

INLAND SCUTTLEBUTT



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Inland Empire Chapter of the Antique & Classic Boat Society

Summer 2018

The Sandpoint Boat Show 2018

By Daryl Reynolds

With just a little more than a month to go before the kickoff of the 2018 boat show season, it is time to get your registrations in for the Sandpoint show. The show is being held at the Sandpoint Marina in beautiful Sandpoint, Idaho, July 13th through the 15th. Mooring spaces are going fast, and this year the show should be bigger and better than ever before. With the efforts of Don Robson, Andy Kerfoot, Mike Moen, and BK Powell, we have changed up the meeting, so it won't be the same old show!

Friday, June 13th, starts off with launching the boats and registration packet pickup. Once again, we will have a launch crew to assist you in launching and retrieving your boats. The registration form was in the last newsletter, so if you missed it, you can go to our website and download it, or just call me or

email me, and I will personally send you one.

Friday evening we are beginning with the "Galley in the Alley." This is the time for members to catch up with

each other in a fun-filled atmosphere in the marina parking lot. The menu will be simply the best (thanks to Emily Robson). During the Friday night buffet, we have a new special award that has been adopted by the board for the highlight of the Friday night event.

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OUR MASTHEAD IMAGE

30' Hackercraft: Preview for the Sandpoint Show

Who else in Idaho other than Murray Danzig would buy what was billed as "The Steinway of Runabouts." His 2004, 30-foot Hacker Craft, *Sirius*, is not much of a cargo ship, but it's one hell of a ride.

Its legacy is well documented on its manufacturer's website, www.hackerboat.com. Founder John Hacker was just barely a teenager when in 1891 he cobbled together his first boat, a rather unassuming rowboat. It was a humble start to what in 1908 became Hacker Craft. From rowboats to raceboats, Hacker built wood boats. In 1912, he built the *Kitty Hawk*, a fire-belching raceboat that burned to the waterline during a race that was part of the 1912 Chicago Regatta. The boat sank, but his business boomed.

John Hacker was an early innovator. In 1918, he constructed a 32-foot runabout that placed the boat's controls in a cockpit forward of the engine. By the 1920s he was working with engine manufacturer Belle Island Boat & Motor Company, and together the two companies paired boats and engines for balance, weight, and power. Hacker Crafts, like *El Largato*, won Gold Cups racing on Lake George during the Great Depression.

Although lesser known in the west, Hacker Craft is the largest manufacturer of classic mahogany boats in the world. Its yard is located in Ticonderoga, New York.

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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.



Jim and Randy Moen's 1960 15' Century Palomino Slider at the 2017 WWWWI

President's Message

July 1, 2018



Believe it or not, summer has arrived in the Inland Empire! So what are you waiting for? Wax up the classic boats, soak the bottoms, prime the water pumps, and get those boats in the water!

As the Inland Empire Chapter of ACBS gets ready to take on summer with three fun-filled

antique and classic boat shows for 2018, are you ready, or should I say, is your boat ready?

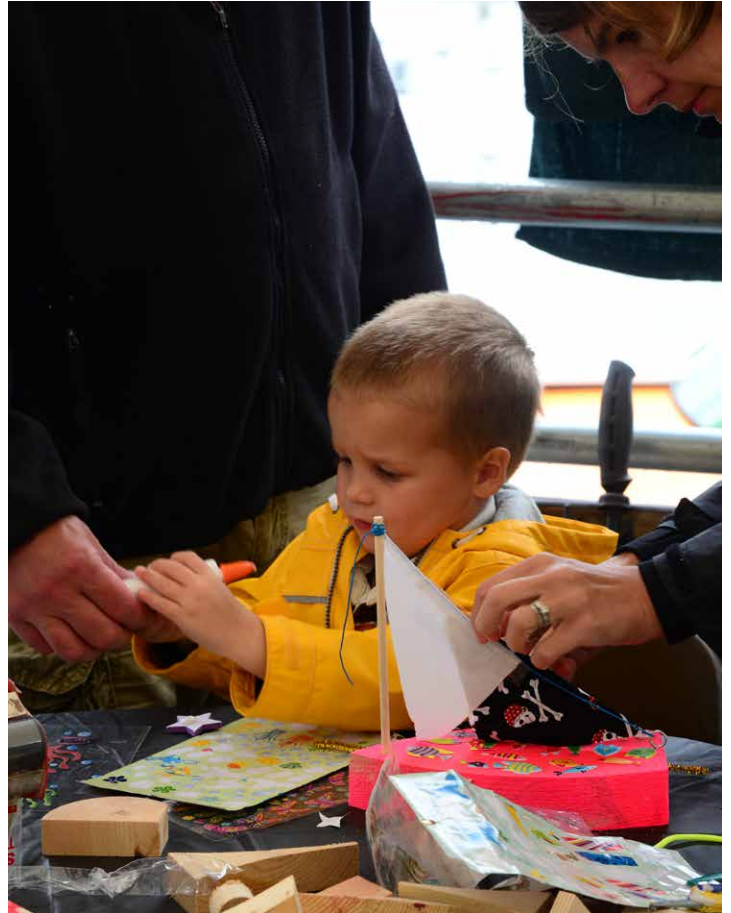
For a long time now, the Sandpoint show (July 13th–15th) has been the focus of our ACBS-sponsored and 100-point judged show of the boating season here in the Inland Empire. However, this year's show is changing, with a special award given out Friday night at the "Galley in the Alley," and with a new location and venue for the Saturday night awards banquet. Robb & Amy Bloem, owners of StanCraft, have taken over the children's boat-building program from Capt. Dan Mimmack, and have some new surprises in store for our young, up-and-coming boaters. This program has made memories for a lifetime among all the future boat captains, as it gives the youth who attend the show a chance to build and test their own boats and their boat-building skills. Sunday morning, we have been invited to the dock and beach of Lew Patrick & Michelle Sivertson for breakfast. Michelle is the chairman of the board of the Sandpoint Chamber. Michelle and Lew are also the new owners of Laughing Dog Brewery in Ponderay, Idaho. Don Robson and I just visited their home and the site of the Sunday morning breakfast event, and all I can say is WOW! This is going to be fun boating to breakfast!

