

INLAND SCUTTLEBUTT

Volume 13, Issue 2

Inland Empire Chapter of the Antique & Classic Boat Society

May 2013

2013 Antique and Classic Boat Show

Antique boats and story telling naturally go together. Boat owners have great tales of adventures and mis-adventures. Restoration or construction of the boats has both its share of triumphs and tragedies. Boat owners and the general public share nostalgia and memories of boating summers past. The boat show this July 13th will pair great storytelling with some incredible events. Please sign up soon and be prepared to share old stories and make new ones. The events are shaping up to be memorable this year. The kick off to the weekend will be a Friday evening boat parade. We will leave the marina around 5:30 and cruise down the river making a few stops along the way. We'll then motor back up to Sandpoint entering the Marina to a great BBQ dinner and social hour at the docks. Don't miss out.

Contact Info: Mike Moen—
CDAMOEN@AOL.com or visit our website at
www.acbs-inlandempire.org

Schedule of Events

Friday July 12th:

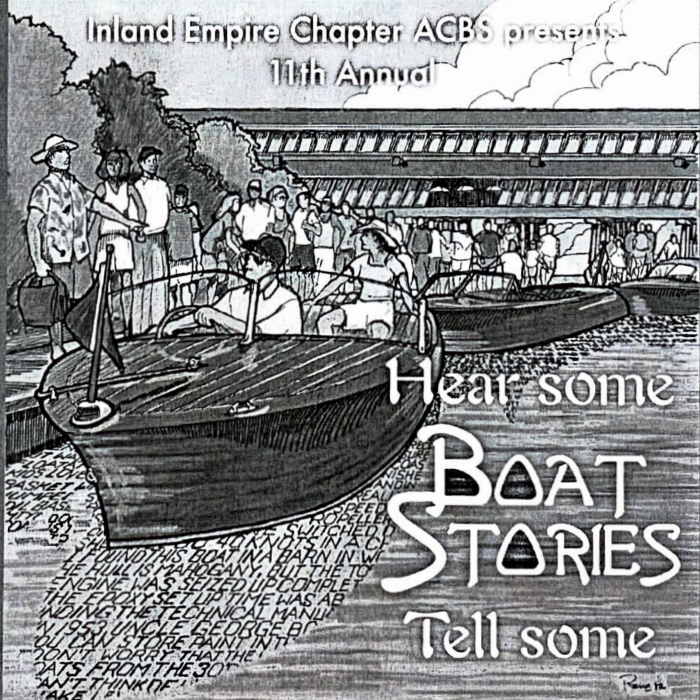
1:00-5:00 Launch Boats
1:30-5:00 Docking
5:30-7:00 Boat parade
7:00 Welcome aboard dinner
and program @ Sandpoint
Marina

Saturday July 13th:

9:30 Skippers Meeting
10:00 Raising the colors
10:00-3:00 Boat Show
12:00 Ladies Luncheon and
Style Show @ Coldwater
Creek
3:00 Sand Creek Boat Parade
6:00 Social Hour/Silent Auc
tion
7:00 Dinner and Award
Presentation

Sunday July 14th:



9:00 Breakfast @ Trinity Res
taurant
10:30 Poker Run
All Day Take Out Assist



Inland Empire Chapter ACBS presents
11th Annual

Hear some
**BOAT
STORIES**
Tell some

Antique & Classic Boat Show
Sandpoint Marina • July 13, 2013
10:00 - 3:00 • Boat Parade at 3:00





2013 Chapter Officers and Board of Directors

Officers:

President: Michael Boge mountainfever1@frontier.com

1st V Pres: John Lenhart johnjanl@msn.com

2nd V Pres: John Keener keener@my180.net

Secretary: Anne Henshaw annehenshaw1@aol.com

Treasurer: Jan Keener keener@my180.net

Immediate Past

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Linda Zwarg zpatina1@comcast.net

