

INLAND SCUTTLEBUTT

Volume 11, Issue 1

Inland Empire Chapter of the Antique & Classic Boat Society

February 2011

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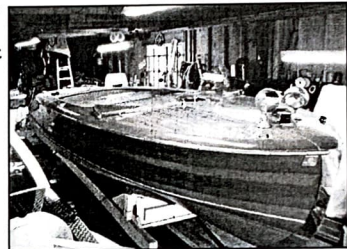
"THE ARRIVAL"

"Lissy"

1946 20FT. CUSTOM CHRIS CRAFT

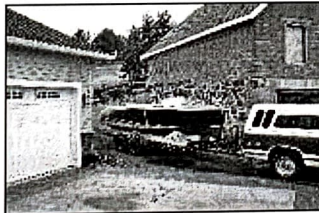
boats started in the mid
ther's 20' Garwood on

My interest in wood 1950's with my grandfa-
Cavanaugh Bay, in Priest Lake Idaho. Later in the
80's I was able to purchase the boat from my
uncle. Around the same time I found a 1934 Split
Cockpit Garwood in the Spokane Valley. Pur-
chasing this fine running boat for the sum of
\$500, I soon thereafter joined the Garwood
Boat club..... Listing my purchase in their news-
letter. My first newsletter arrived and as I read
the "Boats Wanted" a man from Census, New
York wanted a 1934 Split cockpit Garwood.
When I called him he told me he had been look-
ing for that exact boat for years, he then asked
me if I was willing to sell it. At that time my interests in wood boats was taking the direction
of runabouts with Triple Cockpits. I told him if he wanted my boat...he would need to find
me a Triple. A few weeks later he sent me pictures of a 1929 29' Hacker- Craft in Chicago,
Illinois .He then informed me he getting married in less than a month and his wife to be



wanted to buy him this boat for a wedding present.
Being a romantic at heart...how could I say no!
(Plus the purchase price had nothing to do with it!)
At that time a deal was made for me to bring the
boat as far as Chicago and make an exchange. So
one early morning my brother-in-law, Steve Zwarg
and I started our journey for Chicago. The trip
started out a little shaky when as we were starting up

(Continued on page 3)



Inland Empire ACBS Charitable Donations

As in years past the Inland Empire Chapter of the ACBS made several very worthy charitable dona-
tions this past couple of months. Noteworthy is the \$1000 for our Northwest School of Wooden
Boatbuilding Scholarship. This years recipient is Sarah Felder. She is
seen in this photo at the Helm of the 101' Schooner Adventuress.



The Adventuress

The Adventuress is owned and operated by Sound Experience,
which like the boat school, is a 501(c)3 organization devoted to edu-
cation. Below is a short rundown of what is going on at the school
given to us by Bill Mahler the Boat School Director;

*The Northwest School of Wooden Boatbuilding began this school year with a record 57 students. These
students come from all over the U.S., Scotland, England and Canada. Students range in age from 18 to*

(Continued on page 8)



Sarah Felder at the Helm



2011

Chapter Officers and Board of Directors

Officers:

President: Michael Boge mountainfever1@frontier.com
 1st V Pres: John Lenhart johnjanl@msn.com
 2nd V Pres: John Keener keener@my180.net
 Secretary: Anne Henshaw bobhenshawct@aol.com
 Treasurer: Jan Keener keener@my180.net

Immediate Past

President: Larry O'Leary lmoleary1@gmail.com

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Doug Powles dougp@colligo.us

Kent Wick bkwick@moscow.com

Linda Zwarg zpatina1@comcast.net

Murray Danzig Fax 208-765-4015

Don Robson donrobson@earthlink.net

Bob Henshaw bobhenshawct@aol.com

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Boat Show: John Keener keener@my180.net

Lifetime Board Member:
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Newsletter Editor:
Wes Yandt wes.yandt@comcast.net

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



President's Message

Greetings! First I would like to say "Thank you" for putting trust in me to be your Chapter President for the coming year. You will not be disappointed. With the end of January and us "rounding the horn" in winter weather I want to stress the energy your board is putting into making sure we have a great year of boating. The bottom line this year is an emphasis on fun with opportunities to get together as a Chapter. To start, all Chapter meetings are open to the public if you would like to attend. At each Chapter meeting this year we will have a social hour before the meeting starts to catch up with old friends and get to know new members. Our meeting in February will be held at Crickets on Sherman Street in Cda'. Social hour is at 5pm. At 6pm Board members and Officers will break away to start the meeting and take care of Chapter business. And finally, if you ever thought about getting involved make it this year. Contact me anytime. I am sure you will not regret it!

