



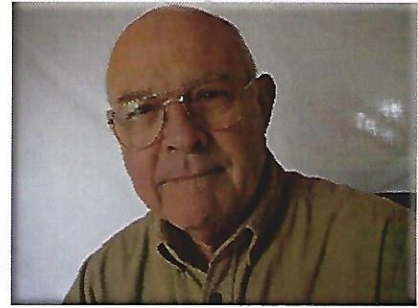
Brightwork

Newsletter of the Finger Lakes Chapter, ACBS

Dec 2012

Volume 17 Issue 4

**Letter from the President
Jack Gifford**



Hi Folks.

As we close out our year our hearts are saddened by the loss of our Treasurer, Shirley Marsden. As you all know, Shirley and her husband Syd were founding members of Finger Lakes Chapter and had been active for many years. The news of her passing came during the FLC Annual Meeting and was, perhaps fitting, for so many of her friends were in attendance and all had many fond memories of Shirley to share with each other. She will be missed. Our thoughts and prayers are with all of the extended Marsden family during these difficult times.

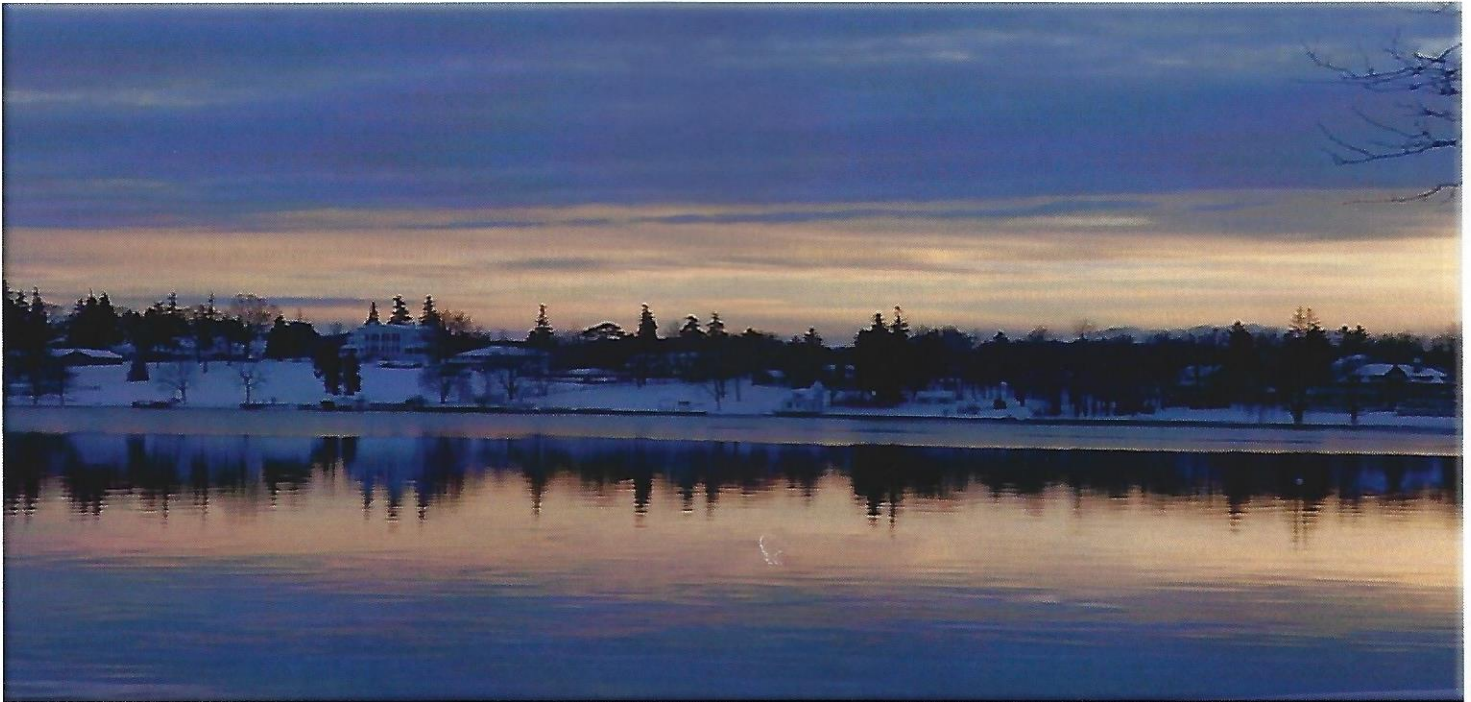
Many of you may know that FLC has been asked by the ACBS Board to host the 2014 ACBS International Annual Meeting and Boat Show. Dick Sherwood presented our proposal to the ACBS Board in early November and it was accepted. We are now in the very early planning stages but you may be assured that we will keep all of you 'in the loop' at every step of the process. Of vital importance will be the active support of the entire FLC membership. We have accepted a daunting task but we will succeed with your help.

