

INLAND SCUTTLEBUTT



Volume 14, Issue 1

Inland Empire Chapter of the Antique & Classic Boat Society

January 2014

2013 Year End Party

By Carol Wilson

When the weather outside is frightful and boating season is months away, what can a person do to lift their spirits? Many IEACBS members found the perfect solution by attending the annual Christmas party on December 20th at the Spokane Club. Many thanks to Brian and Kathy Fair for planning a delightful evening - a festive location, plenty of boat drinks, and a delicious holiday buffet, followed by an entertaining meeting and presentations. Holiday party attendees each received a special - make that a "Killer" - Christmas tree ornament. The gifts were a tribute to Steve and Linda Zwarg's boat "Killer, which won the Best Preserved Antique Runabout Award at the 38th annual ACBS International Boat Show in Coeur d'Alene last fall. In the background during the evening, the crowd enjoyed a Wes Yandt slideshow, featuring photos of IEACBS members, their boats, and events over the past 13 years, plus a wonderful selection of pictures from the historic Yandt Boatworks on Lake Coeur d'Alene.

Chapter President Michael Boge presided over the general business meeting. Reports were given by Anne Henshaw (previous minutes), Jan Keener (financial), and John Lenhardt (membership). Mike Moen, who has graciously volunteered to organize our Sandpoint boat show again this summer, announced the theme for 2014 will be "Boat Names." Don Robson promised that in addition to the fun of the Saturday show and banquet, participants will enjoy an extended Friday night cruise, and a fun trip on Sunday to explore some special sites on Lake Pend O'Reille. (See related 2014 Boat Show article.)

In annual holiday tradition, the highly coveted "Bubbly Awards" were announced - a bottle of fine champagne, given in recognition of those who have made special contributions to the IEACBS club during the year. Chapter sponsor awards were presented by Brian and Wes. President Boge presented individual Bubbly awards to: Mike Moen for chairing the 2013 boat show; John Lenhart for his success in growing chapter membership; Jan Keener for keeping chapter finances in order; Don & Emily Robson for all their work on the 2013 Sandpoint boat show weekend; and Wes Yandt for producing The Scuttlebutt newsletter. Congratulations to all these recipients!

Although he had a conflicting holiday party (allegedly hosting his own company party), Murray Danzig was with us in spirit, contributing a very unique - and well-deserved "First Family" award to Michael, Anayel and Laura Boge for their time and efforts in leading our club activities. We all appreciate the Boge family and their service to the IEACBS. They were also the most festive family of the evening, each sporting a Santa hat for the party!

This year's President's Award was presented to Mike Moen for his willingness to take on the organization of our annual Sandpoint show for a second year. Thank you Mike, from all of us! We are looking forward to another great event.

Past club president, Larry O'Leary, conducted the annual board elections: Bill Brooks was elected as 1st Vice President, Mike Wilson as Treasurer, and Sheena Kerfoot as a board member at large. Jan Keener will remain on the board; John Lenhart stepped down from the board but retains his position as membership chairman. See a full listing of club board members, officers and committee chairs in the newsletter - our collective thanks to all these members for volunteering their time and talents to the IEACBS!

The festivities wound down with group photos and the infamous "Shot Ski" cocktails - quite a unique tradition amongst the club members. Thanks to all for making this a great mid-winter gathering, allowing a chance to visit with friends, and of course partake in a whole lot of boat talking! It's what we all do best!



2014 Chapter Officers and Board of Directors

Officers:

President: Michael Boge mountainfever1@frontier.com

1st V Pres: Bill Brooks ws-brooks@hotmail.com

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

Secretary: Anne Henshaw annehenshaw1@aol.com

Treasurer: Mike Wilson brbparrot@gmail.com

Immediate Past

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Board Of Directors:

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Committee Chairs:**Membership:**

John Lenhart johnjan1@msn.com

Boat Show:

Mike Moen cdamoen@aol.com

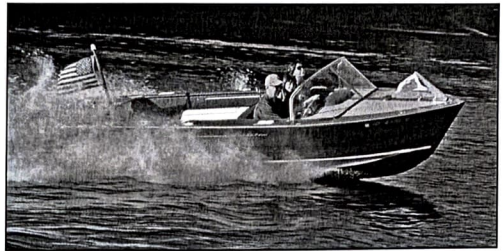
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The Inland Scuttlebutt Newsletter makes every effort to insure the basic accuracy of the information contained herein. Please contact us promptly with any corrections or comments.



President's Message

"Lakes of Opportunity"

Earlier this week I had a conversation with two other boating aficionados on just how lucky we are to have so many options for lakes and boating in our area. Options such as large well-known lakes like Coeur d'Alene, Flathead and Priest Lake. Smaller lakes such as Twin and Hayden. Each has its own personality along with loyal die-hard supporters of what each has to offer. Add to those options wood boat shows that proliferate each season with the warm summer air. It's a great mix that could easily take up most of the summer season if someone wanted to take on the project of visiting each lake and wood boat show in our area.

With the New Year opportunity abounds. If you have never been to a wood boat show in our area make 2014 the year to do so. Being Inland Empire Chapter members you owe it to yourself to attend our Chapter show in Sandpoint, Idaho this year. Boat Show Chairperson Mike Moen will show you a great time with fresh ideas to keep it interesting for first timers or those who have attended many years. Keep your boating life interesting by attending one of the many and varied boat shows in our area whether down in McCall, Whitefish Lake, Payette, Chelan, Coeur d'Alene or the Sicomous District on Lake Shuswap. Each one of these shows is very distinct and the people putting them on are excited to have you attend. For certain the options are wide open.

Make this the summer where your opportunities are captured and precious memories are made. Get out there and put your boat into these "lakes of opportunity."

I'll see you on the water.

Michael Boge IEC Chapter President

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 IEACBS has hit a new membership record. We are now 130 strong and still growing.

New Members Linda and John Whitcomb

Linda and I are delighted to join the ACBS and look forward to meeting all the members and enjoying the classic wood boat family. Lifelong boaters, we have had many boats over the years but really enjoy the exhilaration of "yesteryear"! We truly believe that "wood is good"!!

