



Brightwork



Volume 13, Issue 4

Newsletter of the Finger Lakes Chapter, ACBS

December 2008



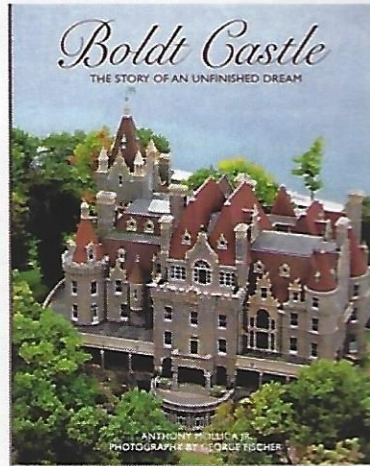
Until we see it like this again...

**Best Wishes for a Merry Christmas and a Happy and
Prosperous New Year**

2008 FLC Annual Meeting

On the evening of November 15th, the Sherwood Inn in Skaneateles hosted the Chapter's 2008 Annual Membership Meeting with 46 members and their guests attending. As usual, the Inn served up excellent fare.

The primary business of the evening was the election of **Mike Freund** and **Tony Mollica** to two-year terms as FLC Directors. Mike (son of FLC members **Dave & Frieda Freund**) and his recent bride, **Ashley**, live and work in the Syracuse area and are already looking for their first vintage boat. Tony is a well-known author, speaker and craftsman who lives with his wife, **Elizabeth**, in Dewitt, NY and the Thousand Islands. Mike and Tony replace **Ham Armstrong** and **Steve White** on the FLC Board of Directors. Both were thanked for their service to the Chapter.



After taking his seat on the Board, Tony told the story of a driven **George Boldt**, his rise from being an immigrant to the US as a young boy, his achievements as a hotelier, the building of his "chateau" in the Thousand Islands, and continuing progress on its restoration. Tony's slide presentation followed with several old photographs, and recent ones by Canadian photographer, **George Fischer**, tracing that history up to the present. Signed copies of his book on Boldt Castle (left) were available for all who wanted one.

Thanks, Tony, for an interesting, colorful and enlightening presentation on this remarkable man and his "summer place" in the Thousand Islands.

Letter from the President

Last month, we had our Annual Dinner meeting at the Sherwood Inn in Skaneateles. If you weren't able to attend, you missed a wonderful meal and a great presentation by **Tony Mollica**. Tony spoke about the history of Boldt Castle in the Thousand Islands. As usual, Tony brought the past to life, so thank you very much, Tony, for a job well done.

In other Chapter news, we have two new Board members; **Tony Mollica** and **Mike Freund**. Welcome aboard.

Last year our spring outing was to Old Forge, but unfortunately we were rained out on Sunday. We are going to try again this year, so please watch Brightwork for details of the event.

The boats have all been put away for this season, but feel free to join in on our monthly Board Meetings. Our first meeting of the year is January 11, at the Sherwood Inn, in Skaneateles, 3:00 pm. All are welcome and we always appreciate input from our members.

Happy Holidays,

Janice Miller

2009 Membership Renewals

Membership Renewals for 2009 have been sent out by ACBS Headquarters. Please don't delay in reviewing and updating your renewal forms. We all hope that the recent economic downturn hasn't caused a major disruption in your plans to continue your ACBS and FLC memberships – they are highly valued and essential to the continuation of both organizations. Sending them back to HQ ASAP will aid in leveling the workload and ensuring your place in next year's Membership Directory.

If you have misplaced your renewal form, a quick call to ACBS HQ (315-686-2628) will deliver a new one in very short order.

Thanks.

Dick Sherwood, FLC Membership Chair

Barber Marine Engines

Photos of restored Barber Marine Engines owned by FLC members are needed for the March 2009 newsletter.

If you have one or more, please send to flcboats@aol.com or 1734 Lake Rd., Webster, NY 14580. Thank you. –Ed.

Skaneateles Historical Society Expansion Update

Progress is slow but it is moving along. The clerestory and windows are in the boiler building. It is our plan to have that building secured before winter with temporary, if not permanent, heat. Foundations for the connector building have been dug and should be in place before winter. We also hope to have the archives room completed before winter



sets in. We are continuing to raise the needed funds from the community and from foundations -- still need about \$200,000.

of our goal of \$700,000. Any contributions would be much appreciated.

Karlene Miller, President, SHS

Front cover photo by FLC member **Sue Kiesel**



2009 Calendar of Events

January 11	FLC Board of Directors Meeting	Sherwood Inn, Skaneateles, NY
January 19-23	ACBS Board of Directors Winter Meeting	Royal Caribbean Cruise, Bahamas
February 15	FLC Board of Directors Meeting	Sherwood Inn, Skaneateles, NY
March 15	FLC Board of Directors Meeting	Sherwood Inn, Skaneateles, NY
April 19	FLC Board of Directors Meeting	Sherwood Inn, Skaneateles, NY
May 17	FLC Board of Directors Meeting	Sherwood Inn, Skaneateles, NY
July 10-11	Adirondack Chapter Rendezvous	First Lake, Old Forge, NY
July 17-19	WCCB's 27 th Annual Boat Show & Regatta	Keuka Lake, Hammondsport, NY
July 24-26	FLC's 31 st Annual Boat Show	Skaneateles Lake, Skaneateles, NY
July 31-Aug. 2	Antique Boat Museum's 45 th Annual Boat Show	Thousand Islands, Clayton, NY
September 20-26	ACBS Annual Meeting & Boat Show	Lake Muskoka, Gravenhurst, ONT

New Memberships

Welcome aboard to the following new FLC members:

Murray & Sarah Hestley of Solon, OH, owners of a 1948 17-ft. Chris-Craft Deluxe Runabout.

Don Ploetner & Don Ploetner, II of Sparta, NJ, owners of several antique and classic boats.

The November Addendum to the FLC Membership Roster for 2008 showing 184 memberships, is included with this issue of **Brightwork** going to Chapter members.

