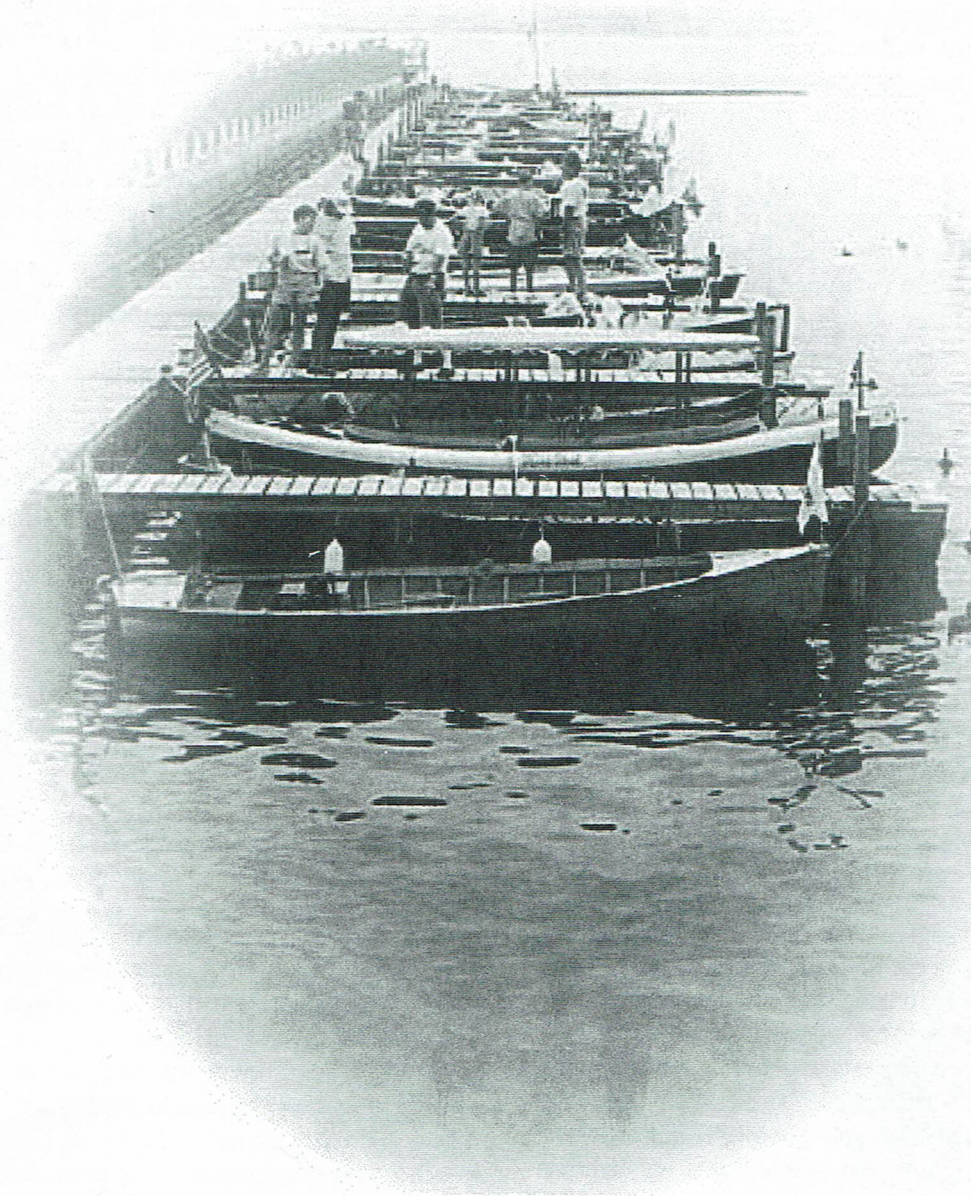


BRIGHTWORK

NEWSLETTER OF THE FINGER LAKES CHAPTER.
THE ANTIQUE AND CLASSIC BOAT SOCIETY INC.



VOLUME NUMBER 10 ISSUE NUMBER 1 MARCH 2000

BRIGHTWORK

Newsletter of the Finger Lakes Chapter, The ACBS Inc.

March 2000

If you win the rat race you are still a rat...

Editor's Note

First note of importance, everyone seems to agree with my husband, my Weekend in Paris font was hard for tired eyes to read. You will note I have abdicated in this respect and am now using a boring standard font. Next, I will include more pictures in future issues, if the members provide them to me, otherwise you will quickly tire of the Fetridge-Marsden family album shots. Thank you to those of you who communicated your comments to me, they were carefully assessed and addressed.

