



Special points of interest:

- + A Letter From the Editors
- + 2005 Chapter Show
- + "Sweet Dreams"
- + Weather Emergencies



Volume 5, Issue 1
Scuttlebutt

Cold Water Immersion

By: Dave Crettol IDPR

Most everyone that enjoys boating knows something about HYPOTHERMIA but have you herd about COLD WATER IMMERSION? At the NASBLA (National Association of State Boating Law Administrators) this past September a presentation was given by Dr. Mike Tipton, University of Portsmouth & Institute of Naval Medicine, UK on Cold Water Immersion.

Cold Water Immersion occurs when one falls into cold water and experiences Cold Shock.

There are two elements to Cold Shock:

Respiratory

- +!!!! Gasp Response -----
----- Decreased
Breath Hold Time
- +!!!! Inspiratory Shift -----
----- Dyspnea
- +!!!! Hyperventilation -----
----- Tetany

Cardiovascular

- +!!!! Peripheral -----
----- Hypertension
- +!!!! Vasoconstriction -----
----- Increased Cardiac Workload
- +!!!! Tachycardia -----
----- Arrhythmias
- +!!!! Noradrenaline / Adrenaline

In his report were some shocking figures:

+!!!! 450,000 immersions deaths worldwide in the year 2000

!

+!!!! Second most common cause of accidental death in children, and third in adults in most countries.

+!!!! Approximately 55% of the annual open-water immersions deaths in the UK occur within 10 feet of safe refuge 42% of those were within 6 feet of safe refuge.

Cont. on pg. 5...

A Letter From the Editors ~ Gloria & Kayla

As you may have noticed on the last postcards for this month's newsletter my daughter Kayla and I are the new editors of the Scuttlebutt. We hope that we will produce great newsletters for you and provide you with the latest information on upcoming events and chapter news. Of course we do need your help, so please send in articles and tidbits of ACBS news. Also, we are cleaning out the ads this year so if you had an ad in previous newsletters and still want it ran please re-submit your ads. Thank you.

As a bit of information about me, I am Bruce Reynolds wife and we own a 1950, 20' Chris Craft Riviera boat named Rebel. Bruce is also working on a new project that is a 1946, 23' Express Cruiser. We love our Chris Crafts and cannot wait until the snow melts away and we can enjoy them out on the water. Kayla and I are excited to be the new editors and would greatly appreciate it if you would send us articles or advertisements that you'd like to place with us. Also we would love to hear your comments or any feedback you have for us. Our e-mail, phone, and home address are on the mailing side of this newsletter.

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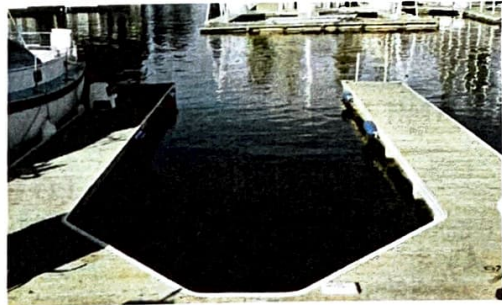
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Hold the Resin; Bring on the Rubber

Bob Ickes – January 2005

I sent my article from the last Scuttlebutt to Steve Smith of Smith & Co., since I mentioned several of his products that I planned to or had used in restoring *Happy-daze*, the 1948 Chris-Craft 30' sedan cruiser that Steve Zwarg and Chris Knapton got me involved with a couple of years ago.

Steve must be an early riser, since he called at 0530 about a month later to tell me not to use his laminating resin to attach new canvas to the cabin top. He said the resin is too brittle and will crack with time. Even though his employees had recommended it, Steve said he knew more than they did since

he was the designer. Sounded logical to me!

He said I should use his polysulfide rubber instead. The only possible problem would be if I wanted a natural finish on the canvas rather than a painted finish since the rubber is black and may seep through the canvas in places. I plan to paint the cabin top white, so that's not a concern.

So I'm off to get some rubber, and thought I'd let the rest of you know about Steve's comment in case any of you are contemplating re-canvassing something! The top's not yet faired and filled, so I'm still a ways away from actually trying this.

Don't Forget The Boat Show

Our chapter's annual boat show will be in Sandpoint again this year, July 15-17. A great time is planned (or will be before then!), so set aside that weekend on your calendar now. If any of you want to volunteer to help (who haven't already), give me a call. The planning is just beginning, so there's plenty of time to get on board.

See you at the show, if not before! Bob Ickes 208-773-7094 (hm) 208-755-9802 (cell)

"Steve must be an early riser..."

"If the vessel sinks
or floats away,
don't panic. Believe
me it won't help!"

~Terry

Weather Emergencies

By Terry Deems

You should always monitor weather developments, especially here on the big waters of the Northwest. Weather can change very rapidly and create unexpected situations for vessel operators. Even meteorologists have trouble predicting rapid weather changes in mountainous areas.

What to Do If Caught in Foul Weather

- * Be sure your personal flotation device (life jacket) is properly secured on your body
- * Head for the nearest shore that is safe to approach (not always so easy on big Lake Pend Oreille!)
- * If there is fog, sound your fog horn
- * Head the bow into the waves at a 45 degree angle, very small craft should head into the waves at a 90 degree angle.
- * Always reduce your speed.
- * Seat passengers on the bottom of the vessel, as close to the centerline as possible.
- * Minimize the danger of having your vessel struck by lightning by seeking shelter in advance of a storm. If caught on open water during a thunderstorm, stay low in the middle of the vessel.
- * Secure all loose items and have emer-

gency gear ready.

- * Keep the bilge free of water
- * If the engine quits, drop anchor from the bow. If you do not have an anchor aboard use a "sea anchor" which is anything (a pail on a line, tackle box, anything heavy) that will create drag, and hold the bow into the wind.

OTHER BOATING EMERGENCIES

Capsizing or Swamping

- * To prevent capsizing or Swamping:
- * Don't overload your vessel. Balance the load.
- * Turn your vessel at controlled speeds.
- * Always anchor the bow of the vessel, never the stern.
- * If you capsize or swamp your vessel, or if you have fallen out and can't get back in, stay with the vessel.
- * Try to reboard or if the vessel is overturned or swamped, hang onto or climb onto it. Get as much of your body out of the gasoline and oil in the water as possible.
- * If the vessel sinks or floats away, don't panic (believe me it won't help!)
- * If wearing a PFD, remain calm and await help.

Cold Water Cont..

Dr. Tipton's study determined that there are 4 stages of Immersion Associated With Particular Risk:

- +!!!! Initial Responses / Sudden Death (first 3 – 5 min) - Skin Cooling
- +!!!! Short-Term Responses (5 – 30 min) – Superficial Nerve and Muscle Cooling
- +!!!! Long-Term Responses (30 min +) – Cooling of deep tissues
- +!!!! Post-immersion (during rescue) – Collapse of arterial pressure – Continued cooling

In reviewing the preliminary boating fatal summaries for this year (2004) there were 9 fatalities and 5 clearly fall within the area of Cold Water Immersion. Of that group of 5 there were 3 that occurred in Kootenai County.

