

On September 7, 2012 James Patrick McGoldrick took his last voyage on the good ship Bullmoose Junior. It is fitting that his final moments were spent on his beloved lap-streak Lyman on Lake Pend Oreille. Thanks to the efforts of friend and fellow race boat aficionado, Jerry Gilbreath, who believed that Jim should have at least one boat ride this summer, he got that ride and what a ride it must have been. Jim passed away in the boat when he went down to check on it later in the day.

Born in Spokane, Washington in 1916, son of Milton and Gladys Lawson McGoldrick, grandson of J.P. McGoldrick, businessman and founder of the McGoldrick Lumber Company, Jim was a promoter of Spokane and the Inland Empire most of his life.

He attended the University of Washington from 1935-1940 and was a member of the Phi Gamma Delta fraternity. As captain of the track team he took First Place in the high hurdles at the Pacific Coast Conference Track and Field Championship in Los Angeles. He belonged to the Spiked Shoe Club, Big W Club, Oval Club and the honorary society, Fir Tree. After completing his studies he returned to Spokane and married Milaine Jones, who shared a "founding fathers" heritage in Spokane commerce and real estate.

After returning to work at the McGoldrick Lumber Company, Jim decided to pursue his entrepreneurial leanings and along with friend, Myron Sargent, established the electronic distributing and manufacturing firm Northwest Electronics, Inc. in 1945. The employees were always a close-knit group and the well-being of each and every one was of utmost importance to Jim. Until this day a core group has met for a reunion lunch once a year ever since he retired from the company.

Over the years McGoldrick served the Spokane community in many capacities and developed life long relationships. He was President of the Chamber of Commerce 1969-1971 and a member of the Airport Board for 16 years. He received numerous awards for distinguished contributions as a member of the Washington State Commission for Expo 74. He was on the Board of Directors of Lincoln First Federal Savings & Loan and the Old National Bank (now U.S. Bank) from 1971-1983, the third generation of his family to serve on that board.

As notable as his commitments to community might have been, it was his knowledge and passion for anything that could be flown, driven, or navigated on water that many will remember. He was hooked from the moment he won First Place at twelve years of age in his first boat race. A broken shaft had been discovered prior to the race and a new one had to be fashioned from a gun barrel, probably one that belonged to his Uncle Ed McGoldrick. His interest in boats never waned. He was particularly fond of the old, classic wood boats that could be restored to their original elegance. He was a kind man with an affinity for human nature, but had little patience for "landlubbers" or "idiots who cruised with their bumpers hanging."

As a member of the Antique Classic Boat Society he frequently participated in the Sandpoint and Coeur d'Alene boat shows. Boat lovers hovered over him like bees sharing his genuine enthusiasm and flair for detail.

Boating and flying were parallel universes for Jim and he was at home in both. As an instrument rated pilot he was very active in Spokane aviation and served as the company pilot for Northwest Electronics. Although the company could have hired a pilot for the job, he just enjoyed doing it and logged many an hour in the air. He was also proud of his position as Commander-in-Chief and CEO of Fudpucker World Airlines that served the world with the famous Fudpucker Flying Machine.

He served as Chairman of the Aviation Committee of the Chamber of Commerce and was named "Pilot of the Year" in 1986. His influence shaped the direction and development of the Spokane International Airport and in 1986 the new airport commercial center was dedicated as the McGoldrick Aero Mall, a tribute to Jim McGoldrick, "whose dedication to Spokane Aviation is unequalled." He was also particularly fond of his association with the Quiet Birdmen.

Jim was a family man "non pareil." Having no sons to impart his wisdom to, his two daughters, Molly and Mikki, were taught to shoot straight, hold a steady course, balance the boat and change a shear pin. Humanitarian, historian, ham radio operator, recorder of local history, Jim was a multi-dimensional man. Perhaps he can best be described by Hec Edmondson's inscription after the Pacific Coast Conference Track & Field Meet in the Los Angeles Coliseum - "To Jim McGoldrick, Washington Captain 1940. Had no superior in leadership or fight."

In Jim's own words in a letter to a family member, "I am 91 years old and still quite active, in basically good health with minor problems typical of my age, but wake up every morning with a smile on my face and look out the window at the wonderful country we are in."

An unenthusiastic attendee of funerary and fanfare, Jim has requested no services after his passing. The family will honor his wishes and have a small family gathering at an undetermined date. If one so desires, a contribution in his honor can be made to the Spokane Humane Society (6607 N. Havana St., Spokane, WA 99217) or a charity of one's choice.

He is survived by his wife Milaine; daughters, Molly McGoldrick Beck (husband Barry Provorse), Mikki McGoldrick (husband John Rovtar), often considered a daughter, Carol Ealy Capra; three grandsons, Petyr Beck (Karin), Virgil Beck (Hillary), and Jaimie Trueblood (Amber); five nephews, John Lally, Lee and Scott Letsch, Paul Ferguson, Tom Pendarvis, four nieces, Anne Wagstaff, Wendy Flynn, Lisa Johns and Ann Ferguson-Venegas and eight and a half great-grandchildren.

(Read a story that Jim wrote about boating in the area on page 4)

In Memory

Of

Jim McGoldrick

1916-2012





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President's Message

Where did that year go? As most of you can probably relate I cannot believe how fast we are coming up to the end of another year.

Though spring and winter were slow to release their clutches summer did finally surface and really became an incredible season to take advantage of with our classic boats. I know I did, savoring each moment when turning that starter over and hearing "My buddy the boat" come alive. Throughout it all though the main idea that keeps percolating in my head is -- while I enjoy using our boat it is really the love of the destination, the seeking out of friends or neighbors to talk to or just to listen to the "hum of life" while in a busy restaurant or at an event. I've come to the conclusion that those are the memories that will be most sweet when we come to the end of our road, times with people we enjoy.

