



Brightwork



Volume 15, Issue 4

Newsletter of the Finger Lakes Chapter, ACBS

December 2010

Twas the night before Christmas and out on the dock
The water beneath was hard as a rock.
The lights were all strung from boathouse
to pier
For that magical night that we wait for all year.
We'd come to the cottage this cold winter's night
To celebrate Christmas in settings so white.
In a place that 'til now had held just summer's fun
And now becomes part of our year's final run.
The tree in the house and the one outside
Were lighted and sparkled with true Christmas pride.
Family and friends were all gathered here
To share this special Christmas cheer.
We toasted and partied, and were in a good mood
Tho it might have had something to do with the food
That we felt a bit drowsy (and some nodded off)
While the rest of us finished our Holiday quaff.
So we built up the fire in the old stone hearth
To ward off the wind from the frigid north.
I must have dozed off for when I awoke
The fire was only just ashes and smoke.
I was just getting ready to add some more wood
To keep us all cozy and feeling so good
When, from out on the lake I heard a strange sound
Like un-muffled engines heading inbound.
So I ran to the porch and pushed open the door
To find out the cause of this unseemly roar.

The moon on the snow-covered lake shone bright
And bedazzled the eye with ethereal light.
The air was so cold that it made your nose stick
While the tree branches creaked with ice that was thick
I gazed down the lake, disbelief on my face
At what came from the distance and looked like a race
A sleigh being pulled by old wooden boats
With an old driver wrapped in slicker and coats.
They came 'cross the lake at a dizzying pace
And I heard him exhort as he came near our place:
On Chris-Craft on Hacker, on Penn Yan and
Thompson
On Century, Garwood, Morehouse and Lyman.
To the top of the camp then atop the sea wall
Christmas comes this year to one and to all.
I rubbed my eyes once and then looked inside
And the old guy was there with a bag by his side.
He spoke not to me but went straight to his stock
Left a copy of "Rudder" rolled up in each sock.
Then he turned to the tree with its lights so bright
And gave me a wink and went into the night.
He smiled back at me as if part of the joke
And then, in an instant, he was gone like smoke
He jumped in the sled and started the team
And roared down the lake with a full head of steam.
But I heard him exclaim 'ere he drove out of sight
"Happy Boating to all, and to all a good night!"



*Merry Christmas and
Happy Holidays*

Missed FLC's Annual Meeting?

No you didn't! With so much going on in October and November this year, your Board of Directors has voted to push the meeting back to the original constitutional date in January. So it's not too late! Join us for the first get-together of the New Year.

Date: Sunday, January 16th

Location: The Willow Room at the nationally famous Dinosaur Bar-B-Que Restaurant, 246 W. Willow St. in downtown Syracuse.

Schedule:

3:00PM -- January Board of Directors Meeting.

4:30PM -- Cash Bar. *

5:30PM -- Annual Membership Meeting: Election of officers and directors for the coming year, followed by buffet dinner.

After Dinner – Power Point Presentation by Dick Sherwood aimed at familiarizing audiences with ACBS, Vintage Boating, FLC's Annual Boat Show and the 2010 ACBS International Boat Show.

Buffet Dinner Menu:

Memphis Style Pulled Pork.

BBQ Texas Brisket – Slow smoked and hand-sliced.

Smokestack Turkey - Fresh dry-rubbed turkey breast



that's smoked, then hand-carved.

Sides include BBQ Beans, Salt Potatoes and Coleslaw.

Cost per person, is \$30.00 which covers meal, tax and gratuity.

Send your reservation, along

with your check to **Shirley Marsden**, 51 E. Genesee St., Auburn, NY 13021. Seating is limited, so please send your reservation in early. For additional information, call **Jack Gifford**, 315-703-7531 or 315-382-2831 (c)

* The hour is a bit earlier than usual to accommodate Eastern Standard Time and the possibility of an unsympathetic snow storm!

Save the Date – May 21st

Here's a Preview...



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2011 Calendar of Events

January 16	FLC Board of Directors Meeting	Dinosaur Bar-B-Que Resturant, Syracuse, NY
January 16	FLC Annual Membership Meeting	Dinosaur Bar-B-Que Resturant, Syracuse, NY
February 6	FLC Board of Directors Meeting	Sherwood Inn, Skaneateles, NY
March 6	FLC Board of Directors Meeting	Sherwood Inn, Skaneateles, NY
May 21	Spring Outing at Steve Shehadi's	Skaneateles Lake
June 24-26	Lake Hopatcong Chapter Boat Show	Lake Hopatcong, New Jersey
July 8	Adirondack Chapter Rendezvous	Fulton Chain of Lakes, Old Forge, NY
July 15-17	Wine Country Annual Boat Show	Keuka Lake, Hammondsport, NY
July 29-31	FLC Annual Boat Show	Skaneateles Lake, Skaneateles, NY
August 4-6	ABM Annual Boat Show	Antique Boat Museum, Clayton, NY

New Memberships

Welcome aboard to the following new FLC members:
Bill & Maureen Frarey of Honeoye, NY owners of a
 1960 19-ft. Chris-Craft Capri
 FLC Memberships now stand at 167.

Passages

Joe Kabot

Highly respected antique boat expert, gentleman
 and FLC Boat Show Judge
 October 5, 2010

Front Cover Credits:

To **Sue Kiesel** for the winter scene (First Lake in the
 Adirondacks), and
 To **Jack Gifford** for the original poem

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; 585-265-1518
 Commercial ads should be sent to Bob Myllymaki, 7783 Gloria Dr., Baldwinsville, NY 13027 or antecbotr@aol.com; 315-635-3634
 The Finger Lakes Chapter has a mailbox at the Skaneateles Post Office – Box 1022 – available for general use (ZIP Code 13152).
 The Chapter's Employer Identification Number is 3452140.

Finger Lakes Chapter, ACBS

President

Janice Miller.....315-496-2924

First Vice President

Jack Gifford.....315-382-2831

Second Vice President

Tom Carman.....607-754-4181

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Shirley Marsden.....315-253-7505

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Dick Sherwood.....585-265-1518	Jamie Strong.....315-685-4712

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Don Ross.....607-625-2517 Arnie Rubenstein.....315-637-8522

Immediate Past President

Rob Kidd (2005-2007).....315-635-6187

Membership & Newsletter

Dick Sherwood...585-265-1518

Ship's Store

Pattie Ross.....607-625-2517

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

Ford Knight, Pres.	Syd Marsden, Vice Pres.	
Richard Morehouse, Jr., Treas.	Kristine Marble, Sec'y.	
John Barnes	Mary Ellen Bond	Jim Brennan
Josephine Brown	Fred Curry	Jerry Feltus
Harold Flagg	George & Gloria Hyatt	Ron Jasper
Allyn Morehouse	Bob Myllymaki	George Zeth

President's Letter

As this year comes to an end it gives us a chance to reflect on 2010, and to look forward to 2011. Some highlights of the year just past:

In July, many members of the Finger Lakes Chapter attended the Adirondack Chapter's Rendezvous in Old Forge, NY. The rendezvous is a one day event that occurs on Saturday. On Sunday we took a boat cruise through the Fulton Chain of Lakes from Old Forge to Inlet, where we docked and had lunch. This is the second year for this tour and it is a great time. I'm sure we will repeat this again in 2011.

Our 32nd Annual Boat Show was well attended and we had a waiting list for boats to go in the water. We were pleased by the wide selection of boats, many of which we had never seen before. I would like to thank the many members of the Lake Hopatcong Chapter for attending our show. I hope we can recruit a group to visit their show in late June.

