

# INLAND SCUTTLEBUTT

Award winning!



Volume 14, Issue 3 Inland Empire Chapter of the Antique & Classic Boat Society Fall 2014

## 2014 12<sup>th</sup> Annual Antique and Classic Boat Show in Sandpoint

By Wes Yandt

Like all other boat shows that we attend, the weather plays a huge role towards the atmosphere of the show. The 2014 12<sup>th</sup> Annual Antique and Classic Boat Show in Sandpoint - "Boat Names" - was no different. This year, with over 54 boats on the roster and the docks filled with visitors, we could not have asked for better weather. The result was outstanding. Mother Nature did her part and your local IEACBS volunteers did theirs. The list of people that made it happen is bit lengthy, but worth acknowledging:

Mike and Barb Moen - Chairmen and Ship Store  
Don and Emily Robson - Friday night welcome aboard dinner/party, Saturday night banquet and Sunday fun run  
Michael and Anavel Boge - Master of Ceremony and Silent Auction  
Wes Yandt - Banquet slide show, Trophies and Youth Judging  
Ron Yandt - Launch Master and Trophies  
Anne and Peter Wagstaff with Carol and Mike Wilson - Friday drive-by cocktail team  
Daryl Reynolds - Launch and Ship Store  
Carolyn Reynolds and Bill and Suzanne Brooks - Ship Store  
John Lenhart and Glen Dutro - Dock Masters  
Jay Perko - Head Judge  
Eric O'Brien, Bob Henshaw, Steve Zwarz, Mike Hutchison - Judging  
Petryr Beck, Gary Hammond, Ron Mickelson, John Whitcomb, Thom Nelson, John Keener, and Barry Provorse - Launch  
Captain Dan Mimmack - Kid's boat building  
Kim Perko - Ladies Luncheon presentation  
Jan Keener - Silent Auction



The Sandpoint Marina a buzz with the 2014 boat show Photo-Michael Boge



If you did not happen to see Jerry and Char Appel pull in with the 1952 Stancraft Torpedo "Y.P.", you missed out! They pulled it over from Flathead Lake Montana with their freshly restored 1937 Yellow Coach bus/motorhome. It is a very appropriate combination. Photo-Wes Yandt

Most of the boats were safely launched Friday afternoon (not to say that some were "unsafely" launched but there were a few people who brought their boats Saturday morning) and carefully arranged on the dock to give the visitors the visual presentation that they have come to expect. The agenda called for us to leave the docks Friday evening around 5:30 p.m., congregate just outside of the marina and parade down the lake in a nice, orderly, single-file line, at a leisurely pace. Well you know what happens when a bunch of skippers release all their pent-up carbon build-up in their motors. It turned out to be more of a horse race down the lake. We were treated to a fabulous treat of "drive by" cocktails/hors d'oeuvres when we all pulled into the Wagstaff's dock at Murphy Bay, en route to an enjoyable run up the Pend Oreille River. Upon our return to the Sandpoint Marina, the Robsons and a group of volunteers had transformed the east parking lot to a great venue for our Welcome Aboard dinner party. Along with outstanding food and great company, we enjoyed a local talent. The Powell Brothers supplied by B.K. Powell (no relation) played some music for us and Kate McAlister from the Sandpoint Chamber gave us a history lesson about the Pend Oreille islands. A wonderful evening was had by all.

(Continued on page 4)





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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.



*"Being in the same room with people and creating something together is a good thing"...Robin Williams*

That sums up what your Board has been up to every time we have met this year! This includes Mike Moen putting together the Sandpoint Show with fantastic art and shirt designs for a second year. Or our recent National Award for our newsletter the "Scuttebutt" driven by Wes Yandt's commitment to a first class publication. Or Sheena Kerfoot suggesting and then implementing our Chapter presence on Facebook. Or our "bulldog," John Lenhart doggedly pursuing membership for our Chapter. Or Bob Henshaw and Steve Zwarg procuring a new trailer so we can store our Chapter swag in one place. Or Mike Wilson's expertise putting our finances in a new professional order. Or John Keener and Murray Danzig coming up with Chapter nametags. Or Brian Fair, BK Powell and Jan Keener opening up their businesses and home to host great Chapter Board Meetings. Or Don and Emily Robson showing up in cloak and mystery, totally re-inventing the Welcome Aboard Party and Sunday's Island Hopping Event. There are others...non-Board members who also "get it." Daryl and Carolyn Reynolds or Mitch and Tracy Johnson, there at each and every meeting throwing out ideas and suggestions. It is fun. It is exciting and it is powerful listening to the ideas being tossed around.

Being in the same room with people and creating something together is a good thing! In the next two months, there are Board Positions open and opportunities that are pretty much endless to move our Inland Empire Chapter forward. Whether you realize it or not, people on a national level are taking note of our Chapter that has been together for less than 20 years. It hasn't been so much what we take on, but instead it's the great group of people that have become our Chapter. If you haven't put your toe in the water yet, now is a great time to dive in. Show up at a meeting. Take on an event. Become a Board Member. I guarantee you will not regret it and instead will be creating something together which is such a good thing!

Michael Boge—President

### Our Mission



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

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

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

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

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

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

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

# Membership Report and Highlights

The Inland Empire ACBS would like to highlight the following members who share our passion for Antique and Classic Boats. Please make our new members feel welcome by dropping them a note, including them in our activities or offering them a hand when you see them. We would also like to acknowledge our long standing antique and classic members for their hard work and dedication to our club. The IEACBS has a total of 121 members.

## Long Standing Members: Brad & Sandi Hill, Coeur d'Alene ID

By Carol Wilson



Brad Hill comes by his life-long interest in wooden boats honestly, as he spent his childhood summers on Lake Tahoe and there were many "speed boats" (wooden craft) used on the lake. Brad's father owned a walnut and almond orchard in Walnut Creek, California and the family spent summers at Tahoe. They had a 1950 Riviera Chris Craft named *Algonquin* and in those days, it was just a boat they used for skiing, picnics, etc. In the summers during college, Brad had a job with a fellow named Bud Scott. Tourists would pay for a ride on the lake, and Brad toured people around on one of Bud's wooden boats. He also would teach kids to water ski (from standing inside the boat). Bud gave all his boats Indian names, and Brad was so impressed with the idea that as an adult, he carried on Bud's tradition. Over the years, he has had boats named *Algonquin*, *Paiute*, *Cheyenne*, *Chippewa*, *Miss Chief* and *Kanigo*. At one time, Brad had a "fleet" of six (most of them purchased in the Sacramento area), but narrowed that down to two when he and Sandi moved to Coeur d'Alene. He sold a Century, a Hacker Craft, a Chris Craft, and a Stephens. They currently have *Cheyenne*, a 28' 1929 Gar Wood, and *Paiute*, a 27' 1946 Chris Craft sedan.

