brooks' gentle but effective persuasion secured trophy sponsors that helped keep the books balanced, and coordinated the always challenging judging.

Kelly and Jerry Lebsack tackled the always-stressful job of running the Ships'

Store and making sure the tee shirts arrived on time.(and of course Jerry's great photos).

Steve and Linda Zwarg made sure that all the placards, badges, and schedules were printed and helped out wherever needed.

Emily, with assistance from **Linda** and many other members, organized a fantastic auction, raising dollars for IEC charities.

Kent and Becky Wick secured some of the most interesting auction items we have ever had (how did they get that stuff though customs?).

Craig Brosenne of the Resort Boat Shop has been major sponsor for the last three years. Without that support none of this would be possible.

And of course **B.K. Powell and Julie Olsen**. Not only was Office Tech a major sponsor, and has been for the last 5 years, but also a trophy sponsor and provided all the printing for the show.

For Sale: 1986 17' Stancraft Beavertail

Number 4 of 4 built. Totally restored in 2006. International Show winner, with plenty of get up and go in this beautiful boat.

For details,
call Chris
Knapton



Last but not least, **all of you** who participated this year. After all, without your beautiful boats there would be no show.

To paraphrase an old adage "It takes a chapter to put on a boat show!" I thank each and every one of you that gave of your time and energy to create another successful event. But none of it could have been accomplished with out the "Big Dog" himself - Don. Thank you Don and thank you everyone.

Larry O'Leary President

Membership Report

Number of members 94
 New members - 2 Dee Ball, Contradiction LLC
 Total 96

The current membership is holding strong and our numbers are about average with the past years. As our shows are coming to an end, we still need to concentrate on retention and getting new people excited about joining our wonderful organization. Remember how many new and old friends you have and how some of us met, simply through the love of the Antique and Classic Boats! Enjoy the rest of your boating season and begin to think of helping our club remain strong with our volunteers. We will be asking for new people to fill positions soon for the upcoming 2010 year. Your club is only as strong as its members and new faces help with that strength. See you on the water,

Chris Knapton
 Membership Chair 2009

Membership Application

Name: _____ Spouse Name: _____
 Email Address: _____ Phone Number: _____
 Mail Address: _____
 City: _____ State: _____ Zip: _____

BOAT INFORMATION

Boat #1
 Boat Name: _____
 Year: _____ Builder: _____
 Model: _____ Overall Length: _____
 Hull#: _____ HP: _____ Engine Make: _____ #Cyl: _____

Boat #2
 Boat Name: _____
 Year: _____ Builder: _____
 Model: _____ Overall Length: _____
 Hull#: _____ HP: _____ Engine Make: _____ #Cyl: _____

DUES SCHEDULE

Annual Membership \$45.00
 Chapter Membership \$25.00
 Total Dues \$70.00

Mail Application To:

ACBS International Headquarters
 ATTN: Membership
 422 James St., Clayton, NY 13624

Thought for the Day

We are all in the same boat in a strong sea, and we owe each other a terrible loyalty.

G.K. Chesterton

English critic, essayist, novelist and poet 1874-1936

Boat Drink Recipe of the Month

From:
 "The Essential Book of Boat Drinks"
 Olaf Nordstrom

King of Somewhere Hot

After one sip, you'll dance the night away like the locals do.

1 jigger Dark Rum
 1/2 jigger Crème de Banana
 1/2 jigger lemon juice
 1/2 jigger orange juice
 1/2 jigger pineapple juice
 Lime wedge—garnish

Fill shaker with crushed ice. Add ingredients. Shake and strain over ice into rocks glass. Garnish.



INLAND SCUTTLEBUTT

Volume 9, Issue 4

November 2009

Winners Circle 2009

Killer



**Best Of Show—IEC ACBS Sandpoint
Skippers Choice—IEC ACBS Sandpoint
Dock Walkers Award—Priest Lake Show**

Killer is a 1942 Chris Craft Custom Runabout, every inch meticulously restored by Steve Zwarg.



