

Inland Empire Chapter of the ACBS

# Inland Scuttlebutt



## Changing of the Guard

By Valerie Watson

Greeting! As you're aware from the October edition, Gloria and Kayla Best were seeking a new editor. While I may be new to wooden boats, I'm no stranger to computers, desktop publishing or writing.

When my husband, Les, retired from Boeing after 38 years in August 2004, he moved me to his home town of Post Falls (from the greater Seattle area). When he retired, so did I (*perhaps to his dismay*) from the world of international consulting. Since I'm currently not working and don't see myself going back to the long hours of international

travel anytime soon, I look forward to servicing the Inland Empire Chapter as your 2006 Newsletter Editor.

The success of our newsletter, in many ways, depends on our getting to know one another. The more I know about you, the more I can "suggest" and seek out future stories.

Please take a moment at the next event to introduce yourself. You can also get to know me a bit better on page 6. Meanwhile, as a reminder, below is our 2006 newsletter schedule.



## 2006 Scuttlebutt Schedule

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To contribute to our newsletter, **PLEASE** submit your drafts by the dates listed below.

Draft Articles or Advertising are due no later than:

- March 22nd;
- May 24th;
- July 19th;
- September 20th;
- November 22nd.

Based on the time and effort it takes to produce a newsletter, articles or ads submitted after the due date very likely will not be included in that month's edition.

To save time and money, if you are willing to receive newsletter draft reminders and/or time sensitive news via email, please send me an email titled, "**Sign Me Up**" (and don't

forget to include your name!) to :  
[ScuttlebuttEditor@verizon.net](mailto:ScuttlebuttEditor@verizon.net).

While **my preferred method** for your articles is electronic email, you may also fax or send a paper copy to:

Valerie Watson  
PO Box 3521, Post Falls, ID 83877  
Attn: Scuttlebutt Editor  
Fax: 208.457.0621

PS. You can submit your electronic articles as an email message or an attachment to email. I can work with any of the Microsoft applications.

***I'm looking forward to hearing from you!!***

## 2006 Calendar of Events

(Tentative Schedule- Subject to Change)

January *	Inland Empire Chapter Board Meeting	BK Powell	509-994-0512
February *	Inland Empire Chapter Garage Tour	Jim Thorpe	208-265-1945
March *	Inland Empire Chapter Board Meeting	BK Powell	509-994-0512
April	Inland Empire Chapter General Meeting / Event		
May *	Inland Empire Chapter Board Meeting	BK Powell	509-994-0512
June *	Harrison Boat Show Inland Empire Chapter Season Opener	The Hamilton's	208-689-9801
June 24	ACBS Portland Boat Show	James West	503-255-2342
July 1-4	Lake Union ACBS Wooden Boat Festival & Classic Speedboat Show	Warren Olsen	253-529-1294
July 8 - 9	Inland Empire ACBS Chapter Sandpoint Boat Show	BK Powell	509-994-0512
July 21-23	Okanogan ACBS Boat Show	Robert Mellalieu	250-768-2281
August	Open		
September *	Inland Empire Chapter Board Meeting	BK Powell	509-994-0512
September 22-24	Lake Tahoe International ACBS Show & Meeting	ACBS Headquarters	315-686-2628
October 10	Inland Empire Chapter Harrison Car & Boat Show	Jerry & Kelly Lebeck	208-689-3764
November *	Inland Empire Chapter Board Meeting General Meeting & Elections	BK Powell	509-994-0512
December *	Inland Empire Chapter Christmas Gathering		

\* Dates to be forthcoming.

The events with no coordinator are open for volunteers.

Please call BK Powell if you would like to volunteer 509-994-0512

If anyone has an idea for an event that can be added to the schedule please contact BK Powell.

## Other Chapter Invites



# THE MANOTICK CLASSIC BOAT CLUB

*A Chapter of the Antique & Classic Boat Society*

### CALENDAR OF EVENTS UPDATE

Below are two Calendar items we would be pleased if you would include in your calendar of events for 2006. This is an exciting year for us with our 31st annual boat show and our second annual Rideau Canal Cruise which runs from Clayton NY after the museum's show to Manotick in time for our show.

#### **August 7-11, 2006**

##### **Rideau Canal Cruise**

Following the Clayton Antique Boat Museum Show at Clayton, NY cruise the St. Lawrence River and Rideau Canal System from Clayton to Manotick (Ottawa), Ontario, in time for the Manotick show (see also the 31<sup>st</sup> Annual Ottawa International Antique and Classic Boat Show). This is a fun way to attend two of the premier shows in North America and have a great boating experience between. Come and join us.

*For cruise information contact Ron Jelley (613) 692-2273 [jelleys@sympatico.ca](mailto:jelleys@sympatico.ca)*

*Sponsored by the Manotick Classic Boat Club, P.O. Box 948, Manotick, Ontario, CANADA K4M 1A8, [www.manotickclassicboatclub.ca](http://www.manotickclassicboatclub.ca).*

#### **August 12, 2006**

##### **31<sup>st</sup> Annual Ottawa International Antique and Classic Boat Show. Manotick, Ontario, CANADA**

This is one of the oldest and most prestigious annual antique boat shows in North America. Timed to follow the Clayton Antique Boat Museum Show by one week and located 65 miles (as the crow flies) from Clayton, it will feature historic, antique, and classic boats and vehicles displayed along side the Long Island Lock on the historic Rideau Canal at Manotick (See also the Rideau Canal Cruise).

*For show information contact Dave Tilley (613) 692-4320 [mcbbcommunications@yahoo.com](mailto:mcbbcommunications@yahoo.com)*

*Sponsored by the Manotick Classic Boat Club, P.O. Box 948, Manotick, Ontario, CANADA K4M 1A8, [www.manotickclassicboatclub.ca](http://www.manotickclassicboatclub.ca).*

Thank you

Dave Tilley  
Publicity Chair  
Ottawa International Antique & Classic Boat Show



# President's Year in Review

Greetings All,



I trust you're all enjoying the New Year. I'd first like to congratulate the following new officers and board members for 2006: Terry Deems newly elected VP to a one year term, Linda and Steve Zwarg

elected to the board respectively to one and two year terms, Denny Hamilton to a two year term. Elected to a dual roll as Chapter Treasurer and Membership Chair is Susan Hamilton and elected as our new Chapter Secretary is Beth Hyatt.