When asked to pick a favorite boat, Brad admitted they have ALL been his favorites! IEC chapter members are probably most familiar with *Cheyenne*, the beautiful Gar Wood that has been part of numerous Coeur d'Alene and Sandpoint shows. In 1994, Brad attended a big boat sale in Sacramento and purchased three of his boats at the same time. Alan Furth, a former CEO of the Southern Pacific Railroad had a home and acreage near Sacramento and reportedly had collected 65 wooden boats over the years. He had railroad cars scattered around the property and stored the boats in the cars. Each year, he had a different boat restored and entered it in the Concours d'Elegance. (Brad noted the level of restoration in early years was much different than the standard by which Concours boats are now judged.) When Mr. Furth passed away, his wife decided to sell the whole collection. There were so many boats that buyers could "name their price" and the influx of boats flooded the market for a number of years. Brad purchased a Hacker Craft, a Stephens (a company in Stockton, CA that built cruisers and yachts, which closed in 1987), and the Gar Wood at this sale; all three had been previous entries in the Tahoe show.

*Cheyenne* was nearly "gray" when Brad bought it, meaning the wood had not been regularly finished or protected and had weathered to a gray cast. He had a new bottom built, replaced the top sides and decks, had new upholstery added, and bought a new, reliable engine. The boat was ready to put in the water in 1995. *Paiute*, the Chris Craft sedan, was purchased in 1990 and had been sitting at the municipal docks in Sacramento. It was in rather sad shape. When Brad called Hagerty to insure his new purchase, they sent a surveyor out to look at the boat. The surveyor's advice to Brad was "do not take this boat out in the river" and risk it sinking. The boat was towed directly to the shop and had a new bottom built, in addition to other renovation work. The existing engine (not original to the boat) is still in use. It took about a year for the restoration work to be completed. Over the years, both boats have been refinished and had some body work done. Brad and Sandi take *Paiute* out on Lake Coeur d'Alene and occasionally "camp" overnight aboard it at various bays; they take *Cheyenne* out on a more regular basis.



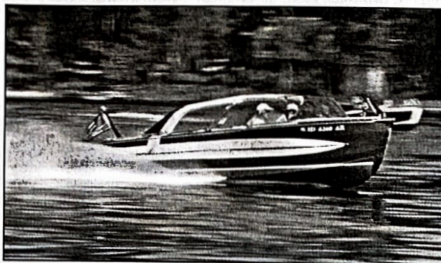
*Cheyenne* at the docks during the WWWIII Photo-Wes Yandt

When asked about past or present restoration projects, Brad freely admits he is "not good with a saw and screws" so they have work done by the professionals! Those include the local Resort Boat Shop, Sierra Boat Company at Tahoe, Classic Craft in Sacramento, and recently Wood Boat Endeavor in Post Falls.

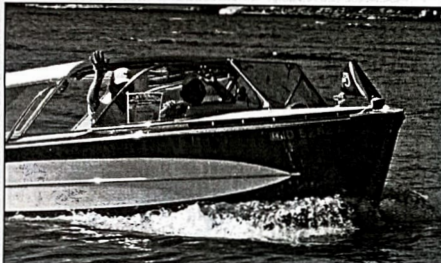
The Hills have been members of the ACBS since 1988, when they joined the Northern California/Lake Tahoe Chapter. They moved to their current residence on the Spokane River near Coeur d'Alene in 2005 and joined the IEC in 2006. He was very involved in the wooden boat activities in the Tahoe area, serving as president of the ACBS Northern California/Lake Tahoe Chapter, as Commodore of the Tahoe Yacht Club, and as one of three board members of the Tahoe Concours d'Elegance for eight years. The Tahoe show is held each August and is the second longest-running show in the country, after the Clayton, New York show. Brad enjoyed his years of involvement with the Concours d'Elegance and noted with a board of just three people, they were able to accomplish things readily.

Brad and Sandi met on a ferry boat between San Francisco and Sausalito many years ago and spent most of their married life in the gold country of California, near Jackson and Sutter Creek. Sandi grew up on a farm in Iowa, so is not from a boating background, but has enjoyed their many wooden boats through the years. They have a grown son, who lives in Reno and recently got married at Tahoe. Brad's professional career was as a dentist and he is thoroughly enjoying his retirement. The Hills love living in northern Idaho and take great pleasure in their boating days on the river and lake.

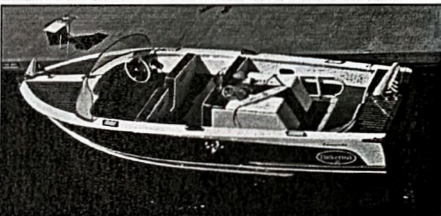




We had the pleasure of welcoming one of our newest members Brett and Jodie Sargent to the show this year. They joined us with their perfect 1957 Century Coronado "Crew Sader". Some time you should ask Brett to share the story and restoration of this boat with you. It is a very cool story. Photo-Wes Yandt



It was great to see Tom Robideaux and his grandson spend the entire weekend together and participating in all the events. Photo-Wes Yandt



Bill Silverthorne showed up to the show in his recently completed 1956 Century Coronado "Tinker Toy III". It is absolutely gorgeous. Bill has spent several years doing a completed rebuild/restoration of this boat. He has done most of the work himself. Photo-Wes Yandt



We had the most impressive crop of outboard boats that we've seen to date. The McGoldrick family brought two great Crestliners that have deep history to their family and to the area. We had national award winning outboards Penn Yan owned by Phil Currie and Daryl Onida's Aristocraft. These were all flanked by the gorgeous contemporary build of Alan Thomle owned by Doug and Roberta Brooke named "Flyer". Photo-Wes Yandt

(2014 12th Annual Antique and Classic Boat Show in Sandpoint Continued from page 1)

Saturday morning was yet another beautiful day. It was sunny and a very pleasant temperature. We had a brief skippers meeting to discuss the day's events, the judging and the plan for the afternoon parade. While Kate McAlister sang the national anthem to the raising of all the boats colors, the judging crew led by Jay Perko huddled in the corner and made a plan to get around to all the boats. Captain Dan had arrived with his Pirate Ship the "Wind Spirit" and the kids could hardly wait in anticipation of him opening up the toy boat building shop. Thousands of people clogged the boardwalk as they made their way around to visit with all the skippers, who filled their ears with stories about their boats. While all the boats were being judged by the judges and the crowd the women were invited to attend a luncheon at Ivano's. They had a wonderful lunch and listened to member Kim Perko tell about how she became an author and about one of her books. She gave each of the women attending an autographed copy of "When Angels Fly".

