

Brightwork

VOLUME 6, ISSUE 3

NEWSLETTER OF THE FINGER LAKES CHAPTER, ANTIQUE AND CLASSIC BOAT SOCIETY

JUNE 1996

FLC'S 18TH ANNUAL BOAT SHOW JULY 26, 27 & 28



FLC Boat Show: *In-the-water displays along the pier in Skaneateles*

THE VILLAGE OF SKANEATELES ON BEAUTIFUL SKANEATELES LAKE will again be the site of the Finger Lakes Chapter's 1996 Annual Antique and Classic Boat Show during the weekend of July 26, 27 and 28. **Susan Buehler** and **John Laidlaw**, Boat Show Co-chairpersons, have been working hard to improve on last year's show. Invitations have been in the mail since early May and as the excellent comments about last year's show have spread, turnout for this year's event should be exceptional.

New this year will be a live remote broadcast from the show site by Radio Y-94, Syracuse's largest (soft rock) radio station. There will again be the live Dixieland Band Concert on Saturday afternoon. This year's event will also include a parade of small craft prior to the regular parade of runabouts. Power boats will again be invited to run in the flying "V" while over head, a helicopter will provide aerial photographic coverage. Afterward, exhibitors will be encouraged to offer rides to sponsors, patrons and their guests and, in general, insure that they enjoy an outstanding afternoon of antique boating.

Two other items new for 1996 will include a large banner over the entrance to the pier that identifies the

event as the Finger Lakes Chapter's Annual Boat Show to passers-by, and a "boat stern desk" that will serve as a booth for selling boat show programs, locating the People's Choice voting box, accepting new FLC memberships and promoting Skaneateles and FLC.

Dinner on Saturday evening will be at the Skaneateles Country Club, just a short run by boat (or car) down the lake's west shore. C.W. (Bill) Hunt is an author from Belleville, Ontario who has done considerable research on the history of the Prohibition Era. His talk and slide presentation on the use of boats in "rum-running" on the Great Lakes and the St. Lawrence River will follow dinner.

A slightly larger complement of docks will be available for the show this year (check the article on page 2. of this issue for lending a hand on dock installation and removal), and there will again be a large tent set up in Clift Park where Ship's Store items will be available, including Bill Hunt's books. Boat show posters have been printed and distributed throughout the central New York area to promote the event, and they will also be available for sale at the tent.

Don't miss this weekend of outstanding antique boating events. Bring your friends and family!! See you there.

1996 BOAT SHOW SPONSORS AND PATRONS

THE FINGER LAKES CHAPTER IS VERY fortunate to have the following Skaneateles area organizations supporting this year's Antique and Classic Boat Show:

Sponsors:

- KEY BANK
- MID-LAKES NAVIGATION CO.
- THE SHERWOOD INN
- THE SKANEATELES AREA CHAMBER OF COMMERCE
- THE SKANEATELES MERCHANTS ASSOCIATION
- Y-94 RADIO

Patron:

- DOUG'S FISH FRY
- ONONDAGA BEVERAGE CORP.

Without their interest and support it would not be possible to put together the quality event that unfolds each July in Skaneateles.

While attending the boat show, sponsors, patrons and their guests will be wearing a large blue-ribboned badge. Please show these valued supporters of the weekend's activities every consideration and let them know how much we appreciate their interest and participation.



LODGING AT THE SHERWOOD INN

DUE TO THE CANCELLATION OF AN EARLIER booking, rooms at The Sherwood Inn have been made available to FLC Boat Show participants and their guests on Friday, July 26th and Saturday, July 27th. In mid May there were still seven rooms available for both Friday and Saturday nights and three rooms available for Friday night only of the boat show weekend. The Sherwood Inn, right across the street from the boat show venue, will again function as FLC Boat Show Headquarters in 1996.

For room reservations call The Sherwood Inn at 1-800-3SHERWOOD and identify yourself as being connected with the Boat Show.

BOAT SHOW DOCKS

AFTER LAST YEAR'S BOAT SHOW THE village of Skaneateles removed about half the docks that had been installed along the pier. The remaining docks were left in place as an experiment to see how they would be accepted and used by residents and the boating public. It was an excellent experience for all concerned.

As a result, the schedule shown in the Calendar of Events has been set up for installation and removal of docks in 1996. Work gets underway at 10:00 AM each day and FLC will provide lunch for all who pitch in. If you can lend a hand in these "docking maneuvers", give **John Laidlaw** a call at 315-252-0549.



FLC-LAKE HOPATCONG EXCHANGE

BOB KAYS, PRESIDENT OF THE LAKE Hopatcong Chapter, reports that at least five members of his chapter will be making the trip to Skaneateles for FLC's Boat Show in July. One Chris-Craft Continental is scheduled to be there and, if they are finished in time, a Ventnor and a Chris-Craft barrelback will also make the journey.