As we enter the festive holiday season, I wish all of you a **very Merry Christmas** and a **Happy and Successful New Year**.

Jack Gifford, President
Finger Lakes Chapter, ACBS



Above Photo and Photo on facing page by
Marianne Angelillo Photography, Skaneateles, NY



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Passages

Shirley Marsden November 10, 2012

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, non-commercial ads, etc., should be sent to: Jill D'Antonio and David Couch, 2659 Smith Rd., Moravia, NY 13118
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Commercial ads should be sent to: Bob Myllymaki, 7783 Gloria Dr., Baldwinsville, NY 13027 or anteekbotr@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).

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Letter from the Editors



Happy Holidays everyone. This is our favorite time of the year. The crisp winter air nips at your nose as you venture outside into the falling snow. Our friends and family coming together for the holidays, snow piling up outside and boat projects coming together in the workshop. It's been a pleasure for Jill and I to publish the Brightwork this past year. It is a huge undertaking and a labor of love. We both hope you have enjoyed the format and articles we have presented.

Beginning in March the Brightwork will be done by Tom Beardsley and Anne Sherwood. You've known Tom best as the voice of the Skaneateles Boat Show over the past years, presenting our event with his silky smooth radio cool voice that commands attention. Anne Sherwood is our past Editor, Dick Sherwood's Daughter, and if she has inherited any of her Father's writing skills, they will produce a top notch newsletter.

Thank you for your support and Happy Holidays.

Jill D'Antonio and David Couch

Did you know.....

- The Finger Lakes Chapter of ACBS is in the process of acquiring a booth at the Central NY Boat Show, February 15-21, 2013 at the New York State Fairgrounds, Syracuse NY. We hope to have the half and half restored Chris Craft on loan from the Antique Boat Museum, along with a second boat to display. Our goal is to increase membership and awareness of our hobby. We will be looking for volunteers to help man the booth. Look for future updates by email or post cards. If interested in volunteering, please contact David Couch at dfcouch@yahoo.com.

- The Antique Boat America/ Antique Boat Canada will be hosting the 2013 Wooden Boat Expo and Seminar Series. The first installment of the event will be held in Kingston, Ontario, Canada on April 5th and 6th 2013 on the shores of beautiful Lake Ontario and will be co-hosted at the Maritime Museum and the Steam Pump Museums in Kingston. The Expo will bring together the most notable guest speakers in the wooden boat market today. The Four Points Sheraton Hotel in Kingston, Ontario will be our host hotel providing accommodations as well as hosting the evening activities. When making reservations please use the code "Wooden Boat Expo" for the special rate by calling 613-544-4434. To register, or for further information, contact info@antiqueboatamerica.com or call 800-675-4089. Registration and further details may also be found by visiting www.woodenboatsymposium.com.



- Finger Lakes Wooden Boat Co. has opened a shop on Jordan Rd in Mottville NY, across from the Welch Allyn plant and next to the Red Rooster restaurant. There are quite a few projects in the works. Feel free to stop by and say hello.



Hope Floats By David Couch

I get a chuckle out of the Walmart Ad with the perfect suburban Mom in her perfect house with the adorable little boy with the tight, curly hair following her around the house. "I want a spaceship, a robot, a racecar.....and I want.... He goes on and on all day and night, Mom smiling, knowing she will buy him everything! Unfortunately, real life isn't like that; this holiday season we will all be a little more conservative in our "I want, I want" list.

Stop for a moment and think about what you do have. Sure, that new Ipod or Wii or flatscreen would be great, but do we really need or appreciate it? What I want for Christmas is a little help from all of you in Skaneateles. There are very needy families out there that are far worse off than most of us. Basic needs that we take for granted are nonexistent for some, such as warm clothing, food, health care, a roof over their heads, a job.

