

Inland Empire Chapter of ACBS

Inland Scuttlebutt



Priest Lake 2006



Don't Miss Our Year-End Event!

Don't miss our "Fall Back & Relax" **General Meeting & Dinner**. This year's event will be a nice evening affair:

Date: Saturday,
November 11, 2006

Place: The Spokane Athletic Club in Spokane, WA.

Time: 5:30 PM Board Meeting; 6:30 PM Cocktails; 7:30 PM Dinner & Elections (all in the Cutter Room).

Dress: Nice.

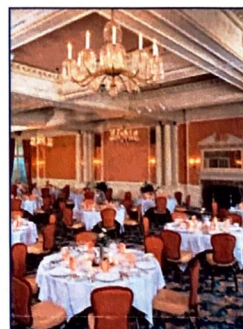
Coordinator: BK Powell

RSVP: No later than Saturday, November 4, 2006 to:

Valerie Watson
scuttlebutteditor@verizon.net
208.457.0838

Or

BK Powell
bk@xofficetech.com
509.755.8326



The Spokane Athletic Club

1002 W. Riverside Avenue
Spokane, WA 99201
Phone: 509.838-8511

You can reserve a room for \$94 a night, double occupancy, while rooms lasts. Mention you're with the Inland Empire group!



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Chapter Elections

The end-of-season general meeting and dinner above is also an election meeting; with currently four openings on the board.

The following positions are available:

1. President (2 yr)
2. Vice President (2 yr)
3. Member At Large (1 yr)
4. Member At Large (1 yr)

If you would like to be nominated (or nominate someone) for one of the positions, please contact:

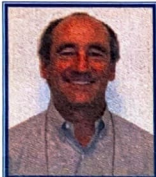
BK Powell, 509.755.8326
bk@xofficetech.com

OR

Valerie Watson, 208.457.0838
scuttlebutteditor@verizon.net

2nd Annual Payette Lakes Classic Wooden Boat Show, 8/11-13

By Terry Knipe, President of the Payette Lakes Chapter



The 2nd Annual Payette Lakes Classic Wooden Boat Show was held August 11-13 for the first time at the Mile High Marina. We had 35 boats in attendance and by all accounts it was a great success; particularly since it was our first boat show event as a formalized boat club.

The Payette Lakes Chapter was just awarded our charter by the ACBS in May, so to field this many boats and attract a few folks from outside our chapter was especially gratifying. (Thanks to Denny & Susan Hamilton from the Inland Empire Chapter for making the trip.) Approximately 3,000 people made their way down to the docks over the weekend for the show and all the events were sold out in advance. You can't expect to do any better than that!

The food was fantastic at our Saturday night awards banquet at Mile High Marina and having a first class auctioneer to auction off Scott Anderson's original boat show painting was the perfect ending to a nice evening. The original painting brought \$3,500 at the auction and was sold to one of the club members. Most of the 250 limited edition prints were sold to the public (\$50 each) and by the time the show ended all of the wood boat owners were given a limited edition print as part of their registration package.

The club decided not to have an ACBS judged event for our first show. Instead we gave awards for Skippers Choice, which went to Jim Donald for his 1929 Dodge runabout "Forgotten Times" and an award for Peoples Choice, which went to Jim Lessard and Mike Tullis for their full restored 1946 Chris Craft Deluxe.

We held a wooden boat parade Saturday afternoon, but

the lake was rough. We are discussing replacing the parade with an early morning breakfast on the sand at North Beach to give everyone a chance to take their boats out on smooth water for an all-out 6 mile run to the end of the lake and back; in time for the show on Saturday morning.



Imagine, 35-40 wooden boats running full out across the lake at 7:00 AM!



We are committed to improving our show and making the event fun and exciting for all.

Overall the club made money and a good time was had by most everyone in attendance. We count this year's show as a huge success and certainly hope more of you will come next year to help make our show a truly enjoyable wooden boat festival.

Meet Some Chapter Couples



Marilyn & Rick Moore



Jerry & Kelly Lebsack



Bill & Loralee Silverthorne



Susan & Bud Moon



Ken & Eldes Johnson



More Chapter Couples



Les & Valerie Watson



Kent & Becky Wick



Gloria & Bruce Reynolds



Carol & Mike Hutchison

Submit your "couple's" photo so they can be used as newsletter fillers. Email them to: scuttlebuteditor@verizon.net

22nd Annual Coeur d'Alene Wooden Boat Show, 8/18-20

By Valerie Watson, Post Falls, ID

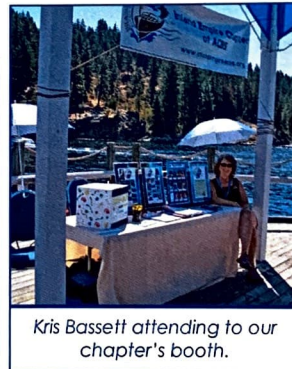
Working with Craig Brosenne, General Manger of the Hagadone Marine Group, and Brenda Young, Cd'A Chamber Boat Show Chair, we were able to help them grow this year's event to include 53 boats.



Craig Brosenne & Brenda Young

It was a great weekend, with a real mix of entries. There was everything from a 14-foot Sepulveda outboard to 54-foot Chris Craft cruiser. There were 4 Century's, 21 Chris Craft's, 2 Garwood's, 2 Higgins', 2 Riva's, and 1 of numerous other makes (e.g., Egg Harbor, Hackercraft, Lyman, Mark Keenan, and owner builds). Using a boardwalk electronic eye, Craig reported 32,000 visitors over the course of the weekend.

Compliments of North Idaho Marine, they raffled off a 1962 Century Custom Speedster with all proceeds going to the Children's Village fund. The winner of the drawing has decided to sell the boat and donate 1/2 the proceeds back to the Children's Village. The asking price is \$12,500 and is opened to offers. For more information please call Tinka Schaffer at the Children's Village 208.667.1189.



Kris Bassett attending to our chapter's booth.