When you see any of the LHC members at the Boat Show, please be sure to thank them for coming to Skaneateles and give them a warm FLC welcome.

LHC Boat Show Invitations were mailed to FLC members at the end of April. It would be great to see a number of FLC boats and members at the June 29th Lake Hopatcong Boat Show. Bob Kays (201-875-2841 eves; 201-663-3678 days) is more than willing to help with any reservations that may be needed.



WINTER WORKSHOP

DAN SUTHERLAND'S SHOP, SUTHERLAND Boat & Coach, was the site of this year's FLC Winter Workshop held on March 2nd. Thirty antique boaters from Wine Country, the Niagara Frontier Chapter and FLC were present to learn more about lofting and tool sharpening from Dan.

Duncan Springstead from the Wine Country Chapter also provided a demonstration of his expertise in rebuilding upholstery for antique and classic boats.

John & Janet Howard's 1918 26-foot Fry launch, **Gwen**, was also there. It had sunk in the Erie Canal last fall after colliding with an unmarked piling and suffering major damage. Dan has assured the Howards that the launch will be ready for summer.

Many thanks, Dan, for the use of your shop and thanks to both you and Duncan for providing an interesting day around the boats. Thanks, too, to **Bill Root** for planning and orchestrating the day's activities.



ANTIQUe BOAT MUSEUM WORKDAY

EIGHT FLC MEMBERS TRAVELED TO THE Antique Boat Museum in Clayton, NY on May 18th for the Chapter's annual workday. Frank Ralls from the Penn NE/Harveys Lake Chapter also made the trip. Members of the Thousand Island Chapter and the Museum staff had rearranged and changed the boats in the Museum's launch building to produce a more impressive display. The moves left the boats in dire need of cleaning in preparation for the summer season. Not a pretty job, but one that does make the boats look good and helps the museum staff get ready for the parade of summer visitors. The satisfaction comes from lending a hand, being around those beautiful "hunks of mahogany" and enjoying the company of others with a common interest in old boats. Thanks to everyone who made the trip.



WCCB/FLC JOINT MEETINGS

ON MARCH 16TH MEMBERS OF WINE Country Classic Boats and FLC met at Sarrasin's Restaurant in Penn Yan for dinner and a panel discussion on old boats, engines and related

1996 CALENDAR OF EVENTS

June 7-9	Fourth Annual Sodus Bay Antique Boat Show, SBYC, Sodus Point, NY	August 1-4	32nd Annual Antique Boat Show Antique Boat Museum Clayton, NY
Sun., June 9	Colonial Days 1996 on the Erie Canal, Schoen Place-Northfield Common, Pittsford, NY	August 9-11	21st Annual Antique & Classic Boat Show, Manotick Classic Boat Club, ACBS, Westport, Ontario, Canada
SAT., JUNE 15	PARTIAL DOCK INSTALLATION FOR SUMMER AND FLC BOAT SHOW	August 15-18	Antique Race Boat Regatta '96, Antique Boat Museum, Clayton, NY
SAT., JUNE 22	FLC SHORELINE CRUISE, NORTH END OF CAYUGA LAKE AND THE CAYUGA-SENECA LAKE CANAL	SAT., SEPT. 14	FINAL DOCK REMOVAL FROM FLC BOAT SHOW SITE
Sat., June 29	22nd Annual Boat Show, Lake Hopatcong Chapter, ACBS, Lake Hopatcong, NJ	SEPT. 20-23	WCCB/FLC ANNUAL FALL OUTING TO THE MUSKOKA LAKES, ONTARIO, CANADA
SAT., JULY 13	FINISH DOCK INSTALLATION FOR FLC BOAT SHOW	September 26-29	ACBS Annual Membership Meeting hosted by the Toronto Chapter, the Muskoka Lakes, Ontario, Canada
July 19-21	14th Annual Antique Boat Show & Regatta, Wine Country Classic Boats, ACBS, Hammondsport, NY	OCT. 5 OR 12	FLC FALL FOLIAGE CRUISE (TBA)
JULY 26-28	18TH ANNUAL ANTIQUE & CLASSIC BOAT SHOW, FINGER LAKES CHAPTER, ACBS, SKANEATELES, NY	Sat., October 19	2nd Annual Frost Bite Regatta, Finger Lakes Chapter, Antique Outboard Motor Club, Inc., Sills Marina, Sodus Point, NY
MON., JULY 29	PARTIAL DOCK REMOVAL AND CLEAN-UP AFTER FLC BOAT SHOW	Sat., November 2	WCCB Annual Workshop & Pig Roast, Nichols Restoration Shop, Branchport, NY

matters. FLC's **Syd Marsden** was one of the experts on the panel.

And on April 13th, 35 members of the two Chapters met at The Lakefront Restaurant on Keuka Lake for dinner and to hear John Vyverberg's presentation on Penn Yan Boats and **Morley Smith's** talk on boats of the Muskoka Lakes. Thanks to all who participated.

