



INLAND SCUTTLEBUTT

Volume 9, Issue 1

March 2009

DREAM BOATS AND OTHER STORIES



Lake Union Dreamboats

In the era of "Speakeasies", "Flappers" and Raccoon Coats; an era commonly known as the "Roaring Twenties" the demand for motorized recreational boating grew. Boat builders like Chris Smith, Gar Wood and John Hacker capitalized on this demand and began producing runabouts and "speedsters" commonly known as decked over boats.

(Cont p. 5)

2009 Chapter Officers & Board of Directors

Officers:

| | |
|----------------------------|--------------------------------------|
| President: Larry O'Leary | 208-762-9228 |
| 1st V. Pres.: John Lenhart | 208-818-1067 johnjanl@msn.com |
| 2nd V. Pres.: Bill Brooks | 509-455-6747 |
| Secretary: Michael Boge | 208-263-4282 |
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Immediate Past President:

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Board Of Directors:

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| Doug Powles | dougp@colligo.us |
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| Safety : | |
| Gary Hammond | gbhammond@charter.net |

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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.

Chapter News

February Board Meeting — abbreviated minutes as reported by Michael Boge

SPOKANE BOAT SHOW: Larry O'Leary said he appreciated all the effort put in by members that worked the booth at the 2009 show. Larry presented "Attaboy" certificates for their efforts. Linda Zwarg felt the show was well attended and people showed a lot of interest in the wood boats. She went on to say that Channel 2 and Channel 4 had television crews there and gave our Chapter good coverage as well as interviewing Steve Zwarg. The rumor was Steve attended the show just about 100% of the time.

SANDPOINT BOAT SHOW UPDATE: Don Robson presented a thorough update on where the Chapter is on show preparation by presenting a timeline on what has been done and what needs to be done. The main theme proposed would be to tie in with animals (i.e. dogs) and the Laughing Dog Brewery. With this theme we could use various ideas with the tie-in "dogs" to provide a fun show. Don stressed that each Board member needed to register themselves and three others to pull off a successful show of 50 boats. Don's budget for show costs this year is \$10,304.00 versus \$10,892.00 last year.

Doug Powles, heading up registration for the show, asked if we want to keep the entry fees the same. Last year it was \$60.00 for Chapter members which includes one \$25.00 banquet ticket and one \$15.00 "Welcome Aboard" ticket. John Lenhart moved to keep registration costs the same as in 2008.

Auction items - Kent Wick offered to bring back boat items from Bangladesh. The boats that Kent has seen there are up on shore and taken apart. Kent would be able to salvage many items from these boats that he feels would be good items for the auction. He is willing to bring a variety of items back if the Board would like. He asked that he be reimbursed for the cost of the items.

SNAKE RIVER EVENT: Kent Wick presented plans and invited Board members and the rest of the Chapter to take part in this exciting event taking the "locks down" to Boyer Park from Lewiston and to "lock back up" in the afternoon returning to the Lewiston / Clarkston area.

MARCH BOAT HANDLING EVENT: Cheryl Shields reminded the Board that at the last meeting some events were cancelled; however, Brad and Sandy Hill would like to organize an opening day event. The suggestion was to hold it on Lake Coeur d'Alene, putting in at Blackwell Island and cruising to Arrow Point. Decorating boats would add a fun touch and a way to kick off the boating season. Late May was the timeframe suggested. Upon discussion it was suggested to make it the early part of June to avoid poor weather.

DRY ROT EVENT: There was much discussion on the Dry Rot event at Priest Lake. The biggest problem is the large success of the show and how it relates to insurance issues. Dick Werner has asked that the IEC look at making the Dry Rot an event that is an official ACBS event as it would solve many insurance issues. He also suggested that IEC and the Willamette Chapter split the hosting duties to the show. Discussion ensued on organizing the event and making sure that this tradition could continue to be welcoming to local folks in Priest Lake.

Michael Boge suggested that since the Dry Rot was overwhelmingly popular to instead drop the Sandpoint venue in the future and make the Dry Rot the official Chapter show. The idea would be based on attendance at this year's upcoming Sandpoint show and the "burnout" factor with a small group putting on too many events.

Treasurers' Report

Melody Knapton, Treasurer

Larry O'Leary presented the Financial Report for Melody Knapton for January 2009. Beginning Balance for January 2009 was \$9,412.64. Ending balance for January came to \$10,937.64. Dues received came to the amount of \$275.00 for November and \$1,250.00 for December.

Funds on hand will be used to pre pay expenses for our Annual Events, including the mailings, Boat Show expenses, and Show & Shine expenses.

Save the Date

Saturday, June 13, 2009

2nd Annual Classic Snake River Cruise

*Come join your friends to celebrate in classic fashion,
the beginning of Summer!*

This will be a cruise of epic proportion on the Snake River near Clarkston, Washington to and THROUGH the Lower Granite Lock on the Snake River, followed by a return to our starting point (through the same lock) for a celebration dinner and refreshments.

We will join together at the scenic Chief Timothy State Park, located on an island in the legendary Snake River, at 9:30 AM, Saturday, June 13, 2009. At 10 AM sharp, all boats will depart for the 23 mile journey to the dam and locks. Boats will be "locked down" and the group will gather for a sack lunch and relaxation at Boyer Park and Marina, just below the dam. At about 2:30 PM all boats will head up river, and "lock up" to the upper Snake River for a leisure cruise back to Chief Timothy State Park.

Roosters restaurant, overlooking the river in Clarkston will be a grand finale for dinner and refreshments.

Come join us on this first outing of the Summer.

More information to follow later.

Journeying through
the seas of this life,
every vessel needs must leave
a wake of some sort behind it,
as it moves
through calm or troubled water.
There are ships that leave
trails of bubbles
as clear
as the dewdrops of spring.
I am a craft,
seaworn and lonely.
Today as I sailed across a bay
for a harbour
wherein they tell me
I may dream my dreams,
I sighted a noble white vessel
with silver sails
that curled in the wind.
Behold,
in the wake behind,
the bubbles
have changed to pearls.

From the book....