My husband Rick and I attended the NYC boat show in January and found only a few exhibits of any real interest to us. The first was the NYS Canal Corporation's which was conveniently the first booth encountered upon entering the show. The booth was extremely busy and was definitely an attention getter as it was one of only a handful of booths that were not completely made up of Tupperware boats. There were a couple of booths that were promoting dory styled wooden sailboats/rowboats, but nothing remarkable. The other booth where we ended up spending a great deal of time, was sponsored by the Lake George Antique Boat & Auto Museum. They had a Chris Craft runabout and a canvas canoe on display. They were well located for their purposes, next to the display of artifacts from the Andrea Doria. It would have been great if ACBS could have had a presence at the show.

Each issue I will try to include at least one new entry to keep things varied and interesting. This month it is a crossword puzzle. If you have any topics you would like to discuss, please send me your editorials.

Many thanks have to be given to my husband for his tolerance and help in producing this newsletter. His input tempers my desire to express my rather controversial views. Also I want to thank those of you who provide me with additional information and viewpoints for articles.

Don't forget to look for Rick's name in the film credits of the Grammys!

In this issue...Calendar of Events, Buy, Sell or Trade, Barber Motors, Summary of Chapter Happenings, Request For Volunteers...

Internet Corner

The chapter's website gets busier all the time and as a result we are busy answering people's questions and requests for more information. These include everything from hotel suggestions for the show to help in identifying boats or locating ones they used to remember. We can definitely use help in answering these requests, so if anyone would like to handle the chapter's email let us know. In the meantime here are some of this quarter's excerpts and suggestions to check-out.

From Bernie Clapp "Mother of All Maritime" links
<http://www.cyber-dyne.com/~jkohnen/boatlink.html>

From Dick Merrill, Wilmington, DE

Hi, I've been surfing around tonight and came across your great site. As I grew up in the Finger Lakes, (arrived 1939, left for school in 1948) your membership seemed like a great place to ask! ...If anyone had any drawings of the old Ben Reno Boat. I can remember my grandfather repairing with hand tools a boat that he acquired, and then having hours of good fishing up and down Keuka Lake. He told me that it was the very best one man trolling boat ever built. Now I'm a great grandfather and would like to build a cedar strip plank replica of this great boat. Can anyone help me? 302-994-0390 pacopat4th@aol.com

Publication Information & Rates

Brightwork is the quarterly newsletter of the FLC of the ACBS and is published for the benefit of the chapter members. Publication dates are March 1st, June 1st, September 1st, and December 1st.

Questions, articles for publication, letters to the editor, etc., should be sent to Wendy Fetridge, P.O. Box 224, Lanesboro, MA 01237-0224 or wendy@berkshiretv.com Commercial & non-commercial ads should be sent to Dick Sherwood, 1734 Lake Road, Webster, NY 14580 or call 716-265-1518 or email FLCboats@aol.com Ad rates are: Full Page \$100, Half Page \$50, Quarter Page \$25, Eight Page \$15, Business Card \$10. Rates are per issue. Members may include b&w classified ads without charge.

“Thanks for electing me” Note

To the Finger Lakes ACBS membership: Re: Wow! I am a director. Thank you.

All my life I have been doing some sort of wooden boat thing. In 1957, when wooden boats were decidedly out-of-favor and very uncool, I was sanding and varnishing the family 16' Lyman while reading brochures for the new Glastrons. Things got better when I was sanding and varnishing my very own 8' pram, especially after talking my dad into a motor which stupidly over powered it. Along the way, Steve White, taught me to drive his 1940-something Chris Craft runabout and to water ski. (On wooden skis of course) Steve's parents thought it was great because, “Steve couldn't get into trouble with that little kid around.” Soon, my head and my little racing pram were turned to shore by two teenage sisters in bathing suits. It turned out their dad had a Century Coronado, and no sons. (I was in love.) What could I do except help him out, by taking the girls for boat rides? When I was 17, I lied to Peter Wiles Sr. about my vast knowledge of wooden boats, and he gave me a job sanding and varnishing the Dartippin. I can't say for sure, but I don't remember doing any damage that wasn't fixable. The very next year, Peter bought the Pat II and the Stinson Boat Line. Once again I was sanding and varnishing. I did wooden boat things for Mid-Lakes for years. Mostly sanding and varnishing in the spring, piloting the dinner cruise and fabricating the narration on the summer tours. (They still keep my license intact, although they don't allow me to give guided tours, as I still tell too many lies.)

A bunch of years and kids later, I was contemplating my pending 50's crisis. I considered the costs & benefits of wooden boats vs. say a mistress and decided wooden boats would be cheaper. Perfect, they are nostalgic, innocent, require lots of time sanding & varnishing and don't cost too much to buy. (Ha!) Here the story is kind of cool. The first one I found was a 1957 Lyman, just like my dad's. A week later I found a Glastron GT160, just like the one I salivated over when I was sanding and varnishing the original Lyman. Two weeks after that, I found a 1956 Century Coronado with a huge Cadillac engine. Indeed they were all cheap to purchase, so I bought them all. Three weeks, three boats, what more could I have asked except how much it would cost to fix em all. I named the Coronado after my wife's old boyfriend (sexism ha!) Now we can be found all summer

cruising endlessly in circles, looking for strangers to give rides to & to listen to my stories about wooden boats.