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FLC'S 1996 SHORELINE CRUISE

THIS YEAR'S SHORELINE CRUISE WILL BE A little different from those in the past. Instead of cruising one entire lake, plans call for launching at Cayuga Lake State Park on the northwest end of Cayuga Lake at 9:00 AM, cruising across the lake to the village of Cayuga and on through the Seneca River (part of the Erie Canal) to Seneca Lake. Enroute boats will negotiate the double lock east of Seneca Falls and pass through VanCleaf Lake, a widely photographed, picturesque area in Seneca Falls. (One of **Peter Wiles'** Mid-Lakes Navigation canal boats gliding quietly over a serene VanCleaf Lake was used in an I Love New York

poster promoting tourism in the Finger Lakes.)

Then it will be on to the lock at Waterloo, Seneca Lake and a picnic lunch at Seneca Lake State Park compliments of FLC. After some cruising on the north end of Seneca Lake, we'll retrace our steps down the Seneca River to Cayuga Lake and back to the launch ramp.

Why not take a Saturday and explore some of the historic waterways right here in our own "backyard"? Call **Arnie Rubenstein** at 315-685-0353 to let him know you'll be part of the cruise.

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NEW MEMBERS

FLC MEMBERS ARE RECEIVING A NEW edition of the Chapter's Membership Roster with this mailing of the newsletter. Chapter membership is at an all-time high and includes the following new members who have joined since February 1996:

Bernie Brzostek, of
Baldwinsville, NY

Mike Hewes of
Campbell, NY

Roger Horning of

Cayuga, NY

Michael Jakubowski of

Rochester, NY

Ray & Ruth Mahar of

Webster, NY

George Morse of

Union Springs, NY

Bruce Myers of

Harveys Lake, PA

Bill & Janet Nash of

Pottstown, PA and

Harveys Lake, PA

Oskar Schlappi of

Union Springs, NY

Glenn & Dave Young of

Newark, NY

Please extend a warm welcome to these new members when you see them at future FLC events.

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



FLC Boat Show: Bob Dancause's '54 Lyman and '64 Cowell on His Tandem Boat Trailer

ACCORDING TO HIS WIFE, **Janell, Bob Dancause** can't sit still for a minute. "He's always got to be busy at something." Bob, who has been in the heating and air-conditioning business with his two sons since 1963, got involved in wooden boats about five years ago. The 15-foot Lyman shown above got him started. It was built in 1954 in Sandusky, Ohio and shipped to the Waldorf Boat Co., now Seager Marine, on Canandaigua Lake. Shortly afterward, the boat was sold and the new owners installed a steering wheel, windshield, top-side curtains, and cushions. For power they installed a 25 hp Johnson outboard. Their total cost was \$1,007.50!

The new owners used the boat on Canandaigua Lake during weekends in June, July and August each year until 1970 when they put it in storage. There it remained until 1991 when Bob acquired it, still in perfect shape.

The original top, side curtains and cushions are still in the boat. All wood is original and the interior wood has never been stripped of its original finish. The only thing Bob changed was the name. Using parts of the previous owner's names and parts of Janell's and his, he renamed the boat **Bo-Ja-Lo-Re`**.

The second boat shown above is a 16-foot Cowell built in Erie, PA. In 1953 Thomas Cowell owned a boat livery but couldn't get the boats he wanted for the livery operation. So he decided to build them. He built a factory and in June 1954 announced the start of his new boat-building business. It was an immediate success.

Cowell died two years later in 1956 and in 1958 the factory closed its doors. Factory equipment was sold at auction in 1960, but for some reason the last boat built remained in the factory building until 1964. Mrs. Cowell then rented the factory building to a furniture company so she gave the boat to her half-sister, Mrs. James Organ of Punxsutawney, PA. In 1965 Mr. Organ was killed in an auto accident and the boat went back into storage until August 1994 when Bob acquired it. He named it **Cavant Dernier** (The Last One).

Although the boat was built in 1958, the last year of factory operations, it wasn't registered until 1964.

Thus, it is considered a 1964 model. Then the problem was how to haul these two prized outboards to various venues where they could be seen and appreciated without requiring multiple trips. Bob decided that a unique tandem trailer was in order. But none was around,

so he went to work and built one of his own design!

Starting with a 10'x60' mobile home frame equipped with electric brakes and tandem axles, he reduced the frame size to 8'x36.5'. To handle the forward boat, he built skid rails (bunks) and rollers on a carriage that would run the full length of the trailer. The carriage is moved fore and aft by a twelve volt reversing winch.

The aft boat is carried on rollers and skid rails in the same manner as woodies are carried on most trailers. The stand which carries the aft boat's winch easily lowers below carriage level to allow the forward boat and carriage to pass over it. For convenience and as an added touch, Bob added walkways on both sides and across the center of the trailer.