Steve & Linda
Zwarg accept-
ing trophy at
Priest Lake
Show Sept 09
(left)



Killer gets
some TV pub-
licity at the
Spokane Boat
Show Feb. 09

2009 Chapter Officers & Board of Directors

Officers:

President: Larry O'Leary 208-762-9228
 1st V. Pres.: John Lenhart 208-818-1067
 johnjanl@msn.com
 2nd V. Pres.: Bill Brooks 509-455-6747
 Secretary: Michael Boge 208-263-4282
 Treasurer: Jan Keener 208-661-0530
 keener@my180.net

Immediate Past President:

BK Powell 509-755-8326

Board Of Directors:

Kent Wick 208-882-9943
 bkwick@moscow.com
 Linda Zwarg 509-468-7236
 zpatinal@comcast.net
 Jerry Lebsack 208-689-3764
 jerrylee@smgazette.com
 Terry Deems 208-691-3470
 Doug Powles dougp@colligo.us
 Brandon Moon Moondog@sandpoint.net
 Murray Danzig 208-667-6190

Committee Chairs:

Membership:
 Chris Knapton: chris@knapton99.com
 Activities/Events:
 OPEN
 Safety :
 Gary Hammond gbhammond@charter.net

Lifetime Board Member:

Jim McGoldrick 509-747-1500

Newsletter Editor

Julie Olsen jo@xofficetech.com
 509-995-5809

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.

IEC Sandpoint Show—July



Organizers Extraordinaire!

Don and Emily Robson were instrumental in the success of the Sandpoint Show. Don's enthusiasm and Emily's organizing skills were very apparent. The gala Saturday night banquet in the atrium of the Panhandle Bank building was fantastic. The array of auction items was mind boggling and led to lots of maneuvering for those wanting to be the high bidder.

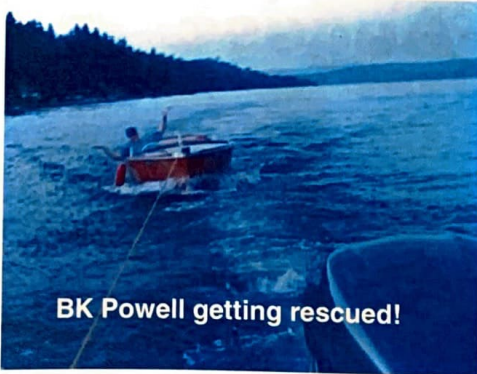
Thank you Don & Emily!

Inland Empire Chapter ACBS 2009 Trophy Winners

| <u>Trophy</u> | <u>Boat Name</u> | <u>Owner</u> |
|-----------------------------------|------------------|-----------------------|
| Best of Show | "Killer" | Steve & Linda Zwarg |
| Best Runabout | "Arabia" | Jim Winslow |
| Best Engine Compartment | "Satin Doll" | Paul & Karen Harrison |
| Best Non-Professional Restoration | "Swift" | Phil & Linda Currie |
| Best Utility | "Mi' Amor" | Michael & Laura Boge |
| Skippers Choice | "Killer" | Steve & Linda Zwarg |
| Peoples Choice | "Satin Doll" | Paul & Karen Harrison |

Congratulations to our Show Winners 2009!

Caught on Film



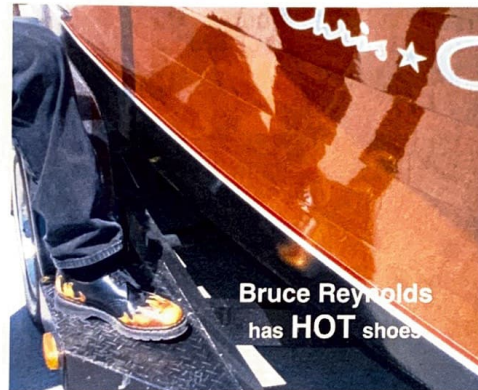
BK Powell getting rescued!



IEC President Larry O'Leary



Marlette Deems w/future Board member Porter



Bruce Reynolds has HOT shoes

For Sale: 1986 17' Stancraft Beavertail

Number 4 of 4 built. Totally restored in 2006. International Show winner, with plenty of get up and go in this beautiful boat.

For details, call Chris Knapton 806-392-4948.