Dreamboats

Dugald Stewart Walker

1918



Attention Readers!

Aspiring Authors

Potential Photographers

The Scuttlebutt wants you—or rather your stories, photos and ads

Deadline—next issue

May 1st

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Available

Submit articles to:

jo@xofficetech.com



“So lift up your heads, ye sighers for the summer, breathe in your fill of their perfume as it blows against your cheek. Sweetly it touches...and then swiftly it is gone, murmuring only to the bees the name of the harbor which is home.”

Symposium in Seattle

Just a reminder, ACBS is holding a boating symposium on the West Coast for the first time April 24-26th in Seattle. Hosted by the Pacific Northwest chapter, this is a great opportunity for people from the west coast chapters to get together and enjoy the people and resources this organization has to offer.

We have a wide range of subjects built into the program and our presenters and speakers will be sharing valuable knowledge, techniques and insight into many aspects of this hobby we all enjoy. We'll be looking at boat building and restoration from all angles, discussing manufacturers and models that previous symposiums have not covered, and will even have a chance to get out on the water a few times during the course of the weekend.

If you've ever wondered about the world of classic race boats, and the quest for speed on the water, come to town on the 23rd, and immerse yourself in classic racing at The Hydroplane and Race Boat Museum special pre-event.

If you've admired the boats of the West Coast, now is your chance to learn about the designers, yards and innovations behind these beautiful craft, and the waterways where we run them.

Ever had a problem with chrome? Queen City Plating is an award-winning local shop and the owner has asked me to invite all who come to bring pieces that “just didn't turn out right” or were rejected by other shops. He'll tell us what can, and can't be done. Let's challenge him!

We always agonize over selecting good wood, what we should be using as we preserve, glue and finish. What if we just can't come up with a good replacement for a missing original casting or instrument? You will leave this symposium armed with new ideas and resources.

What's it worth? What is a good engine to use? How can we share this knowledge? It's all covered.

If you have an interest in bringing a runabout and hanging around after the symposium to explore and then participate in Seattle Yacht Club's Opening Day, we have inside storage arranged for your boat. If you want to stay and explore the region, or go on a cruise in Puget Sound, we've got you covered.

As always, the most valuable part of this event will be the people you meet or reconnect with.

We have extended the discounted registration cut-off until April 1st, so please sign up and make your way to Seattle for “The Wet Edge”.

Don't Miss It!

Lake Union Dreamboats (con.)

The majority of these pleasure craft were in the 12 to 20 foot range with some reaching 34 feet in length. There was also a demand for much larger "pleasure" craft, in the 30 to 40+ foot range; this is where the Dreamboats come in.

Speaking of Dreamboats, did you know that "Dreamboats" were actually constructed right here in the Pacific Northwest! Detroit led the way in "standardized" car manufacturing, with assembly lines churning out automobiles by the thousands, so why not the boat industry? Chris Craft, Hacker, Garwood and others knew this and by the middle of the "Roaring Twenties" Runabouts and Utilities were coming off assembly lines too, so why not larger boats, why not Cruisers? Elco Boats of New Jersey and Blanchard Boats of Seattle began to turn out standardized or stock cruisers in the early 20's.

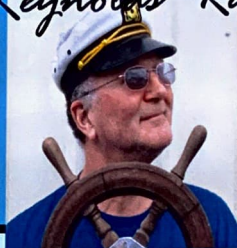
In 1926, one of Blanchard's neighbors in Seattle; the Lake Union Drydock and Machine Works jumped in on the Cruiser demand. Blanchard still produced custom motor yachts; they also were producing a raised deck cruiser, basically a stock or standardized boat. The boats being produced at the Lake Union Drydock were raised deck cruisers, longer in length than the Blanchard boats, most in the 42 foot range with some exceeding 45 feet. The term "Dreamboat" was first used by the Lake Union Drydock company, they even had the name copyrighted; however most raised deck cruisers of this era were called "Dreamboats."

These boats were far from being standard. They were long, somewhat narrow and easy to use. Much less expensive than custom yachts of the day, they came fully equipped from the plant. They had full headroom, cozy cast-iron stoves and bright, airy pilothouses - great for cruising in the often-gray Northwest.

So the next time you're in Seattle, perhaps motoring by the ship channel, the Montlake Cut or Lake Union, take a moment to reflect, dream if you will and perhaps, maybe just maybe you'll be lucky enough to see one of these classic beauties of the Pacific Northwest-the Lake Union Dreamboat.

BK Powell

Reynolds' Rap



Bruce Reynolds, winner of multiple "Best Engine Compartment" awards and restoration expert, takes time off from checking his propeller to answer our readers' questions...

Q: Why does my outboard engine miss at low speeds?

A: Here is what you should check:

- Too much or not enough oil in the fuel
- Motor needs to be timed
- Carburetor idle needs adjusting
- Needs new breaker points
- Loose or broken ignition wires
- Spark plugs need to be cleaned
- Cracked distributor cap or rotor
- Fuel pump diaphragm punctured

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2008 in our Wake



Milwaukee

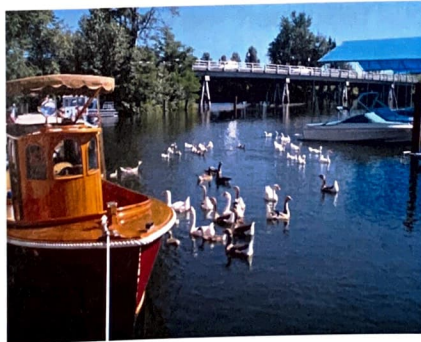
ACBS Board Meeting in Milwaukee included a river tour of downtown Milwaukee, complete with stops at several shore side watering holes. Great for enjoying beautiful boats and great bratwurst.



Sandpoint Boat Show



Boats of all kinds were on display: Skeeto, and a mint 1955 Old Town canoe. CottonTop Won Best of Show, Jan and Bill won our hearts with their Mohito Tiki Hut.



Payette Lake Show

Held in McCall, ID, this area show features a spectacular setting and a great Show venue. Within an easy drive, this is a fun event and worth the trip.



Beautiful Boats!