The result is the outfit shown above, a unique trailer entirely engineered and built by Bob to haul two beautiful outboards. Bob estimates his trailer cost at \$750. plus his own labor.

If you missed the chance to see Bob's beautiful boats and his unusual trailer at last year's FLC Boat Show, you're in luck -- Bob plans to take it back to Skaneateles again this year and he'll be glad to show you the results of his handiwork.

EDITOR'S COLUMN

THE ELEVEN LAKES THAT IDENTIFY OUR ACBS Chapter have seen a remarkable amount of boating history -- especially the six largest of the Finger Lakes. The steamboats that plied these waters, the schooners that hauled logs to mills and lumber to markets, the privately owned steamboats owned by those that could afford them in the early days of steam, and the manufacture of pleasure and competitive sailing and rowing craft in area boat shops all had a part in shaping the history of this upstate New York area. This issue of **Brightwork** initiates a series of articles that relate that history. In 1979 Charles Cooper compiled and published a volume entitled "The Steamboats on Skaneateles Lake". Mr. Cooper's text is reproduced here very much as he wrote it. However, due to limited space, the photographs and illustrations used in the original copy have been replaced with fewer photos selected to highlight the configuration of the boats and background areas of interest. FLC is indebted to George Bain, grandnephew of Charles Cooper, for his permission to use the Cooper text. The original work is copyrighted and still published as frequently as sales dictate. The complete bound volume will be available for sale in FLC's Ship's Store at this summer's Boat Show. FLC is also grateful to Dennis Connors, Executive Director of the Onondaga Historical Association for the photographs used in the article. The Association's Research Center has an excellent archive of boating history in Onondaga County. Although Skaneateles area history buffs may already be familiar with Charles Cooper's work, it is hoped that this first article will be new and interesting reading for most FLC members. Because of the length of the text, only about half of it is included in this issue. The remainder will appear in the September issue. -Dick

SKANEATELES LAKE

Greatest Depth: 297 feet
 Size: 16 miles long; 1.5 miles wide at its widest point; .9 mi. wide on ave.
 Volume: 424.5 billion gallons
 Watershed Area: 73 square miles
 Water Supply To: City of Syracuse and some suburbs served by the Onondaga County Water Authority
 Wastewater Treatment Plants Discharging Into Lake: None. 147 residences have private facilities serviced by the Watershed Authority.
 Flora & Fauna: Has smallest number of plant species of any of the Finger Lakes.
 Tourist Attractions: The 160-year-old scenic village of Skaneateles at the foot (north end) of the lake is often considered the most quaint community in the Finger Lakes area.
 Public Boat Launches: Two; NYS ramp two miles south of the village on the west side, and at Mandana, six miles down the west side.

STEAMBOATS ON SKANEATELES LAKE

PART I

LET'S PRETEND IT IS EARLY SUMMER, 1902. The morning train has arrived promptly at the Skaneateles station on Fennell Street having made the seven mile run from Skaneateles Junction. On board are passengers from Syracuse and perhaps New York City and Boston who are on their way to the Glen Haven Hotel or one of the many summer cottages on Skaneateles Lake. There are whole, well-dressed families consisting of parents, children, nursemaids and, more likely, grandparents and a dog or two, while on the baggage car in the rear are trunks and hand baggage containing everything needed for a prolonged stay, perhaps all summer.

There is a feeling of anticipation and excitement as the people disembark and the ladies with their big hats and long dresses are escorted to the waiting carriages for the trip to the not-too-distant pier. Trunks are loaded into wagons and the children and dogs rush ahead. The gentlemen will find it advisable to step into one of the convenient bars for a quick refresher before boarding the boat.

Rounding the corner of Jordan Street and crossing the bridge, one can see the long pier reaching straight out into the lake; at the very end will be the gleaming white steamers, CITY

OF SYRACUSE, GLEN HAVEN and OSSAHINTA. The tall smokestack of the GLEN HAVEN is spreading a pungent black smoke over the outlet as the engineer and fireman work to get up a full head of steam.

It is a busy time, a happy time, almost a spirit of carnival. Carriages and wagons are passing back and forth along the pier carrying passengers, mail, hampers of groceries with the name of the owner stenciled on the lid, bags of coal, crates of iced Tully Certified Milk, and miscellaneous cargo. Small boys line the sidewalks offering to carry baggage and perhaps proffer the use of an umbrella. People are greeting one another after an absence of a long winter, and making plans to visit when they become settled.

Finally, amid much confusion, last minute instructions and final leave takings, the whistle blows, the lines are cast off, and the solid chugging of the engine shivers the boat from stem to stern while the propeller splashes rhythmically. The GLEN HAVEN is on her way.

But it was not always like this..... Let's go back 71 years to 1831 when the first steamboat appeared on Skaneateles Lake. What was it like then?