Boat Quiz

Name the boat featured in each of the following books:

1. Captain Hook's ship in the novel "Peter Pan"
2. The ship that rescues Ishmael in the novel "Moby Dick"
3. Jason searched for the Golden Fleece in this ship.
4. Captain Nemo's boat in "Twenty Thousand Leagues under the Sea"
5. Submarine from "Ice Station Zebra"
6. Boat from Robert Lewis Stevenson's "Treasure Island"
7. "The Cruel Sea"
8. "The War of the Worlds"
9. "Billy Budd"
10. "The Riddle of the Sands"
11. "Captains Courageous"
12. The "Narnia" books by C.S. Lewis
13. "Survive the Savage Sea" – the true story of a shipwrecked family
14. "Two Years Before the Mast"

**First correct emailed entry wins a mint vintage copy of the American Red Cross "Life Saving & Water Safety" manual (1965 edition)!

jo@xofficetech.com

**Attention
Readers!**

Aspiring Authors

Potential Photographers

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

Deadline—next issue

February 2010

Limited space

Available

Submit articles to:

Julie Olsen

jo@xofficetech.com



“You cannot sink someone else’s end of the boat and still keep your own afloat.”

~ Old adage

CdA Show—August



A good turnout of spectators and boats. Tom and Chris brought their boat “Grand Rouge” all the way from Wenatchee!



Payette Show August

Great weather, lots of boats, and beautiful scenery help make a great show!



Dry Rot Show

Priest Lake - September



Poker Run is always fun! Thanks to Hutch and Carol!

Tom Horn is # 5.

Chris & Ella (Right)
Priest Lake Yacht Club Commodores Helmet (Far R)



ID State Representative Eric Anderson graciously attended the opening party where he gave an excellent presentation on the dangers posed by mussels and

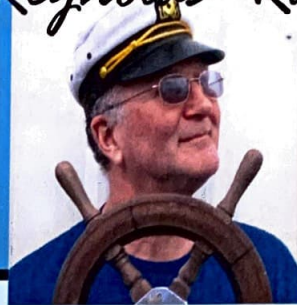
Other Invasive species (summarized here by BK Powell)

Help prevent the spread of invasive aquatic species by thoroughly cleaning boat hulls, allowing hulls to dry completely for a few days before traveling to a different lake or river, and by cooperating with resource managers during vessel inspections.

- Remove any mud or dirt on your boat, trailer or gear. Larval animal forms that can't be seen are able to live and survive in the mud and dirt
- Ensure no plants or animals are visible on your equipment. Even a plant fragment could pose a problem. Examine boats*, trailers, buckets, boots, bait wells, live wells and clothing
- Eliminate and drain all water from your boat and gear. Water can be trapped by motors, jet drives, boat hulls, seaplane floats and fishing gear
- Smaller items or hard to clean items can be treated in a bath of 100% vinegar to kill harmful organisms. Soaking items in a 1% salt solution for 24 hours can be used in place of the vinegar.

*Our wooden hulls (as opposed to metal or fiberglass) are most vulnerable to transporting such things as milfoil because our hulls expand and contract and have seams that can easily trap aquatic plants.

Reynolds' Rap



Bruce Reynolds, winner of multiple "Best Engine Compartment" awards and restoration expert, stops inspecting his drive coupling long enough to give our readers some advice...

- 1) Have your gas tanks filled when you put your boat away, that way the tank does not build up as much condensation. Put in STA-BIL gas treatment—it's a fuel stabilizer that keeps fuel fresh for easy starts. It stops the formation of gum and varnish so you can store the engine w/out draining fuel. Helps prevent corrosion from moisture.
- 2) Now is a good time to clean your fuel pump and strainers.
- 3) Make sure you have your drain plugs pulled so they don't freeze up and break!

OfficeTECH

Supporting the IEC with high quality color printing

- ~ Xerox Digital Color
- ~ American made
- ~ Green technology



Spokane (509) 755-8326

CdA (208) 664-9454

www.xofficetech.com

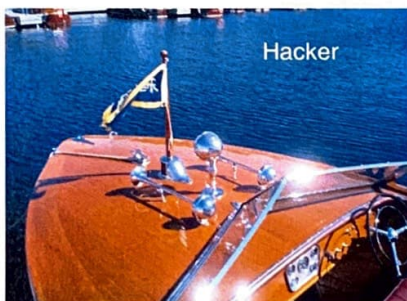
ACBS International Show Lake Muskoka



View from room at Taboo Resort with lake steamship.