Originally from Spokane, we moved to Seattle after college to pursue banking careers and raise a family. Tiring of corporate life after 25+ years, we started a marine services company in 1993 that grew to one of the largest yacht repair and inflatable boat dealerships in the PNW. Life was good until the fall of 2008 when the economy died, and the boating industry sank along with the banks, stock market, and the auto manufacturers. Too old to start over, we closed up and returned to our first love - Spokane.



Now retired, raising horses in Otis Orchards, we have found time to boat again. We purchased a 1959 Chris Craft Capri in Oklahoma last year, and as the boat was restored on 2006, we have a great foundation from which to use, and as always, improve upon. We are looking forward to spending many beautiful days on the water with members, friends, and family.

We look forward to actively participating in club events and being a part of this fine organization.

John Whitcomb

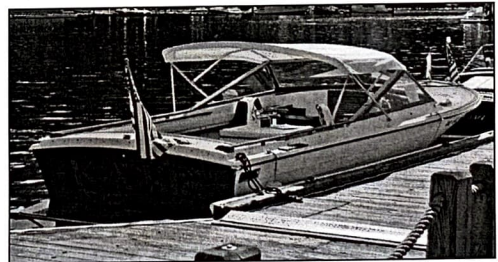
Long Standing Members Jan and John Lenhart



We are the Lenharts-- Jan, John and Gilly (a black Scottish terrier). Jan and I have been members of the IEACBS since 2000. Jan is a retired school principal and John a retired food executive. Gilly has never worked so we classify her as "unemployed." The Spokane area has

been our home for 37 years, 26 of which were spent on Lake Coeur d'Alene. Though we still have the lake home, we now live in a condo in downtown Spokane. Five children and four grandchildren and of course our "dog daughter" Gilly composes our total family. Both Jan and I have a passion for boats, traveling, spending time in Port Ludlow (where we harvest crab and shellfish), gardening, going out for dinner and exploring the various activities offered in downtown Spokane.

Our first classic boat was "Little Toot." She is a 18' Ranger Tug. We had a great time with our little tug and she won many awards. The owner of Ranger Boats saw her at the Coeur d'Alene boat show and wanted her as the centerfold at boat shows. Consequently, she returned to her birthplace in Seattle. We also had a Nordic Tug, hull number 19, that had a custom wood interior. We kept "Last Hurrah" in Port Ludlow and cruised Puget Sound. We



currently own Kate, a 24' Lyman that we purchased from Tom Adis. Tom had Sid Young and his team re-do the boat with lots of custom wood work.....like a \$500 battery box--- right Tom?

We very much enjoy belonging to IEACBS, not only because of our love for boats. The primary reason is because of the dear friends we have met through this group and the activities we collectively enjoy together. Great people, great experiences and of course great boats make IEACBS one heck of a fun time!

Seafaring Words in Everyday Speech

"A Good Deal" — Finding a "good deal" comes from the shipbuilders. Large timbers, free from defects and big enough to be cut into ship's timbers, were hard to come by. Looking at a standing tree would not tell a lumberjack with certainty that it could be felled, trimmed, and shaped without some kind of defect like a knot, a crack, or a rotten spot showing up just where it wasn't wanted. In the timber trade long ago, a cut wooden plank was called as a "deal," so, when someone was lucky enough to have one of usable quality, he had a "good deal."

J. P. McGoldrick and the Lymans of North Idaho

By Petyr Beck

Many of you knew my grandfather well over the years, and if you did, you no doubt heard him recount several of his boating adventures (you probably heard some of his stories more than once): his first Class C outboard trophy at the age of 12, or racing his 15.5' Chris Sportsman up the Sammamish Slough in dangerously high water in the late 1930s (resulting at least once in instantaneous windshield removal).

But one of Jim McGoldrick's biggest influences on boating in the Pacific Northwest was his role in popularizing Lymans on the lakes of North Idaho and Washington in the 1960s. I've found records of almost twenty Lymans that Jim McGoldrick shipped out from Sandusky, Ohio, working as an informal dealer for Lyman Boat Works from 1964 through the early '70s. Many of these same Lymans are still running on Lakes Coeur d'Alene and Pend Oreille today.

My grandfather was very familiar with the clinker-built Lymans of the 1950s and their well-deserved reputation on the Great Lakes and elsewhere. As the Lyman models evolved in the early 1960s, with increased open interior space, newer power solutions, roomy and well laid-out helm and seating, competitive pricing, yet still with that wonderful hull shape and lapstrake construction that handled diverse water conditions, he felt it was the perfect lake boat for his favorite North Idaho water.



J. P. McGoldrick with his demonstrator model on Lake Coeur d'Alene, 1964.

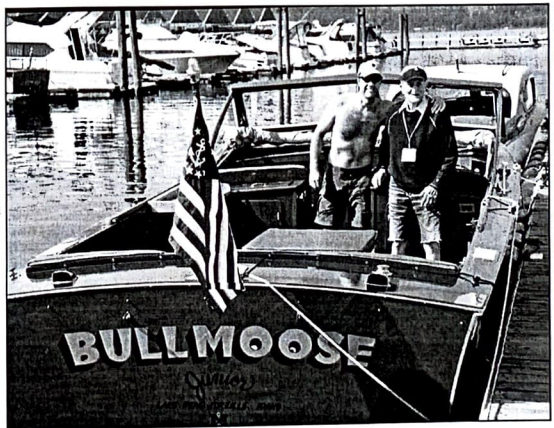
Having encouraged a few friends and relatives to buy Lymans with great results, he decided (in typical J. P. McGoldrick fashion) to take on a more active roll in populating the Northwest with these great boats. In February of 1964, Jim wrote to the boys in Sandusky with an idea: "Frankly, I believe we can sell some 21' and 25' boats for you in the coming seasons on the North Idaho lakes." Besides his pursuits in boating and aviation, my grandfather was president of Northwest Electronics (NWE), the oldest and largest distributor of electronics parts and equipment in the Inland Empire at the time. Looking to "broaden their sales activities," my grandfather suggested a "limited dealer function" by which NWE would be able to acquire boats at a modestly discounted wholesale price, and deliver custom accessorized Lymans to boaters in the Pacific Northwest. With no downside for Lyman Boat Works, they agreed: "It certainly appears that your knowledge and background in the general business world and your years of experience with boats in general, should certainly be an asset to your new venture," wrote Lyman Sales Manager, R. E. Miller.

