

INLAND SCUTTLEBUTT

Volume 14, Issue 4

Inland Empire Chapter of the Antique & Classic Boat Society

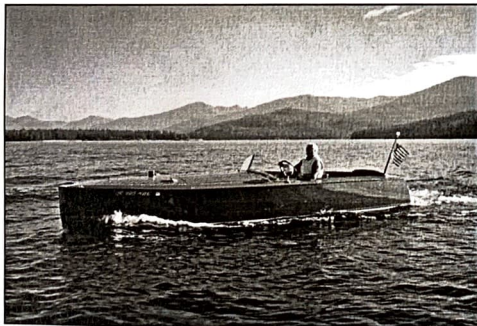
Winter 2014/2015

2014 Dry Rot Show

By Wes Yandt

Thirty-six boats turned out for the 2014 Dry Rot show at Priest Lake over the Labor Day Weekend. As in years past, Dick and Louise Werner, along with a team of volunteers, put together a wonderful "Use Your Boat" weekend. It started out with a great pasta buffet at the newly renovated Grandview Resort where we got the low-down from Dick as to the weekend's happenings. Saturday was all about the Poker Run. Brian and Kathy Fair did an outstanding job of putting a tract together that showed the 26 participating boats the lake and its many hidden treasures. One of the subtle benefits to a Poker Run is building your skills and confidence as a skipper and gaining trust in your boat. The lake gave all the skippers a fine chance to do just that, because it whipped up a chop that would make Captain Ahab shudder. I had the opportunity to ride with Brett and Jodie Sargent, along with their sons Michael and Jimmy, for the Poker Run. Brett's 1957 21' Century Coronado is relatively new to him and it was a pleasure to watch the trust in his boat grow as the day went on. If you can get into some of the card stops in two-foot chop without hitting the dock you are doing good. After we got our time and made a quick pit stop at Werner's, Brett wanted to run back down the lake and take his boat out of the water. I asked if he would drop me off at our dock on the way by. We were pulling into our dock, which was receiving the wrath of the lake - most of the times above water, and he looked at me questioningly. Brett eased in beside the dock with just enough gap so that two swells of the chop would push him up to the dock close enough so that I could safely bail out. Jodie tossed me my shoes as Brett throttled up and away they went. (You can't learn that stuff standing on the dock!) The day ended with a great catered dinner at the Werner's place, complete with a campfire and S'mores.

Sunday morning we woke up to cloud cover and bit of a breeze. Captain Ron wanted a good spot for the "Uncle Bob" during the show so we hit the Elkin's marina early. As we approached, we saw Century expert John Tyler from Portland on the docks directing traffic.



Frank and Barbra Robinson's 1928 22' Dodge Water Car "Das Wasserauto"

He had been studying the roster of boats and saw a rare opportunity to line up seven Coronados. It ended up being quite a site. I only wish that the lake would have cooperated so that I could have coaxed them all to line up out in the bay for a photo shoot. Oh, well. They will just have to bring them back next year. As the time approached to leave for the annual parade down the lake to Hill's, the wind kicked up and once again we were faced with two-plus foot chop, but this time with torrential downpours included. About half the boats in the show journeyed down to Hill's, but only a half a dozen braved the complete parade route. I had convinced my wife and brother to tough it out with me and we were rewarded with lots of people out on their docks waving to us as if it was sunny and calm. I don't know who looked more silly - them or us. The awards were handed out at Hill's during the Gin Fizz party and much to their surprise, Frank and Barbra Robinson won the Grand Prize. The "Dock Walker's" award was presented to them for his freshly self-restored 1928 22' Dodge Water Car "Das Wasserauto". It was much deserved.

The weekend culminated with a ride from Werner's up the lake, through the thoroughfare and to the Upper Lake. We found a sheltered beach and had a wiener roast put on by Michael and Anavel Boge.

2015

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The Inland Scuttlebutt 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



It is a great honor and privilege to begin my term as president of the Inland Empire ACBS chapter in 2015. I hope to continue the extremely positive momentum established by our outgoing president, Michael Boge.

My goals as your president are to focus on and enrich the membership experience, as well as spread the word about the enjoyment club membership can bring. I believe the most important aspect of growing a club and expanding the wooden boat "culture" is for current members to enjoy their participation in the IEC and to convey that happiness to the public.

One of our major challenges is cultivating interest in the wooden boat culture with those who have no previous exposure. There are many people who attend our shows and admire our fine crafts, but find these beautiful boats too intimidating (economically and skill-wise) to consider participation in the club. In reality, wooden boats are no less accessible than your classic hot rod. Perhaps we can learn from the world of classic cars how to convince those with an interest that they CAN undertake the restoration/repair projects and join the rest of us in the full-fledged IEC experience!

I hope to use my past experience in the IEC, as both an observer and participant in club activities, to assist in leading this venture. Having family members in the industry definitely gives me a unique perspective about what is possible! Hopefully, I can pull the best from my background and put it to meaningful use to complement and grow our wonderful club!

Sheena Kerfoot

IEACBS President



THANK YOU - To our Inland Empire Chapter members! I wish to express my sincere thank you for allowing me to represent you as President the past four years. My success was only because of the great support from our Board of Directors, Officers and others that made so many events successful. This group "rocked it" the past four years. The best though is the great friendships forged that I will carry on the rest of my life. It has been a superb pleasure to represent you! If I could ask one additional thing.....Please give our new President Sheena Kerfoot the same support. Sheena will do an awesome job!