My mission this Christmas is to collect items for the Brown Memorial Church in Syracuse and the food pantry. Over the years The Brown Memorial Church has had generous support from the Methodist church here in town. They have raised money for repairs to the church, food and clothing for desperately needy families in that neighborhood, but much more can be done. Where does this inspiration come from.....well, from my family. Did you know my mother, Dottie, started the first food cupboard in Skaneateles at the Methodist church in 1978 to help needy family members in our church and town. No embarrassment, no paperwork, just a real need. We still have that food cupboard, now it is in my parents' basement and she still stocks the shelves with food items donated by friends and coworkers. Between these donations and food from the Ecumenical Food Pantry, Mom selflessly packs and delivers the food to the families.

Look for me around town this holiday season....I won't be hard to miss. I will have my Lyman, "Knot Perfect" decorated and parked by Joe's Pasta Garage the first weekend in December, by Clift Park the second weekend in December, and the third weekend back by Joe's. Please stop by and bring a gently used winter coat or clothing, food items, toys, books, games for any age, art supplies (unwrapped). My goal is to fill the boat to the brim every weekend. The last weekend before Christmas all food items will go to the Skaneateles Ecumenical Food Pantry. Everyone who donates will receive a coupon from Joe's Pasta Garage, further kindness. Make a point of stopping in to warm yourself and thank Jamie for his generosity. This holiday season we can all be thankful for the gifts we already have in our lives. Take a moment and share a gift of Hope with others. Happy Holidays.





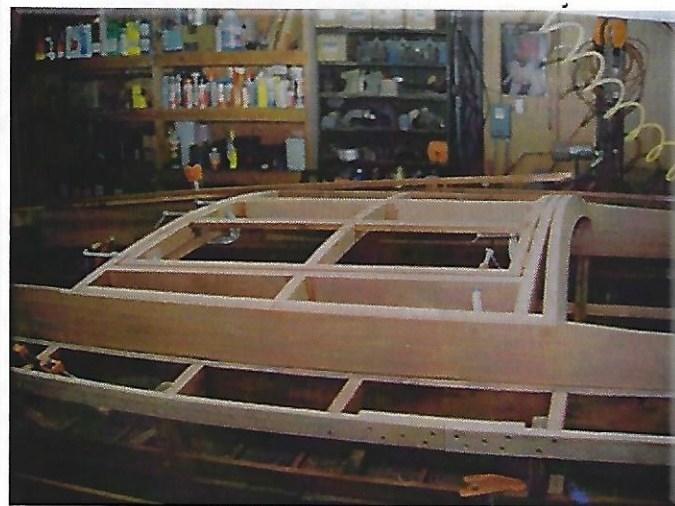
Member Spotlight By Rob Kidd

Our spotlight in this issue of Brightwork is on Peter & Ann Patch of Cicero, NY and their 1931 Chris-Craft model 199.

In 1988, while en route to a job in DeRuyter, NY, Peter happened to notice a rough looking but serviceable wood boat for sale along the roadside. Never having owned a project wood boat before, Peter didn't realize what he was about to get into.

With the boat in his own driveway, Peter began a journey of discovery as to what he had and how to get it back into top condition. One thing he learned was that his boat was originally a split cockpit model before someone hacked out the center section. Peter was lucky to still have all of the hardware with the boat after the modifications.

After removing several fiberglass-covered deck planks and seeing the problems that lay ahead, Peter realized that this may be more of a project than he bargained for.



Peter has a collection of paperwork for his boat which includes a letter from Chris-Craft stating that his boat was shipped to the New York Boat Show on January 2, 1931. Peter also has an article from the February 1931 issue of The Rudder magazine stating that "The 17 footer attracted considerable attention" at the show.

Today Peter keeps the boat looking as though it just left the shop and he enjoys taking it to different shows where spectators are treated to a close look at this fine example of a rare Chris-Craft.

He decided to seek professional help and was led to noted Chris-Craft expert Jim Murdock in Connecticut. Jim was just getting started with his restoration business at the time and agreed to work on the boat as time and Peter's checkbook would allow. During the restoration, Jim was able to call on a friend with the same model boat to take measurements for the missing sections. The model 199 is unusual in that it is only 17' in length yet features the upswept deck and raised coaming normally found on the larger triple cockpit boats.

Over a period of four years the boat was returned to as-new condition and made its public debut at The Antique Boat Show in Clayton where it was awarded ANTIQUE BOAT OF THE YEAR.



Bottom's Up By David Couch



Repairing and restoring wooden boats takes a lot of time and skill. No matter what the project you are working on, whether it be painting or varnishing, replacing a plank, re-caulking deck seams or bedding hardware. With every new project I learn something new, a different technique or better method to save both time and money for myself and the customer. One of the most challenging projects is repairing the bottom of a boat. When it comes to a 5200 bottom or West System bottom or just a traditional bottom, one of the biggest hurdles is rolling the hull over to make the necessary repairs.