Thus, Northwest Electronics Marine Division was born. The connection between selling electronics and selling boats is not as far-fetched as it might seem. A life-long amateur radio enthusiast, Jim saw Lymans as a great mobile platform for VHF/UHF radio communication equipment testing and development. (Several of our family Lymans sported large, complicated antennae arrays, and my grandfather used this radio equipment not just on the lakes, but also running up the Inside Passage from Seattle through British Columbia and back several times in his 28' Lyman Sportsman, the original *Bullmoose*.)

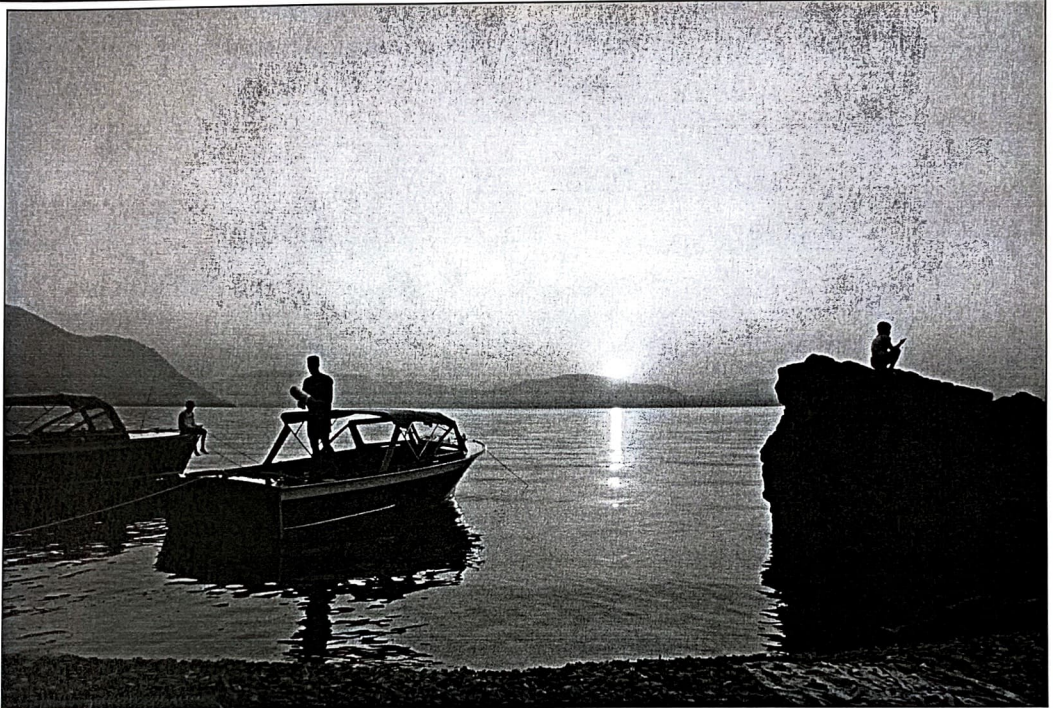
The first official delivery from Ohio was two boats, one a 25' Sleeper (hull #: K-1254) he would use on lake Coeur d'Alene as a "demonstrator," and a second 21' Runabout (hull #: N-1202) for "stock." Both of these boats quickly sold. Over the next eight years or so, Jim sold mostly the 21'-22' Runabout, and the 25'-28' Sportsman and Sleeper models.

By the late '60s, the informal nature of the arrangement was of little importance. Lyman Boat Works was referring inquiries in the Pacific Northwest to Jim McGoldrick as "our dealer nearest you." My grandfather kept tabs on the Lymans he sold. Some of them have stayed in the same families for almost fifty years. Sometimes, when folks were ready to move on to a newer boat, my grandfather felt such an attachment to the Lymans that he would buy them back from friends that he had sold them to years earlier. Lyman Boat Works' transition to fiberglass in the 1970s coincided with my grandfather's rekindled passion for the woodies of the 1930s and 40s, which ultimately phased out his role as Lyman dealer.

Although we lost my grandfather's pride and joy, the 28' twin-screw *Bullmoose*, in a warehouse fire in the late 1970s, the two



Author with his grandfather at the Coeur d'Alene Boat Show on *Bullmoose Jr.*, 2008



Boat camping in Lymans down on the big lake, Lake Pend Oreille, 2006

Lymans we currently have in the family, through a certain amount of luck and serendipity, happen to be the very two hull numbers that comprised my grandfather's first order in 1964: the 21' Runabout (*Mikki Moose*) and the 25' Sleeper (*Bullmoose Jr.*).

I love seeing the North Idaho Lymans on the water fifty years later. Growing up with these lapstrake boats (which we McGoldricks will always pronounce "lap-streak"), my family and I associate Pend Oreille and Coeur d'Alene with the lines of a Lyman. I know my grandfather was proud to play a role in helping make Lymans a part of the culture of the North Idaho lakes.

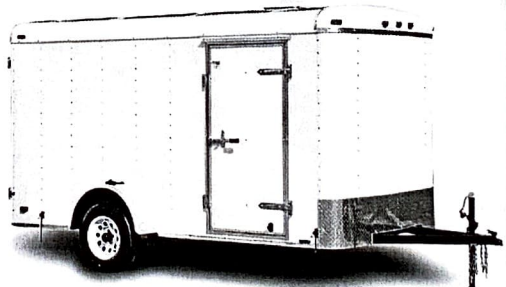
Petyr Beck

McGoldrick Grandson #1

Chief Oil Changer and Caretaker of "Yesterday Is!"

Wanted: Club Cargo Trailer

One of the challenges in putting on our annual boat show in Sandpoint is the storage, moving and display of our "Ship Store" merchandise, as well as all the miscellaneous items it takes to put on a boat show: tables, chairs, registration packets, signs..... After some discussion the board voted to invest in a small cargo trailer that will handle these tasks. We agreed on a budget that was very generously augmented by a significant donation from both BK Powell/Officetech and Brian Fair/Carlson Sheet Metal. We have been shopping the local dealers as well as the classified but have not found the right one yet. We would like a 6x12 or a bit bigger. If you know of one that is for sale please let Bob Henshaw know at bobhenshawct@aol.com.



“What’s happening in your shop?”

