



Volume 11, Issue 3

Inland Empire Chapter of the Antique & Classic Boat Society

Sept 2011

"Flyer"

an Outboard Utility



As a young boy I spent countless hours at the tiller of a small outboard motor in an aluminum boat exploring the shores of Lake Coeur d'Alene. This was my first motorized independence and as long as I wore my life preserver I was allowed to go pretty much anywhere on the lake. The family cabin was on the east side of the lake and we would spend virtually every summer weekend there. The law in our house was Saturday morning head to the lake.

My dad collected old cars and was involved in the hobby when it

was just beginning in the 1950's. In addition to this he began to bring home old outboard motors much to my mother's horror. Most of the motors were on their way to the scrap pile and as he reasoned they were cheap. He could also reason with Mom that an outboard motor took up far less room than a car, which was true, at least on a one for one basis.

From an early age I had a mechanical inclination that my dad encouraged. He was a pretty decent mechanic and liked showing me the proper way to do things like removing rusty bolts of which there were many. It was by no accident that I fell into working on outboard motors partly out of the necessity to have one that ran and partly out of curiosity. Over time I gained the skills necessary to make any worthless pile of junk into a reliable motor for my adventures along the shore.

Decades later I would parlay this fascination and knowledge of outboards into a full time business vintageoutboard.com. In the years since I have owned many small wooden boats most of which are long gone. A couple of years ago I found myself without a proper small boat for my wife and I to enjoy on the lake. We were looking for something that could be easily trailered behind the pickup. I began to look for the ideal boat on which to run some of the many motors dad and I had acquired.

I wanted the boat to look old just like the propulsion. It should be light enough to get on plane with a 10 horse power motor but big enough to handle a 40 horse power. This took me back to Dad's collection of old boating magazines which I used to spend hours perusing. With some encouragement from chapter member and boat builder Dave Berg, I decided on the Flyer from Motor Boating's Ideal Series volume 17 published in 1936. The Flyer outboard utility runabout designed by Bruce Crandall was described as an all

("Flyer" Continued on page 4)

CLASSIC BOAT FESTIVAL AT SANDPOINT



John and Jan Keener with the help of a world class committee of boat show specialists orchestrated one of the best boat shows that the Inland Empire chapter of the ACBS has held to date. August 8th, 9th and 10th Sandpoint hosted the 10th annual Classic Boat Festival featuring over 45 classic wood and fiberglass boats from all over the Pacific Northwest and Canada. The festivities officially started on Friday evening with the unforgettable "Night at the Museum" hosted by Milaine and Jim McGoldrick. The setting was one right out of the history books with dinner being served on the threshold of Jim's "Yesterday Is" museum that is a collection of McGoldrick's classic boats that span his entire life. Emily and Don Robson put together this evening that none of us will soon forget. The weather that evening as well as the entire weekend could not have been

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2011

Chapter Officers and Board of Directors

Officers:President: Michael Boge mountainfever1@frontier.com1st V Pres: John Lenhart johnjanl@msn.com2nd V Pres: John Keener keener@my180.netSecretary: Anne Henshaw bobhenshawct@aol.comTreasurer: Jan Keener keener@my180.net**Immediate Past**President: Larry O'Leary lmoleary1@gmail.com**Board Of Directors:**Brandon Moon moondog@sandpoint.netDoug Powles dougp@colligo.usKent Wick bkwick@moscow.comLinda Zwarg zpatinal@comcast.net

Murray Danzig Fax 208-765-4015

Don Robson donrobson@earthlink.netBob Henshaw bobhenshawct@aol.com**Committee Chairs:****Membership:**John Lenhart johnjanl@msn.com**Boat Show:**John Keener keener@my180.net**Lifetime Board Member:**

Jim McGoldrick 509-747-1500

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

"Summer was late to the party this year but when she arrived she came dressed to kill."

I can't remember a better August than what we have had this year. I hope you made it to the "party" and have been able to get out during these warm August days and sultry evenings on the water. There is still time to take advantage of our special part of the world. Life is short. Warm days in September are even shorter. Take advantage of each moment. Get your boat out. You deserve it and "Old Man Winter" is coming soon enough.

Moving towards fall and having been President for eight months I feel the need to take advantage of the coming non-boating months to plan for 2012. This thought is being driven by the need to properly plan for events and to also flush out new ideas such as Chapter Ambassadors, reworking our trophy process and starting the heavy work and decisions for shows in the fall instead of in the spring. On your part make a decision to become more involved with your Chapter this fall season. There is always room for new ideas and faces. Our Chapter is constantly evolving with an incredibly diverse membership and a strong Board that believes in our Mission Statement. Be part of it. Make some new friends and make your voice heard. I look forward to your call.

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.

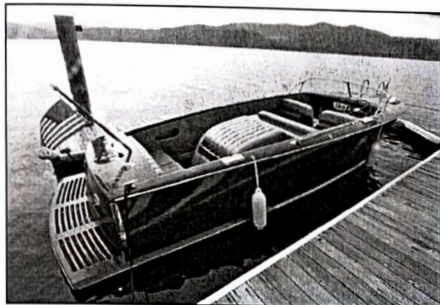
To serve as the governing body and parent organization for such chapters as shall be formed and created under our auspices; this includes providing support for and communicating with these chapters.