Many on display including a mint 1957 Century Palomino outboard, a 2002 Ventnor replica with a Chevy 330 hp engine, and a 1930 Dodge Watercar.



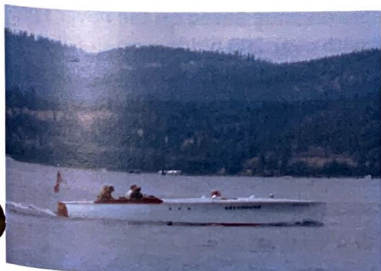
International Show in Coeur d'Alene



From the lake hopping, to the tours to the show itself, the event was a rousing success! Thanks to all the volunteers who helped make this a showcase for our club and our area.



The boats were memorable—the HAPIKE, the GRAYHOUND, and the wonderful fiberglass crafts, like Quicksilver (above).



Wooden Boat Lovers—Come to the Clayton Auction



For over four decades, the Antique Boat Museum has been recognized throughout the wooden boating community as putting on one of the best wooden Boat Shows in North America. The 45th Annual Boat Show will be held this year from July 31st to August 2nd, 2009. The highlight of the show each year is the Antique Boat Auction held this year on Saturday, August 1st at 1 p.m. The auction offers a full complement of collector boats for ALL budgets. Typically the Auction draws bidders from most of the 50 states and Canada. The Antique Boat Auction is a truly transparent way to buy boats and provides the best barometer for the state of the collector boat mar-

ket for everyone. The auction is conducted by AntiqueBoatAmerica.com who has been recognized throughout the world as having the LARGEST collection of antique and classic boats on their web site. They offer the finest selection of quality collector boats, outstanding professional service and unrivalled sales success. As such, the Antique Boat Auction always captures the true passion of wooden boat collectors and enthusiasts throughout North America. A snapshot of the auction is very clear, says Peter Mellon, President of Antique Boat America. "Firstly we offer a perfect venue for first time bidders and are encouraged by the new breed of buyers entering into the market looking for their first boat. Because of this, we always have a broad range of boats for entry level boaters to signature collector boats. Because of these new bidders and the economy, we expect even more excitement at the auction this year." "Our goal is to build an auction for everyone" noted Dennis Honeywell, General Manager of AntiqueBoatAmerica.com .

While original examples are still in demand; we also find that reproductions and classic boats are strong as well. "Collector boats have prevailed in a struggling economy, proving to us that they can be treated as both a hobby and an investment and we believe that this year will offer a great opportunity to secure a quality wooden boat. The vision of a free fall in prices simply has not materialized. While we have seen a softening of prices in certain boats, we have also found that wooden boats with originality, provenance and overall strong condition are finding buyers at market correct prices. As well, bidder registration and interest have not waned in light of negative news from Wall Street. The key to the Antique Boat Auction is the collection of boats and the fact that the Antique Boat Museum uses this event as a fund raiser for their many initiatives and operations. The Antique Boat Museum is the finest fresh water wooden boat museum in the Country, having an excellent collection of early launches, skiffs, runabouts, St Lawrence skiffs, outboard motors and utilities. The museum as a non-profit organization also accepts boats as donations as well as consignments and generates revenue based on the buyer's premium for each boat auctioned. "With over 65 boats auctioned in 2008 and with over 200 bidders on site, we look forward to welcoming collectors and enthusiasts from around the country to the beautiful Thousand Island region for what is shaping up to be another first class event" says Peter Mellon. "Of particular interest this year will be the focus on boats "Built in the Thousand Islands".

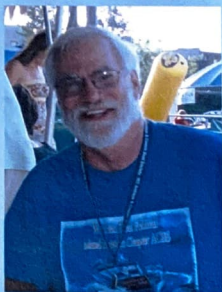
The Antique Boat Auction will commence promptly at 1pm on Saturday August 1st, 2009 at the Antique Boat Museum in Clayton, New York. Further information can be found by visiting www.antiqueboatamerica.com or by calling (800) 675-4089

2009 Calendar Of Events

| Date | Event | Info | Contact |
|----------------------------|------------------------------------|--|---|
| April 24-25 | The Wet Edge | ACBS Symposium in Seattle | ACBS website |
| May 9 | 4th Annual Show & Shine | Hosted by the Resort Boat Shop. A first class ~ don't miss event! | Tiffany or Craig 208- 667-5009 |
| May 30 | Lake CdA Opening Day Cruise | Make sure your boat is ready for summer with this "Shake Down Cruise." | IEC web site Date may change depending on weather & lake conditions. |
| June 13 | Snake River Cruise | 2nd Annual Cruise A great river for boating, sign up and bring your friends. | Kent Wick 208-882-9943 bkwick@moscow.com |
| June 27 -28 | Boat Handling Safety Clinic | Calling All Boaters Dates are tentative, check our website for details on this very valuable class. | Gray Hammond gbhammond@charter.net |
| July 11-12 | Sandpoint Boat Show | 7th Annual IEC ACBS Antique and Classic Boat Show | IEC: Look for registration form & info in newsletter and on our website |
| Saturday July 25th | Hayden Lake Cruise and BBQ | Bing Crosby Christmas in July What will those crazy Board Members think of next? But... BBQ sounds good! | This is still a tentative ~ Call your favorite Board Members(s) to voice your support. |
| August 8th or 15th | Island Cruise | Cruise the 4 Islands of Hope Another tentative event, planned around the Festival at Sandpoint | Brandon Moon Moondog@sandpoint.net |
| August 14 -16 | Payette Lakes Boat Show | Beautiful McCall, ID— Whitetail Resort Fun event, fantastic setting | Molly Hardy payettelakeschapteracbs@gmail.com or www.payettelakeschapteracbs.org |
| August 22—23 | CdA Wooden Boat Show | See and be seen Great for spectators and exhibitors | CdA Chamber of Commerce |
| Sept 4-7 | Dry Rot Boat Show | Priest Lake Show Fun and relaxation amid the beauty of Priest Lake, a favorite event! | Linda Zwarg 509-468-7236 zpatina1@comcast.net |
| September 24th—26th | ABCS International Show | Gravenhurst, Ontario, Canada | Check ACBS website for full details |

 * WOW - there are enough boating events in our area to keep busy all summer long! New Events & Activities *
 * Chair Cheryl Shields has been instrumental in helping plan new events. Thanks for the great ideas. *

Larry O'Leary



**“ Report
from the
Head ”**



© AND HERE THE LITTLE SONGS THAT ARE BORN OF RUMBLE!

