

# INLAND SCUTTLEBUTT



Volume 18, Issue 1

Inland Empire Chapter of the Antique & Classic Boat Society

Spring 2018

## Missions Of Safety and Security

### The work of the United States Coast Guard Auxiliary

By Barry Provorse

When I first saw a uniformed officer walking down the dock looking closely into the boats that lined the Sandpoint waterfront during the July IEACBS show last summer, I might have thought that he was looking for open containers or somebody under 12 not in a life jacket. I would have been half right.

The uniform identified the officer as being a member of an all-volunteer organization with a respected mission, the United States Coast Guard Auxiliary, the civilian arm of the lifesaving branch of the military, the United States Coast Guard. The Auxiliary was established in 1939 as a reserve force made up of civilians with the mission to promote safety and security on and over the high seas and on the nation's

other navigable waters, including large lakes and river systems. Months before the Japanese attack on Pearl Harbor, 50,000 Auxiliary members joined

the festering war effort, many in command of their own vessels.

(Continued on page 4)



## Capturing the “Classics by the Floating Green”

I set out to get an iconic shot that we could use to show people how special this venue is. The logistics were difficult: we needed permission from the golf course to get our boats into the off-limits area where cables hold the green in place and vary its distance from the tee; we had to hit it at sunrise for the lighting; and most important, we needed boats and skippers to be the main subject of the image. After squeezing the boats by hand through a particularly shallow spot, we waited for the sun to finally clear Potlatch Hill. Thanks to Daryl Renolds, Jay Perko, Alan and Yvonne Thomle, and dad (Ron Yandt), it went off like clockwork.

Wes Yandt



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## Our Mission

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

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

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

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

## In Appreciation of Wes Yandt

He made it look easy. Looks can be deceiving. For seven years it has arrived in the mail with the change of seasons. We're talking about Wes Yandt and the *Inland Scuttlebutt*.

When we offered to help publish the newsletter, it didn't take long for us to understand the scope of Wes' contribution to the success of the Inland Empire chapter of ACBS. Simply put, it was huge.

Wes created much of what we took for granted, from content to production. Wes wrote for the *Scuttlebutt*, took countless pictures of Club events, patiently pursued stories from others, folded and stamped every issue, and delivered them to the post office.

Wes' comfort level with technology, his sense of design, and his year-round involvement in IEACBS events give him a personal sense of what Club members want to know, and what they need to know.

For us, publishing the *Inland Scuttlebutt* is quickly becoming a family enterprise, a responsibility that is now being shared by two generations of the McGoldrick clan.

Change happens. We are picking up where Wes left off as best we can, but it's going to take us a few issues to work out the kinks! This explains the newsletter's new look. It's a work in progress.

We ask for your patience and understanding if we get something wrong, but most important, we encourage your involvement. We can't publish the newsletter without your contributions, so we are putting some of the responsibility on you. It's your newsletter. We will give it our best effort to help you meet Wes' standard of excellence and take it into the future.

The next time you see Wes, thank him for his years of work, and when you see us, please give your suggestions. Even better, help us take it forward with your wisdom and resources. We would love to hear from you.

Molly McGoldrick Beck  
Barry Provorse  
Petyr Beck

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.





## President's Message

March 6, 2018



As winter slowly releases its cold and frigid grip and the ice continues to recede from the lakes in the Inland Empire, it's time once again to start thinking about boating season! With three and a half months until Whitefish Woody Weekend (which, by the way, is sold out) kicks off the 2018 Antique and

Classic boating season, it's time once again to start prepping your boats for the three shows put on by the Inland Empire Chapter of ACBS. This year the ACBS-sponsored Sandpoint Show is July 13–15. The registration form is online, and I encourage you to register early for this event, as it often sells out. We can comfortably accommodate about 55 boats, and we want this year's show to be one of the best. With BK Powell at the helm and Don and Emily Robson ready to assist, it's going to be one hell of a great show! Next up on the show schedule is the Coeur d'Alene show, set for August 24–26, followed by the Dry Rot at Priest Lake on Labor Day Weekend. All three of these shows offer a unique boating experience for attendees and the public.

