

AR set agenda
Call Larry Van Alstyne for Jan 4
Call Dick on dinner choices

Brightwork

VOLUME 6, ISSUE 5 NEWSLETTER OF THE FINGER LAKES CHAPTER, ANTIQUE AND CLASSIC BOAT SOCIETY DECEMBER 1996

FLC Annual Meeting & Silent Auction January 25, 1997 Reservations Required

THE SHERWOOD INN IN SKANEATELES WILL AGAIN BE THE SITE OF THE Finger Lakes Chapter's Annual Dinner Meeting and Silent Auction on Saturday, Jan. 25th. Festivities will get underway at 5:30 with a cash bar followed by dinner at 7:00. Before dinner and during the Silent Auction there will be a slide rerun of this past summer's FLC boat show, and videos featuring Chapter boats will also be available for watching and reminiscing.

Continuing a tradition started two years ago, everyone is encouraged to bring items for the Silent Auction, the Chapter's only fund-raiser. So dig out those odds and ends that you really don't know why you're saving and see if they wouldn't make fitting items for the auction. If in doubt, give Shirley Marsden (315-253-7505) or Diane Schwenke (315-675-9755) a call.

After dinner, President Arnie Rubenstein will announce the results of the Silent Auction, award the 1996 President's Cup, comment on the overall health of the Chapter, ask those present to act on proposed contributions to ACBS and the Antique Boat Museum, solicit ideas for a 1997 Finger Lakes Shoreline cruise and preside over the unveiling of the Chapter's 1997 Boat Show Poster prepared by Skaneateles' internationally recognized artist, Larry Van Alstyne.

Harold Shield of the Toronto Chapter has agreed to travel down from Canada and round out the evening's activities with a slide presentation on the Boats and Boathouses of the Muskoka Lakes. For those who haven't been to the Muskokas, Harold's presentation should be an eye-opener. For those who have been there, his slides should bring back pleasant memories.

Dinner will be a sit-down affair (as opposed to buffet). Drawing from The Sherwood Inn's new banquet menu, entree options include:

- Beef Tenderloin with Wild Mushroom Bordelaise Sauce
- Boneless Breast of Chicken stuffed with Prosciutto-Borsin Cheese in Taragon Sauce
- Fresh Scrod Fillet baked in Cracker Crumb Crust with Lemon Parsley Butter

Dinner tickets are \$25. each which includes light hors d'oeuvres beforehand. Call Dick Sherwood at 716-265-1518 for reservations and your menu selection as soon as possible, but not later than Monday, January 20th.

New ACBS Headquarters Building Acquired 422 James St., Clayton, NY Near Antique Boat Museum

AT ITS ANNUAL MEMBERSHIP MEETING IN SEPTEMBER, ACBS VOTED to approve the purchase of a new Headquarters Building for the Society on the corner of Mary and James Streets in the village of Clayton, about a block from the Antique Boat Museum. A large portion of the amount needed to make the purchase was donated to ACBS by Friends of John Clark who wanted to remember in a tangible way the very capable, knowledgeable and likable boating colleague, and Finger Lakes Chapter member, who passed away last year. It is through their generosity that this acquisition became possible.

Additional funds are needed to pay off the small mortgage that was taken out to acquire the property, to purchase additional office furniture and to cover the cost of a few necessary improvements. Some interior

With strong support from the entire ACBS membership, this will be a one-time solicitation.

changes are needed before occupancy while exterior improvements will wait until spring. The resulting headquarters building will provide much-needed additional space for office operations and will be a facility of which we can all be proud. Earnings from remaining funds will be used to pay for on-going maintenance.

Requests for individual contributions to the Building Fund were made in letters sent to each member from ACBS President Tab Miller in November (with pre-addressed return envelopes enclosed). Or, there is space on the 1997 ACBS membership renewal form for individual contributions to be returned with next year's ACBS and Chapter membership renewals. Or, if both of those options are by the board, your check made out to the ACBS Building Fund and forwarded to ACBS Headquarters, 422 James Street, Clayton, NY 13624 will also fill the bill. Either way, the Finger Lakes Chapter strongly encourages all of its members to respond as generously as possible to this call for support. With strong support from the entire ACBS membership, this will be a one-time solicitation.

To set the pace, the Finger Lakes Chapter proposes to make a \$500. contribution to the ACBS Building Fund. That proposal is on the agenda for discussion at the Chapter's Annual Meeting on January 25th.

Recognize our newsletter awards

Meeting Sue & Dick on international Boat

Meeting John Sue co-chair show again
what can the inside of the boat 7 Wed market
\$100.—

EXPANDED MEMBER INVOLVEMENT

OVER THE YEARS, FINGER LAKES CHAPTER ACTIVITIES HAVE BEEN PLANNED, SCHEDULED, ORGANIZED AND LARGELY EXECUTED BY A SMALL NUMBER OF PEOPLE - THE CHAPTER'S OFFICERS AND A SMALL, INFORMAL CORE GROUP OF OTHER MEMBERS WHICH HAS HELPED TO MAKE THINGS HAPPEN. NOT ONLY HAS THE GROUP'S CONTRIBUTION BEEN INVALUABLE TO THE CHAPTER'S SUCCESS, IT IS ALSO FROM THIS CORE GROUP THAT FUTURE LEADERSHIP OF THE CHAPTER IS MOST LIKELY TO BE DRAWN.

MAKE-UP OF THE GROUP HAS CHANGED LITTLE OVER THE LAST SIX OR EIGHT YEARS, BACK TO WHEN FLC MEMBER-SHIP TOTALLED 45 OR SO. NOW THAT FLC MEMBERSHIP HAS NEARLY TRIPLED, IT MAKES SENSE THAT THE CORE GROUP EXPAND AND INCLUDE REPRESENTATION FROM NEWER CHAPTER MEMBERS AS WELL.

ONE JOB THAT NEEDS A HOME IS THAT OF PUBLICIST FOR THE CHAPTER AND, MOST PARTICULARLY, THE CHAPTER'S ANNUAL BOAT SHOW. THIS INCLUDES COORDINATING EFFORTS WITH THE SKANEATELES AREA CHAMBER OF COMMERCE, BOAT SHOW SPONSORS AND FLC'S BOAT SHOW CO-CHAIRS TO PROVIDE RADIO, TELEVISION, NEWSPAPER AND INTERNET COVERAGE BEFORE, DURING AND AFTER THE SHOW. IT ALSO INCLUDES INSURING ANNUAL LISTINGS IN ANTIQUE BOATING AND FINGER LAKES REGIONAL PUBLICATIONS, AND PARTICIPATING IN THE BOAT SHOW PLANNING PROCESS BY ATTENDING MONTHLY MEETINGS IN SKANEATELES THAT START IN FEBRUARY AND CONTINUE RIGHT UP TO "SHOW-TIME" IN JULY.