President's Message

I saw a robin today. He looked a little out of place with the two feet of snow still on the ground and the lake populated with the ice fishermen still boring holes in 24-inch ice. But if the Robins are back can spring be far behind? If spring is just around the corner so is boating season. That means instead of hunkering

down in front of the fireplace our thoughts are turning to mahogany and chrome. Your board has been busy this winter planning new and wonderful events for this year.

The plans for this year's Sandpoint boat show are well underway and it promises to be the best ever. We are changing the format of the show to a one-day event for the public on Saturday. Sunday will be devoted to "fun on the water" for the participants with many events planned. So keep the weekend of July 11 and 12th open.

April 24th through 26th is the "Wet Edge" Symposium sponsored by ACBS will be held in Seattle. This 3-day event will feature tours, nationally renowned speakers, workshops and many other activities. It promises to be a great event. Check the Winter Issue of the *Rudder* for details.

May 9th the Resort Boat Shop will host their annual "Show and Shine" at their Post Falls shop. Food, music, boats and cars - what more could you ask for? This is always a fun event to start off the season.

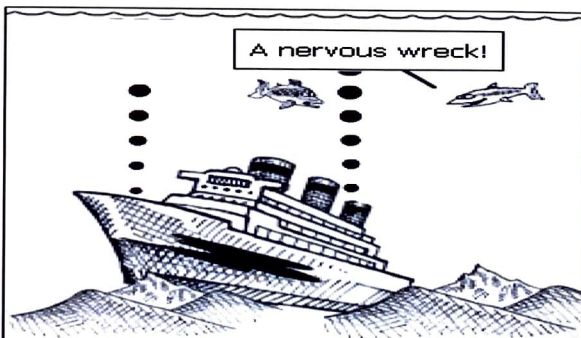
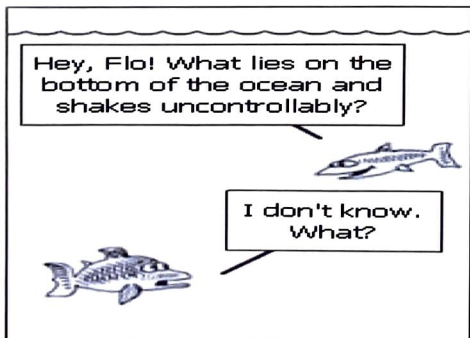
The end of May or the first part of June we are planning an "opening day" event on Coeur d'Alene. Brad and Sandy Hill will be chairing this new event. Stay tuned for further details.

June 13th is the second annual Snake River cruise headed up by Kent & Becky Wick. Those that made the run last year say it's great trip and everyone should do it. Don't miss out on this adventure!

Our events chairperson, Cheryl Shields, has several other events in the works: a Boat Handling & Safety Clinic, a cruise around the 4 islands off of Hope, end of season cruise on one of the local rivers and maybe a surprise or two. We will keep you posted through the Newsletter, the web site (it has been up-dated & improved - Thanks BK.) and special mailings. If you would like to help out or chair one of these events please contact Cheryl or me.

So polish up that chrome and touch up that varnish and we will see you on the water!

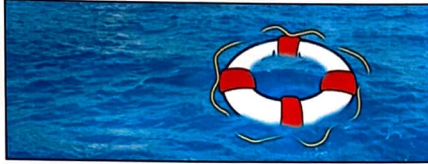
coffee break by cta



Membership Report

MEMBERSHIP REPORT: Larry O'Leary reported for Chris Knapton. Renewals for Chapter membership are standing at 81 paid and current members through January 2009. These are good numbers for so early in the year. Larry once again asked Board members to look for others that would be interested in our Chapter and to get them signed up.

Thanks to all our volunteers. Our members are our "life preservers" and enable us to put on the events and support classic boating. **THANK YOU!!!!**



Membership Application

Name: _____ Spouse Name: _____

Email Address: _____ Phone Number: _____

Mail Address: _____

City: _____ State: _____ Zip: _____

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 \$45.00
 Chapter Membership \$25.00
 Total Dues \$70.00

Mail Application To:

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

*A lot of people ask me
 if I were shipwrecked,
 and could only have
 one book, what would
 it be?*

I always say...

"How to build a boat."

*Steven Wright
 ~ Author*

Boat Drink Recipe of the Month

Cosmic Shipwreck

**'After one sip, you'll be
 glad that life's a
 beach.'**

**1 jigger gin
 1/4 jigger fresh lime juice
 1 t. Fine granulated sugar
 6 dashes bitters**

**Fill glass shaker with shaved
 ice. Add ingredients, shake
 vigorously until frost forms on
 shaker, then strain into tall
 glass filled with cracked ice.**

**From "The Essential Book of
 Boat Drinks"
 Olaf Nordstrom**



INLAND SCUTTLEBUTT

Volume 9, Issue 2

May 2009

What's in a Name?

Now and then we find it necessary to plug in a new name on our old "Woodie" that we may be restoring. Or perhaps we just bought a "new" used vessel that already has some name on the transom that we want to remove in order to replace it with some dazzling new designation that we dreamed up on some sleepless night in the recent past. Well, there truly is proper protocol that one must following in a proper fashion when denaming and naming a vessel destined to float safely in King Neptune's Domain! I didn't invent this, but rather, I found it on some obscure website of a Bellingham, WA based author named John Vigor. (The site's name is www.48north.com/mr_offline/denaming.htm. I used John Vigor's attached de-naming and re-naming ceremony to christen my '62 Century Resorter.

I won't bother you with my interpretation because Mr. Vigor explains the ceremony thoroughly. All I can say is follow it to the "T" in order to avoid any possibility of you and your vessel being cursed forever!