After the traditional Sand Creek parade that take all the boats out of the marina up Sand Creek well past the Coldwater Bridge we all got gussied up and met at the Panhandle State Bank Building in Sandpoint for our Banquet and Awards ceremony. This is the second year in a row that the Banquet was held there and it is a perfect venue for us. Chapter president Michael Boge was the master of ceremonies and somehow was able to silence BK Powell long enough to conduct a much needed roast. Head Judge Jay Perko announced the winners. The top winners are as follows and the rest of the field can be seen on the IEACBS website:

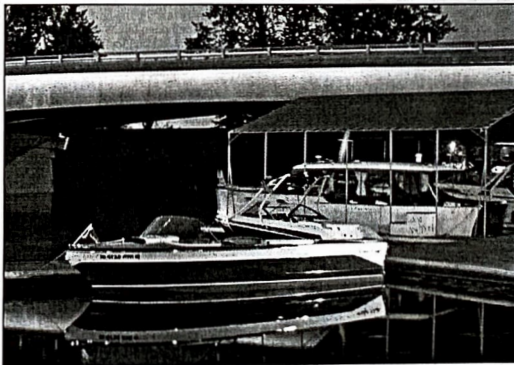
**Best of Show** "Twin Finn" Jim and Cyndi Atkins 1959 21' Chris Craft Continental (sponsored by Boat Shop)

**Skipper's Choice** "Aphrodite" Pierre and Kathleen Bordenave 1940 34' Chris Craft Cabin Cruiser (sponsored by OfficeTECH)

**People's Choice** "Y.P." Jerry and Char Appel 1952 21 StanCraft Torpedo (sponsored in Loving Memory of Bud Moon)

Congratulations to all the winners and a sincere thank you to our many sponsors.

Sunday's event was billed as a "fun run" rather than a traditional Poker Run. Don and Emily Robson organized the day for us and man did they deliver. As Don was hyping it up at the banquet the night before, he said that he thought the lake would "lay down" for us. Nobody really knew whether he knew what he was talking about or not, but let's just say he must have had a direct connection to Poseidon. The lake laid down (mill pond flat some people say) and the sun was out. About 20 boats gathered bright and early outside the marina by the city park and took off at a lope. We crisscrossed the lake a couple of times and then ended up at Robson's friends, Lew Patrick and Michelle, for coffee and pastries on the beach provided by Mike and Barb Moen served by some of the Moen family members. They were wonderful hosts and have a beautiful home looking south down the lake. We continued down the lake past Sam Owen camp and stopped at Ellisport Bay for fuel. We then started back down the lake and were surprised by our breakfast host flying his beautiful airplane over us and taking photos. Don gathered us up when we reached the Monarch Mountain range and told us that Lew wanted a picture of us running alongside the mountains in a vee formation. We did our best holding our position as he flew over us several times trying to get that perfect shot. We ran a short way up Johnson Creek and then looped around back onto the main lake for a long run back to Sandpoint. Some of the boats peeled off from the group and went to Bottle Bay for lunch while the rest headed back to put their boats back on the trailers. What a day of boating fun!



**Best of Show Winner** "Twin Finn" Jim and Cyndi Atkins 1959 21' Chris Craft Continental Photo-Wes Yandt



# Farewell to our Friend, Milaine McGoldrick

by Molly McGoldrick Beck From Milaine's obituary



Jim and Milaine McGoldrick Photo-McGoldrick Collection

Milaine Jones Mc Goldrick, 94, passed away on Thursday, July 31, 2014 in Sandpoint, Idaho.

Born December 1, 1919 and raised in Spokane Washington, Milaine Jones McGoldrick was a person of many accomplishments. Blessed with a spirited and independent nature she was in many ways a woman ahead of her time. From navigating the skies as a private pilot to parenting and community service, Milaine did everything with her own personal élan and style. Along with her three sisters, Betty May, Patsy, and Gloria, they were known as the "Jones Girls", the four beautiful daughters of W. Scott and Edith Kemp Jones.

The Jones girls had their fair share of experience with horses due to their grandfather's (Arthur D. Jones) interest in growing wheat and real estate holdings in the Liberty Lake area. In 1940, Milaine was chosen Queen of the Spokane Stampede, but her grand entry was somewhat marred by a loose cinch and her ending up on the underside of the horse as she galloped into the ring.

While a junior at the University of Washington she abandoned horses and took to the skies completing her solo flight and going on to earn her pilot's license. Her flight instructor, Roland Lamb, said she was a natural and she was admitted to the Association of Women's Pilots of America. She also made her first and last parachute jump after conspiring with her sister Patsy to forge a letter from her father granting permission. She decided once was enough after landing on a barbed wire fence.

In September of that same year she married another aviation enthusiast and pilot, Jimmy Mc Goldrick (James Patrick II). She and Jim were married for 72 years in spite of occasional riffs as to who was pilot and who was co-pilot. (Milaine would always say, however, that Jim was the Captain). After marriage and the birth of her two daughters Molly and Mikki, Milaine entered into the rigors of raising a family and serving the community on a wider basis. She was active in many organizations, including the Spokane Humane Society, the Junior League, the Bloodmobile, the United Crusade, the Tuberculosis League, the Cancer Foundation and as an aid to the Spokane Police Department. Her good looks and style made her a highly sought after model and she appeared in numerous style shows and fund-raising events in the 1940's and 1950's.



Milaine Mikki and Molly c.1953 Photo-McGoldrick Collection

Milaine's passion for adventure and travel took her to many points on the globe, but it was her love of the lake that was a sustaining force. For many who grow up in Spokane the phrase "going to the lake" is of spiritual significance. Her heart and soul were deeply entrenched in the Coeur d' Alene and Pend Oreille experiences. Her connection ran deep, tapping more than parties and summer fun. Her commitment was to the land and the value of claiming and knowing a place intimately, a place where you feel nourished and in turn, you look after the land. And it was on Lake Pend Oreille and Sandpoint, Idaho where she spent her last days after passing away due to a stroke. In her own words to her daughter Molly, "one minute you're just picking raspberries and then..."

## Boating & Lake Remembrances of Milaine

By Anne Bacon Wagstaff (Milaine's niece)

In the summers, Milaine grew up on the water and around boats. She and her three sisters, Betty May, Patsy (my mother), and Gloria spent their summers at the Jones' family log cabin in Murphy Bay. I can remember climbing aboard our Grandfather's large white cabin cruiser with all the family and him taking us to dinner at Herschel's Lighthouse Restaurant on the water in Hope, ID. (The restaurant was purchased by the Hawkins family in 1958, renamed the Litehouse, and when the customers raved about their blue cheese dressing, the family went into the salad dressing business). As the Jones girls married and had families of their own, they outgrew the original log cabin and some moved down the shore, but the sisters and cousins remained close enough to visit back and forth easily during the summer lake season.