The Black Book Group held a drawing for a free 7-day Mexican cruise and our chapter was provided a free booth on the boardwalk where we set up an informational center about our chapter's membership and season activities. Even our own "amusing" BK Powell was the Master of Ceremonies at Saturday's Awards Dinner with approximately 120 wooden boat enthusiasts in attendance.

Brad and Sandi Hill won People's Choice with their 29' Garwood (Cheyenne). James McGrath & Ann Chiacchieri won Skipper's Award with their 26' Chris Craft (Showboat), John & Jan Lenhart won Sheriff's Choice with their 18' Ranger (Little Toot) and Daryl & Carolyn Reynolds won Chairman's Choice with their 14' Sepulveda (Me Too!).

For me, it was a pleasure "working together" with the Cd'A Planning Committee and seeing such a mixture of this year's registrants coming from our own Inland Empire Chapter. Like all of the season's wooden boating events (ACBS or non-ACBS), the dates are posted on our website as I learn of them (www.inlandempireacbs.org). Next year's Cd'A show is scheduled for the 3rd weekend of August. Of course, we'd expect to see you first at our 5th Annual Sandpoint Wooden Boat Show & Festival the 2nd weekend of July!

5th Annual Priest Lake Dry Rot Show, 9/1-4

By Linda Zwarg, Spokane, WA



Dry Rot??? Not the words a wooden boater normally wants to hear. In this case though it was just the right thing to hear and the right way to end the summer boating season. We had a great turn out—the most boats ever to register in the history of the "Dry Rot Show". There were 51 entries; the biggest variety of boats ever entered!

The three day 2006 event started with the "First Night Potluck" on Friday night at our cabin at Elkins. Close to 60 people were there for lots of fun, food and friends.

Saturday's poker run was a real trip! Thirty boats entered. Hutch out did himself and had us traveling all over the lake - plus - he threw in a few phony clues too. The two hour poker



run ended at Dick and Louise Werner's cabin for the Dry Rot BBQ which was attended by over 100 people. As usual, Dick and Louise put on a top notch party. Terry Deems, Frank Robinson, BK and a few others entertained us with their music with



all seeming to have a good time.

Sunday morning was the Priest Lake Wooden Boat Club's "Dry Rot Show". Elkins little inner docks were filled beyond capacity. We had a great show and great weather. T-shirts and Sweatshirts were sold and the fund raiser raffle was a success. Elkins Dry Rot Sunday Brunch was excellent and also filled to capacity. It was followed by the "Dry Rot Parade" with a record amount of boats crossing the lake.

Cabin owners came down to the docks and cheered on the boats with waves and "oohhhs and ahhaas". We all ended at Hill's Resort for the "Gin Fizz" party with the Priest Lake Yacht Club for their annual fund raiser for Priest Lake and for the initiation of the new Commodore. The Dockwalkers Award recipient was

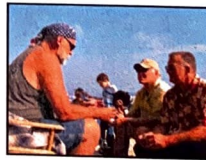


"Remembrance", a Reinell boat that has been on Priest Lake all of its life and was owned by Denny's Dad. Owners Denny and Sharon Martin were more than pleased and surprised. A new award was added this year in honor of one of our long time members, Dick Boge, who died in a tragic accident this summer. It was created by Mike (Hutch) Hutchison and called the "Dick Boge ~ Sink or Swim ~ Memorial Award". The recipient this year was BK Powell in recognition of the many problems with keeping his boat running at the Dry Rot.



Monday morning was the breakfast on the Boge's beach. What a wonderful breakfast and a beautiful morning it was!! Thank you Michael & Annavel Boge and Brian & Kathy Fair for a job well done. The morning cruise started about 11 AM with 28 boats registered. The weather co-operated by giving us a perfect day even though there was some smoke in the air from the fires in the upper lake. We were able to watch the helicopters dip water from the lake and drop it on the fires in the hills on the other side. The fires didn't effect our cruise and lunch.

Thanks to all of you that pitched in and helped with docking boats and cleaning up at the BBQ and Potluck. We are looking forward to seeing you all again next year at the Dry Rot. Hopefully the new docks will be done at Elkins Resort and just maybe there will be more room for all of you.



Happydaze Seam (etc.) Report

By Bob Ickes, Post Falls, ID



Two years ago in a status report on my restoration efforts on Happydaze, the 1948 Chris-Craft 30' sedan cruiser that Steve Zwarg and Chris Knaption got me in-

involved with, I stated the following:



"You may have noticed that I'm trying out several of Steve Smith's products on this project; CPES for overall sealing and rot chasing, Fill-It for both structural (chines) and cosmetic filling, laminating resin for the canvas cabin top covering, epoxy barrier coat for the bottom below the waterline. Steve was also a great help in describing how to caulk the "wide open" seams (especially on the bottom) with backer rod before sealing them with 3M5200. I got the seam depth aspect ratio to be 1:1 or less (sometimes considerably less) with the backer rod before sealing with the 3M5200. This should allow room for some swelling of the wood even though it has been sealed with CPES. Steve said the CPES will greatly reduce the amount of swelling, but not completely eliminate it. I'll let you know how all this has worked several years from now after Happydaze has been afloat for some time."

Happydaze has now been afloat for a little over a year, so I have some experience with "how it worked". My conclusions:

- CPES works well. Although it doesn't seal the wood completely (Steve Smith never said it would) it does make the paint and varnish adhere better. I'd use it again next time.
- Fill-It leaves some slight depressions in some of the top-side planks. That's probably the same as other fillers, and probably because the wood was extremely dry when filled. Structurally I can't tell, but nothing has fallen apart! I'd use it next time, but I wish it sanded a little easier.
- Polysulfide rubber (which I used in place of laminating resin at Steve's suggestion) holding the canvas top on is awesome. I don't think that canvas will EVER come off (at least I hope not)! It sure is messy to work with, but works well. I'd use it next time.