Murray Danzig Fax 208-765-4015

Don Robson donrobson@earthlink.net

Bob Henshaw bobhenshawct@aol.com

Committee Chairs:

Membership: John Lenhart johnjanl@msn.com

Boat Show: Mike Moen cdamoen@aol.com

Newsletter Editor: Wes Yandt wes.yandt@comcast.net

Website: www.acbs-inlandempire.org

The IES 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

One of the best stories I like to relate as being Chapter President had to do with not being on the water but instead being at a Board Meeting. Chairs were scarce and I had to make do sitting on a stool at the head of the table. On our agenda that month was the item "Boat Show Chairperson". We needed one. On asking the question all heads in unison tipped down like they were in prayer. It was so funny to see! I felt like maybe...I was a preacher and called the masses to pray! Really, they were praying...that someone would step up and take the position! Kathy Fair did and away she went putting on last year's great "Classic Boat Festival at Sandpoint", themed with "American Pride".

This past September Mike Moen stepped up and took on this year's show with our theme being "Boat Stories". As Mike Moen will tell you, or Kathy Fair, John Keener, Don and Emily Robson and anyone else who has ever headed up the position as Show Chair it is

A BIG JOB. It is also the main event for our Inland Empire Chapter. The Sandpoint Show is unique in that it is not a "cookie cutter" show. Each year is different and this year will once again be over the top with plenty of boat use, fun times with events and incredible food. I guarantee it. Let's fill this event up! If you are thinking of attending give your Chapter a "thumbs up" by signing up now. If you have never gone, don't miss out on another year! Contact Mike at cdamoen@aol.com or go to our Chapter Website at www.acbs-inlandempire.org

Michael Boge

Chapter President, Inland Empire ACBS

Our Mission

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

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

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

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

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

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

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

Membership Report

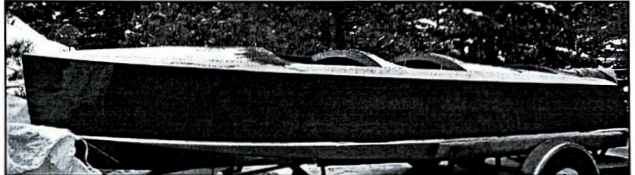
The last report from John Lenhart our Membership Chairman is 115 members. Below are a stories about a couple of our new members. If you are a new member and have yet to be featured please take the time to send a quick note to Kris Basset kbasset@nwi.net (509) 669-5747 so that all of the Inland Empire ACBS members get a chance to meet you and your families.

Welcome to Daryl and Carolyn Reynolds from Post Falls!



Daryl and Carolyn grew up in the San Fernando Valley in Los Angeles, CA, meeting in high school. They have been married for 41 years and have two grown children - Deann and Daryl III. While they have lived most of their married life in Spokane/CDA area, originally because of Daryl's time in the USAF, they did move to Philadelphia when Daryl became VP of Sales for DentaleZ, a dental equipment and products manufacturer. Carolyn worked for SSAN for 35 years and retired in 2008. In 1997 moved to Northern California to start an olive ranch producing both olives and olive oil products, while continuing to work for DentaleZ. They currently live in Post Falls and own 2 boats - one is a 1936, 19', Chris Craft runabout. Daryl writes: "After attending two CDA wooden boat shows we were certainly bitten by the wooden boat bug! In 2012,

I decided to retire from my job at DentaleZ after 32 years. I knew that I wanted to do some traveling and I also was interested in finding a wooden boat to work on to stay out of my wife's hair now that I had nothing to do with my time. Early last spring we were returning from a southwest trip and decided to take the route from Boise to McCall, Idaho. While visiting McCall I saw info on the Lake Payette wooden boat show so we checked



around for wooden boat restoration shops and directed to the McCall wooden boat shop, run by Don Hardy. Don gave us a tour of his shop, seeing boats in various stages of restoration and in all stages of repair and decay, including the 1936 runabout. After returning home I gave Don a call and made him an offer on the 1936 runabout. Don said he would have to think about it and would call me back. Months later on a cold and snowy day early in January of 2013, Don called and asked if I was still interested. We made the trek from Post Falls to McCall early on a snowy Friday morning, picked up the boat and all the parts we could find and headed home. Since then we have been sourcing parts on-line and from local suppliers to try and pull the project together. At this point the engine is in, mounted and hooked up to the fuel tank and it actually runs! While there is still a lot of work to complete, we hope to have the boat finished in time for the ACBS National meeting in September."