Before the year's end we've got a great opportunity to hear the "hum of our boating community". Brian Fair stepped forward in September and is putting on the Christmas Party this year. Brian never attacks anything half way so I am expecting a great event that I would hope you and yours could attend. You will not be disappointed. During this year's Christmas Party, Mike Moen, our Sandpoint Classic Boat Festival Chair for 2013 will be rolling out the artwork and registrations for the upcoming show. Mike stepped forward to take on the Sandpoint Show with some fresh ideas and new excitement. Building on the work of past Show Chairman's this event has become one of the "do not miss events" in the Inland Northwest boating community. It should be exciting! Details are in this current issue. Make time to hear the "hum of the boating community" and join us for a great closing out of 2012!

Best,

Michael Boge

Chapter President, Inland Empire ACBS

Our Mission

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

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

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

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

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

To inspire and support quality boat shows and related events among our chapters; to establish and maintain standards for classifying boats and conducting boat shows.

To educate our membership and the general public concerning safety and protocol as it relates to historic, antique and classic boating.

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

Membership Report

The last report from John Lenhart our Membership Chairman is **113** members. Below are a stories about a couple of our new members. If you are a new member and have yet to be featured please take the time to send a quick note to Kris Basset kbasset@nwi.net (509) 669-5747 so that all of the Inland Empire ACBS members get a chance to meet you and your families.

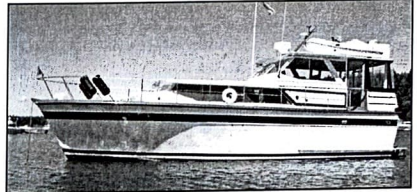
Welcome to Jim and Pat McDonald from Wenatchee!



Jim and Pat have a diverse interest in boats and cars, enjoying their 1968 43' Trojan which is powered by twin 175hp Hino diesels. They have enjoyed cruising in this boat through the waters of Puget Sound, the Gulf Islands and up to the northern end of Vancouver Island for the last 25 years. (It is currently for sale.) They also have two Corvettes, one of which they show in competition and the other is used for road trips. Last year they drove their 2003 Z06 Corvette from Chicago to LA on "Route 66" – a truly memorable trip. Their "Frame" is a 1947 17' Chris Craft Deluxe Runabout that they have owned since Jan. 2012. The project is a bit further along than the picture shows. And the goal is to have it completed by the spring of 2014. Jim and Pat own and operate Inside Design/



Carpet One a flooring and home design store in Wenatchee.

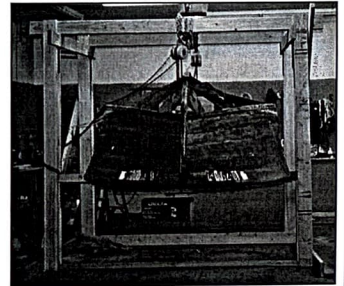
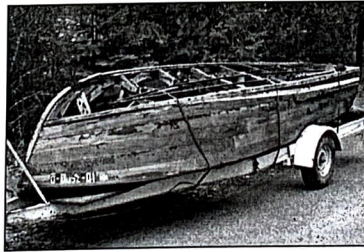
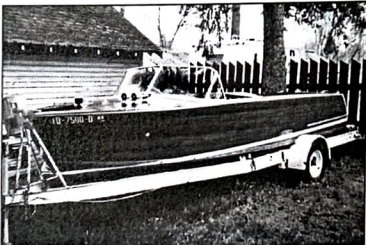


Welcome to Jeff and Shannon Nielson!

Jeff and his fiancé Shannon have a new home in Colbert, Washington and are raising two beautiful girls.

Jeff owns a 1963 19' Yandt Utility with an in-line 6 cylinder Chrysler Marine. Jeff's boat came to him indirectly via a relative and neighbor to his grandparent's lake cabin at Newman Lake. His grandma's cousin Bob Rothwell owned the Yandt boat so he grew up with it at the dock next door. Jeff remembers as a child, watching the exhaust as Bob would start the engine and the water would come rushing out and the sound of the engine was amazing. The Yandt was the first boat he and his older brother learned how to troll for trout in. This had to have been around 1985 and Jeff was 10 years old. Jeff writes, "My older cousin Johnny Rothwell, (grandson to Bob) had the permission to take the boat out as he pleased and he was an older cousin that was from California, so, I felt like I was in heaven driving around in that old woody! The last time the boat was on the water was 1989 and at that time the varnish had been recoated and the upholstery was re-done and the engine was rebuilt. A few years went by and I kept hounding Bob if he would ever sell it to keep me in mind. He would always say that "you don't want that boat, it is too much work"! Finally, in 1993 he called me up one day and said "if you want that boat it is yours"! So, I told him I wouldn't take anything for free so I trading him a new roof on his old cabin for that wooden boat. So, one day we went out to his daughters resort at Williams Lake to pick the boat up and it was barely covered with an old ratty blue tarp. I then took the boat to my grandmothers to do a restoration. I pulled everything out and flipped over the boat and begun to tear off the bottom. I was ready for new wood. I was 18 at the time and wasn't ready yet to restore the boat, obviously! Years have gone by and a few moves have led me to where we are at today! I feel like the time I will start the boat will be this fall. I am ready to purchase all new wood for it and dive in!"

Good luck Jeff and we'll be looking for you on the water hopefully next summer!



Seafaring Words in Everyday Speech

Fogey (*behind the time, old fashioned*)—Francis Grose's 1785 *Dictionary of the Vulgar Tongue* defines *old fogey* as a "nickname for an invalid soldier." In the 1867 edition of *The Sailor's Wordbook*, Admiral William Smyth defined a *fogey* as an "old fashioned person, an invalid soldier or sailor." *Fogey* probably has its origins in the Scottish word *feagy* (or *fuggy*), which means covered with moss or grass.



"I used to be an old fogey, but now I'm post-modern!"



