

INLAND SCUTTLEBUTT



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Inland Empire Chapter of the Antique & Classic Boat Society

Fall 2016

A Tribute to a very special friend

By Dick Werner

We cannot always tell the precise moment a friendship is formed; however, I have a very vivid memory of how I met this very special person.

I was pulling into the boardwalk of the Coeur d'Alene Resort marina for the wooden boat show in July, 1990. I had just purchased my first wooden boat in 1988 (a 1957 Chris Craft runabout).

A very spry young couple ran over to grab my lines to help me dock. They introduced themselves as Steve and Linda Zwarg. At that time, I knew no one from the area and these two made me feel very welcome.

I spent the greater part of that day walking the boardwalk with both of them and it did not take me long to realize this woman was as enthusiastic about wooden boats as most guys. I thought, "How lucky for her husband Steve!" Linda knew something about almost every boat that was in that show including the owners. Some of the people she introduced me to were: Bud Moon, Sid and Julie Young, Dave Loeb, and Hutch, to name a few.



Louise and Linda on the dock at Werner's Cabin
(Photo Werners)

I did not see them again until the following summer at the Priest Lake Dry Rot. I was sitting across the table from Steve and Linda having breakfast at the (former) Outlet Bay restaurant. My mother (Ethel) was with me and Linda was so attentive to her, taking her around the docks to show her the wooden boats and introducing her to the owners. During those years the Dry Rot was one day. When the event was over my mother and I went back to the cabin we had rented at Elkins. My mother commented: "I hope you stay friends with those two. They are so nice and especially that Linda!" I have remained close friends with Linda and Steve since that time. Even though several hundred miles separate us most of the year, boating events always brought us together.

The Priest Lake Dry Rot, the Sunday before Labor Day was always a must for all of us.

During the mid-nineties, shortly after Louise and I got together, Linda approached us both about helping her put life back into the Dry Rot boating event. The event had dropped to six boats.

Louise picked up on Linda's spark and enthusiasm in making the event something very special.

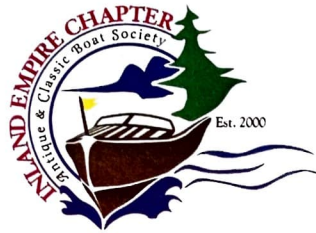
Where would we find enough wooden boats to participate? There was no Inland Empire Chapter at that time so I thought this would be very difficult.

To my surprise, Linda had found 30-plus boats for the Priest Lake Dry Rot event. She also expanded it from a one-day to a two-day event. Linda, Steve, Louise and myself became a team that worked hard at making this event fun, special, and adventuresome. Hutch and Carol soon joined the team and added more intrigue into the Saturday afternoon boating with their unique poker run. Linda's enthusiasm and spark became the real spirit behind the current Dry Rot.

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2016

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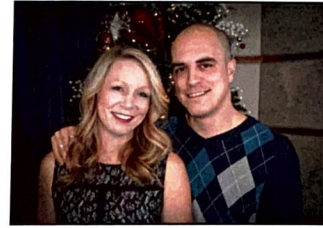
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The IEC Newsletter makes every effort to insure the basic accuracy of the information contained herein. Please contact us promptly with any corrections or comments.

President's Message



Dear Inland Empire Chapter Members:

At this time of year, many of us have bundled up and taken the last ride of the season before we have to put our boats away until next year. I think we can all agree this has been a year filled with meeting new friends, many fun times on the water, and some really great boat shows!

One topic of discussion at our fall chapter meetings has been the expansion of our membership, which involves bringing in new people and showing them the benefits of belonging to our club. There has been an ongoing discussion on how best to recruit new members. While there is much work to do, some great ideas have been offered and we look forward to putting them into action. Thanks to members for their participation.

Personally, I feel the greatest benefit of our boat club is meeting lifelong friends, enjoying each other and knowing we will stick by each other through thick and thin. It is a rare thing to meet so many people that you can quickly call friends, in the true sense of the word! Whether it be a member needing a hand with their boat, or with a project around their house or business, just the mention of a need and you will have several people ready to help! This is one of the reasons I truly enjoy membership in the IEC!

Thank you all for your friendship and support this year. I know we are all looking forward to a great year ahead on the water.

Cheers,

Sheena



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.

Membership Report and Highlights

The Inland Empire ACBS would like to highlight the following members who share our passion for Antique and Classic Boats. Please make our new members feel welcome by dropping them a note, including them in our activities or offering them a hand when you see them. We would also like to acknowledge our long standing antique and classic members for their hard work and dedication to our club. The IEACBS currently has a total of 114 members.