Milaine was an equal partner with her husband, Jim McGoldrick. She and Jim bought property on Lake Coeur d'Alene at Twin Beaches and built a cabin there in the 1950s. They kept the Twin Beaches place, but in the 1960s, they bought property 3-4 miles up the Pend Oreille River from Murphy Bay. Their first "cabin" was actually a train caboos, but Jim decided in the mid-1970's they needed a proper cabin and they built the current house. Milaine especially loved the boat club and its members. Activities such as the boat show weekends were always a priority for her.

Through the years, I remember Aunt Milaine zooming by our cabin on Lake Pend Oreille. She would be in the Molly-Mikki, a 1954, 12' aluminum Larson Crestline, wearing a baseball cap. She would always wave and often stopped for a visit on her way to see other family members and friends in Murphy Bay.

In her 80s, she "both" horrified and impressed my friends as I was docking our 25' Lyman in a huge storm. She stood on 12" of a side dock, reaching out above the waves to help bring in the boat safely.

In her 90s, Milaine was still launching big boats and stopping off to share fresh farm corn.

As much as she loved her friends, animals, and activities, she truly loved her family, and we knew it! We loved her right back and will deeply miss her presence in our lives.

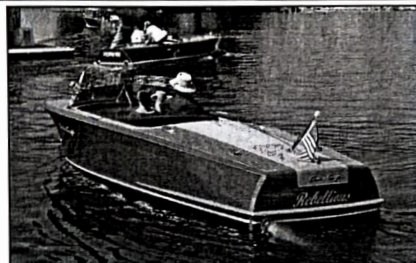


## “What’s happening in the shop”

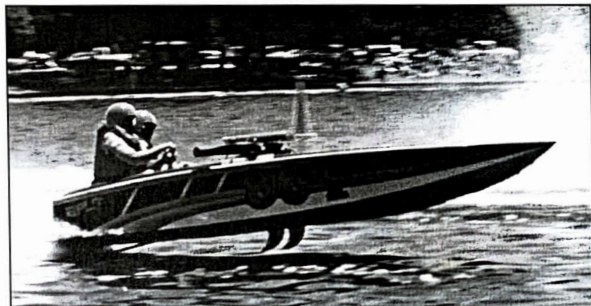
Tell us what is going on in your shop. Send us a very brief story (paragraph) or not so brief, and a few photos if you have them, explaining what classic boat project you are working on. It can be as big or small of a project as you wish. I guarantee you that people will find it interesting even if it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

### Larry and Irma Smith

This summer has been busy after putting *Rebellious* on the water and finding out the joints on the bottom have finally dried out too much, and I have been busy redoing the joints. I also picked up another boat that has some history with my family. In the late 70's, I bought a Cracker Box and started racing. I raced it until 1984 when I sold it to a friend in Southern California. He raced it for a couple years and sold it again and then it went missing. A couple years ago my son started searching the internet, thinking it would be fun to see what happened to it. To make a long story short, we found it in Burns Oregon. When we looked at Google Earth and found it sitting outside next to vacant abandoned single wide trailer. I drove down, straight to it, and was very saddened when I saw the shape of it. I came home and thought about it and decided "Why not?" so went back down with a car hauler, loaded it and the trailer together, and brought her home. I am now slowly taking her apart and getting ready to re-build the frame work and bring her back to life. I doubt that I will race her again at age 60 but who knows - there is still some kid in me.



*Rebellious 1950 20' Chris Craft Riviera Photo-Wes Yandt*



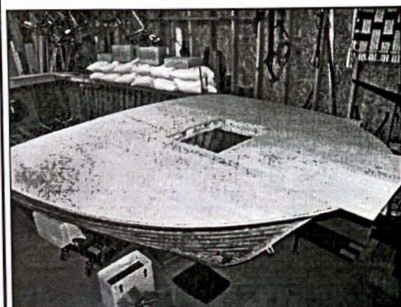
*Split Decision 1983 Oakland 4th of July race Photo-Larry Smith*



*Split Decision today Photo-Larry Smith*

### Mitch and Tracy Johnson

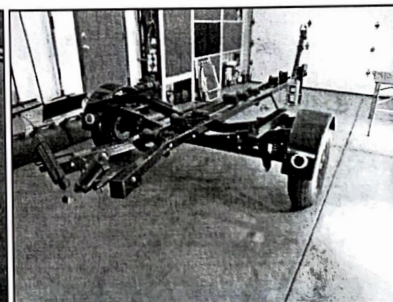
Well, it's a been a busy summer and the boat project (Dad's 1967 20' Thompson Offshore) has suffered a bit of attention. I am not as far as I had hoped at this point of the summer, but making some progress. Doesn't look much different yet but I have accomplished a few time consuming tasks. I have all the new mahogany down on the deck now. Ready to start staining and finishing. Do you like my sand bag clamping technique? The outside is ready to prime and paint. I have the new dashboard made and the restoration of the original trailer is done except for wiring. Had to make a new axel for the trailer, replace spindles, hubs and all brake parts. New rollers, everything sandblasted and got two coats of powder coat finish. As soon as I get the bottom painted the boat will go back on the trailer and then the new engine will go in. Its feeling good to start seeing some forward progress.



*Sand bag clamps gluing the decks Photo-Mitch Johnson*



*Trailer BEFORE Photo-Mitch Johnson*



*Trailer AFTER Photo-Mitch Johnson*



## What's happening in the shop (con't)

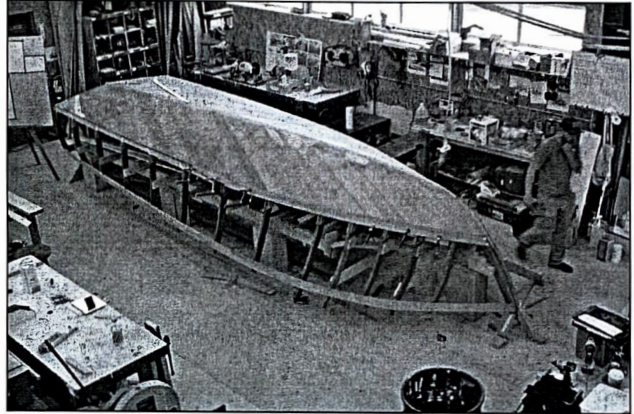
### Northwest School of Boat Building by Wes Yandt

We had an opportunity to visit the Northwest School of Boat Building recently when my wife Sue and I traveled to Port Townsend to meet with the people at Edenshaw Lumber (a possible source for wood on our upcoming "Skippy Jr" project). It was great to tour the school and learn more about their mission and activities. We met with Matt Shaunessy, who took us through the progress on his current project - the 23' John Hacker design runabout. He explained that they had gotten through the lofting, development, pattern building, building of the frames and attaching them to the building jig. When we arrived they were just wrapping up the bottom planking and working on spiling the outer chines and sheer clamps. Matt told us that they have designed and procured the running gear and with any luck should be completed with the project within a year.