By the way, thanks for voting me your new Director. I promise to take your wooden boat more seriously than my own. Curt Feldmann

Who's At The Helm?!

FLC President

Roger Townsend 315-635-9695

Co-Vice Presidents

Diane Schwenke 315-675-9755

Dana Ritchie (E)617-275-6521 (D)781-275-3306

Treasurer

Shirley Marsden (E)315-253-7505 (D)315-252-9506

Secretary & Membership

Dick Sherwood 716-265-1518

Directors

Bernie Clapp 315-625-4568

Bill Gregory (S)315-685-7646 (W)602-981-2883

Steve White (E)315-685-0252 (D)315-685-7733

Curtis Feldmann (E)315-685-6936 (D)315-498-6700

Directors-At-Large

Jeff Schwenke 315-675-9755

Ron Svec (E)607-657-2748 (D)607-755-3779

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DOUG'S FISH FRY

in Skaneateles does none of these.

Board Meeting Highlights

Membership was at 202 as of the beginning of 2000. This will no doubt change with the renewal process. A way of increasing membership has been suggested by Bruce Hall. If FLC members considered giving gift memberships (first or secondary), our chapter's size could increase significantly. So when considering a gift for your boat loving friends or relatives, think ACBS membership!

BSB Bank & Trust is the official sponsor of our annual boat show. We appreciate their continued support.

Dennis Honeywell is planning to bring a Morgan Hacker to the FLC Boat Show this summer. He will be offering free rides as part of a Morgan Hacker promotion.

There will not be an August picnic at Feikert's this year due to the Antique Boat Museum's Antique Race Boat Regatta in August.

Anyone looking for more info or the complete minutes, can contact chapter secretary Dick Sherwood.

Calendar of Events

- April 8th Combined Chapter Dinner
- May 13th FLC Volunteer Day at ABM
- May 27th - 28th NE Pennsylvania Boat Show
- June 3rd Dock Maintenance Day
- June 10th Put In Docks at Skaneateles Lake
- July 15th - 16th Wine Country Boat Show
- July 28th - 30th FLC Annual Boat Show
- August 4th - 6th ABM Annual Show - Clayton
- August 11th - 13th Manotick Boat Show
- September 9th - 10th Niagra Boat Show
- September 23rd Take Out Docks

Details Of Calendar Items

April 8th at 5:00pm join us at the Ramada Inn, Geneva, NY. Wine Country, Niagra Frontier, Thousand Islands, Adirondack & Finger Lakes Chapter members are all invited for the annual "Can't Wait For Boating Season" Dinner. It is a great time to enjoy friends' company and swap stories inside where it is warm and dry. Also there aren't any pressing issues to distract you (the difficulty with Boat Shows, if only the brass would polish itself). Tony Mollica will be the guest speaker, sharing the rest of the Garwood story. Cash bar starts at 5:00pm, with dinner at 7:00. Dinner is \$24/person with

two entree choices: sliced top sirloin with mushrooms or filet of sole with crabmeat and scallop stuffing. Mick Griffin of NFC is in charge of the event. You may mail or phone your reservations to him at 16 Old Farm Road, Orchard Park, NY 14127 or 716-662-1949. To reserve rooms for overnight stays, call 1-800-990-0907.

May 13th is FLC's volunteer workday at the Antique & Classic Boat Museum (ABM) in Clayton, NY. This is one way the chapter gets to give back to the "wooden" boat community, and have fun in the process. Lunch is provided and rides out on the St. Lawrence weather permitting. The day is filled more with comradery than hard labor, so reserve this date in your "doing good book".

June 3rd is scheduled for maintenance on the docks. June 4th will be the rain date. Please set aside a few hours to help us complete this important work. We will meet behind Bob's True Value on Fennel Street in Skaneateles. We will be building dock sections and painting the steel framework. Please bring your tools, screwdrivers and wire brushes, etc. As always many hands help it go faster. If you are uncertain about the weather, call Roger Townsend at 315-6635-9695.

June 10th we will be putting the docks in the lake. Please try to come and help us get everything ready for another summer of great boating fun. It is a great time to share stories of the winter's restoration projects.

Northeast Pennsylvania Chapter of ACBS, 9th Annual Boat show at Grotto Marina Rt 415, Harveys Lake, PA is on May 27th-28th. For more information contact Dr. William L. Nash III at 285 East Moyer Road, Pottstown, PA 19464-1534 or 610-970-5749 or Nashr455@aol.com or fax 610-323-9588.