The IEACBS is pleased to announce that John Whitcomb has volunteered to serve our chapter as the membership chairman. John brings a vast knowledge of nonprofit organization leadership along with a toolbox full of ideas. We are excited to see where John's passion and excitement will take us. If you have questions, concerns, ideas or just want to discuss the chapter's progress you can contact John at 509-868-0007 or johnlinda2010@rocketmail.com

New Member Profile: Dick and Kristen Winn



The Winns live in Lake Oswego, Oregon (where they are also members of the Columbia-Willamette Chapter), and spend the summer/fall at their cabin on Priest Lake. They enjoy classic boats and have a 1955 Century Coronado, a 1957 Chris Craft Custom Runabout, and a 1959 Glasspar G3. Two of the three boats were "free for the taking" if Dick promised to pick them up as soon as possible. Dick and Kristen did a significant amount of the restoration on their boats, with help from Dave Jerome, Jim West and Thom Adams (aka Dr. Frankenmerc).

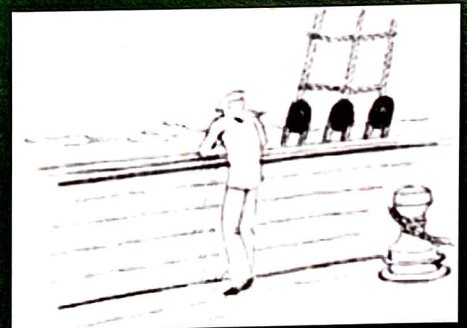
Dick and Kristen are big supporters of the ACBS, with Dick serving as the International Treasurer for five years and Kristen serving on the Board, and also as the President of the Columbia-Willamette Chapter. The Winns joined the IEC in 2004 and look forward to becoming more active in the local chapter activities, now that they are proud part-time residents of northern Idaho.

Seafaring Words in Everyday Speech

Hard Up (in a general state of need)

Hard up in a dinch and no knife to cut the seizing was the sailor's way of saying that he was beset by misfortune with no way to cut himself free. *Hard up*, the shortened colloquial expression that washed ashore, means a general state of want or shortage of funds. Characters in Charles Dickens's *Bleak House* use the expression: "He was in need of copying work to do and was..... hard up." A variant nautical source of this expression is the command *hard up the helm!* This order was given in stormy seas when the tiller had to be brought sharply to windward in order to turn the ship's bow away from the wind. In a figurative sense, being "hard up for money" would certainly involve weathering rough seas. Still another derivation can be seen in the traditional phrase "helm hard up for Poverty Bay."

From *WHEN A LOOSE CANNON FLOGS A DEAD HORSE THERE'S THE DEVIL TO PAY* BY Olivia A. Isil



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.



"RHUBARB" 1961 22' Shepherd 110 — Our 1961 Shepherd was originally going to have a different name! The "plan" was she would be known as "Patricia I."

We purchased our unnamed Shepherd in April 2014 in Omaha, NE. Almost immediately upon getting her home we contracted with Alan Thomle to make bottom repairs. Well, "bottom repairs" turned into a complete transformation of the whole boat. Nearing completion of the project, Alan informed me that he would not allow any decals to be placed on the boat. Instead, he insisted that the registration numbers, manufacturer's name on the topside, and the name *Patricia I* must be hand-painted on the hull. So Alan recruited Fred Stone to do the work.

About this time, my wife informed me that she did not want her name on the back of a boat. This really ruined my scheme which was to have a *Patricia II* and then a *Patricia III* someday. Now, we had to come up with another name....

My wife Patty has lived within five miles of our home on Lake Tapps, WA for her entire sixty years. Nearly 40 years were on the lake and the remaining 20 years in the nearby town of Sumner. We tried to think of something unique to Lake Tapps or Sumner. If you Google "rhubarb capital of the world," you will see that Sumner holds that title. That is how our boat got her name.

At the ACBS International boat show in 2015, we formally named *Rhubarb* with the help of our friends Barb and Mike. I'm a bit superstitious when it comes to things that float, so it was very important that our previously unnamed Shepherd have a proper christening ceremony, including champagne and the following chant repeated several times:

"To the Sea... To the sailors before us... to *Rhubarb*" (Toast) and on and on and on. By Scott Mason



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Final ride of the season in Morning Mist (photo Werners)

Linda loved coming to Priest Lake. Whether it was their family reunion camp out at the north end of the lake organized by Bob and Ann Henshaw, helping us open our cabin up over the Fourth of July, or taking that final ride in the Lyman on a beautiful fall day the end of October.