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.

Welcome new Inland Empire ACBS members

The Inland Empire ACBS has added the following members whom share our passion for Antique and Classic Boats. Please make them feel welcome by dropping them a note, including them in our activities or offering them a hand when you see them; The IEACBS has a total of 92 members.



Mike & Carol Wilson

"One Particular Harbour" 1953 Shepherd Utility

Over the span of four decades, several events figured into the background of our wooden boat ownership. When my family moved to Coeur d'Alene in 1967, I got my first taste of living near a beautiful lake and began observing various watercraft. After college, while working/living in Seattle, I saw "On Golden Pond" and like so many others, fell in love with wooden boats. Soon after Carol and I were married, we were fortunate to be able to purchase a modest summer cabin on the west side of Lake Coeur d'Alene. The stage was set, and after reading wooden boat magazines for years, attending boat shows, and searching for "the right boat," we found our 1953 Shepherd.

We purchased the boat from Absolute Classic Marine in Kelowna, B.C. in the fall of 2007. Early ownership of the boat is unknown;

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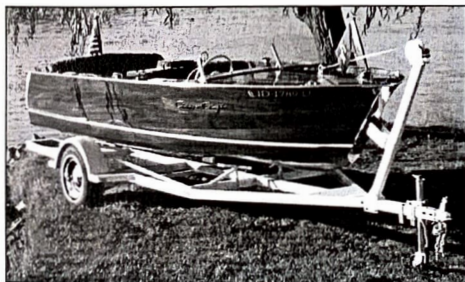


Phil and Linda Currie

"Swift" 1953 Penn Yan"

I was raised in Billings MT, met my wife Linda at the University of Montana and lived in Spokane for 25 years before moving to La Jolla CA our current home. Linda and I spend summers at our place at Whiskeyjack on Lake Pend'Orelle which we've owned since 1977. I am a partner with Shoreline Partners, LLC a mid-market investment banking firm in San Diego. I am also on the board of Lighthouse Dressings based in Sandpoint. I enjoy cycling and restoring vintage motorcycles like the 1939 BSA 350 single that I'm current working on.

"Swift" was owned by a man with a home near Hope ID. He was the second owner and brought it with him when he moved out here from Michigan. He decided to sell it and posted a flyer on the bulletin board of the Pack River Store. I had never heard of Penn Yan before, but thought the boat was unique. I bought it in 2005. I acquired a 1958 Mark 30 outboard in 2007. I thought that I could refinish the interior of the boat in a month or so. A year and a half later with a sore back I finished it. It was perhaps most miserable resotation project I have ever undertaken. Sure glad it's over— at least for now. Phil Currie



Mike and Barbra Moen

"Coeur d'Legacy"

I was born and raised in Coeur d'Alene, Idaho, so I have been around wooden boats and the lake my entire life. My grandparents had a 1939 32' Chris Craft Cruiser, my dad had Century Resorters, and my friend, Scott Kindler, had a 16' Century Resorter we water skied behind constantly. So, when I saw this Chris Craft sitting beside the road with a For Sale sign on it, I instantly felt the longing to continue the wooden boat legacy with one of my own.

The restoration process took 4 ½ years working as I found spare time, mostly in the winters. The process was wonderful, frustrating, fulfilling, confusing, tedious, and satisfying all at the same time. A manufacturer's hull identification number was nowhere to be found on the boat, so the restoration became a process combining a best guess of what the boat should look like and what I wanted it to be.

Many thanks to all who have helped me along the way, especially the support and encouragement from my wife, Barbara. Mike Moen

"Flyer" Continued from page 1

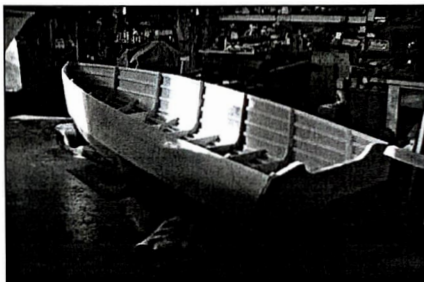
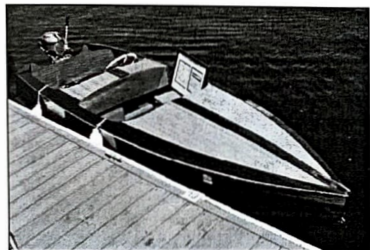
purpose outboard runabout and capable of handling the largest motors of the day.

For me the Flyer had just the right length and shape. It has a crowned deck, tumblehome aft and nearly plumb stem. The planking would make it look very 1930's much like an inboard runabout.

The flyer was never a production boat rather a plan for builders. I am convinced there must have been a lot of these built but I have never seen one. I suppose they all rotted away after 20 years and ended up on the burn pile. I was able to get builder Alan Thomle interested in the project in 2009. Alan lofted the boat from no more than a table of offsets and line drawings to create this modern day Flyer. I had him give it a little more freeboard and width than the plan called for to make it slightly more seaworthy. Instead of planks on battens, as would have been used in the 1930's, very thin mahogany planks were set in epoxy over marine plywood and nailed through at the frames. The frames are of Port Orford cedar, as is the deck, making for a light yet very strong boat and also giving the deck a very distinctive look.