Tell us what is going on in your shop. Send us a very brief story (paragraph), or not so brief, and a few photos if you have them explaining what classic boat project you are working on. It can be as big or small of a project as you wish. I guarantee you that people will find it interesting even if it is simply polishing out a scratch. You can also mention in your story if you'd like/need some help or if you welcome visitors (include contact info).

Glenn and Kathy Dutro

We purchased this 1951 19' Chris Craft Holiday right after the Sandpoint Boat show in the Sandpoint area last year. Terry Deems and a friend helped me check it over when we got it home. For a boat that has been out of the water for three or more years, it appears to be in fairly good condition and all original. We plan on starting the restoration on February 1st and having it ready to go in the water for the Sandpoint show. *Best laid plans of mice and men !!*

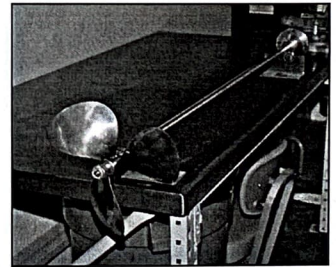
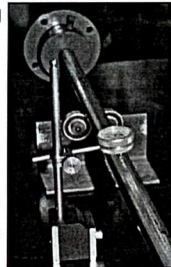
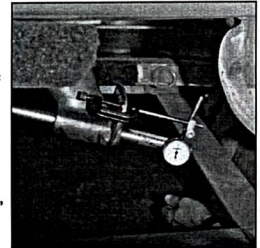


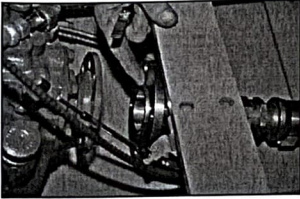
Wes and Ron Yandt

Does your shaft have a shimmy or a shake? One of our winter layup projects was to check out our engine alignment, shaft straightness and stuffing box packing. Ever since we got the “Uncle Bob” back in the water in 2009 we have been concerned with how much the shaft vibrates and the fact that there would be a very small amount of brass dust in the bilge when it would dry out. In retrospect we should have had the shaft straightness checked when re-rigging the boat. Hindsight seems to be clearer than foresight. We did some online research and figured out that we should be able to tell if the prop shaft was bent significantly by ourselves by using a dial indicator and measuring the runout on the shaft. “Runout” is a term that simply means how far (usually in thousandths of an inch) does the outside surface of the prop shaft undulate as the shaft makes one revolution. Normal prop shaft applications should have a maximum runout of .006.” I borrowed a dial indicator set up from one of the machinists at work after putting up my first born daughter as collateral. You know how machinists are with their tools. Within a very few minutes we knew the source of the vibration as the “Uncle Bob’s” prop shaft had over .030” runout as measured in several locations on the shafts length. That is five times acceptable tolerance!! It was one of those moments that go from “Ah ha you little bugger. We got you figured out! –to- Now what the heck are we gonna do” in a matter of seconds.

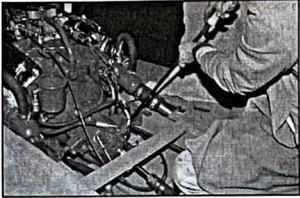
We decided to take the shaft out of the boat and take it along with the prop up to the guys at Precision Propeller. They helped us confirm the pitch and diameter of the prop quickly but said that the shaft was not their bailiwick. They turned us onto Chuck Egolf at Sunrise Marine Services in east Spokane. We were told they are inboard experts. We took our shaft down and met with Chuck who promptly confirmed our findings “-Your shaft is bent.” After Chuck inspected the shaft, the stuffing box, the coupler and the prop he advised us to have the shaft replaced. He said that it could be straightened back into specification but there were some significant problems with the fit and attachment of the coupler that attaches the shaft to the transmission. We elected to have Chuck order us a new custom built shaft and coupler. Chuck was gracious enough to allow us to be very involved in the entire process and even offered to allow us to take some photos as he installed the new shaft and realigned the engine so that I could share this with you.

The shaft installation/motor alignment process starts by ensuring that your strut is not bent by simply running the shaft through the cutlass bearing and making sure that the center line of the shaft is on the centerline of the boat and the shaft goes into the keel through hole visually centered. Then run the shaft into the boat and thread the Stuffing box hose and Stuffing box onto the shaft. You can now install the coupler. Chuck advised to make sure that the face of both couplers are clean and free of burrs that may inhibit the proper mating of the coupler faces. This is where the actual alignment process starts. Before you slide the couplers together you need to “feel” for





the center of the cutlass bearing clearance. This is the sweet spot where the shaft will run with minimal stress on the bearing and strut. You find this spot by simply moving the shaft up and down, left and right and sensing where the total range is and then bringing the shaft back to center of the range. At this point loosen the motor mounts and move the motor so that the coupler on the transmission lines up with the coupler on the shaft. Slide the couplers together. Now you need to move the engine left to right, up and down, twist, and angle it using the motor mounts so that the faces of the couplers are no more .003" out of parallel. Chuck gave us a great tip and suggests that the rough adjustment are better made with the back motor mounts and use the front motor mounts for the fine adjustments.



Chuck suggests that a quick alignment verification is in order as part of your annual maintenance routine. It is a tell-tale sign of many problems: loose motor mounts, worn motor mounts, stringer rot etc.

Another often overlooked fact is that the distance between the aft end of the strut bearing and the forward face of the propeller hub. This distance should not be more than the dia of the shaft. In other words, the "Uncle Bob" shaft being one inch in Dia, that distance should not be more than one inch.

If you think about the forces exerted by and to the propeller this is good advice. If your propeller hangs out there too far unsupported it could cause problems with vibration and fatigue on the strut bearing.

We owe Chuck Egolf a debt of gratitude for allowing us to photograph this process and giving all this very pertinent information. He also offered to put on a demonstration at his shop for anyone that is interested. If you are interested please e-mail me and I will put it together with Chuck. We are very anxious to get the "Uncle Bob" back out in the water and test our new shaft and alignment. Hopefully it will give us the smooth ride we've been looking for and maybe even and few more RPMs.