Next up is the Coeur d'Alene Show (August 24th–26th). Tayler Petticolas from Hagadone Marine (club members and major sponsor) is the chairperson for the event and is collaborating with North Idaho College and Art Spirt Gallery for a fun-filled weekend of antique and classic boats with woodies n' wheels and art!

Finally, the Dry Rot to round out the season of boating fun (August 31st–September 2nd). Chairpersons Brian and Kathy Fair have once again come up with a wonderful

schedule of events for this year's show. This is the major social boating event of the year for the chapter.

What are you waiting for? Fill out those registration forms and get them in the mail, because before you know it, the summer of 2018 will just be a memory and lost to the ages!



The children's boat-building program, Sandpoint Boat Show, 2016

One last thing, you can gobble like a turkey or soar with the eagles. We are a club, and a club, like a team, relies on and supports each other. We need your help, support, input, thoughts, and ideas to take this chapter to a new and higher level, so get involved, volunteer, and support the shows. But most of all, let's have some FUN! I hope to meet and see all of you at the upcoming shows!

Daryl Reynolds
President, Inland Empire Chapter, ACBS

(Continued from page 1)

The show begins Saturday morning, the 14th. We will have the usual skippers' meeting under the tent to go over the details of the show. Robb and Amy Bloem, owners of StanCraft Boats, have taken over the children's boat building program from Capt. Dan Mimmack. From my understanding, they have changed it up, and it should be a fun and great event for the kids and parents alike! Saturday at noon Anne Wagstaff, Susan Moon, and Anne Henshaw have lined up some fun for the ladies' luncheon at Trinity restaurant on the beach. Saturday evening's venue has been moved to another new and exciting location. There is plenty of room for the silent auction, and members are encouraged to donate items. The awards program will be shorter and more focused this year, and as always, it will be a lot of fun.

Sunday morning we will cruise to breakfast at the lakeside home of the executive director of the Sandpoint Chamber and new owner of Laughing Dog Brewery. There will be plenty of space on the docks for your boats, and the beach is sandy. The chamber director is a longtime supporter of the Sandpoint Classic and Wooden Boat show, so let's show our support by having a large attendance at this event. So please RSVP for this event on the registration form under the Sunday Boating Fun section.

Lastly, for you that say it's the same old show, it's NOT! The board and all the volunteers on the team have worked hard to gain your attendance, so come out, have fun, and enjoy the event and your boats, as well as the fellowship of other classic and woody boat enthusiasts! This is an event that you will want to attend time after time!

Daryl Reynolds
 President
 I.E.ACBS

Images on this page:

Top: Judges awarded the 2017 Youth Judging Award during the Sandpoint show to Peter Wagstaff and the Bahama Mama.

Middle: Ike Kielgass and Brenda Chrystie in Nameless, the boat named Best in Show by those attending the Sandpoint Boat Show.

Bottom: Dick and Louise Werner accept the Club's 2017 award Most Unique Boat Name for their entry, Lady Bug.



Anne Bacon Wagstaff: “Neutral Is My Best Friend”

By Molly Beck

Have you ever seen Anne Bacon Wagstaff maneuver the *Bahama Mama* into a tight slot at the Sandpoint boat show, coming in hot and calling out to her first mate and hubby Peter? I haven't forgotten the image and how she does this with precision and elan. Neutral is her best friend, but I think of her more as full steam ahead. But then Anne has spent a lifetime in boats and was evidently well trained by her father, Bill Bacon, who, incidentally, introduced the first lapstrake Lyman into North Idaho, after which his brother-in-law, Jim McGoldrick, contributed to their proliferation.

