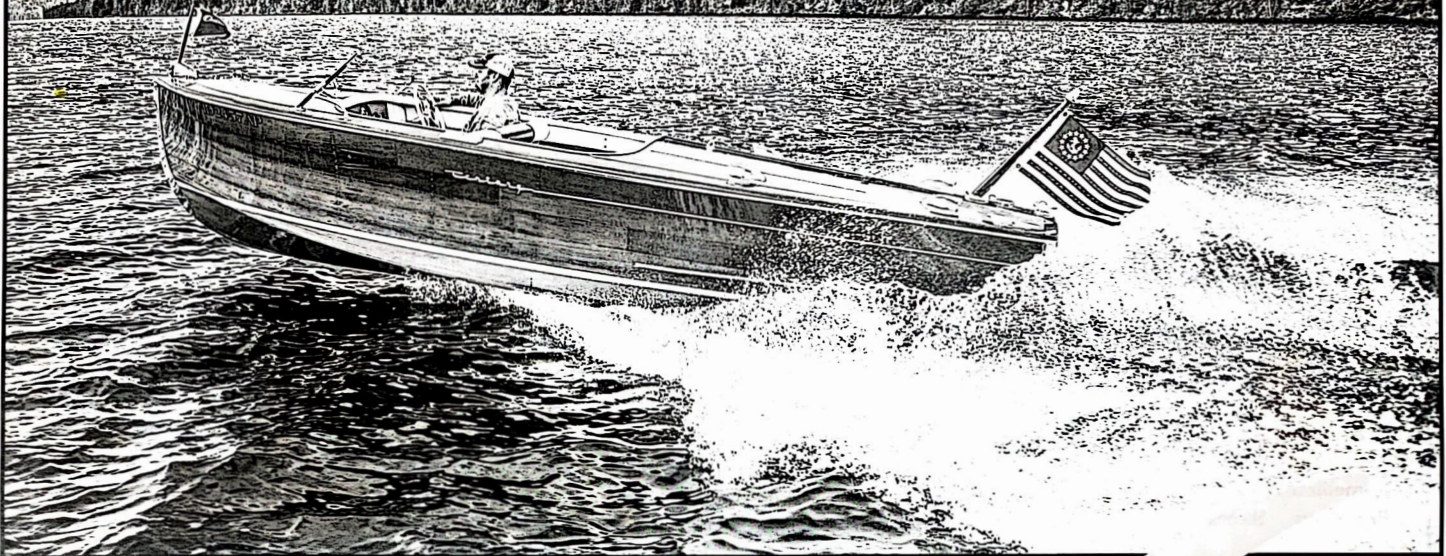


INLAND SCUTTLEBUTT



Volume 17, Issue 1

Inland Empire Chapter of the Antique & Classic Boat Society

Winter 2017

IEACBS Attends the 2017 Spokane Boat Show

By Wes Yandt

"Only in a boat" is the rather catchy jingle in the minds of all the Inland Northwest residents who listen to the radio or watch local TV. That is because the crew at the 63rd Annual Spokane Boat Show did such a good job promoting this year's show that every TV and radio channel played the jingle every five minutes! The 2017 show ran for eight days, from January 28th through February 4th. The show featured boats and boating accessories from around the Inland Northwest. Over 50 dealers were represented this year, including Tobler's Marina from Hayden Lake, Idaho. Tobler's Marina was the first Century dealer to sell over \$100,000 of Century boats in one year. The parents of one of my good friends started the marina. David Tobler talks about those days where they had a show room on one side of the lake road, with all the different Century models on display, and a dock full of the same models on the other side of the road. The unsuspecting customers would see something they liked in the show room and before they knew it, they were running down the lake in the same model, writing a check. Along with Tobler's Marina, there were also two of the industry's leaders when it comes to contemporary wooden boat builders at the Spokane show - both of which are IEACBS sponsors. Stancraft started building boats on Flathead Lake in 1933 and is still going strong. Hagadone Marine's Resort Boat Shop has been a supporter of our club for many years and builds one of the nicest wood boats anywhere.

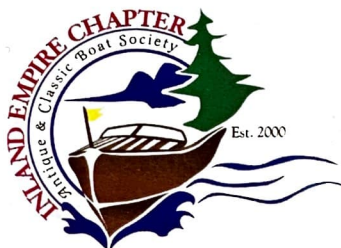
The Inland Empire Chapter of the ACBS has brought their boats out to this show for years, but it is always somewhat risky with our weather. So this year we tried something a bit different. We down-sized our booth, showed fewer boats and shared more photos of club activities. The smaller booth allowed us to move into the main hall of the show, where there is more traffic. This provided John Whitcomb (our newly appointed membership chair) and Daryl Reynolds (our new president), plenty of interested people with whom to discuss classic boats. One of the ice-breakers has been our version of Woody Boater's "A fully restored classic boat is cheaper than you think" poster. We will be displaying this at all of our shows this year. It dismisses the impression that the only way you can participate in our hobby is to purchase an outrageously expensive boat.

The event was tremendously successful for the IEACBS, resulting in a new sponsorship and at least three new members. Aside from this, it is a wonderful way to expose the public to our hobby. Please plan to *attend next year and join the fun.*



2017

Chapter Officers and Board of Directors



Officers:

President: Daryl Reynolds dreynoldsjr@me.com

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Membership Report

As of today we have 116 active memberships and twenty that have lapsed, for a total of 136. If you have not yet renewed your membership, please contact ACBS (ACBS.org) and do so. You can also contact Stacy or Mandy in the ACBS office (315-686-2628) and renew by phone. If you have questions or concerns about membership, please do not hesitate to call me at 509-868-0007. We value your membership and I'll be happy to assist you!