Best, Michael Boge

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 123 members.

New Member Profile: Ron and Rita Mickelson, Spokane WA



Welcome to the Mickelsons, who joined the ACBS in July of 2013:

Both of us grew up in Spokane and are WSU graduates. Ron's degree is in construction management; Rita's is in elementary education. Ron is owner and manager of Modern Drywall Inc. and is currently transitioning into retirement. Rita taught in elementary schools for a number of years but has primarily stayed busy with home and family life.

Our 37-year-old son Brad is a Willamette University graduate; he is employed by Modern and will soon take over management. Our 35-year old daughter Jessica graduated from the U of Oregon and The New England College of Optometry; she is an optometrist at Broadway Eye Clinic. We have a 9-year-old grandson and twin 3-year-old granddaughters. All live in Spokane, so we are very fortunate and busy grandparents.

We have owned a cabin at Twin Lakes for 25 years, where we spent summers with our family waterskiing and boating. In 2013 we purchased a boat-only access summer home in Casco Bay on Lake Coeur d'Alene. Eight months have been primarily devoted to exterior and interior renovations. We invite boating club members to stop by for a visit next summer (across from the Resort, look for the Mickelson sign on our dock).

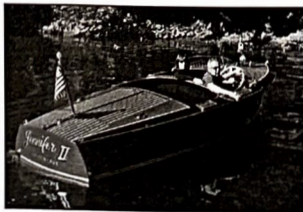
We've enjoyed attending area wooden boat shows for a number of years, but our interest really began when we became owners of the Grand Banks. Our 32 foot 1969 Grand Banks trawler is moored at Bayview on Lake Pend Oreille. We never cease to marvel at the beauty of that magnificent lake and have spent many overnights at Whisky Rock plus a few in Hope, ID and Dover Bay. The boat's cruising speed is 8 mph but we've enjoyed 100-mile roundtrip excursions from Bayview to Albeni Falls Dam on the Pend Oreille River.

The Grand Banks was manufactured in Singapore and made its way to San Diego, Seattle, and then Bayview. Most recent renovations were completed by Wood Boat Endeavor. Andy Kerfoot refinished on-site all of the top side paint and bright work inside and out. Ron has shown the boat twice at the Sandpoint festival where he received the Chairman's Award in 2013. It is our understanding that it is the only Grand Banks between the west coast and the Mississippi River. The previous owner's last name was Urry, which explains the apostrophe in the boat's name. We have determined that life can be enjoyed at its fullest when in No H'urry.



"No H'urry" 1969 32' Grand Banks Trawler at 2014 Sandpoint Show photo by Wes Yandt

Long Standing Members: Don and Jennifer Vogt, Seattle WA



Don and Jennifer Vogt are long-time members of ACBS / IEC, and are owners of the *Jennifer II*, a 17' 1938 Chris Craft Deluxe Runabout. Don, a fifth generation Washingtonian, grew up in Spokane. In the mid-1950s, Don's older brother had the idea of purchasing a "kit" from Chris Craft to build his own wooden boat. He worked hard at odd jobs to save the \$200 or \$300 needed, ordered the kit, and assembled the 12' runabout in the garage. This was the first wood boat in the family. The next boat was a Fiber Form plastic outboard boat built locally in the Spokane Valley, purchased by his parents. Later Don spent his summers at the family cabin in Rockaway Bay on Hayden Lake. In those days most of the folks on the lake had outboards, but Don couldn't help but notice the beautiful in-

"Jennifer II" 1938 Chris Craft Deluxe Runabout photo from Don Vogt

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board boats at the docks of some of the more affluent lake residents. Between watching the boat building process at home, and admiring the larger wooden crafts on the lake, Don's interest was definitely piqued.

Fast forward through college, business school and law school, to a law career in Seattle. Don practiced primarily real estate and general corporate law for a large firm, and then his career involved stints in government and academia in addition to law practice. He retired in 2011.

The Vogts met by chance in the early 1980's when both attended a wedding at the Hotel de Haro rose garden at Roche Harbor, in the San Juan islands. He was a friend of the groom and she was a friend of the bride. They visited during the reception, but Jennifer had to leave early to catch the ferry back to Seattle. Some three months later, and again by chance, they ran into each other at Frederick & Nelson department store, went out for a drink at a nearby bar, Oliver's, talked until 2:00 a.m. and as Jennifer says "they've been together for the last 32 years!"

Jennifer went to college at the "UDub," and then on to graduate school in NY in interior design. Her career started as a Professor of Art at the University of Washington, where she taught design, art history, and related subjects. From there, her design career branched out into the international hotel design and more recently she does part-time hospitality work, as she slides into retirement. Although she is a fourth generation Seattleite, she never had much experience around boats growing up. She admits that she is not quite the boat enthusiast Don is, but supports his interest and has certainly enjoyed their boat through the years. Their son spends part of each summer at the lake place and also enjoys taking *Jennifer II* out on Hayden Lake.