If we look at an early map, we see Skaneateles Lake as a strip of water 16 miles long and approximately one mile wide running nearly north and south. It is seven miles east of Auburn at its north end and 16 miles from Cortland at its south end. It is heavily wooded on both of its steep sides with no settlements on either shore except at the very ends. Back on the hills are four towns or villages which would eventually build roads down to the water's edge. These places became Borodino Landing, Spafford Landing, New Hope Landing and Mandana.

With this layout it is apparent that Skaneateles Lake should be looked upon as a waterway, as a means of transporting passengers and freight from one point to another. This is especially significant since the Erie Canal had just been completed in 1825 and had proven that, considering the condition of the roads of that period, water was the most comfortable and cheapest way to travel.

The Erie Canal had been an instant success and whole families were moving west on the canal, hoping to establish homes on the good agricultural land of New York and Ohio. Thus the larger lakes, such as the Finger Lakes, could be looked upon as an extension of the Erie Canal. Add, too, the fact that Robert Fulton had built the first steamboat in 1807 and the picture is complete. The first steamboat on Skaneateles Lake was launched on July 4th, 1831 and was christened the **INDEPENDENCE**. She was 80 feet long and was a side-wheeler. Just how many passengers she carried we do not know, but we do know that she was tippy and not suited to rough water. Presumably, her passengers for the trip down the lake were brought from Auburn by stagecoach and thence to Cortland and Binghamton by the same type of conveyance. Heavy freight cargo was carried in barges which were towed behind the steamboats.

About the same time the **INDEPENDENCE** was joined by another side-wheeler named the **HIGHLAND CHIEF** which was brought to central

New York on the Erie Canal and then overland to Skaneateles on skids in the wintertime. Like the **INDEPENDENCE**, she was uncomfortable and undependable with the result that neither lasted more than three seasons as steamers but were converted into sailing ships for the transportation of lumber.

With the heavy timber surrounding the lake it is not surprising that lumber was the principal industry. Trees had to be felled, taken to the shore where they were assembled into rafts and towed to the various sawmills located at convenient areas and, in turn, the lumber itself had to be transported to Skaneateles for shipment to markets via the Erie Canal. Photographs of the period show large areas on the hillsides which were victims of "clear cutting" as we know it today.

In addition to the lumber trade, there were other commodities needing transportation, such as hides, fertilizer and grain which were brought to the village landing docks. The village of New Hope had both a grist mill and a whiskey distillery that were operated for over 50 years by a Mr. Carpenter, after whom Carpenter's Falls and Carpenter's Point are named. The natives of that locality still speak of the "Jug Road" leading down to Hope Landing. Also, there were slate quarries in the hills of Spafford which produced slate for the sidewalks of Skaneateles and for shipment to New York City on the Erie Canal. But, primarily, the traffic was in lumber and continued to be so in the sailing ships.

There is no mistaking the fact that the first steamboats were a disappointment and there was a hiatus of twelve years before the steamer **SKANEATELES** made her appearance. Also a side-wheeler, she was launched in 1848 in response to the requirements of a new community known as Rossville, later to be known as Glen Haven, developing at the head of the lake. In 1847 two abolitionists, Dr. Jackson and Dr. Gleason established the Glen Haven Cure and Sanitarium

patterned after other water cures, such as Saratoga Springs and Clifton Springs. Hydrotherapy treatments ran the gamut from diet, hot baths, hot packs, exercise and other contemporary fads. One very conspicuous practice was that the women were required to wear bloomers.

The abolitionist-leanings of the two doctors brought many famous people to the area, including Daniel Webster and Gerrit Smith. Millard Fillmore, the 13th President of the United States, taught school in the area.

Just how much traffic this activity at Glen Haven provided for the new steamer is unknown, but the significant thing is that Glen Haven was developing an identity and was destined to become a place of prominence as a spa. In 1849 the **SKANEATELES** was joined by the 112 foot side-wheel steamer, **HOMER**, which ran for five years.

A serious setback occurred in 1850 when the original Water Cure Building at Glen Haven burned, and it was some time before it could be replaced by a larger and more modern structure. In the meantime Drs. Jackson and Gleason tired of their venture and the establishment was purchased by Dr. William C. Thomas who, it appears, was more of a promoter than a doctor. Although he preserved the Water Cure theme, he was more aware of the financial possibilities of a hotel and summer resort.

The Glen Haven Hotel catered to the family trade with good food and good service, while for recreation they offered concerts and dances as well as swimming, boating and hiking on the mountain trails. They also had one of the first tennis courts in central New York. Although no liquor was ever sold on the premises, in a short row across the lake to Onondaga County, the gentlemen could overcome that inconvenience.

In addition to its four-story building which was constantly being enlarged, there were eight cottages where whole families could be together. Not surprisingly, the Glen

Haven Hotel soon developed a first-class reputation and was being patronized by the socially elite of central New York as well as guests from New York City and Philadelphia who arrived in Homer via the Lackawanna Railroad.