I always liked the look of early Century outboard hulls with names like Typhoon, Hurricane and Cyclone and figured someday I would find one or get the plans and build one. I never found one and I have never built a boat myself but if this is as close as I get that is just fine by me. With the building of this boat I have come full circle and am once again touring the lake with an outboard but this time in style.

Doug Brooke



Winterizing Tips

By Terry "Bone Daddy" Deems



Winter is almost here!

Hello fellow Antique and Classic Boaters! Bone Daddy here.....We are fast approaching the end of our lovely Northwest summer, and it's time to think of the dreaded task of putting our Woody to rest for the season. Winter weather can wreak havoc (cracked blocks, corrosion, etc.) on a boat that's not prepared for hibernation....So don't wait until spring!.... If your boat needs professional help and you wait until spring to get it, you're hitting the boat doctors at his busiest time. So it pays to take care of any problems and dealer-required maintenance in the fall, before your craft is clutched by winter's icy grip.

I'm sorry to report that winterizing is more than just sloshing in some fuel stabilizer, draining the engine and adding antifreeze. Consider it to be a methodical process that runs from bow to transom. Because boats and engines differ, start by checking the winterizing/storage sections of your owner's manual if you still have one.

Winter air can be humid or dry, and both conditions can bring grief to vinyl or leather interiors, and our varnished wood. The big question has always been..."Do I store my Woody inside or covered outside?" I like inside without too much dry heat, and I watch the humidity level. I have never had a problem with drying out in 8 years. I like to take all of the interior parts (seats, etc.) off of my Chris-Craft, and store indoors if possible. I put my vinyl parts in the closet downstairs that doesn't get too much dry heat. Also..vinyl cleaners and protectants, available in gels and sprays, can prevent your vinyl from drying out and cracking. More insidious is moisture that opens the door to mildew. More than one of my fellow boat owners has unzipped his boat, stored outside, in the spring only to find the interior looking like a science project with mold and

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Winterize continued from page 4)

mildew everywhere. The fix here is to vent your boat cover for good airflow to minimize trapped moisture. I believe NEVER SRINKWRAP! wooden boats. Mildew sprays are a big help, as are chemical dehumidifiers that pull excess moisture from our damp Pacific Northwest winter air.

Not content with just getting cozy with your interior, moisture likes to do other nasty things, like corrode your on-board electronics, electrical system, and painted engine. If your wiring is of the non-marinated variety, it's especially prone to corrosion that can cause shorts, blown fuses and a big migraine - with a large service bill to match. Remove any electronics that you can, and let them winter in a kinder environment. Then, spray all exposed electrical connections with a moisture-displacing lubricant. Now is also the time for a thorough cleaning of all brightwork and chrome, vacuuming/washing of the linoleum and sole, and a general overall grime-busting expedition...bottom included

Motor Matters

Winter's biggest dangers to engines are freezing, corrosion and fuel degradation. Lift the engine hatch, or doghouse and check for such problems as frayed or loose wires, connections and clamps. Check the condition of all hoses and replace those that are mushy or that show cracks. Check the condition of the belts and adjust the tension if necessary. Touch up any paint nicks to prevent corrosion. Run the engine up to temperature and change the oil and filter. *VERY IMPORTANT* to change the oil in the fall...we don't want to leave corrosive, dirty oil in our old, antique engines until June!

Flush the engine with fresh water. Some engines have an attachment for a garden hose to make the job easier. Otherwise, use a "Fake Lake" (looks like a plunger) to flush lake water from the motor. Always draw from a garbage can...do not hook straight to a hose bibb. Then idle the engine when flushing, making sure it doesn't overheat, until the water flushes clean. Remove all necessary plugs and drain water, even a small amount of water left in the engine can freeze and cause big damage. Inboards and stern drives require refilling with propylene glycol antifreeze (I use RV anti-freeze indoors) to prevent small ice pockets from forming, which can crack the block.

Hello McFly! Gasoline breaks down in storage - the lighter fractions evaporating off and the heavier ones forming a jet-clogging and injector-sticking varnish (not the good Epifanes varnish!). The degrading action can begin in as little as two weeks, and the fuel's octane rating decreases in the process. Add fuel stabilizer to the tank and idle the engine for 10 to 20 minutes to distribute stabilizer throughout the system. In the spring I like to add to the tank with some Hi-test gas to offset any octane loss.

To protect engine internals from rust and corrosion, remove the engine/carb flame arrestor and spray fogging oil down the carburetor with the engine running. Shut off the fuel supply - either with the fuel valve or by pinching off the fuel line - to burn up the remaining fuel in the carb/fuel-injection system. When the engine stops, pull the spark plugs and squirt some fogging oil into the cylinders. Rotate the engine a few times for a good oil coating and reinstall the plugs. An alternative is to disable the ignition coil wire and crank the engine while spraying fogging oil down the carb. I also like to drain the fuel bowls on my old Zenith carbs.

Fogging oil is relatively sticky, and there's a possibility of it hanging up an injector if it's used on newer fuel-injected engines. To be on the safe side, use two-cycle oil instead of fogging oil, following the above procedures. Also, add some two-cycle oil to the fuel along with the stabilizer.