In October, the Joint-Chapter meeting was held in Geneva, NY and was organized by **Tom & Barbara Carman**. They did a great job of organizing the dinner-dance. We had four chapters represented from around New York State.

For a change of pace, our Annual Membership Meeting is being held in January at the Dinosaur Bar-B-Que Restaurant in Syracuse. This is a great opportunity for members to meet and provide input to the FLC Board of Directors. Remember, you don't need to own a boat to belong to the Chapter or to attend the outings. Also, please let me know if you are interested in working at the show, for chapter events, or becoming a member of the Board. We are always interested in having new people with new ideas.

Our 33rd Annual Boat Show will be held July 29-31, 2011. Please plan to attend as an exhibitor or as a spectator, and watch *Brightwork* for more information.

Have a safe and happy Holiday Season.

Janice Miller, President

Finger Lakes Chapter

2010 Joint Chapter Celebration

Forty-two members of ACBS representing three of New York State's nine chapters, attended the Joint Chapter Meeting's dinner-dance at the Ramada Inn in Geneva on October 2nd. **Barb & Tom Carman** did an excellent job of planning a very pleasant evening enjoyed by all. As part of the proceedings, **Ed Wightman** provided an update on plans and progress of the Finger Lakes Boating Museum's move to its new home in Geneva – just a stone's throw from the Ramada.

At this writing it appears that the 2011 JCC will be hosted by the Thousand Islands Chapter of ACBS.

Changes in the Way Annual Memberships Are Handled

For some time now, ACBS has been working with a software systems company to develop a new database management system which will provide new and significantly improved capabilities to allow ACBS to better serve the needs of its chapters and members. One area of improvement will be the manner in which new annual memberships and annual membership renewals are handled.

Currently, annual ACBS and chapter memberships run on a calendar year basis. However, effective February 1, 2011, new annual memberships will run for a full twelve consecutive months after the date on which the membership is processed at ACBS Headquarters. Annual membership renewals in the Society will change to a rolling twelve consecutive month basis using the expiration date of last membership as the basis for renewal, except that a 30-day grace period will be granted for late payment of dues

A member renewing before expiration of their 30-day grace period, will have his/her membership continue without interruption for the twelve months following his/her current expiration date. A member renewing after expiration of the 30-day grace period, will have his/her membership renewed on the date on which the renewal is processed at ACBS Headquarters, and the renewed membership will cover the ensuing twelve months.

These changes mean that all annual memberships will run for a full twelve months regardless of when they are initiated or renewed. Finger Lakes Chapter memberships will follow the same pattern. The dollar amounts of both ACBS and FLC annual membership dues remain unaffected by the above changes, and the appearance of the membership renewal form issued by ACBS Headquarters will remain essentially unchanged. That form will simply arrive in members' mail boxes about a month before expiration of their then-current memberships.

Any questions, please don't hesitate to get in touch with your editor at 585-262-1518 or flcboats@aol.com

FLC Membership Roster

In a move to reduce costs, the Chapter's Membership Roster will no longer be issued along with the March edition of *Brightwork* and updated quarterly with addenda as has been done in the past. Instead, the roster will be posted on the Chapter's web site (www.flc-acbs.org) beginning about February 1st of next year and will be updated monthly. For those wishing to have a paper copy of the roster for their own use, the on-line version will be easily downloadable. This change will also allow simpler and closer tracking of FLC memberships.

Letters to the Editor

Hi Dick

I love the article "Steve Shehadi's Outboard Story" (September *Brightwork*). Why wouldn't I? It's all about ME. Nice photos and lay out. Love my daughters in the story (they did, too). The photo of the smallest motor in the world is wrong. That's a Waterwitch, but the only one who will know is **Bruce Marsden** and maybe a couple of others. Big, Big Thanks. Looking forward to next year's show! Cheers, **Steve Shehadi**

Dick

Being a Morehouse boat owner yourself, I thought you might appreciate this photo taken during the two-week window that we actually had it in the water this year. Like **Wendy Fetridge** says, "The only thing that works on an old boat is the owner." This time it was motor trouble!



Anyway, the thought occurred to me that this boat, a Morehouse Inboard Utility, which I have owned since 1977, was literally the spark that activated the Finger Lakes Chapter, ACBS. I wanted to take it to a boat show back then, and the rest, as they say, is history. It has been in the water every year I have owned it save one -- a source of great personal pride. That doesn't even count the years that I rode in other family-owned boats. From the time I was about five years old and they sat me on the bench seat in front of that blue name plate, have smelled the varnish and seen its shine, I have been a fan. I had sent the photo with a card to **Bob Myllymaki**, thanking him for taking care of a mix-up with my personalized award plaque which the chapter had sent along with a nice card and photo from the 2010 Boat Show. When your name is Ford you can expect confusion!

Nancy and I very much enjoyed the entire weekend. We participated in all the activities and couldn't have been more impressed with all that we saw. I am sure that you will see us again next year.

Ford Knight

Dick

Just wanted you to know that your September newsletter package arrived and it is spectacular. Well done!

Mike O'Brien, President, Lake Champlain Chapter, ACBS

Dick:

Feel free to pass the three Great Loop articles (Dec. '09, Mar. & June '10 *Brightworks*) on to **Chris Eden & Dennis Hartnett** (ACBS *RUDDER* editors). They might be a good fit, since TUCANDU is a 1973 boat.

Incidentally, we sold her to a couple from Mobile, AL who plan to do the Loop next year. We bought a 1988 54-ft. Hatteras that we will use to cruise up the east coast over the summer months. She's currently docked in Ft. Lauderdale. I've been going there every week to get her ready to bring back to Sanford, FL. Target is to be underway on 10/15. Have to get these things done while Kathleen and I still have our health.

Please pass along our regards to all our Finger Lakes Chapter friends.

Bill & Kathleen Root

Hi Dick:

Thank you for the news about **Joe Kabot**. What a terrible loss to the classic boating community. He had such knowledge about the boats, particularly Chris-Crafts, but the thing I will remember the most was that he was a true gentleman; a real class act. We had a Board meeting of WCCB last night and I let them all know. He will be sadly missed.

Dick Newcomb

Hi Dick

Thanks for sending me the newsletter and the DVD of your boat show. I just looked at the pictures today and was very impressed with what I saw.

Regards,

John Bergstrom, ACBS President-Elect

I was up in Lake Placid last Saturday, picking up a boat, and talked to a local restorer/mechanic I know very well. He said he spent 75% of his time this past summer repairing problems in old boats created by the fuel (ethanol and gasoline mixture) and the storage of same. When you hear this from the people who actually do the work, it makes a real impression.