IF YOU HAVE A BACKGROUND AS A PUBLICIST OR WOULD LIKE TO BECOME INVOLVED IN THAT EFFORT, THE CHAPTER NEEDS YOUR TALENTS. IF YOU ARE INTERESTED IN BECOMING MORE ACTIVE IN FINGER LAKES CHAPTER AFFAIRS AND WOULD LIKE TO BE A PART OF THE CHAPTER'S PLANNING PROCESS, CONSIDER JOINING THE CORE GROUP. OR IF YOU ARE CURIOUS AND WOULD SIMPLY LIKE TO KNOW MORE ABOUT WHAT IS ENTAILED IN GETTING MORE INVOLVED, FOR ANY OF THE ABOVE REASONS, PLEASE GIVE ARNIE RUBENSTEIN OR DICK SHERWOOD A CALL. THEIR PHONE NUMBERS ARE CONVENIENTLY LOCATED ON THE FACING PAGE!

Whole book

FLC ON THE INTERNET

http://www.berkshirvetv.com

THE FINGER LAKES CHAPTER IS ON THE INTERNET AT THE ABOVE ADDRESS THANKS TO THE EFFORTS OF RICK & WENDY FEINRIDGE WHO OPERATE BERKSHIRE TELEVISION IN PITTSFIELD, MA. RICK HAS CREATED SEVERAL PAGES OF WEB PICTURES COVERING THE 1996 FLC BOAT SHOW AND LINKED THEM TO BERKSHIRE TELEVISION'S WEBSITE. WENDY HAS PROVIDED THE ACCOMPANYING COMMENTARY.

THERE IS ALSO A MAILBOX ATTACHED TO THE WEBSITE TO ALLOW VIEWERS TO FORWARD COMMENTS ON THE PAGES EASILY AND QUICKLY. MEMBERSHIP INFORMATION WILL ALSO BE AVAILABLE TO EN-COURAGE NON-MEMBERS TO JOIN THE CHAPTER.

THE SITE WILL BE UPDATED FREQUENTLY, SO, IF YOU'RE ON THE INTERNET, BE SURE TO TUNE IN REGULARLY. YOU NEVER KNOW WHOSE BOAT WILL BE THERE NEXT AND IF YOU LOOK AROUND THE BERKSHIRE SITE A LITTLE MORE, YOU'LL ALSO FIND WEB PAGES ON ACBS AND THE ANTIQUE BOAT MUSEUM.

THANKS AGAIN TO RICK & WENDY FOR MOVING THE FINGER LAKES CHAPTER INTO THE HIGH-TECH COMMUNICATIONS ARENA.

FLC WINTER WORKSHOP

SAT., MARCH 1ST

THE CHAPTER'S 1997 WINTER WORKSHOP WILL AGAIN BE HELD AT SUTHERLAND BOAT & COACH. HOST, DAN SUTHERLAND, AND BILL ROOT HAVE PUT TOGETHER AN AGENDA THAT INCLUDES A DEMONSTRATION OF BOTTOM PLANK FITTING, BENDING AND INSTALLATION - ONE OF THE Toughest jobs in classic boat restoration.

Also, Scott Buehler will review the ACBS judging guidelines and demonstrate their first-hand application by judging a boat. This is aimed at giving you a better understanding of judging and of how to improve your position at the next judged show. Activities will get underway at 9:00 AM with coffee and donuts available in the morning, lunch at noon and soft drinks all day long, all for the cost of \$.50 per person.

DIRECTIONS TO DAN'S PLACE: When heading south on Route 54A on the west side of Keuka Lake, Sutherland Boat & Coach is located on the first road to the right after the "Town of Urbana" sign. It's a large white metal building on the left as you start up the hill. If you get lost, the shop phone is 607-868-3993.

This a great way to break the winter blues. Hope to see you there.

ANTIQUE BOAT MUSEUM'S ENDOWMENT CAMPAIGN

IN JULY 1996 THE MUSEUM LAUNCHED THE MILLENNIUM ENDOWMENT CAMPAIGN, AN EFFORT TO RAISE \$1.5 MILLION FOR THE MUSEUM'S GENERAL ENDOWMENT AND FOR La Duchesse Endowment. La Duchesse is a 110-ft. houseboat built by George Boldt in 1904. It is currently owned by Andrew McNally III, Honorary National Chairman of the Campaign, and is slated to join the Museum's collection sometime after the turn of the century.

As a long-standing supporter of the Museum, its goals and objectives, and in support of these endowments, the Finger Lakes Chapter proposes to make a \$250,000 contribution to the Museum's Campaign. That proposal is one of the items on the agenda for consideration at the Chapter's Annual Meeting on January 25th. All Chapter members are similarly encouraged to make their own individual contributions toward the success of the Museum's efforts.

And in continuing to show its support of the Antique Boat Museum, the Chapter has scheduled its annual Spring Workday in Clayton for Saturday, May 17th. Members of the Thousand Islands Chapter will also be there lending a hand.

More details in the next issue of **Brightwork**, but, in the meantime, why not put the date on your calendar and plan to enjoy an early spring day in the Thousand Islands with fellow antique boaters giving the Museum a jump-start on the new season?

1997 CALENDAR OF EVENTS

Sat., Jan. 25	FLC Annual Dinner Meeting & Silent Auction, The Sherwood Inn, Skaneateles, NY	Aug. 1-3	Antique Boat Museum's 33rd Annual Antique Boat Show, Clayton, NY
Sat., Jan. 18	WCCB Gen'l. Mtg., Bring & Brag Session & 6:00 PM Dinner, Sarrasin's Restaurant, Penn Yan, NY	August	FLC Shoreline Cruise, TBD
Sat., Mar. 1	FLC Winter Workshop, Sutherland Boat & Coach, Hamondsport, NY	August 8-10	Manotick Classic Boat Club, ACBS, 22nd Annual Antique Boat Show, Dow Lake Pavilion, Ottawa, ONT, CAN
Sat., May 17	FLC Workday at the Antique Boat Museum, Clayton, NY	Sept. 20-22	WCCB/FLC Annual Fall Outing, TBD
July 18-20	Wine Country Classic Boat's 15th Annual Antique Boat Show & Regatta, Hammondsport, NY	October 2-5	ACBS Annual Membership Meeting hosted by the Chesapeake Bay Chapter, Baltimore, MD
July 25-27	FLC 19th Annual Antique & Classic Boat Show, Skaneateles, NY	October	FLC Fall Foliage Cruise, TBD
		Sat., Nov. 1	WCCB Annual Workshop & Pig Roast, Nichols Restoration Shop, Branchport, NY
		Sat., Dec. 13	WCCB Christmas Party, TBD

New Chapter Members

FINGER LAKES CHAPTER MEMBERSHIP HAS reached a new high of 128 with the inclusion of the following new members who have joined the Chapter since September 1st of this year:

Stephen & Dale Becker of Skaneateles, NY

Jack Bolster of Fairport, NY

Kathleen Cappon of Walworth, NY

Sally Lathrop of Rochester, NY

Jacqueline Keady of Skaneateles, NY

Moe & Mary Keefe of Fair Haven, NY

Steve Love of Webster, NY

Bill & Dorothy Rickard of Clarence, NY

Janet & Larry Ruston of Skaneateles, NY

Welcome aboard to everyone! And please extend a warm welcome to these new members of the Chapter when you see them at a future FLC event.