On old engines, the main jets in the carb are so small that even a tiny amount of fuel left in the carb can gum them up. You need to remove the carb drain plug to extract all of the fuel. I didn't drain my two Zeniths for a few years and now I am rebuilding and cleaning them on my bench! Doh! I like to keep all of the drain plugs zip tied to the steering wheel, with notes on where they go, for easy installation in the spring.

If you're conscientious about winter maintenance, your reward will be a quick launch in the spring - instead of time spent stuck on the trailer. See below for a checklist of items to check, before putting your prized baby away for the season. So Git-R-Done! and I'll see you on the water!

Terry "Bone Daddy" Deems

1	<input type="checkbox"/> Add gas stabilizer (Sea-Bil)	14	<input type="checkbox"/> Drain water from Sea Strainer
2	<input type="checkbox"/> Check plugs, wires, rotor, cap	15	<input type="checkbox"/> Check engine coupler alignment
3	<input type="checkbox"/> Check belts, adjust tension	16	<input type="checkbox"/> Check/replace sacrificial anodes (In Salt Water)
4	<input type="checkbox"/> Check hoses (Especially Water Intake!)	17	<input type="checkbox"/> Fog engine
5	<input type="checkbox"/> Clean fuel screens on fuel pump, replace fuel filter	18	<input type="checkbox"/> Check steering box fluids
6	<input type="checkbox"/> Check shift/throttle cables and settings	19	<input type="checkbox"/> Touch up nicks and scratches on varnish and paint
7	<input type="checkbox"/> Lube shift/throttle cables and linkages	20	<input type="checkbox"/> Check propeller for damage
8	<input type="checkbox"/> Flush cooling system (If closed loop)	21	<input type="checkbox"/> Check navigation and stempole bulbs
9	<input type="checkbox"/> Drain block, manifold, circulating pump and coolers	22	<input type="checkbox"/> Grease water pump caps
10	<input type="checkbox"/> Fill block, manifold and circulating pump with RV antifreeze	23	<input type="checkbox"/> Spray electrical connections with moisture repellent
11	<input type="checkbox"/> Change Tranny fluid	24	<input type="checkbox"/> Spray entire engine with anticorrosion treatment
12	<input type="checkbox"/> Change oil and oil filter (Before putting away!)	25	<input type="checkbox"/> Check fuel lines
13	<input type="checkbox"/> Drain and clean Bilge	26	<input type="checkbox"/> Remove battery and recharge if necessary store inside in cool place, trickle occasionally



Woody Boater - "Growing On Line"

In October 2007 Matt Smith, an ad agency executive from Virginia decided to create a simple Blog site to share the restoration of his 1941 19' Chris-Craft Custom Barrelback with the wooden boat hobby – and Woody Boater was born. A *Blog* (a blend of the term *web log*) is a type of website or part of a website. Blogs are usually maintained by an individual with regular entries of commentary, descriptions of events, or other material such as graphics.

At the time, there was no real website where wooden boat enthusiasts could go to communicate or stay in touch with the news from the hobby. So Matt began to post stories and information on the blog site once or twice a week, with no particular schedule or agenda, just "Talkin' Wooden Boats."

Woody Boater slowly caught on with the wooden boat community and quickly became a Daily blog site, offering news and information about the hobby.

I first learned about Woody Boater while attending the 2009 Sunnyland Chapter ACBS Wooden Boat Festival on Lake Dora in Tavares, Florida. Matt encourages everyone and anyone to send him information, stories, photos, related to the hobby that he can publish on Woody Boater and share with the rest of the community. Later that year, I was planning to attend the Lake Tahoe Concours d'Elegance in California, so I e-mailed Matt to ask him if I could submit a story from Lake Tahoe for Woody Boater, and that's where it started for me. In 2009 I had the good fortune to attend seven antique & classic boat shows mostly around the Pacific Northwest and submitted reports from each show which were successfully published on Woody Boater. At the time, the existing Woody Boater viewers from the west were happy to get the coverage for their events.

A blog site's / website's activity and popularity is measured in hits, or what's known as *unique page views*, and the traffic (hits) can be monitored daily by the blog site owner or editor. The term *unique page view* means that if you log in to the site once or 5 times a day, it's still only recorded as one *unique page view*. So, for example if the site receives 300 *unique page views* (hits) in one day, that translates into 300 individuals visiting the site. In the early days of Woody Boater, it was averaging around 300 to 500 hits a day, and on high traffic days when a major news story was published, or live boat show reports came in, traffic reached as high as 700 hits per day.

As Woody Boater continued to grow, the small blog site was no longer able to handle the high volume of hits and in 2010 Matt upgraded the site to an actual website, with the necessary technology, dedicated server, etc to handle the high volume of traffic, which was again upgraded early in 2011 to what you see today.

The growth of Woody Boater has been amazing, and currently averages around 5,000 to 7,000 *unique page views* (hits) per day, every day, seven days a week and is expected to see over 2.5 Million hits in 2011. We have to also remember that our hobby is small, when compared to other similar hobbies.