Best, Michael Boge

Our Mission

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

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

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

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

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

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

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

"THE ARRIVAL" (Continued from page 1)



the 4 of July pass the boat jumped off the hitch, being an excellent driver, not a good hookup man! With a little coaching from passenger Steve I then applied the brakes. We were driving my father's brand- new truck, which he wanted us to break in, so as we slowed, we embedded the stainless cutwater into the tailgate of my father's new truck! To make a long story short ...the rest of the trip went well...a couple years later I sold the Hacker to a man in Sacramento, California who restored it and won the "Best of Show" at Lake Tahoe.

This brings us to the boat that I now have. Somewhere in the early 90's my brother- in - law Steve and I looked at a 1946 20' Custom Runabout that had been in a boat house on Newman Lake for many years and then later in a garage in the Spokane Valley. At that time I tried to purchase the boat but the owner was not interested. Then again in 2009 I made another offer which he again de-

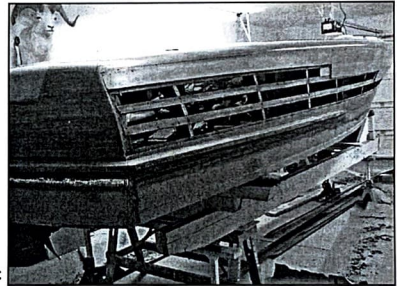
clined... My go-between.... "Steve", went to the owner with cash in pocket and made him the offer he wanted to hear! Like the boat trip to Chicago things turned a little shaky as the wife and daughter of said boat owner made their way to the garage informing their husband and father that this was not what they wanted.....Steve smiled because the money had been exchanged and the title was tucked tightly in his pocket!

This boat was in excellent shape and could have been put in the water last summer but I had already started the new makeover. From that time until now...a few gallons of stripper, 4000 plus pugs removed, 1/4 of the old brass screws replaced with new stainless screws, a compression check on the 158 horse (with A+ result), cleaning the gas tank and the work continues.... with some 200 plus hours with visions of it's first boat show this spring.

I know he doesn't like it but..... My brother-in-law Steve has been the best to answer my questions on wood boats and has always been the first to help with any and all projects as many of you already know. So with that I thank you Steve...coffee and donuts my shop between 8 and 9, "Need some **input** or maybe **output**" You pick the time!

Bob and Anne Henshaw

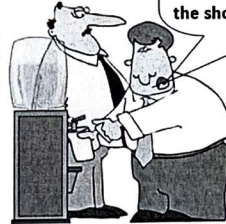
Boat "*Pissy*"



Seafaring Words in Everyday Speech

Scuttlebutt— During the days of sail, drinking water was kept in a butt or cask in an easily accessible spot aboard ship. In order to ensure that the fresh water would last until the next landing, a "scuttle" or small hole was sawed out of it's side so that the butt could only be emptied half way. The forerunner of the office water cooler, the Scuttlebutt, as it came to be called, was one of the few places aboard a working ship where the sailors could congregate for a moment, relax and exchange a bit of gossip. US Navy slang for "rumor" or "gossip", the word scuttlebutt washed ashore in the 1930s and has been popular with landlubbers ever since.

Man Harry?! Did you see that Charlie's cleat screws didn't match??? I can't believe he would even bring his boat to the show that way.



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

RESTORATION TIPS

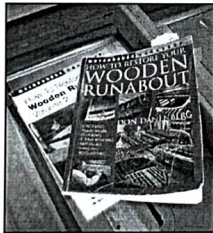
By Ron Yandt

My son, Wes, and I have spent the last 7 years restoring The Uncle Bob. When we bought the boat, we didn't think there was much to do to get her back in the water. After getting her home and pulling up the floor boards, we discovered extensive dry rot in the frames, and bottom planks. Suddenly we had a large project on our hands without any experience or knowledge of how to get it done. We were intent on doing it ourselves. In the process, we learned a lot.

