

Merry Christmas & Happy New Year



Brightwork

Volume 17, Issue 4

Newsletter of the Finger Lakes Chapter, ACBS

December 2007

Janice Miller New President of FLC

At the Chapter's Annual Meeting on November 3rd, **Janice Miller** became FLC's eleventh President and **Don Ross** became a new Director At Large. Congratulations to both!



Outgoing President **Rob Kidd** presented the 2007 President's Cup to **Shirley Marsden** for her many years of service to the Chapter as Treasurer.

FLC's 2008 Board of Directors

- President.....**Janice Miller**
 Second Vice President.....**Tom Carmen**
 Secretary.....**Teddi Myllymaki**
 First Vice President.....**Jack Gifford**
 Treasurer.....**Shirley Marsden**
 Immediate Past President.....**Rob Kidd**
- Directors (3 yr. terms)
Ham Armstrong **Jamie Strong**
- Directors (2 yr. terms)
Jack Miller **Bob Myllymaki**
Dick Sherwood **Bill Stinson**
 Steve White
- Directors At Large
Don Ross **Arnie Rubenstein**



Rob Kidd presented **Karlene Miller**, President of the Skaneateles Historical Society, a contribution to their Capital Fund Drive from the Chapter. (See page 6 for more details.)

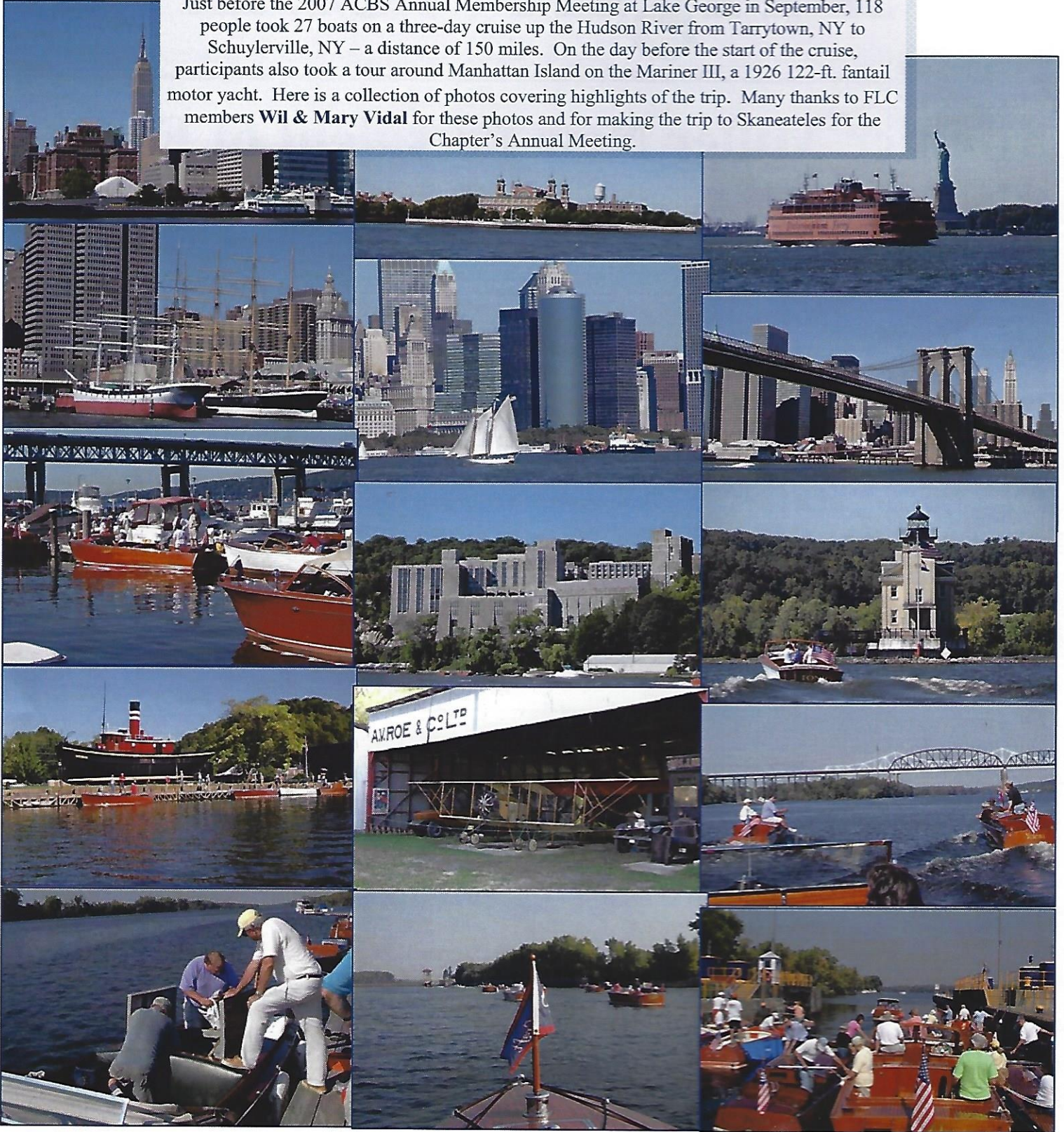


Many thanks to the staff at the Sherwood Inn which served an excellent meal to the several members of the Chapter who turned out for the 2007 Annual Membership Meeting.



Annual Meeting Attendees Treated to Rerun of the ACBS Hudson River Cruise

Just before the 2007 ACBS Annual Membership Meeting at Lake George in September, 118 people took 27 boats on a three-day cruise up the Hudson River from Tarrytown, NY to Schuylerville, NY – a distance of 150 miles. On the day before the start of the cruise, participants also took a tour around Manhattan Island on the Mariner III, a 1926 122-ft. fantail motor yacht. Here is a collection of photos covering highlights of the trip. Many thanks to FLC members Wil & Mary Vidal for these photos and for making the trip to Skaneateles for the Chapter's Annual Meeting.





2008 Calendar of Events

Sun., Jan. 20	FLC Board of Directors Meeting	Sherwood Inn, Skaneateles, NY
Sun., Feb. 17	FLC Board of Directors Meeting	Sherwood Inn, Skaneateles, NY
Sun., Mar. 16	FLC Board of Directors Meeting	Sherwood Inn, Skaneateles, NY
Sat., Apr. 19	Joint Chapter Meeting	Ramada Inn, Geneva, NY
Sat., June 7	Fairport Canal Days	Erie Canal, Fairport, NY
July 11 & 12	Fulton Chain of Lakes Rendezvous	Old Forge, NY
July 18-20	Wine Country Annual Boat Show & Regatta	Hammondsport, NY
July 25-27	FLC Annual Boat Show	Skaneateles, NY
August 1-3	Antique Boat Museum Annual Boat Show	Clayton, NY
September 14-20	ACBS Annual Membership Meeting	Coeur D'Alene, ID
Sat., Nov. 1	FLC Annual Membership Meeting	Sherwood Inn, Skaneateles, NY

New Memberships

Welcome aboard to the following new FLC members:

Robert & Diana Burchhardt of Tully, NY, owners of a 1961 16-ft. Thompson Sea Coaster Outboard.