For those of you who didn't know, the club has purchased a drone in order to document, with a bird's eye view, shows we attend and to promote the club's activities via Facebook and other social media channels. In order to keep our chapter at the forefront of ACBS International, we need you to support your club by getting involved in events and shows. With the Annual Meeting and International Boat Show set to return to the Inland Empire in 2022, we need to start now with preparations—so your help and support is needed.

A review of the state of the club membership shows that the membership is steady, with some uptick in growth, mainly from interest during the past two Spokane Boat Shows.

Growth is critical to keep the antique and classic boating legacy alive in the Inland Empire and in the public eye. The chapter membership is listed at 133 with 106 active members

YTD. We have 27 lapsed memberships YTD so I have asked John Whitcomb to reach out to those members to encourage them to renew their membership and re-engage once again in supporting the Inland Empire Chapter of ACBS.

The financial status of the club as reported by Mike Wilson:

- Income of \$1,300 ACBS dues and \$515 (net) from calendar sales—kudos to Wes Yandt!
- Major expenses were \$2,804 (net) for the holiday party, \$1,901 for the drone, \$792 for the Spokane Boat Show, and \$500 donated to the ACBS raffle.
- Net cash out since December 1 is \$4,452.
- Balance on hand as of March 6, 2018, is \$12,265.



John Whitcomb and Glenn Dutro man the IEACBS exhibit at the 2018 Spokane Boat Show.

The 2018 year is going to be a very exciting one for the club. Besides the boat shows, there will be several social outings planned, which I encourage you all to attend. BK Powell is the 2018 Social Chairperson and will be posting a list of social events on the club website. I hope to see you all at some time or another this boating season!

All the Best and Happy Boating!

Daryl E Reynolds

President

Inland Empire Chapter ACBS

(Continued from page 1)

Nationwide today, there are Auxiliary units in all 50 states and other United States territories, including Puerto Rico and Guam. Inland Empire waterways are served by the 13th District of the Auxiliary. It includes waters in the states of Washington, Oregon, Idaho, and Montana. In our territory, Auxiliary members are part of either the Opportunity, Spokane Valley, WA, Coeur d'Alene, ID, or Sandpoint, ID, flotillas.

Auxiliary members have varied backgrounds, including former military officers and enlisted men and women. Others are just interested in serving their marine communities. The Auxiliary also recruits new members from high schools who are looking for an opportunity to learn nautical skills. Following graduation they become eligible for advanced placement in the Coast Guard, which includes rank and pay. The United States Coast Guard Auxiliary is a part of the U.S. Department of Homeland Security, with responsibilities that include port and waterway security. The Auxiliary assists in search and rescue, and mass casualty or disaster recovery. Unlike the police functions of the Coast Guard, Auxiliary members only board a vessel when invited, and vessel inspections are conducted only at the request of the boat's owner. The inspections cover life jackets, first aid kits, engine ventilation, navigation lights, and lesser safety concerns, like whistles and working flashlights. Upon the successful completion of the inspection, the inspector issues a signed statement regarding the boat's standard of safety and a window sticker that indicates the vessel's worthiness.

Purists among the ranks of classic boat owners may choose not to put a sticker on their vessel, but the results of an on-board inspection by an Auxiliary member might just save their life.





## Future of Priest Lake's Thorofare

By Barry Provorse

There are few Idaho waterways as mysterious or majestic as the Thorofare, the shallow ribbon of water that connects upper and lower Priest Lake, but navigating the 2.5-mile course can be a prop bender for powerboats.

Betsy Russell reported in the January 30, 2018, *Spokesman-Review* that the Idaho Water Resources Board effort to fund improvements to Priest Lake and the Thorofare were "set to upgrade Priest Lake outlet dam and keep Thorofare navigable." Governor Butch Otter recommended, with the Board's support for plan to upgrade the outlet dam and the Thorofare, that the state would contribute \$2.4 million effort.

The Russell article also noted the Board's support would include \$2.4 million, with legislative approval toward the project's estimated cost of \$5 million.