I'd also like to take this opportunity to thank Mariette Deems and Linda Zwarg outgoing Treasurer and Secretary for a job well done! and I know they will continue to contribute in making the Inland Empire Chapter the best damn chapter this side of Timbuktu!

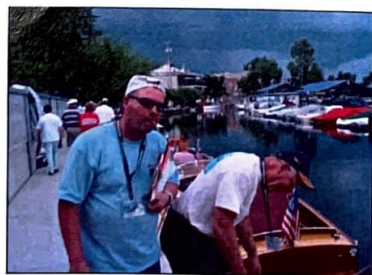
2005 was one for the record books starting with the Spokane River Cruise, enjoying the First Annual Harrison Boat Show and BBQ at the Hamilton's, a very successful Sandpoint show to the grand finale, the Dry Rot on Priest Lake. Our motto was "party on" and we most certainly accomplished that.

2006 is shaping up as contender to last years festive summer romp! The Sandpoint Show is scheduled for the weekend of July 8th so be ready for that as it promises to be another great show! Summer is "just around the corner" (positive thinking injected here) so serve an eviction notice to the rodents, take out a loan for gas, get the polish out and get those boats and their crews ready to weigh anchor. As that old pirate and scourge of the Caribbean, Black-eyed Bruce would say: "Aye; there be nothing sweeter than wood, water and rum so's we be a dancin' till we be done AARRRRRRR.

So in 2006 we "Dance till we're done AARRRR"

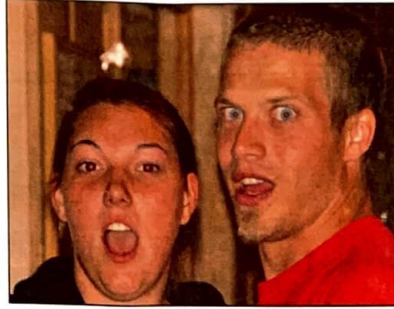
Stay warm and I hope to see all of you soon on the water or damn close to it!

BK



## The Year that was...





## Ladies — Do You Remember When?

By Valerie Watson

Hey ladies, do you remember when you were first introduced to wooden boats? I mean REALLY INTRODUCED... as in being the "First Mate" of your man's eccentric floating vessel?

In many cases it was our men who pulled us along. For some it was probably willingly; for others, maybe a bit more painful or scary. Hopefully in the end it became a shared love.

As your new Editor, I am dedicating a spot for stories from the ladies. **Come on girls, all aboard.** This is a place where we can share a funny or inspirational story about the "she-woody" that now prominently takes up a spot in our men's garages.

How well did we adapt to the new lady in our man's heart? How quickly did we become lovers of the vessels they so painstakingly dedicate their time, attention – and yes, money to? With 100+ chapter members, there must be at least 5 good stories out there to share for 2006. As BK says, "If you suggest a new idea, you just volunteered to lead." So here's the first story. Mine!



In early 2004 my husband, Les, started yearning for a wooden boat. Heck, we had only been fiberglass boat owners since the summer of 2002. (Our PWCs don't count.)

Since Les has been a classic car owner and a Harley Motorcycle rider most of his adult life, he felt it was only natural to move into wooden boats. While Les spent a good 8 to 10 months doing his research, going to boat shows and subsequently negotiating with a seller to purchase our 1959 Chris Craft Capri Runabout that we call Timeless, I was in complete denial. It wasn't until Les came back from Oregon with our boat that I had to fess up to the fact that I'd have to share him,



yet again, with another one of his antique mechanical toys.

But why was I in denial? I was in denial for the same reasons I never "got into" his classic cars. They scare me!! They're old! Old things break! They sometimes even leave you stranded.

Les tried really hard to make my introduction to his new love interest a pleasant one. He had signed us up for the Sandpoint Show months before he brought Timeless home. That left us only one opportunity to put her in the water for a test run so we wouldn't look like complete idiots at the show. Our "test run" took us three attempts and all afternoon to go maybe half a mile up the Spokane River. But at least the engine didn't blow up – THAT DAY! I don't know though, there's something about having to spray a flammable into an engine part to get it to start that alarms me!

I agreed to go to the Sandpoint show as long as we didn't do the parade. I wasn't ready for that much "congestion" (we did participate in the breakfast run the following morning). Being the people-person that I am, I thoroughly enjoyed the weekend event. We won Best Engine Compartment; something Les could take pride in. And truth be told, it helped hook me a bit – at least enough to volunteer to be your new Editor.



The third time we put Timeless in the water came awfully close to being my worst nightmare! This was to be our second test run before thinking about participating in the Dry Rot weekend. We confidently launched Timeless on a weekday evening, checked things out and started idling up the Spokane River; all the while Les was telling me how important it is to watch the gages. By the time we passed the no wake zone and opened her up I shrieked to Les, "This thing smells hot. What's wrong?!". (Notice that "she" became a "thing"?) While it seemed like an eternity, within seconds Les had her engine compartment open and pow-

Continue on next page...

ered down. Being the strong swimmer that I am all I wanted to do was save myself; dive overboard! I had one foot in the boat, the other hanging over the portside.

While we didn't know until after we got Timeless home, the wire from the temperature sending unit to the gage had come lose. The gage wasn't registering the correct temp!! Good thing for my nose; I smelled it before we saw the smoke pouring out the back. Les also discovered that the NEW generator/water pump belt wasn't adjusted properly prior to us acquiring our boat. It was lose enough that we weren't getting any water cooling action (so I've learned). These, of course, were both surprises to Les given that the boat had just been completely restored by a professional restorer. Yep, we're still learning!