Ron & Rosie Cimini of Williamsport, PA, owners of a 1928 26-ft. Chris-Craft Runabout and a 1937 19-ft. Chris-Craft Runabout.

Chris & Marcy Dembs of Syracuse, NY, owners of a 1941 22-ft. Jeffery Utility.

Gary & Mary Anne Nagle of Webster, NY, owners of a 1961 18-ft. Chris-Craft Sea Skiff.

Ed Sirianno of Albany, NY, owner of a 1930 15-ft. St. Lawrence Skiff.

Carl Stearns of Syracuse, NY, owner of a 1947 12-ft. Penn Yan Cartop.

Craig & Laurie Wilson of Churchville, NY, owners of a 1957 18-ft. Chris-Craft Sea Skiff.

FLC memberships for 2007 will wrap up at 186.

An Addendum for the FLC Roster is included with this issue of **Brightwork** going to Chapter members.

Brightwork is the quarterly newsletter of the Finger Lakes Antique and Classic Boat Society Chapter, Ltd., aka 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, Sept. 1st and Dec. 1st. Questions, articles for publication, letters to the editor, noncommercial ads, etc., should be sent to Dick Sherwood, 1734 Lake Rd., Webster, NY 14580 or flboats@aol.com;
Ph. 585-265-1518

Commercial ads should be sent to Bob Myllymaki, 7783 Gloria Dr., Baldwinsville, NY 13027 or anteekbotr@aol.com
Ph. 315-635-3634

Finger Lakes Chapter, ACBS

<u>President</u>	
Janice Miller	315-496-2924
<u>First Vice President</u>	
Jack Gifford	315-382-2831
<u>Second Vice President</u>	
Tom Carman	607-754-4181
<u>Treasurer</u>	
Shirley Marsden	315-253-7505
<u>Secretary</u>	
Teddi Myllymaki	315-635-3634
<u>Directors</u>	
Ham Armstrong ... 315-594-1403	Jack Miller ... 607-227-9866
Bob Myllymaki ... 315-635-3634	Dick Sherwood 585-265-1518
Bill Stinson ... 315-497-2076	Jamie Strong ... 315-685-4712
Steve White	315-685-0252
<u>Directors At Large</u>	
Don Ross ... 607-625-2517	Arnie Rubenstein 315-637-8522
<u>Immediate Past President</u>	
Rob Kidd (2005-2007) 315-635-6187	
<u>Membership & Newsletter</u>	
Dick Sherwood 585-265-1518	<u>Ship's Store</u>
	Lisa Wirth 315-673-0134
<u>Past Presidents</u>	
Jack Miller 2003-2005	
Roger Townsend 1998-2003	George Zeth 1987
Scott Buehler 1998	Jim Brennan 1984-1986
Arnie Rubenstein 1996-1997	Bob Myllymaki 1982-1983
Dick Sherwood 1992-1995	Syd Marsden 1979-1981
Susan Buehler 1988-1991	Ford Knight 1977-1979
<u>Charter Members</u>	
Ford Knight, Pres.	Syd Marsden, Vice Pres.
Richard Morehouse, Jr., Treas.	Kristine Marble, Sec'y.
John Barnes	Mary Ellen Bond
Josephine Brown	Fred Curry
Harold Flagg	George & Gloria Hyatt
Allyn Morehouse	Bob Myllymaki
	Jim Brennan
	Jerry Feltus
	Ron Jasper
	George Zeth

Incoming President's Letter

As the incoming President of the Finger Lakes Chapter, ACBS, I would first like to acknowledge **Rob Kidd** for the wonderful job he has done as President of FLC. A lot of Rob's work has been behind the scenes with phone calls, letter writing, and lots of thank-you notes to all those who contribute to our chapter. Thank you, Rob, for a job well done.

Our annual meeting was held the first weekend in November at the Sherwood Inn in Skaneateles, with wonderful food and a guest speaker. The topic of the evening was a trip up the Hudson River in wooden boats (put together by FLC member **Wil Vidal**) including a slide show of the ACBS-sponsored event. An award was also on display that **Dick Sherwood** won for the best newsletter at the ACBS Annual Membership Meeting in September. A huge congratulations to Dick! We are all very lucky to have such a great newsletter.

Looking forward, the Board of Directors is working on two upcoming events for next spring – a day's visit to the village of Fairport's Annual Canal Days in June, and a trip to the Adirondack Chapter's Annual Fulton Chain Rendezvous (held in the Adirondack village of Old Forge) in July. (See page 7 of this edition of **Brightwork** for more details.) We are also working on boat show items and coordinating our efforts with the Skaneateles Area Chamber of Commerce and our sponsors. We always need a few extra hands during the boat show, so if you would like to help, please contact any Board member. They're all listed (with telephone numbers) on page 3.

It is a great pleasure to be involved with such a wonderful group of people -- on the FLC Board and with wooden boaters in general. Remember that everyone is invited to our Board Meetings, usually held the third Sunday of the month at the Sherwood Inn in Skaneateles. **Brightwork** carries the dates of the next quarter's meetings in the Calendar of Events on page 3 of each issue.

Best Regards,

Janice Miller, FLC President

Vintage Clothes Needed For Historical Display

Two shivering manikins are standing-by to be the centerpiece of an upcoming display at the Skaneateles Historical Society. They're cold because they're in dire need of clothes – not just any old clothes, but some 1940s-vintage clothes.

The man will be dressed as a workman in the Skaneateles Boat Works. Approximate sizes: shirt 15 ½ -33; pant waist 35 to 36 with 28 inseam. The woman will be dressed as she would for going shopping including white gloves and hat. Her measurements are 38-30-34 ½. (How about those numbers!)

If you can help with clothes for this display, please contact **Arnie Rubenstein** at 315-637-8522.

Imm. Past President's Letter

I can't imagine a nicer way to close our year than with the Annual Dinner Meeting that we recently had at The Sherwood Inn. **Bob & Teddi Myllymaki** organized this year's event and decided to try something new by substituting our usual buffet with a choice of three or four entrees. Without exception, everyone I spoke with said that their meal was among the best they've ever had. **Mike Tutor** of The Sherwood tells us that they have some of the best staff ever working in their kitchen and it certainly shows. Our special guests **Wil & Mary Vidal** gave an entertaining and informative presentation on ACBS's recent Hudson River Cruise. They also brought along two beautiful framed prints that were raffled off to raise money for the chapter. Thank you to all concerned for helping to make this one of the nicest Annual Dinners ever.