As we enter the spring boating season please remember our goal: **BRING ONE NEW MEMBER TO THE CLUB THIS YEAR.** Everyone knows someone, who knows someone, who is a wooden/classic boating nut! You can get them involved by attending a meeting or a show, taking them out for a cruise, or working in the shop. Our Chapter is famous for its exceptional boats and camaraderie, and spouses and children are always invited! There is no better way to interest new people in the organization than getting them together around boating activities.

Our new president, Daryl Reynolds has planned a social meeting in April, which is a great time to introduce people to our members. Have them attend the meeting and we will buy their dinner. In addition, there will be give-a-ways, drawings, and some other new surprises. It should be a lot of fun. More details to follow.

Until then, remember, this is *your* Chapter - you get out of it what you put in to it. So let's all put something in to it!

And remember, the Inland Empire Chapter is
TDBBCITWBW!!

John Whitcomb
Membership Chairman

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.

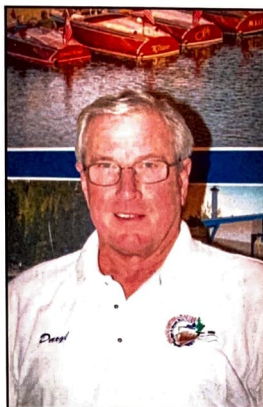
To serve as the governing body and parent organization for such chapters as shall be formed and created under our auspices; this includes providing support for and communicating with these chapters.

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.

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

President's Message



Greetings!

The 2017 boating season is rapidly approaching and will be here before we know it. First, I want to thank the IEC membership and the board for your confidence in me to lead the club as your president. I would like to outline some of my visions for the chapter over the next two years.

This year we will be holding six board meetings; some will be for board members only and some will be combined with club social events. The first meeting, held in January, was a planning session (board members and event chairs) to focus on the upcoming events for 2017 and to outline/ assign the responsibilities and tasks at hand. I am glad to say we are on track to have an outstanding event at the Sandpoint show in July, as well as at the Coeur d'Alene show in late August. The Sandpoint Show chair will be BK Powell, assisted by Don Robson, Brian Fair, Andy Kerfoot, John Whitcomb, Ron Yandt, Wes Yandt and Michael Boge. The Coeur d'Alene show will be chaired by Jan Keener, with assistance from Don Vogt and Brian Fair.

The membership of the chapter is steady and holding at 116; however, as a group we want to encourage you to continually seek out and recruit new members. John Whitcomb, Membership Chair, challenged each member at the Holiday Party to recruit one new member this year, and to date in 2017, we have recruited three new members. Keep up the good work!

Mike Wilson, Club Treasurer, reported the overall financial health of the club is solid and stable. In addition to new members, securing new sponsors will assure our continued financial health. Since the first of the year, we have added three new sponsors (Rogers Machinery, the Spokane Boat Show and Red Lion/Templin's), and requests have been made with several other businesses. If you have an idea for a sponsor, please give me a call.

It has been suggested that we schedule more social events outside of our board meetings and shows; therefore, we are looking for a member to step up and assume the responsibility of Social Activities Chair. The responsibilities would be to coordinate monthly social events that allow participation by any/all members. These events could include cruises on one of our many local lakes, picnics, boating outings and social gatherings. They could also be an opportunity to foster relationships with other clubs, such as the local car club that attended the Coeur d'Alene boat show last August. If you enjoy planning social events and are interested in volunteering for this position, please contact me at dreynoldsjr@me.com.

Finally, it is the IEC board's desire to bring the ACBS International Show back to Coeur d'Alene in 2019 or 2021. BK Powell and I have been in contact with ACBS Headquarters and will be attending their quarterly board meeting in March in Florida. We will make a formal presentation to the board to express our desire to make the above mentioned show a regional show incorporating other NW chapters.

I sincerely hope to meet each of you at one of the upcoming local or regional shows in 2017. Carolyn and I will be attending the Whitefish Woody Weekend, June 24th-25th; Sandpoint Show, July 8th-9th; Coeur d'Alene Show, August 26th-27th; Dry Rot, September 1st-4th; and Mahogany & Merlot, October 6th-8th. Please join the IEC for as many events as your summer schedule allows - we always have a great time.

Hope to see you on the water,

Daryl Reynolds
President

Treasurer's Report

Finance Report - March 2017

The IEC - ACBS operates as a non-profit association, and as such, our financial objective is to "break even." Most years, the chapter operates in the black, which offsets the occasional deficit.

The primary sources of chapter income are member dues and sponsorships, and usually the boat shows result in a small surplus. In recent years, the chapter has also benefited from sales of the calendars featuring Wes Yandt's photos of members' boats.

On the expense side, the chapter maintains the website and publishes an award-winning newsletter. We subsidize attendance at the holiday party each year (a nice benefit of membership), and annual contributions are made to organizations important to the club, such as the NW School of Wooden Boatbuilding and Captain Dan's boatbuilding project for kids.

In the last three years, there was enough surplus to fund several important items: the trailer, which houses records and supplies; updating the chapter website; and making a major investment in the Ships' Store inventory.

The cash balance on hand at the end of the last three fiscal years is shown below:

Nov. 30, 2014	\$15,294
Nov. 30, 2015	\$15,661
Nov. 30, 2016	\$14,844

The IEC remains in sound fiscal shape, thanks to our members and sponsors. Please contact me if you have any questions.

Mike Wilson
Treasurer

Rogers Machinery Company the newest IEACBS Sponsor

By Mitch Johnson

Rogers Machinery Company is proud to join the Inland Empire Chapter of the Antique and Classic Boat Society as a sponsor.