Passages

Susan Buehler

Past President of FLC

December 5th, Auburn NY

After extended illness

Brightwork is the quarterly newsletter of the Finger Lakes Antique and Classic Boat Society, 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 flcboats@aol.com;
Ph. 585-265-1518

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

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Membership & Newsletter

Ship's Store

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Past Presidents

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

Charter Members

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Kristine Marble, Sec'y.

John Barnes

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Jim Brennan

Josephine Brown

Fred Curry

Jerry Feltus

Harold Flag

George & Gloria Hyatt

Ron Jasper

Allyn Morehouse

Bob Myllymaki

George Zeth

WCCB FALL TRIP 2008

By Doug Vittum

Each year for the past several years, Doug Vittum and a few other Wine Country Chapter members have organized a fall boating excursion as a wrap-up to the boating season. Trips have taken antique boaters and their friends to nearly every antique boating venue in the northeastern US and many parts of southern Ontario, Canada. This year, 55 WCCB members and their friends hauled ten wooden boats to Big Rideau Lake in Ontario for three days of adventure, exploration, good food, camaraderie and fun. This is the story of that trip which includes some excellent photography (by Doug unless otherwise noted). –Ed.

Wednesday, Sept. 10th:

Wednesday was the designated travel day, but a few of us had gone up to Westport the day before to enjoy a warm and sunny afternoon, a great meal, a peaceful evening and some “quiet time.”

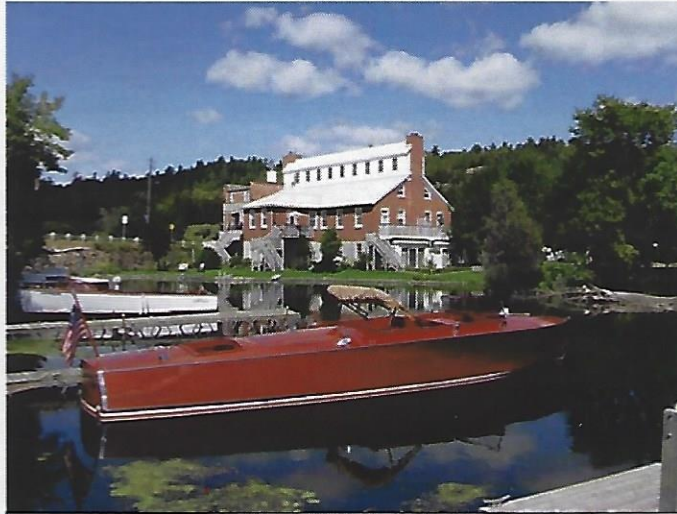
People and boats started to arrive shortly after 2PM. As in years past, the traditional launchings went smoothly (years of practice and team work have made this an effortless job) and boat trailers were stored in a lot behind Graham’s Marine. All but two boats were in the water before the dinner hour as members settled into their rooms and B&B’s to enjoy a few beverages before dinner.

Thursday, Sept. 11th:

The day started with one of the most beautiful sunrises I’ve seen in a long time. Unfortunately, most were still asleep, so the adjacent picture will convey what I witnessed. Cool air and warm water created clouds of steam rising slowly as the sky grew more orange every second.

Breakfast was at 7:30AM, and most all of the group ate together at The Cove Inn. A captain’s meeting was held, charts were passed out, last minute instructions were given, and all were asked to be at the boats ready to depart at 9AM.

During breakfast a young man from the local newspaper appeared. He had been sent to write about this unusual group of Americans who travel in wooden boats. His name was **Marco Smits**, and his presence was a piece of good luck for us as I will explain shortly.



An old mill in Westport, ONT, as seen from the docks of The Cove Country Inn, “headquarters” for this year’s WCCB Fall Trip. That’s FLC members **John & Bonnie Ford**’s 1999 30-ft. Ford Craft Custom in the foreground.

The group of ten wooden boats assembled and proceeded the approximately five miles to the Narrows lock. At the lock, a lock and return pass was obtained for each boat. The approximate four foot drop took us into Big Rideau Lake, the largest lake on the Rideau system. Big Rideau is almost 20 miles from the Narrows lock to the Smith Falls lock at the north end, and its width ranges from a quarter mile to almost three miles. Literally hundreds of islands dot the lake. Maximum depth is in the 300-ft. range.

Remember that I mentioned that Marco had been sent to write a story about us? Well, I suggested he tag along for the day in a boat and see firsthand what we do. He

was thrilled at the offer, and jumped in the lead boat with me and **Harley Murphy** at the wheel. I soon found out that Marco and his wife spend a lot of their free time on Big Rideau Lake, both summer and winter. His knowledge of the area and the history of some of the islands was a huge asset to the trip. Not only did I learn many new things, but I was able to pass on some of this information to the group as we traveled.

The first island we ventured to was Grindstone Island. This island was once owned and occupied by **Admiral Kingsmere**, considered to be the founder of the Canadian Navy in 1909 (prior to that, England provided any needed naval power). Next year marks the 100th anniversary of the Canadian Navy, and plans are already underway for special events at and around Grindstone Island.





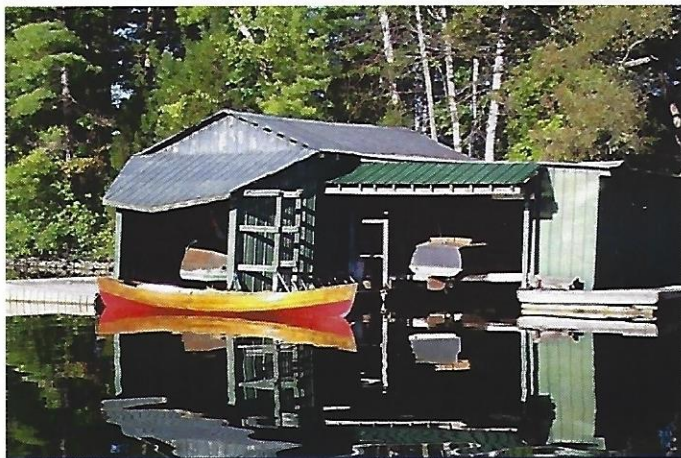
Grindstone Island

Photo by Marco Smits

Right next to Grindstone is Plum Island, owned by a former Prime Minister of Ontario. Both islands display original buildings over a hundred years old and in excellent condition.