During the past year I've had the opportunity to visit with a few of our **Brightwork** advertisers. It's no secret that their financial contributions are what make this fine newsletter possible. With this in mind, let's all remember to do business with them whenever we have the opportunity to do so. Remember also to let them know that you saw their ad in **Brightwork**. It will help to make their decision to renew next year's ad that much easier.

During the past two years I've had the pleasure of working with a very knowledgeable and enthusiastic Board of Directors. Their efforts are what helped to make my job easy and I know that our incoming **President Janice Miller** can look forward to the same kind of cooperation. I hope that anyone reading this will consider becoming more involved in our chapter. Every organization benefits from fresh, new ideas and we would welcome yours. Remember that our meetings are always open and that your level of involvement is always up to you. For me, getting involved has meant getting to know a lot of very nice people and enjoying my membership in the chapter even more. Bring your appetite with you and plan to join us for dinner. I still recommend the Yankee Pot Roast!

Rob Kidd, FLC Immediate Past President

ACBS Joint Chapter Meeting

The 2008 edition of the Joint Meeting of the eight ACBS Chapters based in New York State is scheduled for April 19th. Organization and planning are being handled by the Adirondack Chapter with a major objective of increasing attendance which has been dwindling in recent years. The meeting will again be held at Geneva's Ramada Inn because of its central location.

So, save the date, plan to attend, and think about asking some friends who may not have been to one of these dinner meetings before, to also attend. Look for more info early in the New Year and in the March issue of **Brightwork**.

Letters to the Editor

Hi Dick,

Just had to say that our **Brightwork** newsletter is a joy to read and the high standards you have achieved remind me of **Classic Boating** magazine.

After reading **George Zeth's** letter, I reviewed my old files and also found an original **Shorelines** newsletter -- everything has advanced so much from that humble beginning. A lot of water has gone under the hull since then.

Best,

Jim Brennan

We owe a lot to humble beginnings. Without them, we wouldn't be where we are now. Many thanks to you and everyone who started it all back in 1977. -Ed.

Dick,

Another outstanding issue. My Dad was so pleasantly surprised when I showed him the picture of our Lyman underway that he asked if there might be any additional copies so he could have one. If so, please let me know how I could get my hands on one.

Once again, great job!

Dave Freund

Extra copy found and sent. -Ed.

Dick,

Kudos to you on **Brightwork!** We received our copy today and it is SUPERB! Thanks for publishing the lovely letter you received about Dick. I've always known I married an amazing man, and am so happy to see that others recognize that as well. You made our night!

Kaye Newcomb

Mr. Editor:

Thank you for sending the September 2007 issue of **Brightwork**. This letter concerns the letter sent by **Mr. Howard Hopson**, a first-time boat exhibitor, to **Janice Miller**, the Skaneateles Boat Show Dock Master, concerning one of the judges at the 2007 show. That letter was on the front page of your newsletter and concerned **Dick Newcomb**, who was in the spotlight.

On two occasions I have had the privilege to judge boats with Dick and have found him to be completely involved when judging, and to be very knowledgeable when local area boats are concerned. As in Mr. Hopson's case, Dick is always ready to discuss boats in competition. This year, Dick's wife, **Kaye**, joined the judging group to try her hand with judging. Later, she said she had enjoyed the experience.

As with Mr. Hopson, I will be back to Skaneateles to judge. (I have been invited.) Hopefully, I will see him at that event.

Mr. Editor, this is the first time that I have ever seen a letter of this nature on the front page of any newsletter. My hat is off to you.

Congratulations to you upon winning the newsletter award at the ACBS Annual Meeting.

Best regards,

Herb Anthony

Did You Know...?

...that the Sunnyland Chapter, ACBS is planning to move its annual Antique Boat Festival from Mt. Dora, FL across Lake Dora to Tavares, FL? 2007 was the 20th year of the event at Mt. Dora which had grown from 70 boats in 1988, to 238 boats this past March. In 2008, Sunnyland organizers plan to team with the Classic Raceboat Association to put on a single event at Wooten Park which is better-equipped to handle the increasing number of boats and the 20,000 annual boat show visitors. Tavares has also offered to make an investment of \$250,000. for portable docks to meet the needs of the boat show and its many visitors.

...that according to a 2005 survey conducted by the National Marine Manufacturing Association, boating ranks among the top three stress-relieving activities available to adults? There's every indication that antique boaters were not included in the survey!

...that a new Radio Talk Show called Classic Car & Boat Network went on the air on Sunday, November 11th on clear-channel station 950 AM radio? It is broadcast live from Houston, Texas every Sunday morning from 8:00 to 9:00, and will also be Podcast on www.the950.com or www.keels-wheels.com and can be heard on the internet anywhere around the world. The show will be about every aspect of owning, collecting, restoring, showing, buying, transporting, remembering, lusting after and enjoying Classic Cars and Wooden Boats. The show can be contacted at 713-256-8707 or classiccarsandboats@4U.com

...that a twelve-page article covering the history of Penn Yan boats was published in the September/October issue (No. 139) of **Classic Boating Magazine**? The article was compiled by **Bill Oben**, President of the Finger Lakes Boating Museum.

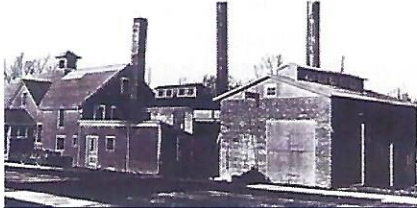
...that a reproduction model of the Curtiss twin-engine flying boat, **America**, has been built in the Glenn H. Curtiss Museum Restoration Shop in Hammondsport, NY? It was taken out on Keuka Lake for its inaugural flight on September 15th, but was unable to get airborne due to insufficient power. More powerful engines are now on order. The original **America** last flew over Keuka Lake in 1914.

...that members of the Canal New York Marketing and Business Alliance traveled to England last month to attend a London trade show that attracts travel industry professionals from around the world? The group wants tour operators to know that there's more to the Erie Canal than 15 miles and a mule named Sal! Besides marketing, the alliance also lobbies Albany and is creating an educational program. FLC member **Peter Wiles** is chair of the Alliance's Board of Directors.

...that the August 2007 issue of **Adirondack Life** carried an eight-page article on the Fulton Chain Rendezvous and the Lake George Antique Boat Rendezvous? FLC Past President **Rob Kidd** plays a prominent role in putting together the annual Fulton Chain event, and his 1934 Chris-Craft is pictured in one of the article's several photos.

Boat / Transportation Museum Planned in Skaneateles

In the latter part of the 19th and early part of the 20th centuries, the Creamery was a vital part of the Skaneateles community, providing a centralized milk-processing facility for the area.