Established in 1949, Rogers Machinery Company is a manufacturer and distributor of rotating equipment including compressors, blowers, vacuum pumps, and liquid pumps. We have nine locations around the Pacific Northwest and two production plants, covering Washington, Idaho, Montana, Oregon, Californian and Utah.

Rogers provides design and application engineering on industrial compressed air and vacuum systems. We are the manufacturer of the Kobelco oil free rotary screw compressor and a complete line of Rogers lubricated rotary screw compressors, vacuum pumps, and air treatment products. We perform air energy audits, working closely with local utilities and our customers, saving millions of kilowatt hours of energy. Our air systems have capacities up to 2155 cfm and 500 horsepower, both lubricated and oil free. We have service, sales and parts available from each of our nine locations.

Some of our major markets include:

Pulp and Paper / Wood Products	Petro Chemical
Food & Beverage	Foundries and Specialty Metals
Electronics	Plastics
Medical / Healthcare/ Pharmaceuticals	Agriculture
Aerospace	General Industry & Manufacturing



For more information, please visit our two websites at: www.rogers-machinery.com & www.knw-series.com

First Things First

Boating Safety Equipment

By Tom Barnes
VFC, FSO-OP, FSO-VE USCG Auxiliary



It's catching and we've all got a touch of it - *Cabin Fever*. If we're not currently working on our boat, we are certainly thinking about getting it ready so we can put it back in the water and enjoy those warm sunny days on the lake, river or ocean.

But first things first. Before you push on the throttle, and even before your boat touches the water, you need to be sure that all the necessary safety equipment is onboard and functioning properly. Your life, and the lives of all those on board, could literally depend on it.

We all think of life jackets, fire extinguishers and navigation lights as some of the most obvious safety equipment to have on a boat to protect us from drowning, burns and collisions. But there are other, sometimes less obvious, equipment considerations to improve our chances of having a safe, fun and exhilarating day on the water. Having a

checklist to use when you "hit the water" is a good habit to get into, ensuring that what you *should* have on board really *is* on board and functional. In fact, Idaho has a checklist of required equipment that must be on board. (Reference *The Handbook! of Idaho Boating Laws and Responsibilities*, as well as *A Boater's Guide to the Federal Requirements for Recreational Boats and Safety Tips*). Let's talk about some of the required and recommended equipment.

REQUIRED ITEMS

Ventilation System With the obvious exception of sail boats and most commercial vessels powered by diesel engines, most boats use gasoline as their fuel of choice. Vapors from the highly flammable gasoline are easily ignitable. Because of this fact, a ventilation system consisting of blowers is necessary to dissipate any vapors that might exist in the engine compartment. It is always advisable to turn on the blowers for a minimum of **four** minutes prior to starting the engine to ensure that all possible vapors are eliminated, in the event sparking occurs. Otherwise, you could have an explosive and potentially deadly situation even before you leave the dock or launch area.

Backfire Flame Arrestors Another safety device intended to prevent the ignition of gasoline vapors is a backfire flame arrestor(s), which is attached to each carburetor. The arrestors must be USCG-approved and comply with SAE J-1928 or UL 1111 and marked accordingly.

Personal Flotation Devices (PFDs) Next to the ventilation system, PFDs are probably the most important safety devices to have on board. They can save your life as well as those of others on board your vessel. But they are only useful if they are worn or readily accessible in an emergency. PFDs come in various sizes so it is important to make sure that they fit properly. Too large of a PFD on a child, for instance, might allow him/her to slip through the PFD and drown. Children less than 14 years of age **MUST** wear an approved PFD at all times when underway in a vessel 19 feet or less in length.

There are five different types of PFDs:

- Offshore (Type I) – Used in rough or remote water where rescue may take a while. They also provide the most flotation and will keep most unconscious persons face up in the water.
- Near-Shore (Type II) – Good for calm waters and where a quick rescue is likely. They may or may not keep an unconscious person face up in the water.
- Flotation Aids (Type III) – Vests or full-sleeved jackets are best for calm waters where rescue is likely. These are not recommended for rough waters since they will not turn most unconscious persons face up.
- Throwable Devices (Type IV) – Either ring buoys or cushions are designed to be thrown to persons in the water, but not to be worn.
- Special-Use Devices (Type V) – These are vests, deck suits or hybrid PFDs and are used mostly for special activities such as windsurfing, waterskiing, or kayaking.

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Fire Extinguishers An on-board fire can be catastrophic for obvious reasons and every precaution should be taken to avoid one. But if a fire does occur, you must be prepared. All vessels less than 26 feet in length are required to have at least one U.S. Coast Guard-approved Type B-I (carbon dioxide or dry chemical) fire extinguisher on board for use on gasoline, diesel fuel, oil or grease fires. All vessels greater than 26 feet must have two B-I or one B-II extinguishers on board. It is critically important that the extinguishers be readily available but not so near a potential ignition source that they cannot be safely accessed. It is also important that everyone on board is made aware, before you are underway, of the location of the fire extinguishers and how to use them so anyone can attend to a fire if necessary.

Navigation Lights Unless you have radar you will not be able to see other boats at night unless they have navigation lights. If your navigation lights are functional, other boats will be able to see you, and you should be able to "see" them. Having this visual means by which vessels can "see" each other at night is critical in avoiding a collision. Even if you do not intend to be out on the water after dark, it is important to plan for that possibility. Before putting your boat in the water or leaving the dock, always make sure that your navigation lights are functional. You never know when you might need them. And, remember, you can always determine in which direction a boat is traveling by seeing the red (port) and green (starboard) "nav" lights. An easy way to remember what side of a boat the red light is on is remembering that port wine is red.

Certificate of Registration Like your automobile, you must have a valid certificate of registration onboard to operate your vessel legally. The hull identification number (HIN), usually found on the transom of your boat, should match the number listed on your certificate.