It was a joy having Steve and Linda stay with us at the lake and I will forever miss the Saturdays that began with Linda's huckleberry pancakes. When we were cleaning up after breakfast, Steve would sneak down to the dock and get "Killer" started. That sound drew Linda to one of her favorite activities—taking a morning ride on the lake while the mist was rising.

Another favorite time was celebrating New Year's Eve at the lake with us and dancing at Grandview. Linda and Steve danced like teenagers! Even after a big night of celebrating, the "girls" always seemed to have energy left to mix up some exotic drinks the next day. Duck Farts comes to mind as the most requested drink!

When we were younger, Linda, Steve, Louise and myself would go up to our place for a day or two of snowmobiling. I can remember one time when we got over to Cavanaugh Bay to rent snow mobiles and it started raining. It became too sloppy for snowmobiling. What should we do? Linda, who was never lacking for fun ideas said, "Let's see who has the best huckleberry daiquiris on the lake." We started taste-testing at Cavanaugh's and then to Hills, Nordman, Elkins and ended up at Grandview. We concluded they all tasted wonderful. We had a great day and who cares that we did not go snowmobiling.

Linda's positive, enthusiastic attitude was with her in every project she did for the Inland Empire Chapter. If someone needed help or did not know about something, the advice was always: "Ask Linda." Even as busy as she was, she never said no. The last several years with her treatments she continued to help everyone. She was always available to take on new responsibilities and new challenges. Always with a smile when we all knew it was at times difficult for her.

I will miss her coming up with unique labels for the Bubbly Awards and boat placards. I will miss sitting on the log with her at Hills while everyone is drinking Gin Fizzes and we tried to figure out who did something "crazy" to deserve one of the fancy bubbly awards. Linda would join me on top of the play structure at Hills to give out those awards. What great memories!

The most recent Dry Rot (two months ago), Linda pumped up her energy to help me figure out who would get the "fun awards." Neither of us could make it up to the top of the play structure this year but we had fun.

It will be very different next year for me not to have Linda in the kitchen with Louise decorating the bubbly awards, getting the people registered or just sitting with all of us around the beach fire on Saturday night sharing stories.

Linda will be missed but each of us will keep our own special memories. She will be forever with us in our hearts, to encourage us to do the job to the best of our ability for the good of our chapter members, and above all to enjoy our wooden boats and the comradery of our friends.



We will so miss you Linda.



New Year's Eve at the Lake (photo Werners)



Dry Rot Awards 2011 (photo Wes Yandt)

“What’s happening in the shop”

Tell us what is going on in your shop. Send us a very brief story (paragraph) or not so brief, and a few photos if you have them, explaining what classic boat project you are working on. It can be as big or small of a project as you wish. You can be sure that people will find it interesting even if it is simply polishing out a scratch. You can also mention in your story if you'd like/need some help or if you welcome visitors (include contact information).

“Nikolina” by Bob Robertson

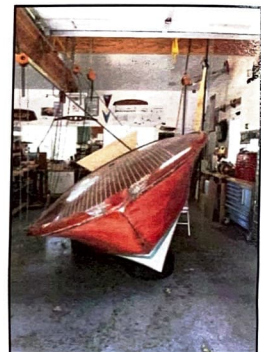
Hello to all my Inland Empire Chapter friends! My name is Bob Robertson and my wife is Nikki. Although we are from the Lake Tahoe area, we are frequent visitors to the northern Idaho lakes and have made lots of good friends. We have participated in the Dry Rot event (our all-time favorite), as well as events in Coeur d'Alene.

I am a wood boat restorer hobbyist and have done several restorations, including: a 1989 24' Hackercraft ("Osprey"), a 18' Riva Junior ("Sognatore"), and the 19' ChrisCraft Racing runabout, "Sweet and Low." It was an honor to win best non-professional restoration at the 2015 Sandpoint show with *Sweet and Low* and she now belongs to local Hayden Lake wood boater, Greg True. I am currently working on my 21' Riva Olympic, "Nikolina," and I hope to have her done next boating season. I am planning on attending the 2017 Sandpoint show and look forward to seeing you all there.

Rolling "Nikolina" over and progress on framework (photo Bob Robertson)



21' Riva Olympic (photo unknown)



“GOLDEN DAYS” by Mitch and Tracy Johnson



Finally "Golden Days" at the 2016 Sandpoint boat show (photo Wes Yandt)

1967 20' Thompson Offshore - The story begins with my father, Milton Johnson, who was born on August 1, 1926 on Whidbey Island in the town of Clinton, Washington. Growing up on the island, fishing and boating in Puget Sound has been his love since childhood. I have an older brother and two younger sisters; we have many family memories boating and fishing together.