The size of the boat will determine the method need to roll the boat..

A small boat

can easily be handled by one or two people. A larger boat like a Penn Yann Swift or a Lyman Runabout, would have to be handled by 6 strong men with a promise of beer and pizza. My dilemma was finding 6-8 line backers to help me roll over John Gottchalk's 16' 1960 Century Resorter. John decided we should do repairs on the bottom this winter, so before we



could roll it, I disassembled the whole boat, removing all the chrome hardware, fuel tank, interior seats, floor and engine.



Now comes the easy part, calling my friend Bruce Hall. Bruce is a long time friend who has a beautiful new barn full of dare I say hundreds of unique antique motors and dozen of antique wooden boasts. He also has a brand new portable gantry he had custom built for just this purpose. He eagerly offered its use. I can't blame him, all kids are eager to try out their new toys. Bruce and I unbolted the engine and lifted it out and onto a cradle. We rigged the chain falls and straps to be wrapped around the bottom of the hull and attached them to the engine stringers. We added padding

on the sides to protect the varnish. "Are you ready", he asked. "It's been fifteen years since I've done this" he replied. I think he was pulling my leg. We started by lifting the boat about 8 ft up into the air, then began slowly lowering one side of the boat in the straps until the hull was standing up on its side. Next we gave a slight tug on the rope to get her over onto her deck in the straps and then lifted the low side until she was horizontal with her rudder straight up. We pulled the trailer under her and rested the hull on some oversized frames to support her and strapped it down for the ride home.

"Well that went well", Bruce exclaimed while sitting on his porch enjoying one of his famous craft brews. "Bottom's up" he said while raising his glass as we toasted a successful days work. "I'm glad you feel that way Bruce, I'll be back a few more times this Winter". "It's a blessing to have friends willing to help out when big projects require that extra effort". Thank you Bruce! Merry Christmas Everyone.





Shirley A. Marsden
1/10/35 -11/10/12

A LIFE WELL LIVED

By Bob Myllymaki, Finger Lakes Chapter Charter Member

These musings come from a contemplative afternoon Jim Brennan and I spent a week after Shirley Marsden's passing on November 10, 2012.

I first met Shirley in the fall of 1977. Jim Brennan and I were at an exploratory meeting discussing getting an antique boat club together. Shirley and her husband Syd were there with a handful of others. The Marsden's enthusiasm for this venture was obvious. No resolution as to how to proceed came from that first meeting. After several more meetings, on February 11, 1978, at the Deerhead Inn in Seneca Falls the Finger Lakes Chapter received its charter from the Antique and Classic Boat Society. Little did Jim or I realize how intimately we would become involved with the Marsden family.

I would first like to tell of an incident which occurred at the end of one of our early shows in Seneca Falls. Jim, Syd and I had ridden *Misty Memories*, the Marsden's 1903 20' Lozier Launch, from the show site to a launch ramp at the north end of Cayuga Lake. Shirley, who could back trailers with the best of them, had backed the truck and trailer into place to retrieve the boat. We positioned the boat on the trailer and somehow, Jim, Syd and I each assumed that one of the others had secured the boat to the trailer. Syd got in the truck and started to haul out. To our dismay, from the camper on the truck bed Shirley cried "I can use a little help here"! Indeed no one had secured the boat and slightly built Shirley had all the boat's weight trying to pull her from the camper bed into the lake. I for one was amazed that it hadn't already succeeded. After a moment of confusion, Syd got in the camper bed while Jim and I secured the winch line. Mission accomplished.

Even in those much simpler early days, we had found boat shows do not assemble themselves so we held regular planning meetings. Often we ended these by going to Marsden's Auburn home for a dinner Shirley had whipped up. One of those evenings she told us parsnip stew was the featured dinner. This was a dish Jim and I had never heard of and, though it pains me to confess this, had no interest in hearing about. Jim looked at me, I looked at him and we quietly whispered "McDonalds for dinner"? But we were already invited and with great reluctance went into the kitchen to eat. Flash forward about a half-hour. The stew was demolished, the cook pot licked clean and Jim and I were hunting for a second pot. Our lesson that day, when Shirley cooks it, it is **good**. Over the last couple of years we have had several nights of playing the card game Wizards, rotating the cooking/hosting details. The last time we hosted one at the Myllymaki house, Shirley, by request, brought parsnip stew.