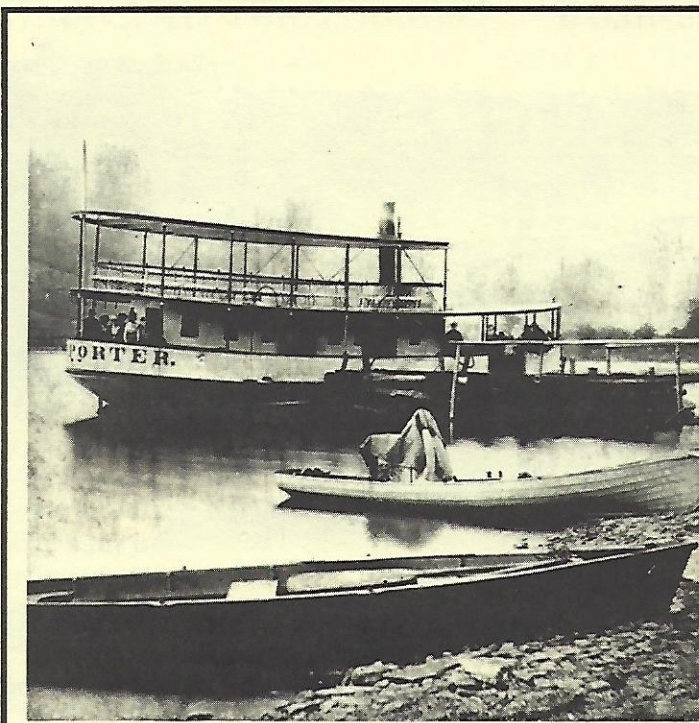
The turning point was 1866 when the steamer **BEN PORTER** was launched. Named after Lt. Ben Porter, a popular Skaneateles boy killed in the Civil War, she was propeller-driven and combined many of the features lacking in her predecessors, such as comfort and dependability. Photographs of the **BEN PORTER** (she was the first boat to be photographed) show her to be rather homely and awkward looking. Aft of the wheel house she had a less-than-full-width cabin which meant that she had a narrow promenade deck. Above this was an open deck with seats around the rail, while above this was a flat roof which made her look top-heavy. In fact, she was top-heavy and capsized in the outlet during an early fall of wet snow. However, she was righted in time to operate as usual the following summer.

In spite of her appearance, she performed well and the passengers liked her. The hotel business was expanding due, in large measure, to the improved accessibility provided by the more dependable boat. Skaneateles Lake itself was coming of age. Steamboat traffic was increasing as more docks and cottages were being built and the future was assured.

After ten years it was apparent that a larger boat was needed.

Consequently, in 1876 the steamer **GLEN HAVEN** was built and powered by the steam engine from the **BEN PORTER** which was then converted into a two-masted schooner to be used in the lumber trade.

Built to carry 350 people, the **GLEN HAVEN** was 80 feet long with a full-width enclosed cabin aft of the engine room, a full-length upper deck, the forward part open to the sky and the after part covered by a flat roof. Immediately aft of the wheel house on the upper deck was a post office and a candy counter. She



BEN PORTER: *The fourth Skaneateles Lake steamboat and the first to be photographed. It seems that this is the only photo of it in existence.* Onondaga Historical Association, Syracuse, NY

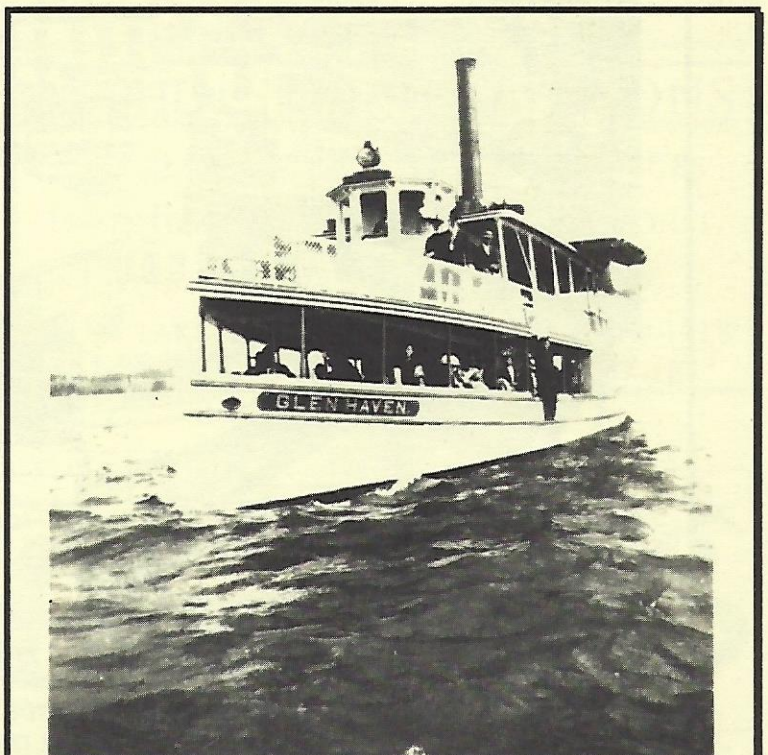
had good lines, was compact and rather jaunty. Comfortable and seaworthy, she was destined to ply the waters of Skaneateles Lake for 41 years.