The point that I want you to keep in mind is that along with being blessed with beautiful lakes, river and streams here in Idaho bad things happen to good people. In every case, those people that lost their lives in

our waters went to the water to have a good day of recreation.

Please be prepared for the water conditions that you will be in no matter the season, but especially the winter months.



I'd stay back too!!!



"Sweet Dreams" A Restoration In Progress

By Denny Hamilton

Well, it's been a lot more work than I ever imagined but finally the winter project on the '42 barrel back is starting to look like a boat that may float again. What began as what appeared to be a relative simple renovation has turned into major reconstructive surgery. After talking to and reading every available resource I knew, and listening to their many varied opinions, I found myself jumping into this project with both feet. Some early mistakes were made that had to be redone but that is how we learn best sometimes. If there is one important lesson I've learned is to listen to other people's opinions and then do it your way. Some people had told me to replace everything that's rotted, broken or bad. When it came time to decide to replace or repair, I usually have been able to repair it. Others will tell you things like "don't use oak for ribs in your boat as it rots too quick" or "seal everything" and then others will tell you that oak is the only wood used for interior ribs or they've never used a sealer. "Sand down to 220 grit before staining", while others say "down to 100 grit is far enough". Opinions on the types of varnishes and the application is also widely varied. Making the decisions on how to do this project has caused some sleepless nights but If for whatever reason it doesn't meet the stan-

dards and expectation of others I've decided to tell them I did it that way because I wanted to do it my way!

I stripped the old finish, then completed the removal of all the old rotted deck and ribs after flipping it back over after applying a new West System bottom. From there I rebuilt new interior support structures throughout the stern and then the new decking. Most all of the hull planks needed refastened and rebunged before I finally I got down to some serious "sander sizing". For a couple of weeks it seemed like I was a sawdust-magnet especially when I'd break for a meal. There were many 12 and 14 hour days when it seemed like all I did was sand....sand ...sand. Check with a backlight then sand the cross-scratches. I should have taken out stock in 3-M. Staining (wow....many varied opinions on that subject too), was another learning experience. Living on the reservation and on south end of the Coeur d'Alene lake near Worley, takes on a whole new meaning after the days spent in the shop bathing in red-mahogany colored stain. After staining many sample boards, both new and old, I finally came up with a mixture that I liked for the barrel-back.

While cleaning out the dust and muck in the bilge area and especially after using a tooth brush to get into the crevices, I thought about the time and effort Bruce Reynolds must have spent on his "Rebel's motor area to make it so spotless. I'll be...

"Making the decisions on how to do this project has caused some sleepless nights..."





More "Sweet Dreams"...

...the first to vote "Rebel" for the Best Engine Compartment" again at Sandpoint. Yep, I certainly have developed a different perspective about all of our beautiful wooden wonders.



With the weather being so cold, (see the picture of the tug out in front breaking ice) even with my small wood stove cranked up and additional electric heat, my insinuated shop is still a little too cool for varnishing. but I still have plenty of cockpit work to do including an instrument panel, and a steering wheel that needs to be rebuilt.

Well, that's it for now ...keep you posted as progress continues.
~Denny

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INLAND SCUTTLEBUTT



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Special points of interest:

- Tentative Schedule!
- Restorations In Progress!
- Update On Sweet Dreams!
- Safety Article!

ACBS WINTER QUARTER MEETING

UPDATE: HERB & BEV ANTHONY

This meeting was held in Key West, Florida on Saturday, January 15, 2005. The Roundtable meeting, usually held before the regular meeting, was cancelled due to a program which was scheduled to be held on Saturday afternoon.

Work on the 2005 Annual Meeting is ahead of schedule and going well. Registration form is 90% complete. The Heartland Chapter's work on pre-events is going well and press releases have been sent to all chapter newsletter editors. Budget for this rendezvous: 275 registrations and meals = \$ 47,670, with expenses totaling \$ 43,065. Yields a profit of \$ 3,706. The Boat Show, which accompanies this event, is expected to return a profit of \$ 3,350.

Headquarters Operations: Kathy Snyder reported that the new computers, for which \$ 8,000 had been budgeted, had been received. 6,000 renewal forms for membership had been processed. The series entitled "Real Runabouts ", written by the late Bob Speltz, are now in stock at Headquarters.

Rudder Report: The Winter Issue was printed and at the bindery. The plan is to mail on January 15, 2005. This issue was printed using 8,400 copies. Upcoming will be features concerning Slipper Stern Launches (such as may be seen in England.)

Future Quarterly Meetings: Board meetings for 2005 are complete with the exception of the Summer Meeting, which is scheduled for July 22-24, hosted by Okanogan Chapter in Kelowna, British Columbia. The Spring Meeting for 2006 is scheduled for May 6 in Seattle (the opening of boating season). Spring Meeting and International Symposium, April 22-24, 2005, Newport News, Virginia. Annual Meeting Pre-event, September 12 and 13, 2005. Annual Meeting, September 14-17, 2005, Lake of the Ozarks, MO., to be held at Tan Tar A Hotel, Osage Beach, MO.

Chapter Relations: At the present time the following chapters are being organized: Lake Pontchartrain, LA; Pensacola FL; Winnipeg, MB, Canada.

Nominations Committee Report: Ballots sent to members are to be used by those not attending the Annual Meeting. Should ballots be abolished? Nominations for offices are closed at the Summer Meeting. Dick Sherwood would like to see write-in candidates removed from the ballot form.

Antique Motor boating Symposium: The following volunteers will present the 2005 Symposium: Dick Kish, Jason Batcha, Wilson Wright, Mike Gresham, and Chairman

Cont. on Pg. 5

LETTER FROM THE EDITORS

Well we think we're starting to get a hang on all this newsletter business. It's more work than expected but we're managing to get it all done....at least we hope so. Thanks for your patience and all of your input. It is greatly appreciated. As summer draws nearer it seems there is more and more to be put into the newsletters as many of you are excited to put boats in the water for their maiden voyages of 2005. Winter is officially over and spring is finally

here. Soon the chapter snowbirds will be coming back up into the great northwest for a great summer of long days at the lake and fun outdoors.

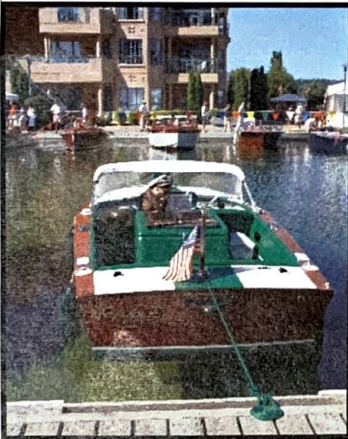
We hope that all is well!