Last year the Bonner County Commission approved a \$50,000 contribution toward the work that, according to Russell's article, would include upgrading the outlet dam, replacing the 100-year-old breakwater, and making improvements to the Thorofare between the upper and lower lakes to keep it navigable. The centuries-old waterway was commercially used for spring log drives between upper and lower Priest Lake in the first half of the 1900s. At its peak in 1931, 50,000 cedar poles and 125 million board feet of logs were driven through the Thorofare and down the river to the mills in the timber town of Priest River, and along the Pend Oreille River toward Newport, Washington.

Idaho Resource Board Commissioner Dale Van Stone suggested the county might also provide additional in-kind support to ensure the project's completion, which has also received the support from the Lakes Commission and Friends of the Thorofare.

Commissioner Van Stone acknowledged the Idaho State Legislature recently passed the budget for the Lake's upgrade, and Governor Butch Otter is expected to approve the \$5 million project before the end of the current session.



Wes Yandt eases Uncle Bob up the Thorofare, 2017.



## Reminder: A Toast to John Lenhart

By Jan Lenhart

Just a little reminder that our family is looking forward to seeing you on Sunday, April 29, at the Spokane Club. The event will be from noon until 3 pm, so you will be able to find a time that best suits you and your family's needs. Light appetizers will be served for your enjoyment. We invite you to bring fun stories about John. An open mic will be available for you to share your thoughts, if you so choose. Around 2 pm, we will offer a champagne toast to John—may he always be remembered!

We look forward to seeing, talking to, and sharing with all of you. Your caring for our family throughout John's sickness has been so very appreciated—and has helped with the healing process!

In order to prepare for the upcoming gathering, we would like a response as soon as you are able. Thanks in advance for your reply.

Jan and family



## I,000 WORDS



Dry Rot, Priest Lake, 2017

## Priest Lake Dry Rot Wooden Boat Weekend

Brian & Kathy Fair

I hope this newsletter finds you all well and that you had a wonderful winter. Spring is here and summer not far behind, and everyone is looking forward to getting our boats on the water.

Kathy and I wanted to share with you that we will be coordinating this year's Priest Lake Dry Rot Wooden Boat Weekend. As always, the event is held over Labor Day weekend, beginning August 31 and running through September 3 this year. As most of you know, Dick and Louise Werner have been the driving force behind this event for years, with Louise sending out the registration packets and Dick planning the Friday night event, along with the Saturday night dinner party. Kathy and I would like to take some of that responsibility off of Dick and Louise's hands, so we will be coordinating the Friday night event and taking care of registration. Also, Kathy and I will continue to plan the Saturday Poker Run, Mike Boge will take care of the beach party at the Upper Lake on Monday, and Ron Yandt will handle the money for the weekend.

**New Website.** The new site, [www.priestlakedryrot.com](http://www.priestlakedryrot.com), contains all of the latest news about the Dry Rot weekend, plus a few highlights of past years. Please check out the two great drone videos that were taken at last year's event—so beautiful! Also on the website, we will have the registration forms for you to complete, including payment options, plus suggestions on where to stay and a schedule of events for the weekend. These resources will hopefully answer any questions you might have.

**Lodging.** If you are planning to join our event, we want to make sure you have a place to stay, since this is the last big weekend of the summer and rooms can be hard to come by. In the past, if you have tried to come to the Dry Rot and have called after the 4th of July, you probably were unable to find a place to stay. Therefore, I wanted to share with you very early in the year that I have already spoken with all three resorts—Hill's, Elkins, and Nordman—about available rooms. As of this past week, there are only a few open spots left at each location.

Ben at Nordman Resort (about three miles from the lake) told me they have three cabins left and will hold these

for our event. If you do call Ben to book a cabin, please tell him you are participating in the Dry Rot event. They also have RV spaces for rent with full RV hookups.

Hill's Resort and Elkins Resort each have just a few available rooms left over Labor Day weekend. If you would like to be on the lake, you can rent a room or cabin at either one of these two resorts. Both also have boat slips to rent and a restaurant and bar with trailer parking. The Dry Rot stops at both of these resorts over the weekend.

Below you'll find these resorts' phone numbers and websites. Online booking is available for all three.

There are also cabin owners on the lake who rent their beloved cabins and homes. I just looked at the site Vacation Rentals By Owners (VRBO); see more information below.