Here we were stranded, no power and very few other boats around. AND, of course, it was the one time I didn't have my mobile phone with me. I chose swim Timeless and Les ashore; leaving Les to figure out how we were getting her back to the boat launch. I stayed in the water (there were no docks in the immediate vicinity) with Les' beloved girl for 90 minutes while he flagged down a passing boat to take him back to the truck so he could come rescue us. By the time Les picked us up, it was near dark. I was exceedingly cold, looked like I had just participated in a wet t-shirt contest, and wondered if I would ever go out again. I haven't. By the time we came back from our Hawaiian vacation and the boat was fixed, it was time to winterize her.

So you seasoned ladies (and gentlemen), I'm looking forward to having you help my husband teach me to relax, enjoy and look forward to being on the water in our Timeless next spring — starting with the "Shake Down" cruise. Tally Ho!

### Lunch On Valerie

# FREE

The first lady who submits her story to me for the April issue of Scuttlebutt, lunch in Coeur d'Alene is on me!

Come on ladies, don't let me down!! Submit your story.

Help us build an email list of members so we can email you with HOT snippets of news as it occurs. Send an email titled, "**Sign Me Up**" (don't forget to include your name) to: [ScuttlebuttEditor@verizon.net](mailto:ScuttlebuttEditor@verizon.net).

## Common Boating Violations

Provided by Kootenai County Sheriff Office

The navigable waterways in Kootenai County continue to experience an increased level of activity from multiple user groups. The 2005 season was no different and the KCSD Recreation Safety Section would like to remind all boaters of the following laws that will be strictly enforced.

No wake zone (C.O. 6-2-4(B1) – The current Kootenai County ordinance identifies a no wake zone as being within 200' of any shoreline, dock, pier, structure or any person in the water. An exception to that is on Lower Twin Lakes, Spokane and CDA Rivers where the no wake zone is 100'. These are general restrictions and there are other exceptions to this ordinance.

Muffler and noise restrictions (I.C. 67-7038) – It is unlawful for any person to operate or permit the operation of any motorboat on the waters of the state unless the motorboat shall at all times be equipped with a muffler or a muffler system in good working order and in constant operation and effectively installed to prevent any excessive or unusual noise.

- Boats manufactured after Jan. 1st 1995 shall not exceed 88 dB(A).
- Boats manufactured before Jan. 1st 1995 shall not exceed 90 dB(A).
- Cut-outs and bypass's are not legal.

Any modification to a muffler system that prevents it from being in compliance with the listed decibel levels is in violation.

Advertise  
With Us

It's a new year, new editor. If we missed your ad please  
resubmit to [ScuttlebuttEditor@verizon.net](mailto:ScuttlebuttEditor@verizon.net).

Space per edition is limited.

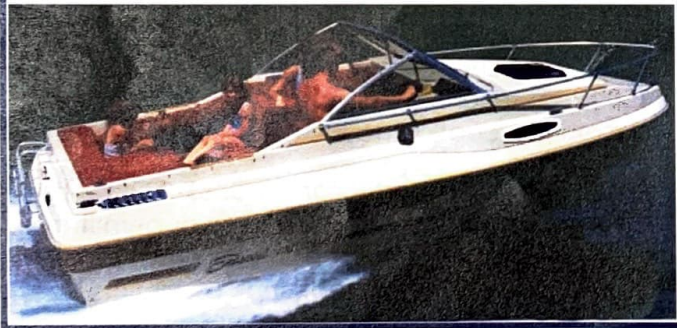
All ads are published on a first-come-first-serve basis.

### 1986 Sea Swirl 18-ft "Sierra"

(cuddy cabin style)

- 4.3 liter OMC V-6, 175 HP.
- Full canvas plus custom Sunbrella cover.
- E-Z Loader trailer.
- One-owner boat with less than 240 hours.
- Very economical and reasonably fast.
- Great for camping, fishing or skiing.
- Has been thoroughly winterized and kept in covered storage past two years (ever since we bought our Chris-Craft Riviera).
- Excellent condition.
- \$8500 or best offer.

Call 509-928-8489



### 1986 StanCraft 17' Beaver Tail

- Hull # 4 of 4 built since 1948.
- Ford Interceptor 215HP Engine.
- Restored in 2002, Excellent condition.
- Stored indoors when not in use.
- 2001 EZ Loader Trailer with mounted Spare and covered bunks.

For more information contact  
Chris Knapton 208.687.4244



2002 ACBS International Show Winner  
2004-05 Sandpoint ACBS Show Winner

### 1976 16' HobieCat Sailboat

- Orange hull, yellow tramp, yellow/red/brown sail.
- Good condition; covered.
- Comes with trailer and all needed equipment.
- Ready to sail!!!! These boats are really fun.
- \$1800.

Call Bob Ickes  
(208) 773-7094 (home) or (208) 755-9802 (cell)

### Shop Sale

- Hand & Stationary Tools
- Restoration Supplies
- Finishing Supplies
- SS Screws, Nuts, Bolts
- Misc. Boat Hardware
- Mahogany Lumber
- Garden Tools
- Snow Blowers

Too many items to List!  
Contact: Chris Knapton 208-687-4244 for Pricing



### "Sweet Dreams" a 1942 Chris Craft Deluxe Runabout 17' Barrelback

- Hull # 719-15 with less than 20 hours on a newly overhauled Hercules KLC 120 hp. engine that has been converted over to a 12 volt system.
- Extensive renovation completed in 2005, that included new frames, planking, and decking.
- New diamond-tucked marine upholstery along with a West System 3 layer-fiberglass/epoxy no soak bottom.
- Custom welded Baker trailer, custom form-fitted moorage cover.
- Historical documentation from Mariner's museum and original 95 hp. K-model Hercules engine is also available.
- This is beautiful award winning showboat that's ready to go cruising or boat showing again this summer.
- \$35,000.