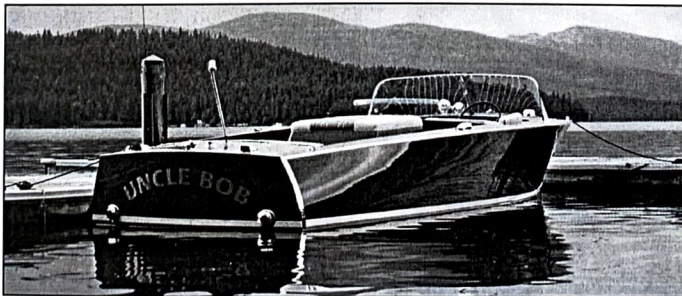
For those of you who are just starting a restoration process, the following are some things that we learned that might save you some heartache. Our first step was to join the Inland Empire Antique and Classic Boat Society, hoping to find information from others that were doing the same kind of project. We contacted Chris Knapton, and he had names of club members and boat restoration places to contact. We were on our way.

The first thing that we discovered was, if you ask 5 wood boat people the same question, you will probably get 5 different answers. Which one is right? Probably all are right, but it gets confusing.

Tip #1 – Find one person or book to go by and stick to it. We decided on Don Danenberg's book, "How to Restore Your Wooden Boat", volumes 1 and 2. Danenberg tells you 'how to', tools you will need, and even suppliers. We followed his books through out the entire project.



We also found a boat restorer who was willing to let me work with him to learn. Richard "Bo" Bewow realized that we were determined to do this project ourselves and not pay him to do the restoration. He decided to let me work with him and teach me some of the 'tricks of the trade'. He also came to the house and helped us through some of the more difficult steps. Bo has turned his shop into a home but he is not entirely retired. He is now doing consulting and works on boats at his customers shops. I call him the "Wood Boat Doctor" that does house calls.



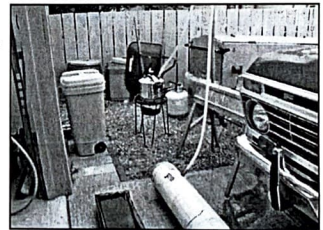
Tip #2 – Take lots of pictures. Pictures need to be taken before starting to do the tear down and during every step of the rebuild. This is very important for us folks getting along in years. We took hundreds of pictures and still would have liked some different angles for some of the items.

Tip #3 – We found that Jamestown Distributors and Fisheries Supply are the best source for supplies such as fasteners, adhesives, paints, and paint supplies. Locally, Fasteners, Inc., West Marine, Precision Propeller, The Resort Boat Shop, and StanCraft are all good sources.



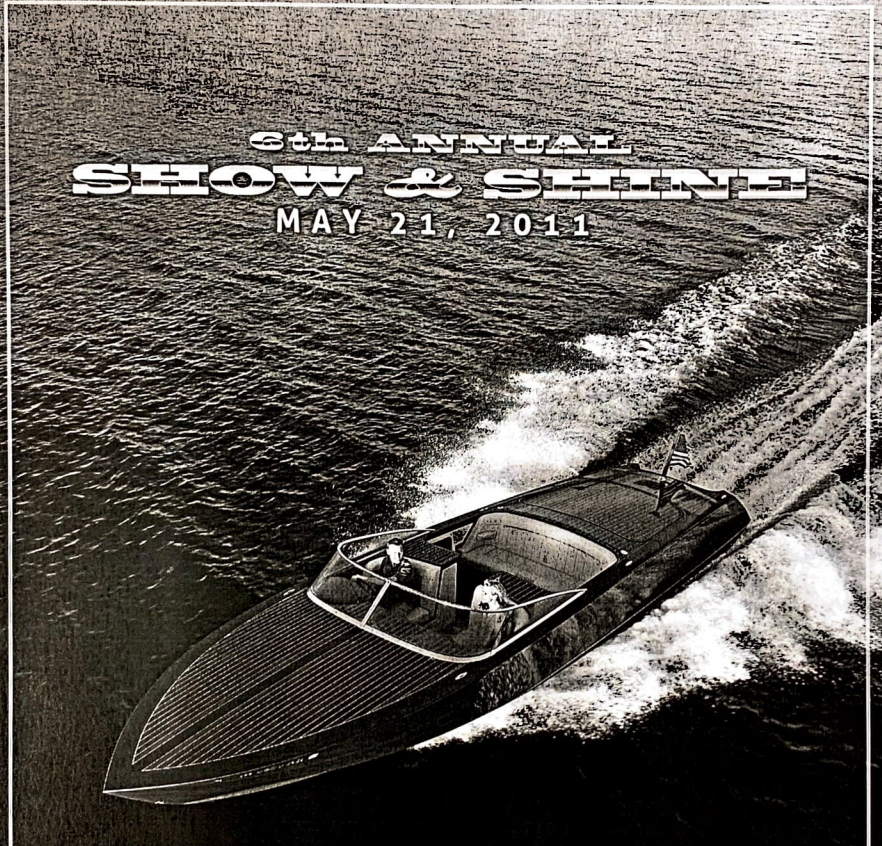
Tip #4 – Tools!! Danenberg has some very good advice on tools that you will need. For example, if you are doing a 5200 bottom, an air powered caulking gun is a very good item. It really saves on the muscles.