Feel free to send or e-mail us any comments, advertisements, or articles you may have for us!

~Gloria & Kayla

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SPOKANE RIVER & LAKE COEUR D' ALENE PATONS

BY: DAVID CRETTOL

One of the more interesting parts of my responsibilities is that of teaching boating education classes. When I get to the PATON's (Private Aids To Navigation) the students are very surprised to learn just what those Square Green and Red Triangle, with numbers on them, "things" mean.

The purpose of having PATON's is to allow the boater to know where they are there buy providing a key element to their navigation

To illustrate this I thought that it would be worth reviewing the PATON's for Spokane River and Lake Coeur d'Alene. So lets take an imaginary leisure boat ride starting at Post Falls Qemlin Park & Launch heading east.

Remerging "Red Right Returning" and that Red PATON's are always even numbers and Green PATONS are always odd numbers the first PATON that you come upon is Red 20, which is across from Crown Pacific.

You will then be making that southern turn and then Red 24 is in sight, quickly followed by Red 26. As you pass under the highway 95 bridge Red 30 will greet you.

As you enter the No Wake zone Red 32 is there too. Very soon after that you will come upon Red 34 that is very close to the floating restaurant.

At the end of the No Wake zone you enter Lake Coeur d'Alene and Red 36 is the point where you can begin cruising.

On your port side will be a dolphin that is the home of Green 37 that we will pass on our way back to the entrance to Spokane River and back to the Post Falls Qemlin Park & Launch at the end of our vogue.

Once you entered Lake Coeur d'Alene and head South you won't see another Red triangle until you get to McDonald Point where you will see number 46.

Next comes Spokane Point Red number 52 and

as you progressing further South to the Trails of the Coeur d'Alene swinging bridge and begin coming up the East side of Lake Coeur d'Alene you will come to a Square Green Day Board numbered 57.

Moving north you will next see No. 55 to be followed by Green 1 and Red 2 that marks the mouth of Harrison Slough.

East Point is our next PATON Green number 49 and from their, still heading north there are none until you come to Arrow Point where you will see perched next to the house on the point Green number 43.

Time to turn starboard heading east to Loffs Bay where Green number 41 resides. Turn north-west and go to Tubs Point Green 39.

Continue your heading until you, once again; see the dolphin that is Green 37. As you pass Green number 37 you will be entering Spokane River, at No Wake speed, you will see Green 35 at the mouth.

Green 31 marks the end of No Wake. Once you pass under the highway 95 bridge you'll see Green 27 followed by Green 23, and then Green 21 by Idaho Forest Industries.

Now a slight turn to the port and your next and the last of the Green day board number 19, which is close to Harbor Island. Your next stop is back where we started Post Falls Qemlin Park & Launch and the end of this imaginary leisure boat ride.

I would be remiss if I didn't bring your attention that these PATONS are maintained, along with docks and boat ramps, by Kootenai County Waterways who are always applying for grants to add and or improve then. As more PATONS are added or improved I'll be keeping you updated.

THERE'S NOTHING MORE FUN THAN SIMPLY MESSIN' AROUND IN BOATS!

This Year the Silverthorne's will have their fun messing' around in Tinkertoy II, the 1963 Century Runabout. Bill took two years lovingly restoring her back to original.



FRIVOLOUS: BRIAN GRENDEL

A couple of months ago during his usual perusal of Century boats on EBay, Brian came across a 1957 Resorter located near Bremerton, WA. After emails and calls to the owners, and discussions about the merits of a possible purchase with family and friends, he started the bidding process, only at the end of the auction to be outbid by someone with the username of "patty cakes." Lucky for Brian it just happened to be his sister, Patty Grennell-Rice, who wanted to be sure the boat ended up in the right hands. They pooled their funds and the two families are now the proud owners of the 1957 Century Resorter, Hull No. HD-57-279 with a 135 Grey Marine Engine No. H-10707. It's a dream come true for Brian who, after repairing, maintaining and basically giving some TLC to his dad's 1967 Resorter, Reve' du Papa, has always wanted an all-wood Century and a project boat of his own.

The boat's first owner was Phil Charamonte of San Jose, California. It was apparently used in 1958 and 1959 by the American Water Ski Association as a professional tow boat on Lake Tahoe. Bob and Lynn Townsend pur-

chased the boat from Charamonte, used it for several years and then had the deck and transom re-done, as well as new upholstery and most of the chrome restored. It was never put back together and has been in storage until they decided to sell it on EBay. The boat is complete down to the factory ski tow ring and speedometer, and is now awaiting the beginning of restoration in Spokane.

The name of the new boat? What could be better than the comment one family member made – "Frivolous"!

Two Centuries in the family now - trying to keep up with the Hamilton's and their two Chris Crafts! We'll keep you posted on the progress, but hopefully Frivolous will make its Priest Lake debut this summer.



Hello all!

This is our 1949 Higgins we purchased in Iowa. We have some good wood replacement to do and lots of refinishing. We hope to have it ready for this summer. The good part is that it has a new bottom and recent rebuilt Chrysler crown marine (original in boat). This is a 19' triple cockpit that Higgins sold



MEETING NEWS
CONTINUED.
(FROM PG.1)

Roger Smith, Michelle Lechman, Special Events Manager, is leading support from Mariners, Museum with assistance from staff members Jerry Conrad, Lyles Forbes and Martha Stewart. Theme for this symposium will be: Chris-Craft- Rediscovering the Legacy.

Legal Committee: Since the 2004 Annual Meeting, this Committee has completed the transfer of the rights and interests of the Bob Speltz Estate in the " Real Runabouts " to Ray Keating and then to ACBS pursuant to the agreement. The copyright of those works not copyrighted by Bob Speltz, remains to be accomplished.

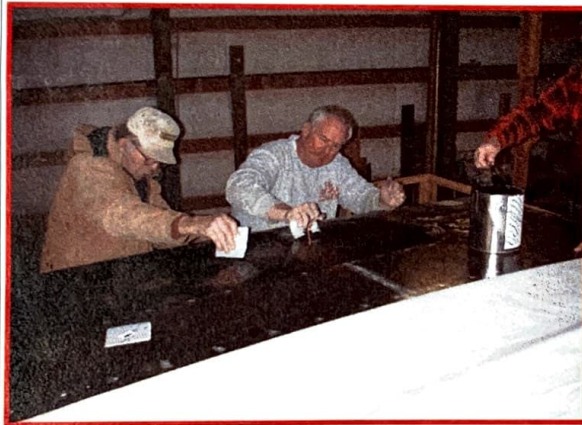


Happydaze Restoration In Progress: Bob Ickes

Restoration is still continuing on *Happydaze*, the 1948 Chris-Craft 30' sedan cruiser that Steve Zwarg and Chris Knapton got me involved with 3 years ago. The biggest recent news is that the canvas cabin top has been replaced. It took 4 of us (and we could have used more) to get it on using Steve Smith's poly-sulfide rubber, which sticks to EVERYTHING. We had to grow new skin to get it off our fingers. Now I'm in the process of painting the canvas, and having some difficulty. I tried to get by without using primer; bad move. The finish paint soaks into the canvas (even with CPES on it) and the black rubber spots don't hide. Now I'm using primer, like I should have at the beginning. On a more positive note, the topsides are recently painted and ready for hardware after the paint dries hard.