1920s view of the Creamery (left), its boiler plant (right), and auxiliary buildings between the two.

Over the years the Creamery was also a thriving butter-making business, and an ice cream processor for the Best Ice Cream Co. and later, the Borden Co. In the early 1990s, the Skaneateles Historical Society

acquired the nearly 100-year-old derelict building, renovated it, and established a new home for the Society and a museum for the community.

Today, the Creamery is one of Skaneateles' primary cultural centers, housing a growing local history museum, a busy community room, facilities for research and care of historical



The Creamery and boiler plant (converted to a residence with an added garage) as they look today.

records and archives, and the site of monthly programs of local historical interest. But the Society is rapidly outgrowing the Creamery.

Recently, through a generous donation, the Society was able

to acquire the Creamery's old boiler plant, gaining much-needed space for expansion and growth. That expansion will be used to reflect and preserve the history of Skaneateles commerce and transportation, highlighting local wooden boat design and manufacturing.



Architectural plans have been drawn up to renovate the boiler plant, connect it to

the Creamery via a new wing, and generally enhance the local neighborhood along Skaneateles Creek. Now, effort is underway to generate funding, develop detailed renovation plans and implement improvements as fundraising permits.

Contributions to the project are being sought from all parts of the Skaneateles community. The Chapter's Board of Directors has voted to make a \$1500. contribution to the project over the next three years. Individual tax-deductible contributions can be made using the enclosed donation form.

Sea Scouts of SSS 23

Skaneateles' fledgling Sea Scouts Ship 23 (SSS 23), BSA just completed its inaugural year. Sea Scouts provides an



opportunity for area coed youth, ages 14 to 20, to enjoy maritime safety, training and on-the-water recreational experiences. SSS 23 conducted or participated in a number of activities throughout 2007, including:

- Skaneateles WinterFest 2007 providing a maritime Cold Weather Safety display;
- Coordinating conduct of NY Safe Boating Course, open to the community, in which SSS 23 Sea Scouts earned their certificates;
- Chamber of Commerce "Dock Days", helping install the community slips in the spring, and removal and storage this fall;
- Conducting scuba training orientation in Skaneateles Community Center pool;
- Skaneateles Antique and Classic Boat Show with a tent display;
- Novice sail training using a donated "Pennant" sailboat;
- Motor boating training (several Sea Scouts completed BSA merit badge qualifications);
- Enjoying the general fun of learning and doing on-the-water activities.



The Sea Scouts' 2007 program culminated in SSS 23's October Awards Dinner at which all current Sea Scouts received certificates for achieving Apprentice Rank.

Sea Scout Ship 23 is now planning for 2008, and will continue to meet and learn through the winter in its year-round program. Planned winter activities include:

- Renovation of a second donated sailboat, a CL16, which will be used to train and race next season;
- Building of several self-propelled wooden boats for the children's pool at the Skaneateles Antique Boat Show;
- Refurbishment of wooden gift boats used by the Skaneateles Chamber for raffle prizes at the Boat Show.

SSS 23 also looks forward to participating again in the major events and service projects as it did in 2007.

Skaneateles Sunrise Rotary Club serves as the chartered organization for SSS 23, which also enjoys the support of a number of local boating enthusiasts, the Finger Lakes Chapter, ACBS, and other organizations and businesses which have stepped forward to help SSS 23 build the program and create additional youth opportunities.

For further information on Sea Scouts, call (315) 685-9511, or e-mail Advance.Concept@Adelphia.Net

Fairport Canal Days June 6, 7 & 8, 2008

Since 1977, the Erie Canal Village of Fairport, NY has held an annual Canal Days Festival. One of the largest festivals in the northeast, it draws over 200,000 people to the picturesque village of Fairport each year. The festival is the only one of its kind, produced solely on a volunteer basis. Proceeds from the festival benefit non-profit events and local charities.



Looking for a different kind of venue and a destination for a cruise in some old boats in 2008, an inquiry was made to the festival's organizers to see if there would be any interest in having a display of vintage boats on the canal for at least part of the festival weekend. The reply was positive and about 100 ft. of premium space along the quay in downtown Fairport has been secured for Saturday, June 7th. That space will dock four boats with others rafted off those four. To hold the space, the FLC Board has committed to a minimum of eight boats.

The plan would be to launch by 9:00 AM at Mid-Lakes Navigation's Marina in Macedon, about 6 ½ miles east of Fairport (no locks to transit), cruising west on the canal to Fairport, and spending the day (till 5:00 PM) answering questions from visitors, increasing interest in antique boats and boating, and encouraging new memberships in FLC and ACBS. At the end of the day, we would return to Macedon for haul-out and meet at an area restaurant for dinner and an opportunity to review the day's events.

If you would like to be part of the above, please mark your calendar and contact your editor. **Janice Miller, Ed Ritter** and **Carl Stearns** have already signed up. More information will appear in the March 2008 issue of **Brightwork**.

Photographs Wanted

If anyone has photographs of the interiors of Skaneateles boat-building companies, the Skaneateles Historical Society would like to consider them for a display that's being planned about that local industry. Contact is **Ron Fisher** who can be reached at 315-685-5382.

'Spring Into Summer' Cruise July 11 & 12, 2008

Although it may be snowing where you are when you read this, it's time to be looking ahead to warmer times and new boating opportunities.

Since we seem to have "cruised out" our beautiful local Finger Lakes, it has been suggested that we change course somewhat and annually schedule our Early Summer Cruise to coincide with boat shows hosted by other ACBS Chapters. Not only would this venture support the other chapters, but it would also give FLC members an opportunity to cruise new waters while renewing old friendships with members of nearby chapters.



Suggested for 2008, is a Fulton Chain of Lakes Cruise. The Annual Fulton Chain Rendezvous, sponsored by the Adirondack Chapter, ACBS, is scheduled for July 11& 12, 2008, and will center, as always, around the village of Old Forge, NY.

Details are still in the planning stage, but the thought would be to arrive on Friday evening, July 11th, to attend the Adirondack Chapter's cocktail party which is usually held in an historic inn on one of the lakes. After launching the boats on Saturday morning, they would be moored along the picturesque quay at Old Forge Pond within walking distance of village shops and restaurants. Following the day's activities, the ADC hosts a banquet at a fine restaurant in Old Forge.

Sunday morning would offer a self-guided tour of the Fulton Chain, much like FLC provides its exhibitors for cruising Skaneateles Lake. Plans would include a mid-day meeting at one of the inns on the lakes for lunch, and a mid-afternoon return for pull-out. Anyone preferring to participate only in the Sunday cruise can launch at the marina early in the day.

As always, members of other chapters are also encouraged to participate in the weekend.

Mark your calendars now! Firm plans and more details will be included in the March issue of **Brightwork**.