**Schedule.** The weekend starts off on Friday night at Nordman Resort for the spaghetti feed. Saturday is the Porker Run on the lake (possible morning event), followed by our Saturday night dinner at Dick and Louise Werner's home. Sunday begins with our public boat show at Elkins, then we'll parade down to Hill's Resort for the traditional "Gin Fizz" with the Priest Lake Yacht Club. Sunday night is open, with no scheduled events; use this time to relax at your cabin or catch up with friends at one of Priest Lake's restaurants. On Monday we meet up for our run to the Upper Lake for a beach party of hot dogs and chips.

We will send out updates as we get closer to the event. Kathy and I look forward to seeing you at wonderful Priest Lake!

|                |              |  |
|----------------|--------------|--|
| Hill's Resort  | 208-443-2551 | <a href="http://www.hillsresort.com">www.hillsresort.com</a>     |
| Elkins Resort  | 208-443-2432 | <a href="http://www.elkinsresort.com">www.elkinsresort.com</a>   |
| Nordman Resort | 208-443-2538 | <a href="http://www.nordmanresort.com">www.nordmanresort.com</a> |
| VRBO           |              | <a href="http://www.vrbo.com">www.vrbo.com</a>                   |





## The Origin of Our Passions

By Molly Beck

The origin of our passions is a subject I've always had a fascination for. And seeing how we're all boat lovers here, I'll narrow this down to a very specific subject, our passion for boats and being on the water. Each of us has our own story and as I reveal mine, I'd like you to be thinking of yours and to share it with us here at *Scuttlebutt*.

My sister Mikki and I were the daughters of Jim McGoldrick, so as you can imagine, we were pretty much raised in and around boats. We were taught to check our fuel, balance the boat, and change a shear pin long before reaching puberty. Although the meaning of the term was a little vague to us, we knew there was "nothing worse than a *landlubber*" and we suspected it had something to do with "putting her up on the plane with the bumpers still out." Watching weekend boaters back trailers into the lake was prime entertainment for our family.



As the third generation of skippers took the helm in 1969, the Crestliner needed some attention.

At the tender ages of eleven and twelve, Mikki and I found ourselves in charge of a 12-foot aluminum Larson Crestliner with a bright red deck and a 10-horse Johnson. The boat was always referred to as the *Molly/Mikki* boat. The racy little Crestliner was just one of the lightweight aluminums piloted by the Twin Beaches Gang on Lake Coeur d'Alene and was feared by all water faring canoe campers from Mica Bay to Kidd Island. When a Sweyolaken flotilla occasioned by, they could expect a swarm of silver and red Larson Crestliners making a beeline for them and performing various unsportsmanlike maneuvers we regret to this day.

The center deck made our little boat unique. It was purchased separately and installed in 1955 or '56. Little did we know that the Crestliner would introduce three generations (and counting) to out-boarding. My own sons, Petyr and Virgil Beck, came of boating age in that boat and their children followed suit. You can imagine the thrill my parents, Jim and Milaine McGoldrick, experienced watching their great grandchildren learning to boat in the same little Crestliner they had purchased for their daughters back in 1954.

Over time, however, age took its toll and the snappy little boat was looking a little long in the tooth. Fortunately I had married a man, Barry Provorse, who also had a history in boating (much to my father's delight), and Barry took matters into his own hands and restored the boat for the benefit of generations to come. The *Molly/Mikki* boat was even entered into the IEACBS boat show in Sandpoint, Idaho, in 2015 and received more attention from passersby than some of our larger boats have received.

Of course for many of us the boat is only part of the equation. There is also the water and the fact that the boat is what facilitates our close relationship with the water, THE LAKE, being ON THE LAKE. *Going to the lake* sustains us, inspires us, runs through our veins like quicksilver. That passion for water is so elemental. One of my earliest memories is being on Liberty Lake with my grandfather, Milt McGoldrick, in an old "Can't Sink Em" rowboat and trailing my fingers along in the water as he so deftly (and patiently) rowed. I was hypnotized by the pattern of the oars, the little whirlpools and the water dripping from the oars down onto the reflected sky. My grandfather died when I was only five years old, but I'll always have that memory, and that passion.