Wood boats have been a part of Anne's history for as long as she can remember. Her first water craft was a short little dingy kit her dad and Uncle Jim built for her and her sister Gloria. She then moved on to a more long-distance runner, a mahogany Hollywood with a 35-horse outboard which she delighted in racing and beating all the boys in the bay. But it was the 25-foot lapstrake Lyman Sleeper her dad purchased in 1963 that became the family treasure. She can still recall the look on her dad's face when he came home and announced that the boat had arrived, “how a sassy cat looks after it got that mouse.” Anne was 15 years old when she and her dad picked the boat up at the Sandpoint Marina after its arrival from Sandusky, Ohio.

Since that memorable day in 1963, the boat has gone through a series of name and color changes, but it is the very same boat that is now known as the *Bahama Mama*. Anne said it took her five years before she could even get into the boat after her dad died. But once she cleared that hurdle, there was no turning back. As part of the re-naming process, Anne announced to her family, “This is going to be known as a GIRL boat!” She wanted to make her relationship to the boat perfectly clear. Besides, being a mama was always one of her favorite jobs, and she and husband Peter were “Jimmy Buffet Parrot Heads” to boot.

Then there's the Skipper and First Mate vs. Co-Captain relationship. When it comes to a boating couple, this can be a sensitive issue, especially when the boat itself comes down through female descendency. It can be particularly problematic when, according to Anne, “Daughters who learned from their dads tend to believe there is only ONE right way and that is the way their dad taught them.” Peter is no slouch when it comes to boating himself. In high school he was on



the varsity rowing crew for three years and spent a lot of time around the coaches' wooden “motor boats.” He also rowed in the boat #1 seat of the Stanford men's freshman heavyweight eight. He currently owns a 26' rowing shell built of Port Orford Cedar by Stan Pocock of Pocock Racing Shells in Seattle. Peter and Anne picked up the new sculling oars at the conclusion of their honeymoon in 1979.

It was Peter who was in the unfortunate position of hauling the boat on a homemade trailer (“on which the trailer tongue was not quite long enough, and he may have been going a little too fast”) the 4th of July weekend the *Bahama Mama* rolled on its side on Hwy 95, holding up traffic for a couple hours. Several of Anne's cousins were caught in the traffic jam, and when the highway finally opened, they were horrified to pass the *Bahama Mama* in a compromised position for all passersby to witness. Fortunately, there had been

no gas leakage (and consequently no inferno), and the boat was whisked off to Sid Young's for repair.

When asked how to best approach wood boat ownership, Anne responded, "It's like raising a child: you have to nurture it; you are there to serve the boat, and it in turn will serve you MOST of the time. Unlike a child, however, you can always sell the thing. A wood boat is a work of art: it involves effort and commitment and the result is the pride you take in it. It allows you a chance to learn and grow personally."

Add to all this, Anne is someone to be counted on. When our vessel went dead in the water two summers ago, we called several of our boating friends, none of whom were available for rescue. Then I thought about my cousin, Anne. Would there be ANY chance the Wagstaffs could save us? Peter wasn't home from the office yet, but Anne and her daughter-in-law Amber got the *Bahama Mama* off that lift and into the water, just the two of them, and towed us safely home. Way to go, Anne, inspiring the next generation of Wagstaff/Bacon boaters with your cheerful *can-do* attitude!



BK Powell presented Anne Wagstaff the annual Best Presentation award last year.

I,000 WORDS



Uncle Bob heads out as the cool morning air settles on the summer-warm water of Priest Lake.

Whitefish Woody Weekend 7 Ended Under the Sun

By Barry Provorse

Tim Salt and the Big Sky Chapter of ACBS had everything planned except for the weather, but it took more than perpetual rainsqualls and subnormal temperatures to detract from the perfectly designed and well-executed Whitefish Woody Weekend (WWW) 7.



Tim and Deb Salt with their award-winning Glacier Chaser (photo by Dina Wood, The Lodge at Whitefish)

Tim Salt and his wife Deb demonstrated how a well-administered plan can overcome any adversity, especially when it includes the unflinching support of the owners and staff of the Lodge at Whitefish, who supplied more towels to the dock than the pool over the weekend. And bar space around the fire pit proved to be at a premium for conversation and plan adjustment.

The Friday evening parade of the classics was literally blown off the lake before it started, but this was not the first boat show to be weather-challenged. Just ask anybody about Dry Rot on Priest Lake, or those who entertained spectators on the boardwalk at Sandpoint two years ago. Rain happens.

The Salts and a small committee began planning WWW7 at monthly meetings in January, and the closer it came to showtime, the more frequent the meetings became, until, according to Salt, the committee had absolute confidence in their plan. It would be a place for owners to share their boats and love of wood boating with others.