Validation Stickers These are the adhesive colored boat stickers, or license, for the current year that are placed on each side of the bow. They must be in line with your unique boat identification number.

Muffler To limit noise from your boat, you must have a permanently installed muffler system. For boats built before January 1, 1995, the noise limit is 90 dB(A). For vessels built on or after January 1, 1995, the noise limit is 88 dB(A). All noise limits are for stationary periods using a state-approved protocol method (SEA J2005).

Sound Producing Devices When visibility is limited or when you need to signal your intentions or position, a sound-producing device is required. This includes a whistle that can be heard for at least one-half mile for vessels less than 65.6 feet. For a vessel larger than 65.6 feet, a whistle and a bell must be on board that can be heard for at least one mile.

Visual Distress Signals Unless your vessel is less than 16 feet in length, is a non-motorized open sailboat less than 26 feet in length, or is a hand-powered vessel, it is required to have visual distress signals (VDSs) on board. These requirements apply only to federally-controlled waters. Approved VDSs include:

- Three handheld red flares (day and night),
- One handheld red flare and two red meteors (day and night), and
- One handheld orange smoke signal (day), two floating orange smoke signals (day), and one electric light (night only).

RECOMMENDED ITEMS

Radio Although not on the list of required boat equipment, it is a good idea to consider adding an VHF-FM radio to your list of boat equipment. If you find yourself in an emergency situation, having an VHF-FM radio can be a lifesaver. You can also monitor the radio to obtain weather information and provide assistance if called upon. When your radio is turned on you should tune it to Channel 16, the channel most often used to initially communicate with other vessels, marinas, law enforcement or the U.S. Coast Guard.

Anchor For convenience, as well as safety reasons, it is recommended that you have an anchor with suitable amount of rode (chain and line). The chain helps the rode lie flat on the bottom enabling the anchor to dig in and hold. The USCG-recommended length of rode is 7:1, which includes depth and the distance from the bow chock to the surface of the water. Thus, if the water depth is 10 feet and the distance from the water surface to the bow chock is 4 feet you will need 98 feet of anchor rode ($10' \times 4' = 14' \times 7'$).

Bailing Device To prevent capsizing or sinking you should make sure you have an adequate bailing device, mechanical or manual (bucket).

Contact your local U.S. Coast Guard Auxiliary to have them conduct a free vessel examination.

Happy and safe boating!

2016 Holiday Party

By Carol Wilson

The Inland Empire Chapter faithful gathered December 3rd for a relaxing evening at the Coeur d'Alene Resort to celebrate the end of an enjoyable boating season and the beginning of the holidays. Many thanks to Bill Brooks for organizing the event. We had plenty of time to visit with friends over cocktails, enjoy a delicious dinner, and were even treated to special holiday music by the Resort's Victorian carolers.



As with each year-end gathering, several items of business were conducted, as well as taking the opportunity to recognize a number of special chapter members. Michael Boge served as nominating chairman and the following chapter officers were elected for the coming year: President - Daryl Reynolds, 1st Vice President - Mike Moen, 2nd Vice President - Bob Henshaw, Secretary - Tracy Johnson, Treasurer - Mike Wilson, and Board Member - Bill Brookes. (Andy Kerfoot was appointed to an open board seat in January.) Sheena Kerfoot and Michael Boge have completed their terms on the board and were sincerely thanked for their many contributions to the success of the IEC.



President Sheena reviewed the highlights of her two years in office and thanked each of her officers and board members for their support and contributions to chapter life, presenting each with the gift of a lovely bottle of wine! She also announced her selection of Wes Yandt as the recipient of the annual ACBS "President's Award" in recognition of his ongoing work with the chapter newsletter, photography, chapter website, publicity and all aspects of chapter life. Congratulations, Wes - this is an honor well-deserved!

Tim Salt invited everyone to WWWVI, scheduled for June 23-25 at the Lodge at Whitefish Lake. He also provided information about a Whitefish winter gathering to be held in January. BK Powell announced we are in the running to hold the 2019 or 2021 International Show again in Coeur d'Alene. This would be the fourth year we have had the opportunity to host this event and is quite an honor for our chapter. In addition to his many humorous awards to chapter members, BK also presented a certificate of appreciation and a plaque to Sheena for serving as president the past two years.



The special honor of the evening was the presentation of the IEC "Lifetime Achievement Award" to Steve Zwarg for his ongoing contributions to the Inland Empire Chapter over the years. All present agreed this award also honors Linda, who was certainly with us in spirit. Each member of the IEC has been touched by the kindness of the Zwarg's throughout the 17 years since our chapter was organized.

Throughout the evening we were treated to Wes Yandt's slide show of the chapter's annual activities, including a photo tribute to both Kent Wick and Linda Zwarg.

It's been a great year of friendship and fun with IEC members, and we are all anticipating the start of the 2017 season with a year full of wooden boat adventures ahead!

Seafaring Words in Everyday Speech

Swamped....(overwhelmed)

First recorded by Captain John Smith in 1624, *swamp* was a term peculiar to the North American colony of Virginia. The word probably had been in local use in England prior to that time, where it was used to describe low-lying ground where water collected. A ship is said to be "swamped" when she is filled with water and in danger of sinking.

Figuratively, an individual is "swamped" when significantly outnumbered or overwhelmed and unable to complete the task at hand as scheduled or desired. The horseless Richard III, facing the superior forces of Henry, Earl of Richmond, at Bosworth field, was clearly swamped. His inability to cope against insurmountable odds resulted in his demise and the introduction of the Tudor Dynasty.

I'm too busy to tell people how busy I am.



“What’s happening in the 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. You can be sure 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 information).