We often refer to Woody Boater as a "Water Cooler" site, a place where fellow enthusiasts can tune in while enjoying their morning coffee or after they check their daily e-mails for a short story or update from a boat show, etc. When we reach out to our daily viewers for input on the website, the feedback we receive is that they like the fact that they never know what's going to be the "story of the day", and they enjoy that style of reporting. So our challenge at Woody Boater is to produce daily stories that that are fresh, and in some cases "same day" breaking news that keeps folks in the hobby informed.

Matt always says, "Hey, if you want to know what type of screw to use for your rub rail, or what the correct color of stain should be for your runabout, you can find that on the Chris-Craft Forum or on Don Danenberg's Forum... We don't have that expertise or knowledge". "We simply like to report the news from a boat show, an auction, someone's fresh boat restoration or an unusual item for sale on eBay, that's what we do best."

We strive to publish the time sensitive stories as quickly as possible, and these days with the Internet and wireless technology it's amazing what we can do. For example, a few months ago Matt was attending a small wooden boat show in Lake Greenwood, NJ and witnessed the

(Continued on page 9)

PLEASE SAVE THIS DATE

Annual General Meeting Elections & Christmas Party

Enjoy cocktails & dinner overlooking the river!



TEMPLIN'S RED LION RESORT
414 E. FIRST AVENUE

Date: 12/10/11 Time: 6:00 PM
PLEASE R.S.V.P. BY..... 12/01/2011

For hotel reservations: 208-773-1611
SPECIAL ROOM RATES ~ MENTION:
"Inland Empire ACBS"
(Rates: \$72.95 Riverview..\$82.95..Suite \$119.95)

Cocktails.....

6:00 PM

Dinner.....

7:00 PM

CONTACT PERSON:

Linda Zwarg

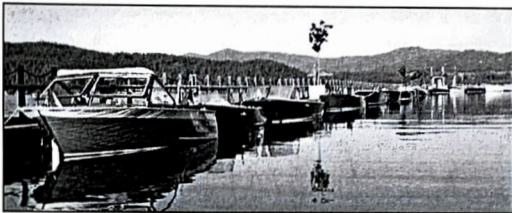


INLAND EMPIRE
A.C.B.S.



26th Annual Coeur d'Alene Wooden Boat Show and Inaugural Regional Antique and Classic Boat Society Chapters Classic

One of Coeur d'Alene's most popular summer events, The Coeur d'Alene Wooden Boat Show, at the Coeur d'Alene Resort Boardwalk was extra special this year being the first ever ACBS Regional show. This year's show was a combined effort of all six chapters of the ACBS in the Pacific Northwest region; the Inland Empire, Pacific Northwest, Columbia Willamette, Okanagan, Payette Lakes, and the Big Sky Chapters. The idea of a regional show was locally spawned in an effort to share resources and venues with the added benefit of growing camaraderie between ACBS members that live in regional areas. This concept could not have had a better start than right here in our area with the world class venue



over at the Coeur d'Alene Resort Boardwalk and over 80 of the most beautiful classic boats. After a couple of mid week pre-events the Resort Boat Shop hosted a very informative symposium where we learned how to replace a plank and the nitty-gritty about finishing from the experts. Friday evening brought a wonderful get together down at the dockside where we had a "Welcome aboard" party with live music while watching the sunset over the beautiful marina. Saturday morning (EARLY) a few of the hardy crews boarded their boats and ran across the lake for very peaceful ride over to the Coeur d'Alene Resort Golf Course for some treats and photo shoot. The day continued with record crowds visiting the boardwalk to see the classic woodies and watch the Vintage Hydroplanes recreate the historical Diamond Cup Hydroplane races. The day finished with a great dinner and awards dinner mc'd by BK Powell. Sunday finished off the activities with more boat show and Hydros.

The Awards were:

- Best of Show** "Jennifer II" 1938 17' Chris-Craft Deluxe Runabout Don and Jennifer Vogt
- Best Runabout** "Happy Days" 1952 19' Chris-Craft Racing Runabout Ed Alexander
- Best Utility** "Uncle Bob" 1963 21' Yandt Utility Ron, Wes, Jane and Sue Yandt
- Best Chris-Craft** "Jennifer II" 1938 17' Chris-Craft Deluxe Runabout Don and Jennifer Vogt
- Best Century** "Jazzy Lady" 1940 20' Century Utility Sedan Dick and Louise Werner
- Best Preserved** "Killer" 1942 20' Chris-Craft Custom Runabout Steve and Linda Zwarg
- Best Restoration** "Twin Finn" 1959 Chris-Craft 21' Continental James and Cyndi Atkinson
- Best Cruiser** "Katherine" 1947 25' Chris-Craft Express Cruiser "Red & White" Jim Busby
- Best Contemporary** "Jeffe" 2009 34' Coeur d'Alene Custom Wood Boats Jerry Gilbreath
- Best Engine** "Babe" 1947 19' Chris-Craft Racing Runabout Tom Addis
- People's Choice** "Uncle Bob" 1963 21' Yandt Utility Ron, Wes, Jane and Sue Yandt
- Skipper's Choice** "Vanna Mae" 2011 Hamilcraft Denny & Sue Hamilton



("One Particular Harbour" Continued from page 3)

however, prior to our purchase, it had been owned by a gentleman in Vancouver, BC for over twenty years. He had a complete restoration of the boat ("Brown Sugar") done in 1988. Shortly thereafter, the boat was vandalized, and the owner put it in storage for nearly twenty years. It was from his estate that the Middleton Brothers in Kelowna purchased the boat.