The Marsden's not only exhibited immaculately kept boats, they *used* those boats. One of these is the 1915 22' Ingeson Steam Launch, *S. L. Eagle*. One year they became involved with a trip from Clayton to Ottawa, traveling up the St. Lawrence River to Kingston, then the length of the Rideau Canal to its junction with the Ottawa River. Jim and I took a car trip of a couple of days to track their progress. The flotilla, more than thirty steamers strong, was spending nights camping along the canal. When we found them on a showery evening about half-way along the Rideau, two things became obvious. They needed a big umbrella and camping while steam boating, with many wood burners in the fleet, leads to a certain amount of accumulated grunge everywhere. Never have I seen two more disheveled looking individuals with such wide grins on their faces. We let them borrow an umbrella and asked "Could you folks use a shower"? We offered the use of our motel for cleanup and we were rewarded with the most heartfelt thanks. Our lesson that day, when Syd and Shirley get involved with something, they get *involved*.

Over the years it became obvious that doing anything with Syd and Shirley meant having Wendy, Bruce, Charlie and Karen along for the action. As they grew, each learned that if Mom or Dad weren't available, Jim or Bob could be counted on to help. It was a privilege to share that responsibility. We also learned that these kids are inventive.

By way of example, Jim had come by a 1929 26' Chris-Craft triple cockpit runabout. *Shady Lady*, as she became named, needed considerable work to be made show ready. Jim sent it out to be redone. As we all know, such restorations take longer than anticipated. After a couple of years of hearing Jim say "this show for sure" and not having it done in time, the kids decided the boat deserved an award. But what award for a boat they had never seen? The obvious answer, an 'invisible boat' award. They schemed with Blair Cook, another colorful character who deserves more mention than is possible here. The result - one morning Jim went to the show site in Seneca Falls and was astounded to find a gorgeous award along the canal wall where *Shady Lady* could (should) have been docked, The Invisible Boat Award. To this day he cherishes that award more than any others *Shady Lady* won.

Shirley was more than a boater. My wife Teddi and I have happy memories of watching Karen drive a buggy (one of several in Shirley's collection) at meets held at Lorenzo Historic Site in Cazenovia. We also enjoyed several years of the Annual Horse Show and Jumping Competition held at the War Memorial in Syracuse with Shirley, Karen and Jean Jetty.

Shirley was a Paul Smith's College graduate. Jim and I were invited to join them at one of her reunions, the attraction being that we could tour Topridge, Marjorie Merewether Post's 1923 Adirondack Great Camp, which was not open to the public. This magnificent property includes two huge boat houses and a lodge with walk in size fireplaces. We had a marvelous tour, during which we were impressed with the *heated* towel racks in every bathroom, which had been ordered installed by Marjorie since she did not like cold towels. Before leaving the property for dinner, we went to the car, got a couple of golf balls and spent a short time on the camp's putting green. We agreed that was the closest we would get to experiencing life in a great camp.



One spring, Jim and Charlie launched *Shady Lady* for a “first time in for the season” evening cruise on Cayuga Lake. It was such a calm and beautiful evening that they just eased along the water, Shirley relaxing in the rear cockpit, Jim in the center cockpit and Charlie driving in front, that big old A-70 engine turning an easy 700 RPM. After an hour or so, Charlie asked Jim if he should open up somewhat to check running under load. Jim said sure. Charlie quickly got *Shady Lady* up on plane. Almost instantly Shirley yelled “should the water back here be over the floor boards”? Charlie yelled “No! it shouldn’t”!, jumped over the front seat, threw open the hatches and, according to Jim, started bailing with a bucket so fast it looked like a stream from a fire hose coming out of the boat. A few minutes of furious bailing got them ahead of the incoming water and confirmed they were in no immediate danger of sinking. They slowly returned to shore, Charlie still bailing though not at the initial frenetic pace, and hauled the boat. Much discussion ensued as to why this had happened. The conclusion was Jim’s soaking and draining using a garden hose was not enough.