Tim Salt

A recent post on *Woody Boater* addressed the topic of buying a restored boat versus restoring a "barn find." The post stated "... the barn find sucks us all in with the promise, the romance and the ability to tinker and restore something we all admire..." but suggested, "If you can't afford a good example, you probably can't afford to restore a bad one." Deb and I lived by that logic with the *Shady Lady* and are glad we did. However, the comments to the post were universally about the "value" of the restoration, how the "time spent in the barn/shop can be just as rewarding and therapeutic as being on the water," how the "reward ... is the restoration, its therapy, bringing something discarded back to life." In summary, it is "...not really about how to spend the least to get the best boat. The journey of finding, imagining what could be and shepherding a once great boat back into action is where most of the fun is." And I am having a blast restoring the *Glacier Chaser*. (Although there is something to be said for the argument about the price to restore a "bad example." When I acquired the boat there was a fully restored one for sale in California for less than I paid for materials to get started on mine... and our boat was "free.")



The *Glacier Chaser* is a 1951 15' Lyman Fisherman. that we are restoring as a runabout. The boat had been "in the barn" for nearly 30 years when I acquired it, and it had led a pretty rough life for the 30 years before that. Since the project was introduced in a previous *Scuttlebutt*, I have made a lot of progress and hope to have her on the water this summer. I have completely stripped the interior of the hull and all brightwork down to bare wood. I have replaced the bulkhead and transom and fabricated new seats and dashboards. I am a couple of weeks out from flipping her and starting on the bottom. The project is cutting into ski time, but I look forward everyday to Deb coming home from work to show her the day's progress.



One of my objectives in taking on this project was to complete my wood boat experience by learning something about boat restoration skills. I am doing that, but find the greatest lesson I have learned is one of tremendous respect for the likes of the Yandts, the Zwarg, the Reynolds and anyone else out there who takes on a major restoration of a true show boat. We can't wait to see you on the water this summer!

Glenn Dutro

Thanks again to everyone who helped flip the 1951 19' Chris Craft Holiday last fall. Over the winter, all the planks have been removed, and I'm using them as patterns for the new planks. Upon closer inspection, I discovered most of the bottom boards were either oil-soaked or had split from being re-fastened with too many stainless screws. So the decision was made to replace all of the bottom frames. The next project is to replace the stem and the bottom bow at the stern.

Will keep you informed on the progress. See you all at the next Flippin' BBQ!



Wood Boat Endeavor Andy Kerfoot

WBE enjoyed a memorable year in 2016, with great projects, traveling the boat show circuit all the way to Tahoe, and having the business featured in a movie plus a handful of publications. It could be tough to top, but I like to think I'm up for a challenge!

As usual this time of year, the shop is full of great boats, both classic and contemporary, ready for a make-over before their public debut. From full-out restorations, to straight refinishes, it's been a busy winter getting ready for the boating season (summer is coming, right?). As Wood Boat Endeavor turns seven this year, the business continues to bring in boats from further away geographically. With boats from Seattle, Montana, and even one from Southern Idaho, the scope and reach of the business has expanded via word of mouth, exposure at various boat shows, and/or media coverage. I have been extremely fortunate to meet great people through their projects in the shop. Few people get to see or experience wooden boats at this level and I consider myself very lucky to work on these amazing boats. It is certainly a privilege to be entrusted with the care of these crafts, and hopefully the value I place on workmanship is seen in each project that leaves my shop.



I look forward to seeing old friends, and making new ones in the upcoming year. I have to admit, I'm probably as excited as anyone to get in the water after the endless winter.

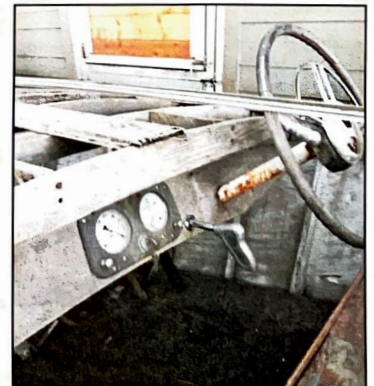
Happy boating in 2017, and I will see you all on the dock!



John Whitcomb

NEWS FLASH: John Whitcomb has cornered the local market in gray boats! Our sources indicate he has enough projects to last a lifetime (at least his lifetime!). The "opportunities" include a 1948 Chris Craft U-22, a 1955 15.5' Crooks ski boat, a 1959 Chris Craft 17' ski boat, and a 1948 18' Ventnor. The little finned number is a 1958 Whitehouse 13.5' fiberglass, fondly referred to as the "Bat Boat." In addition, he has a 1964 25' Lyman Sleeper in the shop with a couple of holes in it. John assures us they are not bullet holes. On the plus side, he already restored his 1959 Chris Craft 18' Capri, which gets used "once in a while." One down and six to go!

Work on the boats can't begin until John finishes building out his shop, and since this is the fourth year of that project, it might be awhile before any of the "real" boat restoration gets started. But, when it does, he has plenty of choices to focus on – and will likely "need" our IEC members' expert advice (or help!). The old saying "nothing is better than messing around in a boat" could not be more apt – Good Luck, John!! We'll be featuring you in the next 27 issues of *Scuttlebutt's* "What's New in the Shop!"