Their second boat is a 1958 plywood boat. "My dad purchased the boat in 1964 as a project so my brothers and I could learn to water ski. We thought that we would be water skiing in a month. However my dad (who was a perfectionist) decided to rebuild the boat! We worked on this project for 8 months every evening and weekends, removing all the hull wood, copper nails, and brass screws. Finally in the spring of 1965 we were able to use the boat and my brother waxed the hull to get every ounce of speed out of the '65 mercury. In 1999 my youngest brother could no longer store the boat so he asked if I wanted it. When I saw it for the first time since 1970 I was disappointed to see the poor condition it was in. We decided to replace all the wood and use the old boat parts as a pattern and the Resort Boat Shop in Post Falls Idaho completed the restoration in 2006. That year we were rewarded for our efforts and received the Chairman's award at the Coeur d'Alene wooden boat show. Today the boat features the original water skis and life jackets from 1966." Look for Daryl, Carolyn and Oliver, their cocker spaniel, on the Spokane River heading down to the Cedars for dinner in their plywood boat!



Welcome to David and Sherie Wahl from Wenatchee!



These smiling faces are of David, Sherie and their dog, Tessa, posing with "Fudge", the wooden cradle that David spent months building before the birth of their first grandchild. It was truly a labor of love and has been used for all three grandchildren since it's unveiling in May of 1997.

Transplants from Edmonds, David is a retired car dealer and Sherie retired as an office manager for the Edmonds School District. They have been married for almost 48 years and had 3 children. They retired to Wenatchee for the warmer and less wet weather and to be closer to their daughter who has the three grandchildren!

They own a 1972, 28' lap strake Carver which they purchased it in 1973 and spend summers cruising the waters of Puget Sound, the San Juan Islands and the Canadian Gulf Islands. The boat lives at the Edmonds Marina as it is too large to tow and they hope to return to the "coast" and do some more cruising, crabbing and fishing in the future. David and Sherie have enjoyed attending wooden boat festivities in Chelan, Seattle, Port Angeles and Lake Tahoe and look forward to meeting the members of the Inland Empire Chapter!



THE 38TH ACBS ANNUAL MEETING AND INTERNATIONAL BOAT SHOW

FROM THE MOUNTAINS TO THE LAKES COEUR D'ALENE AWAITS

Coeur D'Alene is once again the location the Annual ACBS Meeting and International Boat Show this September at the Coeur D'Alene Resort. There is a full docket of activities happening during the meeting and show. Our chapter has the wonderful opportunity to host the show's Pre-Events. This will be great chance to see old friends as well as meet new ones all while showing the rest of the ACBS what a gorgeous part of the country we live in.

Pre-Events:

Sunday Sept 15-Tuesday Sept 17 Lake Hopping trip to Priest Lake
Sunday Sept 15-Monday Sept 16 Hells Canyon Adventure
Monday Sept 16 Hiawatha Bike Trail
Wednesday Sept 18 Lake Coeur D'Alene Cruise and Lunch
Thursday Sept 19 Spokane River Cruise and Wine Tasting

Annual Meeting and International Boat Show Events:

Wednesday Sept 18 Welcome Aboard Party @ Resort Boat Shop
Thursday Sept 19 Annual Meeting and Roundtable, Dinner Cruise
Friday Sept 20 ACBS Boat show begins and Scholarship Auction and cocktail party
Saturday Sept 21 ACBS Boat show and Awards Dinner and Banquet

We are looking for volunteers to help with these events and especially people that are willing to host visitors in their boats at the Priest Lake hopping event and the Coeur D'Alene Cruise.