~Jerry Lebsack



Vigor's Interdenominational Boat Denaming Ceremony by John Vigor

I once knew a man in Florida who told me he'd owned 24 different yachts and renamed every single one of them. "Did it bring you bad luck?" I asked. "Not that I'm aware of," he said. "You don't believe in those old superstitions, do you?" Well, yes. Matter of fact, I do. And I'm not alone. Actually, it's not so much being superstitious as being v-e-r-y careful. It's an essential part of good seamanship.

Some years ago, when I wanted to change the name of my newly purchased 31-foot sloop from Our Way to Freelance, I searched for a formal "denaming ceremony" to wipe the slate clean in preparation for the renaming. I read all the books, but I couldn't find one. What I did learn, though, was that such a ceremony should consist of five parts: an invocation, an expression of gratitude, a supplication, a re-dedication and a libation. So I wrote my own short ceremony. Vigor's inter-denominational denaming ceremony.

It worked perfectly. Freelance carried me and my family many thousands of deep-sea miles both north and south of the equator, and we enjoyed good luck all the way. I used the same ceremony recently to change the name of my newly acquired Santana 22 from Zephyr to Tagati, a Zulu word that means "magic," or "bewitched." We're hoping she'll sail like a witch when I get her in the water after an extensive refit.

I'll give you the exact wording of Vigor's denaming ceremony, but first you must remove all physical traces of the boat's old name. Take the old log book ashore, along with any other papers that bear the old name. Check for offending books and charts with the name inscribed. Be ruthless. Sand away the old name from the lifebuoys, transom, top-side, dinghy, and oars. Yes, sand it away. Painting over is not good enough. You're dealing with gods here, you understand, not mere dumb mortals. If the old name is carved or etched, try to remove it or, at the very minimum, fill it with putty and then paint over. And don't place the new name anywhere on the boat before the denaming ceremony is carried out. That's just tempting fate. (Continued p. 7)

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Jim McGoldrick 509-747-1500

Newsletter Editor

Julie Olsen jo@xofficetech.com
509-995-5809

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Chapter News

Up coming events

One of the things that the board wanted to do this year is to have more boat-centered activities. We want to be able to enjoy our boats for their intended purpose, not just tied up at a dock for a show. So here is a run down of some of the events we have planned.

Saturday, May 30: "Opening Day Cruise" on Lake Coeur d'Alene - cruise down to Harrison with a surprise event on the way. For more information contact Commodore Brad Hill and first mate Sandi at bradhill@cricketown.com 208-665-9781.

Saturday, June 13:^{the} second annual "Snake River Run". This is a fantastic event with the added adventure of going through the locks. Contact Commodore Kent Wick and first mate Becky at bkwick@moscow.com 208-882-9943.

Of course our premiere event is the Sandpoint Boat Show the weekend of July 10 – 12th. This year will be like no other!! Show chairman Don Robson has a lot of new things planned – the major change being only a one day show for the public on Saturday with Sunday dedicated to owners/participants having fun on the lake with their boats. Look for new venues for the Welcome Aboard party (Friday night) and the Awards Dinner (Saturday night). "A Dog Gone Great Boat Show" is this year's theme. Don and his crew have set the bar high and you don't want to miss out. For more information contact Don Robson at donrobson@earthlink.net

Remember space is limited and registrations are running ahead of last year so get those registrations in soon!

Commercial plug: If you have anything you would like to donate to the silent auction contact Emily Robson at emilyrobson@earthlink.net. The proceeds from the auction help support the charities that the club supports through out the year.

For further information on these events, see the articles in this issue, or contact our events coordinator Cheryl Shields at cheryl@liveandplayincda.com

We are planning several other events this year so watch your mail and e-mail. If you have questions or need any information, or have suggestions for a fun event please contact any of the board members listed in this publication or you can contact me directly at lmoleary1@gmail.com 208-762-9228

An organization is only as good as its members, so get involved and have some fun on the water this summer

Dry Rot Boat Show

Save the Date

Priest Lake, ID September 4-7

Priest Lake Dry Rot Poker Run and BBQ. Events to include: Pot luck on Friday, Saturday Poker Run and BBQ, Sunday show and breakfast at Elkins and Gin Fizz at Hills. Monday cruise and picnic to the Upper Lake. The Columbia Willamette ACBS will be sponsoring the event this year. Please contact Barbara and Frank Robinson if interested in attending at barbara.greaves@verizon.net

Plan to
Attend!

2nd Annual Classic Snake River Cruise

...the first major boating event of 2009 - Saturday, June 13

We will join together at scenic Chief Timothy State Park, located on an island in the Snake River, 9:30 AM, Saturday, June 13. At 10 AM sharp, all boats will depart for the 23 mile journey to the dam and locks. Boats will be "locked down" and the group will gather for a sack lunch/relaxation at Boyer Park & Marina, just below the dam. At about 2:30 PM all boats will head up river, and "lock up" to the upper Snake River for a leisure cruise back to Chief Timothy State Park, followed by dinner and refreshments at Roosters Restaurant on the river in Clarkston.

When: Saturday, June 13, 2009 9:30 AM until whenever.....

Where: Gather at the launching ramp at Chief Timothy State Park. The Park is located 8 miles west of Clarkston, Washington on Highway 12. You will see the Park on the right as you are going west. It is an island in the Snake River with many docks and camping sights.

What to Bring: Weather could be warm and dry, or cool and moist, so bring rain gear and some layer clothing. Bring your lunch and refreshments.

Fuel: Fuel up your boat before launching. Round trip is 46 miles. Fuel will be available at Boyer Park (our most western point before returning).

Why we are leaving the dock at 10 AM: It takes 60 to 90 minutes to reach the lock and dam. There are certain specific "lock down" times. One lock down time is shortly after noon, hence the 10 AM start. Also, there is less wind and waves before noon.

Other features of the Park: Chief Timothy Park is a wonderful place to overnight with a motor home, camper, or tent. For overnights, there are several docks to moor boats overnight.

Lodging / Camping: Several good motels are in Clarkston and Lewiston. For those interested in camping, Chief Timothy Park is a joy!