- Epoxy barrier coat below the waterline cracks and flakes off where the seams move. I probably didn't need it; bottom paint directly on bare wood sealed with CPES would probably have been just as good.
- Poly foam backer rod and 3M5200 in the seams worked about as expected. The backer rod filling the largest portion of the seams with the 3M5200 covering and sealing the outer portion did keep the swelling from pushing the chines out of the boat. It also kept initial leaks to a minimum. However, the wood did swell (as we knew it would) and this pushed the backer rod and 3M5200 out of the seams in some places; less than a quarter of the total seam length. The "spit-out" was especially heavy where the dry seams were very wide open (about 3/8") and the 3M5200 layer thin. Happydaze has recently been out of the water for a week while I refilled the bottom seams in the "spit-out" areas, and repainted the bottom where the ice pulled some paint off last winter before I got the de-icing machine. On the "re-fill" I just used 3M5200, since the planks are now swelled up. The backer rod did make an excellent bond breaker; even 3M5200 does not stick to it. Above the water line the seam filling worked great. Next time I'll use the same technique above the water line, but will consider a Wooden Boat magazine suggestion to use roofing tar in the bottom seams; the disadvantage being that it will ALWAYS show through the paint (but unless you're a fish you don't see the bottom seams).

That's it for the update. Happydaze continues to perform well, and I'm looking forward to winter cruising with a diesel cabin heater that I just got installed.

*Winter is coming...
send in your restoration
project stories!*

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- This is beautiful award winning showboat that's ready to go cruising or boat showing again this summer.
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Editor's Pick



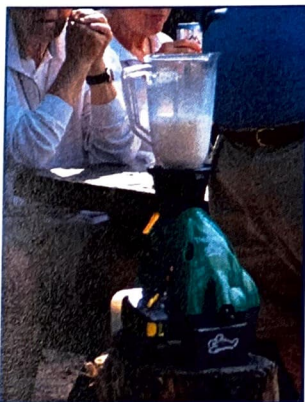
"Sue, warn me before you take the corner so darn fast!"

Since we had some extra space that is normally reserved for advertising, I have included a few of my favorite photos that have crossed my desk this season. Thanks everyone for sending in your CDs of photos! Keep it up.

Valerie



"Valerie, what do I have to do for you to keep this piece of history out of the Scuttlebutt?!"



"Bruce, why does that margarita blender sound like a weed whacker?."



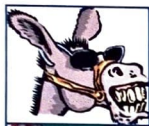
"Name those toes!"



"How do you hotwire this baby?!"

Haul Ass to Harrison: Car, Motorcycle & Wooden Boats

By Harrison Jack & Kelly Lebsack, Harrison, ID



Hee-haw y'all,

The town of Harrison would like to thank you for coming to the annual Haul Ass to Harrison Hot Rod Show. We hope you had as much fun as we did.



What a day it was for the weather is usually not so cooperative. We had 75 cars registered, 7 classic motorcycles and of course, 15 of the finest wooden boats to ever grace Lake Coeur d'Alene. You should have seen the bug eyes of the unsuspecting boaters that came into the marina when they saw all those beautiful boats. Yet the fun did not stop there as they moseyed up through the park.

Elvis had been resurrected and was singing with all his might.

One by one the members of the Northwest Classic Motorcycle group showed up. Seems there were a few breakdowns along the way. Old bikes are finicky, kind of like old boats. The hot rods were beautifully displayed along the main street. Everyone was laughing, grooving with the



music, and generally having a good ole time. Our restaurants were slammed as some of you who had breakfast at One Shots can testify. Hopefully the champagne and orange juice that owner, Jim Little, plopped down on the tables

helped to take the edge off. There was a plan for food in the park, but heck, the plan fell thru, something we hope to rectify next year.

Now I hear y'all had your own little party down on the docks. Some folks stopped at Conkling Marina for they did not get in on the champagne breakfast. The winner of the Peoples Choice Award was announced there over burgers and brews. Seems folks were enamored with "Simpler Times". Congratulations Jeff and Cindy Leist. Too bad you weren't at Conkling to receive your gift certificate for \$40.00. Your boat-



ing buddies tell me they were counting on y'all to pick up the tab. HEE HAW, HEE HAW.

The bikers hitched a ride on Jerry Lee's, Sister Sun, and had a blast. Bikers are folks who can appreciate the rumble of a 1962 Century Resorter!

After lunch, some of y'all all headed up the St. Joe looking to rendezvous with your fellow boaters. Jerry Lee and KellyO took their ship of fools back home to Harrison to prepare for the invasion of drunken sailors on the beach.

Seems the beach facilities were a little lacking as the head was up the hill a ways, so the women were provided with



some first class transportation to the house. Seems the ol John Deere riding mower and wagon has yet another multi purpose.

The world famous s'mores never did appear, for the chocolate disappeared into the mouths of pirates.

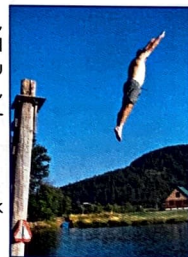
Besides, the Captain

thought that a fire on the beach might not be the best idea considering the red flag fire conditions. Anyway, it was a beautiful warm summer evening and the gin kept the sailors from mutinying.

As the sun dipped below the horizon, the last of you said your goodbyes and headed for home. We do hope you had a good time, the town of Harrison, sure did and we have your participation to thank.

Y'all come back now, ya hear!!!!

Harrison Jack



Membership

By Mariette Deems, Coeur d'Alene, ID

Just a reminder.....as of September 1, 2006 our new fiscal membership year begins. Any new members and all renewals received by headquarters as of September 1, 2006 will receive the balance of 2006 and automatically become a 2007 member.

Welcome New Members!

Jim and Georgia Warren, Coeur d'Alene, ID
Steve and Cinthia Rice, Harrison, ID

FUN FACTS: The Inland Empire Chapter of ACBS is now enjoying the company of 110 members. 1 from AB, 2 from AZ, 3 CA, 2 CO, 1 FL, 1 GA, 48 ID, 1 MA, 1 MI, 7 MT, 1 NY, 5 OR, 4 TX, 34 WA, and 1 from WI.

Keeping Your ACBS Contact Info Updated

Please take a moment to review your contact info in your copy of the 2006 ACBS Directory. If your info is wrong, please contact ACBS and have it corrected a.s.a.p.! Doing so will help eliminate our postal mail or email rejections for bad, full or non-forwarding addresses.