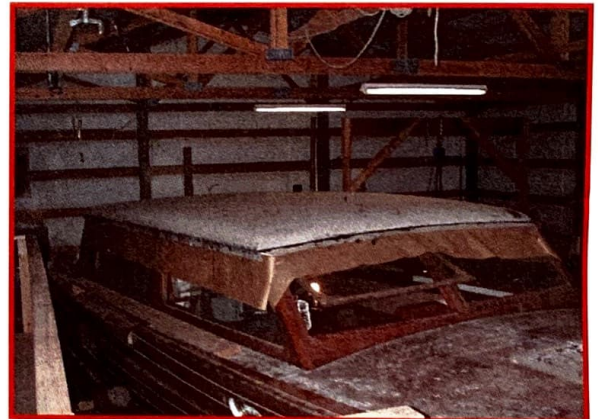
In reviewing my "to do to finish" list from my report in October 2004, it's comforting to note that the list is shorter. Major items remaining now consist of:

- Get the top painted – Terry & Jason Deems say it must be blue!



- Install the new re-circulating self-contained toilet in the head
- Build doors for the galley, head, head vanity, and hanging closet
- Finish varnishing the interior paneling; I'm about half done
- Lay teak on the forward deck
- Varnish the exterior brightwork
- Anti-fouling paint on the bottom
- Re-install all hardware (I hope I can remember where it all goes)

Happydaze and her crew of Bob & Eileen still hope to see you on the water this spring, but you might have to wait until later in the summer!



UPDATE ON SWEET DREAMS (PART III). DENNY HAMILTON

March is here and the weather has finally warmed up enough to allow me to apply the first few coats of varnish on "Sweet Dreams". I've been eager to start varnishing for several weeks but it was still far too cold on our shady side of the lake. However, thanks to Susan, my very understanding and wooden-boat-loving spouse, I was able to get a head start on my cold-weather delayed varnishing chores. Back in February, I turned her downstairs/guest bathroom into a makeshift finishing room for all the mahogany wood boards and pieces that were small enough to take out of "Sweet Dreams" and into the house to varnish. (If only I could have got the whole boat through the 6ft. glass slider and into that warm basement.....). All of the interior cockpit boards, both motor-hatch coverings, new dashboard, and a mahogany-laminated old 3-spoke steering wheel I rebuilt, went into the bathroom.....I mean.... "finishing" room. After spreading a lot of plastic drop cloth all over, the small room worked quite well. I had the ability to control the heat and that outside vented fan was just

made-to-order to remove varnish fumes! After two weeks of varnishing, and a gazillion trips back out to the shop to sand each piece between build-up coats, I finally got them all finished. After cleaning a couple of brown scuff marks on the ceiling/walls and a few varnish fingerprints off the light switches, I've finished with the "finish" room and it is now, once again, Susan's lower level/ guest bath.

Got quite a shock to find out how expensive it would be to completely renovate my gauges (over \$800) so I decided to simply reface them. They turned out looking just fine mounted in the new dashboard. In the 40's, Chris Craft had a nice dash layout. After doing my research using the Mariner's Museum, I found the instrument arrangement consisted of four units in my Deluxe, 42-9 model runabout. Two pieces of unique 1/4" stainless steel channel ran parallel to one another for the width on the dash's face. After failing to find such a specialty item as that small of channel, I remembered that many windshield wiper blades have 1/4" flat stainless steel strips in them. So, I went "dumpster-diving" behind a couple of the local Shucks automotive stores. Digging through the garbage and looking for old discarded wiper blades, I found enough of those stainless strips to face my dashboard with! The thought crossed my mind, while deep in the "bowels" of one of those oily, slimy, green dumpsters, that only another wooden boat enthusiast would understand what we will do to find the needed specialty parts for our old beloved wooden boats.

Talked to a cousin of ours, who happens to be Moscow's assistant Fire Chief, and he gave me an old 40-50's era, chromed, quart sized, fire extinguisher that will find a prominent place in the boat. His price was just righta tall cool beer, while enjoying a ride in "Sweet Dreams" later this summer.

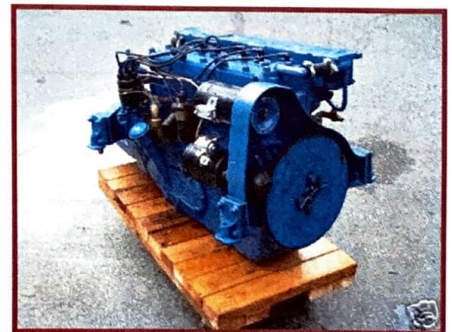
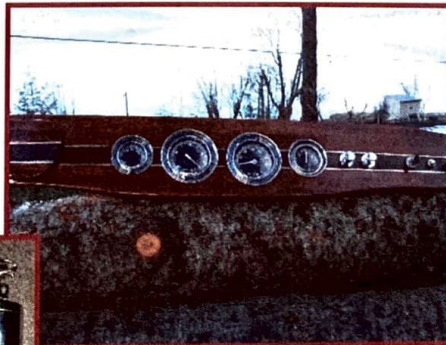
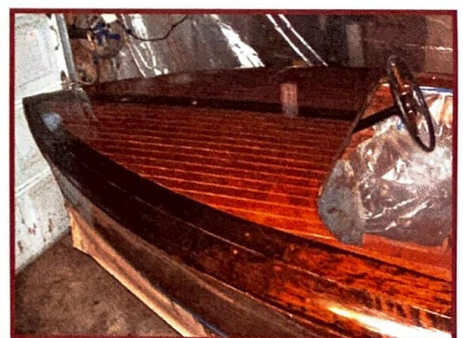
Made seat and backrest patterns out of butcher paper, then took them into a local upholsterer in Plummer, Idaho who ordered the marine vinyl material. She will be doing the upholstery work that'll include "diamond-tuck" styled backrests, with rolled and pleated seats to match the tucks and then the cockpit/deck bumper rails.

Thanks to Bruce Reynolds and his E-Bay expertise, we found a set of Riviera style windshield brackets from the same boat restorer in Peoria IL., who sold me the boat last October. I then made a cardboard template pattern and ordered the tempered/tinted glass windshields to be cut with the exposed top edges will be ground smooth.

We should be ready to install the "new" Hercules KLC engine by the time this newsletter goes out. Can't wait to hear her throaty roar for that first time!

Many things to do, including complete rewiring to be done, so will keep you posted on the progress being made.