If you ever are in the area do yourself a favor and visit the school. It really is a fascinating endeavor and embodies the ideals of the ACBS.



One of the boats that the students had just finished in the non-motorized work shop Photo-Wes Yandt



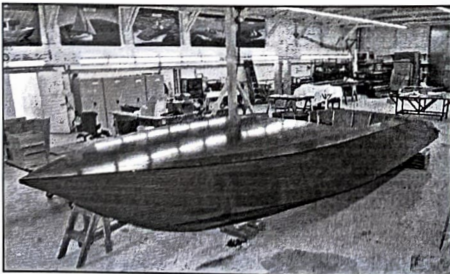
Matt Shaunessy busy at work on the 23' John Hacker Designed Runabout in the powered vessel work shop in Port Townsend Photo-Wes Yandt

### Coeur d'Alene Custom Wood Boats by Jim Brown

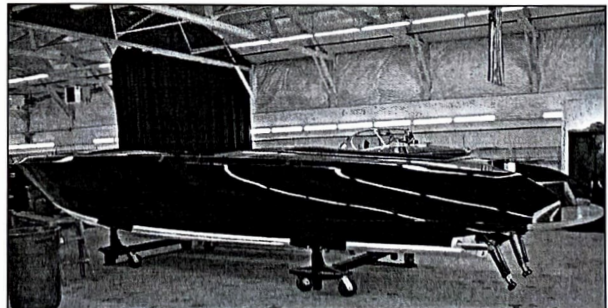
Our greetings to you from all of us here at the Resort Boat Shop. Fall is in the air and another boating season is soon coming to an end, but not before we splash our two newest builds. We are currently in the home stretch of finishing up Ellen and Jerry Jaeger's 30' Runabout, and Sue and Jim Edward's 34' "Pure." The finish stages of mechanical, varnish, and upholstery are all well underway and we are counting down the days to splash down.

In addition to the new builds this fall, we are working with many great wooden boat owners to help them with winter projects. We already have a few very nice boats scheduled. We will have the "Lady of the Lake" back from Whitefish for a continuation of her restoration. We also have "Bella Ragazza," a beautiful Riva Super Ariston, hull No. 875, in for a new wood deck and restoration. Another fun project is a 1963 Century Arabian up from McCall for a thorough restoration. And we are still booking, so if you have projects that you are itching to get underway, please give us a call.

As always, feel welcome to stop in and check us out in person.



Ellen and Jerry Jaeger's 30' Runabout Photo-Jim Brown



Sue and Jim Edward's 34' "Pure." Photo-Jim Brown



## What's happening in the shop (con't)

### Daryl and Carolyn Reynolds

As I pen this article, the last days of summer are regretfully here. The summer of 2014 has been a great boating season, with long warm days and perfect evenings for enjoying the lakes in our region. But now it's time to address the things that we need to do this fall and before the cold days of winter that lie ahead.

#### Maintenance/Projects:

I keep a log on my boat which helps me remember the issues or concerns I have throughout the boating season and to provide me a project list of things I need to address prior to the next boating season. (It also gives me something to dwell on during those long winter days and evenings!)

For example, the slight vibration I felt last year was addressed early this past spring by having my drive shaft balanced and cut to the correct length by Chuck Egolf at Sundance Marine (by the way, he did a fabulous job). I also took the ACBS judging form from the 2013 national show that was held in Coeur d'Alene, contacted the judge by e-mail, and requested that he provide me guidance on how to improve my overall score. I tell you it works, I improved my overall score at the Sandpoint show this last summer. My plans for this fall, winter and spring are to remove all the chrome and apply several more coats of varnish to the deck, sides and transom. Finally I am planning on replacing my modern wiring with the correct colored cloth wire.

#### Winterization:

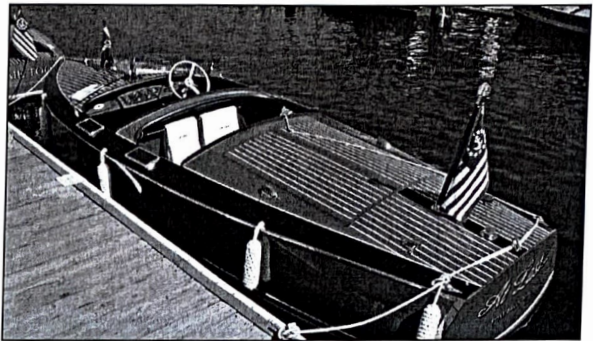
Over the next few weeks I plan to pull my boats out of the water and begin the winterizing process. For my outboard, I add Stable marine gas additive (2 oz per gallon of fuel) and run the motor. Dennis Kenny, the mechanic that rebuilt my 65 hp outboard motor and works at the yacht club, said to disconnect or shut off the fuel and run the motor until you run the gas out. Then spray Stable fogging oil into the carburetors while turning over the motor, to ensure that you have all the water and moisture out of the system and will be ready to go next spring with no issues. Next, I replace and gap the spark plugs, clean and check the air intake and filters, as well as replace the gas filter and disconnect/remove the battery. Make sure before storing the battery for the winter that you check water level and have it fully charged.

On my 1936 Chris Craft, I do some of the same things; I fill and top off my gas tank, and again I add 2oz of Stable marine gas additive per gallon of fuel. I then shut off the gas to the motor and run it until the engine is out of gas (all this is done while my boat sits on the trailer in the water). I have my wife crank the engine over while I spray in the Stable fogging oil into the carburetor. Next, I open all the petcocks and loosen all the hose clamps and remove the hoses. One final thing is to hook up my compressor and pressurize the water jacket on the motor, with all hoses loose and petcocks open, to ensure all the water is out of the block (be sure to check that you remove the plug or open the petcock on the water pump - this is often overlooked and will freeze and possibly crack the pump housing). As with my outboard, I remove and make the battery ready for winter storage.

By applying a little effort this fall, you should have an easy start up next spring. All those little things that you discovered while boating this past season can be easily corrected before next spring so you can be out on the water once the weather warms up again. Happy cruising!