Daryl & Carolyn Reynolds

With the holidays now over, the days getting longer and Crystal Bay on the Spokane river void of water and you ask yourself, "when is winter going to end and boating season going to start?" Well to tell you the truth, it's here! This is the time to do the simple little chores around the house and on your boat now, so you don't have to do them when the weather warms up and the water on lake Coeur d' Alene and the Spokane River is back to full pool! Tell you the truth, I haven't stopped working on my boats since the season ended. After the ACBS international show this past September, I have taken the opportunity to improve upon the judging score I received on my 1936 Chris Craft custom runabout "At Last!" There are some things that I can't change, but there are some I can! I have found a good resource to bring my wiring in compliance with the ACBS judging guidelines. Restoration Supply Company in Escondido, California has been a good resource for hard-to-find supplies and vintage parts, from spark plug wires, electrical connectors, cloth covered wire, vintage hose clamps and much more at info@restorationstuff.com 1(760) 741-4014. Another good source for slot brass and chrome plated brass screws is ACE hardware store in Post Falls. They always have some in stock and if you need a special size or length all you have to do is ask them to see if they can special order them. I have also taken time to work on our 1958 Brendella 14 foot ski boat "Me Too." During the off season, or as I call it the maintenance season, I was able to check the wiring, replace the spark plugs, change the lower unit gear lube, and found a small fuel leak on the gas line to the carburetors that has haunted me for a couple of years. By doing the small, and in some cases, large maintenance repairs now you will be able to extend your time on the water when the weather is nice and the water high! My wife, Carolyn, just yesterday said "this year we are going to spend more time enjoying our boats and less time working on them during the warm weather." Anytime you can get your wife to commit to spending more time on the water on your boats, is a good thing! My wife and I have been a members of the Inland Empire Chapter of the ACBS going on one year now and have truly enjoyed the new friends that we have made and the interaction with the IEACBS chapter. We are looking forward to the 2014 boating season and participation in both the Sandpoint and Coeur d'Alene shows this summer- who knows we might even attend an additional show put on by another chapter if time allows.

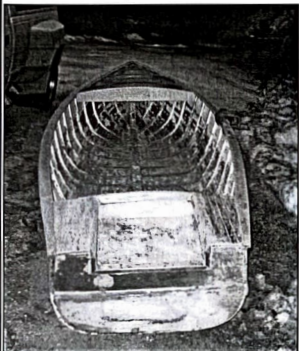
So, till we see you on the water keep your nose in the wind and your bow above the waves!



"What's happening in your shop?" (con't)

Captain Dan Mimmack

Right before I bought the pirate ship "Wind Spirit" and joined the inland empire ACBS, I took on the challenge of wooden boat restoration. Being a self-taught wood worker, I thought I could teach myself how to restore wooden boats. I believed that all I had to do is buy a project boat that had "good bones." put it in the woodshop and work on it after hours. I spent many long nights surfing Craigslist for just the right wooden boat. I was attracted to this particular one because it was only 14 feet, owned by someone locally and at a few hundred dollars was priced under my budget.



Before



After

Being that it was early March there was not much daylight when I got off work, but I went to see the boat anyway. The gentleman that owned the boat said he'd meet me at the local gas station and we could do the transaction there.

Like most project boats that come on the market, this owner had planned to rebuild the boat, but ran out of time, money and energy to complete the project. So here I was, in the dark poking and prodding this true basket case of a boat. I could not see the "bones" in the darkness, but my lowball offer was accepted and I was now the owner of this pile of wood in

the shape of a boat. No brand name. no history, no motor and it's sitting on a worn out flatbed trailer with no lights or plates. I dragged it home that night and announced to my wife that I got a great deal on a wooden boat that needed a "little work."

Well the sun came up the next day and revealed that indeed it was shaped like a boat, but little of what I thought about the boat was true. The nice thing about taking on something you're not completely knowledgeable about is, you keep telling yourself it's a learning experience and it will get easier as you go. The self-delusion is endless! I now know what is meant by the words ground-up restoration. As you can see from the pictures, it's one small step at a time. The dilemma is, repair or replace? I started with the easy part first. Everything that I could use as a pattern was removed and rebuilt from scratch. Floor boards, seats and the dashboard were fashioned from straight grained fir. The front deck and transom motor well deck were replaced with Honduran mahogany. As is true, the deeper you dig the more you find yourself saying "Well while I'm here I ought to fix this too." After removing the deck boards I found the bow stringers were rotten.

After the easy parts were completed, it was on to the hull. The hull was cedar strips ring shank nailed to steam bent frames. Now I'm a furniture maker not a sea salt. I started researching steam bending and realized I'm in over my head. I removed one half frame and thought with a little luck I could cut this shape on my band saw. When in doubt go with what you know. I now had a way to sister some of the frames and completely rebuild the ones I could not save. After the hull was back together, I had that pesky problem of waterproofing the entire thing. This is where you decide how much time and money you really want to invest in a project you're not going to use yourself, but put back on the market and sell. I decided to coat the inside with two part epoxy and the outside with several coats of marine spar. The inside was going to be painted but the outside was going to be varnished to a high-gloss. After most of the woodworking was completed, it was time to accessorize it.

I love vintage hardware so on to eBay I went. Now this is a real crapshoot. Pictures lie and so do sellers. After buying and sending back a few purchases, I got a hold of some really nice looking authentic period pieces. This detailing was the best decision I made in the whole project. I took the boat to a dealer who sold old outboards and he said he thought it could be a early 50's Thompson Brothers runabout. After a small Bimini, and a few seat pads were added, I dropped a small out board on the transom and back on Craigslist it went. I found out the hard way that the marketplace does not value your "sweat equity" as much as you do. I got a few thousand for the boat, but the amount I learned about the process was priceless.

The pride you feel when you've brought an old boat back to life cannot be duplicated. I recommend it to anyone with the passion for woodworking and the backbone to see a goal accomplished. Yes, I would do it again, but after I'm completely retired! Captain Dan



The Northwest School of Wooden Boatbuilding

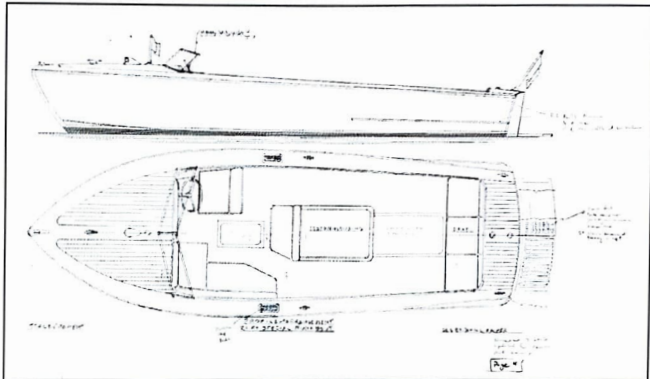
(Editors note- Pete has offered to keep us up to date with his student's progress on the 21' Hacker Runabout that they are building this year. I intend to run this update in the "What's happening in your shop" column.)