Denny/Susan - Hannah the lab and "Sweet Dreams"



Tentative Schedule Of Events

Note: These listings come from a variety of sources

*If you feel we should add some events let us editors know. Also, be sure to check
www.acbs.org for more events on their 2005 events calendar.*

Date	Event	Coordinator
April (TBD) *	General Meeting	
April/May (TBD)	Board Meeting Shop Tour BBQ/ **Harrison + River Run	Shop Tour : Jim Thorpe
June	Portland Boat Show	Portland Chapter
July 2-4	Seattle Speed Boat Show	Marty Loken 360) 385-5038 E-mail: Marty@islandboatshop. com
July 8-10	IEC Boat Show Sandpoint	Bob Ickes 208.773.7094
July 16-17	Sandpoint Show	Bob Ickes 208.773.7094
July 23-25	ACBS Quarterly Meeting	Hosted By Okanagan Chapter
July 23-25	Kelowna BC Boat Show	Bruce Middleton
August	Flathead Lake Boat Show	Pam Morton
August (TBD)	Board Meeting Boat Show Wrap Up	
Sept 2-5	Priest Lake Dry Rot Boat Show	Linda Zwarg 509.768.7236
Sept. (TBD)	Season Closing Event	
Sept 14-17	Annual Meeting	Lake Ozarks, Missouri
Oct (TBD)	Board Meeting	
Dec (TBD)	Holiday Gathering	

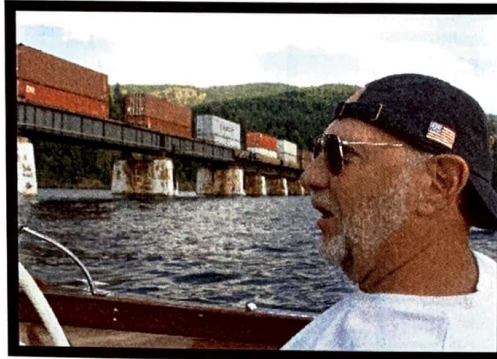
** Harrison Mini Boat Show + River
Run With end of day BBQ hosted by
Denny & Susan Hamilton. May 29 ?

* TBD = To Be Determined

FUN ZONE



So Bruce, just what does a Deck Ape do???



Damn, waiting for this train will screw up my poker run !



So that's how you get a 23 foot boat in a 20 foot hole-cut 3 feet off the bow!



Hey Zwarg, whata drinking—Zima?



Can you say "Tug Boat" sure you can-all together now, T.U.G. B.O.A.T.



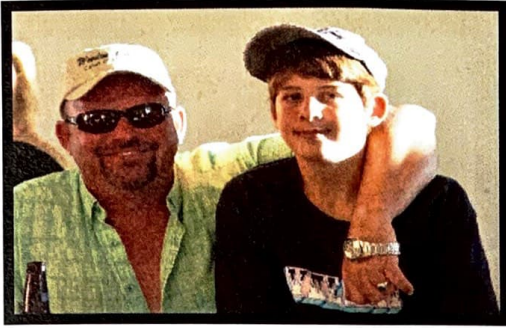
Say you haven't seen a Century around here have you?



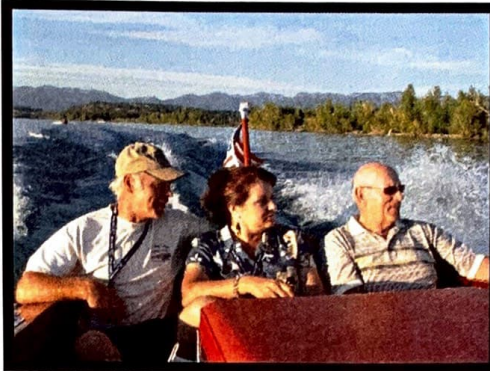
Think we could put a Big Block Chevy in her?

I didn't hear nuttin' I didn't see nuttin' and I ain't sayin nuttin'





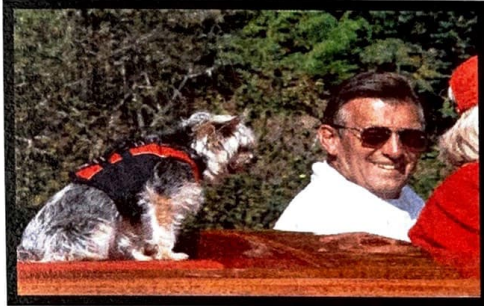
Ya know son, some day you'll be as Kool as me



So Linda, think we should tell him he lost his cap?



Men! All they care about is the horse power in their engines!



These humans think this vest is funny, but you know what, I left a little "goodie" on the seat now that's funny!



Out of gas—no problemo, I can paddle in



I should be able to beat Reynolds now with my new jet engine!



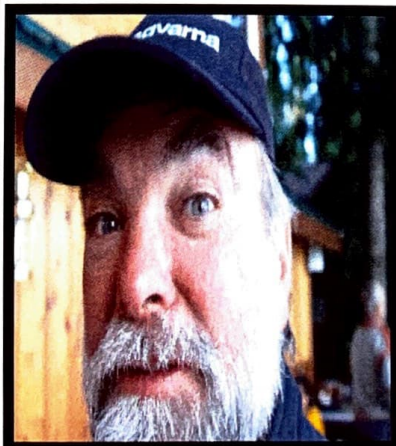
I'll have dos mas'



So there I was, waste deep in crap



Hey mister, it's my oar!



Honest dude, I will work for food!



So do you want to trade hats or not?

INLAND SCUTTLEBUTT

Volume 5, Issue 4

September/October 2005



Special points of interest:

- Annual Meeting Update
- Deems Family Update
- Pictures From Shows

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Happydaze Restoration Finished Bob Ickes – September 2005



Well, it's finished; or at least as finished as any of these rebuild projects actually get. *Happydaze*, the 1948 Chris-Craft 30' sedan cruiser that Steve Zwarg and Chris Knapton got me involved with 3 years ago, is now afloat on Lake Coeur d'Alene. Launching was in mid-July; a few days after our Sandpoint boat show. Steve Zwarg and Bill Brooks helped Dave of the Resort Boat Shop get her on the trailer and in the water. There were a few leaks (there always are, and they are still there) but nothing major. After Steve helped tune the idle, which now performs great, we all went for a 4 hour cruise with "nary a hitch". The experience apparently agreed with Bill Brooks, as I hear he has recently purchased a 33' Chris-Craft sedan cruiser!

Several of you have seen *Happydaze*, either on the lake or at the Coeur d'Alene boat show. We've been enjoying the cruising on the lake; even been on a couple of overnights. The boat performs well, and we're pleased. Let us know if you want to go for a ride.

Looking For New Editors For 2006!!!