The rest of the morning was used to explore Bellows Bay, Lost Lake (forever wild and a fish sanctuary), and a Provincial Park which was at onetime the private residence of some young fellows engaged in illegal drugs. The Crown raided it, secured the dwelling and all the surrounding land, and turned it into an island park.

A slow cruise in a narrow channel revealed a beautiful old boathouse, with two old Dowsett launches inside. Neither had seen the water in years, but it serves to prove, old rare boats are still out there in old boathouses.



Readers may remember seeing this boathouse in a photo on the front of the March 2008 issue of *Brightwork*.

We then headed in a northeast direction, traveling about eleven miles to Rideau Ferry, a tiny community located next to the only bridge that crosses the lake. Here we stopped at the Ship Wreck, a waterside restaurant. Even though we had called ahead, anytime 55 people drop in all at once for lunch, it can cause some excitement. The two waitresses handled our large group quite well although we did kind of push them along a little so we could get back to the Narrows Lock by the 3:30pm closing time (fall hours).

Well, we made it to the lock in time but had to wait for a tour boat, the *Kawartha Voyageur*, to clear. As you can see by the picture below, the boat is so long, it has a specially designed 18-ft. bow section which pivots up so the boat can fit in the lock.



Once in Lower Rideau Lake, we could take our time returning to Westport. Beautiful warm weather and mild breezes made for a great day on the water.

Cocktail hour and dinner followed, but most folks turned in pretty early after all that fresh air and sunshine. I remember years ago when this group would stay up, hang around the piano and sing well into the evening. Our two piano players back then, **Duncan Remington** and **Mo Sherrill**, haven't joined us the past few years. I think this group is down to about the kazoo level now!

Friday, Sept. 12th:

We awoke to a completely opposite morning from Thursday -- overcast with a light drizzle but still warm. Breakfast at 7:30, and then off to Perth today. A quick headcount revealed we'd be traveling without any of the ladies (except one, **Kaye Newcomb**) today, which allowed us to cut the number of boats needed. We left the docks about 8:30am. (Locks open earlier and close later on Friday, Saturday & Sunday).

As we departed, the light rain continued to fall, but within about 15 minutes it stopped. We retraced our path back to Rideau Ferry, then continued a couple of miles into Lower Rideau Lake, and into Beveridge Bay. There we headed almost due north, into locks 33 and 34, and entered the Tay Canal/River.

Back in 1834, the Tay River was utilized to build the Tay Canal which allowed the transportation of goods to and from Perth via the Rideau system. As you travel the Tay, it is easy to tell when you're in the man-made portions of the channel or the original river. You also travel through the Tay Marsh, a beautiful wildlife sanctuary. In all, it's only about six miles to Perth from lock 34.



Passing through the Tay Marsh on a beautiful day.

As we entered downtown Perth, we were greeted by a beautiful boat basin, complete with water fountains and excellent public docking. A short walk (150 feet) to main street, and no less than 20 restaurants awaited our hungry bunch. We broke up into small groups and went our separate ways for lunch. Many of the ladies had driven the 25 minute drive from Westport (three hours by boat), and had been shopping for quite some time.

The return trip was made quickly under mostly sunny skies and we reached the Narrows Lock about ten minutes ahead of schedule. Arriving at The Cove Inn's docks about 4:45pm, gave us plenty of time to prepare for the annual Friday night cocktail party.

What can be said about our cocktail parties? They are a legend. This year was no exception, and with **John Ford** cooking on the grill and **Dale Pedersen** providing the music, the group settled in for the long haul. As usual, people brought too much food, but the variety was endless and no one left hungry. The Cove Inn allowed us to utilize the sloping lawn overlooking the boat docks, while the area around the pool, provided a firm level surface for dancing, a place for chairs etc.



Around ten o'clock, a light mist began to fall. This turned into a light rain, and that brought the party to a close. A special thanks to all the people who helped with cleanup. Come sunrise, there wasn't much left to do.

Saturday, Sept. 13th:

Party goers were given a reprieve -- breakfast wasn't served until 8:00! Our plans for the day took us in the opposite direction from the two previous days.

We left about 9:00am, and in the middle of Lower Rideau Lake, we spotted the large Lyman hardtop of **Jim Potter** with first-mate, wife **Linda**, heading towards our first destination, Newboro Lock. Onboard Jim's boat were friends from Big Rideau Lake, **Jim & Kathryn Orbanek**, and Kathryn's parents, **Charlie & Olga Adams** from Big Moose Lake near Old Forge, NY. Charlie is a Captain of *The Grace*, the Big Moose tour boat. If you're ever up that way, try to join Charlie for a tour, and learn some more about the following:

It is a small world...

Charlie & Olga Adams are also the parents of FLC members **Doug and Peter Adams**. Doug provided the following sidelight:

Yes, Dad is one of three or four "captains" of *The Grace* on Big Moose Lake. A couple of years ago, he was also the chairman of the 100th Anniversary Acknowledgement Committee for "An American Tragedy" -- a novel by **Theodore Dreiser** written in 1925. New York State erected a historical marker for the occasion.

It all began in July 1906, when **Chester Gillette** used a tennis racquet to kill **Grace Brown** while rowing in an Adirondack guide-boat on BML. He then swam ashore and walked about eight miles into the village of Inlet to have tea with some other women at a hotel.

Chester was a young man from a wealthy manufacturing family in Cortland, NY while Grace worked in one of the factories there. It turned out that Grace was pregnant by him, but he had eyes for another young lady -- one who was well-to-do.

He was easily caught as he never returned the boat rented at the Glenmore Hotel. He was convicted and was one of the first to die in the electric chair at Auburn prison in Auburn, NY.

Over the years, the Gillette and Brown families had taught their offspring not to talk about the incident. The Anniversary was the first time that the two families had encountered each other since their court room appearances of 100 years earlier!

In 1931, Dreiser's book was turned into a movie by the same name, and in 1951, it was remade as "A Place in the Sun," starring **Montgomery Clift** and **Elizabeth Taylor**.