During the spring of 2008, the initial restoration was completed for us in Kelowna. This included adding the middle seat, three wooden storage cupboards, the green vinyl and flooring, the swim grid, and a new 350 cubic inch, 5.7 liter Mercruiser engine - replacing the "temperamental" original Chrysler straight eight engine.

Being a "Parrothead" fan since college days, we renamed "One Particular Harbour," after my favorite Jimmy Buffett song title. The Shepherd was delivered to Coeur d'Alene late in the summer of 2008 and settled into its new home at our lake place. Further mechanical work and wood repair has been done the last three winters by the Coeur d'Alene Resort Boat Shop.

We have enjoyed meeting fellow ACBS members and participating in the Coeur d'Alene wooden boat show the past two summers. Shepherd boats were built in Ontario, Canada so there are relatively few of them in the northwest. The boats were designed for use on the Great Lakes and they are a bit of a novelty with their high freeboard style. Hopefully, One Particular Harbour will be a fixture on our Lake Coeur d'Alene for many years to come. Mike Wilson

2011 Event Calendar

Oct	1-2	Mahogany & Marlet Boat Show and Hydroplane Races Lake Chelan Washington	Jon Courtright	chelanvintageboats@yahoo.com
	21 Friday	IEACBS Board Meeting (5PM social Hr Meeting 6PM) Onion Restaurant 302 West Riverside Avenue Spokane	Michael Boge	mountainfever1@frontier.com
Nov	17	IEACBS Board Meeting (5PM social Hr Meeting 6PM) Iron Horse Restaurant 407 E. Sherman Avenue Cda	Michael Boge	mountainfever1@frontier.com
Dec	10	Christmas Party, General Meeting and Board Meeting Location To Be Announced		

Please remember that the board meetings are open to all members and you are encouraged to attend. There is always a short social hour before the meeting to get to know one another and comraderie. Please bring your ideas, concerns, questions and be involved.

(Woodyboater Continued from page 6)

unfortunate sinking of a fellow's Greavette utility. The owner and his dog got out of the boat and were safe, and the boat quickly went down. Matt was in the area on board another wooden boat, snapped a few photos of the event with his iPhone and emailed them to me from the lake. I was driving down the highway on a business trip, but pulled off the road in an area that had WiFi access, and we had the story published on Woody Boater within minutes of it happening. Our intent was certainly not to celebrate the boat sinking, but to simply remind folks how quickly something like this can happen and to always be prepared.

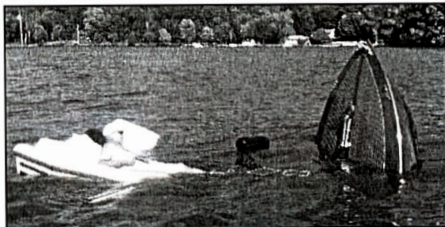
We often receive controversial information about a questionable dealer or restoration company, but choose to stay clear of those subjects. We feel that our readers visit the site to take a five minute break from their daily routine, just to have a chuckle or learn what their fellow Woody Boaters around the country are doing that day with their classic boats. Woody Boater is meant to be a "feel good" site not a National Inquirer site.

As Woody Boater grows, so do the number of fellow Woody Boaters like Wes Yandt, who sent us daily updates and photos from the recent Priest Lake Dry Rot event which was a big hit on the web site throughout the weekend.

Behind the scenes it's often chaotic, as we often don't know what the next day's story will be, or who will be doing it and that's what helps to keep it fresh. That also leads to some late nights and early morning thrashes at the computer to get the stories out the next day, but that's all part of the fun.

Since day one, one of our biggest fans has been Inland Empire Chapter member Don Vogt from the Seattle area who spends his summers at Hayden Lake. Don tells us he enjoys sitting out on his dock in the morning with his iPad reading the daily story on Woody Boater... Sounds like a good reason for me to get down to Hayden Lake and do a story on Don and his passion for the hobby.

Woody Boater is slowly becoming one big community of viewers, in some cases creating cyber friendships on line and then eventually getting together at a boat show or related gathering. It's fun to meet them for the first time and share each other's experiences and stories from the hobby, and after all, it's the people that make Woody Boater the success it's become. You can check us out at www.woodyboater.com and if you have a classic boat story that you would like to share with the world, let me know. - Texx



(Sandpoint Continued from page 1)

better. Saturday was a great day of boat show activities culminating with a wonderful awards dinner on Cold Water Creek Bridge. Sunday we Brandon Moon treated us to a very creative Fun Run that took us down the river to Dover Bay for lunch.