An updated Addendum to the 1996 Finger Lakes Chapter's Membership Roster reflecting the above additions is included in this mailing to FLC members.

1997 FLC OFFICERS

THE FOLLOWING HAVE AGREED TO CONTINUE to serve and represent the Finger Lakes Chapter as officers in the coming year:

President:

Arnie Rubenstein
124 Pine Ridge Road
Fayetteville, NY 13066
Home: 315-637-8522
Office: 315-446-8700
Summer: 315-685-0353

1st Vice President:

Scott Buehler
8334 Weedsport-Sennett Road
Weedsport, NY 13166
Home: 315-834-6303
Office: 315-476-3075

2nd Vice President:

John Laidlaw
RD#1, P.O. Box 919
Cayuga, NY 13034
Home: 315-252-0549

Treasurer:

Shirley Marsden
67 1/2 East Genesee Street
Auburn, NY 13021
Home: 315-253-7505
Office: 315-252-9506

Secretary, Membership &

Newsletter:

Dick Sherwood
1734 Lake Road
Webster, NY 14580
Home: 716-265-1518

In addition, **Susan Buehler** and **John Laidlaw** have agreed to co-chair the 1997 Boat Show.

1997 Membership Renewals

ACBS MEMBERSHIP RENEWALS FOR 1997 have been mailed out. Please, **DON'T FORGET TO RENEW!!**

With ACBS Headquarters handling the collection of both ACBS and chapter dues, FLC and ACBS membership renewals can be handled on the same ACBS form with a single check. Chapter dues are then redispensed from headquarters on a monthly basis.

For FLC members who are not members of ACBS, please send your remittance of \$10. directly to: Dick Sherwood, 1734 Lake Road, Webster, NY 14580. You can use the Membership Application on the last page of this newsletter if you wish.

As soon as the bulk of membership renewals are received, a 1997 Finger Lakes Chapter Membership Roster will be compiled and issued. So don't delay. Get your 1997 membership renewals in early and stay up-to-date with what's happening in ACBS and the Finger Lakes Chapter!

Brightwork is the quarterly newsletter of the Finger Lakes Chapter of the Antique and Classic Boat Society, Inc. and is published for the benefit of Finger Lakes Chapter members. Publication dates are March 1st, June 1st, September 1st and December 1st. Questions, articles for publication, commercial and non commercial ads, etc. should be addressed to Dick Sherwood, 1734 Lake Road, Webster, NY 14580. Ph. 716-265-1518.

Brightwork WINS ACBS AWARD

Brightwork

RUNNER-UP NEWSLETTER
1996

FINGER LAKES CHAPTER
DICK SHERWOOD, EDITOR

THE ANTIQUE AND CLASSIC BOAT SOCIETY, INC.
SEPTEMBER 28, 1996

Inscription from the plaque presented to the Finger Lakes Chapter by ACBS

AT ITS 1996 ANNUAL MEMBERSHIP MEETING ACBS AWARDED **Brightwork** THE runner-up position in the annual evaluation of chapter newsletters. The "competition" is held in an effort to encourage improvements and stimulate quality in chapter newsletters throughout ACBS.

Not all of the 40 Chapters in ACBS publish newsletters, and of those that do, only about 24 publications compete for ACBS recognition. Each year a committee of the Society examines the newsletters submitted over the prior twelve months and makes awards in four categories: Best Newsletter, Runner-Up Newsletter, Most Improved Newsletter and Newsletter With The Best Feature Articles.

This year the Best Newsletter Award went to **Classicboat**, the outstanding publication of the Toronto Chapter. The Most Improved Newsletter Award went to **The Stuffing Box** of the Chesapeake Bay Chapter, and the Bob Speltz Land-O-Lakes Chapter's **Dry Wrought** was recognized as the Newsletter With The Best Feature Articles.

In 1993 **Brightwork** also won the Most Improved Newsletter Award under the editorship of **Susan Buehler**.

The 1996 plaque presented to the Finger Lakes Chapter by ACBS will be at the FLC Annual Meeting in January.

LET'S HEAR FROM YOU

Brightwork has been recognized as a pretty good newsletter, but it could be even better with your input. Articles of interest to antique boaters or write-ups that reflect your own experience(s) in connection with old boats can make interesting reading for others in the hobby.

Handwritten or typed inputs are fine. Or if you're on a computer, a disc will work as long as we can figure out compatibility with Microsoft Word 5.0 running on a Mac. (I know that's a bit archaic,

but it works!) Don't worry about proper use of the King's English, form or how it's organized. I'm sure that between us, we can put together a layout with which you'll be pleased. Photos with or without articles are welcomed also.