During her first 25 years, Skaneateles Lake was to experience a period of growth and transition.

The hotel was prospering and was attracting an elite class of trade from all over the east, aided by advertisements posted in various railroad stations. At the same time a number of elaborate summer homes and cottages were being built in the Glen Haven area itself and at the more advantageous locations along the lake, each with its own pier where the **GLEN HAVEN** could land and discharge passengers and freight. In most

cases, this was their only method of communication with the outside world.

As the boat made its regular trips from Skaneateles to Glen Haven stopping at each of the individual piers, a feeling of camaraderie developed among the cottagers which



GLEN HAVEN Underway: *This boat remained in service on Skaneateles Lake from 1876 to 1917.* Onondaga Historical Association, Syracuse, NY



GLEN HAVEN At The Village Pier In Skaneateles: *Note the Packwood Carriage Factory standing in what is today Clift Park, site of the FLC Boat Show. Today's concrete jetty is located approximately on the site of the wooden pier .*

Onondaga Historical Association, Syracuse, NY

added to the pleasure of the trip and fostered a sense of neighborliness around the lake. Owned by the

Skaneateles Railroad and later by the Auburn and Syracuse Electric Railroad, the **Glen Haven** offered a

Yorkers having no private means of transportation, this proved to be very popular. *(To be continued)*



GLEN HAVEN: *No date is available for this view of the steamer and the village waterfront. For some reason the boat's name has been removed from the bow. Although a number of the buildings in the photo have been replaced, the boathouse alongside the steamer is still standing today. Its farthest bay houses **Wood Too**, FLC President Arnie Rubenstein's 22-foot Gar Wood Speedster.*

Onondaga Historical Association, Syracuse, NY

Brightwork ADVERTISERS

This issue of Brightwork has the largest number of advertisements ever included in this newsletter. Each advertiser offers goods or services that are of interest and value to antique boaters. Without the support of advertisers it would not be possible to issue a newsletter like the one you're reading now. Their willingness to underwrite advertisements confirms their support of antique boating and the Finger Lakes Chapter. Your willingness to support advertisers will allow us to continue to issue an expanded, informative and interesting newsletter. Please support Brightwork's advertisers whenever you can. -Ed.

THANKS TO THE YOUNGS

MANY THANKS TO **Glenn AND Dave Young**, owners and operators of The Colonial Craftsman in Newark, NY, who are building and providing the two twelve foot masts from which the Chapter's new banner will fly during FLC Boat Shows beginning this summer.

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Any Ideas??

FLC member, **Doug Vittum**, ran across the following in an article on Blue Mountain Lake: "In 1908 General Duryea launched.....a speed-boat built in Rochester with a three-cylinder, two-cycle motor." Who would have built such a boat back then? Any ideas??

BUSINESS IS GOOD

THE MARCH 25TH ISSUE OF FORBES Magazine ran a colorful article on the Erie Canal and Mid-Lakes Navigation Company's canal boat rental operations. **Peter Wiles**, President of Mid-Lakes, claims that 90 canal boat reservations can be directly attributed to the article!

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Let's Hear From You

FLC MEMBERS ARE ENCOURAGED TO forward articles of antique boating interest to Dick Sherwood, 1734 Lake Road, Webster, NY 14580 for inclusion in future issues of **Brightwork**. Articles can include photos, can be original or can be a timely article found elsewhere.