My father had a number of smaller boats through the years including a 1959 17' Thompson outboard. As the family grew there was a need for a larger boat. On his birthday in 1967 he ordered the new 20' Thompson Offshore that we still have today.

We have many memories fishing for Salmon, Halibut, Ling Cod, and crabbing for Dungeness crab. We were very blessed to have grown up in probably one of the best times to live. Fishing was bountiful and life was simpler and much slower paced then. Such a happy time, the days when people had their milk delivered and clothes were hung on the clothes line. Families actually sat down

and ate dinner together, the days before cell phones and texting, the days when people left their doors unlocked at night, and kids respected their elders - these were the “The Golden Days.”

The years went by, all of us kids grew up and began our own lives. Dad last used the Thompson in 1995 and it sat idle in his backyard for over 15 years. In September of 2010 my parents had to downsize and move, so we needed to do something with the boat. We couldn't bear the thought of selling it. The memories and sentiment had gotten to us, so Tracy and I decided to move the boat from Seattle Washington to Spokane and begin a complete restoration. The boat was primarily used in salt water for fishing. The wood was in great shape, preserved by the salt, but the salt water had taken its toll on everything else. Wiring, fasteners, hardware, engine, trailer, and 3000 brass clinch screws that were corroded and separated, all needed restoration.

The first three years were mostly devoted to tear down, identifying problems, sanding everything down to bare wood, and removing and replacing all the brass clinch screws with new silicon bronze. The last two years the pressure and pace picked up to complete the project with the goals of entering the boat in the Sandpoint, Idaho boat show in July of 2016 and a trip to Seattle on August 1st to give my father a ride in his boat on his 90th birthday.

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"Golden Days" and Crew on the Sandpoint boat show rally (photo Wes Yandt)

As you see it today, *Golden Days* was completely restored to how my father had originally set it up when he was using it. This includes all the following completely restored original items: Calkins boat trailer, Ross Sportsman depth sounder, Zenith short wave Ioran radio direction finder, Air Guide compass, Bar Buoy drink holders, pole holders, original upholstery, instrumentation, helm and controls, factory mounted hydraulic trim tabs, fishing gear with Penn 209 reels, aluminum ice chest / fish box, and the 1967 Evinrude 3 horsepower trolling motor.

On June 16th, 21 years since she had been in the water, we took *Golden Days* to Loon Lake for her first water test. With help from Steve Zwarg and Bob Henshaw, we had a successful test ride. On July 8th we made it to the Sandpoint boat show on Lake Pend Oreille, Idaho. We were completely surprised and honored to receive three awards: People's Choice, Best Post-War Utility, and Best Non-Professional Restoration. WOW! I bet Dad never thought his fishing boat would be in a boat show.

The biggest reward of all was on August 1st, when we trailered *Golden Days* to Seattle, Washington to celebrate Dad's 90th birthday. We were able to give my Dad and Mom, along with my brother and two sisters, a boat ride in Dad's boat - 49 years after the day he purchased it new on his birthday. Dad drove us around Lake Goodwin as we were all once again together in the "Golden Days."

Special thanks to Steve Zwarg and Bob Henshaw for their encouragement and support.



90 year old Milton Johnson at the helm of "Golden Days" (photo Mitch Johnson)

"Skippy Jr." by Wes Yandt

Work continues at a tortoise pace in the "Skippy Jr." shop, where our motto is "Slow but Steady!" We have to remind ourselves that this project has to be part of our life not our whole life. But.....that is sometimes frustrating and difficult to remember as we watch the weeks and months tick by with little discernible progress.

Having completed the frame replacement, we then opened up the front end to start work on the stem/knee/gripe. We have recently completed this and have it temporarily installed, awaiting the installation and final fitting of the keel. Work has also begun on the transom and the first task will be building, shaping and installing a new transom bow. This is a particularly difficult piece of the puzzle, as it is laminated white oak and a relatively large piece at 4" deep, 3 5/8" wide and 72" long. We are paying much respect to this piece, as all the torque of the engine will be transferred into this structural member, and there will be around 150 screws that penetrate it when we put the planking on it.