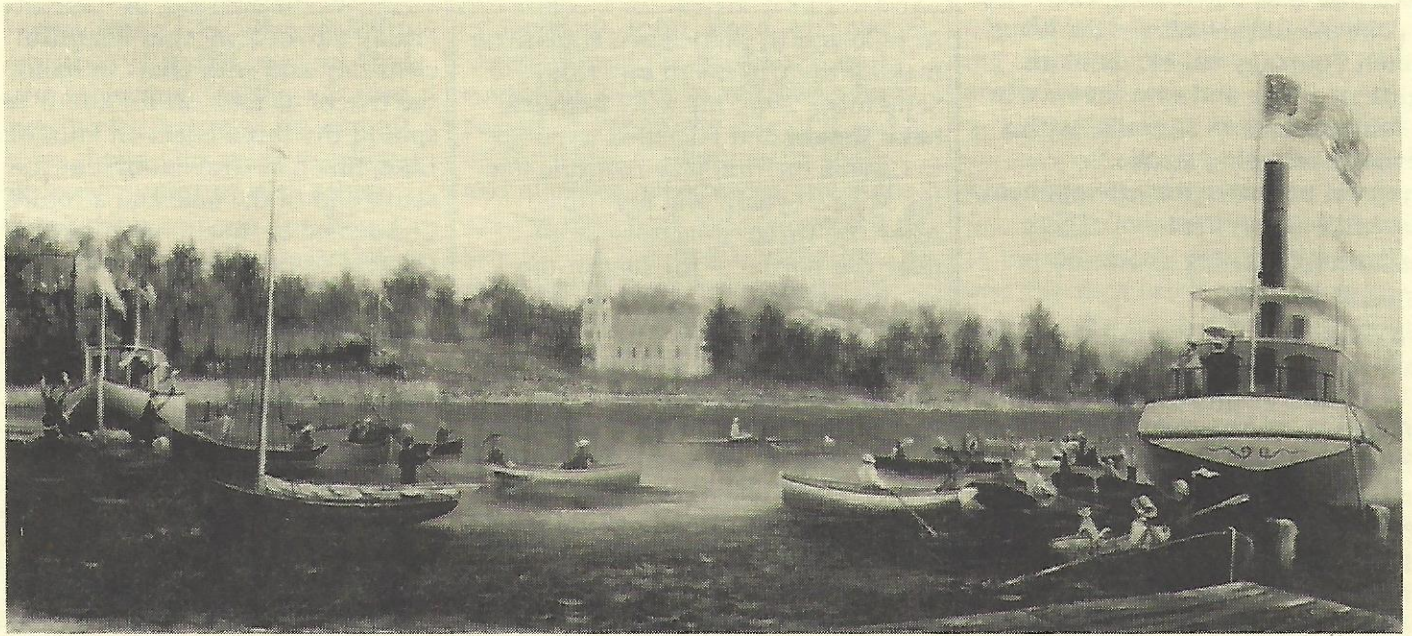
And if you have some critical or constructive comments about **Brightwork** or the Chapter that you'd like to have others hear about, please send them along and they'll be published. We've never had a "Letters to the Editor" section and it's probably overdue. Thanks. -Ed.

EDITOR'S COLUMN

Saturday, October 5th was a beautiful fall day in upstate New York and I had an appointment to drop my boat engine off at Drake's Engine Shop on the west side of Rochester. To get it there meant hauling the boat across town. The trip is mostly by expressway which even at that late time of year was still being widened and repaved. Filing through the construction zone in a single lane of traffic, I passed the always-present State Police vehicle parked at the side of the road monitoring the reduced speed limit in the work area, but thought nothing much of it. That is not until I was pulled over by that same vehicle about a mile down the road! After swallowing hard and wondering what in the world I had done to deserve this kind of treatment, I was relieved to see it was FLC member and New York State Police Officer, **Doug Vittum**, on duty, working overtime! He had seen the boat, knew whose it was and, well, we just had to talk. Besides, he had the handwritten copy for the 1996 WCCB/FLC Fall Outing with him and had to get it to me for inclusion in this issue! So there we stood on the side of the expressway running through another bunch of old boat stories while nearly all of Rochester passed by wondering what traffic violation that poor guy with the old boat had committed. Anyway, that's how that story made its way to this issue. Thanks, Doug, for contributing another fine article to **Brightwork**.

The story about the Great Scull Race of July 4th, 1878 provides some more history about boating on Skaneateles Lake. It is taken primarily from the pages of the January 26, 1967 Skaneateles Press. **Brightwork** is indebted to the Skaneateles Press, **Helen MacDonald**, Editor, for permission to draw from the Floyd E. McBride story in that issue. The photo used with the article was obtained through the generosity of the University of Rochester's Memorial Art Gallery which retains the original painting. -Dick

THE GREAT SCULL RACE OF JULY 4TH, 1878



Boat Race at Skaneateles Lake

COURTESY OF THE MEMORIAL ART GALLERY OF THE UNIVERSITY OF ROCHESTER; MARION STRATTON GOULD FUND

Many FLC members will recall the above painting as the same one used in the Chapter's 1995 Boat Show Poster. The 25x33-in. oil was created in the late 1880's by Harry J. Sunter, an Auburn, NY artist and photographer, and depicts the great scull race of July 4, 1878. This is the story behind the painting. -Ed.

IN THE LATTER PART OF THE 19TH CENTURY the Finger Lakes, with their long narrow and fairly calm waters, became known as headquarters for the sport of sculling. Spectators would come from miles around to see and wager on races between the competing oarsmen of the day.

The morning of July 4, 1878 brought thousands of people to the village of Skaneateles. They came by the Skaneateles Railroad, by team and by steamboat. The day was one long to be remembered for the huge parade and various races and contests sponsored by the Skaneateles firemen. But the principal attraction was a scull race in the afternoon between two of the greatest oarsmen of that era -- Charles E. Courtney, a carpenter from Union Springs, NY and James Dempsey, a blacksmith from Geneva, NY.

Courtney was 29 years old, stood six feet, weighed 178 pounds and had a chest measurement of 42 inches. His boat was 30 feet long with a twelve inch beam and weighed 30 pounds. Prior to each race Courtney religiously went through a very stiff training period. He had won every race he had entered.

Dempsey was 34 years old, five feet-eleven inches tall, and also weighed 178 pounds. His chest measured 44 inches. His boat was the same size and weight as his opponent's. However, unlike his opponent, Dempsey did not think it was necessary to train for a race. Courtney was the favorite!

About a month before, the village newspaper had run a story in which it noted that Courtney had ordered a fine new scull to be built for the race. It had been completed the previous December and had been left in the shop until summer to "season". It was a beautiful craft constructed of bank note paper and was so transparent that a person could see the bottom of the boat through the deck! But when the boat arrived in Skaneateles, it was found broken-in-two.

For a while it looked as though

there might not be a race since Courtney had sold his only other race boat to Dempsey. But Courtney had a friend in Troy, NY who learned about the accident and saved the day by sending his personal boat in time for the big race. The five mile race course was a single loop, two and a half miles in length, allowing the contestants to start and finish on the lake just off Thayer Park (east of the business blocks along the south side of East Genesee Street). **Echo**, a small steamboat, would carry the referee and press reporters and follow the competitors around the course.

On race day the park shoreline was well-lined with spectators except where the viewing stands had been built. The stands had been set up to accommodate 4,000 to 5,000 people, but only a small number of seats were occupied as spectators thought that the fifty cent rental fee was exorbitant. They could just as easily see the race sitting or standing on the park lawn. And because race starting time had not been well advertised in advance, much of the huge crowd that had come to the village was not at the park to see the start of the race.

At 2:00 PM the race got underway. Courtney began by pulling a slower stroke than Dempsey. At the two and a half mile stake-boat, Courtney was one minute ahead. On the home stretch Courtney led by about an eighth of a mile and won the race in 40 minutes and 48 seconds "with a splendid sweeping stroke."

Dempsey, no match for his opponent, followed one minute later. There was nothing exciting about the contest!!