2011 Award Winners:

BEST OF SHOW – "THE UNCLE BOB"

Ron, Wes, Jane, Sue Yandt
1963 20' Yandt

BEST RUNABOUT – "SHADY LADY"

Tim & Deb Salt
1955 22' Chris Craft

BEST ENGINE COMPARTMENT – "KILLER"

Steve & Linda Zwart
1942 19' Chris Craft

BEST UTILITY – "END OF THE LINE"

Paul & Karen Harrison
1946 22' Garwood Sedan

BEST CENTURY – "ROB-YOUR-DOUGH"

Tom & Betty Robideaux
1958 Century Coronado

BEST OUTBOARD – "FLYER"

Doug & Roberta Brooke
2010 – 1930 Bruce Cardall

BEST NON-PROFESSIONAL RESTORATION – "VANNA MAE"

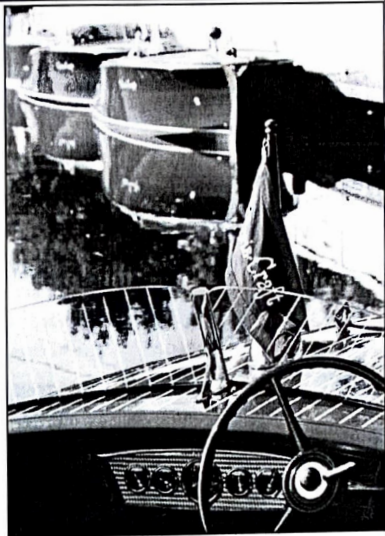
Denny & Sue Hamilton
2011 Hamilcraft

PEOPLE'S CHOICE – "VANNA MAE"

Denny & Sue Hamilton
2011 Hamilcraft

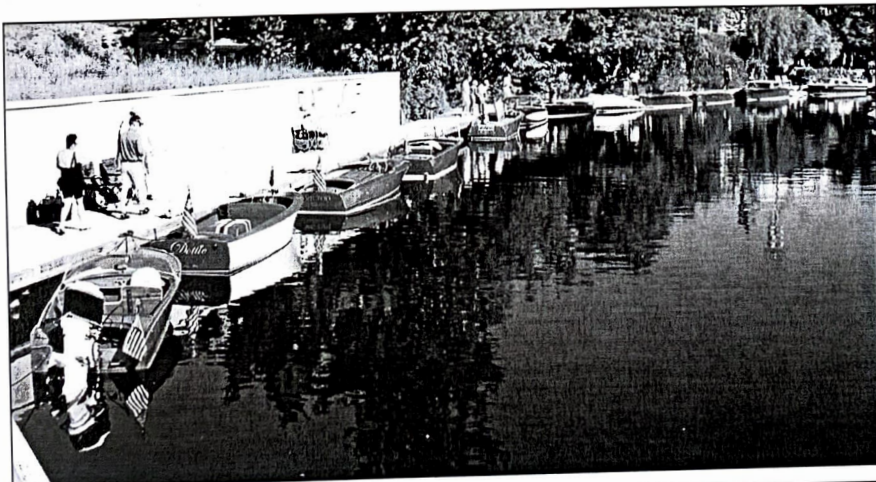
SKIPPER'S CHOICE – "THE UNCLE BOB"

Ron, Wes, Jane, Sue Yandt
1963 20' Yandt



2012 Sandpoint Chair Announced

The Inland Empire chapter of the ACBS Board has selected Kathy Fair to be the 2012 "Classic Boat Festival" show chair person. We are all very excited to welcome her aboard and can't wait to see her ideas for next years show. She will be looking for volunteers so if you'd like to pitch in next year please get a hold of on of the board members so that they can pass the message on. We will have more information in the next Scuttlebutt about the plans for next year.





Priest Lake Dry Rot Show & Parade

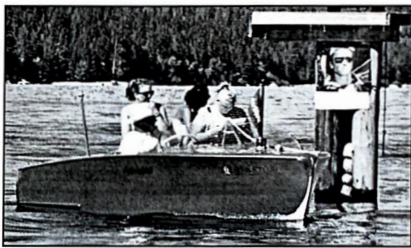


"The Dry Rot" by Laura Boge

I think the weekend turned out to be the best Dry Rot Weather weekend ever!!

Friday: Events started with a Spaghetti Feed and our own DJ... Bone Daddy Deems. It was a great time. There were approximately 76 people there. Danced until 10PM!

Saturday: 30 Boats attended the Poker Run...which started at Blue Diamond Resort. The water was smooth and the wind was not present!! Beautiful Day.... warm and smooth. The BBQ started at the Werner's cabin at approximately 6:00 pm. Over 90 people attended. Dinner was catered by the Longhorn BBQ. Evening ended with Smores over the fire.



Sunday Morning Show @ Elkins Resort: We had 43 boats attend this year. There were at least 4 boats from California. We had several new boats there this year too. Elkins had all the available docks ready for the show this year. Also had the biggest amount of spectators we have ever had. There was a great "Dry Rot Breakfast Buffet" too.



Dry Rot Parade to Hills: Spectacular Parade this year too! As far as I could tell there were all of 40 boats in the parade. People came down on the docks and took pictures and waved. We reached Hill's Resort around 1 PM.

Hill's Gin Fizz & Dry Rot Awards: I have to say "I don't think I have ever seen more people attend the Gin Fizz. It was a Beautiful Day and Beautiful Weather. The "Dockwalkers" Award went to Werner's 1940 - 24' Chris Craft Cocktail Cruiser "Mint Julip". There were so many people on the docks looking at boats that the dock was sinking under the weight.