Another year we held the FLC show at Ithaca Yacht Club, several miles up the west side of Cayuga Lake from Allan H. Treman State Marina at the foot of the lake. We launched *Misty Memories* at Treman on a day with a stiff southerly wind blowing. Syd drove the truck to the yacht club while Shirley and I headed up the lake in *Misty*. The wind kept increasing as we went north and Shirley periodically grabbed the windward edge of the canopy to keep it from blowing off. The Lozier cruises comfortably at 5 knots but we were going much quicker than that. That was the first day I piloted a “motor sailer”. The Lozier also had a balky shift mechanism, making reverse not at all efficient. As we approached the Yacht Club pier, Syd yelled to me to “put it in reverse“. I had not the heart to reply that it had been in reverse for 30 seconds or so. It was only Shirley’s skill at seemingly simultaneously tossing Syd the bow line, crossing to the lakeward side of the boat, grabbing the boat hook, crossing to the landward side and fending off with the boathook while I tried to keep the stern off the pier that saved the day. My lesson that day - Shirley is a mighty fine person to have around when things get tight.



Lest you get the idea that we had no “misadventures” (which we always called “adventures”) along the way let me recount the day that Jim and I, Syd, Shirley, Charlie and Karen, who were barely past toddler age, took *Misty Memories* on a run from Clayton to Alexandria Bay for lunch. It was a sunny morning with a heady westerly breeze when we started. Syd thought that the wind might offer significant resistance on the return trip. *Misty* cruised at 5 knots in calm weather but the combination of beating upriver and upwind would decrease that. He had a good point and we stashed the canopy in the truck.

The run downriver was a pleasant one. There was little traffic on the river and the breeze kept it comfortably cool. There is a spot on that trip just downstream from the Thousand Island Bridge where the river narrows considerably and its depth changes fast resulting in nearly constant choppy water. The westerly wind only further confused the waves. However we passed through there without incident and in good time docked at the Village Pier in Alex Bay. We walked into town and had an enjoyable lunch. Mid-afternoon we started back upriver, noticing but not being concerned about two things: the wind was increasing and way, way upriver there were a few clouds, though we still had bright sun overhead. We continued slowly upriver till we were midstream just upriver from Fisher’s Landing, somewhat more than halfway back. At this stage we noticed those few clouds were now covering the horizon as if a tall, high, flat black wall was being erected. We all had a fair amount of experience cruising the river and knew what would come next... There was a line squall coming and nothing could be done about it.

I turned to Syd and said “We’re going to get wet”. He replied simply “Yes”. I responded “Won’t matter if we head for shore, will it”? He replied “Nope”. The last thing we wanted was to be near shore in that wind with the danger of either grounding or being blown ashore. All we wanted was to have plenty of seaway on all sides and to make Clayton Harbor within which the west wind would not be a factor. We told Shirley what was going to happen and her only question was “Are we safe”? Told we were she said “OK”.

The Lozier has an oval cockpit with seats the length of both sides. Shirley was facing astern at mid ship, Jim was facing forward on the opposite side with the two kids on his lee side at least partly blocking them from the wind. Within five minutes the line squall hit, torrential winds, fierce gusty winds and all. Shirley turned forward and shouted something along the lines of “Eeeek”! She told Charlie to get down in the front of the cockpit where he would have a little shelter from the wind and told Karen to cling to Jim. None of this mattered as in a few minutes we all were drenched. Mercifully, the worst lasted just a few minutes. The wind slacked a bit, the rain turned from a torrent to a downpour, not fun but not dangerous. Now in those wilder, younger days Jim and I rarely left shore without at least a little beer on board. Thus it was that day. He said “I might as well be as wet inside as I am outside”, reached in the cooler and offered each adult a Molson’s Golden. I accepted. The Marsden’s wisely declined. Without further “adventure” we made Clayton Harbor docked and called it a day. The truth is the major danger we faced didn’t occur - there was no lightening. That is still the most disconcerting time I’ve spent on the St. Lawrence. For years after any time we took the Lozier out someone was bound to say “Let’s leave the top on. Never mind the wind resistance”.

For years I had heard from the Marsden's what great times the Dispro Owners Association had on their annual outings. I never made time to go. Finally in 2007, I said yes. Teddi and I joined Jack and Anna Miller, Bruce and Shirley on the trip to St. Joseph Lake in the Muskoka region of Ontario. We left early on a Friday morning in Bruce's Suburban, towing one of the Marsden's Dippies. Other than Toronto and environs, it was pleasant trip, though seven hours in the back seat of a loaded to the gills SUV is not luxury travel by any means. Arriving well north of Toronto, we were in time for dinner at CNIB, an acronym for what I do not remember. The camaraderie and sparkling conversation during and after dinner were something to behold. I had a passing acquaintance with only a couple of the crowd yet was made to feel as a longstanding friend. They know how to show people a good time.