On the way home from the 2015 Sandpoint Boat Show



## WHAT'S HAPPENING IN THE SHOP

Tell us what is going on in your shop. Send us a brief story, 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. You can be sure that people will find it interesting even if it is simply polishing out a scratch. In your story you can also mention if you'd like or need some help or if you welcome visitors (include contact information).

### **Glacier Chaser Progress Report**

By *Tim Salt*



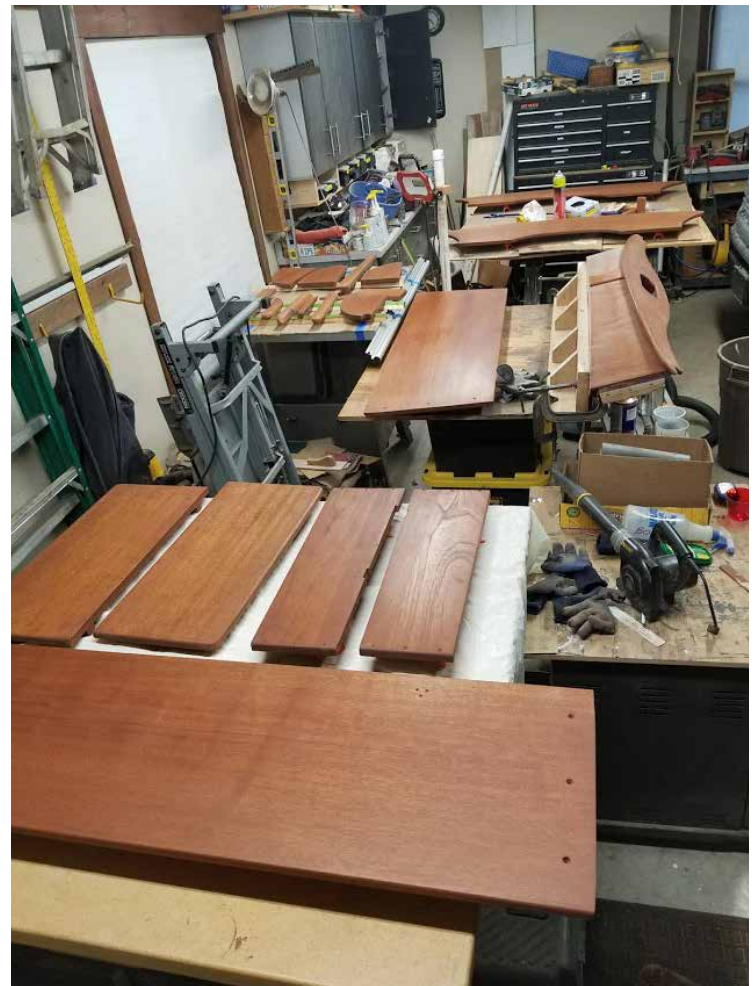
*Tim and Deb Salt's 1951 15' Lyman Fisherman outboard Glacier Chaser*

It is hard to believe that this is my third winter working on the *Glacier Chaser*. How foolish of me to suggest in last winter's *Scuttlebutt* that I expected to have it on the water last summer. I have learned a lot from many of you out there about boat restoration. Unfortunately, one of the things I learned was to be overly optimistic (right, Bob?).

I was correct in the last update that I would be flipping her soon to work on the bottom. I had no idea how long it would take to complete the bottom. Once summer came, it seems like I lost all time to work on the boat with five boat shows and other summer activities.

I can honestly say that she will be in the water this summer. All the woodwork is complete and stained, and I have begun the process of varnishing the brightwork. Once that is complete it will "merely" be a matter of assembling the parts and installing the motor and hardware.

We plan to bring her to Sandpoint this year. Stop by—I have lots of stories to share.



*Don't underestimate the amount of shop space you need for staining and varnishing.*

## Bonner County Sheriff - Marine Division

By Dan Albanese

The BCSO marine division has evolved over many years. It started in the early to mid-70's when the Coast Guard delegated marine law enforcement to the states. Up until that time, the CG, which has jurisdiction over Federal Navigable Waters, enforced boating safety regulations. The extent of their patrol efforts was an annual cruise from Bayview to Hope to check the navigation lights on Lake Pend Oreille. Legislation passed by the federal government delegated marine law enforcement to the individual state and local sheriffs' departments. Today, monies are allocated to the states from the federal gas tax to cover the enforcement costs and are administered by Idaho Department of Parks and Recreation. In Idaho, marine division funding comes from two sources today: the federal gas tax allocation and boat registration fees.