Don and son Peter in "Jennifer II" at 2011 Regional boat show in CDA photo Wes Yandt

The story of the search, acquisition and restoration of *Jennifer II* is an interesting one, and spans almost three decades. About 1988, Don thought it might be time to purchase a wooden boat, so he joined the ACBS and subscribed to *Wooden Boat* magazine, where he saw a boat advertised for sale in Seattle. He looked at the boat and through the process was referred to Dave Lobb of Northwest Classic Boats. (As it turned out, Dave is one of the top restoration specialists in the business, and he and Don have enjoyed a friendship over the past 25 years.) Don explained to Dave that they were looking for an older, smaller runabout for Hayden Lake, and Dave showed him a 1939 17' Chris Craft runabout that just happened to be in his garage for some repair work. Don and Jennifer decided that was the style they wanted. The next year he found the 1938 17' Chris Craft Deluxe runabout for sale in Coeur d'Alene. Once he saw the boat, the deal was made and he brought it back to Seattle. The boat was made at the Chris Craft factory in Algonac and was shipped to Spokane in December of 1937, and used on Coeur d'Alene Lake. The boat came with its original hardware, instruments, motor and wood (except that the bottom had been removed for replacement).

Don explained to Dave that he wanted a concours level restoration that was completely historically accurate. Dave had previously advised that in that case it was best to avoid a previously restored or partially restored boat, because there was no way to tell how certain things had been done. It was best to start from scratch when restoring the boat, and that's what they did with the runabout. As Don said "it needed some help."

Over the next 17 years or so, Don and Dave "pecked away" at various projects on *Jennifer II* (so named for obvious reasons!), as extra money permitted, always mindful of restoring the boat authentically. The hull sides were still the original 1/2" thickness, meaning the boat had never been taken down to bare wood. The bottom of the boat was restored in the traditional manner, with two layers of wood, with canvas between. All the screws - including the bottom screws - are slotted and not Phillips. Much of the deck wood was past repair, but Dave salvaged the good wood to make plugs for the hull side planking, so the color of the wood would match. The keel was in fine shape, limited rib and frame replacement was needed. Don found Jim McNeilly, of McNeilly's Marine Service on Lake Union in Seattle, whose specialty was pre-war engines, to do a complete engine rebuild, while Don had the various engine accessories restored by others around Seattle. (Note: while admiring the engine work, one of the judges at the Lake Tahoe concours said "YOU have the original coil." Don said "Yes, so?" "I have been looking for one for twenty years!" An example of the original condition of the boat.)

The seat frames were with the boat, but the seats were in bad shape. Don was fortunate to know Don Ayers, who is active in the hobby. (They would later work together as officers and directors of the Chris Craft Antique Boat Club, to reorganize the club.) Don A. had a full set of upholstery for a 1937 Chris Craft and shipped it to Don to use as a pattern. The original upholstery was made from a pre-war material (a precursor to Naugahyde) called Russaloid. That was no longer available but closely matched an available Chris Craft pre-war Spanish grain maroon leather. Phillip Stynard of Always Perfect Yacht Interiors of Seattle rebuilt the seats as original, with Kapok, horsehair, canvas and brass tacks. The box springs were redone, including sewing a small canvas bag around each separate spring, as was originally done by Chris Craft before the war (labor was cheap then, it seems.) Phil does meticulous work and has a national reputation. Ask Don to tell you the story of how Phil met Francis Ford Coppola!

Dave Lobb moved his boat restoration business from Bellevue to the Sacramento, CA area in the early 2000s. In 2007 the Vogts decided it was time to complete the work on *Jennifer II*, and hauled the boat to California. It was decided to enter the boat in the 2008 Lake Tahoe Concours d'Elegance. The boat was completed with 21 coats of varnish a few days before the show and Don hauled the boat from Dave's directly to the show. With the newly restored *Jennifer II* on display, the Vogts were thrilled to win the 1st place award for Pre-War Runabout, and tie for the

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Best of Show under 23 feet, a very rewarding outcome for the twenty years of careful restoration work.

The Vogts have been members of ACBS since 1988, at which time they also joined the Pacific Northwest Chapter. They also joined the Inland Empire Chapter as soon as they heard it had been formed. For a time they belonged to both chapters, and now have membership in just IEC, since they spend the entire summer in Idaho. Besides the Tahoe show, *Jennifer II* has been in several shows at Sandpoint and every year at the Coeur d'Alene show. At the 2011 Pacific NW regional chapter's ACBS show in Coeur d'Alene, *Jennifer II* was awarded Best Christ Craft and Best of Show. After that they decided not to have the boat judged in any more shows. Don has not had any further work done on the boat since the 2008 restoration; however, he will admit that the motor has been somewhat temperamental and his Seattle mechanic has worked on it from time to time (once he even made a house call to Hayden Lake!).

With good reason, Don and Jennifer are very proud of their boat. Be sure to take a close look at the fine restoration work on *Jennifer II* the next time you have a chance, and if you find yourself on Hayden Lake with a little free time, Don could probably be persuaded to take you for a spin. He claims nothing beats the quiet beauty of Hayden Lake.... except maybe the sound of a wooden boat racing across the water!

New Member Profile: Frank Gruden and Robin Gray, Clinton MT



Welcome to Frank Gruden, a new member of the IEC who joined the chapter this past fall. He recently shared the following information with us:

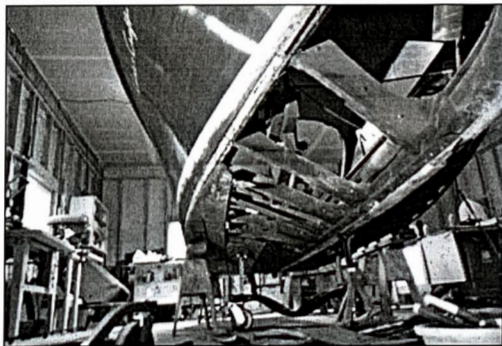
I grew up in Northern Montana, where water is scarce and so are people. I am a Montana State University graduate with a B.S in Industrial Technology and a Minor in Economics. I have a Masters from Idaho State University in Human Resource Development/Professional Technical Administration.