NOTE: We receive monthly membership feeds from ACBS HQs and rely on it as our bible (so-to-speak). Currently 88% of our membership is on our email distribution list. If you're not receiving numerous emails a month from Valerie Watson and you indeed have an email address, PLEASE, send yours to: scuttlebutteditor@verizon.net. Otherwise, you're missing out on having the most up-to-date news!

Send your membership contact revision requests to:

ACBS HQs:
422 James Street, Clayton, NY 13624
hgs@acbs.org (email)

A big **thank you** to those who have sent me hundreds of event photos. I'm currently working with several thousand photos to build a "2006 End-Of-Year Boating Season" slide show for our November General Meeting. If you have any special photos you'd like to include, email them by October 20th to:

scuttlebutteditor@verizon.net
Or burn to CD and send to:
PO Box 3521, Post Falls, ID 83877

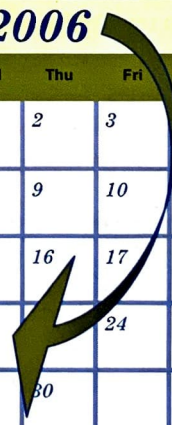
Biggest contributors have been:

- Kris Bassett
- Bob Ickes
- Chris Knapton
- Jerry Lebsack
- BK Powell
- Lorelee Silverthorne**
- Rilee Yandt

Draft Scuttlebutt Articles Are Due By

November 2006

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



BK's Corner: President's Message

Is it over? Is it really over?

Alas, parting is such sweet sorrow! Summer has come and gone, but does that mean we have to submit or surrender to Old Man Winter? I think not! We've been a dancin' all summer and this is not the time to quit. So mark November 11th on you calendars as that is the date of our next General Meeting. The meeting will be held at the Spokane Club and promises to be another "Dance till we're done event". Cocktails, dinner and elections are on tap, so if your planning to come aboard, I urge you to RSVP.

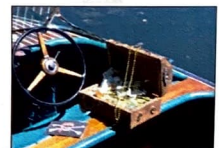
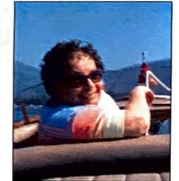
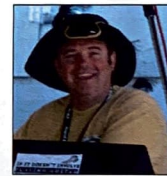
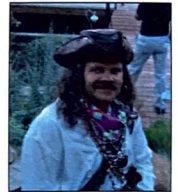
What a summer it was! An event filled one that will be hard to beat, but if I know this crew well enough, beat it we will! Before the arrival of Jack Frost, I like to ask each member to reflect on our Chapter, what we've accomplished, what we could improve on and what course should we set sail. The Inland Empire Chapter is fast becoming nationally recognized as one that is energized, growing and last but not least, one that is totally dedicated to the preservation of antique and classic boating. What has made our club successful is the sum of it's parts — you the members, and it has been my privilege to have served you as President these past two years. I thank all who have served, Board Members and officers, Chairpersons and those that have volunteered a piece of their valuable time to insure that we, as a group have maintained our course with the wind at our backs in this beautiful world of wood on water!

It's no jive that we've kept it alive. We've danced we've cried, we've become bleary eyed. Dance till we're done is our rallying cry, no stick in the eye will make us say die. Like our old boats and engines too, we dance till we're done; cause that's what we do!

I hope to see all of you on the water or damn close to it

BK

2006 Boating Season Revisited





INLAND SCUTTLEBUTT

December 2006

Volume 6, Issue 5

Scholarship At The Wood Construction Center

Inside this issue:

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Special points of interest:

- Member Survey Information: You could win \$100!
- Nominate yourself or someone you think would make a great board member: on page 3
- Fun activities for the month of December: Check out this month's events calendar

John and Jan Lenhart presented a proposal for donating money from our Chapter towards a scholarship for a student, or students, at the Wood Construction Center in Seattle, Washington. This Center is aligned with Seattle School District and services all ages of students--18 throughJohn and Jan's presentation was given to those who attended the Spokane Club meeting and dinner November 11th, 2006.

Mr. Dave Mullens (from the Center) took time out of his schedule to tour the center with John and Jan in October. He introduced them to the three main pro-

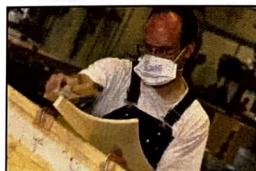
grams that are offered to students. Our chapter's intent would be to contribute scholarship money to the Boat Building program, only. Mr. Mullens would be given the opportunity to select the student, or students, based on individual needs.

As they toured the Center, John and Jan felt a tremendous interest from the instructor (Dave Mullens) regarding our proposal for possible financial assistance. He shared a video that gave a very complete narrative of the Center and then followed up with an email stating his strong interest in becoming in-

olved with our Chapter.

If further information needs to be gathered before the Board makes a decision on this matter, John and Jan have a pamphlet they can share with you and B.K. has a copy of the video that gives an over-view of the program sponsored by the Wood Construction Center. Again, though there are three wood working programs at this school, our Chapter would be involved with the Marine Carpentry program only.

Jan & John Lenhart



Yeah, because what it all boils down to is at the end of the day, we are all riding on the same boat and we have to learn how to deal with each other. I think that the music and what we do in our actions is what can kind of bring us together.

Bootsy Collins

2006 Chapter Officers & Board of Directors

Officers:

President: BK Powell 509-755-8326
Secretary: Margaret O' Leary 208-762-9228
Treasurer: Susan Hamilton 208-689-9801

Immediate Past President:

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Linda Zwarg 509-468-7236
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Jim McGoldrick 509-747-1500
Bud Moon 208-264-3440

Newsletter Editor

Julie Olsen julieo@xofficetech.com

ACBS Member Survey

Dear ACBS Members,
As part of our long-term planning process, we have hired an independent research firm to survey members regarding a variety of topics that we feel are important to the overall direction of the organization.

Our survey will give you an opportunity to voice your opinions and make them known to our board of directors for consideration and action.