Greavette at Marina for Int'l Show.



Sunny weather complimented the beautiful boats on display—both in the water and on land (including a small Lyman that was still in the original shipping crate, several canoes and a steel Mullins).

Unusual ornaments adorned several boats on display.



Canadians tend to dress more formally than we do out west.



Tour of Historic Boat Houses of Lake Rosseau



"Come n Go" (1915 38' Minett, 145 hp) and "Floss" (a launch) were the personal boats of the famous Mellon banking family who vacationed in Muskoka.

Although the day started with a downpour, the weather cleared and the Tour was the highlight of the Show. We were taken by boat to a series of historic boathouses—each one more fantastic than the last. Some had living quarters, pool tables, decks, etc.. And the boats—one Ditchburn after another, Minetts, Greavettes and others. All beautifully preserved. We were told that these boat owners rarely took their boats out—preferring to invite select aficionados in. We felt honored to be among that group! Our Tour guide pointed out the sights—including the cottage where a visiting Prince Andrew stayed. A huge THANK YOU to the local Chapter for this event!

"Lady Jane"
1925
Ditchburn

31' long
Kermath 6
125 hp



EDITOR'S OPINION

ACBS Annual Meeting Marked by Controversy

It is only somewhat ironic that a motion made at the Annual Membership Meeting in Gravenhurst did not even receive the courtesy of a second for the motion and consequently received no discussion. The motion? It was for ACBS to "be more friendly." This came right on the heels of a motion to have regional representation on the Board. Although this second motion received some discussion, most of the comments alluded to the difficulty, if not outright impossibility, of actually finding suitable Board members in geographically diverse areas of the country.

2009 was a challenging year for ACBS. Revenues were down due to a drop in membership. In addition, ACBS made a \$25,000 down payment on the much vaunted software program that was to improve registration renewal, chapter communications, etc. Unfortunately, the software provider went out of business taking ACBS' funds down with the sinking ship. The Scholarship endowment funds shrank along with the drop in the stock market and advertising revenue was much harder to come by. Despite the pressing nature of these concerns, they received little discussion at the meeting. In fact, the Board minutes dismiss the issue—calling it merely a "revenue" problem—not an expense issue. (Read the minutes on the ACBS website acbs.org, use your member login.)

In addition to the two motions detailed above, the Board took another action that was hotly debated off line by forcing Board member Doug Adams to pick between retaining his Board seat or serving as the ACBS' insurance agent. Although the Board clearly knew of his occupation from the outset (he was asked to research and present insurance recommendations for ACBS, all of which supposedly were eventually adopted), some Executive Board members felt that this constituted a conflict of interest and that his recusal from voting on insurance matters was not sufficient. At the same time, at least one other Board member is reputed to have a financial interest in selling a product to ACBS. Doug Adams' expertise and hard work to correct the serious deficiencies with ACBS's liability insurance policy resulted in improving the coverage for our Boat Shows—a matter that is of utmost importance to local Chapters. Despite Dick Werner's effort to keep him on the Board, ultimately, the Executive Board voted to remove him.

In the days leading up to the Saturday evening closing banquet, President Dick Werner had been asked to make sure that the banquet proceedings were kept "serious." However, many Show attendees mentioned to Dick and his wife Louise how much they enjoyed the banquet at the Coeur d'Alene Show. Eventually, Dick and Louise decided to put some of their trademark humor into the evening. Dick picked up some props (a red clown nose, a gorilla mask and a sailor hat) which he donned at a couple points in the program, which ended with the playing of "Wagon Wheel" accompanied by Louise and her girls chorus line—very similar to the CdA Show.

There were a few glitches in the program—there were many, many awards given out with winners and runners up in most categories. Even so, when Dick got to the final Award for People's Choice—a decision still had not been made by the judging committee. A voice from the audience shouted out that it was a tie and they had not decided what to do. No winner was announced by the end of the evening. Worst of all—somehow the representative from Bay City, MI (site of next years show) was inadvertently left off the Program and came up to the podium after the music stopped playing. By this point the crowd assumed the program was over and had started leaving—although he tried to give his pitch and Dick asked for everyone's attention, at most, only half of the audience politely remained in their seats to listen.