"Me Too" 1958 14' Brendella outboard runabout during the 2013 Sandpoint Friday night cruise Photo-Wes Yandt



"At Last" 1936 19' Chris Craft Runabout at 2014 Sandpoint show Photo-Wes Yandt

## The Yandts

It's not what happening in the shop at the Yandt's place but what is happening to the shop. Before we start our "Skippy Jr" project, we needed to add a little length to the shop so we can comfortably work on the 23' runabout and still be able to move around. Our solution is a temporary (should only take a year or so.....right?) lean-to type addition on the front of my Dad's shop/garage. We have it planned, framed and are working on roofing and siding now. It should be complete and ready to receive the flipped over "Skippy Jr" soon.



The Skippy Jr Addition. Six additional feet of shop space! Photo-Wes Yandt



## Hayden Lake Boat Registry and Boat Show

By Carol Wilson



Boats on the docks for the Hayden Show Photo-IEACBS Facebook

Wooden boats have part of the beauty of Hayden Lake for decades, but in the last ten years, a concerted effort has been made by wooden boat enthusiasts to identify the owners of these beautiful water craft and enhance the use and enjoyment of these spectacular boats by their owners.

In 2002, a dedicated local woman, Victoria Paulson, who had a great interest in the wooden boats on Hayden Lake, went around the lake, knocked on doors of those residents who had a wooden boat docked out front, took photos of the boats and collected owner information, putting together an informal "registry" of Hayden Lake wooden boats/owners.

Early in 2011, Don Vogt was visiting with Greg and Alicia True about the fact that many of Hayden Lake's wooden boats sit in their slips, covered, and are not being used. They discussed the fun of having a "show" of these crafts and had an idea of the perfect venue for the event. The McCall estate, up on the north side of the lake, was a 50-acre parcel that had belonged to a cousin of Oregon's Governor McCall. Ultimately, the estate was sold to a developer, who divided the property into lots and had a 46-slip dock built for the development. Very few of the lots had been sold, and the dock was virtually empty, creating the perfect location for a boat show. Bob Schmand was the realtor for the properties, and when approached about the idea, he was all in favor of it.

The first Hayden Lake Wooden Boat Show was held at The Falls boat docks in the summer of 2012. There were eight or nine boats on display and the public was invited. Food, wine, and music were provided. One of the boat owners brought the 2002 registry with him and Don suggested the directory be updated. They could spread the word to boat owners around the lake, ask for their participation, organize the information by owner's name, boat photograph, location on the lake, and so on. This project took place and there are now 25 or 26 boats identified and included in the registry - a resource that is shared between the owners of Hayden Lake wooden boats. About a quarter of these people belong to the IEC.

A show was not held in 2013, but there was interest to again gather for a boat show this summer. Over the previous two years, some of The Falls lots had been sold, and the owners who had their boats moored at the dock were not in favor of hosting a public boat show. The group searched for a new venue and had the good fortune of scheduling the show at the Hayden Lake Marina this past June 21st. The marina has a number of visitor slips in front of the restaurant and they gave those over to the group for the day. A total of twelve boats participated in the show this summer. It was open to the public and was a "display" only (no formal judging involved).

Don noted the group would like to continue the show each summer, grow the participation and attendance, and encourage wooden boat owners on Hayden Lake to get their boats out on the lake on a regular basis - they add great appeal to the summer lake scene!

## WWWIII

By Wes Yandt

The Whitefish Woody Weekend III (WWWIII) was held on June 27-29, 2014 at the Lodge at Whitefish on Whitefish Lake, Montana.



Boats on the docks at Whitefish Mountain Lodge Marina.  
Photo- Wes Yandt

It is a medium-sized lake nestled in the majestic Whitefish Mountains at the base of the Whitefish Mountain Resort. On the shores of the lake is the small town of Whitefish. It all makes for a very beautiful setting that is convenient to great shopping and restaurants. WWWIII had over 36 boats registered with six of them being 2013 National award winners from the International ACBS show in Coeur d'Alene last fall. That caliber of boats matches the caliber of the venue. The people at the Lodge could not have done anything to make us feel more welcome. The rooms and meals were all top notch.

Organizer Tim Salt describes the show as "a quaint, low key show where you come to experience the beauty of the lake, the mountains and use your boat." He was right about the using your boat part, as on Sunday we had an excellent Poker Run put together by none other than Hutch and Carol Hutchison. They had us going all over the lake chasing cards and sometimes chasing our tails. The first official activity of the weekend was a cocktail cruise Friday evening, which included some pretty dramatic demonstrations of clouds and sun. The evening came to an

abrupt halt for Murray Danzig and the crew aboard "Alice Opal" with the obligatory breakdown. This could have been a very scary event had it not been for the quick thinking of Terry Deems and rescue by The Resort Boat Shop's Eric O'Brien. As with the obligatory breakdown, we had the obligatory fix by Terry, but "Alice Opal" was able to get out on the water later in the weekend. I hope someday Terry will give us a story about the problem they encountered, because it is a good lesson for all of us.

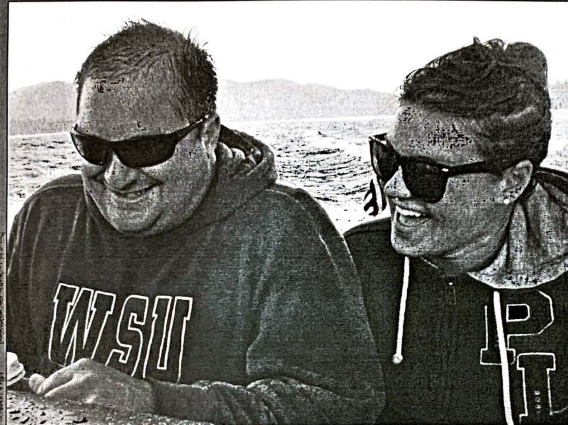
After the Poker Run, we had a great BBQ lunch on the lawn at the resort, where Tim wrapped things up and awarded the winners with some pretty special trophies.

Put it on your bucket list if you have not taken the time to attend the WWW in Whitefish. It is WELL worth the adventure. The event sold out early last year, so get your registration in early for WWW IV. It is a great way to start the boating season. For more information contact Tim Salt at 406-862-5085 or by email at: whitefishwoodyweekend.iv@gmail.com

Background photo is on the Friday night cocktail cruise and the beautiful skies. Photo- Daryl Reynolds



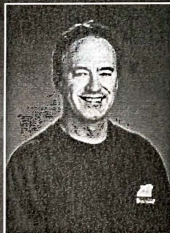
## A Picture is Worth 1,000 Words



**We're having some fun now....**

A slightly wet Nick and Sarah Hansen aboard *Lady K* with parents Brian and Kathy Fair during the 2014 Dry Rot parade to Hill's Resort. Catch a full wrap up of the 2014 Dry Rot in the next issue of the Scuttlebutt.