Salt told *Whitefish Pilot* writer Heidi Desch that when today's classic and antique boats were constructed "they were made to last six or eight years." The oldest boat registered for the show was Dean Sackett's 1928 Chris Craft *Hobo*.

Other well-preserved antiques included on the list were BK Powell's 1930 Dee Wite *DECO*, Nevin and Elizabeth Bryant's 1932 Gar Wood *Mollie*, Joe and Marie Frauenheim's 1932 Chris Craft *Baby Shadow*, and Daryl and Carolyn Reynolds' 1936 Chris Craft *At Last*. Nine of the classics represented the Inland Empire, including Mike Moen's Crestliner *Gone Fishin*, and Murray Danzig's Hacker Craft *Sirius*. In all, the show represented 17 different boat manufacturers.

WWW7 was a community event, from the first banner at city limits and those hung along the route through town, to the lakeshore Lodge at Whitefish. And the community showed up dressed for the weather.

Changes were made to accommodate the weather. A stiff wind from the north and accompanying rainsquall cancelled out the Friday night parade and kept the boats comfortably in port while their owners were welcomed by Tim and Deb Salt, members of the Big Sky Chapter, and the remarkably



From left, braving Saturday evening's weather, are Marie Frauenheim and Robin and Ron Morrissey in Dick and Susan Kasperson's U22 Chris Craft.

gracious Lodge ownership, management, and staff. The Parade was rescheduled for Saturday evening, and that too had to be scrubbed.

By Sunday morning the weather had improved. It was warmer and it wasn't raining. The event concluded with an exceptional barbeque and the presentation of the Captain's Choice Award to Tim and Deb Salt and their clinker built Lyman *Glacier Chaser*.

In all, Whitefish Woody Weekend 7 demonstrated that it takes more than wind and rain to interfere with the outcome of a well-planned event. Our congratulations to Tim and Deb Salt, the Big Sky Chapter of ACBS, and the owners, management, and staff of The Lodge at Whitefish. It was great fun, thanks.

Blackwell Island, once a garbage dump, has become home to Hagadone Marine Group

By Barry Provorse

Blackwell Island is a spit of land at the mouth of the Spokane River that was a clutter of old mismatched buildings on a potholed, tire-popping road that ended at The Cedar's Floating Restaurant. This onetime city dump site was recommissioned over the last few years, and in August 2017 it was christened as the Hagadone Marine Center.

Owner, Duane Hagadone, told guests at the Marine Center's grand opening that it took 2,500 truckloads of dirt to fill the ruts to make the Blackwell Island site buildable. The Marine Center includes seven function-specific buildings, including three showrooms for new boat sales and inventory.

From a weekend boater's perspective, the most important building is the Center's repair shop. It includes 36 service bays open 24/7 for engine repair, and includes a million dollar part inventory in the back room. At the Marine Center's opening, Hagadone explained his reasoning for such a center. "When your boat breaks down in the middle of July, you don't want to wait a month to get parts."



Jim Brown, Wood Boat Shop manager

Perhaps the facility closest to our membership's hearts is The Wood Boat Shop where artistry and craftsmanship come together under the discriminating eyes of Jim Brown. Brown is a master wood boat builder. His innate skills were honed over the 12 years he was mentored by Syd and Julie Young at the StanCraft boat shop. Brown praised the Youngs for their mentoring skills and their contribution to Idaho's wonderful wood boat environment. Brown stayed with that iconic enterprise when it was acquired by Hagadone Hospitality and rebranded in 1997 as The Resort Boat Shop. (Young retained the StanCraft brand.) The enterprise was moved to Blackwell Island in the fall of 2017 as part of Hagadone Marine Center.



Hagadone Marine Center, 2018

Brown is now a 28-year veteran of wood boat design, construction, rehab, and refinishing. His shop employs a cadre of skills and has become known for award-winning renovation work. It is the only shop on the lake with the talent and equipment to repower, renovate, reupholster, and refinish classic and antique Chris Crafts, Centurys, Gar Woods, and other remarkable wood boats.

Following the path prescribed by the StanCraft legacy, The Wood Boat Shop created its own brand known as Coeur d'Alene Custom Wood Boats. Their designs have included a 15-foot sailboat called *Piano*, the 32-foot pleasure tugboat *Karen Ann*, and the company's most ambitious craft, Hagadone's noted personal 60-foot sailboat *Sizzler*. Another challenging project for the Wood Boat Shop was the 34-foot *Jefe*, a sophisticated performance boat (70 MPH) constructed to the extremely high specifications of its designer/owner Jerry Gilbreath. (*Jefe* was sold in 2017 to ACBS member Murray Danzig.) The Wood Boat Shop has since built other custom-designed wood boats, extremely high-quality tenders such as those you might find in service at Cannes, transporting stars and critics between super yachts and shore, or on Coeur d'Alene Lake providing their owners personal transportation to Arrowhead for golf, or downtown for a hamburger at Hudson's.