Some members of ACBS were very offended by what were termed Dick's "antics" both at the CdA Show and at the Gravenhurst banquet. Dick was accused of ruining the scholarship programs' fundraising because he may have put on the clown nose at an inappropriate moment. These members appear to be very influential on the Board. For the offense of attempting to put a little fun and levity into what can easily become just another dull and boring banquet, Dick was censured by the Board Executive Committee (one member asked that he be relieved of all his duties), removed from the Executive Board and stripped of the standard responsibilities of a Past President. This seems like a very harsh and inappropriate punishment for someone who has devoted so much effort to promoting ACBS and is a beloved part of the boating community, especially in the Pacific NW. In the two months since, two additional Board members have resigned.

An organization such as ACBS that is dependent on the income received from dues paying members cannot afford to alienate or insult any of those members, let alone entire Chapters. Any members that put forth the time and effort to attend an Annual Membership Meeting or a Board Meeting should be accorded all due respect. The Board should be listening

Controversy (con.)

to their concerns and evaluating the services and value that are provided by ACBS. A membership organization must be responsive to its members needs. An outsider might very well view the actions of the Executive Board as self serving elitism, preserving perks and prestige for the few, paid for with member dues. Achieving the ACBS goal of growing the membership base means that ACBS will not only have to hang on to its existing base but also reach out to new groups. Broadening the base to a more diverse group will not be a successful long term strategy if these members are not made to feel welcome. Members who feel that ACBS merely wants their dues and not their input or opinions are going to find other more responsive, more welcoming organizations to which they can belong.

The ACBS Board Meeting in January of this year was a cruise. It was heavily advertised and touted by the Board as a great opportunity to mingle with the Board and other ACBS members. An IEC Board member who attended this event reported that there was virtually no effort made by the ACBS Board to meet, much less mingle with members on the cruise. The limited confines on board ship would have facilitated group meetings, lunches, cocktail parties etc... The Board could have taken the opportunity to listen to members and then use their input to make sure that ACBS delivers the services that members truly want. Perhaps the woman who made the motion at Gravenhurst was right— ACBS really does need to be a lot more "friendly."

Julie Olsen

Time To Buy? Beautiful Boats for Sale



2004 Stan Craft Lady Lola

2004 30ft Stan Craft 10' wide with a new EZ Loader triple axel trailer. \$145,999

2010 Resort Custom Jefe

Accepting orders for 2011. Customize everything option you have been dreaming about. Stop in anytime for a tour of the boat building facility. **Price available upon request.**

1948 Ventnor 23

1948 Ventnor custom 23'. #5 of six boats ever made. Three still exist. A true collector's boat with a rich history. \$129,000

1967 Century Coronado

1967 Century Coronado, 401 Buick V-8, sliding hardtop, teak and holly floor. Showroom condition. \$59,995

1931 Merrick 30'

1932 Classic sedan cruiser, 4 cylinders Perkins diesel. Water system, head and full galley. \$59,999

2003 Lake liner 26

2003 26ft Lake liner Lobster boat with 25 horse 4-stroke Honda, very quiet, very efficient on fuel, and has an EZLoader trailer with a full cover \$34,995

1947 Chris Craft 17'

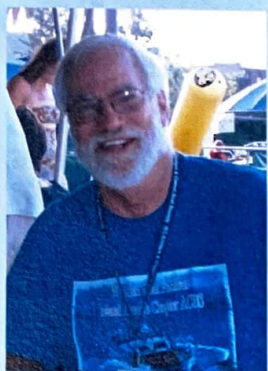
Rare 6 cylinder KB 121hp Engine by Chris Craft, Fiberglass bottom, full cover, and single axle trailer included! \$17,995

Yacht Club Sales & Service /The Resort Boat Shop

Office 208-292-5665

WWW.HAGADONEMARINE.COM

Larry O'Leary



“ Report from the Head ”

Larry's description of a 1 month trip to Australia:

“Hot, Crocodiles, Aussie rules football, dusts storms, tsunamis, sunny beaches, lots of face time with grand daughter. All in all a great time! “

President's Message

With the first measurable snowfall of the season in the books most of us have completed the sad task of winterizing our boats and put them to bed for winter.