The Finger Lakes Chapter's very own 22nd Annual Antique & Classic Boat Show in Skaneateles, NY. Situated at the foot of what can only be described as a quaint little village, complete with band stand, this is the prettiest location for a show. With the village shops and restaurants only 100 meters from the park and show docks, it is also convenient. Contact Arnie Rubenstein, 124 Pine Ridge Road, Fayetteville, NY 13066, or 315-446-8700 days or 315-637-8522 evenings; or Dana Ritchie, 2 Hillcrest Road, Bedford, MA 01730, 781-275-3306 days or 617-275-6521 evenings or dritchie@northeastbusinessys.com

Ottawa International Antique & Classic Boat Show on August 11th-13th at Hurst Marina, Manotick, Ontario. The Manotick Chapter proudly presents "Millennium Mahogany- A Century of Boating on the Rideau", The 25th Annual Show. This is the oldest annual antique boat show in Canada and one of the oldest in North America. It is also a designated 25th Anniversary Show of the ACBS. Along with the usual boat displays, there will be outboard motors and marine engines, antique cars and trucks, and local crafts and services. For further information, registration or hotel reservations, contact: Don Loken, MCBC Chapter, P.O. Box 948, Manotick, Ontario, Canada K4M 1A8, or 613-692-1540/0730 or dloken@ranaprocess.com

Revitalization & Regeneration: Canals For A New Millennium

A fall foliage cruise in conjunction with the World Canal Conference is in the works. Possible dates look to be Sunday, September 10th, in Rochester, NY or Friday September 15th, in Seneca Falls, NY. Either way plan to join New York State Canal Corporation and the Canal Society of New York for this exciting conference. Enjoy site visits, workshops and seminars on a variety of topics including economic development/resource utilization, history/interpretation, tourism promotion/recreation. The conference is from September 10th-15th. For more information, please email triversorg@acinc.net or write to P.O. Box 227, East Rochester, New York 14445.

Rookies Wanted!

FLC is doing something new at this year's show, (no I'm not talking about the steamed clams being served at the Friday night barbeque instead of at Saturday's banquet) they are adding Rookies to the judging lineup. So if you have ever thought about becoming a judge, are curious about the process, or just want an excuse to hang out with some of the most interesting people at the show, here is your chance. This year three Rookies will be paired up with their own judging team, and spend Saturday watching and learning the ropes. Anyone who is interested should contact Arnie Rubenstein to sign up. (For his phone number and address see above FLC show contact info.)

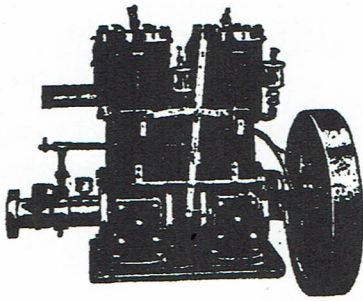
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President's Message

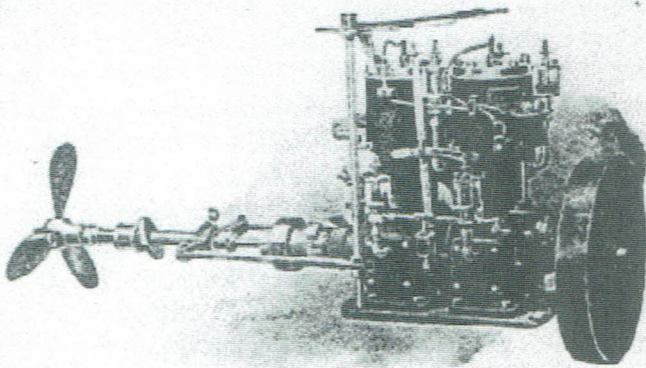
To me one of the most interesting aspects of being president of our Finger Lakes' Chapter is learning how the chapter operates. How it is able to run so many different functions and how its finances are handled. The answer to operations is fairly obvious, it takes a large group of very dedicated people to plan and carry out each and every function. This includes our Annual Boat Show, Annual Dinner, Winter Workshop, Special Cruise Events, Brightwork-Newsletter and so on and on. The matter of finances is not so obvious, but is very necessary to the health of our organization. We have our annual dues which is used to offset the cost of the newsletter, but does not fully cover the entire cost. There is a myriad of other expenses which have to be paid if we are to continue as a cohesive group. The main source of these additional funds are derived from our silent auction held in conjunction with our annual dinner meeting every January. This year the auction was one of the most successful, but it could have been better. This is where you can make a very significant contribution to the chapter. This year, some of the items receiving the highest bids were those made by chapter members as either part of a hobby they engage in, or made specifically for the auction. I believe many of you have skills that could produce an item that would fetch a good price at future auctions. You would not only help the chapter, but gain a sense of pride knowing someone else is interested in what you can do. I ask each of you to consider what you might be able to contribute for next year's auction and make it your gift to the Finger Lakes Chapter.