Tip #5 – Danenberg explains steam bending but he gets quite elaborate in his device. We simply used a 10" sewer pipe for the steam box, a propane burner and a pressure cooker for the steam generator. This worked great for the few sticks that we needed to bend.



Tip #6 – Talk to other wood boat owners even if you get different opinions, their experiences may be of help. I would be happy to share any of the things that we learned.

The project was a long one, and both Wes and I are glad to have it done. But we wouldn't have missed the experience for anything.



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Photo by Neil Rabinowitz.

2010 MAHOGANY&MERLOT

LAKE CHELAN

BY....Kris Bassett

DATELINE....October 1st and 2nd, 2010

LOCATION....Pristine Lake Chelan, nestled in the heart of North Central Washington

CONDITIONS....Perfect

What would be the correct formula for a boat show? Must have would be blue skies, sunshine, and FLAT water! Better yet, mix it all up to a froth when vintage mahogany meets vintage hydroplanes for one of the wildest weekends on the water!

Jon and Chris Courtright, from Chelan organized the first annual "Mahogany and Merlot" Vintage Boat Show and did a fabulous job! Why merlot, you ask? Well, once you've cruised around the Chelan Valley area and done some very fine wine sampling, you'll understand why all those grapevines are growing on those high "hills" around the lake. Highlights of the show were an evening at Vin du Lac winery, all the boat owners rubbing elbows and enjoying dinner at a jammed hot spot downtown Chelan; viewing even more boats and hydros in the parking lot, meeting old friends and making new ones and seeing a lot of smiles from young and old! All in all, a great first-year turnout of participants and viewing public!

For the Yandt family (owners of "Uncle Bob," a newly restored 1963 Yandt Utility) and Tom and Kris Bassett (owners of "Grand Rouge," a 1939 Chris Craft Racing Runabout), it was sheer joy to be on Lake Chelan with several owners of wooden boats from the Pacific Northwest Chapter of the ACBS. Names like "Greyhound," "Nameless," Miss Sydney," and "Red Head II" were whispers heard among the crowds delighting in seeing so many wooden wonders on the waters of this great lake.



Oh yeah, did I mentioned the very air was vibrating? There were times when you couldn't hear yourself scream with excitement to see and hear six unlimited hydroplanes from the Hydroplane & Raceboat Museum located in Kent plus twelve vintage inboard limited hydroplanes running around the bay. The 2-weekend hydroplane event culminated on the second weekend for visitors to view vintage wood boats at the city marina. And right next to the city docks the hydroplanes roared out for timed runs. Yeah, I'm talking here-to-there close to those powerhouses! If that doesn't tweak your interest, check out these photos and ignore the drool marks...