As a special incentive to take our survey, we will be giving away a few \$100 gift certificates for ACBS Ship Store merchandise in a drawing for those who participate. Our goal is to give \$100 gift certificate for every 100 responses we

receive. The more surveys we receive, the more gift certificates we give away. To assure eligibility in our drawing, your survey must be submitted before Friday, December 22nd, 2006.

To take the survey please got to <http://dhse.net/acbs>

Thank you in advance for your participation-and Happy Holidays from all of us at ACBS.

Bob Bush, President
Antique & Classic Boat Society



Nominating Committee

- Want to help propel your club on to becoming bigger and better?
- Do you have great ideas for events or activities?

Nominate yourself or someone you think would make a great board member.

Deadline for nominees is January 15th.

Committee members:

Chris Knapton
Larry O'Leary
Linda Zwarg

Volunteering can be fun and rewarding!

Killer Gets An Extreme Makeover:Chapter 1

By Joint efforts of: Steve & Linda Zwarg

It was over sixty four years ago last month that Killer was built and like me she needs a facelift and a few other modifications. The one thing that is unusual is that she still has all of her original wood - with the exception of the bottom plank on the transom. Steve acquired her back in the mid-seventies when he was just a kid and did refinished Killer back in the late 70's. Killer was entered in the Coeur d'Alene boat show in 1982 and won the broken oar award for the amateur finish work. When Steve found Killer, she was far from original condition. She had a very poor orange stain and the cover boards that were supposed to be clear black stain weren't even stained dark. The original Hercules was there but all disassembled. Parts were all over the barn and some were never found. So - like any kid in his twenties - he put a good running fast engine in the boat so he could use it asap. That engine was in there for twenty years and was still running

when it was taken out last fall. The original Hercules M engine was still in storage in Newport at the family ranch. It was torn down and all new parts have been ordered. It is almost ready to start being assembled.

Right after the Dry Rot Show and the last run up the St. Joe last year, Steve decided it was time to start getting her make over under way. He removed the old chevy engine and all of the hardware. Out came the seats and all of the wiring. The next step was to get her turned over and into the new operation section of the shop that Steve built just for Killer's make over.

One half of the bottom of the boat was removed and a section of dry rot was found under the port side of the seat in the chine. He has replaced several of the ribs that came in contact with the dry rot and also a 3 or 4 foot section of the chine. Al Dunlap gave him some pointers on building a steam box. He used plastic pipe for a box and camp stove to make steam.

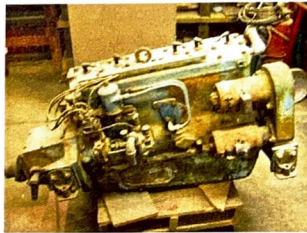
It didn't take long in the steam box to get the white oak soft enough to bend into place to be clamped. Quite a bit of the old canvas was still there and pieces of the original upholstery were found.

The balance of the wood is in amazingly good condition for a 62 year. Now the balance of the bottom will be taken off. It doesn't appear to have any more dry rot.

So much for the extreme make over part. We will keep you informed when we get to the new make over part.

When I get a chance to play golf or go on a boat with good people, take the boat out and put some lobsters on the grill, get the ice-cold beer and the cigars - that's heaven here on earth.

Bernie Mac



Winterize Your Woody

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Gar Wood: Man, Legend, Myth



Gar Wood, known as the immortal "Gray Fox of Algonac" was Unlimited Hydroplane racing's first superstar.

Born into a family of nine boys, three girls on December 4, 1880 in Mapleton, Iowa to Walter and Elizabeth Wood who named their son Garfield Arthur in honor of U.S. President James Garfield and his Vice-President, Chester Arthur. In 1890 the family moved near Lake Osakis, Minnesota where his Dad, Walter, bought and operated the ferry boat "Manitoba". It was there that a great rivalry with another ferry boat captain ensued. Soon the boasts about who had the best ferry boat inevitably led to a race for fastest boat on the lake. With a young Gar Wood on board as part of the crew, the two ferries lined up against each other. The "Manitoba" sprang into an early lead but lost it when their paddlewheel started running out of wood for the boiler. Unfazed, Walter yelled back to his son to break up the boat's furniture

for more fuel. Father and son quickly dismantled the chairs and tables, and went on to win in a frenzied finish. This obviously made a huge impression on the young Gar and he never forgot his first taste of competition and thrill of victory on the water. Many years later, he would recount that epic battle "I can still feel the thrill of winning that first race. The engines howling to drive the paddlewheels, it fascinated me. I decided that day that I would build my own race boats."

At the age of 30 in 1910, Gar married Murlen Fellows, had a son, Garfield A. Wood Jr. Soon after they packed up and moved to nearby St. Paul/Duluth, Minnesota where he opened a small machine work shop. One of his first contracts was the construction of "Leading Lady" a racing boat. She was fast, covering ten miles at an average of 30 mph! unheard of at the time. In 1910 some forward thinking boat builders first started to experiment with

"fast-steppers", Unlimited/Offshore boats with a step or notch located approximately amidships on the undersides of the hull. The "step" allowed the boat to skim on top of the water rather than pushing water aside) with much less friction hence more speed. At that time the only known theory of water speed was old-style displacement "pusher" hulls. In 1912 he built a new racer with the new "step" called the "Little Leading Lady" That year Gar Wood won every heat of the MVPBA Regatta at Keokuk, Iowa (Mississippi River), and maintained dominance for three more years. The racing legend was born! At that time he accredited his racing success to two very important members of his team, a pair of teddy bears, named Teddy and Bruin. These two mascots were decked out in full racing fashion, which included tiny cork life jackets! Gar was known to have never set foot inside his race boats without his two little good luck buddies. Teddy and Bruin rode with Wood during all of his championship rides for the next two decades and he even kept them near until the end of his life. In 1915 he moved to Detroit, Michigan and his money problems would soon disappear, he invented and patented the first hydraulic lift dump truck. Gar had happened to observe a coal delivery driver painfully unloading two tons of coal with only a hand-operated winch lift. He listened to the driver curse his fate about having to perform such dirty heavy work. He went home, took his life savings of \$200, and built the