If you want to volunteer or have seats for visitors please contact BK Powell at bk@xofficetech.com or Dick Werner at werner.r@att.net. For more info on the pre-events and to register for the fun go to www.acbs-inlandempire.org.

Seafaring Words in Everyday Speech



Bigwig — Seen in print as early as 1792, *bigwig* has its origins in the large wigs once worn by men of rank and distinction. The term formerly carried the connotation that, although the wigs themselves were of formidable size, the heads they covered had little or nothing in them. Smyth defined "*bigwig*" in the *Sailor's Wordbook* as an expression "applied to high-ranking officers." Modern social usage is usually applied to VIPs, CEOs, and other individuals who have inordinate wealth or position.



EVERYTHING THAT YOU ALWAYS WANTED TO KNOW ABOUT BUNGS AND BUNG HOLES BUT... WERE AFRAID TO ASK

BY WES YANDT

Bungs are the little wood plugs that you glue into a plank to cover a screw hole. On a 20' classic wood runabout there may be as many as 5000 of these bungs covering the screws. A poor quality bung job can really ruin an otherwise stellar restoration project. I am by no means an expert on this subject but when my Dad and I started into the restoration of the Uncle Bob we did a tremendous amount of research and planning. I would like to share with you the bunging method that we came up with. You will need to do your own due diligence and make sure that this method works for your particular project. How's that for a lame disclosure?

As is with anything to do with your restoration project, good quality tools are a must and there is no more important tool than the bung cutter and drill bit. They should be tested so that you know the diameter of the counterbore matches that of the bung you will cut. And they must be sharp. You will also need a drill press, a good quality surface planer and a table saw or band saw.

The basic premise behind this method is to make strips of plugs that are held together by a thin piece of the parent material.

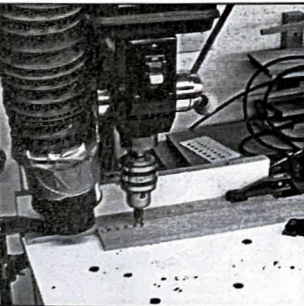
The process starts as you are planking your boat or replacing a plank. Save the cut-off ends of the planks and stash these in a box numbered with the plank number written on the side. In our case this planking process took well over two years so it was very important that we kept good track of the plank "cut offs". This effort assures that you will have the best opportunity to match the color and grain of your planks.

We found that setting the head of the plank screws 1/8" below the plank surface gave us enough room to seat the bung while still leaving enough meat below the screw to securely hold the plank. You may want to set your screws a bit deeper if you need to do lots of fairing. Use your surface planer to thin your bung stock down to a thickness that will allow the bung strips that you will cut to break between the bungs with fairly light finger force. We ended up shooting for .410" to .450" thickness.



Cut the bungs by setting up a drill press with a fence to run the edge of your bung stock against. Set the stop so the bung cutter produces a bung that has a small taper on the top edge. That will help it go in the hole easier. Cut the bungs close enough together so that you are removing all of the wood between the bungs. After you've cut a strip of bungs along the edge of your stock going with the grain cut the line of bungs off the stock in a strip about 7/16" wide. Throw your bung strip back in the box it came from. Walk back over to your drill press and do it again and again and again.....

Mix up some Weldwood Plastic Resin glue (it comes in brown) and put a little bit in a plastic sour cream lid. From the bung strips for the plank that you are working on select the strip that most closely matches the area you are working for color and grain. Bend the last bung on the strip until it cracks but not breaks completely off. This will allow you to swirl it in the puddle of glue that you've mixed. Position the bung in the hole and align the strip so that the grain lines up with the plank. Give it a couple of light taps with a light plastic hammer. You should be able to easily break the strip off now and move on to the next hole.