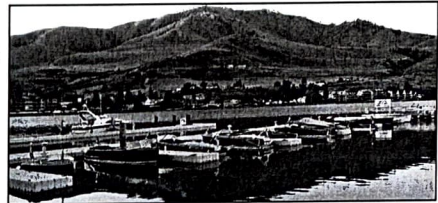
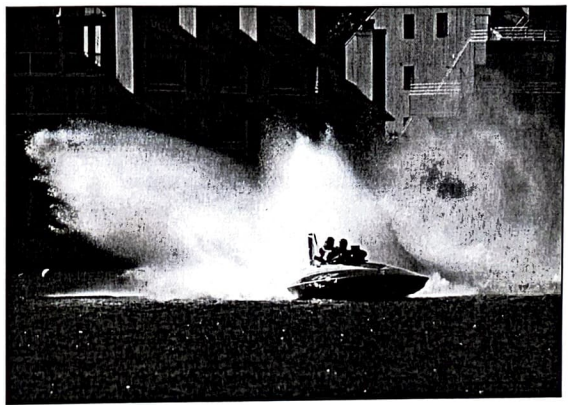
Never been to Chelan? Here's your chance! It would be fabulous to see the Inland Empire Chapter represented at this show next year. So mark your calendars for October 1st and 2nd to be in this show, watch for announcements and signups and get your spot reserved EARLY as space will be limited. There are hotels, condos and other great places to stay, but they too will have limits on space. See YOU there!

Contacts:

Jon & Chris Courtright – chelanvintageboats@yahoo.com

Tom & Kris Bassett – tomandkris@nwi.net

Wes & Sue Yandt - wes.yandt@comcast.net



2011 EVENT CALENDAR

Feb	17	IEACBS Board Meeting (5PM Social Hr Meeting 6PM) Crickets Restaurant 424 E. Sherman Ave. Cda	Michael Boge	mountainfever1@frontier.com
March	17	IEACBS Board Meeting (5PM Social Hr Meeting 6PM) Onion Restaurant 302 W. Riverside Ave. Spokane	Michael Boge	mountainfever1@frontier.com
April	2	IEACBS Board Meeting (5PM Social Hr Meeting 6PM) Crickets Restaurant 424 E. Sherman Ave. Cda	Michael Boge	mountainfever1@frontier.com
May	19	IEACBS Board Meeting (5PM Social Hr Meeting 6PM) Onion Restaurant 302 W. Riverside Ave. Spokane	Michael Boge	mountainfever1@frontier.com
	21	Show & Shine Resort Boat Shop Post Falls Idaho	Eric O'Brien	ebrien@hagadonemarine.com
July	8-10	Sandpoint Wood Boat Festival Sandpoint Idaho	John Keener	keener@my180.net
	22-23	Portland ACBS Show Portland OR	Steve Ellwood	ellwood4292@comcast.net
August	6	Bayview Boat Show Bayview Idaho	Jim Wilkusi	208-683-3523
	6	Big Sky ACBS Antique and Classic Boat Show Lakeside Montana	Alex	alex.b@montanaboatfoundation.org
	12-14	Lake Tahoe Concours d'Elegance Lake Tahoe California		www.laketahoeconcours.com
	12-14	Payette Boat Show McCall Idaho		pthorm@cableone.net
	19-21	Regional Pacific Northwest Boat Show Cda Idaho	BK Powell	bk@xofficetech.com
Sept	3-5	Dry Rot Priest Lake Idaho	Linda Zwarg	zpatina1@comcast.net
Oct	1-2	Mahogany & Merlot Boat Show and Hydroplane Races Lake Chelan Washington	Jon Courtright	chelanvintageboats@yahoo.com

Please remember that the board meetings are open to all members. This is your club and your input is greatly appreciated.

"Donations" (Continued from page 1)

65. 11 of the students are veterans and 5 are women.

As always, we have some interesting boatbuilding projects this year. However, one stands out from all the rest. The Boat School is building a 62 ft x 9 ¾ ft sailboat called Sliver. It is a one of a kind design by famed boat designer Bob Perry. It will be a composite boat, wood planking covered with epoxy and fiberglass. This project is already causing quite a stir in the boatbuilding and sailing communities. We are also building a number of traditional wooden boats including a replica of a 1950's Hanson designed work boat that the Forest Service used to corral lose logs and rescue wayward boaters on large lakes like Lake Chelan. As we get farther into the new year, please check out our flickr account (you can access it through our website at www.nwboatschool.org) to see actual progress on the boats.

And finally, construction is under way on a 6,300 square foot Workshop/Education building. We hope to occupy it by this coming March in order to build the 62 foot sailboat mentioned above.