Two days later the Skaneateles Free Press published a long account of all the other events of that July 4th -- firemen's parades, marching bands, hand pumper (fire engine) competitions, walking races, tight-rope walking, fireworks and a gala ball to wrap things up. It sounds like those who made the trip to Skaneateles had a wonderful time. But nothing was written about the unexciting scull race which was to have been the highlight of the day!

Footnote: Another champion rower and friend of Courtney's was E.C. Hinton of Auburn, NY. Hinton, like Courtney, also believed in training and constant workouts to remain fit for his racing endeavors.

For winter workouts he developed and patented a rowing ice boat which was considered by coaches from Cornell and west coast schools for use in training their rowing teams. However, nothing ever came from their inquiries and only one rowing ice boat was ever made.

For warm weather training, Hinton used a 20-ft. rowing shell. It had a 26-in. beam, two 18-in. oarlock brackets, a 66-in. cockpit, overall height of 10-in., a draft of only 3-in. and was propelled by two nine-foot scoop oars.

Today, Hinton's rowing ice boat and rowing shell are owned by FLC members, **Syd & Shirley Marsden**, of Auburn, NY. Syd estimates that both "craft" were built about 1887 and they are still in very good condition. They have been displayed at past FLC Boat Shows and will no doubt be seen again at a future show.

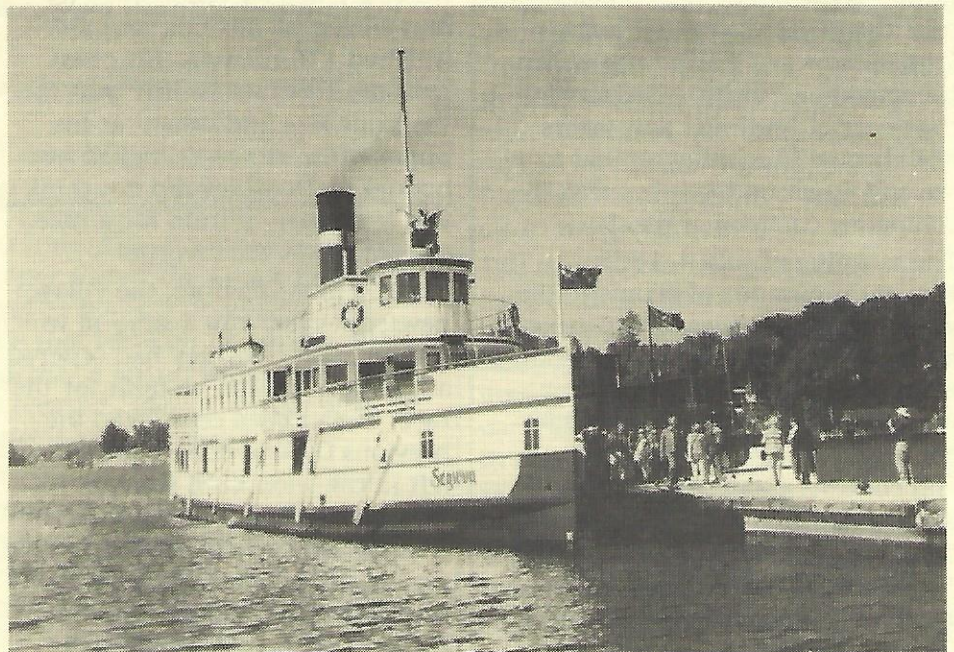
1996 WCCB/FLC Fall Outing by To Ontario's Muskoka Lakes Doug Vittum

ALTHOUGH MOST PARTICIPANTS PLANNED ON making the trip north on Friday, September 20th, my wife, **Barbara**, **Mike Yonker** and I decided to go up to Canada on Thursday morning towing Mike's Lyman and my Chris. After the three obligatory stops near the border -- for fuel in the US, for essential supplies at the Duty-Free Store, and for coins-of-the-northern-realm at the currency exchange -- we headed back into traffic only to fall in line with **Bob & Jane Mahar** with their Shepard in tow. We now had a convoy of three with which to battle the dreaded Toronto bypass traffic. **Don McMann's** directions were followed to a tee and we negotiated the routes without a hitch. (Later we heard some scuttlebutt that only one driver in the entire group heading for the Muskokas [Don somebody or other] missed an exit and wound up stuck on the 401 for a short but unexciting tour of some of Toronto's suburbs.) We arrived at our lodgings at Cedarwood on Muskoka Lake about 3:00 PM and the boats were in the water soon thereafter.

Friday dawned another beautiful clear day and with chart in hand, the five of us took off for a four hour spin in the three boats on Muskoka Lake, lunch at Gravenhurst at the south end of the lake and a return to Cedarwood in time to meet most of the rest of the group checking in.

Dinner that evening was aboard the Royal Mail Ship, **Segwun**, North America's oldest operating steamship built in 1887. The forty who made the trip north enjoyed a great dinner and a three and one-half hour boat ride on one of Canada's most beautiful lakes. This 128.5-ft. ship was beautifully restored in the early 1970's and is maintained in top condition. The crew was most congenial, answered all of our probing questions and provided continuous tours of the wheel house and engine rooms.

Saturday morning was a little overcast and cool with a layer of fog settling over the warmer water. By 9:15 AM we all started out --nearly 60 excited people in 15 boats. Our Cedarwood hosts, **Jim & Angela Wilton**, had planned a full day for



Royal Mail Ship Segwun and Wanda II at pier in Gravenhurst
PHOTO BY DOUG VITNUM

us with the first stop at **Harry Littler's** boathouse. After being underway about 15 minutes, we ran into dense fog, slowed, regrouped and crept along. But with visibility of only about 100 feet, several boats became separated. As the sun rose higher, the fog began to lift and all 15 boats showed up at the boathouse within two minutes of each other. We spent the next hour drooling over Mr. Littler's collection of boats built in the Muskoka area. Most readers of **Classic Boating** will remember the photograph of **Wingberry**, a 1921 32-ft. Ditchburn, published as an insert in an issue of the magazine about two years ago. It was there in all its beauty! In addition there was a Duke Playmate, a W.J. Johnson runabout, a Gravette and a Minett-Shields all resting elegantly in their separate slips inside a boat-house whose interior was finished-off like a fine custom-built home.

Our next stop was the village of Port Carling where we locked through into Lake Rosseau. We spent the next hour touring the shoreline and innumerable islands on our way to Clevelands House for lunch. Clevelands House is an elegant old resort hotel built before the turn of this century. With many out-buildings and beautifully maintained lawns and gardens, it is a delightful place to visit. The hotel was booked solid the following week with ACBS members scheduled to attend the Society's Annual Meeting.

After lunch it was a 45 minute ride by a different route back to the lock and into the Indian River and Lake Muskoka. For those that wished to wander through Duke's Marina in Port Carling, the doors were open. Duke's is an old-fashioned marina where Duke boats were built for many years. Today, most of the work in the place is done on the second floor where repair, maintenance and restoration of several 20 to 28-ft. boats were underway. Below on the first floor were ten in-the-water slips all holding wood runabouts of various makes and models.