Call Denny Hamilton (208) 689-9801



## Newsletter Sponsor



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Valentine's Day  
isn't jus' about hearts,  
cupid, red roses and li'l  
heart shaped boxes...

It's also 'bout friendship  
and togetherness.

Don't forget your sweetie  
on February 14th!

# Protecting Your Classic Boat From Old Man Winter

Reprinted from the ACBS website...

- It's a good idea to change the oil after hauling your boat.
- Drain the water out of the engine, water pump and manifolds. Consider replacing the water with a non-polluting antifreeze.
- Remove the battery and store it in a heated building; consider maintaining the battery with a trickle charger.
- Drain all water from the bilge.
- Consider stuffing a "stopper" such as a tennis ball into the boat exhaust pipe to eliminate any vermin from nesting there during the winter.
- Try placing mothballs in small aluminum pans or foil around and in the boat to repel vermin.
- Take everything off the boat such as sails, gear, battery, all electronics and any items that may mildew. Store separately inside a building.
- Wash or wipe down the inside of the boat with a mild soap, light bleach or similar cleaning solution, including all upholstery, chrome, wood, etc.
- Rest the boat trailer on blocks to prevent the tires from developing a flat spot and cover the trailer's wheels to prevent drying and cracking rubber.
- Store your boat in a well-ventilated facility.
- If you're storing your classic at a marina or other shipyard, confirm that the owners and workers know how to properly store your boat, e.g., blocking wooden hulls.
- Shrink wrapping is not recommended for wooden boats. However, if you do shrink wrap, be sure to install extra vents.



Priest Lake, the Queen Mary, submitted by Jerry Lee.  
Nice. Thanks Jerry!

## Drafts Due By

March 2006						
Sun	Mon	Tue	Wed	Thu	Fri	Sat
			1	2	3	4
5	6	7	8	9	10	11
12	13	14	15		17	18
19	20	21	<b>22</b>		24	25
26	27	28	29	30	31	

Mark your calendars: submit your articles, stories, pictures or ads by **March 22nd!**

submit  
your stories

### We need your stories!

Did you buy a new boat? Are you restoring one? Do you have a special photo of your boat and/or loved ones enjoying the she-woody?

It is always fun to know what our members are up to.

Send your photos and stories to:

[ScuttlebuttEditor@verizon.net](mailto:ScuttlebuttEditor@verizon.net)

*DCTEASY.COM*

### 2006 Chapter Officers & Board of Directors

**Officers:**

President: BK Powell	509.994.0512
Vice President: Terry Deems	208.667.5023
Secretary: Beth Hyatt	509.921.8055
Treasurer: Susan Hamilton	208.689.9801

**Immediate Past President:**

Chris Knapton	208.687.4244
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**Board of Directors:**

Michael Boge	208.263.4282
Bob Ickes	208.773.7094
Jan Lenhart	208.664.1749
Bud Moon	208.264.3440
James McGoldrick	208.747.1500
Larry O'Leary	208.762.9228
Bruce Reynolds	509.489.9545
Jim Thorp	208.265.1945
Linda Zwarg	509.468.7236
Steve Zwarg	509.468.7236

**Committee Chairs:**

Membership: Susan Hamilton	208.689.9801
Safety: David Crettol	208.769.1511

**Lifetime Board Members:**

Jim McGoldrick	208.747.1500
Bud Moon	208.264.3440

**Other:**

Webmaster: Eileen Ickes	208.773.7094
Editor: Valerie Watson	208.661.3760

*(208) 660 3470  
A CELL*

### Welcome New Members!

Ron Nichols & Cheryl Shields of Coeur d'Alene, ID  
Terry Weitze of Spokane, WA  
Steve Straup of West Linn, OR

Inland Empire Chapter of the ACBS

# Inland Scuttlebutt



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## Don't Miss April's General Meeting/Event

By Valerie Watson, Post Falls, ID

Join BK and the rest of the Board for this year's first General Meeting.

**Date:** Sunday, April 23rd @ 1:00 PM (Board Meeting at 11:30 AM).

**Place:** Sargents Restaurant & Lounge • 9021 N Government Way, Hayden, ID (208) 777-4114.

**RSVP:** Please RSVP to Valerie at [scuttlebutteditor@verizon.net](mailto:scuttlebutteditor@verizon.net) or by calling (208) 661-3760 **before April 16th** so we can finalize the hors d'oeuvres menu.

**Questions:** Please contact Terry Deems at [bigbear@adelphia.net](mailto:bigbear@adelphia.net) or (208) 667-5023 if you have any question regarding the meeting's agenda.

**SIDEBAR:** We're holding our general meeting at Sargents because they are the only establishment we've been able to secure with private room(s) to accommodate 50+ members, reasonable per-head menu pricing, good service, etc. In the case of Sargents, they open their doors specially so our chapter can meet on Sunday when they are not normally open for business. We have the building completely to ourselves! If you would like to suggest a different venue for future meetings that can provide us with: 1) private rooms for approximately 50+ people, 2) reasonable menu and per-head pricing, 3) good service, 4) beer/wine license and, 5) in the area — feel free to send me your suggestions with details.

## Coming Soon: Updated Website

By Valerie Watson

We will be launching a revised website soon! The new site will be easier to navigate, cleaner and most of all — up to date. It will be another resource for you to stay informed regarding what's happening.

The website will be launched in two phases. Phase I will be completed NO LATER than May 29th. It should contain 95% of our new

content and features. Phase II will be launched NO LATER than June 26th. The main feature of phase II is a photo gallery.

**Our goal is to have a NEW functioning website before the Sandpoint Boat Show.**

So stay tuned, there will be additional announcements as they develop.