If you have any questions please feel free to contact Bill Mahler, Boat School Director, or ACBS member, John Lenhart. John is a member of the Boat School's Development Board.

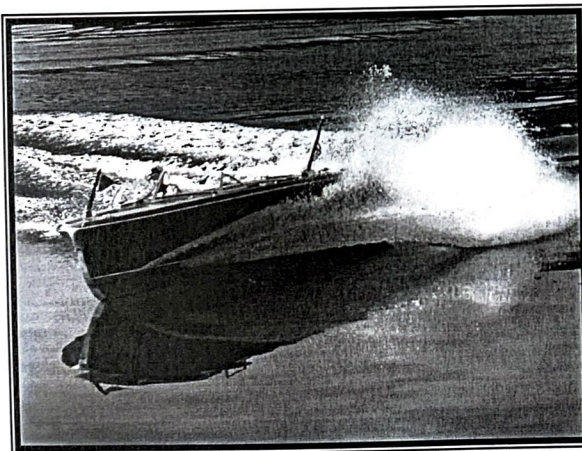


Rod Webber, Sue and Bill Brooks

We also contributed \$2500 to local food banks. When Bill and Sue Brooks were delivering the check to 2nd Harvest Food Bank Rod Webber explained that for each dollar that is donate they can provide 6 lbs of much needed to food. That is a very startling number. Based on our contribution to 2nd Harvest alone, that amounts to 2.5 tons of food.

There was also \$250 contributed to the Bonner County Humane Society and \$250 to Kootenai Humane Society.

A Picture is Worth 1000 Words



Capt. John Finney in his boat on Lake Coeur d'Alene circa 1950
Leo's Studio Contributed by Museum of North Idaho

I like pictures!!!

I've got 10 billion pictures of the Uncle Bob and another billion or so of the Yandt Boat Works and am not afraid to use them. So....unless you really want to be bored to tears with my stuff please send me your photos. Historical photos, restoration photos, glamour shots of your boat, lake pictures, candid's at the boat shows or whatever you have. I'll take'm. If you have them electronically please send them to wes.yandt@comcast.net. If you have hard copies I can scan them for you and return them. Send me an e-mail and we can make arrangements for me to scan them. I can even take my scanner on the road if you are leery of sending them.

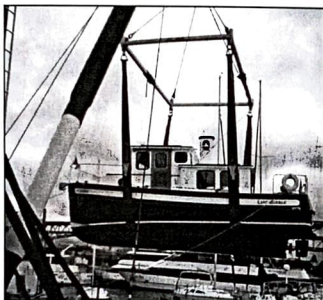
Thanks

Wes Yandt



SHE HAS WOOD

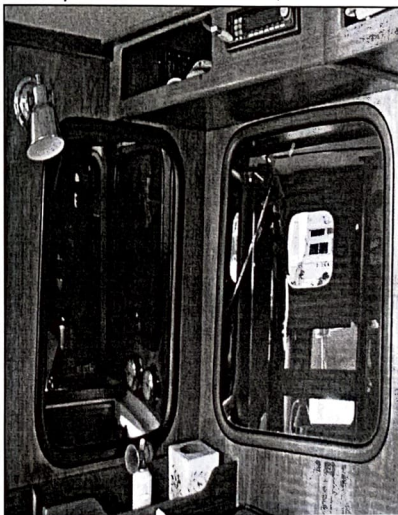
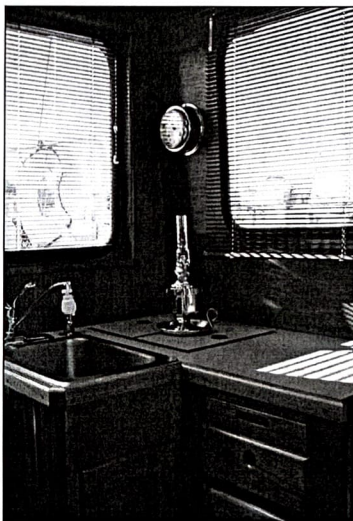
By John Lenhart



Jan and I purchased our Nordic Tug "Last Harrah" in 2008. As some of you know we sold "LITTLE TOOT" at the International Show in CDA. We were not in the market for another boat when we went to "just look" at a Nordic Tug. I was doomed as soon as I walked into the cabin. Wood everywhere!!! There was as much teak and mahogany in the interior of "Harrah" as in many small runabouts.