SVP: Please call Kent or Becky Wick at (208) 882-9943 or e-mail at bkwick@moscow.com to "RSVP" or have any questions.

See you June 13!

Announcements

SCHOLARSHIP UPDATE

The \$1000 scholarship we awarded to The Northwest School of Wooden Boat Building was used to help a student with tuition. The young man who was awarded the scholarship is a 18 year old father of a baby girl. With the arrival of his daughter he realized he needed to learn a trade so that he could provide for his family. He got his GED so that he could enroll in the NW Boat Building School. He is doing very well and in a short time he will graduate from the school with an AA degree. Bill Mahler the director of the school thanks all of you for your generosity.

Condo for Rent Payette Lake Boat Show

Located close to downtown McCall, ID, sleeps 6, perfect for attending show. \$125 per night. Call BK Powell for more info—994-0512

Attention

Aspiring Authors

Potential Photographers

The Scuttlebutt wants you—
or rather your stories, photos
and ads

Deadline—next issue

June 30th

Limited space

available

Submit articles to:

jo@xofficetech.com



The Owl and the Pussy-cat
went to sea

In a beautiful pea green
boat,
They took some honey, and
plenty of money,

Wrapped up in a five
pound note.

The Owl looked up to the
stars above,

And sang to a small gui-
tar,

'O lovely Pussy! O Pussy
my love,

What a beautiful Pussy
you are.

From the famous non-
sense poem by Edward
Lear, published 1871

Dry Rot Memories

By: Linda Zwarg

Some of you may have already heard this story but to me it is like an old fashioned Reader's Digest story. It still makes you chuckle years later.

Well ~ I think it was around 1990 or so, when the Dry Rot Wooden Boat Show was held at the old Outlet Resort in the lower part of Priest Lake. The Resort has since turned into a private homeowner's area. This particular year was one of the better shows back then. We had around 18 boats, one of them was the beautiful Stancraft named "Big Sky". Actually I think this was back when Steve and I first met Dick Werner too. Also attending the show then was Russ Bishop (owner of Bishops Marina) and his wife, Hutch & Carol and Denny & Sharon.

A friend of Steve's named Dave had a cabin just across the river outlet from the Resort. He brought his wife and kids across the river to the Dry Rot show in their little fishing boat. His daughter was around 3 ½ years old then. For some reason she was very enamored by our boat Killer. She begged her parents to let her go for a ride in the parade with us but they said she was just too young to go on the parade that year. For the rest of the boating season and thru the next year the little girl held her interest in the boats. She listened to her dad tell her about taking care of the boat and cleaning her up, checking to if she needed to be tied to the dock or if he had to fill her up with gas etc.... One day she asked him "Daddy, are all boats Girl boats" to which he responded. "Well - you know ~ I guess maybe they are. We take care of them and make sure they are safe and pretty and cleaned up".

A year passed and the show was again held at the Outlet Resort. With the blue skies, bright sunshine and warm weather that year we had another well attended show. Again, Dave brought his family over to the show. This year his daughter was around 4 ½ years old. She was walking along the dock with Dave, hanging on to his pant leg with one hand and pointing at the boats with the other. She was saying "She's a pretty boat" & "What's her name"? Then she saw our boat and remembered it from before and said she wanted to ride in "her" this year. About that time ~Killer's bilge pump kicked on. There was a good stream of water kicking out too. Her eyes got big and she grabbed hold of Dave's pants leg and yanked on it while shouting....."Daddy ~ Daddy.....that's a Boy Boat!!" Needless to say - that year she rode in the Dry Rot Parade with us.

There is a picture of her riding in our boat that year in Dick and Louise's cabin. She is married now and may have children her own.

Show & Shine



As usual, the Resort Boat Shop transformed a service bay into a banquet hall for the event, complete with white tablecloths and centerpieces.



Many boats were on display, both large and small.



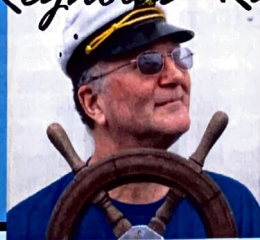
Good weather helped bring out a crowd, including a contingent of antique cars.



Kirk Marshall dressed in vintage leathers shows off his new cool motorcycle



Reynolds' Rap



Bruce Reynolds, winner of multiple "Best Engine Compartment" awards and restoration expert, puts down his tub of lacquer thinner and the medium bristle toothbrush he is using to remove old varnish to tell you about exhaust line maintenance....

- 1) Repairing your exhaust line can be difficult and it takes patience. Try to salvage the flanges, muffler, hose clamps and outboard fitting.
- 2) Water cooled manifolds are very expensive, so be careful not to damage this part when working on it. Try alternate heat and then cooling with light tapping to loosen. Or try soaking overnight in oil or a mixture of kerosene and light oil. If all else fails, fill pipe with wet rags or ice cubes, use blow torch to heat the flange. Using too much leverage with an extension on a wrench handle can cause a crack.
- 3) If you are forcing it, you are doing it wrong!

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Resort Boat Shop unveils new custom wood boat line!

(Coeur d'Alene, ID) – The Resort Boat Shop and Hagadone Marine Group are launching a new classic boat line, called Coeur d'Alene Custom Wood Boats. “These are the latest in modern design in a 34-foot runabout, with the elegance and old-style hand craftsmanship of the past,” said Craig Brosenne, general manager of Hagadone Marine Group.

The very first hull was designed by owner Jerry Gilbreath, a renowned offshore powerboat racer. “I’ve had this boat in my head for about the last 20 years,” Gilbreath said. He became enamored with classic wood boats while staying at a friend’s villa on Italy’s Lake Como and watching the Riva boats go by.

He and his wife Donna’s new boat is built from cedar and African mahogany, and finished in 15 coats of varnish. The boat is 34 feet in length, with an 8’6” beam, and powered by twin 400-horsepower Mercury engine drives. Everything on the boat is unique, from the throttle handles to the dashboard gauges to the hull shape itself.