Miss Detroit



Miss Ansonia

Gar Wood: Man, Legend, Myth (continued)

world's first hydraulic truck hoist. He then founded the Wood Hydraulic and Body Company, and his fortune was made. With his cash flow problems solved he stepped up his participation in boat racing

1916 also proved to be a good year for the young Gar Wood. Although still relatively unknown in the Detroit's "old boys club" racing circles, he was able to purchase the broken battered hulk of "Miss Detroit I" an Unlimited Hydroplane the 1915 Gold Cup winner) built by none other than the Chris-Craft clan, for the sum of \$1000 cash, with a 6 month note of \$800. That year the Gold cup was won by another "Chris" built boat by the name of "Miss Minneapolis" with Bernard Smith (of Chris-Craft fame) at the helm. Gar went almost immediately to the Chris-Craft plant in Algonac Mich. to see the boat and while he was there he bought a majority interest in the Chris-Craft Corporation. Gar changed the boat's name to "Miss Detroit II" and handily defeated all comers in the Gold Cup Races of 1917 with top speeds of around 52mph. Early in 1918 engineers scoffed when Wood told them he would use an aircraft engine in his new boat "Miss Detroit III" with himself as driver and Jay Smith as mechanic all while campaigning the older "Miss Detroit

II" with its standard style 250 hp Sterling marine engine with his brother George as driver and Bernard Smith as mechanic, both sponsored by the Detroit Yacht Club. All the experts said it wouldn't work, that it had too many delicate parts that would pound to pieces. Gar refuted their claims and the rebuilt Curtis 12 cylinder aircraft engine in "Miss Detroit III" proved its prowess on the Detroit River keeping the Gold Cup at the Yacht Club in Detroit for 1918 and 1919 with the "Miss Detroit" series of race boats.

By 1920 a forty year old Garwood was a multi-millionaire. He introduced his newest race boat "Miss America I" sporting a Liberty 12 cylinder airplane engine which he took to England to compete for the coveted Harmsworth Trophy. These races were a huge international racing spectacle equivalent to today's America's Cup. After Gar Wood had won the race, Detroit's downtown streets were jam packed from Belle Island to Randolph as the crowd awaited his return from England by seaplane. The Harmsworth Trophy was proudly displayed at the Detroit Yacht Club. Gar was as well known in the U.S. as legendary baseball player Ty Cobb. Other "Miss America's" Stood up to the challenges from both England and France and Gar Wood successfully defended the

Harmsworth eight times.

1921 was also a pivotal year for Wood. He was named the Commodore of the Detroit Yacht Club and He built the world's fastest express cruiser named "Gar Jr. II". She was a massive 50-footer with an 11-foot beam. It had a stable V-bottomed displacement design hull (not the faster "step" hull) and was later adapted by the U.S. military as the PT boat of World War II fame. To show off his new design, He challenged the Havana Special Train to a race up the Atlantic coast from Miami to New York. The boat made the 1250 mile trip in 47 hours and 23 minutes beating the train by only 12 minutes! In 1925 he proposed another "Great Race" that would capture the imagination of America. This time, he threw the gauntlet down on the Twentieth Century Limited Train, for a run down the Hudson River from Albany to New York City. Again the New York City streets were jam packed with fans as he screamed into the docks 22 minutes ahead of the train. The crowd went wild!

To be continued.

By: Terry Deems

"Gar was known to have never set foot inside his race boats without his two little good luck buddies."



Before settling on the name of Tiny Tim for his character in "A Christmas Carol", three other alternative names were considered by Charles Dickens. They were Little Larry, Puny Pete, and Small Sam.



Sealed

It was absolutely involuntary. They sank my boat.

John F. Kennedy



Second Sanding

I've always been better at de-struction than con-struction, but that has never stopped me from trying. As a kid my room was littered with disassembled alarm clocks, old radios, miscellaneous engine parts and a buggy wheel or two. All awaiting with my firm resolve that someday I would get around to building something "neat" or at least putting them back together into something resembling working order.

Fifty years later *Blarney* - 1954 Chris Craft Rivera - sits in my shop with big question marks hanging over it. I'm in the middle of refinishing it for the second time. The first time, ten years ago, I was relatively new to the wooden boat scene but the lack of knowledge was no deterrent. The mechanicals and wiring were no problem but when it came to the varnishing I was king of the "drips and runs". As a good friend said after seeing my effort, "*Blarney* has more waves in it than a parade full of beauty queens!" I had more varnish on the trailer and the garage floor than on the boat.

So this time I'm bound and determined to "do it right". The destruction went fine. After two weeks with a heat gun and putty knife (and scorched fingers and the help of Alan Myer) the 20 some coats of "wavy" varnish hit the floor. I did try the chemical stripper method but found that it took twice as long and was 3 times as messy as the heat gun method. Then the sanding, and the sanding and the sanding ... first with 80 grit then 120 & finally 220. By mid July *Blarney* was naked down to the bare wood. To me she looked grand and in my mind's eye I

So What Do I Do Now?

{pix #1} could just picture *Blarney* docked next to *Rebel* and *Nostalgia* holding her bow high with pride with a new skin of fresh wave free varnish.

Now the reconstruction phase begins. Decisions, decisions. First what color should I select for the stain. The classic Chris Craft "red" or something a little more subdued? After two weeks of debating with myself I finally went out to the Resort Boat shop and had Mitch mix up a custom batch of stain for me... not too red and not too brown. After applying it with roller and rag I stepped back and the doubts started creeping in. Did Mitch and I get the color just right? Was it too dark or was it just the lighting in the shop? Or was it just my over critical eye? Is my pursuit of perfection this time getting in the way of reality? I pushed the boat out of the shop so I could see it in full daylight, Even 2000 watts of light can't compete with old sol when it comes to true color rendition. The results of the sunlight test were inclusive. It looked better but I was not sure I loved it. Now what? I decided to proceed. Next decision was what kind of sealer should I use. A lot of restorers are using an epoxy sealer, others use the traditional marine sealer (read Pettit clear sealer 2018). Having used the Pettit before and not wanting to invest in a respirator for the volatile epoxy I chose to go with what I was familiar with. (Also if you read in the Classic Connections catalog it says to apply it like water and don't worry about runs or drips and no sanding required between coats - sound like something just made for the drip king!) Previous experience told me that with the sealer on, *Blarney*

would start to show the shine of the eventual deep gloss of 20 odd coats of varnish and give me a much better idea of the final look. Well... after the first coat I'm at another decision point. The hull and decks looks OK but the blond king plank and hatch cover appear too dark and is not consistent. Another trip into the sunshine, (this time I'll not push the boat off the dollies- that's another story). The daylight test was even more perplexing, It looks better but it also highlights the areas of concern. Decision time again. What do I do now?