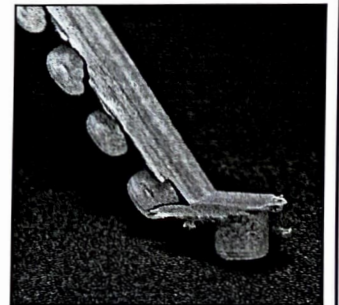
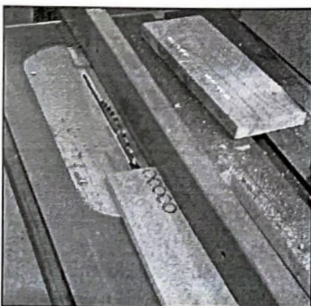
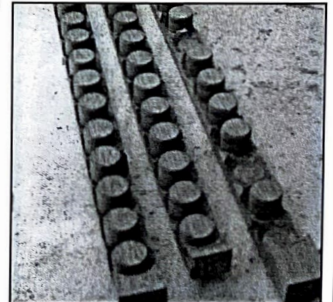


When your glue dries you can remove the majority of the excess bung with a sharp chisel or small hand plane being careful so the plug does not break below the surface of the plank.

There are several reasons this method was successful for us:

1. We were able to line grain direction up!!! This is HUGE and easy when you are holding a long strip in your hand.
2. Match color/grain pattern with the plank. This is also very important but much easier when you have the back of the bung strip to compare.
3. Ease of execution and glue application. Keeps the finger nails from turning black and blue. Keeps the glue off everything you touch
4. Majority of bungs will be facing the same direction so that when you use a chisel to remove the bulk of the bung it does not break off too deep.

If you did a good job, when you are done fairing, staining and varnishing you should not be able to see any of your hard work for 10 feet away. How's that for motivation?