The boat’s name is “Jefe,” pronounced HEH-fay, which is Spanish for chief or leader. Gilbreath named the boat in honor of a friend in Argentina. Gilbreath, who has won eight world championships, has designed some very fast boats in his time. But never anything built of wood before. “I picked The Resort Boat Shop because I like the way they build,” he said. “They pay meticulous attention to detail, one step at a time, and that’s what I wanted for my boat.”

He was impressed with the craftsmanship of *Sizzler*, the 60-foot custom gentleman’s day sailboat created for owners Duane and Lola Hagadone. Gilbreath watched *Sizzler* being built, and he and Donna have been on board for a summer’s evening sail. Launched in July 2007, *Sizzler* was created especially for Lake Coeur d’Alene, and can be sailed single-handedly by her owner. Her sharp, clean profile hides an array of sophisticated hydraulic controls below the deck. *Sizzler* has been featured in *CdA Magazine*, *Boat International*, *Yachting World* and *Robb Report*.

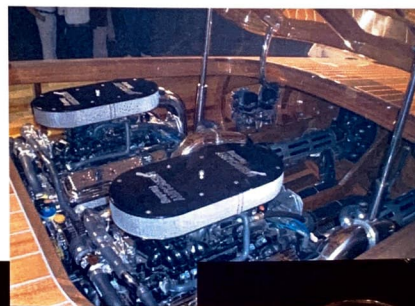
The members of the boat building team at The Resort Boat Shop have more than 150 years of combined experience. They are schedule to complete another 34-foot runabout shortly, with more Coeur d’Alene Custom Wood Boats to follow.

“This has been an exciting project from start to finish,” Brosenne said. “We’ve greatly enjoyed collaborating with Mr. Gilbreath and making a boat like nothing else in the world.”



The Resort Boat Shop staff

IEC member
Bob Ickes helped



Vigor's Denaming Ceremony (con.)

How you conduct the ceremony depends entirely on you. If you're the theatrical type, and enjoy appearing in public in your yacht club blazer and skipper's cap, you can read it with flair on the foredeck before a gathering of distinguished guests. But if you find this whole business faintly silly and embarrassing, and only go along with it because you're scared to death of what might happen if you don't, you can skulk down below and mumble it on your own. That's perfectly okay. The main thing is that you carry it out. The words must be spoken.

I compromised by sitting in Tagati's cockpit with the written-out ceremony folded into a newspaper, so that any passerby would think I was just reading the news to my wife, sitting opposite. Enough people think I'm nuts already. Even my wife has doubts. The last part of the ceremony, the libation, must be performed at the bow, just as it is in a naming ceremony. There are two things to watch out for here. Don't use cheap-cheap champagne, and don't try to keep any for yourself. Buy a second bottle if you want some. Use a brew that's reasonably expensive, based on your ability to pay, and pour the whole lot on the boat. One of the things the gods of the sea despise most is meanness, so don't try to do this bit on the cheap.

What sort of time period should elapse between this denaming ceremony and a new naming ceremony? There's no fixed time. You can do the renaming right after the denaming, if you want, but I personally would prefer to wait at least 24 hours to give any lingering demons a chance to clear out. (Scroll down for the wording of the ceremony.)

Afterwards: Now you can pop the cork, shake the bottle and spray the whole of the contents on the bow. When that's done, you can quietly go below and enjoy the other bottle yourself. Incidentally, I had word from a friend last month that the Florida yachtsman I mentioned earlier had lost his latest boat, a 22-foot trailer-sailer. Sailed her into an overhead power line. Fried her. She burned to the waterline. Bad luck? Not exactly. He and his crew escaped unhurt. He was just very careless. He renamed her, as usual, without bothering to perform Vigor's famous interdenominational denaming ceremony. And this time, at long last, he got what he deserved.

Vigor's Denaming Ceremony

In the name of all who have sailed aboard this ship in the past, and in the name of all who may sail aboard her in the future, we invoke the ancient gods of the wind and the sea to favor us with their blessing today.

Mighty Neptune, king of all that moves in or on the waves; and mighty Aeolus (pronounced EE-oh-lus), guardian of the winds and all that blows before them: We offer you our thanks for the protection you have afforded this vessel in the past. We voice our gratitude that she has always found shelter from tempest and storm and enjoyed safe passage to port.

Now, wherefore, we submit this supplication, that the name whereby this vessel has hitherto been known (____), be struck and removed from your records. Further, we ask that when she is again presented for blessing with another name, she shall be recognized and shall be accorded once again the selfsame privileges she previously enjoyed.

In return for which, we rededicate this vessel to your domain in full knowledge that she shall be subject as always to the immutable laws of the gods of the wind and the sea. In consequence whereof, and in good faith, we seal this pact with a libation offered according to the hallowed ritual of the sea.

Christening Ceremony

After a boat is denamed, you simply need to rename it using the traditional christening ceremony, preferably with Queen Elizabeth breaking a bottle of Champagne on the bow, and saying the words:

"I name this ship _____ and may she bring fair winds and good fortune to all who sail on her."



Seattle Boat Show

A LETTER TO THE EDITOR

Message from Little Toot

Dear ACBS Friends,

I am sorry it has taken me so long to write, but since I left the Inland Empire, I have been very busy. I miss all of you. Please tell Killer, Bucky, Smoothie, Bon Bois, Cotton Top and Wooden It Be nice "hello." Wooden has a risqué name, but he sure is nice. I hope Bon Bois got his hernia by his propeller shaft fixed!

Most of you know that at last year's International ACBS Show in Coeur d'Alene my birth parents discovered me. They asked me if I would like to return home. I was given a choice to remain in Coeur d'Alene with my adoptive parents, Jan and John, or to return to my birth place in Kent Washington to be with my siblings. It was a hard decision. Jan is the love of my life, she is the one who rescued me from the orphanage and made me who I am today. I decided to return to my birth place and get to know my extended family.