As I look back over this last summers activities one thing stands out about the Inland Empire chapter and it's members - our commitment to the boats, the members and the community doesn't end with the first frost.

All the hard work, fun and camaraderie continue throughout the year. As in years past the IEC has, through the generosity of you, the members, been able to help various local and regional charities. In the past you have contributed through your dues, registrations fees, sponsorships and donations to various organizations including Northwest School of Wooden Boat Building, The Kootenai County Sheriff's "Holidays and Heroes" program, The Food Banks of Coeur d'Alene, Sandpoint, Kellogg and Spokane, the Panhandle Animal Shelter, and "Christmas for All", and others. Thanks to this year's very successful boat show and other activities we are again in a position to help. With the current economic situation we are not short of worthy organizations that we can support.

Your board of directors will be making those decisions at our next meeting (Dec. 5th before the Winter General Meeting). I want to thank each and every one of you for your time, effort and money that allow us to give back to the communities that have supported us.

Have a warm winter and, if not before, we will see you on the water in the spring.

Larry O'Leary, President, IEC

Greetings fellow boaters!

I would like to introduce myself and my lovely assistant Mariette as the new Membership Chair and Co-Chair persons. We gladly filled the position vacated by former IEC President Chris Knapton. Chris & Melody have RV'ed their way down to warmer climes (I wish I could have gone with them!), we hope to see them back in the Spring. Welcome Bill Schneck—our newest member! I have had several emails with Bill (quite a sense of humor). He is restoring a 1948 Chris-Craft and wants to join in some of our chapter's fun! If you know someone who's interested in antique and classic boating or who might benefit from an association with our organization, please tell them about the ACBS.

New members are most welcome! Membership benefits include:

- Membership in the ACBS and its world-wide network of members & suppliers.
- Receipt of the annual ACBS membership directory -- a comprehensive listing of all ACBS chapters, members, and boats.
- Subscription to "The Rudder" a slick quarterly publication of the ACBS.
- Subscription to "The Scuttlebutt", our Chapter's awesome quarterly news letter/publication.



Terry & Mariette Deems

The easiest way for new members to join the ACBS and our Inland Empire chapter is to printout a copy of the application form, on either website and mail it with your registration fee to: ACBS Membership, 422 James Street, Clayton, NY 13624, Or just give me a shout out @ (208) 691-3470. See you folks on the water!

Membership Report

MEMBERSHIP REPORT: This report covers up to September 1, 2009

Number of members 97

We are happy to welcome our new member co-chairs effective October 1, 2009 Terry & Mariette Deems. They will be taking over for the membership committee. Have a great winter, see you in the spring!

Chris Knapton

Membership Chair 2009

Note: This will be Chris' last report; new Membership Co-Chairs are Terry & Mariette Deems!

Membership Application

Name: _____ Spouse Name: _____

Email Address: _____ Phone Number: _____

Mail Address: _____

City: _____ State: _____ Zip: _____

BOAT INFORMATION

Boat #1

Boat Name: _____

Year: _____ Builder: _____

Model: _____ Overall Length: _____

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

Boat #2

Boat Name: _____

Year: _____ Builder: _____

Model: _____ Overall Length: _____

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

DUES SCHEDULE

Annual Membership \$45.00
 Chapter Membership \$25.00
 Total Dues \$70.00

Mail Application To:

ACBS International Headquarters
 ATTN: Membership
 422 James St., Clayton, NY 13624

Thank You!

Thanks to all our volunteers—especially Chris and Melody Knapton for all their hours of service to the Inland Empire Chapter. We wish them warm weather and clear roads as they travel this winter. Our members are our 'life preservers' and enable us to put on the events and support classic boating. THANK YOU!!!!

Boat Drink Recipe of the Month

Yo Ho Ho

After one sip you will treasure the rest of the drink.

1 jigger Rum

1 jigger Swedish Punsch

1 jigger calvados

Lemon peel, garnish

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

Olaf Nordstrom

The Essential Book of Boat Drinks