Thanks,

Doug Vittum

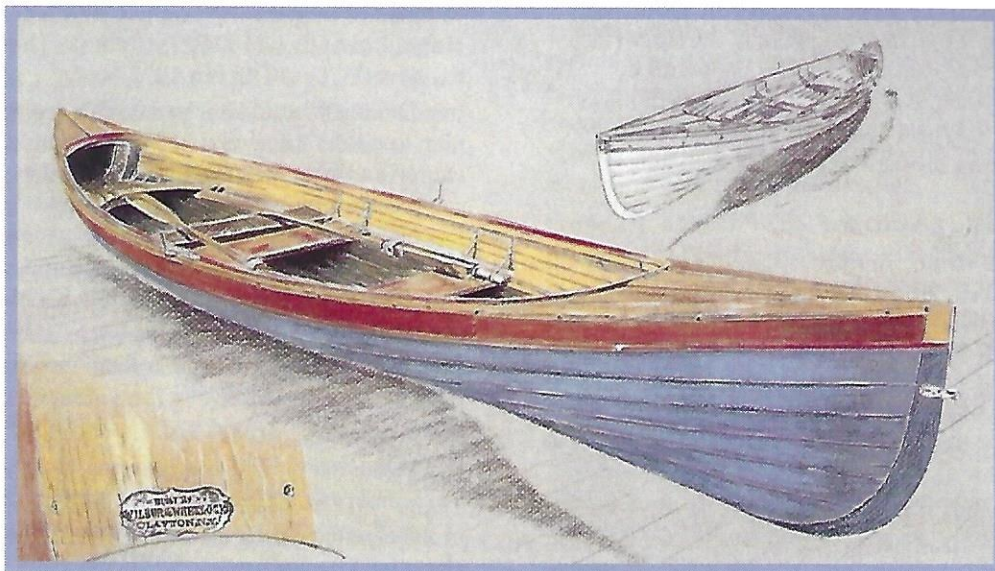
At last reading, the Environmental Protection Agency had postponed its decision regarding increasing the ethanol mix from the current 10% (E10) to 15% (E15), indicating that it wanted to further test potential side-effects of running the E15 blend in modern engines. In the case of older engines, the jury is still out regarding possible damage to rubber and steel components with which ethanol comes in contact. There is some evidence that because ethanol acts as a cleanser of fuel-handling systems, it may dissolve olefins built-up from handling gasoline and this residue may clog filters, etc. A positive feature of ethanol is that it burns 100% and leaves no residue in fuel-handling systems. -Ed.

Connecting the St. Lawrence River Skiff to the Finger Lakes

By Tony Mollica

Classic boaters have a deep fondness for the attractive contours that fine wooden hulls possess. Designers and builders of wooden boats understood that the strength and seaworthiness they desired often provided their craft with pleasing forms and shapes. The first priority for a skilled designer is to create a hull that achieves the craft's intended purpose. Success is further achieved when the new hull travels through the water as effortlessly as possible. In non-powered craft, design-efficiency is absolutely vital to achieving peak performance. Ultimate success is realized when the hull's pleasing design and its superior performance are so perfectly integrated that the design requires no change.

A classic non-powered boat that perfectly combines pleasing design with practical purpose is the venerable St. Lawrence River Skiff. This superb craft, in its present form, emerged more than 150 years ago in the Thousand Islands Region of the St. Lawrence River. The craft became the principle means for river transportation and fishing during the mid-1800s during the golden era of River development. The skiff was an ideal boat for numerous fishing guides who routinely covered long distances. They required a very stable craft to haul in the large catches of fish they regularly gathered. By the 1860s, St. Lawrence skiffs had evolved to a truly graceful form that became universally accepted as the standard among the River's



An illustration of one of the larger Wilbur & Wheelock painted skiffs with narrow interior ceiling planks above the seats.

builders.

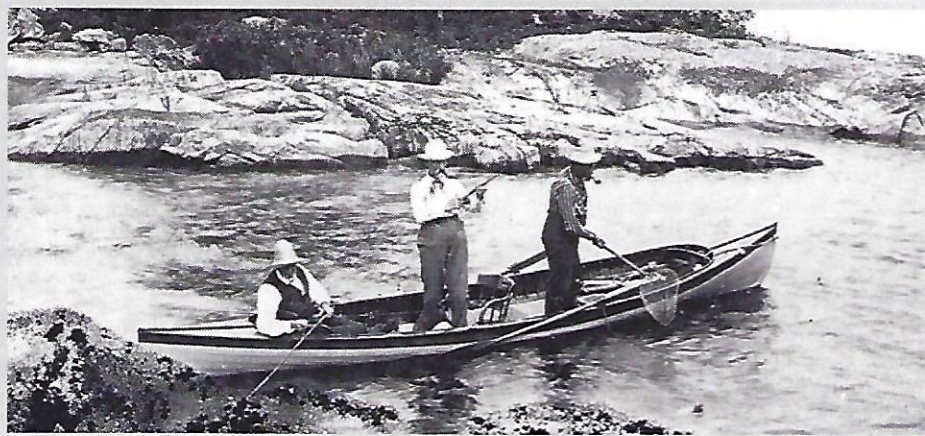
The popularity of the St. Lawrence skiffs grew steadily as commercial skiff-building shops prospered on both sides of the River in southern Ontario and northern New York. Some of the better known builders were **Xavier Colon, Wilbur Wheelock**, and **L.E. Frye** in Clayton, along with **Charles Estes** and **A.E. Furness** in Alexandria Bay and **William Address** in Rockport, Ontario. In 1872, American President **Ulysses S. Grant** spent three days fishing in the Thousand Islands as the guest of **George Pullman**. His fishing trip was well-publicized and helped expose the virtues of the skiff to thousands of visitors. At one time the Spalding St. Lawrence Boat Company of Ogdensburg, NY claimed that they were "the original designers and builders" of the St. Lawrence River Skiff. Little credence was given to the claim and most conclude that the skiff, as we know it, was an evolutionary design from a multitude of sources. Respected marine historian, **Howard Chapelle**, believed that the evolution of the St. Lawrence Skiff was the result of local boat builders

borrowing ideas from each other until the ideal design was achieved.

The St. Lawrence Skiff can be described as a double-ended, lap-strake rowboat with a flat plank serving as its keel. It was usually offered in lengths from 14 feet to 22 feet and always with a beam of 42

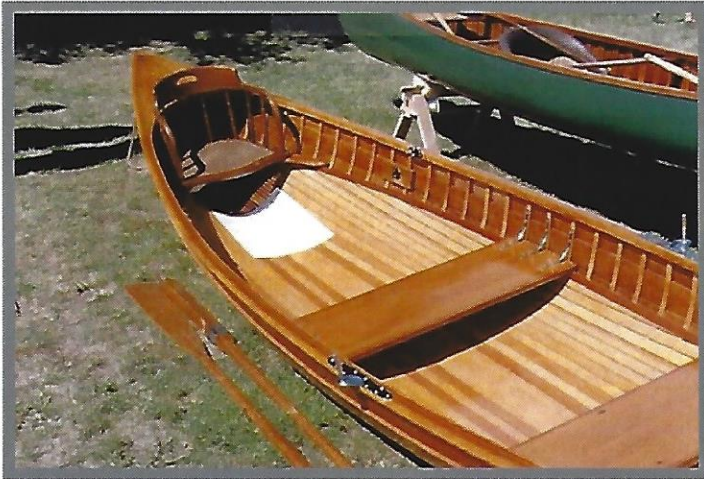
A rare vintage photograph made from a 100-year-old glass plate showing the St. Lawrence Skiff's fishing guide prepared to net the fish of one of his two "city sports."

Corbin's Photo Collection



Brightwork

inches. There are normally six or seven planking strakes between the keel and the gunwale on each side, and the sheer-line curves gracefully where it is low amidships to facilitate the landing of large fish. An 18-foot skiff generally weighs about 200 pounds, but in spite of their weight, they are actually light on the water.