Thank you Roger G. Townsend



Barber Brothers-Syracuse, NY

A 1907 advertisement in GAS Power magazine indicates that Barber Bros. Had been in business for 22 years, thus dating the firm back to 1885. Just when the company began building engines is unknown. This photograph from 1907 illustrates a two-cylinder two cycle marine style, typical of the entire Barber Bros. Line. The company claimed their engine to be the simplest, cheapest, and most up-to-date engine on the market.



Old Marine Engines Of Central New York

As many as a dozen or more gas and steam marine engine builders flourished in Syracuse and surrounding villages prior to 1900 with most continuing after the turn of the 20th century.

Such an early and prolific marine engine builder began business as Barber Bros. In 1885, building steam engine boilers. Barber was one of the several firms in the city at the time occupied in the steam engine trade.

Barber Bros. Moved several times around town beginning business at 313 Lock Street. The firm appears to have entered the marine gas engine trade around 1899. Records show Barber was building gas engines for DM Tuttle Boat and Engine Co. in 1900, having shipped a total of 75 to Tuttle by September 30, 1900.

Barber again appears at 500 East Water and Grape Street in 1907. The 1907 Barber catalog states that Barber had been building Barber brand marine engines for seven years. A great debate of the time involved the virtues of two and four cycle engines. The Barber 1907 catalog emphatically states, "The two cycle type is one generally used for marine purposes, and the style we have adopted. It is much more simple and steadier than four cycle, and less liable to get out of order. A two cycle engine with the same size cylinder as a four cycle will give double the power at the same speed and is as economical as a four cycle for the actual power developed."

Barber makes the claim to have perfected the 3-port two-cycle design in 1901, although similar claims are sure to have been made by other builders. Multiple cylinder two stroke engines were not uncommon, (Barber illustrates a three and four cylinder model in their 1907 catalog). Other builders would soon follow a few short years later building high speed six cylinder 60 hp marine engines; Erd Motors Company, Elbridge Engine Company and Rochester Engine Company to name but a few. Even Johnson Brothers of Outboard Motor Fame in 1912 offered a number of "V" arranged 2-cycle motors. Johnson Brothers' model "D" was a 180 hp V-12 weighing in at 615 pounds and priced at \$3,400! Records show two of these monsters were installed in a hydroplane, Black Demon III, raced at Chicago. Just imagine the sound!

Returning to Barber Bros., we find their engines primarily fired by (spark plug) battery jump spark ignitions, then a common system for most inland marine engine builders. Coastal manufacturers tended toward a make and break ignition system which relied on mechanical contact within the cylinder to provide sparking for combustion. Coastal users preferred this system because it was least prone to corrosion by sea salt and was more or less immune to wetting in rough waters.

1907 carburation on Barber engines appears to be no more advanced than competitive builders, (systems of the day proving very rudimentary and often troublesome). Barber claims to regulate gasoline flow while leaving air flow to the engine constant.

Barber offered two versions of a reversible pitch propeller system for speed and direction control, (one mode alone specifically for their single cylinder engines). Individual blades on the 3 blade unit could be easily unbolted and replaced when damaged.

Barber Bros offered 23 different models in their 1907 price list. Models ranged from the single cylinder 2 hp engine weighing 165 pounds and priced at \$232 with reversing propeller to a mighty four cylinder 60 hp engine weighing 1500 pounds and priced at \$1,860 with reversing propeller.

Testimonials were an interesting part of Old Marine Engine catalogs. Barber's 1907 catalog is no exception. A photo shows the auto boat Papoose at Alexandria Bay, NY equipped with a four cylinder Barber 32 hp motor at 23 mph. This hull had a canoe like bow and was 40 ft. long and only 4 ft. wide! Normal engine speed for all Barber models did not exceed 500 rpm. George bolt's 30ft. PDQ was listed equipped w/ a 3 or 4 cylinder 24hp Barber achieving a "mind numbing" speed of 18 mph!

Barber's engines, as many other manufacturers' models of the time, came equipped with shaft, propeller, batteries, spark coil, stuffing box, muffler, switch, extra plugs, gas strainer, battery connections, spark wire, and extra batteries for multiple cylinder configuration. A 12 hp model was added to the 1907 line up. Two cylinder models ranged from 5 to 40 hp. Lubrication of the motor bearings was accomplished by sight glass drip feed oilers as a supplement to the usual gas mix of 1 pt. oil to 5 gallons gasoline.