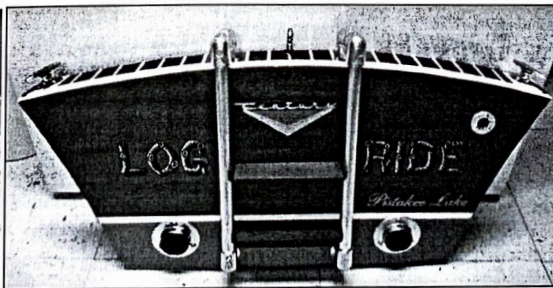
Mike's Custom Boat Transom Signs

Well, I could have sat around and sulked, but then again, that doesn't help anyone nor does it change the situation. Here I am, 58 years old, and forced into early retirement after 21 years as the #2 guy at a 12-community solid waste management agency. So, with lots of time on my hands, I thought I would take up a hobby that I always had a passion for, but never enough free time to do much with....wood-working. Having grown up with a cottage on an island in Lake St. Clair just outside of Detroit, my family owned a 19' Chris-Craft Utility during my teen years. "Barbee" was named after my mother, Barbara, and although wasn't one of those brightly varnished craft that get judged at vintage boat shows, I have a lot of fond memories of her since she was the only speedboat my family ever had during the 20+ years we owned the cabin. So, for a Christmas present for my younger brother, I decided to take a piece of birch plywood laying around and fashion a replica of Barbee's transom out of it. After seeing it proudly displayed on my brother's wall on Christmas Eve, my kid sister then put in her request for a smaller version and suggested I build 'stock' transom signs to sell on eBay. Figuring, why not, I've certainly got time on my hands, I must have built a dozen during the first half of last year, using oak or birch veneer plywood from the local big-box home improvement store. I'd add a Chris-Craft logo, or a Hacker-Craft logo, and offer various stains, and these would not be too difficult to sell. But, I then got a guy from Illinois asking if I could make a transom sign that replicated the stern of his 1964 Century Coronado. With prominent V-vent and swim ladder, this sign presented quite a challenge. Many trips to many different stores were needed, along with a lot of trial and error, to get the proportions right for the ladder, exhaust, deck pin-stripping, etc. After finishing this sign and receiving glowing feedback from the customer, it didn't matter that I made less than minimum wage on the project.....I found a hobby that brought huge satisfaction to me and allowed me to create something that someone else really found value with. It also provided for a lot of dialogue in the design phase and really made me feel that I had found a new friend, not simply another customer. I made this first custom sign, switched from cheap oak plywood to beautiful African or Sapele mahogany ply, joined the ACBS and Michigan Chapter, displayed as a vendor at the Algonac Boat Show, placed a few ads here and there, and voila, have made (or in the process of making) custom transom replicas for the following: 17' 1941 Chris-Craft Barrelback, 1948 Chris-Craft Deluxe Runabout, 22' 1954 Chris-Craft Sportsman, 37' 1965 Chris-Craft Roamer, 18' 1932 Gar Wood Runabout ("Mollie", hailing from Priest Lake, Idaho), 23' 1952 Chris-Craft Holiday, 27' 1990 Hacker-Craft Runabout, 42' 1957 Matthews Deluxe Sedan, 20' 1956 Chris-Craft Continental and 27' 1937 Chris-Craft Custom Runabout. These signs have brought a lot of satisfaction to me, personally, and judging by the remarks received from customers, have provided them with something that brings them a little closer to their prized vintage boat..



If you'd like to learn more about my little sign-making hobby, please contact me (Mike) at mzczuprenski@hotmail.com. I have a flyer with a lot more details and would be glad to provide you with a quote to make a sign that looks like the stern of your treasured craft.

Happy boating!



In the next issue:

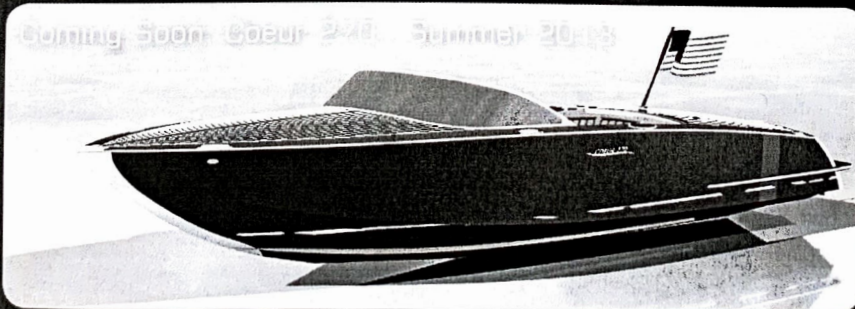
Club members Bill and Sue Brooks have recently finished a 6 yr refit/restoration of "Andante" a 1948 33' Chris Craft Deluxe Cruiser. Bill has invited my camera and I along for a cruise. I am excited to show you the results of their hard work.

2013 EVENTS

- June 21 2013 **IEACBS General/Board Meeting** mountainfever1@frontier.com
 Location: Templin's Resort, Post Falls (Down by the docks)
 5pm Social Hr 6:30 pm Meeting
- June 28-30 2013 **Whitefish Woody Weekend** timsalt@edge-effect.net
 Location: Lodge at Whitefish Lake, Whitefish Lake MT
- July 12-14 2013 **Classic Boat Festival at Sandpoint** cdamoen@aol.com
 Sandpoint Idaho
- Sept 15-22 2013 **International ACBS meeting and Boat show** bk@officetech.com
 Coeur d'Alene Idaho
- Oct 4-6 2013 **Mahogany and Merlot** chelanvintageboats@yahoo.com
 Location: Lake Chelan WA www.mahoganyandmerlot.com

The IEACBS Board Meetings are open to all members and you are encouraged to attend. There is always a short social hour prior to the meeting to get visit with friends and meet new ones. Please bring your ideas, concerns, questions and be involved.