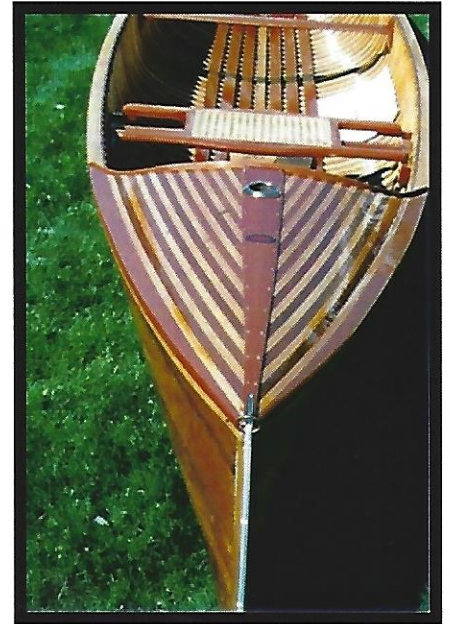
A good view of a skiff interior showing a typical aft seat chair, the paneled floor and the traditional thole pins that allowed the fishing guide to quickly release his oars and grab the landing net.

To provide pulling power, skiffs normally use 7 ½-ft. oars that overlap. Overlapping oars provide the skiff's oarsman the advantage of rowing with one hand over the other. Ease of rowing was a very important feature of the skiff's design because it was not uncommon for the skiff's fishing guides to travel 20 miles or more during a single day's quest for fish. It is said that one pull of the oars will send the skiff gliding more than twice her length. St. Lawrence skiffs are faster than a canoe of similar length and they are naturally "sea-kindly" -- virtually impossible to capsize. Advertising illustrations often demonstrated the skiff's inherent stability by showing a man standing on a gunwale without the craft being swamped.



When skiffs eventually evolved to their most successful configuration, the design was generally adopted by every builder in the region. It wasn't long before the skiff became

the most common craft on the St. Lawrence River. Refinements to the design continued into the 1890s, as the boats were increasingly accepted as the pleasure craft of choice. Each of the fine hotels and resorts on the River acquired numerous skiffs for the enjoyment and recreation of their guests. The sheer volume of skiffs on the River continued to increase well into the 1930s. It wasn't until the 1940s that outboard motor boats finally began to outnumber skiffs on the St. Lawrence.



One of the interesting deck variations builders enjoyed creating on their fancier model skiffs.

The marvelous qualities of the St. Lawrence River Skiff were clearly recognized by the owners of the Skaneateles Boat and Canoe Company. Their boat-building firm was the successor to the Bowdish Manufacturing Company which had included skiffs in their basic boat production. It is believed that **Nelson Bowdish** learned his boat-building skills in the early 1870s, during the time he lived in Clayton, NY. Working in Clayton exposed Bowdish to the superior characteristics of the St. Lawrence Skiff where it enjoyed nearly universal popularity. In 1876, Bowdish decided to settle in Skaneateles where he and his 20-year-old son, Edward, were sure that they had found the ideal location to build and market small boats. Although records of their productivity are scarce, it is believed that right from the start, the St. Lawrence River Skiff was a standard Bowdish offering. This skiff quickly became very popular on Skaneateles and other nearby Lakes. Its stability and ease of rowing made it an ideal craft for boat liveries, resorts, fishermen and cottage owners.

The Bowdish's small-boat business grew rapidly and prospered. Soon Bowdish was ready to expand and they built a large two-story shop in Skaneateles to increase the firm's output. Bowdish was also in a position to hire Clayton's outstanding skiff builder, **A. L. Bain**, to supervise and increase production of the popular St. Lawrence River Skiffs.

In 1893, after 17 successful years of boat-building, Nelson Bowdish sold the business to **Sedgwick** and **George Smith**. The Smiths changed the firm's name to "The Skaneateles Boat and Canoe Company" (SB&CC) and continued to feature the

St. Lawrence River Skiffs along with other small sailboats, canoes, and power launches.

Skaneateles Boats and Canoes

New Prices, F. O. B. Skaneateles, N. Y.

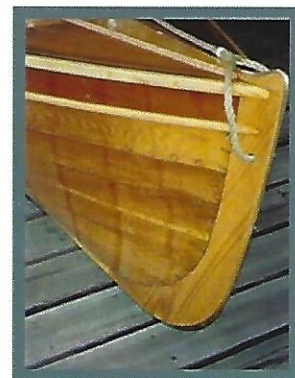
EFFECTIVE JULY 3, 1924

MODEL	PRICE
16 foot Outboard Motor Boat	\$160.00
14 foot Outboard Motor Boat	115.00
No. 1—15 foot	240.00
No. 1—17 foot	320.00
No. 1—16 foot	290.00
No. 2	140.00
No. 3	125.00
No. 4	110.00
No. 5	125.00
No. 5—15 foot	85.00
No. 5—14 foot	80.00
No. 6—15 foot	95.00
No. 6—14 foot	90.00
Dinghy—10 foot	125.00
Omnedage Canoe	85.00
Campers' Delight	490.00
15 foot Knockabout	250.00
15 foot Cat-boat	200.00
Leisure Hour Row and Sail Boat	225.00
Finger Lakes Sailing Dinghy	190.00

SKANEATELES BOAT & CANOE CO.
SKANEATELES, NEW YORK

Twenty standard boats were listed in this 1924 SB&CC price list with eleven of the twenty being St. Lawrence River Skiffs. Antique Boat Museum's Archives

As the new owners continued to recognize the strong sales potential that the St. Lawrence Skiff provided, SB&CC steadily grew into one of America's premier builders of small craft. Over the years that followed, the Company offered several versions of the St. Lawrence Skiff in five popular lengths from 14 feet to 18 feet. Their most deluxe skiff was known as *Model Number One*. It was supplied with two pairs of 7 1/2-foot spoon-blade oars that were leathered and tipped with copper. The skiff was also equipped with a gracious wicker boat chair on the aft seat and had a carpeted floor. The red elm ribs were planked with clear white cedar while the shear strake was mahogany. The decks, gunwales and coaming were also mahogany trimmed with black walnut. This beautiful 18-foot, top-of-the-line skiff included a mahogany rudder and had a hefty list price of \$235. in 1920.



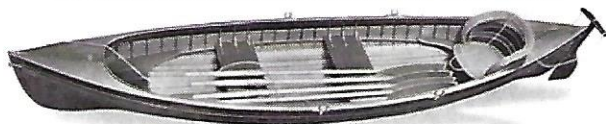
The stem and forward section of a 16-ft. Skaneateles St. Lawrence River Skiff planked in clear white cedar with a cherry strake, oak stem and bird's eye maple king plank.

The Skaneateles Boat

Company's least expensive St. Lawrence Skiff was the 14-foot *Model Number Five*. This basic model had oak breast hooks rather than fancy decks. The hardware was galvanized, oars were straight-bladed, seats were cypress, the interior was painted below the seats and it was priced at \$75. Prior to the company's extensive production of Comet, Snipe and Lightning sailboats, the St. Lawrence Skiff was their volume leader. Although the wood and features varied in each model, the quality of their skiffs was excellent, and many of the Skaneateles skiffs have survived and frequently appear in Antique Boat Shows. The Antique Boat Museum and the Finger Lakes Boating Museum have Skaneateles-built St. Lawrence Skiffs in their permanent collections.

Professional fishing guides in the Thousand Islands often became skilled skiff-builders during the winter months. They shared sets of molds and helped each other in their backyard shops. They used molds (stout wooden forms) that were a series of four or five cross-sections of the skiff hull, and the individual molds were bolted to an elevated strong-back at specific locations. The oak keel was the first piece to be fastened to the top of the center molds, followed by attachment of the two stems to the keel. The bottom planking then began at the keel where the garboard strake was fit into a groove in the keel and the stems. Going from side-to-side the strakes, or overlapping planks, were fastened with the hull upside down. These steps were all completed without any ribs in the hull.