# Calendar

April 23	General Meeting/Event, Inland Empire Chapter	Terry Deems	208.667.5023
May 19	Board Meeting, Inland Empire Chapter	BK Powell	509.994.0512
June 17	Harrison Boat Show, Inland Empire Chapter Season Opener & Board Meeting	Denny & Susan Hamilton	208.689.9801
June 24	ACBS Portland Boat Show	James West	503.255.2342
July 1-4	Lake Union ACBS Wooden Boat Festival & Classis Speedboat Show	Warren Olsen	253.529.1294
July 7-9	Sandpoint Boat Show, Inland Empire ACBS Chapter	BK Powell	509.994.0512
July 21	Board Meeting, Inland Empire Chapter	BK Powell	509.994.0512
July 21-23	Okanogan ACBS Boat Show and Festival <a href="http://www.oacbs.ca/2006.htm">http://www.oacbs.ca/2006.htm</a> for more info	Robert Mellalieu	250.768.2281
August 18	Board Meeting, Inland Empire Chapter	BK Powell	509.994.0512
September 2-4	Priest Lake Dry Rot Festival, Inland Empire Chapter	Linda Zwarg	509.468.7236
September 10	Harrison Classic Hot Rod, Motorcycle, and Boat Show Inland Empire Chapter	Jerry & Kelly Lebsack	208.689.3764
September 14-16	Lake Tahoe International ACBS Show & Meeting	ACBS HQs	315.686.2628
November *	Board Meeting General Meeting & Elections Inland Empire Chapter	BK Powell	509.994.0512
December *	Christmas Gathering, Inland Empire Chapter		

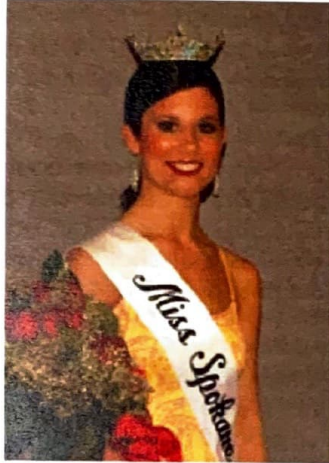
\* Dates to be forthcoming. The events with no coordinator are open for volunteers. If anyone has an idea for an event that can be added to the schedule, please contact BK Powell (or Valerie Watson at [ScuttlebuttEditor@verizon.net](mailto:ScuttlebuttEditor@verizon.net)).



## The Chapter Needs You!

There is a lot of work that goes into pulling off our chapter's events. If you'd like to help, **PLEASE** contact BK or the event's coordinator to see what you can do. New blood is always welcomed AND it's a great way to get to know others!!

# Congratulations Kayla!



**Kayla Best**  
**Miss Spokane 2006**

Our former Scuttlebutt Editor, Kayla Best (daughter of Bruce and Gloria Reynolds), recently won Miss Spokane. She'll be competing for Miss Washington in July and hopefully on to Miss America.

Congratulations  
Kayla!

If you would like to purchase tickets to Kayla's Miss Washington Wardrobe showing and Macy's Fashion Show event on May 21st at the Glover Mansion in Spokane OR tickets to Miss Washington in Tacoma on July 6th & 7th, contact Kayla at (509)489-9545.

Photo Credit: Richard Learnard

**Do you need help  
designing your flyer or brochure for  
our chapter's next event?**

If yes, feel free to contact me and if I'm not up to my eyeballs in other work, I am more than willing to help you out. Contact Valerie at:

[ScuttlebuttEditor@verizon.net](mailto:ScuttlebuttEditor@verizon.net) or 208.661.3760 (mobile)



~ Submit your photos for newsletter fillers ~

## Yandt Boat Restoration Update

By Ron Yandt, Spokane, WA

We are progressing, but slowly! Between traveling, golfing, and enjoying Priest Lake, we do manage to work on The Uncle Bob. To date, we have rebuilt the stem, transom, 5 bottom side frames, both outer chines and we just finished a new bottom. This was all done with the help of Don Danenberg's book and consulting from Richard Bebow of Boworks Wood Boat Restoration.

My son and I have developed a great appreciation for the craftsmanship of the original wood boat builders and those who are in the business of wood boat restoration. It seems that nothing is straight on a boat. Everything is curved or has multiple curves.

We expect to get the bottom painted and turn the boat this spring. Stay tuned!



## Ladies — Do You Remember When?

By Kris Bassett, Wenatchee, WA

Boats, water, and kamikaze skiing were a part of my life from my earliest memories. My family bought land on Lake Coeur d'Alene in 1954.

I think that waking up at the lake is one of the best experiences in the world. For years I slept on the top of an army bunk bed and woke to up a view of the water. One summer I had 16 bathing suits as that was all I wore all day. The best water was between the wind shifts about 10:00 a.m. and we hit it hard with the ski choice of the year.



Equipment was hard worn and a boat was gauged on how quickly it could pull you out of the water and how fast it would go. This was in the days of ski belts worn around your waist.

The first boat was a wood Hollywood named the "5B's" after the number of people in our family. It towed us around until the need for more speed led my father to the marina to look at the new fiberglass boats.



Dad loved to tow us skiing, driving in tight circles to see if we could hang on. I remember full somersaults across the water and going down deep with falls on some of those turns. We had slalom courses, ski jumps, trick skis and wood discs. It's a wonder we survived! Driving a boat was second nature to walking.

Spending summers on the lake is full of memories related to boats, skiing, and great adventures. Even after I moved away from home, I returned to the lake in the summer, but eventually gave up skiing when hitting the water meant too much body pain! I can watch someone ski today and know exactly how it feels. I don't think I will ever get over it.

Older boats were always around too. A family friend had a 50's era cabin cruiser and a great uncle had a fabulous hand made wood sailboat he built in the late '20s on Orcus Island. Wood always "worked" whether it was for a raft which my little brother built every summer or attached

to barrels for balancing fun. And the best skis were wood; a Connelly Hook was a favorite and O'Brien's were popular. My brother even crafted a mean edged slalom ski one year in a woodworking class.

I got away from boats, only returning to the cabin in the summer for visits. Wood boats would occasionally drive by, but the first real exposure to them was at a classic boat show in Coeur d'Alene in 1999. Lots of photos were taken of them, never thinking about the possibility of ever owning one.