Old rotten stem/knee/gripe next to the slowly shaping new stem/knee/gripe (photo Wes Yandt)



We also continue to hunt for clues to fill in the history of "Skippy Jr." While searching Google for "Coeur d'Alene regattas" I found this photo that was published in the Spokesman Review in July of 1940. It shows the Celebration Committee aboard several Yandt taxi boats, preparing for the big race on the 4th of July. I can only imagine what the pomp and circumstance must have been like surrounding these events. As I studied this shot, I was amazed to discover that the boat on the far right is the "Skippy Jr." It must have only been months old when this shot was taken. That must explain the big smile that you see on Captain Glenn Powell's face!

The highlight of Coeur d'Alene's Fourth of July festivities in 1940 was the Pacific Northwest marathon inboard motorboat race. The region's fastest speedcraft, including a fleet of entries from Western Washington, raced 50 miles around a mile-long course on Lake Coeur d'Alene. The celebration committee, dressed in marine attire, is pictured. Photo Archive - The Spokesman-Review

2016 Sandpoint Boat Show

By Carol Wilson



Scott and Patty Mason in their 1961 22' Shepherd 110 "Rhubarb" Inset the launching crew hard at work (photo Wes Yandt)

Rain & Shine

The 14th annual Inland Empire Antique and Classic show was held on July 8-10 at the Sandpoint City Marina, partnering again this year with the Sandpoint Chamber of Commerce. Between the member activities and the wide variety of boats on display, there was something for everyone! Many thanks to BK Powell for chairing the show and for all the members who helped organize the three-day event.

Launching was very nicely done at City Park with John Whitcomb and crew. Docking was well organized and orchestrated by Dock Masters Ron Yandt and Glen Dutro. The Friday Docktail Cruisers had fun collecting their drive-by drinks and snacks at the Wagstaff dock in Murphy Bay. Friday's buffet dinner at Ivano's was delicious and a great chance to socialize.



Friday night Cruise "Docktail" Crew (photo Wes Yandt)

Saturday started with the Skippers' breakfast and a lot of wet weather! Damp and drizzle, followed by heavy rain until noon; partly cloudy, partly sunny, and finally dry from noon through the parade. The spectators were rather sparse in the morning, but attendance picked up after lunch. The kid's boat-building tent (thanks to Captain Dan and Shery Meekins), and the Ship's Store (thanks to the Reynolds) were busy all day. Boat judging is a big job and our dedicated judging crew was headed up by Andy Kerfoot with much organizational help from visiting charter president Chris Knapton. The first mates enjoyed a very relaxing lunch and visit during the traditional "Ladies Luncheon" hosted by Sue Yandt.



Some of the Judges hard at work tallying up the scores (photo Wes Yandt)

Saturday evening's event at the Columbia Bank Building featured the silent auction, chaired by Jan Keener, and a wonderful buffet dinner arranged by Emily Robson. Many members participated in the awards and recognition program, following the banquet. This year's top awards went to: "Golden Days" (People's Choice), "Rhubarb" (Skippers' Choice), and "Deco" (Best of Show). Sunday's boat rally was expertly organized by the Boge family and enjoyed by all the participants. This year's winner was the well prepared "Uncle Bob" Crew, Ron, Jane, Wes and Sue Yandt. All in all, a wonderful weekend spending time with our friends and sharing our boats with the public. For a complete run down of the winners as well as more photos visit our web site and click on "Sandpoint Boat Show."

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While the members of the IEACBS who bring their vessels to Sandpoint each summer *think* they put on the show, it's really the wooden participants who are the stars. From their point of view, the boat show story was as follows:

It was not yet the **Golden Days** of summer, but **At Last** the calendar read July 8. The weather in Sandpoint was far from **Gorgeous**, but **Uncle Bob** had a **Premonition** the annual boat show would be a success - and he was right!

Participation was **Robust(o)**, with three Canadian born vessels (**Chobia**, **Rhubarb**, and **One Particular Harbour**); a trio of beauty pageant contestants (**Miss Hayden**, **Miss T II**, and **Mis(s)conception**); the half car/half boat **Twin Finn**; the **Cutter** brothers - **Cookie's and Pisque**; and our friend **Yogi** was reunited with **Y.P.** (Yellowstone Park).

Jefe's new owner, now living the **Life of Rielly**, finally said **8'senuf** when he arrived upon the (**Pondzy**) **Scene**. **GWhiz**, we were glad to have the old/new **Deco** and her friends **Lasada** and **Grand Rouge** at the show.

The weather on Saturday was variable with the rain being **Swift** early on, more **Andante** mid-morning, and tapering to (**Sweet &**) **Low** moisture by mid-day. **Lady Silkworth** graciously welcomed the Goddess **Aphrodite** and the **Shady Lady** to the marina.