Between 4:30 and 5:30 PM almost everyone returned from Port Carling

to Cedarwood and by 6:00 PM they had pooled various goodies for a huge cocktail hour. Almost everyone, that is, except Wine Country Commodore, **John Ford**, who had an "encounter of the hard kind" en-route. He claims he misread a buoy, passed on the wrong side of it and hit a rock(s) realigning the shaft and all three prop blades. He managed to limp back to Cedarwood a bit late for the evening's festivities. As the cocktail hour progressed, concerned and sympathetic fellow boaters were overheard using phrases such as Captain Crunch, Johnny Bentshaft, Johnny Rock Meister, Rock Hound, etc. Probably not the last to be heard on this subject!

Sunday was not a day of rest. Our strict tour guides had us in the boats by 9:00 AM. We were joined by **Chris Vandergrift** in his 1952 30-ft. Duke Commuter and we were off to a boathouse owned by **Murray Walker**. (This boathouse is included

in the book, **At The**

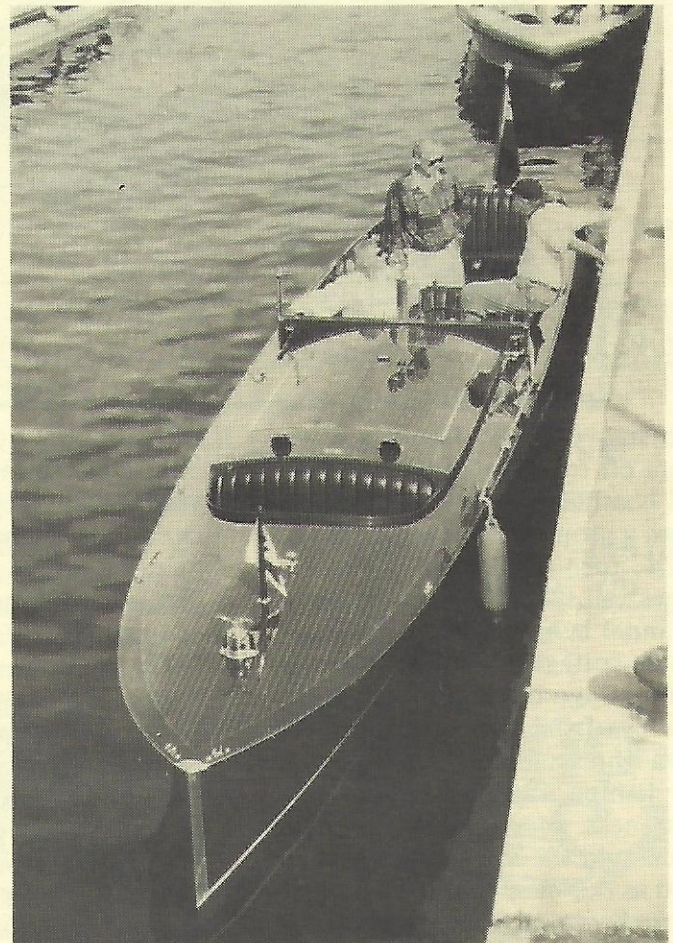
Water's Edge, Muskoka's Boat-houses written and compiled by John de Visser and Judy Ross. It's an excellent book describing and showing in color photographs many of the beautiful boathouses of the Muskoka Lakes region.) Inside the boathouse is a small part of Mr. Walker's 30+ boat collection --

Eaglet II, a 1927 37-ft. Minett Shields launch (the largest ever built); **Miss Canada III**, a 25-ft. Gold Cup racer; an all-original 1926 gentleman's racer (about 30-ft.); a 1938 28-ft. Hutchinson Sedan; a 1936 24-ft. Greavette; the oldest known Dis-

Pro (disappearing propeller); and a 1920 35-ft. Hutchinson Great Lakes Gold Cup racer, the only one ever built. A tour of the boathouse is a trip through history with interesting displays, plaques, posters and engines everywhere.

By now it was time to eat again and we were off on a 35 min. ride to Bala Bay. After finding dockage for so many boats, we walked the little way to the Cranberry Inn, an old hotel and the first brick building in the region. The treat of the day was an unlimited breakfast buffet!

Afterwards, we were introduced to **George Thompson** and his wife who escorted us on a 30 minute boat trip to **Gerry Peterson's** cottage and boathouse. (Both Gerry and George are members of the Toronto Chapter, ACBS.) George led the way in his spotless 24-ft. Shepard utility with twin V-8's and V-drives. His boat is the last Shepard ever built and is a real beauty.



Eaglet II, the largest Minett Shields Launch
PHOTO BY PAM GRATZER

Gerry's boathouse contains only American-built boats -- mostly Chris-Crafts -- which leaves him at the mercy of his fellow wooden boaters in the area who have mostly Canadian-built craft. He has three of probably the nicest Chris-Crafts you would want to own -- **Hurricane**, a 1948 20-ft. Custom; **Dolly-Bea**, a 1929 26-ft. upswept triple with its original 6 cyl. 200 hp Kermath engine; and **Uncle Sam**, a 1955 29-ft. Sportsman (hull No. 1 of only four built) with twin 283's. As with all our hosts, Gerry spent time answering every question asked and told us the history of each boat.

Sunday's cocktail hour was a little more subdued than had been Saturday's and people drifted off to Bracebridge for dinner. Many ended up at Brewer's, a small pub noted locally for its good food. With baskets of peanuts on all tables, idle hands soon discovered the effective range of peanuts-in-the-shell and shells-alone. A good time was had by all -- again!

Monday was another bright sunny day -- cool at the outset but up to 68° by mid morning. A six mile slow idle trip up the Muskoka River to Bracebridge was on the agenda. The banks of the river are lined

some shopping and a leisurely trip back down the river to Cedarwood. In the course of our travels about the lakes, we had encountered the beautiful old steam yacht, **Wanda III**. We found out that this beauty could be chartered and, having nothing else planned, 19 of us departed at 4:30 PM for a two hour cruise aboard a true museum piece. Built in 1915 for Mrs. Timothy (Lady) Eaton (Eaton Department Stores of Canada) to carry her and her friends from Gravenhurst to her summer home, it was the fastest boat on the Muskoka Lakes for its time with a speed of 24 MPH. Not bad for



Some of the 15 Woodies locking through at Port Carling

PHOTO BY PAM GRATZER

Leaving Peterson's boathouse, we were off to see more islands, beautiful boathouses and Millionaire's Row, a group of stately old Muskoka-style, turn-of-the-century "cottages" all sitting along a protected channel behind Squirrel Island. These cottages were built over a century ago by bankers and industrialists from the Pittsburgh, PA area who sought the Muskoka region for fishing, fresh air and its remoteness. Most of the buildings remain in the same families today, and as our small parade idled past these beautiful places, many of the occupants came out to watch and wave in approval of our "Yankee Fleet" as it passed in review!

with cottages from one to 100 years old. Two log cabins that were built 150 years ago by fur traders have been meticulously maintained.