The school year has started and our lives are now much busier than they used to be. It's Kayla's Senior Year of High School and so we just do not have the same amount of time as we used to have to put into this newsletter. We are looking for someone who has the ability to really take their time with the newsletter and get it published on time. It really doesn't take a ton of work it's just a matter of having a few hours every other month to piece everyone's article submissions together into Microsoft Publisher for our chapter president BK. If you

are interested **PLEASE** call our home at 509-489-9545. The newsletter is a bi-monthly publication. Lastly, the Priest Lake Show was wonderful over Labor Day Weekend! Everyone had such a great time. Although the Poker Run was choppy it was a great experience! Having our Florida friends spend that weekend with our chapter was even better! We hope all are doing well now that fall has arrived!

Hope to hear from you possible new editors soon!~ Gloria & Kayla

2005 Chapter Officers & Board of Directors:

Officers:

President: BK Powell 509.994.0512
 Vice President: Steve Zwarg 509.468.7236
 Secretary: Linda Zwarg 509.468.7236
 Treasurer: Mariett Deems 208.667.5023

Board Of Directors:

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 Bruce Reynolds 509.489.9545
 Terry Deems 208.667.5023
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 Jan Lenhart 208.664.1749
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Immediate Past President:

Chris Knapton 208.687.4244

Membership Chairman

Susan Hamilton 208.689.9801

Lifetime Board Members:

Jim McGoldrick 208.747.1500
 Bud Moon 208.264.3440

Chairman for the 2005 Boat Show

Bob Ickes 208.773.7094

Website Coordinators:

BK Powell 509.994.0512
 Eilene Ickes 208.773.7094

Youth Program:

Jan Lenhart 208.664.1749

Safety Chairman:

David Crettol 208.769.1511

Publisher and Editors:

Gloria & Kayla Best 509.489.9545

E-mail: scuttlebutt4@hotmail.com

Welcome New Members!

- Scott Zopp
- Doug Prib
- Larry & Sandy Smith
- Don & Bonnie Rasmussen

Engines For Sale!

- Gray Lightfour Marine engine approximately 25hp. Four cylinder 1940's vintage with transmission. Model # 1168 \$300.
 - Flagship Marine inboard approximately 75hp, 4 cylinder, 1940's vintage with transmission. Model # says 6.6RH \$175.
 - Nordberg model KNIGHT 6 cylinder 40's vintage, no transmission \$100.
 - Redwing motors (two) approximately 40HP 4 cylinder with transmissions from the late 30's or early 40's. Both motors appear identical. The motors have been sitting outside but do turn over. One motor has the letters ARROWHEAD stamped on the model number space. \$300/pr
- ~All the above motors have been outside for years but none are stuck and look like they could be brought back to life or would make good parts donors. The motors do not appear to have been near salt water. The manifolds and cylinder head look good in case you have one that is cracked. I will make a crate for \$100 and the motors could be shipped but all shipping arrangements would need to be made by purchaser. ~Pictures upon request
dbrooke@vintageoutboard.com
 Doug Brooke (509) 747-9960
- New copper cylinder head gaskets for F-6 Scripps Marine engine. Exact Copy of original Victor gasket.
 Each set is 3 gaskets for 6 cylinder motor \$150.per set. Please e-mail for picture
 ~dbrooke@vintageoutboard.com
 Doug Brooke (509) 747-9960

CLASSIFIEDS

For Sale

“BUCKEY BEAVER”

International Show Winner

1986 Stan Craft
Beaver tail

If interested in owning this rare beauty

Call Chris Knapton for details

208-687-4244

1961 19' Chris Craft

- 90% Refurbished original 287V8 motor in 2001 that has only 40 hrs run time on it!!!
 - Dual Axel Trailer for wood boat.
 - Restoration by Richard Bebo
- \$15,000.00 or Best Offer.**

~Steven Presher

Shop # 1-509-447-0253

FOR SALE: 15' 6" DOUGHDISH ** The Ultimate Gentleman's Daysailer **

(Glass/Teak version of Herreshoff's famous "12-1/2" 1914 design)

Hull #556 built 2001

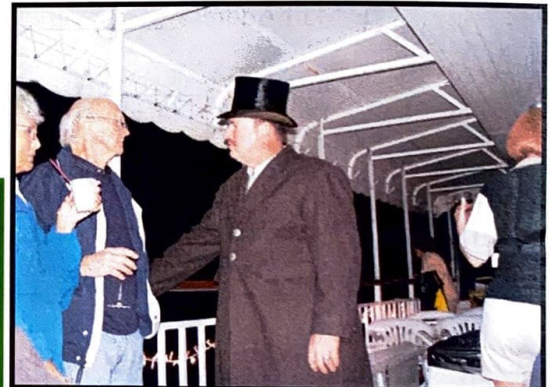
- Gaff Rig
- Trailer
- 25hp Honda Outboard
- Full Cover
- (no spinnaker)
- Perfect Condition

\$25,000

Boat and trailer are at:

Mahina Yachts
Port Townsend, WA
360-379-4980

Owner: Tom and Jeanene Merris
Coeur D'Alene, ID
208-765-6580





The attached picture is a 1948 Truscott 18' 9" on a very custom trailer showing good care for the boat. The previous owner had for 30 years and the current owner just bought it. It has been in storage since 1987 and the engine V_8 turns over and the

boat is in GOOD shape. Unfortunately a 4th addition to the family is coming and she says the boat has to go. Can some one help us establish a fair selling price for this boat as we do not have an idea as it is a very unique boat and comparisons are hard to find. Thanks in advance for help guys!!!!!!!!!!!!!!!!!!!!!! ~Don Robson DonRobson@earthlink.net

1957 Bee Line Wooden Boat w/Trailer

\$1500 O.B.O

Includes: 2 Outboard Motors

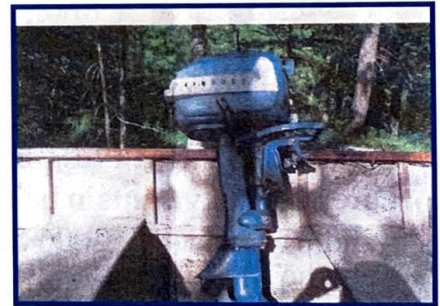
-Evinrude 71/2 HP

-Evinrude 35 HP

Trailer with New Tires

208-263-7598 Home

208-290-5003 Cell



Screened Beefy Tees

Looking for something different that you can't buy in any store? How about awesome Tee-shirts from the great marine companies of the roaring 20's and 30's? One of my passions in life, right behind my family, are the old wood boats and the motors that powered them. These Tees are made as a tribute to these long forgotten businesses and their proud employees who gave their customers an exemplary product resulting in countless hours of boating pleasure. Almost all of the prominent marine manufacturers that were exhibitors at the famous New York Boat Shows of the 20' and 30's will be made in a limited production run. We have started with such greats as; Kermath Motor Co., Fay & Bowen Marine, Dodge Motor Car, Scripps Gold Cup Engines, Lodge Motor, Detroit Mich, Schebler Carburetor, Dee Wite Boats from the Dwight Lumber Co. Det. Mich, Johnson Outboards, and more. Printed on a high quality "Beefy" Tee and offered at \$21.00 with a money back guarantee. Call Terry Deems @ (208) 691-3470 or email me at BigBear13TD@cs.com