Jim Potter has a boat building and repair shop on the Rideau at Manotick, ONT, CA. He and his wife are also neighbors of my sister and brother-in-law on a stretch of Big Rideau Lake's shoreline-accessible only by boat.

Our flotilla of ten boats locked through Newboro Lock, and crossed Newboro Lake following the well-marked buoy system of the Rideau. Passing through a narrow channel between huge rocks and making 90 degree turns, we entered Clear Lake, and continued through a narrow passageway into Indian Lake. As we entered Indian Lake, we passed a small ferry boat (hand powered) capable of holding one car. Total distance across the channel was about 150 feet.

Entering a man-made channel at the other end, we found Chaffey's Lock. Since our lunch reservations were for 12 noon, it was decided to lock through, and travel to Davis Lock, and return.

The trip through Opinicon Lake to Davis Lock is beautiful at best. We had left Westport under some partly cloudy skies, but in short order; we saw blue sky and sunshine. Our timing couldn't have been better, as we U-turned at Davis Lock, and retraced our path to Chaffey's Lock. Just before entering the channel to Chaffey's, we made a sharp right turn and followed some homemade buoys into a shallow bay in front of The Opinicon Resort,



The Opinicon was originally the home of the Chaffey family. In the 1890's it became a boarding house, changing into a men's fishing camp in the early 1900's. Since 1921, it has been owned by the same family, and has been run as a resort ever since.

The main dining room features period furnishings, high ceilings, and tall windows. Lunch included a choice of soup, salad, several main dishes, desert and beverage. A small team of well organized waitresses took orders from all 46 guests, and within minutes the food began arriving.

When all was said and done, two comments were unanimous. First, how great all the food was, and second, how reasonable the prices were.

It was time to head back to the boats, load up, and head for the lock. We all had to clear the Newboro Lock by about 4:00pm, as they closed at 4:30.

The Chaffey's lockmaster was ready for us, and the doors were open as we neared the lock. While waiting for the lift to begin, I surveyed the group to see how many might be interested in a short side trip to the village of Newboro. It is a short ten minute walk from the Newboro Lock. Once we were locked through, there would be no hurry, so a visit to the village might prove interesting.

So, about half of the boats tied up on the gray line above the Newboro Lock, and walked uptown. The others chose to return directly to Westport.

Several stores captured the interest of most, while a few of the guys settled for an ice tea and some people-watching. We

returned as a group, and traveled back to Westport in plenty of time to freshen up for the Saturday night group dinner.

Seven PM saw most everyone ready for dinner. We started with a wonderful Caesar Salad, and then returned for a full prime rib buffet. Some returned for seconds, and a few for thirds. Dinner proceeded in an unhurried manner, and we were treated to a two-piece Mexican mariachi group while we dined.

As most were enjoying desert, I spoke briefly and thanked the group for making this 17th fall trip such a success. The floor was opened and the group asked if anyone had any ideas or plans for a trip next year. No one stepped forward, but maybe someone will in the near future.

The owner of The Cove Country Inn appeared and thanked our group for coming. His words of thanks were well received as our group thanked him and all his staff for doing such a great job on everything.

The average age of the participants has increased in proportion to the number of years we have been doing this as a group. No longer do most hang around till the wee hours of the

morning, having after-dinner drinks and discussions. Most disappeared fairly quickly after dinner, but a few of us adjourned to the common area of the Inn and reflected on the trip, and what may lie ahead.

Sunday, Sept. 14th:

Breakfast had been scheduled for 8:00am, so we started loading boats about 7:00. Most all boats were out of the water by 8:15, when the workers broke for breakfast. After breakfast, the last two or three boats were loaded, and most people left in small groups for their return trip south. Some had plans on stopping at Fishers Landing to look over **Peter Mellon's** vintage boat brokerage.

After seeing everyone off, the six of us remaining, finished loading the vehicles, took a leisurely trip back to the border, and made our required stop at the Duty Free Shop.

We whizzed right through customs, and decided to stop at Peter's place also. We secured the ladies' permission to stop, but had to make a promise to take them to Alexandria Bay for lunch and give them time to wander through a few shops. We managed to get moving again (towards home) by about 3:00pm, and arrived home at 6:00, to end a great trip while it was still daylight.

We (Doug, Barb, John and Bonnie) again want to thank everyone for making this a great outing, and we hope someone will step up in the near future to carry on the tradition of the WCCB Annual "Fall Trip.

Seaplane America

The Glenn H. Curtiss Museum in Hammondsport, NY, collects, preserves and interprets early aviation, transportation and local history, especially celebrating the genius of Hammondsport native, **Glenn Hammond Curtiss**, Father of Naval Aviation, and enhancing understanding of the impact that the development of aviation at Hammondsport, NY has had locally, nationally, and around the world.

One of the more visible and appealing activities of the Curtiss Museum over the years has been the restoration and reproduction of historic Curtiss airplanes. In the past, the museum's

restoration shop, staffed by volunteers, has completed flying reproductions of the 1911 A-1 Triad (left) and the 1913 Curtiss Model E Flying Boat (right). They have also restored a Curtiss



Jenny, an Oriole and two Juniors. The most current reproduction completed in 2008, is the 1914 flying boat *America*. It has been an exciting and challenging project for the shop crew, and a close-up look at "history in the making" for the visiting public. When not actively engaged in aircraft reproduction, the restoration shop crew also provides expert help with special museum projects.