I'm a retired Carpenter/Cabinetmaker and instructor, as well as a Real Estate Entrepreneur. I recently retired from public education, where I specialized in Residential Construction, Cabinetmaking, Computer Drafting and Design and Architecture. I also taught Welding and Innovative Energy Technology, designing and building energy efficient houses with my students from the ground up.

I live with my life partner and love of my life Robin Gray, and have a step daughter Ali. I'm not from a boating family, but I was a state champion swimmer, have always loved the water, and have had a passion for boats and fine craftsmanship all my life. In the past, I have built a wooden drift boat and restored both a 1962 Star Craft power boat, and a 1977 Smoker Craft drift boat.

I have wanted to restore a Chris Craft for years and my 1949 Chris Craft Sedan, named "*Pondzy Scheme*," is currently in the restoration process. I'm presently working on a new 3M 5200 bottom for the boat. Other members of the fleet include: a 2010 Lund 1850 Tyhee, a 1977 Smoker Craft drift boat, 2 Prion 14' Sea Kayaks and a 14' NRS Catacraft.

We use the boats wherever there is water, but spend most of our time on Lake Pend Oreille at Sandpoint, ID where we have a summer home.



"Pondzy Scheme" 1949 Chris Craft Sedan photo by Frank Gruden

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.



“What’s happening in the shop”

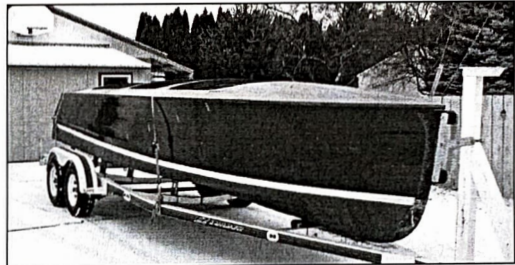
Tell us what is going on in your shop. Send us a very brief story (paragraph) or not so brief, and a few photos if you have them, explaining what classic boat project you are working on. It can be as big or small of a project as you wish. I guarantee you that people will find it interesting even if it 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).

The Yandts by Wes Yandt

We have the shop addition officially complete. It turned out great and will keep us warm and dry while we are working on the *Skippy Jr.* If anyone is keeping track and going to watch the clock (calendar) to keep track of how long this project is going to take, we officially got the boat out of storage and into the shop on Sunday, November 2, 2014. The first thing that we did, after a lot of leaning (the covering boards make a great place to rest your arms) and cogitating, was to pull the interior/furniture out. We then got the ceiling boards removed, identified and stored as well. The next thing we tackled was the deck hardware. It was all removed, identified, boxed and stored. This process allowed us to see that not only are the fender cleats incorrect but also the aft chocks had been replaced with some modern ones along the way. We stripped all the wiring out, marking the terminations the best we could as we went. We pulled the gauges, switches and all controls out of the boat along with the dash board. We sucked the old fuel out of the tank and I tell you that was some rank smelling stuff. Dad and I laughed when we decided that we should save it for use when we start varnishing. The next step was to pull the prop. After torquing the wheel puller as much as I dared and heating the hub of the prop for a half hour, the nasty mung/goo that was in the keyway finally let the prop slowly slide off.

The next task was to pull the shaft out. I had expected to have to lay on my belly and wrestle with the shaft coupler under the motor as it was bolted on the rear face of the V-Drive gear. My only exposure to V-drives had been a couple of modern towboats and that is how they were configured. As we started looking at it and formulating a plan, it looked as if my understanding of it was wrong. It appeared that the prop shaft went through the keel, then the shaft log, then the stuffing box, then through a passage way in the gear and then finally on the very forward side of the gear terminated with a rear-facing coupler. Could it be that easy? I removed a couple of bolts tapped on the shaft with a drift pin and the shaft started to slide out the aft end. Five minutes later the shaft was lying on the floor next to the boat. I don't completely understand how the V-drive gear is configured but some day will.

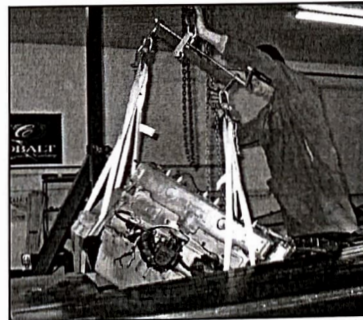
In the middle of December we reached another milestone. The 1940 Chrysler Crown M2 V-Drive serial number M2-4087 (built spring of 1939 and installed in the *Skippy Jr* by Yandt Boat Works in 1940), was removed to allow for the restoration process. We had Chuck from Sundance Marine Service in Spokane Valley pull it for us. He installed it in a cradle that we built with casters on it so that we can move it around in the shop to make storage easier. Progress!