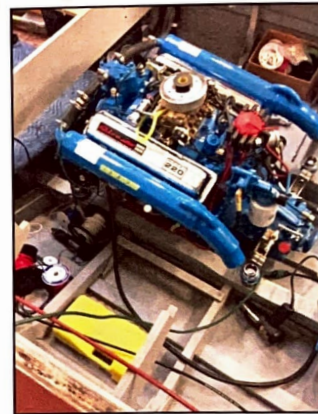


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Bob Robertson

Several months ago, I reported progress on the restoration of my 1969 Riva Olympic. I might add this has been a "major" restoration! She was a salt water boat in Europe, came to the states in 2003, complete with extensive salt water damage. She sat untouched for many years until dopey me bought this "derelict" in May 2016, envisioning the potential of a magnificent Italian boat! Well, we (me, myself and I) are now nine months into the project and can report good days and so-so days. Almost every day, with the exception of holidays and family obligations, I have been working on the boat – and at the end of the day, I find it's actually a rather enjoyable process. Most would say it is turning lemons into lemonade, but the boat was in pretty rough shape, so turning chicken poop into chicken salad may be a more appropriate phrase. At any rate, the boat is becoming the beautiful Italian Riva I had envisioned. I think I am within a few months of finishing the project and if all goes well..... we'll be joining the rest of the chapter members for the boating season!



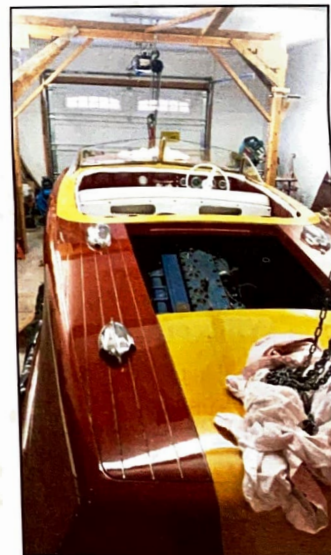
Bob Henshaw

The Seven Year Itch

On the 23rd of June, the Whitefish Woody Weekend begins and since that's just around the corner, I've been working diligently on our 1946 20' Chris Craft Custom. Progress is underway, thanks to my brother-in-law Steve, who helped me install the gas tank, fuel line and the windshield. During the last couple of weeks, my days have been spent flat on my back under the boat, removing the old caulk and installing new caulk. As I removed the old caulk, I was amazed that the original bottom was in such great shape for being 71 years old.



A couple years ago (or maybe it has been four or possibly even six), I borrowed Steve's wood box and installed 6 mill vinyl plastic, filled it with 1100 gallons of water and dropped the boat in. This required step is to allow the wood on the bottom to swell-up, tighten the gaps, preventing water from entering the boat, and theoretically keeping it off the bottom of the lake! After a week of soaking, I will raise the boat out of the water, let it dry and apply a new coat of specific bottom paint. As the weather warms, I can install five or six more coats of varnish then set the trim, and admire the end product! When we brought the boat home in October 2010, little did we know that the maiden voyage was going to be seven years later.



P.S. Don't tell Tim or Debbie Salt we're coming..... It's kind of a surprise!

For Sale:

Sapele African Mahogany Full dimension (10" is 10") All s4s.

3 pieces 6/4 x 6 x 11 feet // 6 pieces 7/4 x 10 x 12 feet // 3 pieces 7/4 x 10 x 14 feet \$5.00 a board foot

Text Hutch @ (253) 569-3643

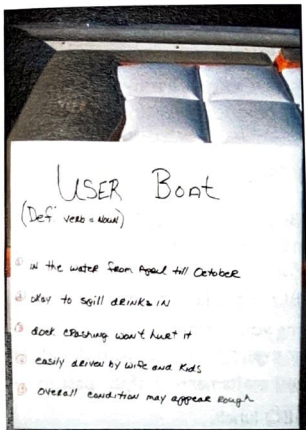
What's in a

"NAME"

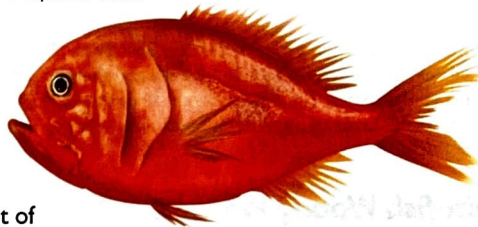
Why do we name our boats what we do? Sometimes the meanings are very deep and well thought out and other times the name is simple and comes easy. Whatever it is and however we came up with it, they are all unique and help to define our boats.

"Orange Roughy"

Mike "Hutch" and Carol Hutchison's 1960 19' Century Resorter



The first time I saw Hutch's Resorter was at the Priest Lake Dry Rot show several years ago. I was standing on the lawn in front of lodge, looking over all the boats, and enjoying the beautiful morning. Hutch came up to me and asked if I had seen his new boat. I told him that I had, but I did not understand the name he had chosen. He got that grin on his face, and in his gravelly voice said "Well..... it's orange and it's kind of rough don't you think? And on top of that, you know what an Orange Roughy is, don't you? It's a fish."



the
ful morning.