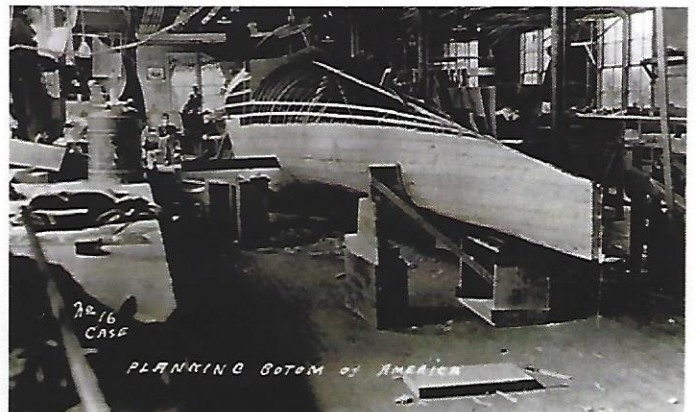
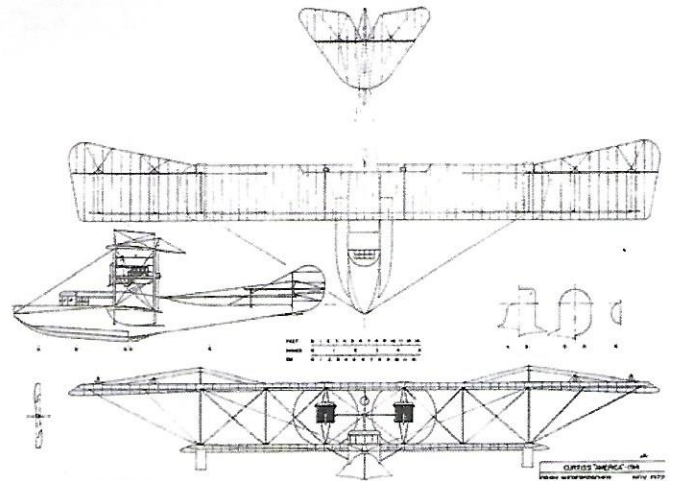
First designed in 1914, the *America* was to be built to fly the Atlantic in response to the offering of a £10,000 prize by the London Daily Mail with

money put up by **Lord Northcliffe**. The original project was financed by **Rodman Wanamaker**. Although WW-I interrupted the proposed flight, the Atlantic crossing was accomplished by a Curtiss NC-4 flying boat in 1919, after the end of WWI.



America was the first of the multi-engine flying boats, and all subsequent similar aircraft can trace their lineage to this plane. It had two constant-chord wings (the upper wing had a span of 72 feet; the lower, 42 feet), and a pair of counter-rotating Curtiss 90 hp OX-5 water-cooled, overhead-valve V-8 engines.

In 1914, Curtiss built *America* in just four months! Its structure was wood except where lightweight wire stays could carry loads in tension. Sitka spruce and ash were used in most of the hull's structure with the wing ribs made of pine. Following techniques then being used to build wooden boats, the ash was steamed and formed to frame the double-bottomed hull. Animal glues were used and the fabric covering was silk. The completed aircraft was painted crimson red, weighed about 3500 lb., and had a top cruising speed of 65 MPH.

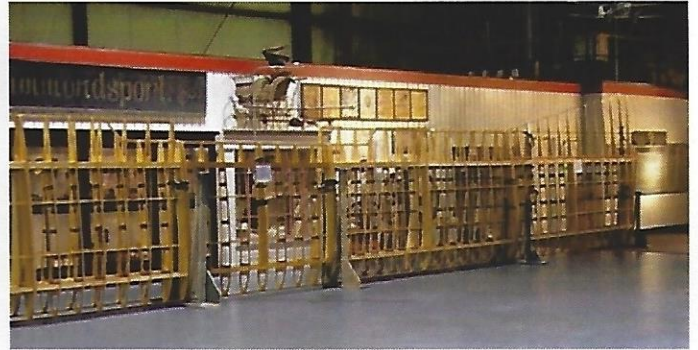


Brightwork

Construction work on the reproduction of the *America* began during the summer of 2004. Preliminary research and design drawings were already in place -- created from the few original plans available, photographs and written records. Departures from the original design include the addition of elevator and rudder trim tabs which were not on the original aeroplane, but were added for better control and safety.



Each piece of the structure was generated and assembled in the Curtiss Restoration Shop using mostly original materials and fasteners. Departures from the original construction included the covering fabric, where a polyester material produced by Consolidated Aircraft Coatings in Riverside, CA was used instead of silk. Modern epoxies also replaced animal glues. The structure's interior was coated with a marine varnish, while the outside received an epoxy varnish compatible with the modern covering fabric.



The reproduction was completed in early September 2007. Escorted by county sheriff personnel, the partially disassembled plane was transported by trailer to the boat launch at Hammondsport's Depot Park. There the *America* was reassembled, launched and towed several hundred feet down the shoreline to a special site where it would receive final preparation for flight.

First taxi tests, done on September 8, pointed out the need for some adjustments. Balance issues were addressed by redistributing weight, and additional taxi tests were then done with slightly better results. One major complication that the *America* project faced was that two 100 hp special OXX-6 engines sent out for major overhaul had not been finished. So, the crew was then obliged to pull two standard 90 hp OX-5 engines from the museum's collection and ready them for use on the plane. However, the power generated by these engines proved to be insufficient for a successful flight.

On September 15, 2007, to the delight of many hundreds of spectators, the *America* was again brought around to the Depot Park area for its christening ceremony. Strikingly beautiful with its crimson paint and impressive size, it was thrilling just to see it on the water. After the ceremony, pilots **Jim Poel** and **Lee Sackett** treated those assembled to an extensive water taxiing demonstration, back and forth across the head of the lake with ample opportunity for photos.

Echoing Glenn Curtiss's spirit of invention, experimentation and innovation, the Restoration Shop crew focused on improvements to the *America* during the next year with the expectation that it would fly in September 2008, when the two OXX-6 engines would be in place.

Almost one year later to the day, Saturday, September 13, 2008, *America* did fly for the public for the first time. The two reworked OXX-6 engines generated about 120 hp each, enough to lift the plane easily into the air. About 600 people had gathered on the shore to watch the flight, and this year they were not disappointed.

Jim Poel and Lee Sackett flew the *America* in two large loops up and down the lake – a distance of about two miles. This was the first time the plane banked and turned, and it did so with no difficulty. The *America* flew again on Sunday morning and on Monday it was returned to the museum for display.