“Skippy Jr” 1940 23’ Yandt Triple ready to be flipped for a new bottom Photo-Ron Yandt



Bob and Robert Yandt installing 1939 Chrysler Crown M2 in 1940 with owner Glen Powell looking on. Photo-Yandt files



Chuck Egolf at Sundance Marine Service pulling the 1939 Chrysler Crown M2 Photo-Ron Yandt

The Wilsons by Mike Wilson

This had been a great summer of boating and we thought this might be the year the Shepherd would get all the way through the season without an "incident" ... but that was not the case. *One Particular Harbour* (OPH) was back at the Resort Boat Shop and in late August, and was diagnosed with a condition common to older wooden boats, but one we would never have guessed.



"One Particular Harbor" 1953 22' Shepard 1105 at the 2012 Sandpoint show Photo-Wes Yandt

Mid-summer, we noticed a build-up of water in the stern and "diagnosed" a faulty rear bilge pump, as it could not even be turned on manually. The front pump was working fine, but we pumped out hundreds of gallons of water by hand over a several day period - concerned that OPH might end up on the bottom of the lake. We had a spare rear bilge pump on hand, so in early August, we installed the new pump. Unfortunately, optimism by novices rarely solves a problem, the new pump did not work, and the boat started filling up again. Our next "guess" was a wiring issue, or perhaps even a damaged hull plank - issues beyond our limited expertise, so we took OPH to the Resort Boat Shop. A couple of days later, Eric O'Brien called with several pieces of information: there was no hole in the bottom or broken plank (whew), an in-line fuse for the rear bilge was burned out and easily replaced (great), and we had a plugged or damaged siphon tube (a what?).

He recommended removal of the tube, plugging the hole and problem solved. (Another option is to repair the system by drilling a small hole in the top of the tube - an important option when keeping the boat in authentic/original condition.)

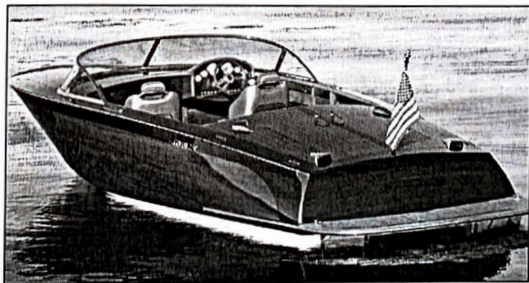
Most likely, those of you with boats made prior to the mid 1950s know all about siphon tubes, but as Eric explained to us, with the newer 12 volt batteries that could power the bilge pumps (as opposed to the 6V batteries), siphon tubes were no longer necessary - and they sometimes actually caused problems. The siphon tubes were the original bilge pumps, functioning on the physics principles of high and low pressure. In the hull, the copper tube was positioned 1/4" above the water line of the boat and made a 90 degree turn above the water line. When underway, a scoop on the outside of the boat (that faced backwards under the water level), created a low pressure situation and internal water in the rear of the boat was sucked up through the siphon tube and expelled through a hole in the bottom of the boat. Eric noted that if the little hole in the tube becomes plugged, or an air pocket develops, it can start taking on water even when docked (probably what happened in our situation). We had the siphon tube removed, the hole plugged, a new fuse put in for the rear bilge, and we should be good to go for next season. And a little wiser for the experience.

Coeur d' Alene Custom Wood Boats by Jim Brown

Just like the elves up north, our very own workshop elves here at the Resort Boat Shop have been busy through this holiday season.

We have now completed our new Coeur 340 "Pure". Lake tests proved her to be the "Pure" thoroughbred that we had hoped for, and a "Pure" thrill running on the water.

We have made a few changes to our recent launch, the sport 270 model, adding for the owners a combination stainless arch that will support a Sunbrella sun shade for the captain and co-pilot's seats as well as a few other little modifications. This hot rod also received her new name "Bella J." Lettering was done by Silver Creek Signs in a burnished Silver leaf with a black shadow. It is a great complement to the boat.

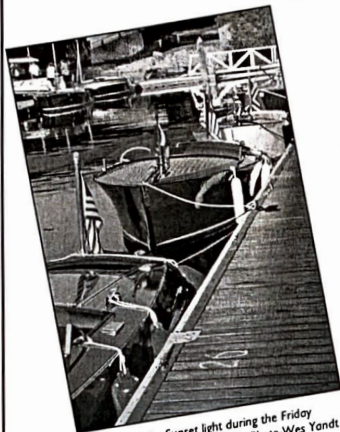


"Pure" 2014 34' Coeur Runabout Photo-RBS

We have a full book of restoration projects with some underway, a new canvas roof on *Tuskin* a fun 1947 Reinell, a new wood bottom on a 1962 Coronado, and repairs on a 25' Lyman just to name a few.

2015 Sandpoint Boat Show

By Carol Wilson



The boats in the Sunset light during the Friday evening Welcome Aboard dinner Photo-Wes Yandt

Save the Date... and plan to participate in our 13th Annual Antique and Classic Boat Show at the Sandpoint Marina on July 11-13, 2015!! Guaranteed to be a quality show and fun weekend under the able leadership of show chairman BK Powell, initial plans for the show were discussed at the holiday party. It takes many volunteers to put on this show, which has become a valued summer event for the city of Sandpoint, so please be thinking about what you can do to help.

Spotlight on the Boats..... a schedule of events will be forthcoming in the spring newsletter, but in general the activities will remain the same: Friday includes arrival of the late afternoon "run" on the lake (including drive-by cocktails), followed by a "Welcome aboard dinner" location to be announced; Saturday includes the show, an afternoon "parade" of boats up Sand Creek, and the awards banquet; Sunday includes the chance to tour a designated part of Lake Pend Oreille by boat before departure.