The following President's Column was written by David J. Kidd in 1983, when he was President of ACBS, and published in a Rusty Rudder of that year. ACBS was then eight years old and it seemed timely to document and inform the membership about how the organization came into being. The account was provided by the first ACBS President, Ray Nelson, via a phone call to Dave Kidd. Ray followed-up the phone conversation with a detailed letter, confirming everything he had told Dave earlier. Recently, after searching his files for the column, Dave found himself disappointed for not having given Ray full credit for supplying the information.

Many thanks to Dave Kidd for resurrecting this bit of history and offering it for publication in Brightwork. –Ed.

The Authentic Account of the Founding of ACBS

Each year, The Antique and Classic Boat Society, Inc. continues to grow at a vigorous rate. At the January 29, 1983 meeting of the Board of Directors, four new chapters were accepted. We welcomed Barnegat Bay, Lake Wawasee (Indiana), Mississippi Valley and Texas. It has been almost nine years since the founding of ACBS. It seems to me that this would be an appropriate time to review the past.

The Antique and Classic Boat Society, Inc. was inaugurated January 25, 1975 with the election of officers and publication of the Constitution and By-Laws. Worldwide interest in antique boating was increasing comparatively fast, but without communication. Further growth could have been disjointed, or cohesion could result from some form of organization.

In addition to the sharing of ideas and the human desire to know what others are doing, there was realistic need for establishing some standards in a hobby that came of age competitively. At the First Lake George Antique and Classic Boat Rendezvous on August 24-25, 1974, the first positive step was taken. At the picnic on Canoe Island in Lake George, Ray Nelson initiated a discussion on the feasibility of forming an organization of people interested in antique boats. From the nine people in attendance, eight became Founders.

In spite of some question as to whether or not there was a need for such an organization, it was decided to proceed, and a meeting was scheduled for November 2, 1974, at Lake George. Thirty persons representing six states attended the meeting and 49 others indicated interest but were unable to attend. During five hours of exchanging ideas, the meeting

produced positive results, and a second meeting was scheduled for November 23, 1974, at Glen Falls, NY. At this meeting the name of The Antique and Classic Boat Society, Inc. was adopted by a majority vote, and a temporary Board of Directors was appointed to act as a nominating committee to establish a slate of officers and the required standing committees.

A nominating meeting was held on December 7, 1974, at Cleverdale, NY, and the nominating committee passed a resolution to supply all eligible voters with a proxy form instructing the Secretary to cast one ballot for the slate of officers and directors nominated. Proxy votes had to be accompanied with a membership application and payment of dues postmarked no later than 12:00 midnight, January 25, 1975. All proxies were positive. Therefore, January 25, 1975 was established as the inauguration date of the Society.

The purpose of ACBS is to provide a means through which individuals sharing a common interest in antique and classic boating can meet and exchange ideas relative to the development, preservation, publication and technical interchange of historical and other information.

Founders of The Antique and Classic Boat Society, Inc. were Joseph W. Fleming, Jr., Edward A Larter, Ray Nelson, Anthony O'Boyle, G. Mason Saunders, Munro Sherrill, William C. Smith and John R. Summers.

The first officers elected were Ray Nelson, President; H. Drayton Mook and William C. Smith, Vice Presidents; Joseph Fleming, Jr., Secretary; and Jack Binley, Treasurer. David J. Kidd, President, ACBS

In the next issue of Brightwork, look for the story of the formation of the Finger Lakes Chapter as compiled by two who were there at the time. And then, just before the Chapter's 30th Anniversary Boat Show, the June 2008 issue will carry the story of how the first FLC Boat Show came into being. –Ed.

Brightwork Wins Best Newsletter Award

At the ACBS Annual Meeting at Lake George in September, Brightwork was awarded Best Chapter Newsletter for 2007. Seven newsletters were considered for the honor and two, The Tidewater Chapter News and The Nautical Mile from the Philadelphia Chapter, tied for Runner-Up Awards. Chapter News Magazines compete in a separate category.

At the Chapter Roundtable Meeting scheduled just before the ACBS Board of Directors Summer Meeting on June 27,

2008, the primary topic of discussion will be how to increase interest in producing high-quality newsletters among the ACBS chapters. Your editor plans to participate.

Many thanks to everyone who contributed articles, or material for articles, in the four issues of Brightwork that were evaluated for the 2007 award. –Ed

Visit the FLC web site at www.flc-acbs.org

Spotlight on an FLC Family

In this issue of **Brightwork** we spotlight the Skeval family of Fabius, NY. **Brian & Sandra** have two daughters, **Sarah & Elizabeth**, two sons, **Nicholas & Peter** and a fifth (tie-breaker), a boy, arrived in October. Brian operates Skeval Bros. Woodworking while Sandra is a practicing pediatrician with offices in the Syracuse area.

Before Brian & Sandra were married, Brian traveled to different places along the east coast providing high-end custom cabinetry to various clients. Later, Brian and his brother **Dave** opened the Skeval Bros. Woodworking Shop in Lafayette, NY which allowed Brian to stay close to home and family. At first, the two brothers would take on just about any kind of work that came through the door; but as their reputation for quality craftsmanship grew, Brian was able to pick and choose which jobs made the most sense to take on. Today Brian deals exclusively with a handful of clients from out of town with whom he has developed a long term relationship over the years. Blueprints for new projects are sent directly to Brian's shop where they are turned into finished products that are shipped to the customer.

Brian says that his interest in old boats came about quite naturally as he has always had a fondness for antiques in



general and woodworking in particular. The Skeval's "fleet" of boats includes a 1940 Chris-Craft 15 ½-ft. Deluxe Runabout, a 1941 Comet sailboat, a 1951 Chris-Craft 22-ft. Sedan and a 1958 Wagemaker outboard. Presently, each of these boats is in need of some form of repair in order to be seaworthy, and just as soon as time will allow, Brian will get to them one at a time. His plan is to start with the 15 ½-ft. Chris-Craft which will serve as the "practice boat" allowing him time to get acquainted with the techniques and materials that are unique to wood boats. He wants to be comfortable with the whole process before he gets started on the flagship of the fleet, the 22-ft. Sedan.

Brian is making plans to construct a new, larger pole barn that will accommodate his business and have room left over for working on boats. If the quality of his cabinet work is any indication, we can look forward to seeing the Skeval family out for rides in some fine-looking boats. 🍷

Thanks to Brian and Sandra Skeval for putting this article together, even with five little Skevals looking for their parents' attention. —Ed

In Praise of Objects That Need Care

Condensed from a **New York Times** article by **August Heckscher**

"Maintenance Free" – that is the advantage cited for many of today's products. Not to have to repair, refurbish, repaint or keep-up is considered a supreme virtue. But I am not so sure.