My husband, Tom, had little experience on water. He learned to water ski behind a plastic boat on the Yakima River and a school friend upgraded to a jet boat with a 396 engine and about 425 horses of power - a ride described as the kind that caused your face skin to flap and your eyeballs to rattle in your head.

Then one day in July of 2004, Tom and I took the family boat out for a ride to Harrison. We had been looking at boats, even jet skis - something that we could do for fun that would get us away from our regular work lives. Nothing felt right. We didn't ski much anymore, we didn't have a home on the water and the new plastic boats didn't grab us. We found ourselves very attracted to wood boats, it seemed more pure, and because we had always lived with antiques it seemed to fit better, but where would we even start? It was during that boat ride, that I made the decision. Tom was willing to go either direction on the type of boat, but that ride pushed me over the edge when it gave us a rough ride, slamming us over the waves. I turned to Tom and said, "Ok, I've decided, let's look for a wood boat." Tom grinned. Little did we know that in less than 24 hours we would own one.

Sue and Denny Hamilton lived just four houses away and they drove over that evening after returning from the Sandpoint boat show where they showed their beautiful Chris Craft Continental. I told Sue that we had decided to look for a wood boat. She told us about a boat that had been at the show with a tiny "For Sale" in the window, and she would look through the show materials and come up with a name. Later that evening she and Denny brought down the information and we called Chris Knapton who called the owner of the boat. Sunday morning the owner called us and by that afternoon we were driving to Hope, Idaho to meet Bruce Rothermal. I knew we were in trouble when we approached the dock and saw this cute little boat "smiling" at us.

Tom's hand in mine twitched and he said "oh, ho." The deal was done, we were hooked... that fast. The "Grand Rouge" was everything we had admired and now she was ours. Bruce's wife, a tall, lovely red-head, who the boat was named after was not happy about the sale! (Thanks Sue and Denny!)



The Grand Rouge is now half way through restoration at West Coast Classic Boat Restoration in Portland. Last summer we started to notice some "clouding" in the varnish and some other seam issues. So we had several discussions with Jim West, who cares for the "Queen Mary," that was at the Dry Rot show at Priest Lake last Labor Day. We entrusted our baby to Jim this November and drove through "dishwasher" rain storms to Portland. We've driven there only once (so far) to check on her, but Jim sends many progress photos (usually before the next bill arrives)! She's going to be beautiful for the coming season and I'll probably be more of a nervous wreck than I normally am!

Feeling that a wood boat is much more of a responsibility than a plastic one, it's been a hard adjustment for me to act unconcerned about every dock ding, every scratch and potential hazard out there. I know, I know, it's "just a boat," but I tend to worry a lot! We took the Grand Rouge to our first show on the home lake at Cd'A city and were so honored to win the "Skipper's Award." That first boat show was a learning experience and we met many great people and continue to do so by being a member of the Inland Empire chapter.

We also found great pleasure in putting the boat into the mighty Columbia River in our own back yard and have enjoyed many summer evenings letting the tensions of the work day just disappear when "cruising down the river."

We have since discovered that there aren't too many other wood boat owners around our area. We saw a few on Lake Chelan (a lake NOT made for small wood boats) and found we really drew lots of attention everywhere we put in. People seemed to love to stop, reminisce about wood boats they once had and just admire. Its fun being a spectacle I guess, but it's also nerve wracking when on the river one has to contend with fast currents and often required scrambling across the boat deck to avoid crashing into the dock. I've ended up in the water many times! So, while I am fully addicted to wood, I also am tense about the responsibility!



We'll look forward to seeing all of you soon!

**Thanks Kris for being the first to submit your story. Let me know when you're ready to collect**

## Drafts Due By

May 2006

Sun	Mon	Tue	Wed	Thu	Fri	Sat
	1	2	3	4	5	6
7	8	9	10	11	12	13
14	15	16	17	18	19	20
21	22	23	24	25	26	27
28	29	30	31			

## Come on ladies, who's next?!

Let's show the men we have what it takes to submit one our of own stories in every edition of this year's Scuttlebutt. **Don't let me down!** Tell us how you were introduced to the she-woody in your life. Share your funny or inspirational story. It doesn't have to be a long one.

**Drafts, ads or photos for the next newsletter are due by May 24th!**



Advertise  
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Space per edition is limited.  
All ads are published on a first-come-first-serve basis.

All ads must be renewed each edition by the deadline. If we don't hear from you, we will assume you sold your wares.  
Renew by emailing [ScuttlebuttEditor@verizon.net](mailto:ScuttlebuttEditor@verizon.net).

**Ahoy Scuttlebutt Reader,**

The Board has approved a set of guidelines for how we'll use this space in regards to newsletter advertising. We will dedicate a maximum of 2 pages of any give newsletter to classifieds/advertising; distinguish between the two.

**MEMBER CLASSIFIEDS:**

- Classifieds are limited to the sale of boats and/or boating accessories (not to advertise one's business).
- They are free to paid members on a first-come-first-serve basis.
- Can be formally renewed after reminders go out for the next newsletter edition; classifies will be dropped (assumed sold) if the renewal request doesn't come in before the newsletter's draft deadline.
- Classifieds will not be renewed if there are other members in the queue waiting to advertise their boats (this is in order to give all members equal opportunity).

**PAID ADVERTISING:**

- Paid advertising is meant to promote one's boating-related business (e.g., marinas, refurbishing services, restaurants, resorts, etc.).
- See pricing structure below.
- Paid members will receive a discount.
- All advertisements are on a first-come-first-serve basis.
- A maximum of 1 of the 2 pages will be dedicated to paid advertising.

**PAID ADVERTISING FEE STRUCTURE (PER EDITION PRICING)**

- Business-card size (2x3.5") = \$35
- Quarter page (3.5x4.5") = \$100
- Half page (4.5x7.5") = \$150
- Full page (8.5x11") = \$325

PAID Inland Empire Chapter members receive a 20% discount.