I was very lonely because I missed all of you. You all had been so nice to me. I can still remember the hurtful whispering and comments. I didn't know what "TUPPERWARE" was before my first boat show. At that boat show in 2002 at Coeur d'Alene, Killer and Bucky were so kind and told me to ignore the unkind comments. Imagine my amazement when the people chose me as their show favorite! Jan, John and I enjoyed all of our outings and shows with all of you. I was certainly surprised and happy when the people continued to stop and visit with me at the shows. The people kept voting for me and I won "PEOPLES CHOICE" often, and occasionally, I won other awards, until Mom Jan said, "enough." We decided to not be judged at the shows anymore. Some of the Strandkrafts said it was about time, a "TUPPERWARE" boat did not belong in an ACBS show anyway.

On the sad day of my move to Seattle, my Dad John packed up all of my stuff (some of which he admitted he did not know what it was for) and off to Seattle we went. Our first stop was to buy me a new set of shoes for the trip, even though my old shoes looked brand new. My Dad John said, "Seven years on a set of shoes is long enough, time for new ones."

Imagine my surprise when we arrived in Seattle and pulled into the Ranger Tug Boat* family compound and all of the crew were waiting for us. I met the Livingston's who own Ranger Tug Boats*. Gilly, my Scottish terrier friend, was with us and she was ecstatic to find out that Ranger Tug Boats* was named after a dog. I also met another special person. His name is Dexter and he remembers delivering me (laying up my hull) when I was born. Some old timers showed Dad John what my spare rigging was for. Mom Jan was upset to find it was an awning. She doesn't like the sun. Mom Jan said Dad John is mechanically and something else challenged. Dad John does have his good points; he can sure give a great brass rub.



Larry O'Leary



**" Report
from the
Head "**

President's Message

We have kicked off a very busy boating season! The "Show & Shine", hosted by the Resort Boat Show on May 9, was a great start. It was wonderful to see so many of you at our spring membership meeting enjoying the boats, music, lunch, and both old and new friends.

I want to thank all those who attended and I especially want to thank Craig Brosenne, Tammy Curtis and the rest of the Boat Shop's crew for hosting this kick-off event. A bright sunny day showed off some wonderful IEC boats, including Steve Zwarg's national award winner "*Killer*", Russ Morgan's cute 6 foot "*Baby*", Tom Addis' red and white "*Babe*", Bruce Reynolds' new boat "*Rebellious*", and Gary Hammond's "*Lady Silkforth*". Thank you all.

The world of antique and classic boat owners consists of many types, each having their own reason for being involved (or consumed) in this pursuit. There are three main types from my perspective.

The first is the "collector". He is primarily interested in acquiring as many of these fine works of art as money and storage space allow. Buying, selling and trading are the chief motivators of the "collector". He is always in search of the next rare find. It is the job of his first mate to rein him in now and then.

The next type of owner is "restorer". His goal is to find an old derelict of a boat and with hours of hard work and patience, loving restore it to its original glory. Usually when the "restorer" is finished the boat is better than when it originally rolled off the assembly line. No amount of time or effort is too great to make sure every detail is just right. When finished with that project the "restorer" starts looking for his next basket case to rehabilitate. He always has a boat "in work".

The last type is the "family owner". He is typically has one maybe two boats. His pride and joy is the boat that his grandfather owned or one just like "uncle Jim" taught him to ski behind. His motivation is to recreate for his family the joy and fun he remembers from his childhood. He hopes to pass down his treasure to his kids keeping that nostalgia of times gone-by alive and well.

Of course not every classic and antique boat owner fits neatly into these categories. Most of us have a bit of all three types in our blood. So even if we only have one boat that been in the family for years we understand where our fellow owners are coming from when they are talking about their next project.

One of the great things of being a member of the Inland Empire Chapter is that we welcome all types of owners and would-be owners. Old and new members alike will find other members with their same interests. There is always someone to give advice, share ideas and resources and generally understand your current frustration or joy.

So come out and participate in chapter events and hook-up with like-minded owners. What could be better that a day of fun on the water with a group of people that share your enthusiasm for these timeless classics?

Larry O'Leary President

For Sale: 1986 17' Stancraft Beavertail

Number 4 of 4 built. Totally restored in 2006. International Show winner, with plenty of get up and go in this beautiful boat.

For details,
call Chris
Knapton

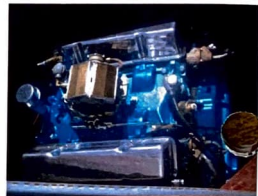
208-712-3021



Kisses For Sale: 1961 Chris Craft

19 foot Continental, 283 engine, new canvas, all restored to original, custom dual axel trailer. \$19,900

Call 208-772-5459



Membership Report

The challenge is still on to meet and beat last year's membership total. We ended March 2009 with 89 members and from what I hear we might come close to 100 by the end of the Annual Resort Boat Shop Show and Shine.

When I took over as membership chair and a member of ACBS International membership committee, I challenged each member in our chapter and the other chapters under my Northwest Chapters umbrella to sign up one new member this year. "How are you all doing" to meet this challenge? If we meet the challenge we will easily have a record breaking membership year despite the weakened economy.

As Spring breaks and you and others think about launching your boat for the season, remember to look at our calendar of events and plan on attending as many events as possible and why not try to invite someone to attend an event with you, with the intent on selling them on joining the Inland Empire Chapter ACBS

If any of you have any questions regarding membership, please contact me.

Chris Knapton
Membership Chair
208-712-3021

Membership Application

Name: _____ Spouse Name: _____

Email Address: _____ Phone Number: _____

Mail Address: _____

City: _____ State: _____ Zip: _____

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 \$45.00
Chapter Membership \$25.00
Total Dues \$70.00

Mail Application To:

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

Thought for the Day

"When the tides of life turn against you and the current upsets your boat, don't waste those tears on what might have been, just lie on your back and float."

Boat Drink Recipe of the Month

Waterspout

After one sip, you'll be spewing a lot of stuff

1 jigger tequila
1/3 jigger Crème de Cacao
1/3 jigger Sweet Cream
Whipped cream
Powdered Cocoa

Fill shaker with cracked ice.
Add first three ingredients.
Shake and strain into glass.
Top with dollop of whipped cream.

Dust with cocoa

From:
"The Essential Book of Boat Drinks"
Olaf Nordstrom