While the skipper of the **Wind Spirit** invited the **Bandito** and the **Crew Sader** aboard his pirate ship, **O'Susanne** and her gaggle of girlfriends - **Mollie**, **Kimi**, **Lilly** and **Donna Rosa**, basked in the weekend **Blarney** of **Captain Cracker Jack** as he called them each **Mi Amor**.

The **Coeur d'Legacy**, a frequent **Flyer** in the show, along with locals **Chris 56**, **Wild Wood** and **Me, Too** agreed the IEACBS and Sandpoint are a great team and they are proud their show continues to be one of the best in the Northwest!!

By the Numbers: Looking at boats registered for the show by state, age, and make:

By State: Idaho (23), Washington (16), California (3), Montana (2), Oregon (1), and British Columbia (1).

By Age: Historic (pre 1919) - 0; Antique (1919-1942) - 6; Classic (1943-1976) - 30; Late Classic (1977-1991) - 4; Contemporary (1992-present) - 6

By Make (22 different boat manufacturers were represented): Amsterdam Escapade (1), Alan Thomle (1), Carver (1), Century (3), Chris Craft (19), Coeur d'Alene Custom (1), Crooks (1), Dee-Wite (1), Frigate (1), Gar Wood (2), Glasspar (1), Grand Craft (1), Greavette (1), Higgins (1), Penn Yan (1), Peterborough (1), Schrock (1), Shepherd (2), StanCraft (3), Thompson (1), Winslow Custom (1), Yandt (1).

BOATSHOW STORY



BK Powell's 1930 19' Dee White Runabout "Deco" (photo Wes Yandt)



The Yandt Crew aboard "Uncle Bob" a 1963 20' Yandt Utility (photo Glenn Johnston)



Mitch and Tracy Johnson in their fresh 1967 20' Thompson Offshore "Golden Days" during the Sunday Rally (photo Wes Yandt)

Coeur d'Alene Classic Boat Festival 2016

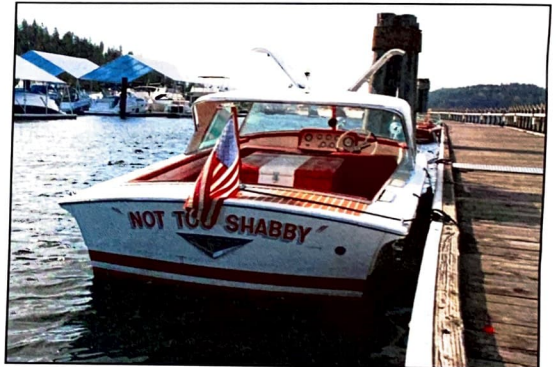
By Daryl Reynolds

For the past two years the Coeur d'Alene community, merchants, and visitors have been asking "What happened to the wooden boat show?" So in August 2016 the Inland Empire Chapter of the Antique and Classic Boat Society, with the help of their sponsors and the Hagadone Marine Group, took it upon themselves to put on a Classic Boat Festival. The informal event included Antique and Classic wooden boats, plus Contemporary fiberglass and wooden boats. We had entries from as far away as Arizona, California, Oregon, Montana, and Canada with the boats displayed at the Coeur d'Alene Resort Boardwalk Marina. The boat owners were on hand to answer questions about their crafts and some even offered rides to the public. In addition, Daryl Onia invited his auto club members to display a few vintage woodie automobiles in front of the Resort!



Some of the Woodie car display (photo Dan Vogt)

We had 55 boats registered for the two-day event. Not knowing what kind of response we would get, we kept our hopes high that we would get a favorable turnout - both boats and the public. Well our expectations were met, with a wide variety of boats on view for this event, and great attendance despite the inclement weather. (For some perspective, at the 2016 International ACBS meeting in Lake Tahoe, CA there were approximately 50 to 55 boats on display.) Murray Danzig's boat, *Jefe*, won People's Choice Award, while Sid Young took the Skippers Award for *Swathcutter*. Both are contemporary vessels. At the October IEC chapter meeting, the board decided to hold the Wooden Boat Festival again next summer, on August 26-27, 2017 on the boardwalk. Special thanks to Don Vogt, Jan Keener, Eric O'Brien, Craig Brosenne and the entire Hagadone Marine Group for their hard work in making this year's festival a great event!



Brad Enders' Century Coronado on display (photo DeAnn Reynolds)

Our area has incredible venues for hosting any type of Classic Boat show or festival, with lakes like Priest, Pend Oreille, Coeur d'Alene and Hayden. With that in mind, BK Powell has tossed our chapter's name in the hat to once again host an international show in the near future. So in 2017, we invite you to come to an IEACBS meeting, express your ideas, concerns, comments, and get involved! Support your club and our communities!