Speed control became more modernized by 1925 with the use of fuel and air throttle control. All piping and attachments were nickel plated with iron components such as cylinders painted with 2 coats of hand rubbed enamel. A high speed 3-cylinder engine was shown in the 1925 catalog, (a light weight engine with a great deal of aluminum used in construction).

Shortly after this period of time, Barber Bros. Appears to have sold their business to Henry and William King. The Kings were previously involved with their Wonder Gas Engine Company, (also an early Syracuse marine engine manufacturer). King bros. Were located at 429 East Water Street. No mention has been found of King Bros. beyond 1931 and this previously successful marine engine manufacturer appears to have succumbed to the ravages of the depression.

Article submitted by Bruce Hall, FLC Member

Thank You From Brats

FLC received a note from Mary Barbera of the Bridge House Brats. They are planning on using the \$50 donation from FLC for the purchase of a new refrigerator.

Ship's Store

Looking for the perfect gift for someone with the antique or classic boat disease, then call Ron Svec at 607-657-2748. There is a wide variety of clothing & gift items available for purchase.

Skaneateles Chamber Note

The Chamber sent out a colorful flyer promoting the FLC Annual Boat Show. Included with the usual information about Skaneateles and the Show, was a note, "This year, all antique and classic boats that are housed on Skaneateles Lake are invited to participate in the parade even if they are not a participant in the Show."

A group of Skaneateles restaurants were kind enough to donate gift certificates to our annual fund raising auction. These items were well received and very much appreciated by the coffers of our chapter. Thank you.

Hope Lodge Contribution

The FLC is making a donation to Hope Lodge in Rose Marks' name. Her husband Fred sent a note thanking the chapter for their concern and support.

Rose is undergoing a stem cell harvest and reinjection process in hope of a complete cure. During her treatment regime she will be very susceptible to infections and thus not allowed gifts of fruit or flowers. Thus it was more meaningful for the chapter to make a donation to the Cancer Society and Hope Lodge, 197 Summer Street, Buffalo, NY 14222. The Lodge provides a place for the Marks to stay while Rose is undergoing treatment, as well as providing emotional support.

Help Save Old Boats

Bone Yard Boats, the only national newsletter listing abandoned, forgotten boats of all sizes and styles for under \$5,000.

To subscribe is \$12 for 3 issues, or list a boat for \$15. Send photo, basic info & asking price to:
NAUTICAL STARS, P.O. BOX 2065,
VINCETOWN, NJ 08088 , 609-859-2370

Meet Our Members

Recently Karen and John Sherlock joined our membership. The following is the result of letters and email exchanged. They are both 42 and have two young children Austin 3 and Zachery 6. They make their home at 128 West Maple Avenue in Langhorne, PA 19047-2820, but have a summer place on Otisco Lake. John's family have been enjoying the northern shore of Otisco Lake and boating summer weekends for 80 years.

They joined our chapter to enjoy friendship in a family atmosphere. They enjoy activities and outings where everyone can participate. Boating, preservation and restoration is a family affair.

John recently built a 16 foot Comet sailboat from lofting plans. It's made of western red cedar with mahogany trim. He expects to have it rigged this summer. John's interests include both old cars and boats. He has four Hudsons, a '51 Hornet, 2 - '41 Commodores and a '25 Super-six suburban bodied woodie. "All are in various states of disrepair!"

They are looking for a semi-preserved Chris-Craft, either a '53 Rocket or a '56 Capri. They would also consider restoring a '50's era Lyman or Penn Yan lapstrake lake boat. Please contact them with any leads.

John is an artist and publication designer, currently he is the design director for the Philadelphia Daily News. Karen is an administrator for a head-injury recovery facility. Here is where we all think to the "he ought to have his head examined" statement that follows the adoption of so many old boats.

Their two boys like anything with a motor. They are planning on attending the auction at the Clayton Boat Show with hopes on getting a good deal on a wooden boat. Good Luck!

Buy, Sell or Trade

18' Chris Craft Sportman Utility. Trailer and cover are included. New upholstery, 14 coats new varnish, 95 hp "K" engine, everything original. \$14,900. Contact Bernie Clapp 315-625-4568 or email bernylc@a-znet.com

1959 19' Lyman Islander with never used custom built trailer. \$2000. Also 1956 16' Penn Yan Sealiner with KBL engine. Boat has original paint and varnish. \$1000 Lou Smith 607-734-3882, leave message.

1960 Chris Craft 27' Sea-Skiff hardtop. Good 283 Chevy, with fresh rebuilt velvet drive transmission. Boat has been well taken care of by previous owner. Previous owner damaged bottom on keel by strut during transit last fall, (boat fell off trailer). Some road rash on 4 lap-strake planks on starboard side. Vertical supports, (windshield) supporting hardtop need attention. Pictures of boat/damage available. Transportation to buyer available. \$2,895 open to offers and trades.