Last year I sold a treasured old wooden boat in order to buy a new one made of fiberglass. My friends congratulated me on doing a wise thing, but I began to wonder as spring came around.

When that earlier boat emerged from winter quarters, her brightwork gleaming and her old wooden sides aglow with fresh paint, I would be carried away with joy at the sight. The pleasure was not repeated when I took over my little fiberglass vixen, her face fixed in a rigid, unchanging smile.

The point is, I really enjoy the extravagance of upkeep. It is certainly more rewarding than buying something new, or possessing something theoretically impervious to wear and tear.

We, ourselves, change as the years pass. The objects around us should change also – gracefully, as we would like to do, the

encrustation of age smoothed over and the weakness inconspicuously redressed. Things that don't, suddenly stop working and become useless.

Acknowledge the pleasure of maintenance and all sorts of secondary rewards open up. Not enough has been said about the kind of people in the trades of refurbishing and repair, for instance. They tend to be old and wonderfully articulate. As I go forth with a chipped platter or ailing clock, I am likely to find myself face to face with an understanding human being, who knows what the trouble is. And the job is accomplished – along with many salutary remarks on the state of the world.

It is all very well to create, and to recycle, but nothing excels being able to keep the original object, aging but not forsaken.

*August Heckscher was a writer, arts consultant, social commentator, and journalist who lived from 1913 to 1997. From 1946 to 1948, he was editor of the **Citizen Advertiser** (now the **Citizen**), Auburn, New York's daily newspaper. The above appeared in the **New York Times** circa 2000. —Ed.*

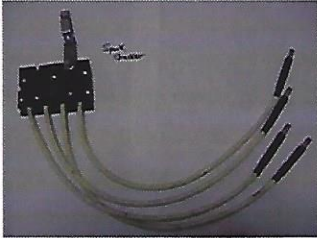
Outboard Motor Electrical Systems

By FLC & WCCB member **Dick Newcomb**

Testing an outboard motor electrical system is quick and easy. Replacing the components can be a challenge!

Good spark is critical and is "element number one" in a good-running motor. Without spark there is no sense attempting any other repairs on an outboard motor.

The best way to test for spark on your outboard is with a spark checker (see picture). These can be simple, testing one plug at a time, or multiple. They can range in price from a few dollars to about \$80. The one I have can test four plugs at once and costs about \$40. I wouldn't be without it.

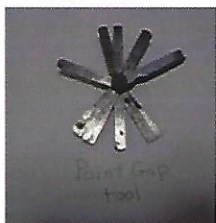


I remove the spark plugs from all the cylinders when I test for spark. This relieves the compression and makes it a lot easier to crank the motor. You'll really appreciate that if you are pull-starting a four cylinder or larger outboard. Even the 30-40 HP two-cylinder engines are very hard to pull-start while also paying attention to your spark tester.

With the spark tester's wires properly connected to the spark plug wires and the ground clip securely connected to the engine block, you should get a nice blue spark between the points on the tool and its base when you turn the engine over. It should be strong and obvious. If in doubt, try your tester on an engine you know to be running well to become familiar with what it should look like. If the spark is weak or missing altogether, it's time to move on to the components.

Pre-1976 outboards generally have electrical systems that consist of a magnetized flywheel, coils, contact points, and a condenser. If you are reeeeeally, lucky the only thing wrong will be that the contact points are fouled with oil or a bit of corrosion. Many of the mid-50s and later outboards, have a viewing/access opening in the top of the flywheel. You don't have a lot of room to work in, but that access is there so you can clean the contact points with some fine emery paper and check them for gap.

I better explain that. As the flywheel travels around there is a lobe (bump) on the center that pushes on the contact point set as it goes by. This opens the points breaking the flow of electricity to the spark plug, much like a light switch. Ideally, the points should have a space between them (gap) that is specific for each style of engine. Most are set around .020 of an inch. You can purchase a gap checker (see picture) at any auto supply store. Turn the flywheel slowly by hand and watch for the points to open. When they start to close again, stop. Redo this a few times until you catch the points at their maximum opening. There is an adjustment screw in the base of the contact set. It will be in



an oval opening in the base of the set. You slowly turn this and place your correct shim from the gap checker in between the points. There should be a little resistance when you pull the shim out.

Most outboards have two sets of contact points so you will have to do this twice.

Now try your spark checker again. With luck you'll get a good spark. If a motor has been sitting in storage for some time, this is usually the cure.

If you still don't have spark or if you don't have an access opening, your next task will be to remove the flywheel. This can be a challenge! You will need a flywheel puller (see picture). The flywheel has three predrilled and threaded bolt holes in the center. Sometimes you have to remove a cover which may be just a cover, or it may be part of the recoil for the rope pull-start. If



you have never done this, I'd recommend calling someone who has and learn from their experience. From then on, you'll know how to do it. I'd be glad to help anyone learn about this.

With the flywheel off, you will see the stator, which holds all the components. You can now replace the points, condensers and coils fairly easily. The most critical component is the coil (see picture of typical OMC stator). You need some



specialized equipment to test coils. I have one of these coil testers, so if you would like to check a coil, I'll be glad to help.

OMC, Johnson & Evinrude coils are not expensive and are available at NAPA or your local Marina for about \$15.-20. each. Mercury coils are much pricier (\$60.ish), and probably will have to be ordered through a dealer. The Antique Outboard Motor Club, Inc. has folks who specialize in these parts. Condensers are inexpensive as are the contact points. NAPA has most all of these.

If you are restoring/repairing your outboard, I'd recommend you replace all the electrical components. They are not that expensive, and since you've already done the hardest part (pulling the flywheel), why not replace all the components with new ones? While you are at it, also replace the spark plug wires (with solid core wire, if you can get it) and the spark plugs, too. If you plan on using your engine throughout the summer, replace the spark plugs at the start of each season and carry a set of new ones with you. It is the cheapest insurance you can buy. 🍀

Milfoil – A Serious Problem in the Finger Lakes

Eurasian watermilfoil – a very aggressive and invasive lake weed – has taken hold and is growing at an alarming rate in many areas of the Finger Lakes. Without prompt intervention, it will continue to spread throughout the lakes.