The Northwest School of Wooden Boatbuilding (www.nwboatschool.org) is located in Port Hadlock on Washington State's Olympic Peninsula, and is accredited by the Accrediting Commission of Career Schools and Colleges. The School strives to impart sound, practical knowledge in traditional maritime skills, using wooden boats as the training medium. The school began its 33rd year of classes on October 1st, 2013, with nearly 50 full-time students from across the US and several foreign countries in the Class of 2014. Students over the past several years ranged from recent high school graduates to a retired surgeon and in age from 19 to 75 and beyond.

Students in the class of 2014, which will graduate in mid-September, 2014, are looking forward to building an incredible range of boats, including a 36-foot motor sailer, a 21-foot Hacker speedboat, a 30-foot Venetian cargo vessel, and a wide range of other interesting boats.

The Hacker will be of special interest to classic powerboat enthusiasts. It is a classic John Hacker-designed 21-foot Special Runabout. The plans, which are believed to have been drawn by Hacker sometime in the mid-1930's for a Canadian firm, his design number 320, were provided by The Mariner's Museum in Newport News VA. Students in the School's Traditional Large Craft class will build the boat beginning January 6th. It is hoped to finish the boat in time to show it at the Port Townsend Wooden Boat Festival in early September, 2014. Instructor Peter Bailey will lead the construction.

Students will begin in January 2014 by lofting the boat, or drawing it out full size on a loft floor so that detailed patterns can be made of the key components of the boat – stem, keel and transom as well as frames. After those components have been set up and trued, the boat will be planked. At press time, the School expects to plank the bottom with one layer of cold molded marine plywood covered with a layer of mahogany. After the planking is completed, the boat will be turned over and the gas engine, which is anticipated to be a Crusader, will be installed. The interior will be finished and the boat detailed. The School expects to finish the boat in late August.

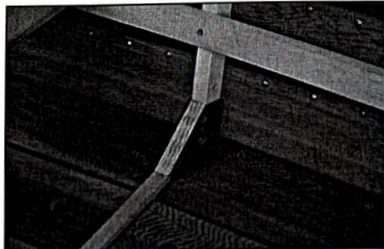
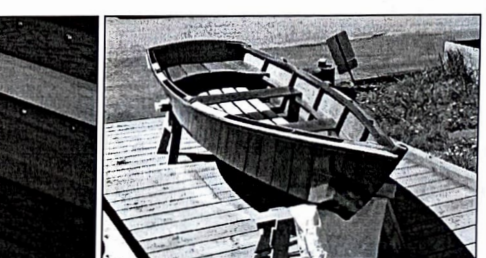


2014 project – 21' Hacker - Special Runabout - Profile and Arrangement

The School's waterfront heritage campus includes four boat shops in addition to the School's administrative offices and an extensive library. Over 1,300 adult students have graduated from the School's vocational programs, and thousands more have attended summer and community workshops across the years. Many Boat School graduates work across the Pacific Northwest and the country where their craftsmanship, creativity and artistic talents enhance their communities. Boat School alumni can be found from the Netherlands to South Korea, England, Scotland and Japan.

Students gain familiarity and hand tool expertise through a series of projects accomplished during the first three months of the program. These projects include a series of joints, a

dovetailed toolbox, a wooden plane, and a half model. Classes and practical skills in drafting and lofting culminate in student-built 12-foot long wooden skiffs by the holidays.



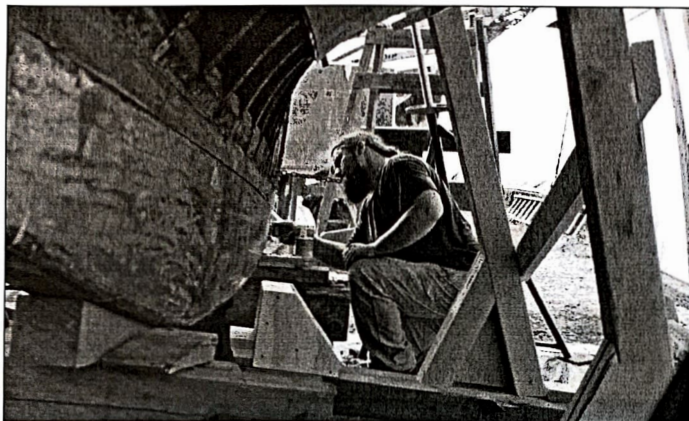
A student-built skiff completed during the first semester at the Boat School.



The waterfront shops of the Northwest School of Wooden Boatbuilding

From January through mid-June annually, students build at least two and occasionally three progressively more complicated boats in each of the major classes. The School builds boats both on com-

"What's happening in your shop?" (con't)



mission and on a speculative basis that support the learning objectives of our students.

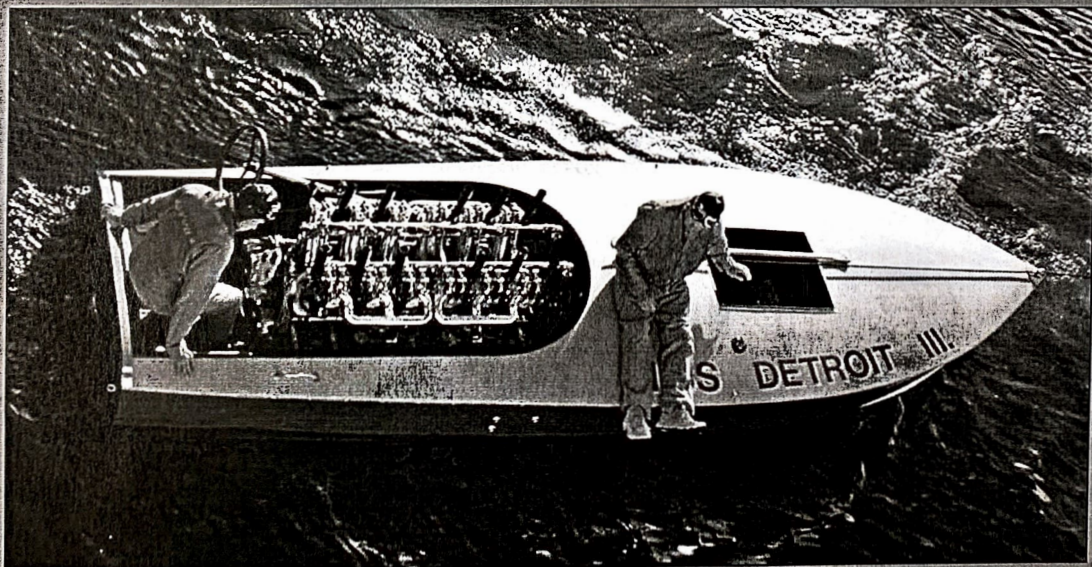
Students graduate with an accredited Associates Degree in mid-September.