Harry Mitchel, a sergeant in the Bonner County Sheriff's Office, formed the first marine division in Idaho. Harry was retired navy, a camp host, and the department's range master. Harry purchased the first patrol boats, M-4 and M-1, in 1990 and 1994 respectively, with a combination of monies and grants.

Today the Division has seven boats and two personal watercraft used to patrol the 148 square miles of Lake Pend Oreille, 38 square miles of Upper and Lower Priest Lake, and 28 miles of the Pend Oreille River to the Albeni Falls Dam. The division's staff consists of a lieutenant, two sergeants, and 17 deputies, all of whom work on a seasonal, part-time basis.

Seasonal patrols concentrate on boater education, rules of the road enforcement, and carry requirements (equipment required to be carried on every vessel as promulgated by the Coast Guard). Marine deputies perform safety checks around the lakes and produce a Boat Inspection Report. The department completes approximately 2,300 every year.

In Bonner County, boater education is stressed since the state of Idaho does not have a boater education requirement. Course completion is no guarantee of good seamanship, as just as many boaters in Washington and Canada are stopped with operators holding a boater's license as without. Remember that local ordinances vary from county to county; adult supervision and lifejacket requirements, no-wake zones, and noise and speed limits differ, to name a few.

The majority of boating citations are for no-wake zone violations. In Bonner County the no-wake zone is 200' from the shore, dock, pier or other structure, or any person in

the water and within 50' of another boat. Registration citations are also quite common. A registration violation not only includes an expired boat registration and/or failure to have it on board but also a failure to display an invasive species sticker as required on certain vessels.

Because we recreate on such large bodies of water, rules of the road violations are few. Most often cited are failures to maintain a proper lookout. Recreating on large bodies of water can present

other challenges, such as six- to eight-foot waves due to storms, night navigation when water and shore become one, and hyperthermia, to name but a few. If you are a new boater







or new to the area, it would be advisable to take the free Boater Safety Course offered by the Marine Division.

Recently, the department has been responding to increasing citizen complaints regarding loud music and shoreline damage. The rise in the popularity of wake surfing in recent years has led to the manufacture of bigger boats designed to create large surfing wakes. Boats are also often equipped with high wattage stereo systems. Bonner County recently expanded the definition of a noise violation to include an “amplified... music device which can be heard outside the

vessel from two hundred feet or more...”. The County has also initiated a boater education program to “Ride the Core and Not the Shore” in an effort to reduce shoreline wake damage.

In addition to law enforcement issues, marine deputies respond to many other types of incidents, including medical and police emergencies (transporting EMT’s and road deputies to isolated locations), boat groundings and sinkings, night rescues of lost boaters, drownings, plane crashes, boat and forest fires, and transporting search-and-rescue personnel. With all the above responsibilities, boat towing on Lake Pend Oreille (which had been an everyday occurrence) has been restricted to emergencies only. So make sure your boat insurance includes a towing endorsement, your cell phone contains a fellow boater’s number, and a UHF radio is on hand (tuned to channel 16) to call for assistance when you are out of cell phone range.

For additional information on boating safety, including commonly asked questions, please refer to the Idaho Parks and Recreation and Bonner County Sheriff’s Office websites.

To my fellow ACBS members: have a safe boating season in 2018 and beyond.

## The Curse of the Missing Floatation Devise

By Petyr Beck

The 1964 lapstrake Lyman that marked the beginning of J.P. McGoldrick’s decade as a Lyman dealer in the Pacific Northwest was also the key to a family mystery that has plagued a younger generation of McGoldrick boatmen (especially grandson Petyr) ever since. Believe it or not, this is all true.