Chevy 283 "flagship" running when removed from boat 10 years ago. Needs intake manifold, carb, starter. \$145 Call 716-554-3190 Doug or email Woodboat98@aol.com

1957 Lyman, 14' center steering, outboard. 30 hp Johnson included. Boat has been taken apart and all exterior paint sanded to wood. Boat needs final finishing and reassembly. Asking \$600 or trade for small aluminum boat and motor. Call John Phillips 716-554-3885 or email philippians1.2@juno.com

1957 Chris Craft 17' Runabout KFL twin carb (only needs fuel pump rebuilt). Boat is a "gray" boat and needs 2 side planks repaired. Decks should be replaced. All chrome there except windshield. Seats (frames) for patterns, no upholstery. \$3,000 Call Dan Sheedy at 716-394-2532 or email sheedy@frontier.net

1957 15' Lyman outboard. Unrestored, well taken care of, with 35 hp Elgin and trailer. Under shrink wrap at Utica Boat marina on south side of Oneida Lake. Call Dorothy Graczyk 315-675-3592.

1948 25' Chris Craft Sportsman. Needs restoration, but has all hardware and original leather upholstery. \$4,900. Trailer available. Also 1950s Penn Yan Swift, ski model. Needs restoration but is solid without rot. \$750 Call George Seeley 607-547-9330 Cooperstown, NY

1961 15' Whirlwind outboard with 55 hp Johnson. Call Ham Armstrong 315-594-1632

1930 18' Fay bow runabout. Structural restoration completed 1995. 60 hp Chris Craft B rebuilt 1993. Runs great! New EZ loader trailer. Beautiful boat! Doug Knapp 607-869-9271

1963 13' Penn Yan Swift, stepped hull, 50 hp Mercury with trailer \$4,500. Also 1959 22' Century Raven, needs restoration, \$2,000. Also 1915 (?) 24' Fry launch, built in Clayton, make offer. Also 1957 24' custom built Hubert Johnson cedar lapstrake inboard, 3/4" planking riveted to heavy oak ribs, decks, windshield, coamings and seats 3/4" mahogany, floor decks, hatches 3/4" teak, restored for easy maintenance, hull sides Interlux white, mahogany and teak finished with Cetol marine "no sand finish", bottom has Interlux Micron CSC "no sand bottom paint", engine is a 225 hp Chrysler Hemi with reduction gear, custom-built bunked tandem axel trailer with brakes and removable uprights. \$54,000 Call George Morse, 315-889-7720 or Box 89, Union Springs, NY 13160 1954 14' Shell Lake. Good fishing boat. Painted 1997. \$400 Sally Lathrop 716-554-6147

1959 22' Century Raven with 170 hp V-8. New upholstery throughout. Fresh brightwork, paint and anti-fouling bottom done fall '98. Ready for water with tandem trailer. Sacrifice at \$7,500. Call Doug Persee 315-469-3349 Fair Haven, NY

1950 22' Chris Craft Sportsman. All original, completely restored in 1992. Revarnished and "M" engine rebuilt 1997. Full canvas plus cover. Stored in boathouse year round. \$20,500 or reasonable offer. Call Bob Parke 315-446-6260

Chris Craft Crow convertible top hardware. Pre-war kits for 22, 24, 7 26' models. Parts are machined and drilled. Chrome, bows and tops available. 1936 Garwood Speedster 3 piece windshield and late 20's Chris Craft "dog bone" gas caps. 1927 17' Johnson Aquaflyer, rare outboard. Original catalogs, drawings and engine. \$3,500. 1931 14' Edwin Long outboard with deck. Made in Rochester, NY. Johnson K-65 motor. \$1,500. 1936 17' Hackercraft split cockpit runabout, "Our Toy" with 6 cyl Ace. Only known original with many awards. \$30,000 Complete engines: Grays 6-51, 6-71, 6-75 Dual ignition, 6-112 & 4-52, Hercules B & M, Universal BN, C-4422. Parts for B, K, M & much more. Cal Erwin after 6pm 716-594-8533

Wanted: Chrysler "LM" Imperial 6. Complete or parts engine. Also old Clayton Museum boat show posters from 1960s to 1984.



Rare 1927 20' Gesswein sportabout (hull#7) with original 6 cyl Van Blerck engine. Twin Cockpit with unusual facing rear seats. Brass hardware, leather upholstery. Boat & engine fully restored, both in excellent condition. Trailer included. Asking \$40,000 or make reasonable offer. Geno or Barbara Giovannetti, Box 84, Fair Haven, NY 13064 315-947-5532 evenings.