Don Vogt's 1938 17' Chris Craft Deluxe Runabout (photo Dan Vogt)

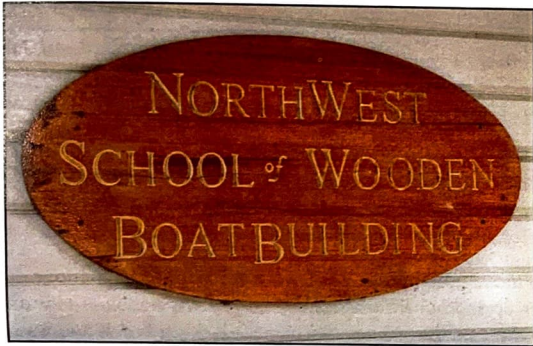


Daryl Reynolds in his 1936 19' Chris Craft Runabout (photo DeAnn Reynolds)



In Memory

Earlier this year we lost a dear friend and long time member of the IEACBS, Kent Wick. Per Kent's wishes his family suggested that we could donate to one of his favorite organizations, the Northwest School of Wooden Boat Building in Port Townsend WA. As a result of this suggestion, his family and friends donated well over \$2000 in his honor.



2017 Calendar

Support the Inland Empire chapter of the ACBS

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A Sinking Feeling

by Mike & Carol Wilson

When you find an old wooden boat you love, it feels like part of the family. After a few trying years, we finally feel that way about our 1953 Shepherd, *One Particular Harbour* (fondly referred to as OPH). Which explains our "sinking feeling" when we arrived at our Lake Coeur d'Alene cabin on September 21st, looked down at the dock, and OPH was underwater. It took a few moments to believe our eyes - and several more to kick into action. With several weeks between that day and now (for the shock to wear off and the insurance/restoration proceed to proceed), maybe this saga will help others if they have a similar experience.

Well in Advance: When we launched the boat in 2008, Mike secured an insurance policy with Hagerty upon the advice of several IEACBS members. We also developed a good working relationship with the Resort Boat Shop and Eric O'Brien, as they store OPH in the off-season and have had the opportunity to repair her many "issues" over the years.

Day of Discovery: As we raced down to the dock, Mike made two phone calls: 1) To Eric, who immediately called Sam Landrum at Lake City Marine to send him our way (LCM is a marine rescue and salvage company on the Spokane River); and 2) To Hagerty, who set up a claim file. Both Eric and Hagerty were in contact with us throughout the day with information about the process of rescuing OPH and details required for the claim.

As we stood at the dock slip, helpless to render much aid to our beloved and mostly submerged boat, we were astonished the four dock lines were still attached. While the stern was well below the surface, the bow tip and our little Shepherd burgee were above the water line. At this point, Mike noticed a seat cushion near our shore, and we spent the next 90 minutes rescuing life jackets, buoys and water-logged cushions from our neighbor's docks and shorelines. (Note: after a thorough search by land and by water in our other boat, we recovered all but one buoy and the captain's seat cushion. The fact that these items were fairly close to home and were not damaged beyond the water submersion led us to believe the sinking had been fairly recent to our discovery. But why had OPH sunk? The question of the day.)

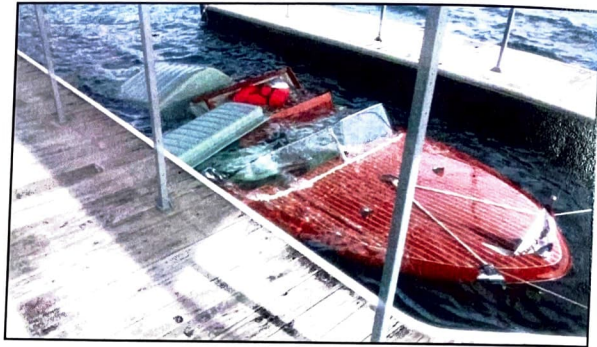


The Lake City Marine crew in action pumping out OPH (photo Mike Wilson)

they attached a tow line to the bow, and OPH was headed to her trailer and back to town. This whole process took about two and a half hours. Because the hull did not hit the bottom rocks, the only exterior damage was what we had self-inflicted earlier in the summer... but the inside was a soggy, oily, battered mess. Sam assured us it could all be repaired and would be "OK."