ST. LAWRENCE SKIFFS, OR DOUBLE END ROW BOATS



MODEL No. 1

HULL—Keel and stems, selected white oak. Ribs, red elm. Planking 5/16" thick, selected white cedar, except the shear strake (top strake) which is mahogany; copper riveted and burred throughout. Gunwales and coaming black walnut. Decks, mahogany with black walnut trim.

SEATS—Two mahogany rowing seats edged with black walnut. Circle seats in bow and stern of alternate strips of mahogany and black walnut.

FINISH—All woodwork is finished in best marine spar varnish.

FITTINGS—Nickel plated brass, including two pair of feathering oar locks.

EQUIPMENT—Two pair 7 1/2' selected spruce spoon oars, leathered and copper tipped; mahogany or black walnut rudder; wicker boat chair, carpet to cover floor.

Length	Beam	Depth	Amidships	Price
18'	42"	15"		\$235.00 plus tax
17'	42"	15"		215.00 plus tax
16'	42"	15"		190.00 plus tax

MODEL No. 2

HULL—Keel and stems, selected white oak. Ribs, red elm. Planking, 5/16" selected white cedar, copper fastened throughout, riveted and burred at ribs. Gunwales and decks, cherry.

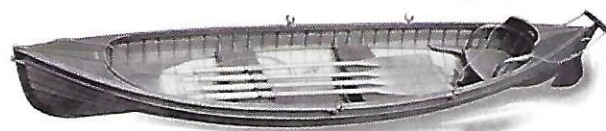
SEATS—Two cypress rowing seats edged with cherry. Circle seats in bow and stern of alternate strips of cherry and cedar.

FINISH—Best marine spar varnish outside and above seats inside. Below seats inside painted buff.

FITTINGS—Nickel Plated or polished brass including two pair feathering oar locks.

EQUIPMENT—Two pair 7 1/2' selected spruce straight blade oars, leathered and copper tipped; cherry rudder; plain boat chair.

Length	Beam	Depth	Amidships	Price
16'	42"	15"		\$135.00 plus tax.



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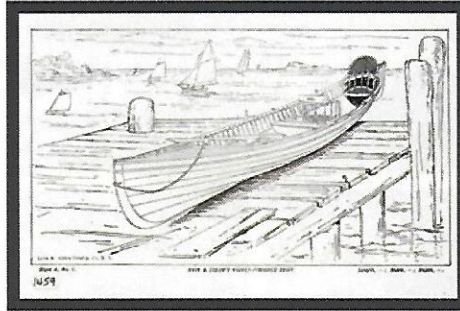
"Skaneateles Quality"

A page from SB&CC's catalog illustrating two St. Lawrence River Skiffs, the deluxe Model No. 1 and the Model No. 2. Note that both models are shown equipped with rudders although neither is out-fitted for sailing. Antique Boat Museum's Archives

Brightwork

The next step was to lift the hull from the molds, turn it over, and begin the process of ribbing. Steamed strips of elm or oak were used for the ribs and spaced every five or six inches inside the length of the hull. Ribs provided the strength necessary to maintain the hull's shape, and a typical 18-foot skiff would have about 40 ribs. A skilled builder, working mostly alone, could build two skiffs over the winter months. A small commercial shop would build a skiff every two weeks.

The trim on the skiffs would vary depending on the builder's style and the desire of the



An 1896 catalog illustration of Colon & Bain's St. Lawrence River Skiff. Antique Boat Museum's Archives

intended owner. Fancier skiffs had exotic wood decks, seats and trim. Some had wood lining to cover the ribs and many deluxe skiffs were outfitted with optional sailing gear.

For six decades, from 1876 to the 1930s, St. Lawrence River Skiffs were a significant product of the Village of Skaneateles and provided this Finger Lakes community with

a noteworthy connection to the Thousand Islands.

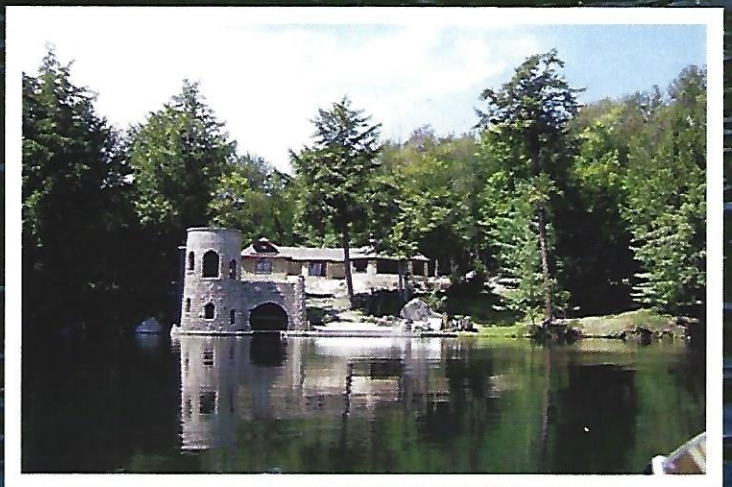
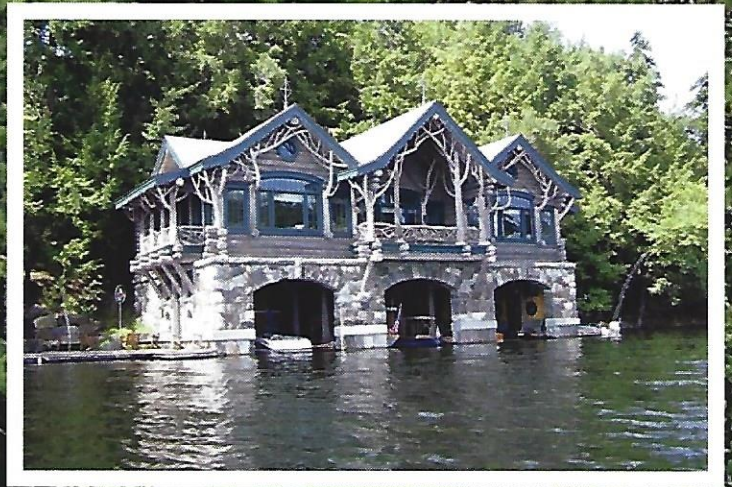
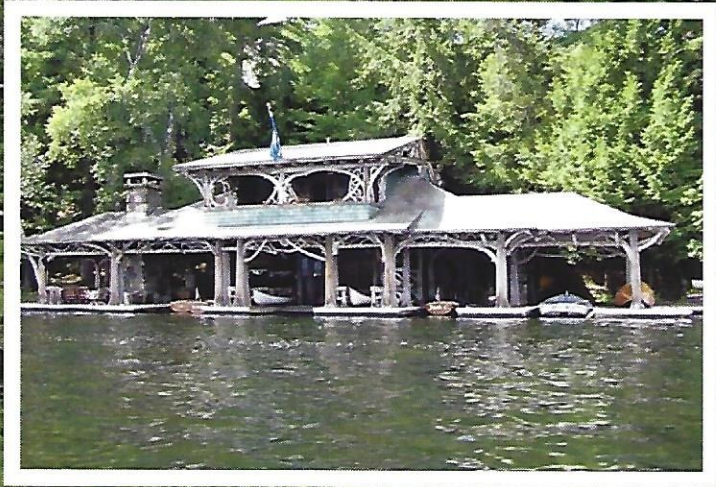


This very rare photo from Tony Mollica's personal collection was taken at the 1919 Marine Trade Show in Chicago. On the right is the Skaneateles Boat & Canoe Company's sign, and on the left is a rack with six St. Lawrence River Skiffs on display. This clearly shows how important the skiffs were to SB&CC's overall marketing program.