As I sit here writing this I'm still debating with myself on my next course of action. 1) Continue as is and hope for the best? 2) Sand down the blond and try again? Or 3) sand the whole thing down and start over?? So here I sit as the warm weather slips away and I contemplate a cold winter in an unheated shop sanding and sanding and sanding....

One thing that I have decided though is that by hook or crook *Blarney* will be ready for Harrison next year. The one caveat is whether it will be for the opening season event or the closing season event - I don't know, but I do know that unlike all my childhood unfinished projects this one will be completed - I promise!

Larry O'Leary

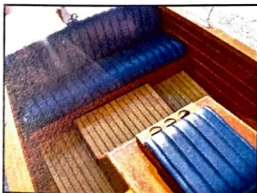


Varnish Removed

Up for some "Horsin Around" ? Boat for Sale

This is a 1962 17' Tollycraft Sport About. There were not a lot of this model built. It has a fiberglass dash that is in beautiful condition, no cracks or dents. The engine is a 272 Ford Y-Block and was professionally rebuilt last summer. It has about 20 hours into it. It was an interceptor. It has only been used three times since the rebuild and runs perfectly. It has a velvet drive transmission with a stainless shaft. The propeller has been tuned and balanced. All hardware has been re-chromed. This boat has had lots of interior work done; new upholstery, new mahogany side covering boards. All the floor board stripes are

inlaid in mahogany. The engine cover has clip holders and a padded top. The hull is in excellent shape, it has very few minor dents and dings. Needs bottom paint. This boat has always been garage stored this could be a show winner with just very little TLC. Tollycraft didn't make very many smaller boats so it's a hard to find model. The trailer is also included. She held her own in her class next to the Chris Craft, Century Higgins, and other wood boats in the Priest lake Dry Rot Show in Northern Idaho in 2005-2006. Contact Steve Zwarg 509-953-9902 or Beth Hyatt 509-921-8055
\$9,000 or make an offer



The use of a Christmas wreath as a decoration on your front door, mantel or bay window symbolizes a sign of welcome and long life to all who enter.

The one thing I remember about Christmas was that my father used to take me out in a boat about ten miles offshore on Christmas Day, and I used to have to swim back. Extraordinary. It was a ritual. Mind you, that wasn't the hard part. The difficult bit was getting out of the sack.
John Clease

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FUN ZONE

Question:
Where do
pirates go on
vacation?

Answer:
Aaaarruba



Why can't we eat with the adults ??



So - Ye say you're an animal Doc-I love animals-they're delicious!



OOOH.... I love the Fun Zone!



ARRRR !



Dizzy runabout maniacs?



Geez Bruce I think that is a Black Widow



This boat show is better than Woodstock was



Hey!
I thought this was a pirate slumber party



Arrrrr Ye better have enjoyed this page



The actual gift givers are different in various countries:
England: Father Christmas
France: Pere Noel (Father Christmas)
Germany: Christkind (angelic messenger from Jesus)
She is a beautiful fair haired girl with a shining crown of candles.
Holland: St Nicholas.
Italy: La Befana (a kindly old witch)
Spain and South America: The Three Kings
Russia: In some parts - Babouschka (a grandmotherly figure) in other parts it is Grandfather Frost.
Scandinavia: a variety of Christmas gnomes. One is called Julenisse.

Calendar Of Events

Nov 24th—Dec 30 Holiday Boat Rental

Description: Enjoy your choice of treats aboard a heated & fully enclosed electric boat all decked out for the holiday season. **Presented By:** The Electric Boat Company

Time: Nightly sailings 6:30p.m.-8:30p.m. (additional sailings Sat. & Sun. 11:30a.m. -1:30p.m. and 3p.m.-5p.m.)

Location: Lake Union, Seattle, WA. **Price:** \$30 per person, \$40 per person w/ a captain.

December 31st New Year's Eve Cruise

Description: Event for enthusiasts of vintage fiberglass pleasure craft.

Presented By: FiberClassics Northwest

Time: 10a.m. - 5p.m. **Location:** Lake Washington, Seattle, WA.

Price: Contact FN **Contact:** 360-678-4235 boatzz@comcast.net

January 19, 2007 Center for Wooden Boats—3rd Friday Speaker

"Vasa, the Ship and the Museum"

7:00 p.m.



Nathaniel Howe will give a presentation about the 378 year old vessel in Stockholm, Sweden that is one of the world's key maritime treasures. *Vasa* was the largest warship in the Baltic. She was launched in 1628 and sailed less than a mile when a gust heeled her, burying her open lower deck gun ports. She sunk in a minute or two. In 1961, *Vasa* was discovered and raised. She was virtually intact including lines, sails, crews gear, some of the crew's bones, bronze cannon and over 700 carved sculptures. She even floated again.

The *Vasa* Museum attracts half of Stockholm's tourists and is an icon of Swedish pride. We will learn how a museum that was built around a historic ship actually works.

Nathaniel Howe is a Fulbright scholar doing work/study at the *Vasa* Museum since January 2006. He graduated from Beloit College with a degree in Marine Studies and was a Williams-Mystic Maritime Studies scholar in his senior year.

February 3rd, 2007 16th Annual Shipwrights' Regatta

Port Townsend race, inspired by and in honor of local wooden boat shipwrights

IEC UPCOMING EVENTS:

January 22nd - Board Meeting: Get your nominations in!