Jim McGoldrick was a charter member of the IEACBS and one of the few *Life Time Board Members*. Although I did not get to know him until just recently I quickly realized just how much passion he had for local boating and it's history. Every time I would see him at a boat show he would grab me by the shoulder and with a huge smile on his face and recollect the relationship he had with my great uncle Bob Yandt. He had Bob build him several race boats over the years and described one of them, a 1929 15' step hydro with an outboard "Ma's Worry 1" as his first true love. "Oh, how I wish I had it back" he said. Below is a story that Jim wrote for Bob Speltz the author of the "Real Runabouts" series of books about classic runabout boats. He was sharing with Bob information about our area and it's boating history in hopes that he would include it in one of his books. This story was written in the late 1980's and was ultimately published in Bob Speltz's book "Real Runabouts number VII".

Club member Anne Wagstaff is Jim's niece and told me that her uncle Jim was a Lyman distributor in Spokane. Her father Bill Bacon and Jim were great friends and thanks to both of them Anne and Peter have and enjoy their 1963 Lyman "Bahama Mama" originally "Edelweiss". Anne sent me this photo taken at their cabin in Murphy Bay on Pend Oreille in Sept 2012 after Jim's passing.

A Coeur d'Alene Boating Story

(Recollections of the early pleasure boats on Lake Coeur d'Alene as seen through the eyes of a growing boy)

By Jim McGoldrick.

There are three beautiful major lakes in North Idaho, but Coeur d'Alene has always had the most boating activity. This scenic waterway system roughly the size of Lake Washington in Seattle is situated just 30 miles east of Spokane in the foothills of the Rocky Mountains. It has long been a favorite with boating enthusiasts. There are probably several reasons why, but first let's take a look at a little local history.

In 1804 the Lewis and Clark expedition came west from St. Louis to explore the country and passed ninety miles to the south in their journey down the Clearwater, Snake and Columbia rivers. A Pow-Wow held with several Indian tribes near present day Lewiston records information about an extensive lake to the north with many canoes and many salmon. This body was known to them as Lathoo.

Later in 1859, Captain John Mullan was commissioned to build a military road between Fort Walla Walla and Fort Benton on the Missouri. This road passed along the North Shore of Coeur d'Alene Lake. Soon Fort Sherman was established where the lake empties into the Spokane River, to assist the settlers starting to arrive. It was then that the first steamboat was built to provide the necessary transportation down the lake and up the tributary rivers as roads were difficult to make in the mountainous terrain. Upon completion of the Northern Pacific Railroad in 1883, the whole area was opened up and hoards of people of all types flooded in from the east in search of a new life, wealth and adventure.

What was to become the richest silver-lead mining district in the world was discovered on a tributary of the Coeur d'Alene river near Kellogg. The largest stand of white pine timber remaining in the U.S. was in North Idaho waiting to be harvested. Gold prospecting was everywhere and recognition of the fertile land of the Palouse promised a great future. All this activity demanded a transportation capability and the natural waterways were the immediate answer. Soon steamboats were plying the lake, the Coeur d'Alene River, the St. Joe River, the St. Maries river and the Spokane River in a beehive of maritime activity. An interesting and complete account of this fascinating era is told in the book, "Steamboats in the Timber", still available at most Coeur d'Alene book stores, but since this is a brief look at the early "runabouts" on the lake, we must proceed to our subject.

By 1910, many of the families from Spokane and Wallace had become successful in their business or profession and summer homes (some very elaborate) were being built at choice spots around the lake. Since most of these had no access by road, steam and then gasoline launches were made by local boat builders to get back and forth from the transportation terminal in Coeur d'Alene with people and supplies. Thus the first "runabouts" were not really runabouts at all but slow displacement launches - some with a top that had a fringe around the perimeter!

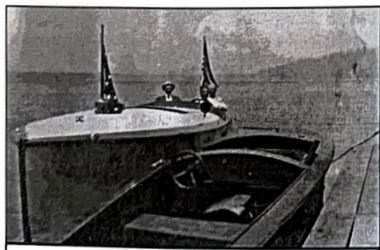
It was inevitable that when "old man" Jones was boating to the city dock for the Sunday paper (or on his way to church) that he would meet "old man" Johnson (his competitor from Spokane and neighbor on the lake) also in route for the same destination. Naturally, since boys will be boys, a race between the two docile craft designed for comfort and not for speed, resulted. As one thing leads to another, it wasn't long before the local boat builders, like Fred Brautigan, who had his shop on Sanders Beach next to Tubbs Hill, and Bob Yandt who was building craft on the site of the present day Coeur d'Alene Hotel complex, were hard pressed to meet the demand. Each summer new and faster boats joined the fleet.

Also, like many other summer communities in the mid-west and the east, the Fourth of July was a big event! The "Regatta" always had its boat race. At first only family type runabouts participated but then special racing craft appeared. In this later category the light weight narrow displacement boats came into being and then were made obsolete by the planing V bottom runabouts and some single-step hydroplanes starting to appear everywhere before WWI.

As I look back to the mid-twenties when I first started to get seriously interested in boating, I can close my eyes now and recall up to a dozen runabouts at the long city dock. Some of these were in the water-taxi and sight-seeing trade and some were private boats tied there awaiting family needs. The "king" of the fleet at this time was the Atta Boy owned by Dr. Smith of Wallace who had his beautiful summer home at near-by Casco Bay (now owned by Duane Hagadone). This cream colored mahogany trimmed 30 footer with V bottom had a single main cockpit behind the covered engine compartment and was the current winner of the Fourth of July classic. It was powered by a big 300 horsepower Fiat airplane engine. Rumor put its speed at 48 mph, but using Murphy's multiplier it probably made about 42! This wasn't bad for a dependable seaworthy family runabout.

Next I see the ex-champion Greyhound—the pride of the Dillingham family, who also lived at Casco Bay, tied up just ahead of the Atta Boy. You guessed it; the color was grey with mahogany trim.

Rather like the Atta Boy but a little larger and not as fast. Another even more conservative craft with cockpits forward and aft was the Rainbow, a water-taxi complete with a captain in a white yachting cap, patiently awaiting for his-next fare.



The mighty "Greyhound" tries to get into the dock hut is obstructed by an unemptied renegade!