Also on the right is **Ralph Sidway's** racing hydroplane, **Arab IV**, powered by a Grant-Liberty 12-cylinder engine. In the 1920 Thousand Islands Yacht Club Challenge Cup Race, **Arab IV** was about to overtake **Miss Toronto** when she turned suddenly, skidded in the opposite direction, flipped over and sank in 80 feet of water. Sidway was from Buffalo and that is the Buffalo Launch Club's burgee painted on the race-boat's hull. What the connection might have been between Sidway and SB&CC that he would have his hydroplane in their display, is not clear. It must have been a coup for SB&CC to have had it to attract additional interest in their display.

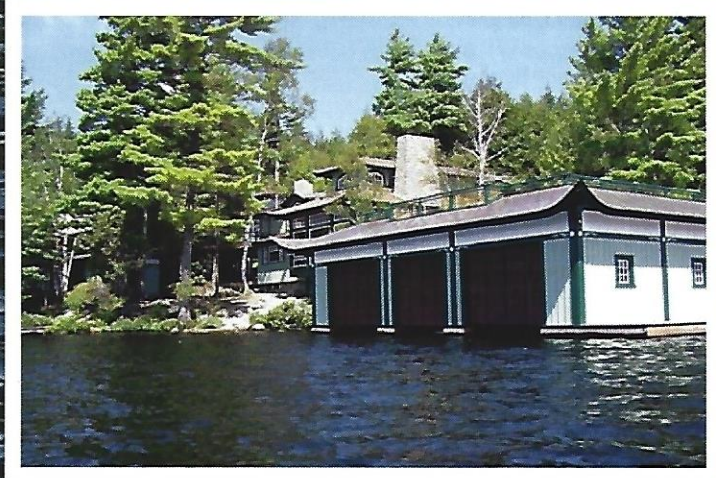
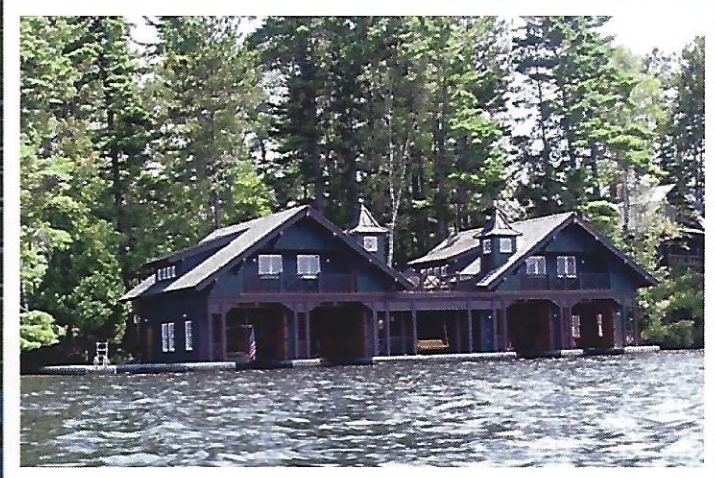
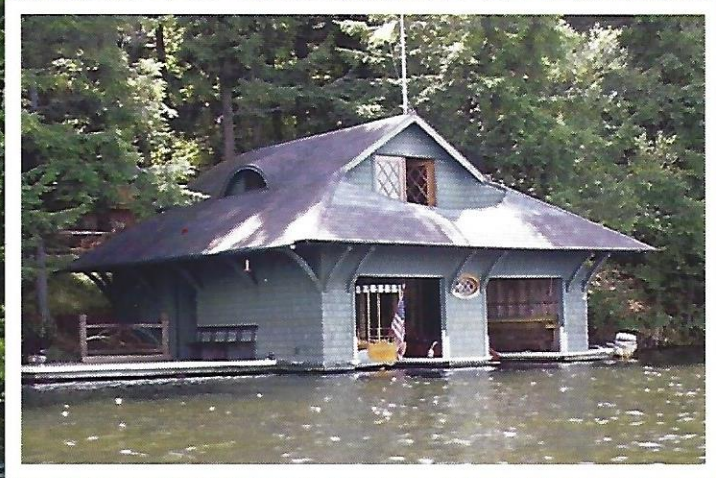
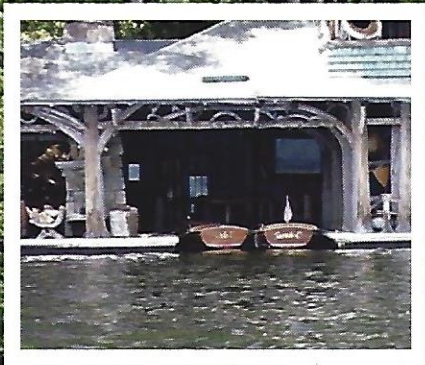
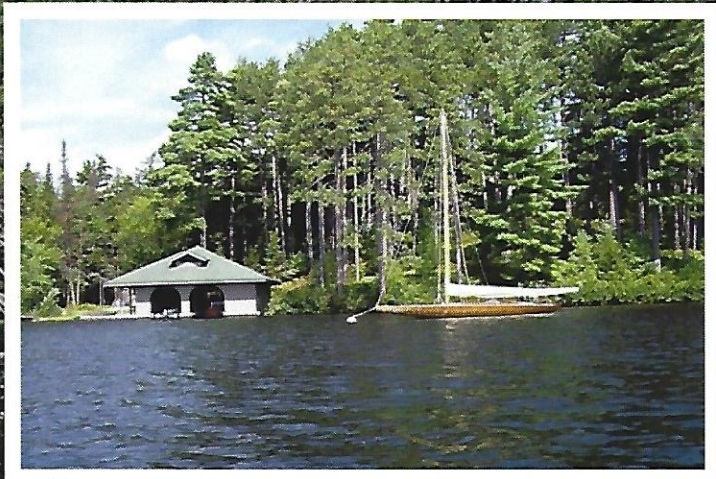
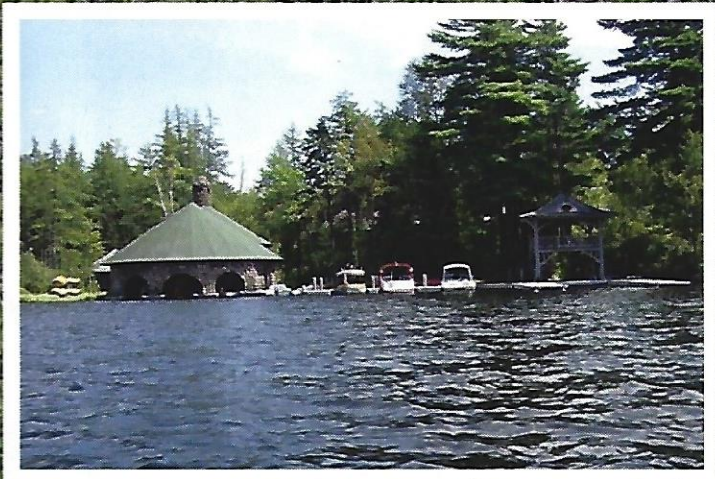
Many thanks to Tony for compiling this article especially for **Brightwork**. Photos not otherwise credited are from Tony's private collection.