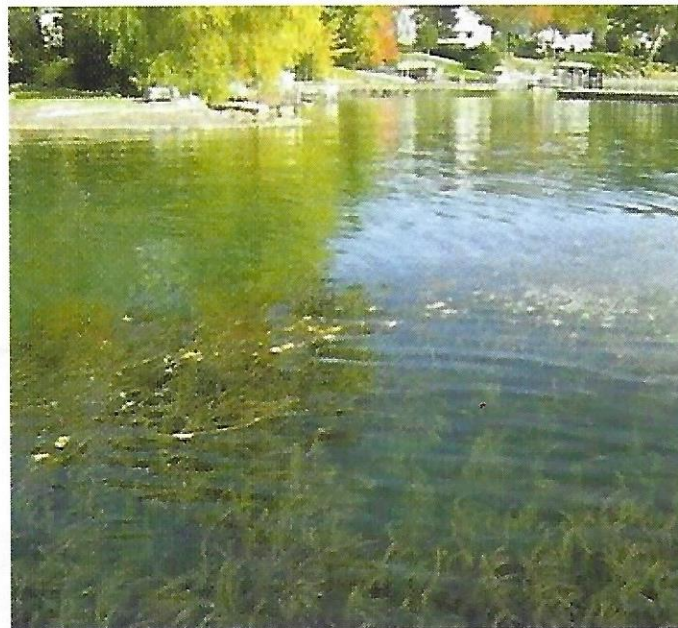
The milfoil plant grows in 8 to 15-ft. of water until it reaches the surface where it then spreads across the surface forming a thick entangled mat of vegetation. Boats become entangled in it, swimming in it is nearly impossible, water quality is adversely affected, and the natural beauty of the lakes is

compromised. If left unchecked, the lakes' ecosystems will be dramatically changed.

To contend with the problem, some marinas have acquired "floating harvesters" which cut the weeds a few feet below the waterline, and then haul them aboard for later disposal. But the relief is short-lived as the weed quickly grows back.

To combat the problem in Skaneateles Lake, a non-profit corporation was formed in 2006 – the Skaneateles Lake Milfoil Eradication Corp. Drawing on the experience of a pilot project and the success of efforts in Upper Saranac Lake and Lake George, the eradication process involves hand-removal of individual milfoil plants by divers working on the lake bottom, lifting them to the surface through a powerful suction system, and collecting them for later disposal. (Harvested milfoil is frequently composted and used in organic farming.) The corporation is committed to removing all milfoil patches from Skaneateles Lake over the next two summers, followed by a maintenance program designed to eliminate any small patches that may reappear. Fortunately,

incubation of new plants is relatively slow, making a long-term maintenance program feasible.



With diver safety issues carefully worked out, eradication was begun at the north end of Skaneateles Lake where a little over four acres were cleared, out of a total of 15 acres identified around the lake. To date, three pontoon boats have been outfitted with suction equipment and compressors. But because one diver can clear only 120 sq. ft. per hour, three more pontoon boats are planned for next year.

As the only paid full-time staff,

John Menapace of Skaneateles is responsible for outfitting the pontoon boats and overseeing on-site operations. Divers are largely college students who are paid at "student rates" for actual time on the job. **Larry Rothenberg**, a Skaneateles resident, is president of the Skaneateles Lake Milfoil Eradication Corporation and works in that capacity without compensation.

So far, \$400,000. has been raised to support the Skaneateles eradication program, but the three-year project is estimated to cost three million dollars. The Chapter has voted to make a \$1000. donation, but more support is needed.

Anyone who would like to donate to the milfoil eradication effort, can make tax-deductible contributions to the Tri-County Skaneateles Lake Association, and forward them to:

Skaneateles Milfoil
Box 862
Skaneateles, NY 13152

The corporation plans to pass on the techniques learned and the knowledge gained, to other organizations which are also contending with the milfoil problem in the Finger Lakes. ♻️

2007 'Dispro' Regatta

By FLC member **Anna Miller**

How many FLC members are aware that there's a boat club known as the Disappearing Propeller (Dispro) Boat Association? It's true! Many of its members are also members of



ACBS. **Shirley Marsden**, secretary of our chapter, is a proud owner of a Dispro named **Cuthbert** which was displayed at our show in Skaneateles this past summer, as well as at the Antique Boat Museum's show in Clayton last August. Shirley's son, **Bruce Marsden**, also a member of FLC, is another proud Dispro owner.

Attending the September 2007 Dispro (casually known as "Dippy") Regatta, an annual event,

was quite an experience for FLC members **Teddi & Bob Myllymaki** and **Anna & Jack Miller**. Their hosts for the weekend, Shirley and Bruce, were seasoned attendees at the event which, this year, attracted 48 boats.

Our trek took us a couple of hours north of Toronto, Canada to Lake Joseph, one of the 1600 beautiful lakes in the Muskoka District, for this year's regatta. The event was housed at the camp of the Canadian National Institute for the Blind in a very picturesque setting on the shore of Lake Joseph. When in camp, meals were served in the lodge's main dining room where we met other attendees on Friday evening. For Shirley and Bruce it was a time for reuniting with friends.



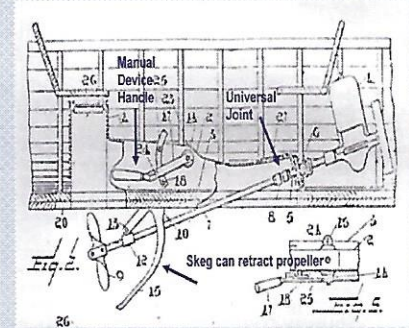
Saturday morning following breakfast, we picked up bag lunches prepared by the camp's staff, and readied for the day's cruise in Bruce's dispro, **Scout**. Departure was scheduled for 8:59 sharp! Heading toward the southern end of the lake, the scenery was beautiful including the numerous homes and boathouses along the way.

At the home of Bill Gray, a friend of one of the group's

members, we stopped for a picnic lunch and enjoyed a tour of his beautiful place. Built by his grandfather in 1894, it is one of the oldest on the lake and has remained in the family ever since.

Then, it was on to visit a lovely historic chapel on the lakeshore where we were entertained with an organ recital by **Paul Gockel**, a member of the Dispro group. After a leisurely

For readers who may not be familiar with disappearing-propeller boats, they were manufactured in Ontario, Canada from the early part of the 20th century until the 1950s. They were made possible by the development of light-weight gasoline engines, and the perfection of an ingenious device that gives the boat its name -- the disappearing propeller.



The device allows the operator to lift the propeller up into an interior housing which gives the boat the ability to go almost anywhere a canoe can go. The boat will move with as little as an inch of propeller protruding below its hull. As a further bonus, the whole contraption is self-retracting when it strikes a log, rock or shoal -- usually!

Owning a Dippy has been best described as a source of "exasperation, pride, annoyance, and devotion."

Go to www.dippy.ca for more about Dispros.





cruise back to camp, we arrived in time for a reception followed by dinner. Later on, a campfire and “s’mores” rounded out the evening’s activities.

Following breakfast on Sunday morning, we prepared for a cruise (another 8:59 sharp departure!) to the northern part of Lake Joseph. And again, the scenery was breathtaking. Upon



returning, it was time to pack up, retrieve Scout, and head home.

It was certainly an unforgettable weekend -- one I’m sure we’ll enjoy reminiscing about for years to come! 🌲

Many thanks to Anna Miller for sharing her initiation into the world of Dippys. –Ed.