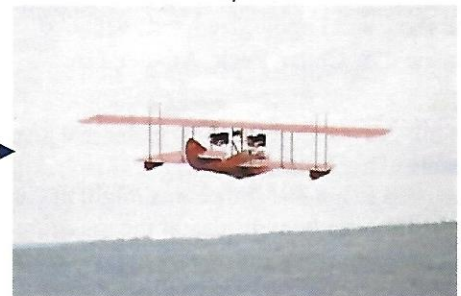
Funding for the *America* project came from donations by individuals and companies who wanted to be part of this recreation of history. *America* is FAA certified in the

experimental category, and was built under an experimental license. It was inspected and approved by the FAA prior to the first flight attempt in 2007, and will be inspected annually by a FAA-licensed inspector.

In the future, Seaplane *America* will be the centerpiece for the annual September Seaplane Homecoming at Depot Park. And with its larger engines, it will have the range and reliability to make flights to other air shows, perhaps even the big one annually held in Oshkosh, WI. Congratulations to everyone who contributed to the success of building and flying the reproduction of *America*. Thanks, especially, to **Jim Lally**, all-around advocate for the Curtiss Museum and its projects, for arranging and forwarding much of the information and photos used to create this article. (Photos courtesy of **Elaine Sherwood Jakubowski**, **Ralph Guast**, **Ed Vought** and the Glenn H. Curtiss Museum, Hammondsport, NY 14840.)



Brightwork



Letters

Emily & Trey,

It's been a long time since you rescued us during that terrible storm at the Skaneateles Boat Show, but we haven't forgotten it!

The storm was amazing, but what a relief it was to be sitting with your family. When the two of you went into that rescue mode, it was almost mesmerizing. How quickly and efficiently you worked together to help us out while we were trying to figure out what to do.

Your parents must be so proud of you! You demonstrated that you keep cool and decisive during emergencies. We'll never forget that evening and how your family took care of two strangers.

Have a wonderful year in school and all your athletics. Have lots of fun and continue to work hard. And take good care of each other.

And if you ever get back to Annapolis, look us up, and we'll take you for a cruise on Chesapeake Bay.

Della & Ray Glenn, Harwood, MD

Emily and Trey are the children of Brad & Lisa Wirth, all FLC members. By chance, the Glenns and the Wirths shared the same table at this past summer's FLC Boat Show Banquet and got to know each other a bit during dinner. Shortly thereafter a strong thunderstorm swept through Skaneateles, cutting short the evening's proceedings and sending boat owners scurrying to ensure the safety of their boats. Emily and Trey saw what needed to be done and helped the Glenns secure their boat to ride out the storm. Many thanks to Emily and Trey for doing what was needed under trying circumstances. -Ed.

Dick:

This is to express my appreciation for the hospitality and kindness that you and the many volunteers extended to my wife and me during this past summer's boat show. The event was well coordinated and assistance was available to us from the launch to haul-out, and everything in between. The entire weekend was a pleasurable experience.

These boat shows are really "ego inflaters" for those few of us who are fortunate to be recognized for some of our so-called talents. In our case, my wife and I were recognized with the boat winning the Laitenberger award for the Best Bilge and Engine Compartment. The plaque presented to us is now displayed with our other few awards.

This note should have been written to you immediately after the show and I apologize for its delay.

Howard & Claire Peck, Atlanta, GA

Dick,

Thank you for the Sept Newsletter and photo CD with the beautiful boat show pictures. It is truly impressive. It occurred to me that the photos might make an interesting slide show near our boat display at the museum. Would there be any problem using the photos in this manner? I'll talk it over

with **Traf Doherty** to see if he is interested, when I'm down there next Wednesday. I also want to take a couple more interior photos of the "America" for you.

Best regards,

Jim Lally, Clarence, NY

The Curtiss Museum was encouraged to use the Boat Show CD in any manner that would promote and enhance the Museum's mission and awareness of vintage boating. -Ed.

Hi Dick,

The CD arrived. Thank you so much.

We were wondering if you would like some of the images to appear in *Classic Boating*? We would need identification of the photos in the attached scan, which of the four photographers took the pictures, some interesting information on the boat pictured, written permission of the photographer(s) who took the pictures, and identification of the person providing the information.

Thanks again for sending the CD.

Terri Wangard, Assistant at Classic Boating Magazine, Oconomowoc, WI

The scan referenced above included 18 photos. It took some sleuthing, but all requested info on those 18 pictures has been collected and will be sent to Terri. Many thanks to everyone who contributed and keep an eye out for an article about the 2008 FLC Boat Show in Classic Boating early next year. -Ed.



Dear Jamie (FLC Director **Jamie Strong**)

I am sorry I have taken so long to send my compliments to you on the job you did on the CD. Everyone who received one had to be very excited! It is truly wonderful! A great overview of the entire weekend from a lot of perspectives. Congratulations for a fine job!

Sue Kiesel

PS New printer, new "business" fun card, eh? Loving this digital world!

The card Sue refers to has the above collage of Boat Show photos on its cover. Created by Sue, it has superb quality! Very impressive! -Ed

Good Morning, Dick:

Well, it's still morning here. I received the sample newsletters and will spend much time studying them and we'll see what questions pop up. Thanks very much.

I just rec'd the Rudder and read with much interest your article on "Creation of a Boat Show Program". This is just what was needed at the recent meet in Coeur d'Alene but painfully absent. I know I am new to this so I had no clue as to what was up for grabs, so to speak and the general public had to be in the same boat (no pun intended).

I was about to write HQ an e-mail asking many of the questions that your program probably answers. I have no clue on classes, criteria, categories, judges, etc., or where to find the answers. This is great material for our newsletter too. It seems strange to me that all of this info isn't in the Directory or if it is I have completely missed it.

So once again I am asking a favor: Could you mail me a copy of the Program please. I will add up all the postage and reimburse you at some point.

On a different but related subject, we have good friends, **Ann & Jerry Ferro** who live in Marcellus and have a cottage (camp) on Skaneateles Lake. She and I went to High School together in Carmel, NY. They have visited us several times here in Bremerton and we were there once four years ago, although we did miss the boat show. We did go to the concert in the park there at the head of the lake where the show is held. What a great setting.

We toured the lake in a borrowed pontoon boat and could see numerous restored runabouts in boathouses. Jerry is an architect in Syracuse and Ann used to teach in Marcellus but now works for the Samaritan Center as its chief fund raiser. She also writes a column for one of the local papers. It's a small world sometimes.