"Building Dreams Since 1944"



"Like" us on Facebook for up-to-date events!



View the Coeur 270 in progress!



THE RESORT
BOATSHOP

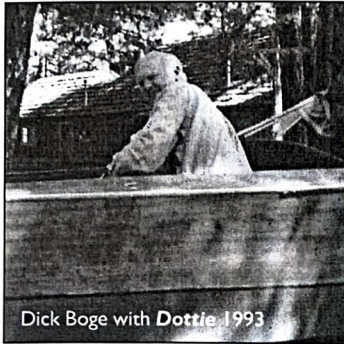
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What's in a

"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.



Dick Boge with *Dottie* 1993

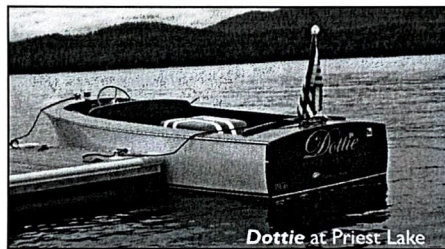
My Dad, Dick Boge, in 1993 while driving through Priest River heading towards his cabin at Priest Lake, Idaho, had been eyeing an old wooden boat in the backyard of someone's house. After months of curiosity, Dad went up to the door and inquired about the boat. The gentleman, Wally Loehn told Dad the boat was a 1936 Chris Craft Utility and he had purchased "*Dottie*" in the 60's while in Michigan. Being in the shape the boat was, Dad offered \$300 and Mr. Loehn accepted it – my Mom thought Dad was crazy. Dad loved the name *Dottie*, thinking it gave the boat character and kept the same name. To my knowledge, Mr. Loehn never told Dad where the *Dottie* name came from, but it just fit.

When I purchased *Dottie* from Dad's estate, there was no question to keep the same name. To this day, we speak of *Dottie* like she is a family member – it's never the "Chris Craft" – it's always *Dottie*. In honor of Dad, we designed *Dottie's* engine cover to look like a Norwegian flag, as Dad was 100% Norwegian. With boats like *Dottie* being rare and the bottom of the boat line in the 30's, Dad would be so proud of his gorgeous Norwegian lady – *Dottie*

Kathy & Brian Fair



Dottie at Sandpoint show 2011



Dottie at Priest Lake



Original owner with *Dottie*

Ambassador Program 2013 – Let Us Send You To The Show!

We would like to send you to one of the Regional Shows in 2013!

Last year the Inland Empire Chapter launched the Ambassador Program which is intended to give a chance to our membership to be more involved in promoting our Inland Empire Chapter as well as showing support to other Chapter's shows within the Northwest. At the end of the boating season we had a few takers and I wanted to re-introduce this program again for 2013 to see what kind of interest we get.

Participating as an Ambassador to a show is simple and easy to participate in. The program involves our Chapter paying the fees for your boat to be entered to another Chapter's show. All we ask of you is to represent our Chapter by flying our Chapter burgee along with wearing our Chapter shirt while on the docks. Chapter Shows that you can apply for are shows that pertain to shows by the Payette, Columbia Willamette, Big Sky, Pacific NW/Chelan and Okanogan Chapters.

The program itself is simple and easy to participate in. Go to our website at www.acbs-inlandempire.org and click on the Ambassador Tab. There you will find the application to apply. Copy it off and get it to me or a Board Member of our Chapter. If you have any questions contact me anytime at mountainfever1@frontier.com or by phone at 208-661-3857.

For certain, sit down tonight, drag out your calendar and jump into the boating season this summer. Traveling to a new lake and show is exciting! Other Chapters have great places to see and new friends to meet. Go to a foreign country! Do it representing our Inland Empire Chapter!

Let us send you to the show in 2013!

Wanted

1970 to 1980 Century Arabian. Must be in good condition and a V Drive.