It all started in the summer of 1965 on Lake Coeur d’Alene, Idaho. “Daughter Number One” Molly was taking the Lyman through its paces when she was chased down at the gas dock by an enthusiastic, if not quite seasoned, young officer of the Coast Guard Safety Patrol. That fateful day, a shadow was cast over our family name when a daughter of J. P. McGoldrick (winner of boat-racing trophies at age 12!) was issued an official Notice of Violation for only having three UNAPPROVED lifejackets aboard. To make matters worse

(and what probably brought about the curse), copies of the official reprimand from the District Commander of the Coast Guard were sent to the operator of the vessel, Molly Beck, to the owner, J. P. McGoldrick, and to the Treasury Department of the U. S. Coast Guard to be filed . . . PERMENANTLY. (That last one was the hardest for J. P. to take.)

The official reprimand went so far as to 1) suggest that McGoldrick might not have understood the federal requirements, 2) ask him to learn and comply with boating laws, and even 3) suggest that he might benefit from taking a boating course from the Coast Guard Auxiliary.

Upon reading this reprimand, an anger overcame J.P.—the kind of anger that can start a forest fire, tame a bull moose, or, in this case, awaken a dark magic. From that moment, it was fated that the first born of Molly (who was in fact on board the boat at the time of the alleged violation, as Molly was three months pregnant with Petyr) would, at any and every opportunity, draw the unwanted and often undeserved attention of waterborne law enforcement from the saltwater of Puget Sound, Washington, to the remotest inlet of Lake

Pend Oreille, Idaho. And indeed, this has been the fate of Petyr to this very day.

Knowing damn well that every boat he ever owned had approved life jackets in every hatch, nook, and recess, McGoldrick's first course of action was to wring the details of the encounter from his daughter. Though Molly was not entirely guilty of the accusations against her, she was somewhat guilty of not really caring much about the matter. She



*Obfuscating matters was the fact that the alleged perpetrator, Molly McGoldrick, was known to interpret boating laws rather loosely.*

failed to comprehend the immensity of the threat to our family reputation.

In possession of the facts, J.P. wrote a letter directly to the Chief of the Recreational Boating Safety Section of the Coast Guard. In this letter, he diplomatically attributed the implication that his life-saving devices were inadequate to a probable "lack of common sense or observation on the part of the boarding officer."

He proceeded to point out that a) there was nothing wrong with the three life jackets the officer did find in the forward berth and deemed "unacceptable," b) all five of the rear seat cushions were approved and certified life-saving devices (in 1965), and c) in the life jacket locker under the stern bench seat there were seven more new life jackets which the officer apparently never found. (Young Molly, for some reason, was neither inclined to nor interested in guiding the boarding officer to this wealth of buoyancy hidden just beneath his feet.)

McGoldrick took care to elaborate his boating reputation to the Lieutenant Chief, and the lengths he would go to maintain it. Finally, he expressed his interest in communicating with the boarding officer to "clear things up":

*I have been looking for the Coast Guard Boat on Coeur d'Alene for two weeks to talk to the man and clear up this misunderstanding but cannot locate him. I expect to keep trying.*

*Sincerely, J. P. McGoldrick*

Nobody knows for sure if J. P. ever found poor Bosun's Mate Second-Class Woodrow Roberts out on the waters of Lake Coeur d'Alene in the weeks that followed, or what might have transpired between the two if he did. But one thing's for sure: the baby in Molly's belly was born with an invisible mark on him—a mark evoking a strong suspicion of nautical negligence in any marine officer within binocular range; a mark that a lifetime of running boats, crewing in commercial fisheries, multiple boating licenses, and memorization of the entire Chapman's *Piloting, Seamanship, and Small Boat Handling* have not been able to undo.

Fortunately, the curse seems to have only befallen one generation. Petyr's kids, both licensed boaters, are so far not under its shadow.



*The deputy couldn't exactly explain why he stopped Petyr and not the three other boats he was running with, but we all knew there were greater forces at work.*

**\*Author's Note: Absolutely no disrespect meant to our marine officers (thank God we have them!). Especially our Sheriff deputies, current and past, who save lives on the water every day, and who have stopped me, on occasion, for entirely legitimate reasons! Petyr Beck**



## CALENDAR

### 2018 Local Boat Shows

#### Whitefish Woodyweekend VII



Whitefish is a beautiful place for a boat show. Maybe that's why last year Whitefish Woody Weekend was sold out in April. This year it was sold out in January, but there is still space in the lodge—and local bars and restaurants.