As with most water-front places in Canada, good docking facilities are available and Bracebridge is no exception. Almost at the foot of an 82-ft. high waterfall is a basin with public docks. A short but steep walk up Main Street past the city's hydro-electric plant (built in 1894) is The Inn At The Falls, a beautiful old residence turned into an inn overlooking the river gorge where we had left the boats. After lunch at The Inn there was time for a stroll,

a private steamer of about 80-ft. in length. As on the **Segwun** the captain and crew were most accommodating with our questions, giving us the run of the yacht including the engine room. Several people recorded the trip on video tape which should be available at winter meetings for all to enjoy.

Tuesday dawned overcast with a light rain. Most of the group were already loaded up and ready to go. Good-byes were said and most headed south into heavier rain for a wet but uneventful return to the states. This was the first rain we had encountered on the trip, but when it's on the way home, no one complains.

A review of the names of those who made the trip shows members of Wine Country, Finger Lakes and Niagara Frontier Chapters of ACBS. In addition, four people came from Pennsylvania and two traveled from Indiana! Yes, **Mike & Jan Padgett** came all the way from Noblesville, IN to join the outing and to stay on for the ACBS meeting. They also brought their 1928 16-ft. Sea Sled -- one of four known to exist -- and used it everyday.

The outing included four outboards -- the Sea Sled, one Lyman, a Penn Yan, and a homemade 16-footer built in 1965. All the rest were inboards -- two Shepards, two Centurys, two Hackers, one Gar Wood, one Lyman and four Chris-Crafts.

Of course, we had our usual share of mechanical problems -- the rock encounter mentioned above, one dead battery (replaced), one set of burned points (replaced), and one shorted-out point (repaired). All of the above occurred not more than 200 feet from the Cedarwood dock. Only one boat ran out of gas and had to be towed a half mile to a marina. But considering the number of boats and



Mike & Jan Padgett's rare 16-ft. Hickman Sea Sled
PHOTO BY DOUG VITTUM

the miles traveled on the water, that's not too bad an incidence rate.

In summary, we were privileged to see and experience one of the most beautiful parts of North America. As George Thompson had said back at the Cranberry Inn, "This is God's country. When God takes a vacation, this is where he comes." We also were honored to see so many beautiful wooden boats. This was truly a fantastic fall trip. Our thanks to Don McMann, **Bruce Hall** and John

Ford for their excellent planning and making the contacts that allowed us to get to see the boats and boat-houses. Our thanks go also to the extra efforts of John & Angela Wilton, our Cedarwood hosts, who were with us everyday.

Next year there will no doubt be another fall outing. Why not plan to be a part of it, see and experience a new or different part of our world and enjoy a wonderful time with old boats and good friends?

Brightwork ADVERTISERS

Each advertiser in this issue of Brightwork offers goods or services that are of interest and value to antique boaters. And most of the advertisers are located in the Finger Lakes area or nearby. Without the support of advertisers it would not be possible to issue a newsletter like this one. Their willingness to underwrite advertisements confirms their support of antique boating and the Finger Lakes Chapter. Your willingness to support advertisers will allow us to continue to issue an expanded, informative, interesting newsletter. Please support Brightwork's advertisers whenever you can. -Dick

COMMERCIAL ADVERTISING RATES

PER ISSUE

Full Page...\$100. Half Page...\$50. Quarter Page...\$25.
Eighth Page...\$15. Business Card...\$10.

NICHOLS RESTORATIONS

FULL LINE OF RESTORATION SERVICES
TRADITIONAL & CONTEMPORARY CONST.
WOODEN BOATS BOUGHT & SOLD
28 W. LAKE RD. BRANCHPORT, NY 14418
315-595-2576 (D) 315-595-2297 (E)

Sill's Marina,

Inc.

Everything it takes to keep 'em floating, running and looking great!

Sodus Point, NY 14555

315-483-9102

HAMILTON ARMSTRONG III

Armstrong

BOAT WORKS

WOODEN BOAT BUILDING & RESTORATION
315-594-1632 WOLCOTT, N.Y.

HAGERTY

Classic Insurance

Only HAGERTY'S
Agreed Value Policy
Guarantees your Classic
Wooden Boat is Fully Protected.

Call Today for an Affordable Quote
And Discover why HAGERTY
is the Standard of Excellence.



Phone 1.800.762.2628
Facsimile 1.616.941.8227
P.O. Box 87 Traverse City, MI 49685

THE COLONIAL CRAFTSMAN

~~~~~  
GLENN A. YOUNG & SON

~~~~~  
RESTORATION AND PRESERVATION OF CLASSIC
HOMES
DOCUMENTED BY THE NEW YORK STATE COUNCIL
OF THE ARTS IN COLONIAL CRAFTSMANSHIP

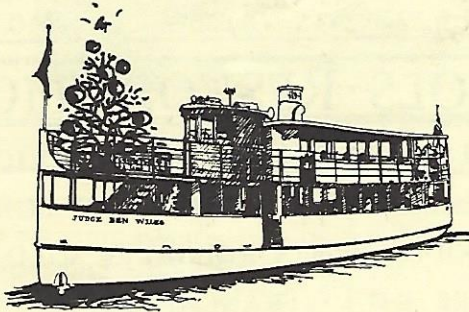
~~~~~  
CUSTOM MILLWORK - DUPLICATION OF MOLDING

~~~~~  
CUSTOM KILN DRYING - NATIVE HARDWOOD

~~~~~  
CLASSIC BOAT REPAIR

~~~~~  
2237 HYDESVILLE ROAD, NEWARK, NY 14513
OFFICE 315-331-1080 HOME 315-597-2250

Cruise through your Christmas List
with
Gift Certificates from Mid-Lakes



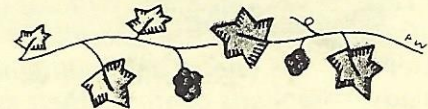
Dinner • Brunch • Lunch
Mail • Sightseeing

Stop by our office at 11 Jordan Street in Skaneateles.
Or call with your credit card and we'll mail your
certificates the same day.

Call 1-800-545-4318.

It's always summer at Mid-Lakes!