The emphasis the past few years has been to stage a show that is both enjoyable/beneficial to the community of Sandpoint AND give participants a chance to get out and use their boats on this beautiful lake.

Announcing the Theme.... Mike Moen, who chaired the boat show the past two years, has a talent for selecting themes and this year is no exception! From Mike:

"Reflecting on the September 2014 board meeting, I was troubled that the club did not have any ideas for a theme for the Summer 2015 show, did not have a charitable giving plan, and several members had cancer. Then the light bulb came on and I e-mailed Michael Boge to suggest addressing all three issues at once.

Cancer is an awful disease which affects almost every family in some way. Most of us have either have had the disease or have experienced a relative or close friend suffering from a cancer of some sort. Too many of our IEACBS club members have experienced issues with cancer personally.

So, the theme of the upcoming show is "Cruising for a Cure." The emphasis will be on promoting cancer awareness, fund raising, and inspiring hope that someday this disease will be cured. The recognizable cancer ribbon will be part of the artwork, pennants to fly during the boating events, and in other creative ways. There will be fund raisers for cancer research and also helping on a personal level with gas or grocery assistance for local families in need. I realize this will trigger a wide range of emotions. There could be tears - which are appropriate - but the emphasis will be on victories. Sign up now to join us as we cruise for a cure!



Captain Dan and one of his many crews that he mustered up during Saturdays show Photo-Wes Yandt



Darryl Onia in "Life O' Riley" 1956 14' Aristocraft Torpedo 2014 Sandpoint show Photo-Wes Yandt



The "Docket" crew at the Wagstaff's dock serving up scrumptious hors d'oeuvres and refreshments Photo-Wes Yandt



2014 Holiday Party

by Carol Wilson

The annual IEC yearend holiday party has become a most enjoyable tradition for club members. Many thanks to Brian and Kathy Fair for organizing this year's party on December 6th at the Coeur d'Alene Resort. Nearly sixty members gathered for drinks, fellowship, a wonderful dinner, and a recap of club activities and accomplishments.

This was Michael Boge's final meeting in his role as club President, having served for four years. He gave an overview of the past year's activities, thanking the board, the officers, and the general membership for their assistance in the growth and health of the club. He is looking forward to the roll of "Past President" but plans to remain a very active member. Don Robson gave a very fitting tribute to Michael and highlighted the many accomplishments during his term. He also thanked Anavel and Laura for their attendance at all meetings and support of all club activities.

Election of the board of directors and officers for the coming year were conducted by Larry O'Leary. Open officer positions for this year were filled by: Sheena Kerfoot, President; Mike Moen, 2nd Vice President; Anne Henshaw, Secretary; and Mike Wilson, Treasurer. Daryl Reynolds and Mitch Johnson were newly elected to the board and join Brian Fair, Jan Keener, Don Robson, Bob Henshaw and Wes Yandt. Club members thanked Murray Danzig, John Keener and Larry O'Leary, whose terms on the board have expired, for their support and participation in club activities over the years. Larry has served as the elections chairman and unofficial parliamentarian - we will certainly continue to call on him for his expertise!

BK Powell has graciously agreed to chair the 2015 Sandpoint Show and he recognized the fine work of Mike Moen, who chaired the show the past two years. He and Mike introduced the theme for the show and encouraged everyone to plan to both volunteer and participate in next year's show.

As reported in the fall issue of the *Scuttlebutt*, our newsletter was selected as best in the mid-range sized chapters. Tim Salt was on hand at the Christmas party to present the award to our editor, Wes Yandt. Tim and Deb represented the IEC at the national meeting and accepted the award on behalf of the chapter.

Wes is also our resident photographer and he took holiday pictures of each of the attendees. Everyone also had the chance to purchase a beautiful 2015 calendar created by Wes, featuring photos of IEC members and their boats in action! This is a fundraiser for the chapter and the cost is \$15 (contact Wes to purchase). They make great gifts!



A Picture is Worth 1,000 Words

The Coeur d'Alene city water-front in August 1950 taken by Leo's Studio. It was donated to the Museum of Northern Idaho by the Finney family. The first Dancewana can be seen docked with the original Seewewana ready to push it out onto the water for an exciting cruise.

IEACBS Charitable Donation Program

By Don Robson

Jan Keener, Murray Danzig and Don Robson were appointed as a subcommittee this past year and were asked to formulate a process for bringing quality and deserving ideas to the Club for consideration of financial support each year.

The Board accepted the Mission Statement as recommended by the subcommittee to support causes that are consistent with the ACBS mission or to support local entities that have demonstrated high levels of support of our Club's fundraising activities.

Recent discussions at the Board meetings resulted in submissions of nine different recommendations for support. These recommendations fell into three categories: preservation and restoration, boat show support efforts, and general topical historical event preservation and documentation.