Monday Breakfast & Cruise: Monday started with a great breakfast at Werner's and then approx... 30 boats headed to the Upper Lake. Smooth flat water was another welcome site. As we approached our destination we were surprised by two sea planes on our beach. It was quite a treat to park under their wings & watch them take flight & leave.

Michael & Anavel brought firewood and hosted a hot dog roast for all. Everyone had a great time roasting dogs and marsh mellow.

We didn't have very many Inland Chapter members there!! Hope you all come up next year..... it was the best Linda Zwarg.



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.

.....
Arlon Hibbert's

"THE OTHER WOMAN"

It all started in early 1973 when I bought a 1947 16' Garwood Ensign. My family and I used it for 5 years before the bilge pump failed one afternoon while water skiing with my daughter. After barely getting it bailed out and back on the trailer we finally got it home where it sat in storage for 28 years before I finally decided it was time to restore it. I started restoring my boat in the spring of 2006, since I was partially retired I had a lot of time for the boat. Now I didn't neglect my wife mind you. When I retired, she didn't want me home all the time anyway. You know, like one of her friend's husband, in his boredom, he rearranged her recipe book!

A boat is a girl. A boat needs a name. I wondered what I would name it. We teased each other a lot. I always had a hobby in the evenings. I built things outside, a garage, bridges, a grape arbor, a covered walkway for her vast yard, helped build flower gardens, etc. But I always came in from my model railroad, or my model planes, etc. by 9 PM and spent the last hour and a half before bed with her. Talking, rubbing her feet, laughing, watching TV. So one day she teased me and said, "You spend more time on that boat than you do with me." Now I had my name!!

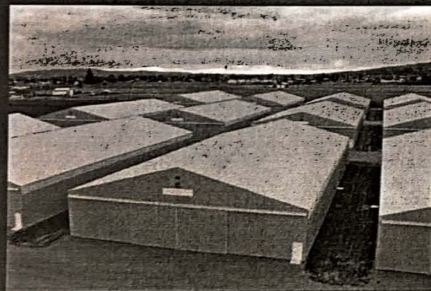


A Picture is Worth 1000 Words. Circa 1926 taken at Arrow Point on Lake Coeur d'Alene: The Greyhound, The Attaboy and 4 other Yandt Boats. From the Robert Yandt Collection



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Seafaring Words in Everyday Speech

Pooped—The word *pooped* derives from the Latin word *puppis*, meaning the stern or aftermost part of a vessel. A ship is said to be "pooped" when a wave breaks over her stern as she is running down wind. This circumstance is extremely dangerous to the vessel which is thereby exposed to the risk of having her whole stern beat inwards, and of course founder or be torn to pieces. The nautical term has washed into the English Vernacular in a big way. The word *pooped* is used to describe a person who has taken a figurative beating and is overwhelmed by exhaustion.

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



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





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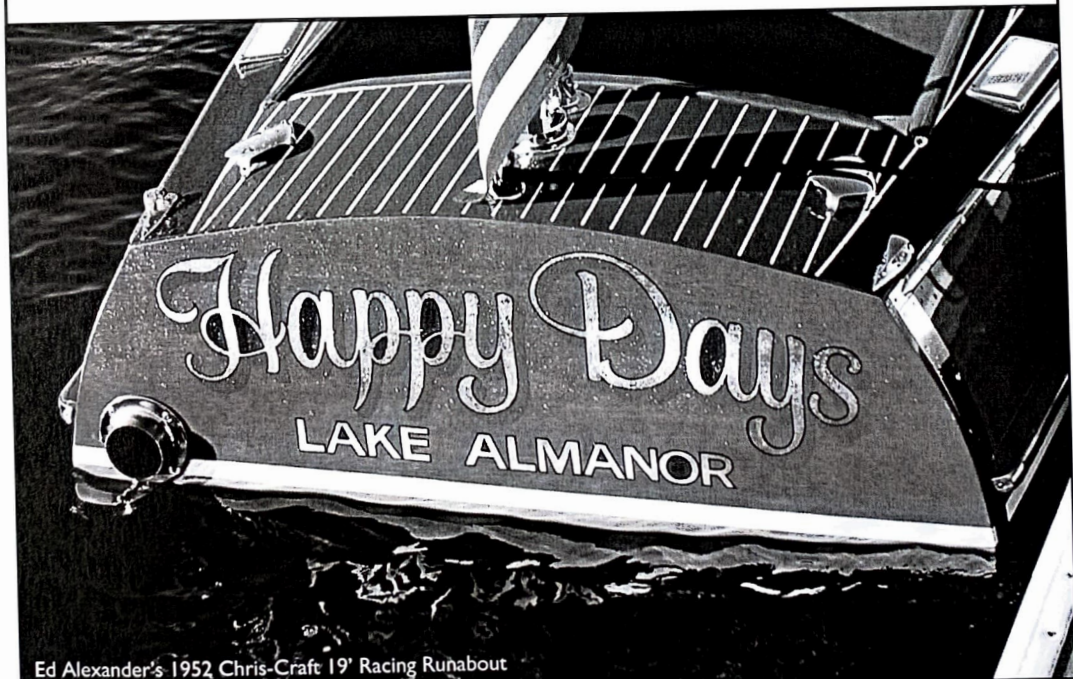
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