"Trust me these are great That's what I'm talkin about"

30th Annual Membership Meeting

This event was held at Tan-Tar-A Resort, Lake of the Ozarks, Missouri. Tan-Tar-A is a large resort by Lake Osage, located 175 miles west from St. Louis. Many events for this show were available: presentation of insurance- (Protecting Your Assets)- by Hagerty Insurance reps Chris Schmaltz and Carla Gernhofer; a premier of " This Old Boat" TV Pilot by executive producers Kent Hammond and Jeff Olsen; a women's clinic by Terri Hoffman-Ashley; a kit boat demonstration by Jim Shotwell and an elaborate display of miniature outboards by Bob Wilcox. Sharon Dickinson, president of Niagara Frontier Chapter, presided at the Chapter Roundtable. Discussed were procedures for applying to host quarterly meetings. A committee has been set up for this purpose. The sponsoring chapter shouldn't bear any expense.

At the general Meeting Treasurer Jim Mersman gave an annual report. He and Kathy Snyder are currently updating accounting processes at Headquarters. ACBS receives a commission when members rent a vehicle from Hertz. For insurance, Hagerty reports 41% of ACBS membership insure through them, they insure over 7,000 vintage boat owners and retain 91% of their insured's. Hagerty is working on insuring Canadian watercraft, and will be platinum sponsors for 2006. Rudder went from a total of 38 pages to 44 pages. For the 2006 Annual Meeting, Tom O'Rourke cautioned that many organizations will be looking for new meeting location sites due to Hurricane Katrina. Headquarters reports a new sign has been erected outside the building and that the 2006 membership year began on September 1.

Future meetings: Winter- January 13-15 at New Orleans (or possible alternative); Spring- May 4-7 at Seattle and Annual Meeting September 14-17 at Tahoe, California. For Chapter Relations, the following are being considered: Lake Pontchartrain, LA; Presque Isle, MI; Fort Worth, TX and Excelsior, MN. The new Directory may contain boat pictures. The deadline for inclusion in the Directory will be January 15, 2006 Ship's Store sales were down from \$40,800 in 2004 to \$22,600 in 2005. Part of this decline may have come from lack of interest by chapters in consignments. For fundraising, raffle tickets at \$50.00 each, with a limit of 2,000 tickets are to be sold for a new Chevrolet Tahoe.

Of approximately 65 boats registered, 44 craft were to be judged. The Best of Show went to a 19 foot 1939 Chris Craft named Little Lady, owned by Mike and Becky Siegel of Seabrook, TX. Best Century award went to Kirk Smith with a 1942 Sea-maid. Best Chris Craft award went to John Russell and his 1955 21 foot Cobra. Chris Craft Company was represented by Westport Yacht Club. There were many high- scoring boats.

~Herb Anthony

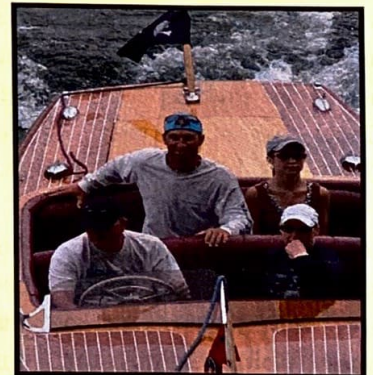
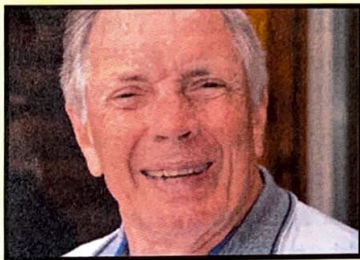
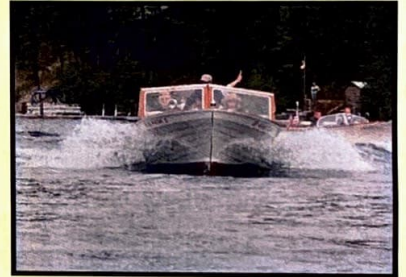
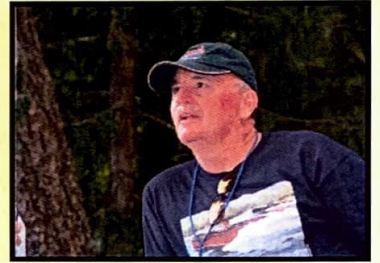
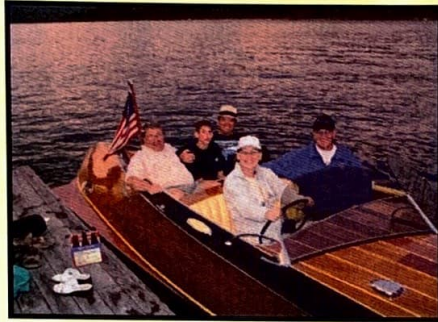
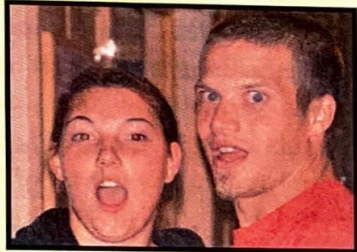
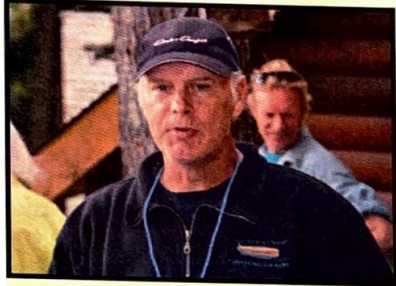
Update from The Deems Family

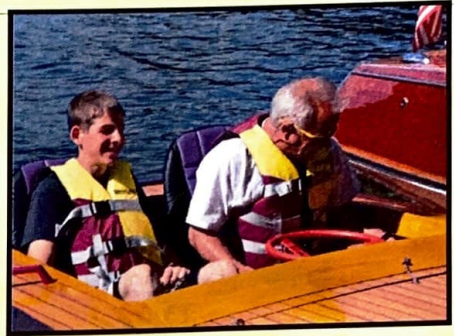
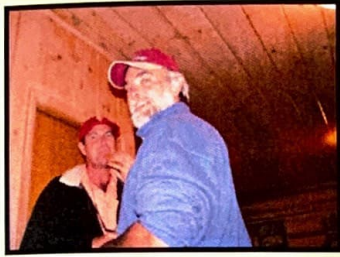
Mariette and I were able to make it to the successful Sandpoint Show this year and we also traveled to the Bigfork Montana Show on monstrous and may I add? beautiful Flathead Lake, held the last weekend of August, and with much time off from work, we also hit the fabulous Dry Rot Show and Parade during Labor Day weekend at the Crown Jewel of Idaho; Priest Lake. We floated our woody for almost two weeks straight. Our time off was much needed, and what a time we had! The Flathead Show was laid back, hot, and sunny with perfect water conditions for full throttle evening boating, just what the Dr. ordered. They had a Hawaiian theme which was fun. We met two couples that had trailored their woodies all the way from Florida! on a 45 day vacation. Gerry and Katy Dake and John and Anne Ross. They had stopped at a Show in Wyoming and then to the Flathead Show and were invited to the Priest Show by our other friends Dick and Louise Werner and were on their way to the International Show in Missouri also. Jerry is the current president of the Florida Sunny land (John Being the past