Saturday morning began with a hot breakfast followed by the flotilla of over twenty Dippies starting out on a cool, cloudy day. A few showers passed through then in midmorning the skies started clearing. After an excellent box lunch at an 1894 cottage on the lake, we cruised on under brilliant, clear blue skies to a recital by the accomplished organist of St Joseph Lake Church. The scenery here is spectacular. Tall hills chock full of mixed pine and hardwood surround crystal clear waters. There is limited development and much seems untouched by man. The lakes are loaded with islands of varying sizes and have many coves and inlets to explore. The Dippie is a perfect craft for gently cruising these waters, quiet enough to speak with fellow travelers and economical. I don't think we burned more than a gallon in two days cruising. You just bob along the water and soak in the beauty. Back at CNIB a lively wine and cheese reception preceded a dinner of simple but tasty food. More stories followed, some seemingly beyond truth, but we all know boaters never exaggerate, do we?

Sunday opened with breakfast, a cruise from CNIB, halfway up the west side of the lake, to Port Cogburn at the lake's north end, where we found excellent Canadian ice cream, a return cruise to CNIB, lunch, a brief awards ceremony and a long but enjoyable trip home. All in all, one of the most spectacular weekends I've had boating. I wish I had gone on more of them.

Perhaps this is the place to end these ramblings. I have thirty-five years of friendship with the Marsden family. The things we have done together far exceed my recollections here, and I still wish I had done more with them. I cannot think of a better reflection on their lives.

Finally, what I write here I write with respect.

Shirley, as any of you who attended our FLC show in Skaneateles know, was our meal ticket collector, a job she took seriously since as Treasurer she needed an accurate count. Yet there was a playful side to this. You may remember Shirley wearing her "No Tickie, No Eatie" shirt. Even now Shirley continues working as she did dutifully all her life. Saint Peter is out of a job. After a life truly well lived, Shirley is at Heaven's Gate. She is wearing her "No Tickie, No Entry" shirt.

The Dock Market

For Sale: Chris Craft V-8 Marine Engine, 283 cubic inch 185+ HP Chevrolet block. Flywheel forward; completely re-built. Complete engine with transmission, water pump, carburetor, flame arrester, exhaust manifolds, elbows, generator, etc. Block hot tanked; new cam, main and rod bearings; high performance heads; new rings. Less than 20 min. running time. \$4000. Dunphy X-55, 17-ft inboard, 215 HP Interceptor engine, galvanized trailer. Engine rebuilt. Original upholstery, floor covering & trim. \$12,500. 100 hp Chris-Craft engine with 1:1 ½ reduction gear. Needs only minor restoration and cosmetic work. \$3500. 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 unzips. Not a "show" boat, but with a little TLC could become one. \$7500. Located in Buffalo, NY area. Mick Griffin, 716-662-1949 (H), 716-289-4305 (C) or mickg16@aol.com

For Sale: A rare 1951 Morehouse Lightning sailboat -- the last Lightning built by the Morehouse Boat Co. in Seneca Falls, NY, and one of three Morehouse Lightnings known to exist out of the 20 that were built between 1946 and 1951. Originally built for Henry Wait, owner of Wait's Department Store in Auburn NY, it was later owned by Newton Randall who sold it in the early '70s. Has been missing ever since. The boat is located in the Chicago area, and photos are available. Asking price not available, but if interested, contact George Zeth at 315-568-1577 or grandvu@bluefrog.com

For Sale: 1971 Chris-Craft XK-19 with 40 original hours. Engine is original 370 hp C-C Corvette LT1. Excellent condition. On trailer with cover. Make offer. Moe Keefe, 315-947-5750 (Fair Haven, NY)

For Sale: 1955 14-ft. Feathercraft outboard (hull #133355) with new transom and windshield. 35 hp Gale engine in excellent condition. Both stored inside since 2006. 1965 Little Dude trailer included. Make offer. Dick Stowe, 585-293-2986 or dialmoo@rochester.rr.com (Churchville, NY)

For Sale: 1964 21-ft. Lyman Runabout in excellent condition. Hull # 73, I/O, 140 HP Interceptor V-8 engine. Two fuel tanks and white vinyl cushions in perfect condition. Kept under dry storage shed for the last 6 years. A great lake boat with room to entertain and winner of the 2008 Lyman Marque Award at Skaneateles. Complete picture album at ksteigelman@hotmail.com or call 607-547-1235. Asking \$16,500, including a 7 year old Shorelander trailer in A-1 condition. Ken Steigelman. (Cooperstown, NY)

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@thesherrwoodinn.com (Skaneateles, NY)

For Sale: 1947 Chris-Craft Deluxe Runabout three-quarters restored by Nichols Restorations in 2006. C-C Marine Hercules 95 hp inboard rebuilt in 2008. Red upholstery redone. Includes original flags, trailer and new cover. Winter storage indoors; summer usage 5-6 times; summer storage under a hoist roof specially built for boat. Hoist available separately. Pictures available. Asking \$22,000. Doug Nichols, 315-595-2256 or Natalie Lemmon, 315-5974276.