A PHOTO
AN AUGUST AFTERNOON ON UPPER S



TO ESSAY

ST. REGIS LAKE IN THE ADIRONDACKS



Sea Scouts Kit Boat



Four Sea Scouts who have stayed with the boat project: L to R, **Greg Huba, Anthony Lapczynski, John Lapczynski and David Dubois.**



You may recall that in the summer of 2008, FLC secured a kit boat to be assembled by members of Sea Scout Ship 23 as part of its Youth Development Program. Although that work is not complete, it hasn't ceased either. A small cadre of Sea Scouts has tenaciously stayed with the project and brought it along to where final finishing and mounting of hardware and the outboard engine are about all that remains to be done.

Unless unforeseen problems develop, launching will occur at next summer's FLC Boat Show.

Skaneateles Boat & Transportation Museum Update

Work on the Museum Expansion Project continues, albeit at a slower pace than those involved would like. With the exception of some plantings, stabilization of the creek bank behind the Museum has been completed. Fabrication of a new steel mezzanine has been completed and it has been installed along the interior north wall of the Boiler Plant. An anchor from the Steamship City of Syracuse has been refurbished and mounted on the outside north wall of the Boiler Plant, and a plaque referencing the steamboat's history has been mounted below it. In addition, installation of the building's heating and air conditioning system has been substantially completed.

With receipt of a grant from the Empire State Development Corporation, insulation, wallboard and trim have been installed in the Boiler Plant and Connecting Wing. All interior work on these two buildings is expected to be completed before year-end. Lighting

systems are being selected, and exhibit planning is underway along with additional fund-raising for outside paving, curbing, and landscaping.

Financial contributions are still needed to complete the project. If interested, FLC member **Karlene Miller** would like to hear from you.

Exhibit planning includes continuing efforts to secure the return of Lightning No. 1 to Skaneateles from the Mystic

Seaport Museum in Connecticut. Forms and paperwork required by Mystic are being completed as the process slowly moves toward realizing the boat's return. If all goes well, Lightning No. 1 will be part of the Museum's Grand Opening.

Grand Opening? Well, it's hoped that that event will take place sometime in the spring or early summer of 2011.

Stay tuned!



Brightwork Wins Award

With eleven chapter newsletters in contention, **Brightwork** was awarded Runner-up Best Newsletter for 2010 at the ACBS Annual Membership Meeting in Bay Harbor, MI. Best Newsletter Award for 2010 went to **Western Wood**, the newsletter of the Northern California / Lake Tahoe Chapter.

“Whoopie,” a Wonderful Thousand Islands Classic

By Tony Mollica

Her name is “Whoopie” and her owner says that his boat is a launch. “Whoopie,” an attractive 26-foot utility style boat was built in Alexandria Bay by Fitzgerald & Lee in the same building where Van’s Motor Marine is located today. Research indicates that her original

name was “Louise.” She was originally designed and constructed as a triple cockpit runabout in the fall of 1928, and finished in the spring of 1929. Her original appearance was identical to the popular 1927 26-foot Gar Wood runabout known by the trade name, Baby Gar, Jr. In addition to being a superb boat builder, Fitzgerald & Lee was also the region’s franchised Gar Wood dealer. In 1927, the Fitzgerald & Lee dealership delivered ten Baby Gar, Jr. runabouts to owners in the Thousand Islands. Even by today’s standards, selling ten identical models of one boat in a single region is a demonstration of strong marketing success.

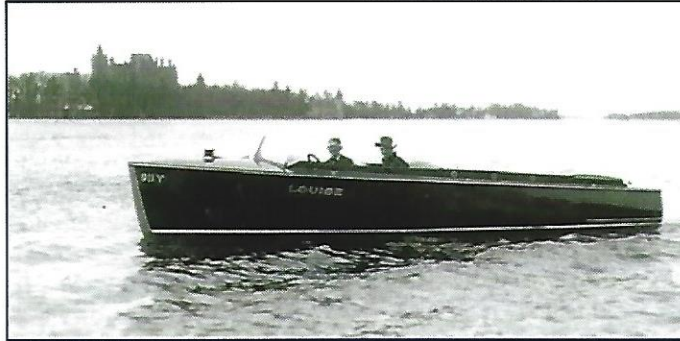
Then, in a startling business decision, the Gar Wood Boat Company announced that it was ending production of this model to focus their efforts on their 28-foot and 33-foot models. The Thousand Islanders who still wanted to purchase the popular 26-foot Baby Gar, Jr. during the 1928 season, were simply out of luck. However, Fitzgerald & Lee was among the best custom boat builders in the northeast and they could duplicate the discontinued Gar Wood runabouts right in their own shop if requested. Evidence indicates that’s exactly what took place. “Louise” was one of the 26-foot Fitzgerald & Lee versions of the discontinued 26-foot Baby Gar, Jr. runabout. This fact alone, is a very significant distinction for this interesting classic boat.

The Fitzgerald & Lee version was given the identical windshield, coaming, deck and cockpit layout as the original Gar Wood. In profile, the two boats appear to be exactly matched. However, there was one major difference that was not immediately obvious. Fitzgerald & Lee, as well as many other Thousand Islands boat builders, favored the performance achieved with a round bottom over that of the hard chine, vee-bottom design. The bottom

configuration is the only difference between the Baby Gar, Jr. and the boat named “Louise.”

“Louise” was launched in 1929 as a round-bottom version of the Baby Gar, Jr. runabout. In the years that followed, one of her owners decided that she would serve his needs much better

if she were a utility rather than a runabout. He figured that by removing the deck covering the engine, a large open cockpit could be created. Then, by installing a floor, adding mahogany ceiling boards and enclosing the engine in a box, he transformed his runabout into a spacious 26-foot utility model. These changes were not difficult to accomplish and everything else remained true to the original. The owner’s needs were served very well for several years with



Alfred Lee at the controls of “Louise,” a 26-foot 1929 Fitzgerald & Lee runabout that is nearly a perfect replica of the popular Baby Gar, Jr. model.

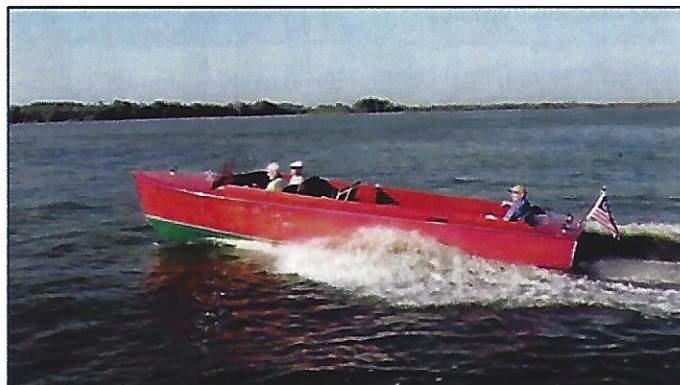
the boat’s new configuration.

When the current owner acquired the boat some ten years ago, it was in rough shape. From what he could observe, he believed that the boat had always been a launch or a utility. There was no engine and the interior was a shambles. However, the attractive design of the hull was very appealing to him. The hull sides and bottom seemed free from any serious problems, and he told me that the classic lines of the hull convinced him that the boat was worthy of a serious restoration effort. Shortly after the restoration was underway, the owner received the good news that the hull was in excellent shape for its age. It appeared to the restorer that every original hull plank could be saved. Having no idea that the boat was originally a runabout, the restoration plan was to complete the boat just as he found it as a traditional utility.

The restoration turned out to be a complete success. The boat was named “Whoopie” and was powered with a modern V-8 engine which provides superb performance at all speeds. She has been photographed and featured in the July 2004 Classic Boating Magazine.

The boat launched as “Louise” 80 years ago is still a wonderful Thousand Islands classic.

Many thanks to Tony for another interesting article, and to Don Babcock who brought it to my attention. –Ed.