Contact was made with each entity under consideration to discuss support requested, progress on projects underway, and a general assessment of success factors. After careful review, the subcommittee made the following recommendations for financial support by the IEACBS:

2014 Grant Recipients

1. \$1,500 is to be donated to the **Sweyolakan Canoe Rescue & Restoration project**. This effort is headed up by a very energetic Carol Measel. All information outlining the program to restore this fleet - which requires 600-800 donated hours per canoe and estimated \$1,500.00 in materials to bring these back to historical levels for camp usage - can be viewed at www.campfire.org. Carol said they accept all types of support including expert sanding block operators and canvas tackers (which requires minimal qualification skills as we all know)!
2. \$500 was granted to the **Northwest School of Wooden Boatbuilding**, consistent with this year's theme of supporting the restoration and preservation. This organization has proven itself as one of the area's leaders in teaching the skills required to craft, maintain and restore our beloved boats. You can learn more about the school and their projects by visiting their website at nwboatschool.org.

In summary, for the first year of the charitable support program's mission, we are confident that this year's requests received proper review and evaluation and the recipients will meet our expectations. We will keep a folder of entities to consider for next year and you may submit your ideas to the board at any time.

2015 EVENTS

June 26, 27 and 28	Whitefish Woody Weekend IV Contact: Tim Salt	Location: Whitefish Montana whitefishwoodyweekend.IV@gmail.com
July 10, 11 and 12	IEACBS Classic and Antique Boat Show Contact: BK Powell	Location: Sandpoint Idaho bk@officetechusa.com
July 31, Aug 1 and 2	Payette Lakes Classic and Wooden Boat Show Contact: Stephen Ryberg	Location: McCall Idaho smryberg@cableone.net
Aug 7, 8 and 9	Sicamous Antique and Classic Boat Show Contact: Paul Harrison Karen Harrison	Location: Sicamous British Columbia paulharrison1@shaw.ca karenwharrison@shaw.ca
Aug 7, 8 and 9	10th Annual Big Sky Antique & Classic Boat Show Contact: Alex Berry	Location: Flat Head Lake Montana alex.b@montanawoodenboatfoundation.org
Aug 23	16th Annual Oswego Heritage Council Collector Car and Columbia-Willamette Chapter Classic Boat Show Contact: Roger Rollins	Location: Lake Oswego Oregon rrollins@comcast.net
Sept 5, 6 and 7	Dry Rot Show and Boat Parade Contact: TBA	Location: Priest Lake Idaho TBA
Sept 23-26	40th Annual ACBS meeting and International Boat Show Contact: Madden's Resort	Location: Gull Lake Minnesota (888) 450-5189
Oct 2, 3 and 4	Mahogany and Merlot Contact: TBA	Location: Lake Chelan Washington TBA

Inland Empire ACBS Ambassador Program

The Inland Empire Chapter of the ACBS Ambassador Program has been in place now for several years and is operating very successfully. The Ambassador Program was designed to promote camaraderie with the other surrounding regional ACBS chapters by encouraging our membership to attend and support their shows. It is simple to participate. Pick a show you would like to attend, fill out the application and get it back to an IEACBS board member or officer. At the next board meeting your application will be presented to the board and reviewed. If approved, the IEACBS will pay the show entry expense for you and your boat. You will still need to pay for travel, lodging and food that is not part of the show entry fee.

You do not need to be heavily involved in chapter business to be an Ambassador. In fact, the board would appreciate seeing new faces representing us. All we ask is that you represent our chapter and enjoy the show you attend. This will support the other northwest chapters and the work that they are putting forth.

If you have questions please contact Sheena Kerfoot or one of the IEACBS Board members. The board member contact information is on page two of this newsletter. You can find the IEACBS Ambassador application form on our website at this address:

www.acbs-inlandempire.org/ambassador-program-form.pdf



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.

(Editor's note: This article was written by IEACBS member Jerry Lebsack and originally ran in the May 2009 *Scuttlebutt*. We thought it was worth a repeat - we can't be too careful! Wes)

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 follow in a proper fashion when denaming and renaming a vessel destined to float safely in King Neptune's Domain! I didn't invent this, but rather I found it on the obscure website of a Bellingham, WA based author named John Vigor. (The site is www.48north.com.) I used John Vigor's denaming and renaming 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 a "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 finally get her in the water this summer 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.

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

(Continued on page 13)



(Continued from page 12)

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.

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."

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.

John Vigor, a resident of Bellingham, Wash., is a boating writer and editor. The denaming ceremony above is contained in his book "How to Rename Your Boat .. and 19 Other Useful Ceremonies, Superstitions, Prayers, Rituals, and Curses" (Paradise Cay) and is available from www.paracay.com.

Seafaring Words in Everyday Speech

Over a Barrel ... when one person is at the mercy of another.

There are two possible nautical explanations for this metaphor that describes a situation in which one person is at the mercy of another. Before the development of modern resuscitation techniques, a near-drowning victim was draped face down over a barrel, which was then rolled back and forth in an attempt to revive the victim by draining the water from the lungs. The victim's survival was literally in the hands or control of the rescuer. A second possible nautical source for the contemporary use of the expression stems from the tradition of harsh discipline at sea. Until the mid-nineteenth century, flogging was still an accepted form of punishment in most navies and aboard merchant vessels. William Falconer described how the unfortunate seaman was restrained over the "gunner's daughter," as the barrel of a cannon was called when it was used for this purpose. The sailor was helpless and at the mercy of the jaunty who wielded the lash.