Contact: Wes Yandt wes.yandt@comcast.net 509-209-0308

Wanted

ACBS HIRES NEW EXECUTIVE DIRECTOR

The Antique and Classic Boat Society, Inc. is pleased to announce the hiring of Mr. Peter Stephens of Dublin, Ohio as its new Executive Director.

As most ACBS members know, the organization has been on a search for an Executive Director, capable of taking the organization to the next level, since mid 2012. It has been felt that the creation and fulfillment of this new position was critical to the long term growth of the organization and, to accomplish this, a Search Committee was established. Through the work of that committee, over 25 applicants were carefully considered and, finally, three finalists were selected who were then reviewed by the ACBS Board at the Tavares, Florida quarterly meeting. Peter Stephens was selected by the ACBS Executive Board from the final three.



Peter, originally from upstate New York, holds a BA degree from Rollins College and an MBA from Babson College. His last employment, prior to retiring from the corporate world and now joining ACBS, spanned over 20 years with Wendy's International, Inc. where he was VP, International Finance & Accounting - CFO. While there, he was honored with Wendy's highest award, the R. David Thomas Award for Outstanding Management. He has also had extensive experience working with non profits and understands their unique requirements. He has been involved with several non profits at the Board level, including the R. E. Olds Transportation Museum, where has provided insight and guidance.

Peter is a long time member of ACBS, Inc and the owner of a 1927 22' Chris Craft Cadet. He is also a collector of antique cars and a regular attendee at car and boat shows throughout the Midwest and South. ACBS, Inc. believes he is an accomplished manager, communicator and leader with a proven ability to motivate and lead organizations and teams.

A Picture is Worth 1000 Words

"Whitecap" is a 1930 24' Chris-Craft Upswept. This picture captures the morning calm and beautiful light in The Cheneaux Islands northern Lake Huron. Shot by member Reg Down as he and Alex Watson ventured out before sunrise in Alex's 1948 25'Chris-Craft Sportsman to "catch the light". Alex lives in the Hessel area where there are over 300 wooden boats.

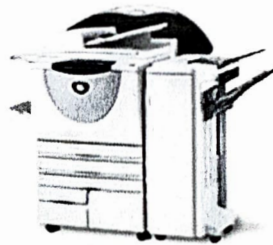




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IEACBS Sponsors

Please support these businesses because they support our chapter. Without this support we would not be able to do the things that we do. We are always looking for new sponsors so if you or someone you know would like to discuss sponsorship opportunities please contact Michael Boge at mountainfever1@frontier.com or anyone of your board members.

IEACBS Embroidered Shirts

Members of the IEACBS will be able to show unity by ordering embroidered club shirts. This will provide guests of the International ACBS show and meeting in Coeur D'Alene this September an easy way to identify our members. They will be supplied by LL Bean, located in Freeport, Maine and will be long sleeve white, Oxford cloth with button-down collar and single pocket. Women will have a choice of options, either button down or spread collar. The price of the shirts is \$39.95. The board has offered to pay for embroidery and set up charges. The cutoff date for placing orders, my receiving the sizing info and payment, July 15th. That should be sufficient time to receive the shirts and provide Kimmel Athletic with time to do the embroidery work.

Monies should be sent to Bill Brooks' home address, which follows, and checks should be made out to IEACBS.

Antique & Classic Boat Society
c/o Bill Brooks
403 W. 29th Ave
Spokane, Washington 99203





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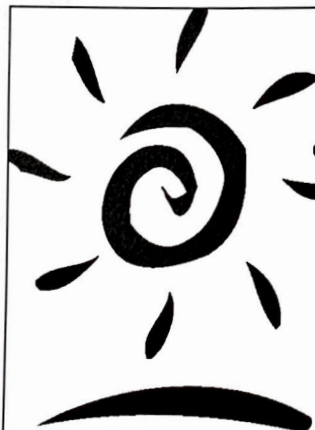
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