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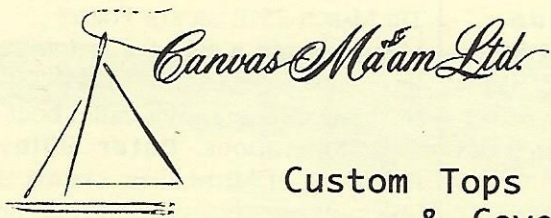
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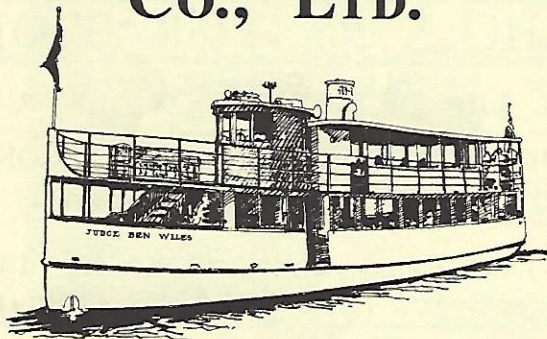
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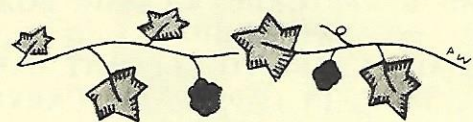
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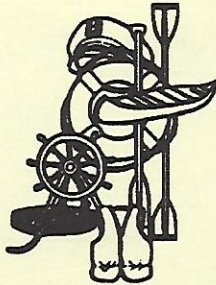
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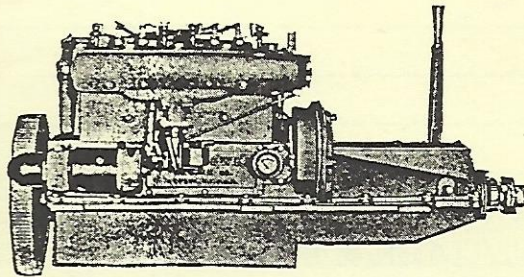
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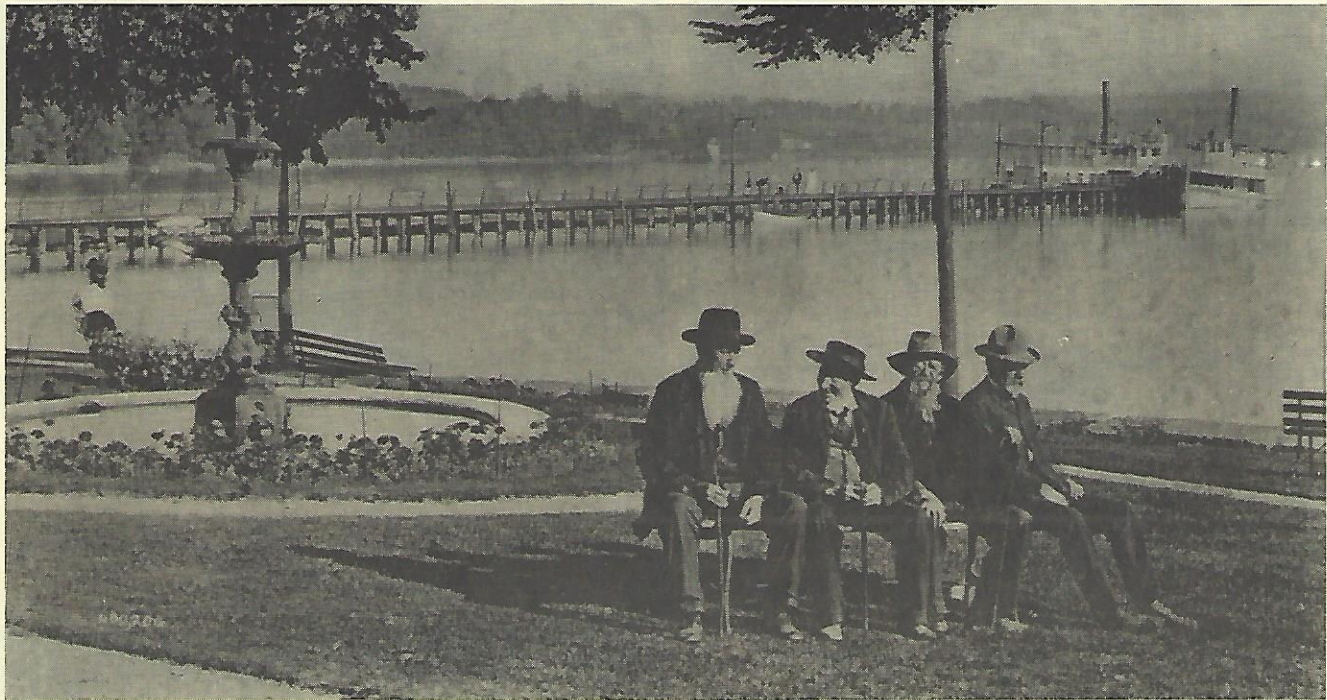
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Erie Canal Museum, Syracuse, NY

Longevity Corner, Clift Park, Skaneateles, Lake: *These four gentlemen are obviously due their leisure! One wonders if they were waiting for the upcoming FLC Boat Show! Or is this the Boat Show Planning Committee in action (male contingent only)? What happened to the fountain? The caption possibilities are numerous. That's where you, the reader, come in. Send your best idea for a photo caption to the editor and the winner (in the opinion of the judges) will receive a grand prize. The decision of the judges (whoever they are) will be final and the grand prize will be awarded after dinner on Saturday night (July 27th) of the FLC Boat Show weekend!*

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 Non commercial ads listing nautical items "For Sale" or "Wanted" are welcomed for publication in Brightwork. Ads without photos from any source will be printed at no charge if they have the potential of benefiting FLC members. Ads with photos require a one-time \$8.00 charge. Forward ads to Dick Sherwood, 1734 Lake Road, Webster, NY 14580

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