From "When a Loose Cannon Flogs a Dead Horse There's the Devil to Pay: Seafaring Words in Everyday Speech" by Olivia A. Hill

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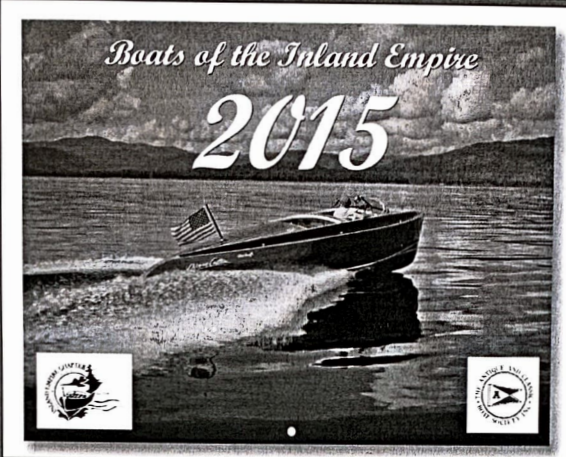
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Wanted: Your old unused boat show lanyards. I recently cleaned the back porch key organizer and ended up with a pile of lanyards that I wanted to toss out. Instead, my wife Sue took them to her grade school students and they absolutely loved them. Please let Sue know if you have extras. Thanks Wes Y.

Sue Yandt sue.yandt@comcast.net or 509-990-4376



Scuttlebutt advertising costs: Non-sponsoring Business or non-member advertising costs

Business Card - \$75

1/8 Page - \$100

1/4 Page - \$125

1/2 Page - \$200

Full Page - \$300

Wanted: Sept/Oct 1987 issue of Classic Boating Magazine. Contact Wes Yandt wes.yandt@comcast.net or 509-209-0308

Help Wanted: Do you belong to one of the premier ACBS clubs in America? Do you have a passion for wooden boats? Are there boating tales, questions, brags and/or photos you'd like to share? Do you have interesting ideas for your award-winning newsletter - Scuttlebutt? Well, then we need your input!!

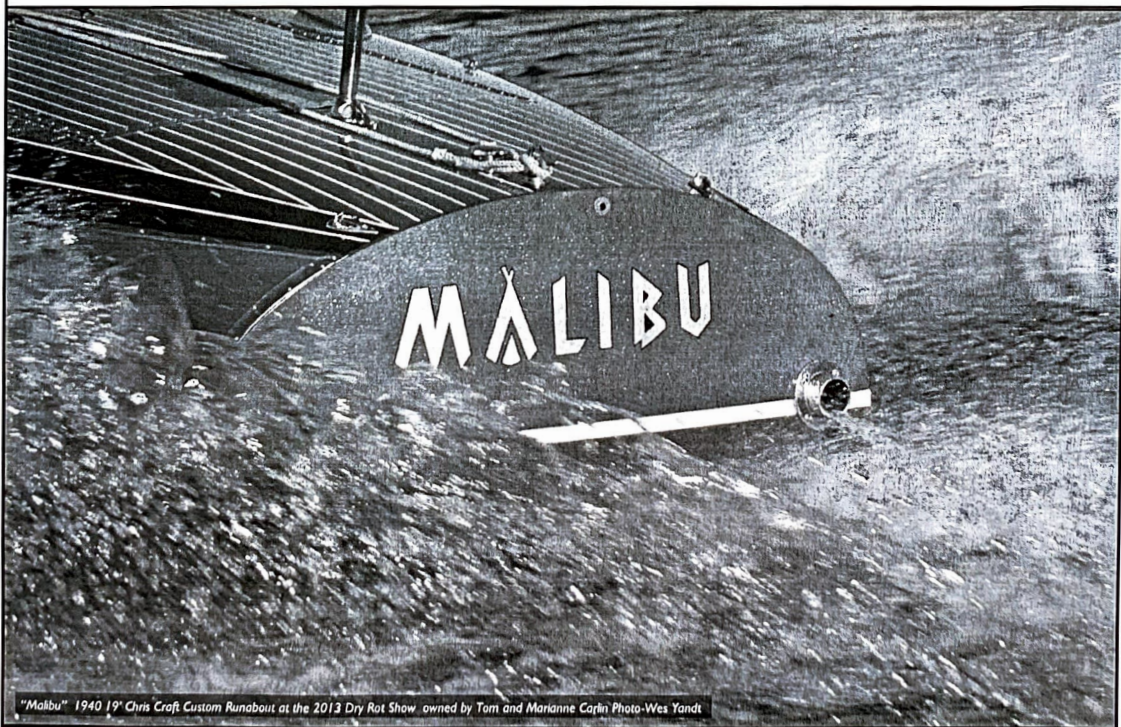
The quarterly Scuttlebutt is our club's vehicle of communication between people with a passion for classic wooden boats, and as is the case with all newsletters, it is only as good as the ideas provided to us. The editor has a certain amount of expertise in coordinating, writing, photography and publishing - plus a true commitment to communicate the needs of all our members - but topics and content are the responsibility of the membership at large. So please take a few minutes to consider what you would like to share with the IEACBS - a boating event, a feature on your favorite boat, a sales ad for your not-so-favorite-anymore boat, a plea for help solving a repair and/or maintenance problem, or maybe just a really cool picture of your boat. Please e-mail your input to: wes.yandt@comcast.net THANK YOU!!

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Having Fun with our Woodies



"Malibu" 1940 19' Chris Craft Custom Runabout at the 2013 Dry Rot Show owned by Tom and Marianne Corbin Photo-Wes Yandi