Disregarding the Flyer, a big steamer cooking away at its dock just west of the city dock, ready to depart with an enthusiastic crowd for a cruise up the St. Joe River, my recalled thoughts turn to the more exotic smaller boats. There was one called the Skeezix, which had two Hull-Scott 4 cylinder aircraft engines side by side in hopes of winning the Fourth of July race. It was the only one then that was varnished and also had a water tight inner lining and bulkheads which were designed to make it unsinkable but which in reality caused its early demise, due to dry rot.

Another cute little hot rod that belonged to our friend Bruce McDonald of Sanders Beach was the Black Maria (named for a police paddy wagon) which had a single Hull-Scott 4 cylinder engine and depended on its light weight to hopefully make the Regatta championship in the 151 class. Bruce also had his regular 24 foot V bottom runabout with one main cockpit aft of the engine (I think a universal) with the customary "wicker" movable chairs and canvas covered decks with varnished trim. There was a lot of this type at Coeur d'Alene just as there was elsewhere. By this time the Regatta was dominated by fast light-step-hydroplanes and yet a special race for the old boys was also on the program, (outboard racing was soon to become popular because it allowed a broader base of the enthusiast to participate in the fun at minimum cost — (this a subject of another essay.) Another frustrated challenger for the top Regatta speed boat for 1927 was that of Joe Pedicord who lived next to us at Liberty Lake, 15 miles to the west. The name of his boat was Peddy Boy II, and it was one of the then popular Margaret III hydros. The original was designed and built by Chris Smith of Algonac and winner of many races in the mid-west. This little 16 foot hydro with a 151 cubic inch 3 cylinder 2 cycle Pierce-Bud engine direct coupled to the prop shaft, did about 40 mph. It stimulated a great amount of interest, but in order to reach the top, Joe was forced to start work on a more powerful version - the Peddy Boy III. Number three was a 21 foot long enlarged copy of the "two" but with a 220 HP Hisso (Wright) V-8 aircraft engine and was built by Fred Brautigam. This beast was a roaring tiger and not only successfully won the Coeur d'Alene cup, but also beat the Lady Bird in the Nelson, B.C. championships as well. Its speed was about sixty and I remember you could really believe you were moving! One day while riding with Joe at full throttle, the dry slump 10 gallon oil tank burst and we were anointed with hot Valvoline amid all the thunder.

By the 1930's, production boats built in the mid-west were starting to make their appearance and for the first time beautifully varnished mahogany "real runabouts" were seen in ever increasing numbers. My favorites included Mrs. August Paulsen's 28 foot Dodge triple cockpit with a Lycoming V-12, the Gray family's superb Hackercraft 28 foot triple, several Dodge 21 footers with straight 8 Lycomings, two or three Darts, some Gar Woods and a few Chris Craft and Dodge 16 foot runabouts that sold for about \$1000.

A new king of the speedballs was born when "Cip" Paulsen gave up outboard racing (after a whirlwind career crowned by a victory in the rough Sandpoint 100 mile marathon in 1931) and turned to racing inboards. In order to beat Joe Pedicord's number III, he had Bob Yandt build him a sleek 26 foot mahogany step hydro with a V-12 Liberty that settled the who's fastest argument for a time. This boat remained on the lake for several years after "Cippy" lost interest and turned to gold mining in Alaska and to big cruisers on Kootenai Lake in Canada because of the good fishing. This left Bob Yandt to operate it as a thrilling speed-boat ride concession. Bob modified the configuration some by cutting an austere hole in the long sweeping deck forward of the open engine, with seats for six terrified paying passengers. The driver and mechanic sat behind the engine in "Gar Wood" style, facing the noise, wind, spray, and occasional flying debris.

The situation remained about the same throughout the thirties and for a while after the war, but then things started to change from the golden years, to the new order of grotesquely over stylized modern woodies and Tupperware flotillas that all but covered the lake. Things were different in the good old days!

Although a number of boat builders were active in Coeur d'Alene over the years, Bob Yandt (and to a lesser extent Fred Brautigam) seems to have the most lasting influence in the small power boat field.

Bob preferred to use the early designs of John L. Hacker for his family V-bottom boats (in various sizes) and also on all his single-step high performance hydros. The lineage was quite clear in each of these two categories. The main difference was only in the size.

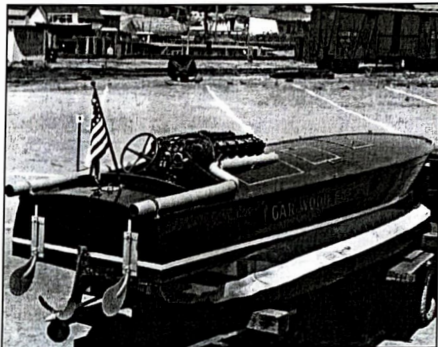
In the boating era between the wars, our pictorial story of local run-abouts starts with the Greyhound. The September issue of Yachting magazine describes it this way:

"Even if Idaho is some thousand miles from any leg of water (not true) it doesn't prevent their having power boat races there, or running of a local championship cup, making speed as high as is made anywhere in the same type of boat.

Out at Lake Coeur d'Alene, in the heart of the Rockies, the fast runabout, Greyhound, owned by R. C. Dillingham of Spokane, Washington, has just won the local championship and a handsome silver trophy. The race was over a four and one-half mile course and Greyhound covered the course within a few seconds of forty miles per hour. She is a 32 foot by 6 foot, 7 inch boat of Hacker design, built at Coeur d'Alene, Idaho. The race was won with Mr. Dillingham driving his own boat, and Robert Yandt as mechanic. The Greyhound pulled away easily from her nearest competitor in the Spokane Cup race. She was easily the hit of the Regatta and her speed was a revelation."

Incidentally, the coveted silver trophy is today in the Dillingham grandson's home in Spokane and is inscribed as follows: "Awarded at the Coeur d'Alene Regatta for supremacy of Coeur d'Alene Lake July 4, 1919 - Presented by the Payton brothers."