For Sale: 1956 22-ft. Chris-Craft Sea Skiff. Semi-hardtop in covered storage for several years. 95 hp Chris-Craft Model K engine. Trailer included. Asking \$1500. John Butera, 315-252-8098 (Auburn, NY)

For Sale: 1904 Fay & Bowen (style) launch with 1909 Paulson #21 engine. Original canopy with brass hardware. Full restoration in 1995; multiple ACBS Boat Show winner; trailer included. This is a very solid boat in excellent condition that floats and runs. Photos and info at shehadi@twcny.rr.com \$18,500. OBO. Compare at \$30-\$40K. Delivery available up to 100 miles @ \$2.00/mile. Steve Shehadi, 315-472-6397 (Skaneateles)

For Sale: Many wooden, metal and fiberglass boats. All are outboards and vary from Penn Yan and Thompson to Arkansas Traveler and MFG. Dick Curvin, 315-729-4666 (cell). (Moravia, NY)

For Sale: Chrysler Crown inboard engine with reduction gear. Ten years in storage; still rotates, \$300. Pete Sanborn, 315-635-7878

For Sale: 1951 Chris-Craft Riviera Model # 18-407. Engine: New 2008 CI GM-V8. Performance trailer was custom built and fitted for the boat/ full green canvas to waterline. Restoration 2002- Wooden Boat Specialist of Alexander Bay. \$48,000 OBO Email barnard.grace@gmail.com for more info/photos. (Homer, NY)

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. Sue Giovannetti, 315-947-5532 or sueag@hotmail.com

For Sale: 1976 21-ft. Thompson I/O. Ford V-8 Engine. New carpet & cushions. Stored inside; not run for two years. Includes trailer. Asking \$2500. 585-889-8449

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: 1952 18 ft Morehouse. Cedar hull with optional jump seats and mahogany paneling on the interior. Engine is a 95 hp Chris Craft K. Needs to be totally refinished. Asking \$5,000 with trailer. George Zeth, grandvu@bluefrog.com

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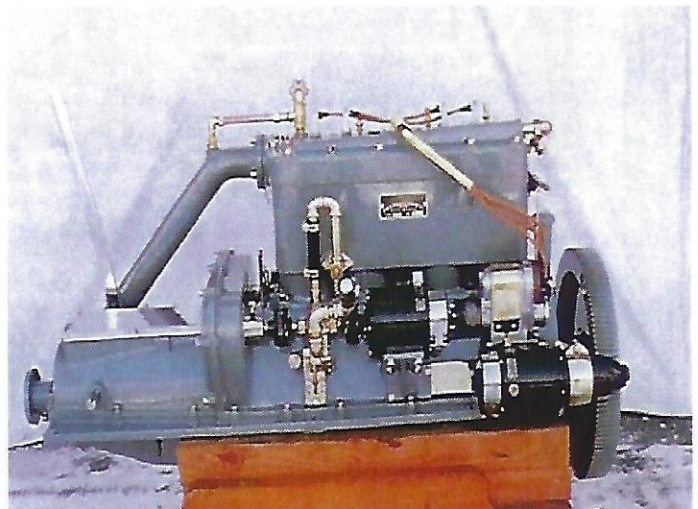
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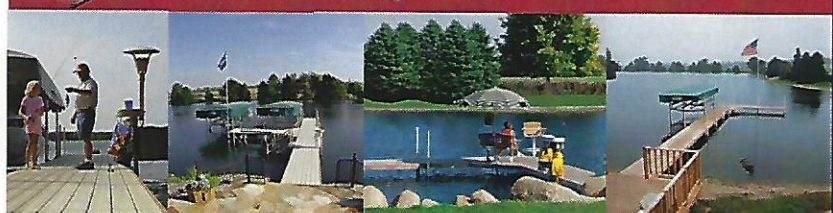
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