We hope to visit again when the show is on and make a pilgrimage to Clayton too. We'll see what the future holds. Thanks again for your help; I look forward to hearing from you.

Regards,

Bob Wheeler, Bremerton, WA

Copy of Boat Show Program mailed in early November. -Ed.

Dick,

I just received the latest issue of RUDDER and read the article "Creation of a Boat Show Program."

I am on the St. Clair, MI Boat Show Committee, and this July we hosted our First Annual Antique & Classic Boat Show. It was a great success with 50 boats participating.

We have started plans for the 2009 Show and one of the areas that we want to improve upon is the show program. Your article gives us some great ideas.

If possible could you send me a copy of the 2008 Skaneateles Program? I'd appreciate your help.

The 2009 Show will be July 18. St Clair is located approximately 20 miles from the original Chris-Craft plant in Algonac, and 50 miles north of Detroit. Please consider coming to St. Clair next summer for the show. If you love wood boats, we'll show you a great time.

Pat Chaps, St. Clair, MI

Another copy of Boat Show Program mailed in early November. -Ed.

Dick,

My name is Bob Lee. I am an antique boat enthusiast and a member of ACBS and the New England Chapter. In the recent RUDDER I read the article, "Creation of a Boat Show Program," about the process Finger Lakes follows. I would really appreciate a copy of your program if that is at all possible.

For your information, I was once a member of the Finger Lakes Chapter at a time when I did not own an antique boat. At that time I lived in Webster, NY, sort of a neighbor of yours. I don't believe we ever met but I was aware of you for quite a while through this connection.

I retired from Xerox in 2001, and moved to NH. I bought a '57 Chris-Craft Continental and in 2005, started her restoration. I decided it was "done" this year and entered her in the show in Meredith where she won first place in class which pleased me a lot.

I also volunteered to be Editor of the New England Chapter's *Cutwater* Magazine. As part of that responsibility, I must create the Program for the annual boat show. Thus, this note to you.

Thanks in advance for your support and I look forward to hearing from you.

Bob Lee, Strafford, NH

Another program was on its way in mid-November. -Ed.

Hi Dick

Thanks for the note. Please find enclosed the information requested.

I also wanted to say, "Great Newsletter!" None better, or even close. The Photo CD was spectacular as well. I've both enjoyed being a guest at and admired such well-run events by the people of the Finger Lakes Chapter. I've decided to get a membership in the FLC as well as the Wine Country Chapter that I currently belong to.

Thanks again.

Sincerely,

Dave Blum, Bergen, NY

Information requested was about Dave's beautiful Penn Yan outboard for the Classic Boating article mentioned opposite. -Ed.

Dick

We were thrilled with the September Brightwork. What a beautiful cover shot. You do such a good job putting the newsletter together and we thank you. The DVD was also excellent – fun to watch.

Could you please send us four copies of the September cover? Thank you very much and have a Merry Christmas.

Bayne & Bill Gregory, Fort Mill, SC

Four high quality copies of the cover shot sent in time for Christmas! -Ed.

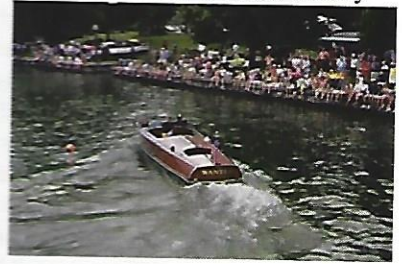
Did You Know...?

...that a 78-ft. World War II PT Boat has been completely restored by veterans, some of whom served on those craft some 65 years ago? To see a remarkable video about PT658, go to <http://video.google.com/videoplay?docid=-7693407296698216570> or Trailhead: PT Boat 658

...that Lakeland Boatworks, based in Middleville, MI, has signed a 13-year lease to rent a former bank lobby at 499 Warren St. in Syracuse and turn it into a 4,000 sq. ft. showroom for wooden boats? Although it's not near the water, Lakeland hopes to capitalize on their new location midway between the Thousand Islands and the Finger Lakes Regions. The company sells about 30 new or restored boats per year.

...that FLC now has a mailbox at the Skaneateles Post Office - Box 1022? It seemed like an easy step to take to facilitate submissions to the IRS as part of the application process for 501(c)3 status under an ACBS umbrella. The box will be regularly monitored by a member of the FLC Board of Directors. Your cards and letters will be most welcomed!

...that **John Walsh**, host of *America's Most Wanted* weekly TV show, participated in this past summer's Boat Show Parade? He arrived unexpectedly at the show site in a beautiful triple-cockpit Hacker Craft named WANTED and slipped in as the last boat in the parade, waving energetically to spectators along the sea wall. He keeps the boat at his cottage on Skaneateles Lake.



...that the centerpiece of the new entrance wall at the Mariner's Museum in Newport News, VA is a 34-ton propeller from the SS *United States* that was fabricated by the Newport News Shipbuilding and Dry Dock Company in the late 1940s? Sitting atop a 63-ft.-long shaft above a cascading fountain, the propeller replaces a smaller one that was removed in 2004, at the start of improvements to the entrance.

The Dock Market

For Sale: 1993 James Anthony 27-ft. "Gentleman's Runabout". Like a Riva, turns heads everywhere! Jade green fiberglass V-hull with mahogany decks. 800 HP gives 65 MPH. Burlwood dash, Rosewood wheel, mahogany cockpit table, marine head, trailer, yacht systems. \$85,000. 607-532-4972 or skip@stamberger.com

For Sale: Barn full of boats. Sold 15; 25+ to go. Penn Yan, Thompson, Yellowjacket, Roberts, Trojan, Chestnut, Ark Traveler, Alumacraft, etc. Canoes, rowboats, runabouts. Many off-brand outboard motors and select Mercs. **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. \$12,500. 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 1958 23-ft. mahogany lapstrake St. Lawrence River launch. 100 hp Chris-Craft engine with 1:1 1/2 reduction gear. Needs only minor restoration and cosmetic work. \$3500. Also Rhodes Bantam sailboat; two sets of sails; trailer. Needs only cosmetic work. \$1000. **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 Ivalight. 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: 1950 20-ft. Morehouse Utility. Varnished sides and top deck. One of only a dozen made. 95HP Model K Hercules engine runs very well. Dual-axle heavy duty bunk trailer with electric winch included. Overall good condition; stored inside under cover since 1988. Contact **Bob** at 315-635-3634 after April 10th or ANTEEBOTR@aol.com any time.