The Next Few Days: Hagerty sent their list of protocols to follow, including draining fluids and flushing water out of the engine asap. Mike checked on the boat after it was delivered to the Boat Shop the next day. We both went to visit OPH in the ICU that weekend. The Resort Boat Shop crew had already started the engine flushing process (they think it will be fine) and had done a preliminary review of the damage. Jim Brown noted the advantage to having the tank available on site to check for leakage - this feature is rare among boat shops. Eric assured us it could all be repaired, including replacing the Sea Foam green interior, and would be "OK." He and Sam think alike... or perhaps they just have years of experience and perspective!

Assessing Damages: The next step was for Hagerty to arrange with TMS National to conduct an on-site damage appraisal. The



The terrible sight on September 21st (photo Mike Wilson)

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"surveyor" assigned to OPH was Matthew Schmah and we felt fortunate to have such an expert examining our small boat. He arrived a week after the "rescue" and spent three days looking at every square inch of OPH. His colleague, Leo, assessed the engine and electrical systems. Matt was quick to respond to Mike's e-mails and phone calls, and was most gracious to walk Carol through the process in person. (Matt was obviously a man who knows and loves wooden boats as much as our IEACBS members. He stopped his work to tell us the story of his first ride on a Shepherd, down in Florida, when he was about 6 years old, and also a story about the 50+ foot Chris Craft he restored years ago as a young 23-year old.)



OPH being towed to the launch after she was afloat again (photo Mike Wilson)

Back to the story... within five days of Matt "meeting" OPH, we had in hand a 96 page document with narrative, photos and videos, describing Matt's "forensic exam" (our term) of our boat - inside out, starboard to port, bow to stern. He had certainly looked at parts of OPH we had never examined! Several days later, a 12-page detailed damage appraisal arrived. This document described submersion damages for the claim, as well as unrelated, but recommended, repairs. Eric, Hagerty and the Wilsons each received Matt's documentation and it was remarkable, to say the least. This was the first time the Resort Boat Shop had worked with a TMSN surveyor and they were impressed with the thoroughness of the assessment.

The damage appraisal included very detailed cost information for: emergency rescue and recovery; mitigation and preservation of the engine; repair and/or replacement of engine, transmission and accessories (i.e. the starter); replacement of batteries, wiring, electrical components, fuse box, and battery disconnect switch; cleaning and drying the fuel tank; repair/replacement of seating, side upholstery and flooring; cleaning of windshield and chrome, repair of spotlight, and replacement of dashboard gauges. It also included additional "non-submersion" related cost estimates to repair the hull.

The best guess as to the cause of submersion is depleted batteries, which caused the two bilge pumps to stop, and water to slowly sink the boat. We are puzzled by this, as the batteries were new this season, were fully charged several days prior, and we've had no similar problems in eight years. The one difference late this summer has been the windy weather and perhaps all the extra wave action caused the pumps to work overtime. It seems the logical explanation. Matt pointed out many places where small leaks were located, but not enough to collectively sink a boat.

Next Steps: In the weeks since the claims submission by TMSN, Hagerty has been very responsive and fair in resolving the claim. Next we review the recommendations, decide what and how restoration will be handled, and set up a repair schedule with the Resort Boat Shop for this winter. Next spring, OPH should be back in business and we'll be older and wiser.

Lessons Learned: Have your insurance in place. Be sure it includes rescue expenses (ours did). Know your local service providers. Have phone numbers handy. Be sure boat documents are in a waterproof container (ours were not). Know what is in/on your boat (in case it floats away). Take photos and write down details at the time of the incident. Visit the patient. Be prepared to review dozens of details related to repair and restoration. Finally, remember it can all be repaired and will be "OK!"



A boat show friend aboard OPH with Carol at the 2016 Sandpoint boat show (photo Wes Yandt)



One Particular Harbour at the 2016 Sandpoint boat show (photo Wes Yandt)



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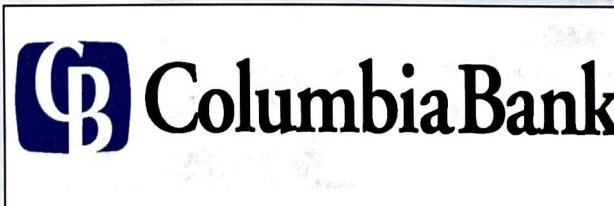
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A Picture is Worth 1,000 Words

Don and Emily Robson heading back to the launch during the 2016 Priest Lake Dry Rot in their faithful 1964 17' Century Resorter "Wildwood"



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"Desafinado" - Chris and Jen Casparis' 1958 21.5' Riva Ariston 2016 Dry Rot. (photo Wes Yanz)