Like a weekend package at the Coeur d'Alene Resort that comes with a round of golf and maybe a dinner at Beverly's, the Hagadone Marine Center offers complete boat services from off-the-shelf sales and custom boat construction, to everyday needs like launching, moorage, parts, repair, gas, and clean restrooms.

WHAT'S HAPPENING IN THE SHOP

Skippy Jr. Update

By Wes Yandt

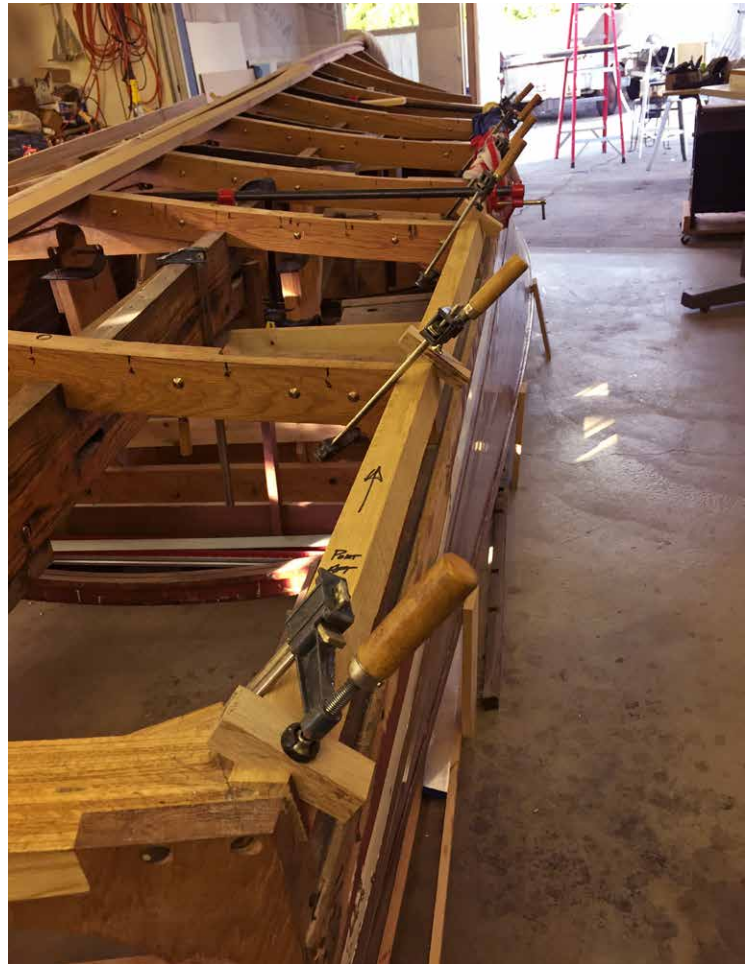
It's been slow but steady progress at the Yandt Boat Shop with the restoration of the 1940 23' Yandt Runabout *Skippy Jr.* Over the last several months, my dad Ron and I have built and fitted the new one-piece keel made from Purple Heart lumber. Working on a piece of Purple Heart that started out 3"x 12"x 24' tested our creativity when it came to cutting it. We have also built all of the intermediate frames (62 of them total) and have them ready for application to the bottom skin. The current project is building and installing the new chines. These are steam bent, 2.5" thick Rift Sawn White Oak. The grain orientation is very important, so that when you screw the side planks and bottom planks into this structural piece, it does not split. Hundreds of screws all in a line act like little splitting wedges.

Through the summer we will finish and bed the chines, and then move on to final preparations for applying the bottom skin and planking. I hope to be inviting you all to another "Flippin" BBQ sometime in the fall or spring, and we can get *Skippy Jr.* right-side up again.

Club members Glenn Dutro and Tom VandeVanter have been over to the shop several times to help us out. Glen is working on a project that is closely tracking ours, so we share a lot of ideas, materials, and tools.



Ron and Wes Yandt in the shop



Fitting the chine on Skippy Jr.

I am starting to really appreciate the old-school boat builder's tools and techniques. There have been many times through this process that I have stopped and contemplated how we were going to approach the next step. I have had a tendency to lean towards modern tools, equipment, and techniques in the past. Lately, I have allowed the path forward to follow that of the old-school guys, and I really like the outcome. I guess hundreds of years of experience have sharpened these techniques.

I have found two YouTube channels that I have been following lately that have helped me:

"Tips from a Shipwright" – Salty old shipwright Louis Sauzedde shows you his tried and true boat building techniques.

"Sampson Boat Co." – Leo Sampson Goolden is in the process of rebuilding a 1909 sailing ship in Sequim, Washington. This is truly inspirational.

The Value of Membership

By Barry Provorse

Club membership is an underappreciated asset, but I recently witnessed its remarkable value at the 2018 Spokane Boat Show, when a relatively new member of the Inland Chapter of the ACBS struck up a conversation with a relatively old member. They talked about boats.