Date: June 22–24  
 Venue: Whitefish Lodge  
 Contact: Tim Salt  
 406 862-5085  
 whitefishwoodyweekend@gmail.com

#### Sandpoint IEACBS Antique and Classic Boat Show



Sandpoint is a waterfront playground. Moorage is convenient and very secure and there are accommodations from one end of the mountain-crowned lake to the other. Those interested in the show-quality of their boats can invite ACBS judges to evaluate their craft as Sandpoint is the only 100-point judged show in the Pacific Northwest.

Date: July 13–15  
 Venue: Sandpoint City Boardwalk, and  
 Lake Pend Oreille  
 Contact: BK Powell  
 bk@officetechusa.com

#### Coeur d'Alene Classic Boat Festival



This annual event along the Boardwalk of the Coeur d'Alene Resort is a stunning setting for classic large and small lake boats. August is the height of summer in North Idaho and the show offers access to great breakfast, golf, and dinner.

Date: August 25 and 26  
 Venue: Coeur d'Alene Resort Boardwalk  
 Contact: Jan Keener  
 keener@my180.net

#### Dry Rot Wooden Boat Weekend



The name might seem funny for a gathering of classic wood boats, but Priest Lake is one place everybody should see before they die. The Dry Rot is very informal, and if you haven't cruised the Thorofare between Upper and Lower Priest Lake, or docked for a walk around Kalispell Island, you should consider joining us this Labor Day weekend.

Date: Labor Day Weekend,  
 August 31–September 3  
 Venue: Nordman Resort / Hill's Resort  
 Contact: Brian & Kathy Fair  
 brianf@carlsonsheetmetal.com

## REMEMBER WHEN...

...this was legal? Back in the 1970s we used to take the 28' Lyman in to Sandpoint to have dinner at the Garden Restaurant. One or two of us would always ski to dinner, then dry off and put on our "fancy clothes" for dinner. (OK, it might not have been entirely legal, even in the 1970s.)



## SEAFARING WORDS IN EVERYDAY SPEECH

**Careen** (*move swiftly and in an uncontrolled way in a specific direction*)

This is a tricky one. The word comes from the Latin *carina* (keel) or French *caréner*, and is the process of heeling a wood ship on its side in order to expose the keel for repair, cleaning, caulking, etc. Often this was accomplished on a specially prepared sandy shoreline known as a careenage. Interestingly, the everyday meaning of the word is actually a mistake! By 1923, popular use of the word "careen" had taken over the meaning of the word "career," which was to "charge," or "move rapidly at full speed." That's right, "career" was originally a jousting verb, not a lifelong occupation!



Nineteenth-century painting of vessels being careened, by Louis Le Breton  
([etymonline.com/wikipedia.org](http://etymonline.com/wikipedia.org))

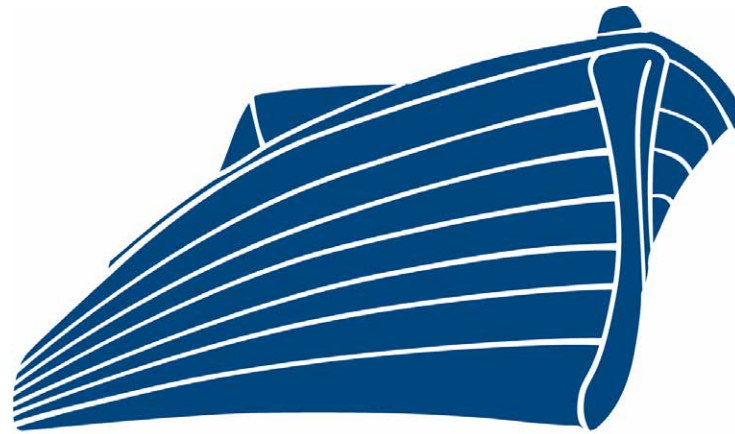




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Spokane WA 99203



*Having fun with our woodies...*



Greg and Alicia True's *Misconception* waits impatiently at the 2016 Sandpoint show.