Greyhound, powered by a 250 horse power Sterling engine, reigned until 1923 when the Dillingham's Casco Bay neighbor, Dr. Smith of Wallace, Idaho, took the championship away with a new boat, the Atta Boy. Atta Boy was also a Hacker design, built by Bob Yandt, but was 30 feet long and with a more powerful engine, a 300 horse, power Fiat aircraft engine converted to marine use. This spirited boat was said to be capable of 48 mph!



The morning of July 4th 1932 found Paulsen's new racer all spiffed up and on its trailer ready for the big parade soon to follow. Don't be mis-lead by two things you may observe! First, all Hacker single step hydros have bow rudders to steer with. The two "rudder looking" devices you see on the stern are fixed fins which had to be added after the boat, on her maiden run swapped ends uncontrollably a couple of times at high speed! (thrilling, eh what!)

Second, don't let the (barely visible) sign fastened to the starboard side fool you. This was put on for the parade to advertise the fact that the Yandt Boat Works was exclusive dealer for Gar Wood products (in addition to their custom boat manufacturing).

The big Liberty V-12 (5" bore by 7" stroke) developed 450HP at 2200RPM and turned a 3blade 24" X 36" prop thru a 1.5 to 1 step-up V-drive gear box. Boat speed - over 70 MPH!

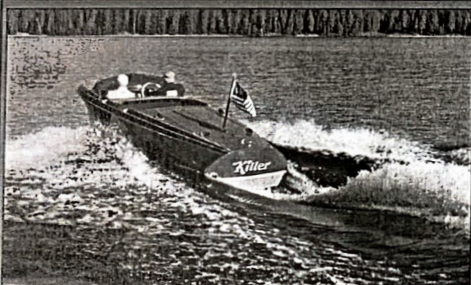
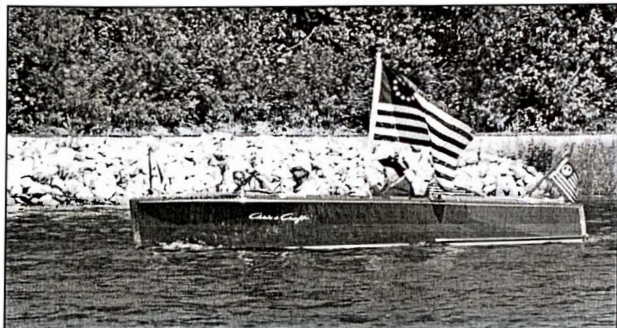
"Cippy" didn't quite get around to naming the boat which he only operated one or two seasons. Most of the time it was in storage at the Yandt's. Some might have referred to it as "Paulsen's Plaything" but I suggest it could well have called "The REAL McCoy!"

What's in a "NAME"

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

48 Calibre – Bill and Mary Jo Schneck's 1948 Chris Craft Deluxe Runabout

The name pick was actually the hardest part of the entire restoration in 2010. I really needed to change the name. She was called the **Rae Marie**, but a friend of mine is named Ray Murray with the same pronunciation. Seeing I'm a nerdy forensic scientist and analyze bits and pieces of trace evidence including wood, I smugly decided on a scientific name for Mahogany! Shorea spp. of the family Dipterocarpaceae. Well that name was scrubbed, so thought I would be patriotic, so how about Liberty, or maybe even Columbia, no, to traditional. Tried the politically correct name, Mary Jo, but the real Mary Jo said no go. Ok, I was also a geologist, so I threw out some red-brown mineral names like Cassiterite, or Hornblende, maybe even Arfvedsonite. NO-No. Finally I settled on '48 Calibre', short enough for one line on the transom, has the year of manufacture in it and I think it is of high caliber, and also has the alternate of a non-existent firearms cartridge (back to my forensic science roots.)



*A Picture is Worth
1000 Words*



Wood, Water and Early Morning Sun Light
The ingredients to a magical photograph.

These photos were taken at the Dry Rot this last September when four boats and their crews got out on the beautiful flat Priest Lake waters early one morning. We had a great time out there racing to and fro trying to get the boats lined up with the golden sunlight. It is something that I really enjoy and offer to anyone that is willing to brave the early morning with me. The next time we are at a boat show and the weather looks good for an early morning shoot, all you have to do is say the word and we can go out and get that shot you always wanted of your pride and joy. Wes Yandt.



2012 ACBS annual meeting and International Boat Show

Boat Show

By Don Vogt



President Michael Boge asked me to relate some impressions from this year's ACBS annual meeting and International Boat Show, which was held in Table Rock, Mo. on September 21 and 22, at the Big Cedar Lodge, it is constructed in Adirondack style, and is a popular vacation spot in the lower mid-west. Table Rock Lake, which was created by a dam, is located just south of Branson, Mo. on the Missouri-Arkansas border in the Ozark Mountains. (For us from the Northwest, we would more likely call these hills, rather than mountains).

The show was preceded by several days of activities, with the show set for Friday and Saturday. In addition to the display of approximately 100 boats and judging, there were also a series of concurrent, excellent seminars on a wide variety of subjects, organized by our own Dick Werner. One of the highlights of these was a discussion between Chris Smith and Tony Mollica about the operations of the Chris Craft plants in the early days.

The excellent awards dinner was held on Saturday night. Approximately 400 people were at the meeting. I happened to be sitting with Matt and Lisa Byrne, who won Best of Show Restored for their 19' 1939 Gar Wood runabout (which they restored themselves), and their thrill of getting that award was something that everyone in the room could relate to.

I had never attended an annual meeting other than Coeur d' Alene, and as might be expected the largest number of attendees this time were from the mid west. There were two west coast boats at the show-- Dick's utility sedan, Jazzy Lady (it won best Century) and Californian Paul Anderson's, 1938 CC Clipper, Klondike, which won the restored antique cruiser award. There was an interesting mix of boats, with more 1960's boats than we normally see, and a number of Higgins, which were made in New Orleans. Boats ran the gamut from one of a kind historical boats, like Miss American IX, the first boat to go over 100 mph, to the run of the mill runabouts, lovingly cared for by their proud owners. The show confirmed for me what we already know, that people who own and enjoy wood boats are a very nice group of people, and we instantly have rapport in our common sharing of the fun and pain (varnish, motor troubles, etc.) of wood boats. Try to get to one of the upcoming shows in another part of the country and you will see.