We welcome visitors to our shops year round. We are located in the little town of Port Hadlock WA, on the east side of Washington's beautiful Olympic Peninsula, at the foot of Port Townsend Bay, and about 40 miles or so northwest of Seattle.

Pete Leenhouts, Executive Director
Northwest School of Wooden Boatbuilding
Phone: (360) 385-4948
Email: info@nwboatschool.org
www.nwboatschool.org

Repair and Restoration is one of two courses offered during the summer quarter.

A Picture is Worth 1,000 Words



Miss Detroit III Replica of the 1918, Garwood, Single-Step 20' Hydro plane with the original Curtiss Model V-4 V 12 race engine. With the help of a talented crew including Ike Kielgass, owner Ken Muscatel of Seattle brought her over to the International Boat show in Couer d'Alene in September. Throughout the day on Friday and Saturday the crew would fire the engine up to the delight of the crowd. They also took several runs around the bay near the show. It was quite a site to see and hear this old engine crank up and power Miss Detroit through the chop.

2014 EVENTS

Feb 20, 2014	IEACBS Board Meeting Location: Crickets Restaurant 424 E Sherman Ave, Cd'A 5pm Social Hr 6:30 pm Meeting	mountainfever1@frontier.com
March 20, 2014	IEACBS Board Meeting Location: Spokane TBD 5pm Social Hr 6:30 pm Meeting	mountainfever1@frontier.com
April 17, 2014	IEACBS Board Meeting Location: TBD 5pm Social Hr 6:30 pm Meeting	mountainfever1@frontier.com
June 27-29, 2014	Whitefish Woody Weekend Location: Whitefish MT	timsalt@edge-effect.net
July 11-13, 2014	IEACBS Sandpoint Boat Show Location: Sandpoint ID	cdamoen@aol.com
Aug 1-3, 2014	Payette Lake Boat Show Location: McCall ID	blawrence@eidebailly.com
Aug 17, 2014	Oswego Classic Car & Boat Show Location: Lake Oswego, OR	kristenwinn@comcast.net
Oct 3-5, 2014	Mahogany & Merlot Location: Chelan, WA	chelanvintageboats@yahoo.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 visit with friends and meet new ones. Please bring your ideas, concerns, questions and be involved.

2014 IEACBS Sandpoint Classic Boat show

"Boat Names"

July 11, 12 & 13



The theme of the show this year will be "Boat Names." Each boat owner's placard will say "My boat is named ***** because....." This is intended to continue to promote water interaction with the public. The boat show organizers are working as they always do, to make this year the best event ever. And I believe it will be! So, plan to join us and sign up now.

The show will be expanded some to include more on the water boating fun. More time will be allowed for a Friday evening cruise prior to the bar-b-que. Saturday will be the usual boat show followed by the Sand Creek boat parade. A great banquet event is being planned for that evening. Sunday morning we are planning an island hopping boat cruise east towards Clark Fork, including a beach breakfast along the way. Plan to come and reserve the full three days to get out and enjoy the lake, friends, and the boats.

As always, we can use your help. Please volunteer to help out.

Registration forms are available on the IEACBS website.

Boat show Chair Mike Moen, displays the conceptual show poster and theme

What's in a

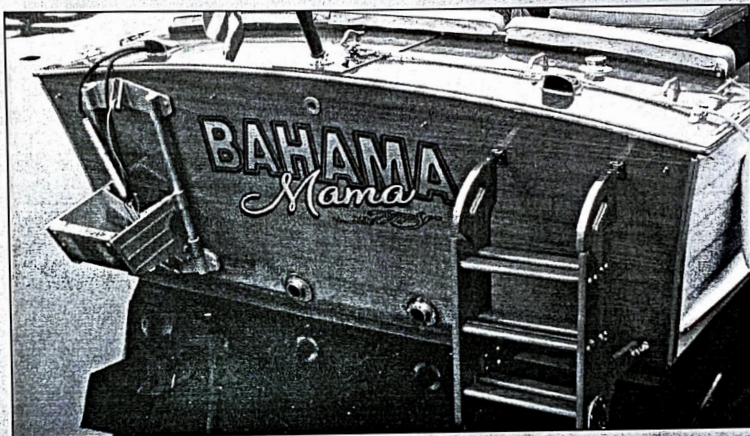
"NAME"

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.

Anne and Peter Wagstaff's 1963 25' Lyman Sleeper "Bahama Mama"

My father gave our 1963 Lyman wooden boat the original name of "Edelweiss." At some point the name was removed and never replaced. In 1989 my parents Bill and Patsy Bacon passed the Lyman down to me. When it was time for fresh varnish, it was also time for a new name. My family and I searched for a fun name after all of the memories of water skiing, camping, fishing, parties and tubing with family and friends.

We liked the idea of a Jimmy Buffet tropical theme. I also wanted a "mom's boat" name since I was outnumbered with the three men in our family. My favorite job is being a mom and I've enjoyed my involvement with the Coeur d'Alene Red Hot Mamas. So we christened her the "Bahama Mama."