president) chapter with 572 members, and runs the Mount Dora Show with 250 woodies. We ended up spending almost all of our time boating with them, what neat people. The Priest Show turned into another well run, smooth sailing, event with tons o' fun and more awesome boating, Linda and Steve Zwarg do such a great job putting this one on, no wonder it has grown to 40+ boats. The Sat. Poker run, created and orchestrated by Hutch, was interesting to say the least with a little wind (gale maybe?) kicking up the waves for my little 17' Chris. Mariette, daughter Erika, boyfriend Frank, Joey the big dog, and I all braved the high seas for the two hour annual event zigzagging across the whole lake. We hit waves so titanic I could hardly command the boat from laughing so much about how wet we looked! (Mariette especially) We even missed a waypoint (from laughing so hard) but somehow still managed to take 2nd place in the timed division and won some money to boot! The annual Sat night Priest BBQ at Dick's was a real hoot, with huckleberry salmon and BBQ chicken to wet your appetite, then two guys showed up with

guitars and we played, sang, danced and generally acted like fools around the bon fire all night. Mariette, Jason, and I also received some genuine "E-Ticket" trill rides in some of our friends really fast woodies on the upper lake on Monday. We rode in Tom Horn's scratch built 1930s design 23' woody with a twin turbo 800 hp engine (it really makes your lips flap!) , Steve Straub also from Portland brought and gave lots of fantastic rides in a newer 29' Stancraft Torpedo with an 8.2 liter engine valued at over \$125,000! and local Wildman Hutch wowed the crowds with continuous rides in a purple race style Jersey Speed Skiff with a hot little Chevy small block that gets huge air sideways when turning at break-neck speeds. That can make your butt pucker, boy I'll tell y o u w h a t . So all and all a great time and I can't think of a better way to spend our summer vacation. Happy wood boating Terry and Mariette Deems PS: Lets do a St. Joe River run with the fall colors

Dry Rot 2005





Tentative Schedule Of Events

*Note: These listings come from a variety of sources
If you feel we should add some events let us editors know. Also, be sure to check
www.acbs.org for more events on their 2005 events calendar.*

<u>Date</u>	<u>Event</u>	<u>Coordinator</u>
Oct/Nov	Board Meeting General Meeting	BK Powell Linda Zwarg
Dec	Holiday Gathering	To be determined



The Sky's The Limit
Susan & Brandon Moon
phone: 208-265-1623



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Manotick, Ontario Herb Anthony

The 30th Annual Ottawa International Antique and Classic Boat Show was held August 13 in Manotick, which is located 15 kilometers south of Ottawa, Canada's Capitol, off Highway # 416. Manotick is Ojibway for "Island in the River" and this show is known as the oldest boat show in Canada.

After the boat show in Clayton, NY, a group led by Linda Potter went for a week of boating in the historic and scenic rivers of Eastern Ontario. Their course of travel was on the St. Lawrence River and Rideau Canal System from Clayton, NY to Manotick, Ontario. In Manotick is located Watson's Mill, one of the few remaining operating grist's mills in Ontario.

On August 12 a reception was held at the home of Dave and Carolyn Tilley. Dave is the current president of Manotick Chapter. The show featured all types of antique and classic craft: cruisers, runabouts, utilities, canoes, skiffs and some old cars. The popular "Restoration Alley" emphasized nautical restoration services, boats and supplies and space for selling or trading old boats and parts.

For SALE!

33 Ft. Chris Craft Twin Engine
\$15,000.00

Call Mike Korfoot at
(208)-457-0761 or
(208)-773-7431



• 1976 16' HobieCat Sailboat

Orange hull, yellow tramp, yellow/red/brown sail

Good condition; covered

Comes with trailer and all needed equipment.

Ready to sail!!!! These boats are really fun.

\$1800

For Sale:

Contact **Kenny Johnson** Anytime
For More Info.

(208) 265-4912

• **Boat Trailer: Single Axle,**
21Ft., \$600

• **2 Walters V-Drives with**
Mounts \$150 each

• **Stewart Warner Dash Panel:**
Tack, Temp, Oil, Amps. \$1,100



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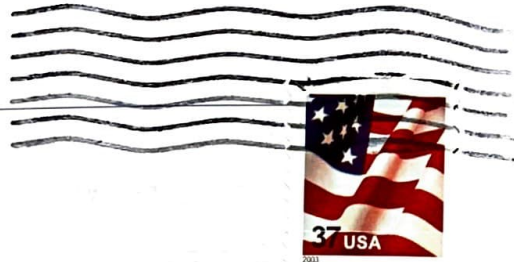
CABINS-BAR-MOORAGE



INLAND EMPIRE CHAPTER OF THE ACBS

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Spokane, WA 99207

Phone: 509-489-9545
Email: scuttlebutt4@hotmail.com



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Spokane Valley, WA 99206

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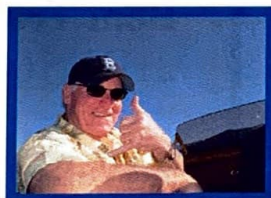


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President's Message

Sandpoint show and in organizing the annual end of summer event, the Dry Rot at Priest Lake.

A general membership meeting is being planned for November and once the time and place are set we will be sending out notices to all current members.

Like a trip to the dentist, it's dreaded but it's necessary. It's now time to winterize our boats, time to put them away with loving care, time to give thought to life without wood on water for the next few months. But rest assured, summer will come, the boats will be ready, the sound of vintage flat heads will be heard and life will be good!

As my favorite cowboy used to sing

"happy trails to you, until we meet again"

Stay awake and don't hibernate! I'll see all of you on the water or damn close to it!

Our motto for the summer of 2005 was "party on" and we surely did that! Not that the festivities are at an end with the coming of winter. We may find ourselves land locked for the next few months, but that doesn't mean that we will be hibernating!

I'd like to take this opportunity to thank all of those that made this past summer one of the most energetic yet. Kudos are in store to the following members: Gloria and Kayla Best for their dedication in publishing this newsletter, Susan and Denny Hamilton for organizing our first on water event, the Show at Harrison. Bob Ickes for all he did getting

the show in Sandpoint up and running. Terry and Mariett Deems for the "Spokane River Cruise" And Linda Zwarg for her outstanding assistance in both the