The new one, Petyr Beck, had just taken full ownership of a legacy, the 21-foot Lyman Mikki Moose. "The hull was sound," he said to longtime member Glenn Dutro, "but the engine needs help." It was the boat's original power, an AMC Gray Marine, but it had a recent history of overheating and had more than once stopped dead in the middle of Lake Pend Oreille.

Glenn told Petyr that he had an AMC Gray Marine 225 engine he bought many years earlier to repower his first wood boat, a 1941 18' Chris utility named after his daughter's nickname, Pumpkin. Glenn explained to Petyr that work on the *Pumpkin* was set aside when he bought another wood boat, a 19' 1951 Chris Craft Holiday. "I thought the Holiday was water-ready, but what I found was that it was only shop-ready." Its frame was pretty much ruptured. Since its purchase, Glenn has formed a new bow stem, replaced cracked chines, numerous ribs, and the transom, and he fabricated a new keel from a length of purple heart (an African exotic). The work was consuming his retirement. He offered to sell the neglected Gray Marine to Petyr for a pittance, then

he cautioned Petyr, "I could turn it over when I bought it." But, that was in 1963.

Petyr is one of those guys with an innate sense of how things work. He knew the engine would be challenging, not the least of which would be sourcing replacement parts. There was also a logistical challenge: how to remove the nearly 1,000-pound block and transmission from the rotting



Glenn's new bow stem and keel on the 1951 Chris Craft Holiday

Pumpkin that sat behind Glenn's shop on a trailer with two flat tires. And then there was another question: how was Petyr going to transport it?

The question of removing the engine was answered when Inland Empire ACBS President Daryl Reynolds offered his assistance. He had a boatload of skills as a result of his time in the U.S. Air Force, and a post-military career as a successful marketing executive, but it was his experience as a California olive grower where he developed tractor skills. He had a tractor, and he knew it could lift the engine.

After several text messages, a date for the engine's extraction was set. Petyr booked a flight from Seattle. His mother, Molly Beck, and I picked him up in Spokane and drove to Sandpoint to load up a few essential tools and a ready-made cradle for a Gray Marine V8. We arrived the next morning at Glenn's shop and found Glenn and Daryl already lining up the tractor. Petyr rigged the engine snug enough to the bucket that it would clear the gunnel of the *Pumpkin*. Daryl expertly lifted it and set the engine precisely on the cradle in the back of my truck. It was



secured with chains and made road-ready for highway travel. Petyr paid Glenn, and as part of Glenn's no-haggle price, he gave Petyr a rare publication, a 1958 Gray Marine engine manual. Daryl's fee for lifting the engine was a good bottle of wine. (Daryl doesn't work for free.)

We returned Petyr to the airport, and the engine to Wenatchee. By the time it is ready for installation in the *Mikki Moose*, Petyr will have received advice from mechanically experienced club members, and parts from various suppliers also recommended by members.

After the Gray Marine left his driveway, Glenn returned to his shop hoping to cut and fit another board before the day was over. He had two Chris Crafts, both Holidays, both a long way from water-ready, and aside from serving as Dock Master for the Sandpoint ACBS show, Glenn had only been a boat show spectator for the last seven years. But that was about to change.

Daryl heard club member Steve Ferguson wanted to sell his 18-foot Chris Craft. Steve had owned the boat since 1981, and he had receipts showing repairs and upgrades over the last 37 years, including one from the Resort Boat Shop



for a new bottom. "It was," Daryl told Glenn, "fast, sound, and water-ready."

The price had just been reduced to \$10,000. Glenn checked his bank account, checked with his wife Kathy, and bought the boat. He now had three Holidays, and one ready for lake time. As soon as the sale was concluded, Daryl emailed Glenn an entry form for the Sandpoint Boat Show in July. This year he'll be a participant.

It doesn't always take a village. In this case it just took a club with generous members.

Near Misses and Not-So-Near Misses

By Molly Beck

Maybe you're one of those boaters like us who DOESN'T have a sophisticated nav system on board and who doesn't subscribe to nautical chart apps, even though they're now "supported on multiple platforms." Let's say you rely on the old-fashioned navigation aids like channel markers, anchor buoys, familiarity with route, and a good compass to get you where you want to go. And you assume that the marine marker lights strategically placed point to point will assist, should a return trip need to be made after dark. Right? Well, heads-up!

On a languid, late August afternoon my husband and I ventured downstream in our 25' Lyman Sleeper to visit with friends and have dinner at Willows Bay on the Pend Oreille River. There was a chance we'd be returning after dark, so I conscientiously made note of landmarks and counted the marine navigation water marker lights between the train bridge west of Dover and Willows Bay. After a burger, a beer,

tall tales, and good cheer, we noticed that dusk was rapidly descending—time to drop off our friends and head home. Not to worry, it wasn't totally dark yet, and we headed back upriver toward that first marker light, our beacon of security in the distant, darkening sky. Finally, we reached it and started looking for the next marker light, which we figured would show up any moment. Nothing. And it was REALLY getting dark now. No moon and suddenly no houses along the starboard shore with friendly lights shining from windows. An occasional car beamed along on Interstate 2 off port side, and we knew we wanted to avoid the rocky shoreline on that side of the river.