How Waves Were Made

By Laura Poge

Once there was a girl named Amber. She lived by the ocean. All her vegetable roots turned dirty so she threw them in the ocean. All the town's people said

"Poseidon is going to do something bad to you." Amber didn't care about it. The

next day, Amber was about to throw her vege-

roots into the ocean, but Poseidon said "are you throwing

table

roots in my ocean?" Amber said "no", but Poseidon said "I know you are throwing vegetable roots."

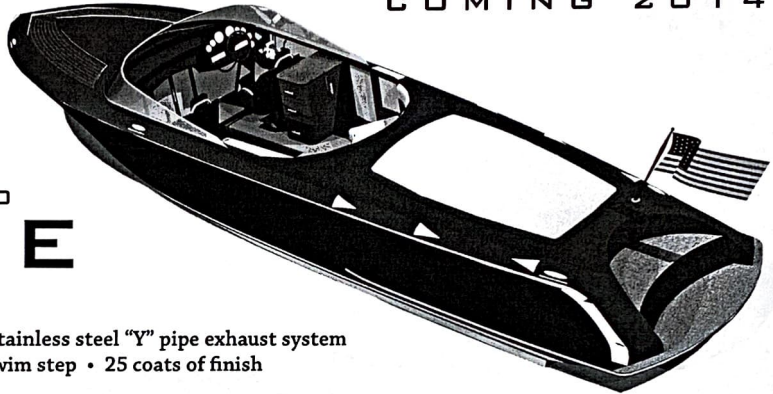
Poseidon said "I'm going to turn you to water." Then Amber tried to get out of the curse, she was pushing and pushing but she couldn't turn herself back. She's still trying to get back to this day!

The moral of this story is to not litter on lie.

— CUSTOM — CRAFTED



COMING 2014

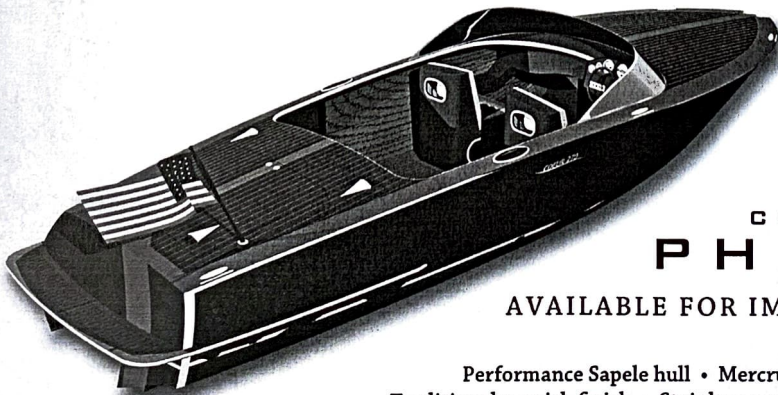


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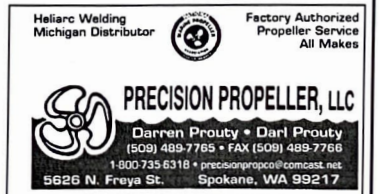
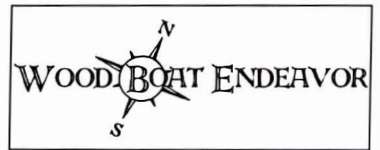
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Have you ever had a pesky little classic boat question that you just didn't know who to turn to for the answer? Well here is your answer. There is power in numbers!! Send your question to us at wes.yandt@comcast.net and we will post it here in the forum. We will also gladly post classic boats and related items that you want to sell or are interested in buying.

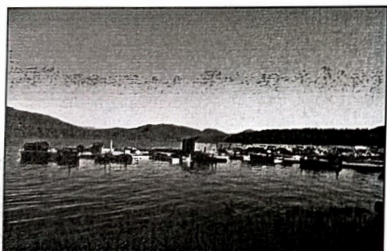
In the process of touching up the varnish I accidentally got varnish on my interior vinyl panels. Does anyone know how to get varnish off of vinyl? Don Robson--donrobson@earthlink.net

I've always fought the dreaded drip that you are supposed to have on the prop shaft stuffing box. Either too much or not enough!! I am always adjusting it. I don't see others messing with it nor worrying about it. How do you maintain the perfect drip? Wes Yandt--wes.yandt@comcast.net

Our Lyman's dark blue finish has been scuffed in places and there is some cracking. Is it possible to light sand the scuffs and cracks, spot paint those areas with some sort of primer, then apply a coat or 2 over the entire surface, and should we consider stripping it down to bare wood? Finishing is more of a mystery to me than a carburetor. Barry Provorse-- barry@docbooks.com

Is Fammo Wood still the answer to fill screw holes in Lapstrake painted surfaces or is there a better solution?? Don Robson--donrobson@earthlink.net

FOR SALE—\$9000 OBO 1956 Century Coronado, 21' with a Chrysler V-8, good upholstery, and the boat starts every time. If someone wants a good, solid boat just for getting around on the lake, this is it. If the idea is to use it as a show boat, the wood could use some sprucing up. The boat is stored at a marina at Coolin ID, and can be viewed there. Teresa Vanairsdale Doug Bruce [509-532-8084](tel:509-532-8084)



2014 WWW III

Kick off your 2014 boating season at Whitefish Woody Weekend III on beautiful Whitefish Lake. The Big Sky Chapter of the ACBS is sponsoring the third annual Whitefish Woody Weekend, hosted by the Lodge at Whitefish Lake. Whitefish Woody Weekend III will begin on Friday evening June 27th with a cruise/parade around beautiful Whitefish Lake. Over 30 classic boats, including many 2013 ACBS International Show award winners, will be on public display at the Lodge at Whitefish Lake on Saturday. Sunday Morning will feature a poker run followed by a BBQ on the beach for event participants.

The Lodge at Whitefish Lake, the only Four Diamond Resort in Montana, is a great host for this event. The venue is first class and the accommodations are specially priced for this event. The Lodge is adding slips this year to accommodate more boats. Cost of the event is only \$65 which includes all event activities and the BBQ lunch. Register early to ensure participation in this event. Registration material will be distributed to IE members in the coming months. For more information contact, Tim Salt at [406-862-5085](tel:406-862-5085) or timsalt@edge-effect.net.



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Having Fun with our Woodies

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Brian and JoAnn Grennell 1967 17' Century Resorter "Reve du Papa" at the Coeur d'Alene Resort during the 2013 ACBS International Boat Show