Our Nordic is not a dock sinker but she commands a lot of attention even at a Nordic rendezvous. Our boat is hull number 18, built in 1981, so she is one of the first built. Previous owners kept accurate records and because of the records we know her history. The first owner took delivery without the interior being finished. He then spent 2 years building a custom wood interior. Owners since have added electronics, safety items, upholstery, carpet, appliances, and a new Volvo diesel power plant. If you can think of an item you would like to have on a boat, this boat has it.

In keeping with the tradition of improving the boat, the Lenhart's have added a new vacuum fresh water head, are currently having teak grates made for the stern, and we hope to have her repainted soon. If you are ever in Port Ludlow, come and see her. (Stay tuned for further info from John on the new Teak Grates he has had created)



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Reflecting on the Past.



An old sea captain was sitting on a bench near the wharf when a young man walked up and sat down. The young man had spiked hair and each spike was a different color.... green, red, orange, blue, and yellow.

After a while the young man noticed that the captain was staring at him.

"What's the matter old timer, never done anything wild in your life?"

The old captain replied, "Got drunk once and married a parrot. I was just wondering if you were my son!"

ACBS – Inland Empire Chapter BOARD MEETING

January 20, 2011, THE ONION RESTURANT Spokane, Washington

The Meeting was called to order by President Michael Boge at 6:10 p.m.
Guests: Jan Lenhart, Emily Robson, Laura Boge, Anavel Boge

OFFICERS PRESENT:

President, Michael Boge; First Vice President, John Lenhart; Second Vice President, John Keener, Treasurer, Jan Keener,

BOARD MEMBERS PRESENT:

Doug Powles, Don Robson, Murray Danzig

The Secretary was absent, so the Minutes from the last Meeting were not read.

TREASURERERS REPORT:

Read by Jan Keener. A motion was made by Don Robson and was seconded by Larry O'Leary that the Treasurers' report be approved.

MEMBERSHIP REPORT:

The membership report was given by John Lenhart. As of December 30, 2010, we have 50 paid and 45 unpaid members. The next report should show a drastic increase in membership. Other discussion revolved around social events to pull in new members and the upcoming Spokane Boat Show should use the umbrellas as a membership drive. John Lenhart also wanted better parliamentary procedures.

SAND POINT BOAT SHOW:

There was a discussion was about the Welcome Aboard party of which we will have more information at the next Board Meeting. It was suggested that we have an event at Jim McGoldrick's place. It appears that Ivanov's Restaurant will again cater the dinner at the Civic Center.

COUER D' ALENE BOAT RAMP CLOSING:

As a Club we agreed to send a letter against closing the public access without a comparable replacement. This was a Motion by John Lenhart and was seconded by Jan Keener and it was passed unanimously.

OLD BUSINESS:

As we are having difficulty with the website, it was suggested by Jan Keener that we explore Facebook as a communication device.

NEW BUSINESS:

A discussion revolved around shirts and pins to identify our members at shows, etc.

There was a Motion to adjourn at 8:05 by Doug Powles and seconded by Larry O'Leary.

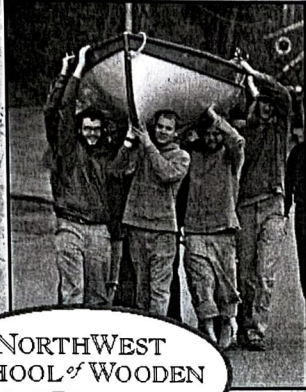
Respectively submitted,
Doug Powles,
Acting Secretary

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I need your stories. Please share with me and the other members in our club your classic boat stories. Could be anything related to classic boats; tell us about your boat, your favorite boating spot, your husband's most embarrassing launch story, how you proposed to your future wife while out cruising in your classic Hackercraft. I'm not picky. I'll work with anything. Please also send me your comments and ideas. Wes.yandt@comcast.net or 509-209-0308

**INLAND EMPIRE CHAPTER
OF THE ANTIQUE &
CLASSIC BOAT SOCIETY**

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Greenacres, WA 99016



Having Fun with our Woodies



Gary and Elaine Lord's 1953 Chris Craft Sportsman at the 2010 Dry Rot