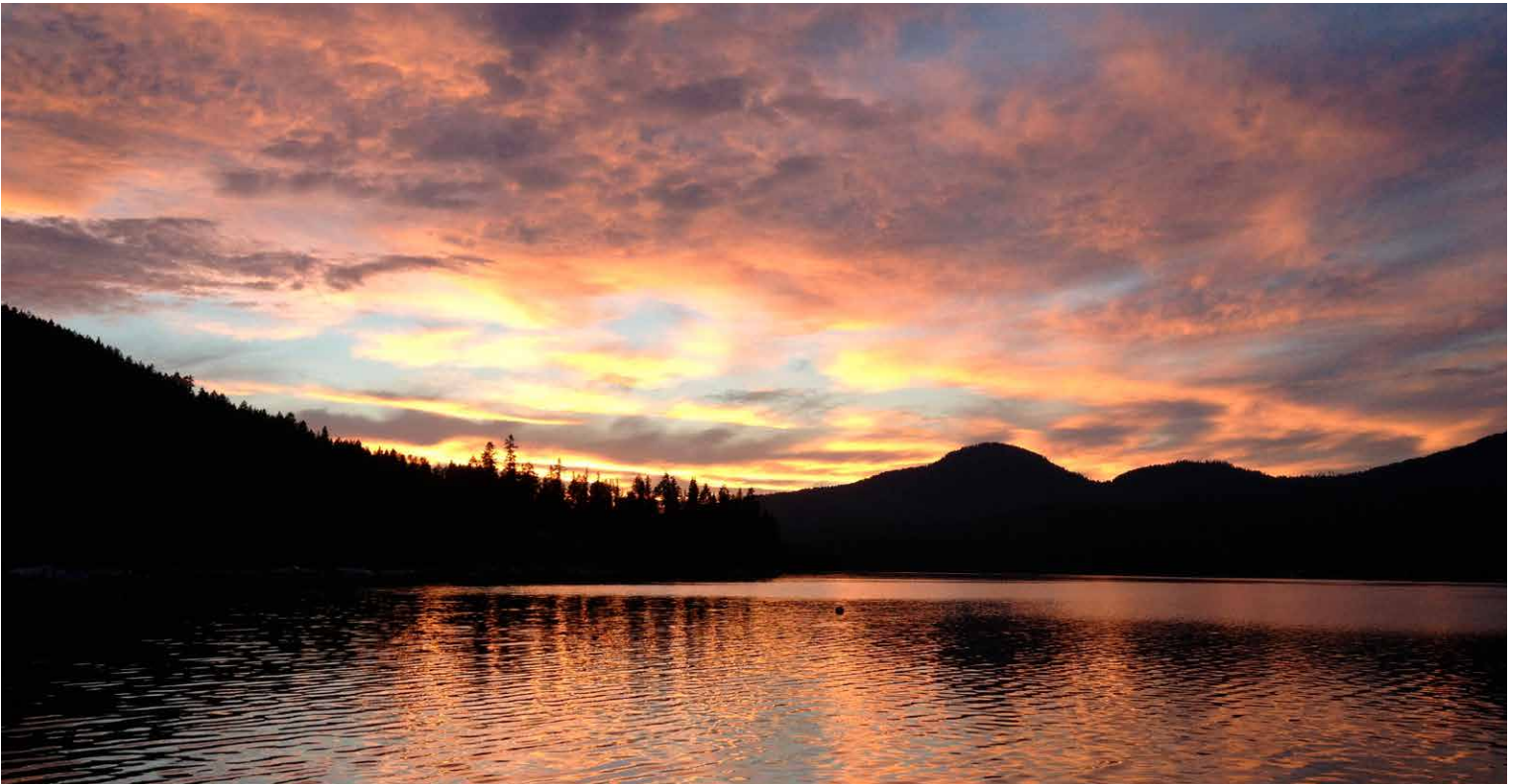
We had cut the power way back and were straining our eyeballs for that next marker light. Still NOTHING, and by now it was PITCH BLACK out. Turning on the docking lights only presented a blinding reflection full of bats and swarming insects. And besides being illegal, my dad had always said only landlubbers travel with their docking lights on. We started trying to navigate the channel by using our depth finder. The only problem with this approach is depths can go from 15



Bull Moose has a strong engine and solid bottom, but its electronics were original in 1964.

feet to 2 feet pretty quickly, which, you guessed it, is exactly what happened. For a fraction of a second we beheld a ghastly specter as an earthly image of black on black appeared before our eyes and the bow of that *Bull Moose Jr.* rose with a whoosh right up onto what turned out to be a grassy bar. Have you ever experienced a few seconds of horror that seemed to last a lifetime as all the disastrous potential outcomes passed before your eyes? Before all that had a chance to clear our synapses, we threw her into reverse and with the backwash that fabulous boat came right off that bar, leaving nothing but stirred mud and befuddled geese behind.