*Photo— Kathy Fair*



## Introducing Jim Brown

Wood Shop Manager, Master Craftsman at Coeur d'Alene Custom Wood Boats

Jim Brown is an accomplished, long-time builder who leads a team of wood boat craftsmen at The Resort Boat Shop in Post Falls, Idaho, to create the award-winning Coeur Custom line of boats and offer expert restoration to antique and classic boats.

He has been building wood boats full time since 1981. He provides expertise in every phase of wood boat construction, from the creation and design of a project through the lofting, building, rigging and finish steps of the process.

"As a child, I very much enjoyed creating objects and things," Brown says. "I remember drawing interesting curves using only straight lines, with a desire to make these things look like they were drawn to the eye."

With a professional background in construction and engineering, he is always striving to seek out better efficiency both in the building process and all technical aspects.

He has always enjoyed boating and the water, whether he is test-driving one of his new wood boat creations, sailing, water skiing, or simply floating around.

Jim is directly responsible for the build of the entire line of Coeur d'Alene Custom wood boats, including the Coeur 60 sailing yacht *Sizzler*, the Coeur 34 runabout *Jefe*, and several other models including the Coeur 300 and Coeur 270.

Coeur d'Alene Custom wood boats are featured in *Robb Report*, *Boat International* and *Yachting World* and have won a number of major awards.

The Resort Boat Shop restores old, classic and antique wood boats such as Chris Craft wood boats and repairs fiberglass, mechanical, canvas and upholstery, combining traditional boatbuilding skills with new technologies and design.

The Resort Boat Shop strives to be the Inland Northwest's premier wood and fiberglass restoration and marine repair facility. The team can perform everything from basic winterization or summerization, up to a complete hull restoration, or new custom build. They handle launching, retrieval and secure storage for boats up to 42 feet long and 25,000 lbs displacement.

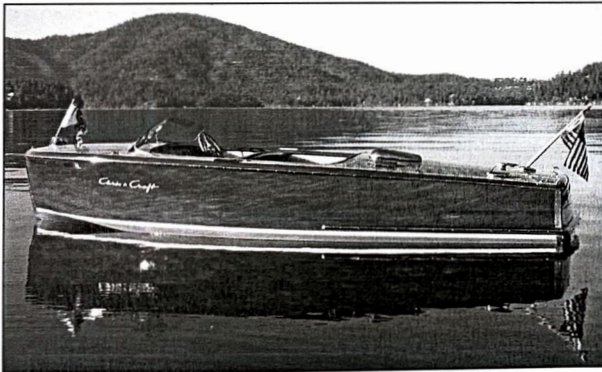
More information available at: [hagadonmarine.com](http://hagadonmarine.com) or (208) 667-5009.



# 2014 EVENTS

- Oct 16, 2014 **IEACBS Board Meeting** [mountainfever1@frontier.com](mailto:mountainfever1@frontier.com)  
 Location: TBA  
 5pm Social Hr 6:30 pm Meeting
- Nov 20, 2014 **IEACBS Board Meeting** [mountainfever1@frontier.com](mailto:mountainfever1@frontier.com)  
 Location: TBA  
 5pm Social Hr 6:30 pm Meeting
- Dec 6, 2014 **IEACBS Holiday Party** [brianf@carlsonsheetmetal.com](mailto:brianf@carlsonsheetmetal.com)  
 Location: CDA Resort  
 6pm

The IEACBS Board Meetings are open to all members and you are encouraged to attend. There is always a short social hour prior to the meeting to visit with friends and meet new ones. Please bring your ideas, concerns, questions and be involved.



**For Sale:** Beautifully preserved 1951 18-ft wood Chris-Craft Riviera runabout, hull number R18-548. Fiberglass bottom by Michael Kerfoot. Conversion to 12v electrical system, Optima battery, electronic ignition. Recent rebuilds of starter and generator by Astro Electric. Rare triple carburetors with recent overhaul by Resort Boat Shop. Overhauled fuel pump. New stainless steel fuel tank. Custom mooring cover goes to the waterline. Custom Challenger trailer with new brakes and tires. This boat is in daily use on Hayden Lake and is in perfect running condition. \$24,500. Contact Alan Meyers at (509) 990-8947



**For Sale:** 1948 18ft Chris Craft Sportsman. Winner of "Best Utility" at 2002 Coeur d'Alene Wooden Boat Show. Powered by 165hp Crusader V-6. Has West System bottom by Wood Boat Restoration and includes tandem wheel 4 bunk trailer with high winch by EZ Loader. Boat is in great shape and has the banjo steering wheel. Asking \$19,000 for the package of boat, trailer, cover and original Chris Craft build documents ( u-18-421 ). Contact Carl Grisier @ 208-667-0624 or email @ carlgrisier@msn.com



# 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.

## The Molly-Mikki Boat

By Molly McGoldrick Beck



Molly McGoldrick Beck in Molly-Mikki Boat 2014 photo- Petyr Beck

Our boat is called the *Molly-Mikki* boat, because our father, Jim McGoldrick, believed every young person (even girls) should spend time messing about in boats and that those boats should be under power. At the tender ages of 11 and 12, my sister Mikki and I found ourselves in charge of a 12' aluminum Larson Crestline and a 10-horse Johnson. Before the finishing work was completed on the cabin, we were learning to change a shear pin and performing maneuvers (though highly illegal) our father would have been proud of. My sister and I lived in that boat. It was an extension of our independence and summer exuberance, hence the *Molly-Mikki* Boat.

The racy little Crestline was just one of the light weight aluminums piloted by the Twin Beaches Gang and was feared by all water-faring canoe campers from Mica Bay to Kidd Island on the west side of Lake Coeur d'Alene. When a Sweyolaken flotilla occasioned by, they could expect a swarm of silver and red Larson Crestliners making a beeline for them and performing various unsportsmanlike maneuvers, which we regret to this day.

The center deck made our little boat unique. It was purchased separately and installed in 1955 or 1956. Little did we know that the boat would introduce three generations (and counting) to out-boarding. Over time, however, age took its toll and the snappy little boat was looking a little long in the tooth. Fortunately, my husband Barry took matters into his own hands and restored the boat for the benefit of generations to come.