For Sale: 1999 12-ft. Victory Swift; fiberglass composite over a traditional wood frame hull; replica of a '50s-era Penn Yan Swift; 1 of 7 built. 1999 25 hp Mercury (approx. 50 hrs.) moves boat at 35 MPH. One owner. Trailer and canvas cover. \$10,500. **Bud Garrity**, 607-533-9101, or bgarrity@garrity.com

For Sale: Older model TeeNee boat trailer. Seventeen ft. overall with 13-in. wheels and roller bed. Needs sprucing up. \$500. OBO. **John Davison**, 585-671-7212. (Webster, NY)

Wanted: 1920s-'30s Elco, Wheeler, Richardson, Matthews or Huckins cruiser for restoration. **Steven Dami**, 603-455-5670, or <http://www.granitecreekproperties.com>

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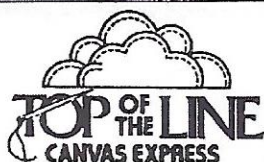
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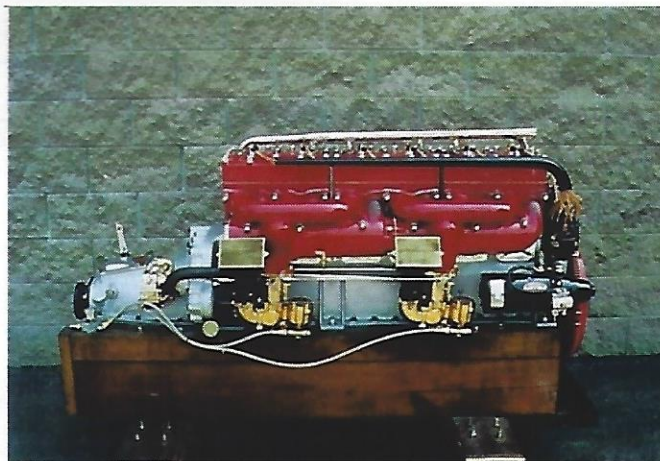
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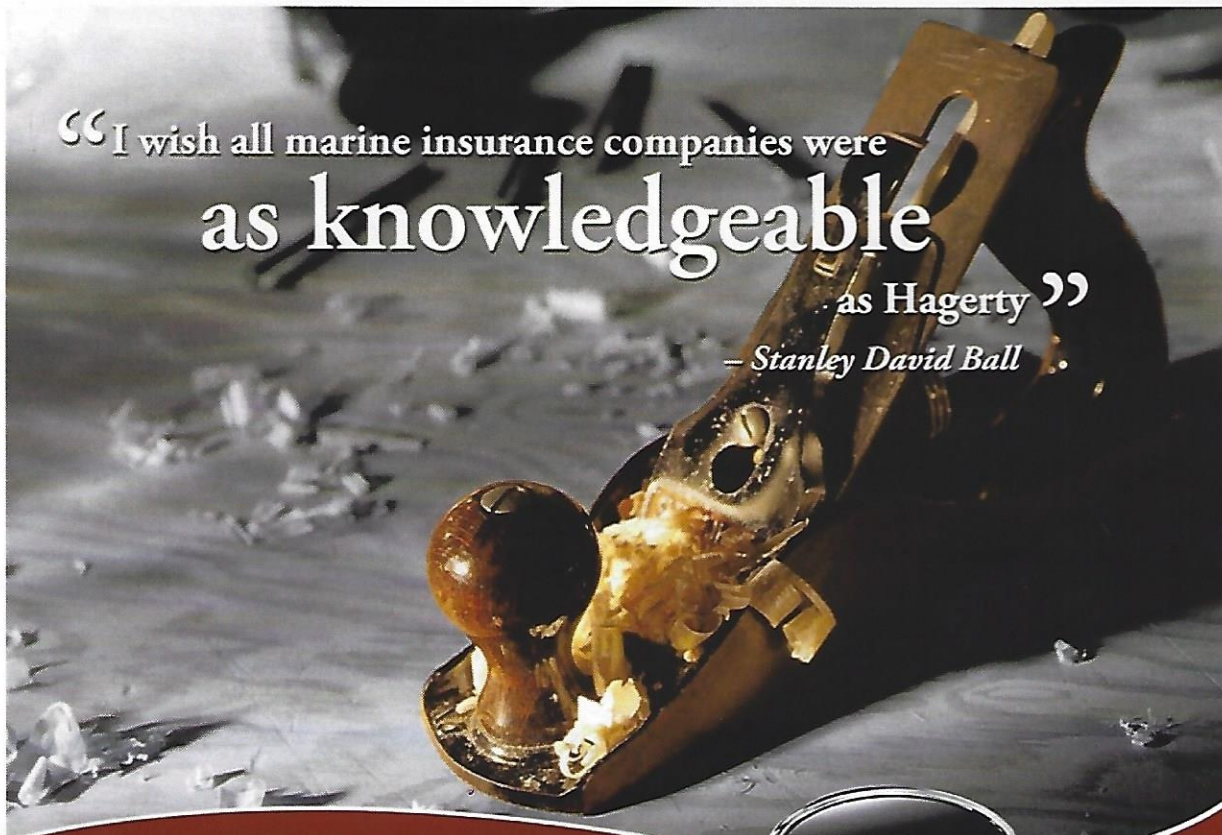
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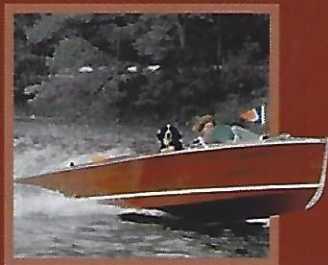



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