January 26—February 3 Spokane Boat Show: - at Spokane Fairgrounds

April/May Resort Boat Shop: Show & Shine, Shop Tour

June — General Meeting

July 14th-15th — Sandpoint Boat Show

"We Dance,
We Shout,
We Runabout,
There's no doubt,
What we're about

Fun in the Sun—
Wood, Water and
Rum

Straight on till
dawn and no
we're not done!"

President's Message: BKs Corner

The November General Meeting at the Spokane Club was a great success. All that attended were at the top of their game both in attire and in socializing. I'd have to say that the room was being worked well by some and extremely well by others.

One of our beloved members and a fixture at all our summer events left us in November after a long and courageous fight with cancer.



Jerry Hanauska
We'll miss you, sir!

Winter is upon us and with the chill comes that age old question—did I winterize? Or was that the part of the list that I didn't get to? Come next spring you'll have your answer! As we near the end of 2006, I'd like to thank all of our members and especially those that dedicated some of their precious time that made this year a special one.

2007 is shaping up to again continue the IEC's tradition of wood on water and fun in the sun. Our 2007 show at Sandpoint is scheduled for the weekend of July 14-15 and will again be a premier event. Also scheduled will be the 2nd Annual "Show and Shine" at the Resort Boat Shop in Post Falls, exact dates will be published in the next news letter and on our web page. An organization such as ours is no better than the sum of it's parts our membership drives the engine and on occasion an engine needs a little adjustment to continue to perform smoothly.

The Board of Directors will be meeting in January to make small adjustments to our engine, most notably to our Bylaws. We've come to a point in our Club's history that some adjustments are necessary to address the growing nature of our Club and to continue on in the positive fun loving way we have become accustomed to these past 6 years. On behalf of the IEC Board, it's officers and all the committee Chairs and members I wish you all a very Happy Holiday Season and a healthy and prosperous New Year.

BK~



I told him that shirt would attract the bees



Arrr I be have'n me "eye" on you!



Are you going trick or treating later?



OK, one more time, do you know where my pants are?



I think our sashes are stuck together



Good Doggie, Plastic Boats are Fire Hydrants, they'll never see that



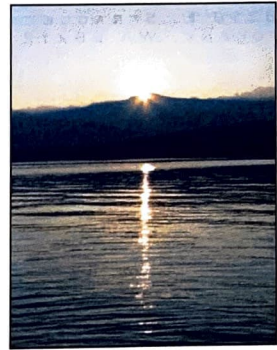
That really is road kill they're cooking

Membership Info

Welcome New Members!
Wayne and Gail Gibson of Spokane Washington

Existing members— soon you will be receiving your membership renewal with dues for 2007. Now is the time to make any corrections for the boat directory on any names, addresses, phone numbers, email addresses, boat names, etc. We currently have 111 members in the Inland Empire Chapter. You can email any questions or concerns to smiles8@adelphia.net. Thank you!

Mariette Deems, Membership Committee Chair
208-659-6976



There's nothing better than wood,
water and rum; so we be dancin' till
we be done.....Aaarrrrrr!!



“Wassail” comes from the Old Norse “ves heil!” - to be of good health. This evolved into the tradition of visiting neighbors on Christmas Eve and drinking their health.

Membership Application

Name: _____ Spouse Name: _____
 Email Address: _____
 Mailing Address: _____
 City: _____ State: _____ Zip: _____
 Phone Number: _____

BOAT INFORMATION

Boat #1
 Boat Name: _____
 Year: _____ Builder: _____
 Model: _____ Overall Length: _____

Hull#: _____ HP: _____
 Engine Make: _____
 #Cyl: _____

Boat #2
 Boat Name: _____

Year: _____ Builder: _____
 Model: _____ Overall Length: _____

Hull#: _____ HP: _____ Engine Make: _____ #Cyl: _____

DUES SCHEDULE

| | |
|--------------------|---------|
| Annual Membership | \$35.00 |
| Chapter Membership | \$25.00 |
| Total Dues | \$60.00 |

Mall Application To:

ACBS International Headquarters
 ATTN: Membership
 422 James St., Clayton, NY 13624

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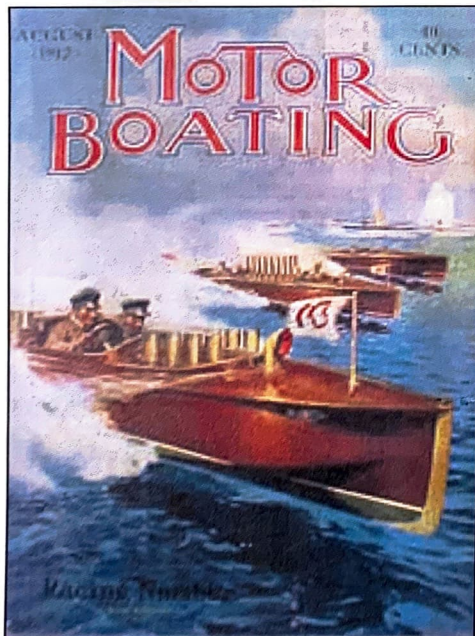
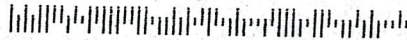


SEE YOU ON THE
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Ron Yandt
504 S. Raymond Rd.
Spokane
WA 99206



The Speed Menace

... The runabout is one of the finest and most thrilling of all the pleasure craft. But during the entire history of motor boating a mere handful of runabout owners have acted like louts and cheap "show offs" and have done the entire sport incalculable harm. By dashing through congested boating spots at high speed they have caused a great number of accidents in a sport which otherwise is particularly free of them.

What to do? Let these selfish, smart aleck drivers be arrested upon proper complaint for disorderly conduct. ... let them be brought up on charges of "conduct unbecoming a sportsman."

These are extreme methods but something ...must be done... to remove the curse of wild runabout driving in crowded boating waters..... The hamstringing of the dizzy runabout maniac is as much to his advantage as it is to swimmers, canoeists, rowboat fishermen and other peaceful users of the waterways.

Excerpted from:
Motor Boating Magazine, October 1936, p 21