Many people I spoke with expressed the hope of coming to next year's show in Coeur d' Alene, as they have heard of the beauty of the Panhandle but have never had the chance to visit this area. There is no question that our locale and the facilities of the Coeur d' Alene hotel put us at the very top of venues for the annual meetings. I know we have big plans for next year and our chapter, as host, will be organizing various pre-events like we did in 2008. No doubt Michael and the other officers will be looking for all of us to pitch in to help with the show. It will be a great opportunity to meet some really nice new people and see some boats that we would normally never get a chance to look at.



You're Invited...

ACBS Inland Empire Chapter

Dec 8th
2012

At
6:00 pm

Year End
Party

AT THE

Red Lion Templin's Hotel
Post Falls, Idaho

2013 Classic Boat Festival at Sandpoint

July 12, 13, & 14

"Boat Stories" is the theme of the 2013 Sandpoint boat show. Boat owners and spectators alike have boat stories to share. Fond memories, humorous happenings, special anecdotes, etc. make the boat show experience come alive as the stories are shared. Be prepared to compose and share a short story of your own.

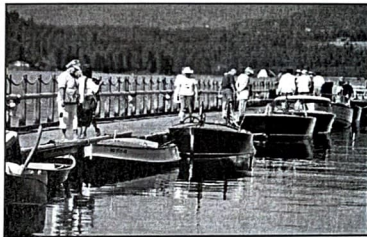
Planning is under way for another tremendous event. Once again, Don and Emily Robson are organizing a fantastic Friday evening bar-b-q. Saturday plans include a special luncheon event in appreciation of the ladies. More details will be available at the Christmas party.

An early registration gift will be given when registering at the Christmas party, so come prepared to register and lets begin to fill the docks.



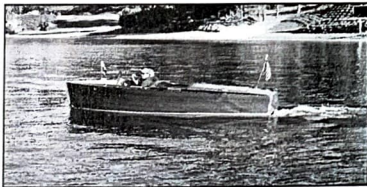
Mike Moen

Chairman 2013 Classic Boat Festival at Sandpoint



2012 annual Coeur d'Alene Wooden Boat Show

More than fifty boats lined the famous floating boardwalk August 17-19 at the Coeur d'Alene Resort for the 27th annual Coeur d'Alene Wooden Boat Show, sponsored by the Coeur d'Alene Chamber of Commerce. The combination of perfect summer weather (low 90's with low humidity and mild breezes), clear blue skies and forested mountains framing the scene on Coeur d'Alene Lake, and an impressive display of well-shined boats of various types and ages, made for another great wooden boat show. This event is one of the top west coast shows, and is immensely popular drawing thousands of visitors from Spokane, Coeur d'Alene, and beyond. Lake Coeur d'Alene is large enough to support a fleet of cruisers, and there were a number on display in addition to the usual runabouts and utilities



Boats included such diversity as concourse level restorations, such as our 1938 17' Chris Craft Deluxe Runabout, "Jennifer II and boats lovingly restored by their owners, as evidenced by Larry and Margaret O'Leary's 1954 18' Chris Craft Riviera, "Blarney."

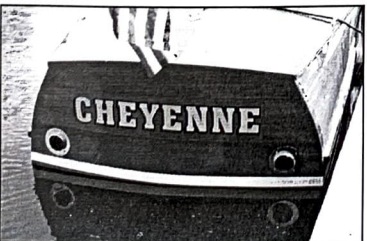
"Best of Show" was awarded to Steve Parmentier with a 1946 Chris Craft Custom Sedan, "Crafty Lady." Steve's grandparents had purchased the boat in the early '50's, and it was beautifully restored by he and his father in time for the show. Steve was also awarded "Best Engine Compartment".



The "Best Chris Craft" award was earned by Jeff and Cindy Leist for their 1941 34' Deluxe Sedan, "Simpler Times."

Some regular favorites at the show include Jim Busby's beautifully restored red and white Express Cruiser, "Katherine", Tom and Lynn Addis's "Lynn," a 1958, 26' Chris Craft Continental with twin engines, and Brad and Sandie Hill's 1929 28' Gar Wood triple cockpit runabout, "Cheyenne."

Coeur d'Alene is also the center of modern boat building in the region, and both the Coeur d'Alene Custom Wood Boat Shop (a division of the Hagadone Marine Group) and the StanCraft Boat Company, displayed some of their most recently made custom launches and runabouts.



The Coeur d'Alene Resort will be host again to the 2013 International ACBS show in September, and our local Inland Empire ACBS Chapter is already at work on the planning for a fun series of boating events leading up to that show. This will be the third time in Coeur d'Alene for the show, and no other venue in the country will have hosted this many shows. We think it is because we have the best site in the country for a show! Hope to see you next year.

2012/2013 EVENTS

Nov 15	IEACBS General/Board Meeting Crickets Restaurant, CD'A 5pm Social Hr 6:30 pm Meeting	mountainfever1@frontier.com
Dec 8	Year End Party/General Meeting and elections Templins Resort Post Falls 6:00 pm	brianf@carlonsheetmetal.com
Jan 17 2013	IEACBS General/Board Meeting Location TBD 5pm Social Hr 6:30 pm Meeting	mountainfever1@frontier.com
Feb 1 to 9 2013	Spokane Boat Show Spokane Co Fairgrounds	TBD
Feb 21 2013	IEACBS General/Board Meeting Location TBD 5pm Social Hr 6:30 pm Meeting	mountainfever1@frontier.com
March 21 2013	IEACBS General/Board Meeting Location TBD 5pm Social Hr 6:30 pm Meeting	mountainfever1@frontier.com

Our Board Meetings are open to all members and you are encouraged to attend. There is always a short social hour prior to the meeting to get visit with friends and meet new ones. Please bring your ideas, concerns, questions and be involved.