1956 20' Morehouse inboard (utility). Cedar on steam bent white oak with mahogany decking and 95 hp Chris Craft K. All original, complete and in very good condition. Needs only cosmetics. Stored indoors since '85, out of water since '71. Engine ran well prior to storage. One of only 10 built, 1 of only 5 or 6 remaining. Located in Weedsport, NY No trailer, make an offer. Ray Kusche (E) 207-865-1041 (D) 207-774-6400



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Lisle, NY 13797

An Impressive Showing

Twenty-one FLC-ACBS members and friends from the museum & other ACBS clubs were at the Central NY Boat Show to help at the booth. The show ran from Feb 16th thru Feb 20th, at the State Fair Grounds in Syracuse, NY. We had 2 to 3 people at the show at all times, & in all, put in about 109 men & women hours.

There were 3 buildings full of everything that is of interest to a boater. The Antique & Classic Boat Museum in Clayton, NY sent us Miss Detroit and a trailer display loaded with the outboard "Swift" race boats & a beautiful display of "Mercury" outboard motors. There was a video playing at all times (The FLC promotional video or the 1998 Clayton Race Boat Regatta). We were the first thing you saw as you entered the main building. In fact, if you didn't watch your step, the bow of "Miss Detroit" would hit you right in the forehead. It was fun to stand near the bow & listen for the oohs & aahs as people entered. It seemed that everyone & his brother or sister had a story to tell about an old outboard they had owned, used or lost. There were plenty of people with one to sell. "It ran beautifully the last time I used it." I was even given one "in great shape". Now I have to find time to pick it up.

Tony Mollica was at our booth, autographing his book "Gar Wood Boats". Spectator interest was high, & people expressed interest in chapter membership. So we passed out applications, brochures from our summer show, & Dec. 1999 "Brightwork". In all, I think I gained more information than I passed out. Our thanks to all the members who put in their time & effort. Think SPRING!!! Submitted by FLC Member Bernie Clapp

A Solid Thumbs Up

This letter was received from Dick Friend of Sayre, PA via the chapter's website. It is a great summary of what our chapter and its activities are all about!

"I just wanted to compliment FLC on the workshop at Ithaca Boat Works. It was a very pleasant way to spend a winter's Saturday morning!

When I was a boy, we often went out on my grandfather's Matthews 42' single cabin cruiser. He lived in Northern NJ, and kept the boat at Bayonne (salt water). We had wonderful, family times on the outings we took. The boat was also the subject of many misadventures which still live in our memories! So seeing the restoration of the 38' Matthews, and hearing Don defend spending that kind of money on an old wooden boat, was just what I was there for."

A Slow Speed Cruise!

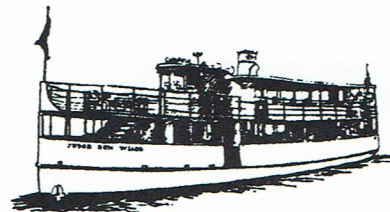
You've heard about the river cruises and how much fun they are. You may have even tried to keep up in your launch or cruiser, but couldn't. Until now! The Niagara Frontier Chapter of ACBS is sponsoring a slow speed cruise. Three days on the Erie Canal with beautiful Central and Western NY scenery. Limited to 10 mph. We will meet in Newark, NY on Mon., Sept 4, 2000.

We'll leave Newark on Wed. & arrive in North Tonawanda Fri. where we'll haul out the boats & travel to the Buffalo Launch Club on Grand Island for the Niagara Frontier Chapter's boat show.

We haven't completed all arrangements, the cost will be about \$500/person. Including 6 nights lodging, all meals from Mon. night (except lunch Tues. & Sat., dinner Fri.), transportation & luggage service. About the only cash you'll need is for fuel & a canal permit. We'll be staying in small towns, with only 20 motel rooms. Most are doubles, but 3 or 4 can fit into some rooms. Those in stay aboard cruisers, will be included at a reduced rate. Get your reservations in early.

Contacts: John Howard, 5484 Tonawanda Creek Rd, North Tonawanda, NY 14120 716-878-8074 Howard5484@aol.com or Mick Griffin, 16 Old Farm Rd, Orchard Park, NY 14127 716-662-1949

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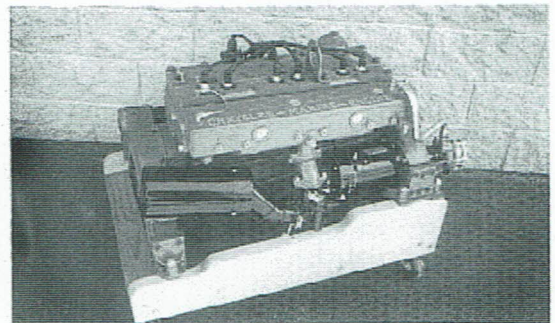
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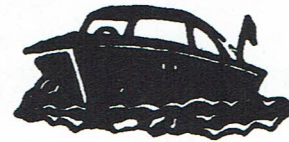
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