A Boater’s Noel

With thanks to *Jack Gifford*

We come, once again, to the Yuletide Season when
thoughts of old boating may dim
The lights and the glitter and friends all a-twitter with
parties, presents and vim

Those wonderful times of Christmas chimes and
carolers singing Noel
Touches the soul with each special role we all
remember so well

But deep in the heart there still smolders a spark of
springtime and boating profound
Of placid lakes and dockside bakes with family and
friends gathered ‘round

We sit in the chair with a deep trance-like stare into
space as we picture the day
When the snow is all gone and we finally see lawn and
put all our shovels away

That sweet-smelling day we again make our way to the
barn where the old girl resides

When we roll back the door, pull the tarp to the floor
and gaze once again with pride

But alas, it’s still cold and the north wind’s bold as they
push the snow down the lanes

The wind’s eerie moan sends a chill to old bones and
rattles the window panes

So we sit by the fire and gaze with desire at the picture
we’ve painted there

Of boating runs and dockside fun and Adirondack
chairs

But for now we must bide and keep inside our wishes
for summer’s return

For it’s Christmastime with carol’s rhyme and Yuletide
Logs to burn

So we’ll send warm thoughts to all you old Salts ‘til
springtime comes and then

We’ll meet at the docks, slip the lines through the
chocks

And it’s boating season again!

Merry Christmas & Happy New Year to All

The Dock Market

For Sale: Barn full of boats – wood, metal & fiberglass – Penn Yan, Thompson, MFG, Starcraft, etc. Various conditions, original to restored. **Dick Curvin**, 315-729-4666

For Sale: Dunphy X-55, 17-ft inboard, 215 HP Interceptor engine, galvanized trailer. Engine rebuilt. Original upholstery, floor covering & trim. \$16,000. Also 1939 Skaneateles Boat & Canoe Co. Lightning Sailboat, #755. Has single bottom, new canvas deck, two sets of sails & wood mast. Alan Boat Co. trailer. \$3500. Also 1957 17-ft. Chris-Craft Sportsman, 185 HP CC V-8, new upholstery, new varnish and stain. Trailer. \$14,900. **Mick Griffin**, 716-662-1949 or MickG16@aol.com

For Sale: 1946 16-ft. Chris-Craft Rocket Special Runabout with Chrysler Ace engine, white hull and all hardware. Needs new keel and chines. \$3500. or best offer. **Ed Ritter**, 315-524-3007 (leave message).

For Sale: Rare 1927 20-ft. 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. Custom trailer. Asking \$35,000. **Barbara Giovannetti**, 315-947-5532 or sueag@hotmail.com

For Sale: 1957 23-ft. Chris-Craft Continental. New bottom, frames, chines, keel, dashboard, dark-red pleated upholstery, and cockpit edging, and ~20% new wood on deck. Twelve+ coats of varnish throughout. Original hardware including Iva-light. Folding top with white side curtains and cockpit extension. Original "M" motor with dual 12-volt batteries & switch. Motor professionally rewired. Not launched in 2006. Dual-axle trailer. \$42,000. Steve Haarstick, 585-342-5200 (days), shaarstick@haarsticksailmakers.com

For Sale: Entire Montezuma Marina OMC inventory -- Johnson/Evinrude parts and manuals from 1950s-1970s. Price negotiable. Also two Cruise-A-Long cabin cruisers, 26-ft. & 29-ft. Both need restoration; one engine with only 10 hrs.; other in good condition. Make offer. **Joe & Claudia Perrotta**, 315-776-4193, jcperrotta@tds.net

For Sale: 1934 16-ft. A.R. True Cape Cod sailboat, dory style. Lapstrake hull with jib and mainsail. Original mast, boom and rudder in excellent condition. New Reynolds sails (used 3 times). New stem and keel in 2001.



Stored inside since 2003, at Big Moose Lake in the Adirondacks. \$7,000. **Charlie Adams**, 315-252-6580.

Wanted: Sliding top for a 1966 17-ft. Century Resorter. **Fred Marks**, 607-276-6468.

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For organizations (by business name):		
Annual Associate (AM)	\$100.	
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Engine Make _____ # Cyl. _____ HP _____

Boat Name _____

(Please list additional boats on a separate sheet.)

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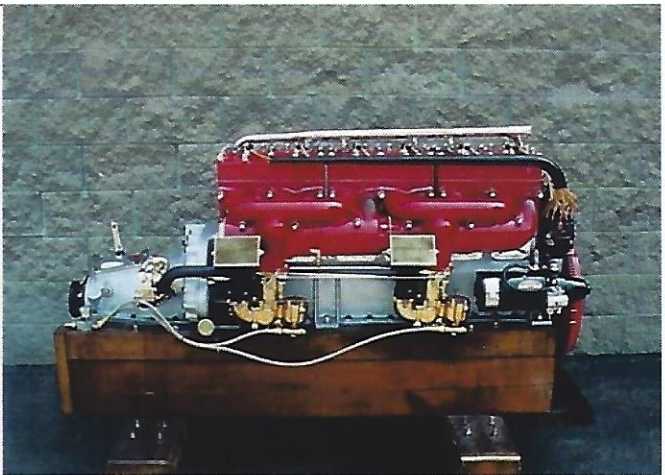
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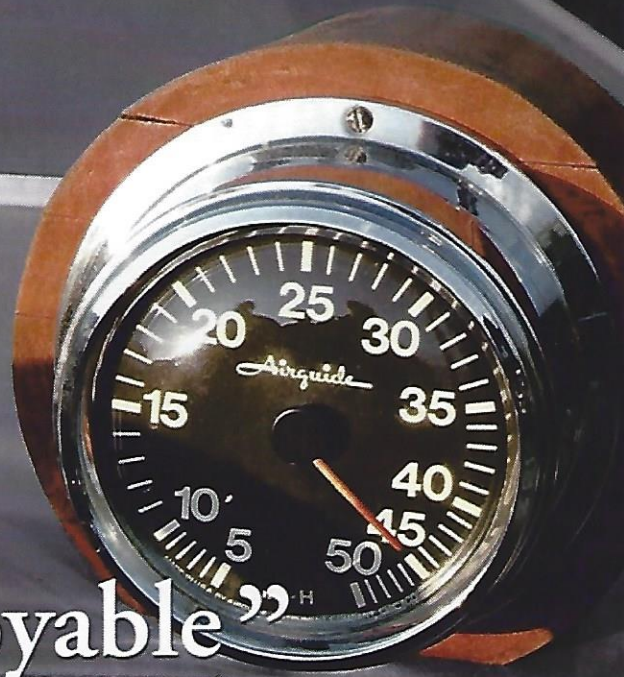



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