Inland Empire Chapter Elections

The annual elections to the chapter board will be held at the Annual Winter Meeting, December 8th at Templin's Resort in Post Falls. (see invitation to annual meeting).

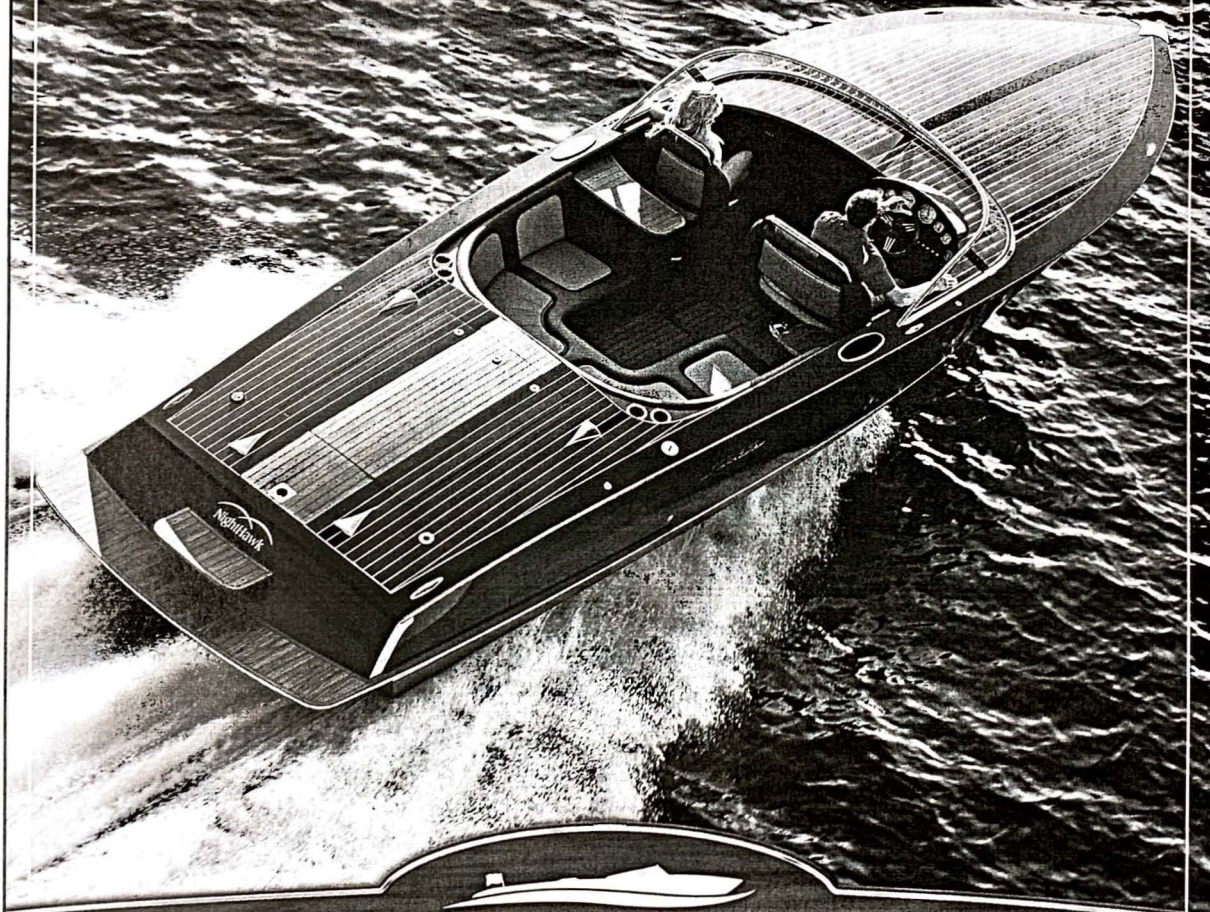
The current board positions up for election are:		
Position	Candidate	Term
President	Michael Boge*	2 years
2 nd Vice President	John Keener*	1 year
Secretary	Anne Henshaw*	1 year
Treasurer	Jan Keener*	1 year
Board Member	Brian Fair**	3 years
Board Member	Mike Wilson	3 years
Board Member	Linda Zwarg*	3 years

*current board members who have agreed to run again
** Brian Fair is currently filling a vacated term

Currently these candidates are unopposed. If you or anyone you know is interested in running for any of these positions please contact Larry O'Leary lmoleary1@gmail.com (208) 762-9228.

Remember the chapter is only as strong as its member participation. So get involved and help continue to keep the IEACBS one of the most active and envied chapters in the country. The monthly board meetings are open to all chapter members and we hope to see you at the annual meeting.

ONE SWEET RIDE




COEUR D'ALENE
CUSTOM
WOOD BOATS

When Dr. Paul and Beverly Berger wanted a new boat for their Lake Coeur d'Alene home, they hired master wood boat craftsmen Jim Brown and his team at The Resort Boat Shop and Coeur d'Alene Custom Wood Boats. The result?

NIGHTHAWK, 2012 COEUR D'ALENE CUSTOM 29

LAUNCH YOUR OWN LEGEND

Boating Adventures in Montana

By Don and Emily Robson

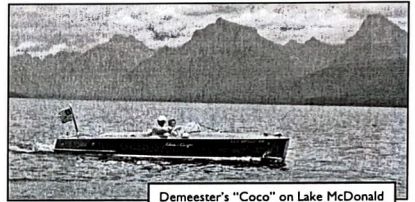


Many of us have experienced the riches of our great National Parks at Glacier and Yellowstone. But for a truly remarkable experience consider touring the lakes within these beautiful destinations with a ride in your classic or antique boat. We recently had the opportunity to spend a few months in western Montana and decided to visit some of the lakes in the region with our 1964 Century Resorter "Wildwood". We suggest you add these experiences to your calendars.