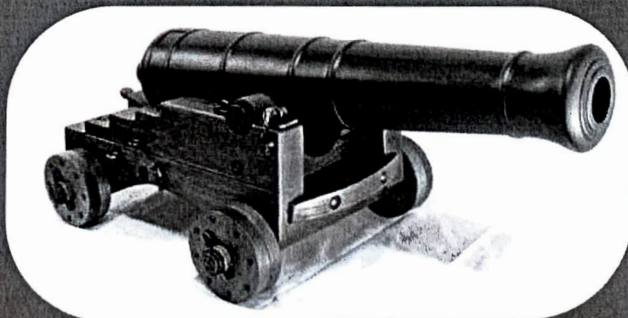


Mikki McGoldrick in Molly-Mikki Boat 1954 photo- McGoldrick Collection

## Seafaring Words in Everyday Speech

**Loose Cannon** ... recklessly and dangerously out of control

When cannons on a wooden warship broke loose from their restraining tackle, they posed a serious threat to life and limb as they crashed into personnel and through bulkheads. In 1545, as Henry VIII's great ship the *Mary Rose* sailed out of Portsmouth harbor to engage the French fleet, she was flooded through her lower gun ports. When she began to list sharply to starboard and her twenty heavy guns began to break free, the fate of the *Mary Rose* was sealed. As an incredulous King Henry watched from a nearby promontory, the pride of his fleet sank quickly to the bottom with a loss of nearly all hands. Loose cannons have contributed to many disasters at sea, but not all loose cannons are fond aboard ships. Some are found in the political arena, as Maureen Dowd reported in the 10 September 1989 issue of the *New York Times*: "he seemed to fulfill predictions by White House advisors that he would be a black sheep, a bull in the china shop... a loose cannon.... A Mr. Aggressive Steam Roller."





## Annual Elections

As outlined in the Inland Empire Chapter (IEC) constitution and by-laws, annual elections will be held for chapter officers and board members at the end-of-year general membership meeting, to be held this year on December 6, 2014. The current positions up for election include:

President 2 year term  
 2nd Vice President 2 year term  
 Secretary 1 year term  
 Treasurer 1 year term  
 3 board positions 3 year terms

According to the by-laws, the president and vice president(s) positions must be filled by a current or past member of the board. All other positions are open to any chapter member.

Nationwide, ACBS chapters often see their membership dwindle and their clubs fail to thrive due to low membership involvement and "burn out" by the same faithful volunteers. In tribute to the IEC, we remain among the top chapters in the nation due to the willingness of our members to step up and take on leadership roles. We have a talented group of people who get involved and share the responsibilities of running the chapter and staffing our events. The "new blood" on our board each year is what keeps us a vital and active chapter - and the envy of many other chapters. It's not by accident that the IEC is the only chapter in the country that has hosted the international show three times! We are recognized nationally as a chapter that gets things done, and we have fun doing it!

If you want to help the chapter continue this tradition of excellence, consider running for one of the open positions, especially if you are new to the club. There is no better way to get involved. If you are interested in serving on the board, would like to nominate someone, or would like more information please contact me at: [lmoleary1@gmail.com](mailto:lmoleary1@gmail.com) or call 206-762-9228 by December 1st.

Also, please note we are looking for a chair for the 2015 Sandpoint Boat Show. It involves the coordination of various events and programs, but with many willing hands ready to pitch-in, responsibility for the event doesn't all fall on the shoulders of the chairperson. After successfully hosting the show for the past 12 years, we have a very good process in place. If interested in chairing or co-chairing the Sandpoint show, contact Michael Boge at: [mountainfever1@frontier.com](mailto:mountainfever1@frontier.com)

Thank you!  
 Larry O'Leary  
 Past President

### Press Release:

The Inland Empire Chapter of the Antique and Classic Boat Society's newsletter, the **Inland Scuttlebutt** has won the national ACBS publication award for mid-sized chapters.

*Publication awards are given to recognize the importance of written communication with our membership on a chapter level. Magazines and Newsletters were judged on appearance and content, and to some extent, the frequency of publication. The committee looked for an appealing cover, identity with ACBS, clear pictures, easy to read layout, effective use of space and flow of information. The content was judged for its educational value in terms of the history of boats and the area, restoration and maintenance technique instructions, safety awareness, complete event information, and interesting chapter news.*

The award was given at the banquet dinner in Skantiatiles during the ACBS national boat show and meeting and accepted on my behalf by Tim Salt. Following is the script from the presentation:

*Do you have a chapter publication on your coffee table? Many chapters use their newsletters to share educational information, showcase beautiful boats, acquaint members to each other, and solicit sponsorships for the chapter. Every editor who provides this service deserves recognition and appreciation. This year's winners represent all of those editors.*

*Chapter with memberships between 100 and 200: Inland Empire's Scuttlebutt, editor Wes Yandt*

*This chapter grew into the mid-sized division this year. One of the reasons must be this great magazine that contains fun event reports, restoration techniques, history, and best of all, always has a page or two that tells and shows the story of all new members plus at least one long time member. That makes everyone feel more acquainted. Accepting for Wes Yandt is Tim Salt, member of the Inland Empire and Big Sky Chapters.*



I was filled with pride when I heard about this award amongst all of the hard working IEACBS board members the other night at the monthly board meeting. (If you have not attended one of these board meetings you are missing out. It is a great time to meet other members, see what is going on in the chapter and maybe even get involved. These are great people doing great things for our chapter.)

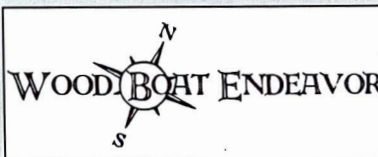
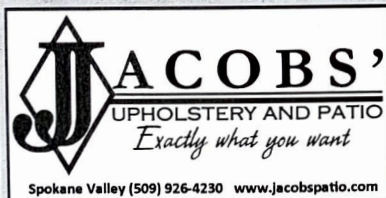
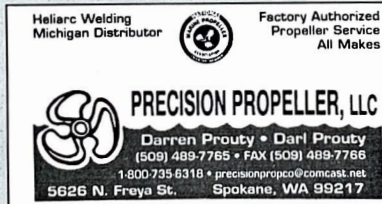
I have had a lot of help over the years with this newsletter. BK Powell and OfficeTECH provide the printing of the newsletter which is top quality and always quick. The cost to print one of these newsletters would astound you and it's because of BK's generosity that we are able to provide you with such a nice product. The above script mentions the member bio area and I had a lot of help from Kris Bassett getting this going. She set the bar for the bios with her ability to interview members and get "the story." Recently I have had the pleasure of working with Carol Wilson who volunteered to help me edit the stories and the finished newsletter, as well as take on some of the member bios. Thank you, Carol! I would also like to thank ALL of you that contribute your stories and photos to me for inclusion in the newsletter, so we can create a quality publication that is truly about our members and for our members! Thank you— Wes Yandt



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# WINTER IS COMING

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Greenacres, WA 99016



*Having Fun with our Woodies*

*Save the date...*

**Dec. 6th**  
**2014**  
**at 6:00 pm**

**ACBS Inland Empire Chapter**

# *Year End Party*

AT THE

**Coeur d'Alene Resort**

115 South Second Street  
Coeur d'Alene, Idaho