Needless to say, it was a long, nerve-wracking trip from there as we alternated between the docking lights, the depth finder, and what few houses appeared on shore. Eventually we FINALLY spotted a navigation marker light, and soon after, the lights on the train bridge, at which point we knew we were home free. So what was learned on this journey? I'm sure many of you will have better answers (or wouldn't be caught in the situation in the first place), but what we came away with, other than feeling damn lucky, was **OMG, THOSE MARKER LIGHTS ACTUALLY BURN OUT!** And sometimes they don't get replaced right away. And not just one light was defunct, but two of them! Secondly, **BINGO**, we probably should have been carrying a high-power spotting light on board if there was a chance we'd be out after dark. Maybe it would even behoove us to actually READ Chapman's *Piloting, Seamanship, and Small Boat Handling* and take the licensing exam like our son Petyr and two of our grandchildren have. Maybe just winging it isn't going to work for us anymore. We old-timers get a little complacent being "grandfathered in" sometimes. Perhaps even a little i-Phone navigation and compass study is in order. Surely we're not too old for that. Well, on second thought . . .



The beauty of a Pend Oreille River sunset can turn dark very quickly.

CALENDAR

2018 Local Boat Shows

Sandpoint IEACBS Antique and Classic Boat Show



Sandpoint is a waterfront playground. Moorage is convenient and very secure and there are accommodations from one end of the mountain-crowned lake to the other. Those interested in the show-quality of their boats can invite ACBS judges to evaluate their craft, as Sandpoint is the only 100-point judged show in the Pacific Northwest.

Date: July 13–15
 Venue: Sandpoint City Boardwalk, and Lake Pend Oreille
 Contact: BK Powell
 bk@officetechusa.com

Coeur d’Alene Classic Boat Festival



This annual event along the Boardwalk of the Coeur d’Alene Resort is a stunning setting for classic large and small lake boats. August is the height of summer in North Idaho and the show offers access to a great breakfast, golf, and dinner.

Date: August 25 and 26
 Venue: Coeur d’Alene Resort Boardwalk
 Contact: Jan Keener
 keener@my180.net

Priest Lake Dry Rot



Hello to all,
 Kathy and I are in full swing planning the Priest Lake Dry Rot Wooden Boat Weekend. In this month’s issue of the Inland Scuttlebutt, you will find the 2018 Priest Lake Dry Rot show registration. The show dates are Friday, August 31st thru Monday, September 3rd this year, and as always, over Labor Day weekend. If you have not made room reservations, please do so immediately, as they will fill up very soon. It is a fun, packed weekend of using your boat, rain or shine.

You can find show registration, as well as lodging information on our new website, www.priestlakedryrot.com. We look forward to seeing you all at beautiful Priest Lake, Idaho. If you have further questions or need additional information, please feel free to email Kathy at Kathy@priestlakedryrot.com.

–Brian & Kathy Fair

Date: Labor Day Weekend,
 August 31–September 3
 Venue: Nordman Resort / Hill’s Resort
 Contact: Brian & Kathy Fair
 Kathy@priestlakedryrot.com
 www.priestlakedryrot.com

PRIEST LAKE
Dry Rot

REMEMBER WHEN...

In 1907, photographer T.W. Tolman captured this image of Inland Empire families boarding the Spokane & Inland Empire line in Millwood, Washington. On this electric railway, residents of Millwood could conveniently travel east to enjoy picnicking, swimming, camping, and other recreational activities on Lake Coeur d'Alene, or they could just as easily head west to shop in Spokane. Electric rail service from

Spokane to Lake Coeur d'Alene was first established in 1903, spurred by Spokane residents' enthusiasm for recreation. Makes perfect sense, right? We members of the Inland Empire Chapter of the ACBS share that enthusiasm for recreation and relaxation on North Idaho lakes, combined with the time, energy, budget, and nurturing required to maintain our boats. (Maybe not so relaxing after all.)

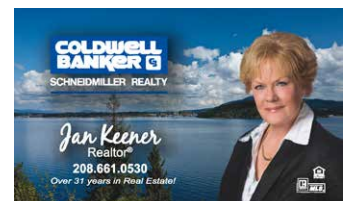


Spokane & Inland Empire Railroad Dock (Museum of North Idaho photo)

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www.inlandempireacbs.net

1613 S Crest Hill Drive
Spokane WA 99203



Having fun with our woodies...



Greyhound, a 33' 1921 Yandt Gentleman's Racer at the 2010 Dry Rot at Priest Lake.