"Wildwood" on Lake McDonald



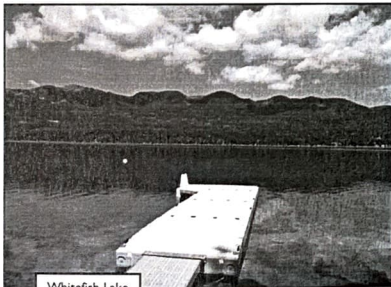
At the urging of fellow ACBS members and friends Ron and Sharon Demeester we began our exploration with a trip to Lake McDonald at the western entrance to Glacier National Park. After we attended the "Big Sky" boat show on Flathead Lake, Ron and Sharon's boat "Coco" and our boat "Wildwood" launched at Apgar where our boats and trailers had passed inspection for invasive species. The launch, parking, restrooms and the dock are all in good shape and make the launching process easy. You will quickly realize that you are skimming across a beautiful lake nestled in a setting that represents "Big Sky" country. Development on the shoreline has been restricted and the surroundings are beautiful. The rugged peaks visible on the east end of the lake are magnificent. The tranquility is evident as you will most likely be the only vessel on the lake other than the Lake McDonald Lodge tour boat. As part of our trip we tied up at the docks at the Lodge and enjoyed lunch and toured these famous grounds anchored by the historic lodge. The trip back was leisurely as the day brought us calm waters. This is not always the case so I would advise checking conditions as you plan a visit. We have returned to this lake numerous times and a trip back from the Lodge at full moon is really a special night.



Demeester's "Coco" on Lake McDonald

If you have planned a multi-day trip, drop into the Hungry Horse Reservoir which is a large body of water located just off Hwy 2 between Kalispell and Glacier NP. There are miles and miles of natural shoreline with extensive camping sites offered. On the north end of the lake the Hungry Horse dam, one of the largest in the country, holds back the southern fork of the Flathead River. You'll want to fuel up and pack a picnic lunch for your day on this undeveloped lake. There is a road that surrounds the lake and we found the most accessible launching to be on the western edge of the lake at one of the large camping parks.

And while you're in the area consider a stop on Whitefish Lake. This town and the adjoining area were detailed in the spring issue of The Scuttlebutt covering John & Jan Keener's visit to the boat show.



Whitefish Lake

Another unique Montana destination is "Gates of the Mountains," where the Missouri winds through canyons connecting Hauser Lake and Holter Lake. The waterway borders the Helena National Forest and the Big Belt Mountains. This area is full of wildlife sightings and based upon our observation some really great fishing potential. The launching site is 10 miles north of Helena off Hwy 15 and there are signs offering ferry rides and destination launching. The fee is minimal and again the ramps, docks and parking are ample and there are historical exhibits covering the logging and steamboat history at this site. This public site exists thanks to a famous area family's dedication to allow access to these remote waterways. Again this is a great day trip and do not miss stopping on the southern shores of Holter Lake for a great "Cheeseburger in Paradise".

Gates of the Mountains



In summary each of these bodies of water offers magnificent scenery and memorable boating. We would be happy to answer any questions you may have and trust everyone would have the same enjoyable experiences we have enjoyed. Discovery was our mission and our memory banks and photo libraries are full of new experiences and we enjoy them with you.

Stay tuned as we will supply future articles on our numerous boating trips to Wyoming and Lake Powell in Utah. Both very unique experiences that you need to get on the list to visit someday.



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Please support these businesses because they support our chapter. Without this support we would not be able to do the things that we do. We are always looking for new sponsors so if you or someone you know would like to discuss sponsorship opportunities please contact Michael Boge at mountainfever1@frontier.com or anyone of your board members.

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Thanks.
Wes Yandt
Scuttlebutt editor
wes.yandt@comcast.net
509-209-0308

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15' 1935 Mullins Sea Eagle

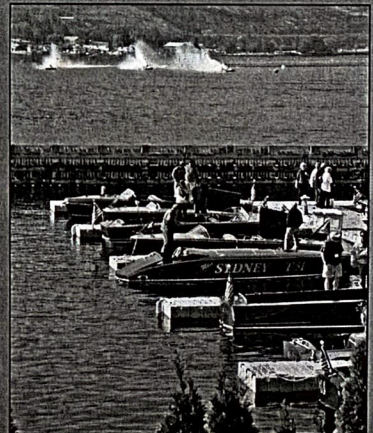
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Mahogany and Merlot 2012

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Having Fun with our Woodies



Brain and Kathy Fair's 17' 1954 Century Sea Maid "Lady K" at the 2012 Mahogany and Merlot



Inland Empire Antique & Classic Boat Society ***2013 Boat Show*** ***July 12 – 14, 2013 Sandpoint, Idaho***

Description of Events

Friday, July 12

Launch 1:00 to 6:00 pm – Volunteers will assist you with launch and tie-up.
Registration will be open.

Welcome Aboard Party – Don and Emily Robson are once again planning an amazing event. Expect some surprises!

Saturday, July 13

9:30 am – Skippers meeting with coffee provided by Starbucks, fruit and coffee cake.

10:00 am – Show opening, national anthem played as each boat raises their colors.

"Boat Stories" is this year's theme. Boats, boat owners, and the general public have stories to tell. Pre-event advertising and media promotion will encourage the public to come share and hear boat stories. Each boat's display will include a short anecdote to encourage story telling.

12:00 – 1:30 – Ladies luncheon. A luncheon and style show will be held at Coldwater Creek Wine Bar in downtown Sandpoint. Lunch and a glass of wine will be provided and models from Coldwater Creek will show their summer fashions. Discount coupons for shopping in the retail store will be provided.

3:00 – Boat parade on Sand Creek.

6:00 – Awards Banquet.

Sunday, July 14

9:00 – 10:00 – Breakfast.

10:30 – 2:00 – Poker Run on Lake Pend Oreille ending at Bottle Bay for lunch.

Questions:

Mike Moen, 208-660-9725, cdampen@aol.com

John Lenhart, 208-818-1067, johnlan@msh.com