Good enough for me. By Wes Yandt

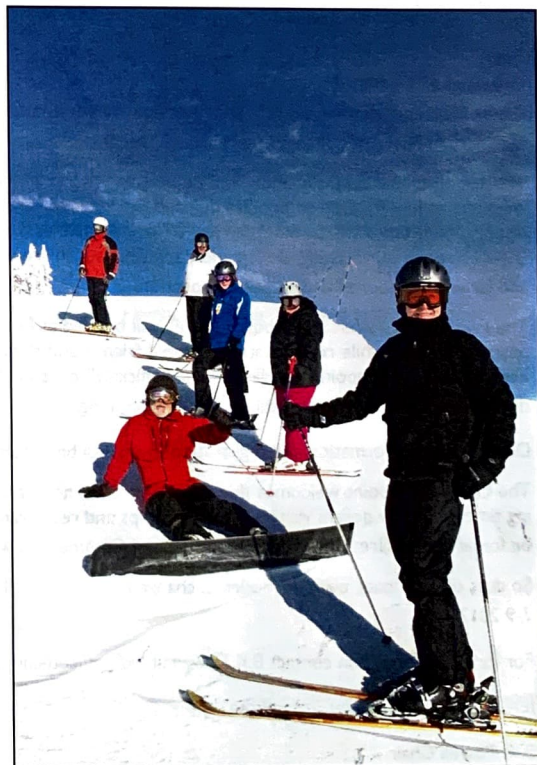


Winter Whitefish Woody Weekend I

By Wes Yandt

Friday January 13th 2017 a small but hardy group of IEACBS members converged on the serene wintery town of Whitefish for a weekend of catching up with friends and skiing. Headquarters for the weekend was at the Lodge at Whitefish Lake where the big rock fireplaces were at full blaze and a most welcome sight. Whitefish residents, Tim and Deb Salt were our hosts for the weekend. They arranged for special accommodation rates at the Lodge, a wonderful meeting room for dinner on Saturday, excellent guide service on the mountain Saturday and Sunday as well as a great dinner at their house on Sunday evening.

It was a wonderful weekend with outstanding skiing conditions. I look forward to WWWWII in 2018.



2017 Local Boat Show Calendar

Okanagan Antique & Classic Boat Society Classic Boat Show

June 16-18

Penticton, British Columbia

Paul and Karen Harrison (paulh@oacbs.ca karenh@oacbs.ca)

Please mark your calendars for the OACBS Boat Show, June 16, 17 and 18, 2017, It will be held at the Lakeside Resort in Penticton.

We have held our shows in Penticton before and there are many advantages to this location. There are over 40 wineries on the Naramata bench road which is right next to the resort. The largest ship in all of the ACBS, the "Sicamous," is on the waterfront and is a fabulous museum piece. There are many restaurants within walking distance of the show location. We are two hours closer for our American visitors as well, so we hope this will attract many members from South of the border.

Whitefish Woody Weekend VI

June 23 - 25

Whitefish, Montana

Tim Salt / 406-862-5085 (whitefishwoodyweekend@gmail.com)

Marking the unofficial beginning of summer on beautiful Whitefish Lake, the Big Sky Chapter of the Antique and Classic Boat Society (ACBS) is once again sponsoring the sixth annual Whitefish Woody Weekend, hosted by the Lodge at Whitefish Lake. Whitefish Woody Weekend VI will begin on Friday evening June 23rd with a cruise/parade around Whitefish Lake. Thirty-six classic boats will be on public display at the Lodge at Whitefish Lake from 9AM until 6PM on Saturday, June 24th. Sunday morning, June 25th will feature a poker run with the wood boats out on the lake followed by a BBQ at the Lodge for event participants. The event is fun for all ages. If you have a classic boat, register early and join us for a fun filled weekend using and showing your boat. If you don't have a classic boat there is still fun to be had. Join us on the lake or on the beaches, decks and docks around the lake for the Friday evening cruise or Saturday at the Whitefish Lake Lodge marina to enjoy the boats up close and meet the owners of these fine representatives of the art and craftsmanship of the past.

Admission is free to the public. Cost to enter a boat in the event is only \$70 which includes all event activities and the BBQ lunch.

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.

In only its sixth year, Whitefish Woody Weekend has become a premier classic boat event, attracting award winning classic wood boats from all across the Pacific Northwest. The event will sell out so register early to ensure participation in this event. Registration materials are now available.

15th Annual IEACBS Antique and Classic Boat Show

July 7 - 9

Sandpoint, Idaho

BK Powell (bk@officetechusa.com)

Greetings all:

Finally it appears that winter is in the rear view mirror and spring is coming up fast on the inside. Time to start thinking about boating and especially our Chapter's 15th Annual Antique and Classic Boat Show.

The 15th installment of our Show will be held at the Sandpoint Marina, along the City Boardwalk on Sand Creek, in beautiful Sandpoint Idaho throughout the weekend of July 7th. Due to popular demand, we've added an extra day to the show. This year's event will be open to the public on both Saturday and Sunday. Approximate times will be Saturday July 8th from 9 a.m. to 3 p.m. and Sunday July 9th from 10 a.m. to 3 p.m. Boats will be launched at the ramp at City Beach and once again our friendly, skilled and dedicated launch crew will be there to assist. As the only ACBS 100-point judged show in the PNW, boats from near and far will be moored and awaiting inspection.

The Friday night "Welcome Aboard Party" will be held at Dover Bay, and catered by DISH at the Dover Bay Café. Come by boat or by vehicle and enjoy the beautiful setting, while reacquainting with old friends and shipmates. The Saturday Awards Banquet and Silent Auction will again be held in the Atrium at Columbia Bank in Sandpoint. Sunday's show "officially" ends at 3pm and we are exploring the idea of a run to Bottle Bay for an end of show round of "boat drinks" Information regarding this will be forthcoming.

Detailed show information and registration forms will be posted on the IEC website at www://inlandempirechapteracbs.net in the coming weeks.

The City of Sandpoint welcomes this event with open arms and has been a great host these past 15 years, so we ask you to show your appreciation by spending time and a few dollars visiting the great shops and restaurants that Sandpoint has to offer. Information about Sandpoint's restaurants, lodging and events can be found on the Greater Sandpoint Chamber of Commerce's website at <http://sandpointchamber.org>

So dust off the boats, evict the rodents, change the oil and we'll see you at the 15th Annual IEC Antique and Classic Boat show in Beautiful Sandpoint Idaho, July 7-9 2017.

For further information contact B.K Powell at bk@officetechusa.com or 509.994.0512

IEACBS Sandpoint Show Committee

B.K. Powell Chair

Pacific Northwest Chris Craft Rendezvous

July 13 - 16
 Port Orchard, Washington
 Mike & Janet Monda and Dawn Treader (chairman@chriscraftrendezvous.com)

The Rendezvous is held annually on the second weekend in July at the Port Orchard Marina in Port Orchard, Washington. Up to 80 boats typically attend. The purpose of the rendezvous is to provide an opportunity for Chris Craft owners and their families to share the pride and enjoyment of the boats they love. All Chris Crafts are welcome regardless of size, age, model, construction material or condition. The focus is on fun, camaraderie and, of course, our Chris Crafts.