“Whoopie” (formerly “Louise”) the 1929 Fitzgerald & Lee restored 26-footer with all its original 80-year-old mahogany hull side planking.

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: Smaller barn full of boats. Sold 25-30 so far. Still have many nice ones: Penn Yan, Yellowjacket, MFG, Ark Traveler, Alumacraft, Roberts, Peterborough, Mirrocraft, Tompson, etc. Various conditions from projects to perfect. Also, up to 100 Mercury outboards including many nice green-top smaller ones. Up to 70 & 95 hp sixes. **Dick Curvin**, 315-729-4666 (cell).

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. Also, 1961 Chris-Craft Sea Skiff, 20 ft, 185 HP Chris-Craft engine, trailer, new upholstery, full canvas top (covers entire cockpit from windshield back) rear portion u zips. Not a "show" boat, but with a little TLC could become one. \$7500. **Mick Griffin**, 716-662-1949 or MickG16@aol.com

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: 1999 replica of a 1913 20-ft. 6-in. race boat, **Miss Conception**. Powered by a 180 hp 1999 PCM 4.3 liter, V-6 with a custom four-blade prop. West System construction. Stepped hull with seating for six. Fast and exciting. Winner

For Sale: This is a 1929/30 custom built 20-ft. launch that was constructed in Auburn, NY by two friends named Robert L. Brodhead and Howard N. Fairchild, Sr. These two fellows had known each other all their lives and after graduation from Cornell University decided to build a boat to participate in the Labor Day Regatta on Owasco Lake. They designed the boat from a John Hacker plan and set upon building and preparing the boat to race. They chose a Hall-Scott aircraft engine for power.

The boat was built in the second story of the workshop of Robert L. Brodhead Sr., an Auburn contractor who specialized in

of eleven awards. Custom trailer with electric brakes. Have lost storage barn. **Morley Smith**, 607-347-4965.

For Sale: 1996 12-ft. Victory Swift. Reproduction of old Penn Yan Swift; only 12 made. Cedar and laminate. 25 HP Mercury Outboard, trailer and boat hoist included. Asking \$11,000. OBO. **Bill Eberhardt**, 315-217-8111 or admin@thesherwoodinn.com (Skaneateles, NY)

For Sale: 1928 24-ft. Chris-Craft Model 3 (hull #2230) triple-cockpit runabout, "Harriet." Hull completely refastened, restored in 1995 with new transom. Hardware is nickel-brass (German silver). Very sturdy but needs refinishing and upholstery work. Chrysler-Nissan 100 hp diesel engine. Includes 1995 tandem axle trailer. \$25,000. **Peter Wiles**, 315 685-8500 or PWilesjr@mac.com (Skaneateles, NY)

For Sale: 1949 22-ft. Chris-Craft utility U-22. Rebuilt 130M; new epoxy bottom 2004; rechromed hardware 2004; new blue upholstery 2006; waterline cover and excellent tandem axle trailer. Used every year 3-4 times each summer. Northern Michigan boat located in California, can deliver anywhere for expenses. \$32,500. **Arnie Schweer**, 559-816-8461.

For Sale: 1929 Chris-Craft Cadet, Hull #1846. Nichols Restorations completely rebuilt boat with 5200 and all new mahogany. New MercCruiser 5.7L crate engine; all new green upholstery; green bottom paint. Beautiful boat; very fast. Launched 2006; stored indoors winters; on hoist in summers. Includes dual-axle trailer. \$42,000. **Steve Haarstick**, shaarstick@haarsticksailmakers.com 585-342-5200 (D). (Rochester, NY)

For Sale: 1958 Lyman Runabout (hull # 6192) meticulously taken care of over the years. Power is a 1979 55 hp Johnson outboard in original "show room" condition -- not rebuilt -- with low hours. Hull has been maintained with Cuppernal -- no rot. Complete with cushions, windshield, main gas tank forward and a small reserve tank aft serviced by one valve, Dilly trailer. Location: Skaneateles Lake. Pictures available. Asking \$5,500. OBO. carinabone@mac.com or 315-243-9511.

repairing and modifying wooden boats. It has been re-powered several times and currently carries a Pontiac/Oakland six-cylinder engine and transmission. Restoration has been ongoing with the latest being done by John Allen.



The boat has an extensive history that is well-documented and it should, by rights, be back on the water in the Finger Lakes. It is currently in storage and can be seen by appointment. It is offered by www.antiqueboatamerica.com and more information is available from Peter or Dennis at 315-783-6100.

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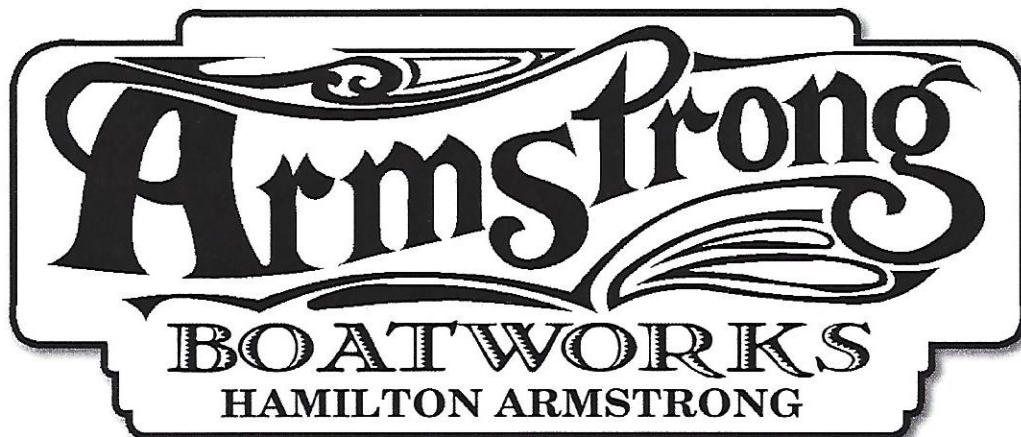
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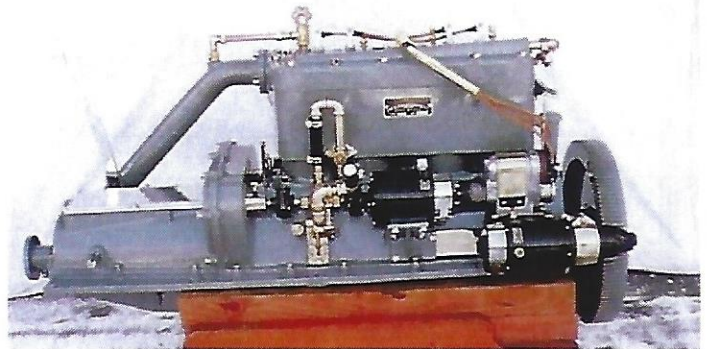
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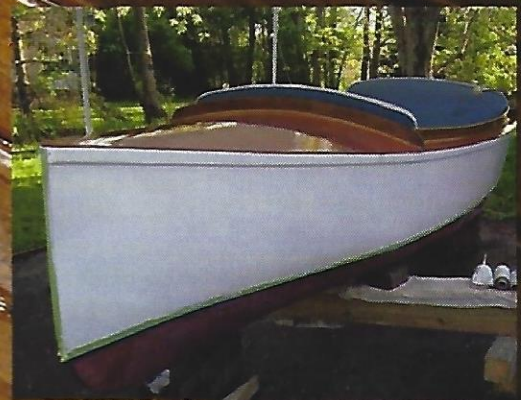


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