**1976 16' HobieCat Sailboat**

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## The Man or the Motor

Submitted by Kent Wick, Moscow, ID



The following has been reprinted from THE RUDDER, Volume XIII, Number 1, dated January 1902 (104 Years ago!), published in New York. In 1902, THE RUDDER was obviously not associated with the ACBS

THE RUDDER was a magazine devoted mostly to pleasure sailing, but allocated increasing space and advertising to "motor launches" and "motors" as such increased in popularity and design. In 1902, motors were in their infancy, being developed primarily for the automobile industry and modified for marine applications. According to advertising in the magazine, marine motors of that era ranged from 1 to 60 HP, and ran on gasoline, kerosene, naphtha, and of course – wood or coal for steam power.

This article deals with the "delicacy" of gasoline engines in 1902. Enjoy!

### The Man or the Motor

By Ernest W. Graef

The purchaser says the motor, and the manufacturer says the man, is at fault, and the writer says the man and the motor, but more often the man is at fault. Now, if the motor runs well sometimes, and sometimes not, it is a good sign that the man is at fault, or has a lack of experience, knowledge or perception of the workings of the motor he has in hand, and as soon as he acquires either, or all of these, he will have very little trouble with his motor, and it will become a pleasure, instead of a source of annoyance.

To enable the reader to better understand the following we will cite a case of a purchaser of a new gasoline launch and his first experiences.

Mr. Jones bought a 22 foot, 3 H.P. launch. The motor was a well known make and the manufacturer provided a technician to assist Mr. Jones sail the launch home, a distance of thirty miles. Mr. Jones sat down next to the man while he started the motor. The technician did this by giving the wheel a few turns, then filled the oil cup and went forward to the steering wheel and started the trip to Mr. Jones's home. The trip was made successfully without a single stop of the motor and with but a few miss explosions, and each time that this occurred the technician went back to the motor and turned on a little more gasoline, all of which Mr. Jones took note of, and when he asked the technician about it he replied that it did not

have quite enough gasoline. He advised to be careful and not give it too much otherwise it would stop on account of flooding. Now, this explanation satisfied Mr. J., inasmuch that he thought it a simple matter to turn off or on a little more gasoline. When they arrived at Mr. Jones's dock, Mr. Jones tried to start the motor himself, but did not succeed at once. The technician explained that he had not turned on enough gasoline, whereupon the technician turned on the proper amount, and Mr. J. tried again, and succeeded. After starting and stopping the motor a few times the technician told Mr. Jones that he was doing fine and would have no trouble when he went out alone. All of this, Mr. J. took in and believed himself master of the motor. Poor Mr. Jones provided the technician some refreshments and put him aboard the train.

Next day Motorman Jones asked some friends for a sail in his new launch. They eagerly came down to the boat-house and after Jones explained the workings of the motor, etc. he told them to jump in and he would take them for a short spin. Since the launch made at least eight miles an hour it would not take long to go a reasonable distance.

They accordingly shoved off from the dock so that the launch would not rub against it when the motor started up (by the way, the tide was running in at the rate of about 1 ½ miles per hour). Then Jones turned on the electric switch, turned the gasoline on to the mark the technician had made the day before, and giving the wheel a few turns, the motor started up – for a few revolutions and then stopped. Jones tried to start it again, and after spending about half an hour turning the fly-wheel, examining the spark, etc., was about to give up in disgust when one of his friends asked him if it was getting any gasoline? This caused Jones to look further and found that he had not turned the gasoline on at the tank, as the technician had turned it off the day before. Neglecting to tell Mr. Jones anything about it, and when Jones had tried to start it there was only enough gasoline in the pipe and a little in the base chamber of the motor to allow it to give a few explosions and then stop. Of course it could not be started again until the gasoline was turned on at the tank. Now, Jones during his half hour's wrestle with the motor had opened the gasoline valve at the motor too wide, and in his hurry to give his friends a sail, had neglected to close it and then open it to the "mark". The consequence was, when the gasoline was allowed to flow from the tank, Jones went back to the motor and started it. It did start, but did not run more than a few seconds, then stopped. Jones tried to start it again but did not succeed, although he did close

the gasoline valve at the motor and then turned it to the "mark" where it should have been in the first place.

Needless to say (by the time Jones had spent another hour working over the motor during which time his friends had been "jollyng" him, and he had exhausted all his breath turning the fly-wheel, and incidentally saying some very uncomplimentary things about the d --- motor and its manufacturers, etc., etc.) he was mad. A friend in a sailboat kindly towed them back to the dock, and so ended this first trip with himself as master??!!

"What happened to Jones?" is one of the usual troubles. The manufacturer was at fault for sending such a careless technician who did not or would not explain the working of the motor in a thorough way. If he had given part of the time to instructing Mr. Jones rather than talking over other matters, it is probable that Mr. Jones would have had a successful first trip and a good word to say in favor of the motor.

Now, let me explain the best way for a beginner to proceed. He should continue to do so each time he takes a run or at least until he is thoroughly familiar with the outfit. Before starting the motor look over everything and see that they are right and as they should have been left when in use last.

Begin by looking over the battery and see that the wires are tight and none are broken. Follow the line of wire from the motor through the switch, spark coil, batteries, and back to the electrode on the motor. Too much care cannot be given this part of the outfit.

Next, see that the gasoline has been shut off at the tank and that the gasoline controlling valve at the motor is closed. If you find them so and everything else right; start by opening the gasoline valve at the tank, then turn on the gasoline at the motor, but not quite as much as it takes when running full speed. Now, turn on the switch and turn your fly-wheel. These last three things should be done as soon after each other as possible, for if there is a leak in the gasoline valve at the motor there is a chance of flooding if too much time is lost.