PNWACBS Boat Show

July 22
 Renton, Washington
 Karl Hoffman

The Pacific Northwest Chapter will be hosting a one day Boat show at Gene Coulon Park in Renton WA on July 22nd in conjunction with Renton River Days. All spectators will be offered a free ride at speed in one of our classics. For registration information on the event please contact Karl Hoffman.

Payette Lakes Classic and Wooden Boat Show

July 28-30
 McCall, Idaho
 PayetteLakesChapter@gmail.com

The Shore Lodge will again be our host on July 28-30, 2017. This is essentially the same weekend as the 2015 and 2016 shows and we think that worked out great. It did not conflict with some of the other shows so we were able to have some great boats attend. We hope for similar results in 2017! Space will be limited and unfortunately we will have to cut off registration once that limit is met. That weekend is also a busy one for the Shore Lodge and accommodations are limited there as well, so reserve early! There is a block of rooms reserved for the event. Call the Shore Lodge at 800-657-6464.

12th Annual Big Sky Antique and Classic Boat Show

August 5 - 7
 Bigfork, Montana
 Warren Davis (bigskymooner@hotmail.com)

Big Sky Chapter hosts their 12th Annual Boat Show at Marina Cay Resort, Bigfork, Montana. on Aug 5-6th. Registration info at www.bigskyacbs.com

Coeur d'Alene Classic Boat Festival

August 25 - 28
 Coeur d'Alene, Idaho
 Jan and John Keener (keener@my180.net)

Please bring your boat and join the fun on the Boardwalk of the Coeur d'Alene Resort to display and view beautifully restored, rebuilt, and preserved classics of all styles at the Classic Boat Festival.

There will be no judging and boats can come and go as they like throughout the weekend. It's a great opportunity to socialize with other classic boat owners, visit with the public, and enjoy using your boats during late summer days on beautiful Lake Coeur d'Alene.

The vintage boats on display will include wood, fiberglass and even aluminum models, and range in age from early 1900s through the early 1990s. More recent contemporary boats, built by Coeur d'Alene Custom Wood Boats and Stancraft Boats - two local builders carrying on a long tradition of boat building in northern Idaho - will also be on display.

Boats will be arriving on Friday, August 25th in time to enjoy the live music on the boardwalk and a wine-tasting event. Saturday night will feature a full dinner at the new building at Blackwell Marina. Watch for registration details coming soon!

2017 Dry Rot Boat Show and Parade

September 1-4
 Priest Lake, Idaho
 Brian and Kathy Fair / 509-990-6796 (Brianf@carlsonsheetmetal.com)

2016 Mahogany & Merlot

October 7-8
 Chelan, Washington
 David Williams / 206-764-9453 (ddw@aol.com)

October 7-8 will be the 7th Annual Mahogany & Merlot Vintage Hydro, Boat & Car Show. Featuring Unlimited and Limited hydroplane exhibitions, classic boats and vintage cars. Chelan Waterfront Park and Lakeside Marina, Chelan, WA.

"Yesterday IS"

the McGoldrick Museum on the banks of the Pend Oreille River Near Sandpoint
by Barry Provorse

One thing our family realized following Jim's death is that it takes a lot of time to keep a fleet of old wooden boats afloat. Molly and I haven't returned *BullMoose*, Jim's well-known 25-foot Lyman, to show quality, but it does get steady use during the summer. The 21-foot Lyman *Mikki Moose* is water-ready and it may see some lake time this summer. The Chris Craft fleet, including the 22-foot utility, the 19-foot runabout, and the 15-foot utility all *look* good, but other than the runabout, they look better in the barn than they float. We're not entirely sure just how Jim was able to keep the boats up and floating. What we've learned is that it takes a lot of time just to keep the boats running, much less looking good, but we sure enjoy being in the midst of Jim's treasures.



1953 Chris-Craft R19, "Zapper" - 1946 Chris-Craft 22' Sportsman Utility (Mil. Spec.) "Chris Sr." - 1941 Chris Craft 15ft DLX Runabout "Chris Junior"
- Hanging from the rafters is *Jimmy-Pat* from a British Columbia boat builder, and Jim always referred to the canoe as "Milaine's Boat."

For Sale: I have been working on a 1947 Chris Craft, 17' Deluxe runabout for the last few years and have gotten to the point that I am going to have to sell it.

Included in the purchase price is all the original trim, the engine, brass fire extinguisher, a steam generator, steam box, roll-around dollies, set of "how to" CDs on restoring, an aluminum trailer, and extra transmission.



As you can see in the pictures, all lower frames and keel/stem, transom frames have been replaced with White Oak.

I am asking a price of \$4,000, which is well under the investment I have in the boat. I would like to see someone get the boat who really will do something with it. This boat came from Florida and was complete and running when I purchased it. I have a survey from a surveyor in Florida when it was purchased. I will make the price right to the right enthusiast.

Please contact Jim McDonald at 509-670-0542 or mac@insidedesign1.com if interested.



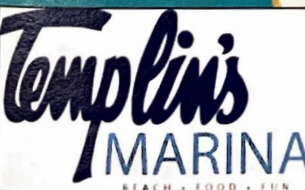


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"Pondzi Scene" - Frank Gruden and Robin Gray's 1949 22' Chris Craft Sportsman Sedan at the 2016 Sandpoint IEACBS Show (photo Wes Yandt)