KNAPP



WINERY & RESTAURANT

FINE FOOD & WINES

KNAPP GIFT CERTIFICATES
CUSTOM LABELS FOR PERSONALIZED GIFTS
QUANTITY BLIZZARD SPECIALS

SALES ROOM OPEN YEAR 'ROUND
TASTINGS - TOURS - CATERING - WEDDINGS

» ON THE CAYUGA WINE TRAIL «

KNAPP VINEYARDS
COUNTY ROAD 128, ROMULUS, NY 14541
1-800-869-9271

THE BOATING CENTER.

INC.

DISCOUNT MARINE SUPPLIES

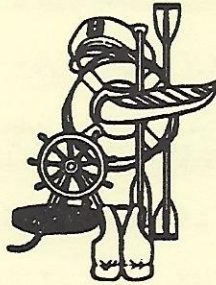
EVERYTHING FOR YOUR BOAT

INTERLUX

PETTIT

Z-SPAR

EPIFANES



WEST SYSTEM

BOATLIFE

SIKAFLEX

3 M

OPEN MONDAY THRU SATURDAY
YEAR 'ROUND

400 W. Commercial St. 716-385-3060
E. Rochester, NY 14445 800-258-8891

CUSTOM CHROME PLATING

POLISHING

BUFFING

REPAIRS



AWARD

WINNING

WORK

SPECIALIZING IN:

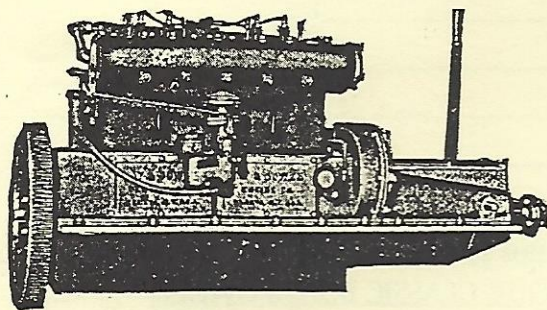
POWER BOATS, CARS, ANTIQUES, &
COLLECTIBLES

BURNS BINNERT PLATING, INC.

412 CLIFFORD AVENUE, ROCHESTER, NY 14621

TEL.: 716-342-5180 FAX.: 716-342-1386

MARINE ENGINE RESTORATIONS



SPECIALISTS IN ANTIQUE BOAT ENGINES

♦♦♦

Engine Remanufacturing
By Experienced Machinists
With Up-To-Date Equipment and a
Thorough Knowledge of Marine Engines

♦♦♦

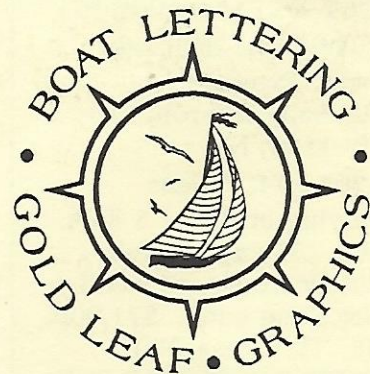
For Pricing and Information Call
Bill or Al at 716-723-1333

♦♦♦

Drake Engines, Inc.
2285 Ridgeway Avenue
Rochester, NY 14626

charles
Signs inc.
est. 1968

Express Yourself
With Quality



HAND CARVED SIGNS
WITH 23k GOLD INLAY



315 457-0691

4855 Thornwood Drive - Liverpool, New York 13088

SUTHERLAND BOAT & COACH,

INC.

BUILDING & RESTORING CLASSIC BOATS OF YESTERDAY

FROM SMALL CRAFT TO ELEGANT LAUNCHES SPECIALIZING IN LAPSTRAKE, CARVEL & WOOD-CANVAS BOATS

416 1/2 WEST LAKE ROAD, HAMMONDSPORT, NY 14840

607-868-3993



Mobile Canvas Unit • Custom Canvas & Upholstery

Serving Dealers, Marina Operators & Boat Owners

- Runabout & Cruiser Canvas
- Fisherman Tops & Enclosures
- Sailboat Dodgers, Enclosures & Camperbacks
- Custom Stainless Steel Framework
- New & Antique Boat Upholstery
- Canvas & Framework Repairs

LARRY BRONSON
(607) 849-6006

463 Mt. Grove Rd.
Lisle, NY 13797

SHIP'S STORE

CHRISTMAS GIFTS FOR THE CLASSIC BOATER

GOLF CAPS...\$12. GOLF SHIRTS...\$28.

TEE SHIRTS...\$14.

SWEATSHIRTS (L&XL)..\$26. SWEATSHIRTS (XXL)..\$29.

All the above with the FLC logo.

Call Ron Svec or Sue Martin at 607-657-2748 (eve)

North Syracuse

SIGN

BOAT LETTERING

GOLD LEAF

METAL LETTERS

VEHICLE LETTERING PLASTIC LETTERS

PAINTED SIGNS MAGNETIC SIGNS

BANNERS SITE SIGNS

101 GERTRUDE STREET

NORTH SYRACUSE, NEW YORK 13212

315-452-0308

THE DOCK MARKET

FOR SALE: 1930 18-ft. 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 (Romulus, NY)

FOR SALE: 1954 14-ft. Shell Lake wooden rowboat. Excellent for fishing. \$450. Sally Lathrop, 716-338-5028. (Webster, NY)

FOR SALE: 1964 33-ft. Owens Cruiser with flying bridge, 7.5 KVA Onan gen., twin 285 engines, full galley, shower, sleeps six, all wood, teak decks. Excellent cond. \$21,000. 315-637-1655. (Syracuse, NY)

NON COMMERCIAL ADVERTISING

Non commercial ads listing nautical items "For Sale" or "Wanted" are welcomed for publication in **Brightwork**. Ads without photos from any source will be printed at no charge if they have the potential of benefiting FLC members. Ads with photos require a one-time \$10.00 charge. Forward ads to Dick Sherwood, 1734 Lake Road, Webster, NY 14580

MEMBERSHIP APPLICATION

FINGER LAKES CHAPTER, ANTIQUE & CLASSIC BOAT SOCIETY

INTERNET ADDRESS: <http://www.berkshiretv.com>

Last Name _____ First _____

Comember _____

Address _____

City _____ State _____ Zip _____

Phone: (Day) _____ (Eve) _____

Other Chapter Memberships (if any): _____

ANTIQUÉ/CLASSIC BOATS OWNED

<u>YRI</u>	<u>BUILDER</u>	<u>MODEL</u>	<u>ILOA</u>	<u>HULL NO.</u>	<u>NAME</u>	<u>ENG.</u>	<u>ICYLHPI</u>

ACBS Annual Membership Dues = \$25.

FLC Annual Membership Dues = \$10.

Dues received after September 1st are applied to following year.

Please Make Check Payable to: Finger Lakes Chapter, ACBS

Return to: Dick Sherwood (716-265-1518)
1734 Lake Road
Webster, NY 14580