Now, if your motor does not start, turn off all the gasoline and turn the fly-wheel a few times (three or four). If there are no explosions turn the gasoline valve open to the "mark" and turn a few times again. If it doesn't start then, you may be sure that there is one of a few things wrong. One is that the inlet valve which allows air and gasoline to go into the base chamber is stuck to the seat and does not allow a mixture to get in. Another thing is that the batteries are either weak or there is a poor contact somewhere in the circuit. If it happens to be the last named, go over your circuit as before but first disconnect the wire from the insu-

lated electrode, then turn on the switch and strike or touch the wire on the motor or some of its bright parts. If you get a good spark you may be sure that the fault is not in the batteries or circuit. Turn off the switch again and put your wire back on the electrode and move the sparking apparatus, or sparker, by hand and see if it works freely. If it does, and you or someone else has not deranged it, the fault is not in the electric part; consequently the fault must be with the gasoline apparatus.

Next, examine the valves and see that they are open and that gasoline is coming from the tank freely. If it does and your motor has compression, the electrodes come together right, and the electric circuit is right, your motor will start unless somebody has been meddling with the adjustment of the sparker. If so, regulate the little screw on the catch, or tripper, but only a very little at a time until the motor runs at its best.

It will be found that the best results will be obtained by allowing the tripper to let go just a little before the piston gets to the top. A little time spent in acquainting one's self with the operation of the sparker is time well spent. Above all, do not take the motor apart and do not disturb the adjustments of the parts, until you are well up in experience on the subject. Although the motor looks very simple it is quite a trick to get the adjustments just right again. If you don't, the motor will give all kinds of trouble and it will be a continual source of annoyance, both to the buyer and manufacturer.

Some don'ts. Don't let three or four people handle or use the motor. The writer, in all his experience has never seen a motor give satisfaction under these conditions. Don't turn the fly-wheel for half an hour and use all your strength up - use your head and you will come out a winner. Don't abuse the motor and its maker. If you must spend your wrath on something, take it out on yourself, and when it is sufficiently spent, set down quietly and think it all over and study the principle of your motor so that you will know what to tackle when things go wrong. Above all, don't get a swelled head and think you know all about it until you are sure you really do know.

The writer has not intended to explain how to run a motor in this brief article, but only to help the beginner in a few of the most common troubles encountered with a two-cycle motor.

*Rescued by Kent Wick of Moscow, Idaho from THE RUDDER, January 1902. No restoration needed. All original.*

# Thanks Kent

To All Members: Keep your stories coming!

# BK's Corner: President's Message



Greetings All,

Spring is here and with it comes that age old question: "Do I start getting my boat ready for the water" - NAH it can wait!

Perhaps the boat can wait, but we need to get busy on a few chapter items, most notably our Sandpoint Boat Show!

The Show is scheduled for July 7-9. It seems a distant date, but believe me, like age, it will creep up before you know it. Webster defines volunteer as someone who performs service out of his or her free will and volunteers are needed to again insure another successful show.

We're looking for a few "good men and women" who will commit and stay onboard throughout the event. So if you are of sound body and mind and are willing to commit, please don't hesitate to contact me. Especially needed are able hands to assist in the launching and placement of the boats on Friday, July 7th. The City of Sandpoint is going all out this year and is forming a Festival in conjunction with the Boat Show.

I'd like to take this opportunity to wish a Happy Birthday to one of our founding members and a nautical mainstay in North Idaho - Bud Moon - Happy 80th Sir!

Congratulations are in order for our newest Board member, how about a standing "O" for Valerie Watson, elected to a one year term! And a hardy "Thank You" to Margaret O'Leary for volunteering to become our new Chapter Secretary.

Thanks again to our new Webmaster, Valerie, for our web presence is being given a new coat of paint and should be "online" in the very near future!

Last but certainly not least, I'd like to wish Chris and Melody Knapton a Bon Voyage for they're off on an excellent adventure in their new Class Triple A+ deluxe Motor Home (or whatever they call big in the RV world). I know I can speak for all when I say - we'll miss you two and wish you the very best in health and happiness wherever your big "Land Runabout" takes you!

If you plan on being a participant in the Sandpoint show I URGE you to register early-due to limited space.

Remember this year's motto...

**THERES NOTHING BETTER THAN WOOD, WATER AND RUM  
SO WE BE A DANCIN TILL WE BE DONE -AARRRRR!!!**

I hope to see all of you soon, either on the water or damn close to it!

BK



I do not want to be like these people when I grow up.



Can you tell I'm Irish? Really, what gave it way??



So this is what the Ladies Room looks like.



So that's what happens if you don't pay your dues.



I think this is the starter! Or the brake.



The way this engine is running, I'll need this paddle.



OK so there I was knee deep... OH? You've all heard this one already?



I think this is how Chop Sticks goes.



### 2006 Membership Dues Were Payable in January!

If you haven't paid your dues, please do so before you are dropped from the ACBS and Inland Empire Chapter mailing lists. Questions? Call Mariette at (208)659-6976.



## 2006 Chapter Officers & Board of Directors

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President: BK Powell	509.755.8326
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Webmaster: Valerie Watson	208.661.3760

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Jim McGoldrick	208.747.1500
Bud Moon	208.264.3440

NOTE: Names highlighted in red are new since the last newsletter.

Submit Your Stories

## We Need Your Stories & Photos!

Did you buy a new boat? Are you restoring one? Do you have a special photo of your boat and/or loved ones enjoying the she-woody?

It is always fun to know what our members are up to. Send your photos and stories to: [ScuttlebuttEditor@verizon.net](mailto:ScuttlebuttEditor@verizon.net)



Submitted by Jerry Lebsack  
~ Submit your digital photos for newsletter fillers ~

## Building Our Chapter's Membership Email List

If you have not yet received an email from me, Valerie Watson, and you use email — I don't have one for you!!

Using a combination of printed mailings and emails, we can better assure our members know what's going on and save postage! To be added to our email distribution list, PLEASE send an email entitled, "**Sign Me Up**" (and don't forget to include your name) to Valerie at:

[ScuttlebuttEditor@verizon.net](mailto:ScuttlebuttEditor@verizon.net)

We promise not to disclose your email address to others.