



Brightwork



Conesus Lake
June 19th



See page 2

Volume 15, Issue 2

Newsletter of the Finger Lakes Chapter, ACBS

June 2010

ANTIQUE & CLASSIC 32ND ANNUAL BOAT SHOW

JULY 23-25, 2010
SKANEATELES, NY

ARTWORK BY ED LEVINE

ORGANIZED BY SKANEATELES

OFFICIALLY SPONSORED BY M&T Bank

CONTRIBUTING SPONSOR SHELDON INN

Poster for FLC's 32nd Annual Boat Show officially sponsored by M&T Bank.

Image by Skaneateles artist Ed Levine

Poster design by Wendy Magiera, Chase Design, Skaneateles

(See page 4)



Forgotten 4 Festival Saturday, June 19th

Finger Lakes Chapter members have again been invited to participate in a one-day festival designed to draw attention to the four most westerly of the eleven Finger Lakes – Honeoye,



Canadice, Hemlock, and Conesus. The festival will be held at the north end of nine-mile-long Conesus Lake at the Chip Holt Nature Center where good docking can handle up to 20 boats. Antique boats have been invited to be on display to add to the

festive atmosphere of the day and to show a tangible connection to these four often-over-looked lakes.

The village of Lakeville is located at the northern end of Conesus Lake, 30 miles south of Rochester, about 65 miles west of Skaneateles and five miles south of Route 20. The Conesus Lake Boat Launch is located on East Lake Road four miles south of Route 20A. There may be a \$5.00 launch fee.

It would be great to have a nice turnout of antique boaters, not only to support the festival's organizers, but to take the opportunity to get acquainted with another one of the region's lakes. It's right in our own backyard, and we are remiss not to take advantage of another boating venue along with fellow antique boaters. And we'll have the opportunity to talk with interested spectators and hopefully sign-up a few new FLC members.

Schedule: Boats should be launched and ready to make the run up the lake by 10:00 am, arriving and docked by 11:00 am when the festival officially opens. We'll plan to spend the majority of the day docked, but with an opportunity for an



extended run when returning to the launch in late afternoon.

Caution: The docks are located in a picturesque

cove. However, water depth may be somewhat limited by mid-June. So exercise caution when approaching the cove and monitor water depth on the way in.

Please contact **Janice Miller** (jmillerarch@verizon.net or 315-496-2924 [E] or 315-685-0641[D]) to let her know of your plans to attend. Hope to see many FLC members there!

President's Letter

Summer is right around the corner and for antique boaters and boat enthusiasts that means Boat Show time. I want to strongly encourage everyone to attend our show July 23rd-25th, in Skaneateles, NY, as an exhibitor or as a spectator. There is something to do for everyone. Besides viewing the beautiful boats and land displays, there is live music starting Friday afternoon, Friday evening and Saturday and Sunday afternoons. The boat parade is at 3:00 on Saturday. Also on Saturday and Sunday are historic village tours given by members of our local historical society. Our Ship's Store promises new and unique items for sale, and interesting items are raffled off all weekend.

Skaneateles offers great restaurants, shopping, wine-tasting and plenty of outdoor activities, so please plan to attend.

Boat Show registrations are available on-line at www.ACBS.org, Finger Lakes Chapter. Last year we had a waiting list for in-water displays, so get your entry in early.

See you in July and happy boating.

Sincerely,

Janice Miller, President

Finger Lakes Chapter

Joint Chapter Celebration, Saturday, October 2nd

Hosted by the Finger Lakes Chapter, ACBS.

Ramada Inn on Seneca Lake, Geneva, NY

We invite our friends and families from our sister ACBS chapters in New York State (and everywhere), to join us for our very first Dinner-Dance, which includes a *fabulous* Prime Rib dinner buffet, cocktails and dancing. Mingle with fellow boaters to music from WCCB Member **Dale Pedersen** – DJ, for the evening. A limited number of rooms have been reserved. Watch this newsletter for additional information or call or E-mail **Tom & Barbara Carman** 607-754-4181, namraclab@aol.com

Picnic at Carmans – August 15th

Due to Tom's earlier-than-expected surgery, the Spring Outing and picnic which had been scheduled for May 22nd at **Tom & Barbara Carmans** on Cayuga Lake, has had to be postponed until Sunday, August 15th. While the boating will be somewhat curtailed, Tom's magnificent ribs will still be on the early afternoon picnic menu, and Barb will supply all the trimmings.

Cost remains only \$10.00 per person (\$5.00 for kids), and a call to Tom or Barbara at 607-754-4181 (E) by August 9th, will secure your reservation.

Hope to see you there.



2010 Calendar of Events

June 12 th	Dock Installation Day	Skaneateles Lake, Skaneateles, NY
June 19 th	Forgotten Four Festival	Conesus Lake, Lakeville, NY
June 26-27	Morehouse Boat Reunion 2010	Cayuga Lake State Park, Seneca Falls, NY
July 9 & 10	Fulton Chain Rendezvous (ADC/ACBS)	First Lake, Old Forge, NY
July 16-18	WCCB's Annual Boat Show & Regatta	Keuka Lake, Hammondsport, NY
July 23-25	FLC's 32 nd Annual Boat Show	Skaneateles Lake, Skaneateles, NY
October 2	Joint Chapter Celebration 2010	Seneca Lake, Geneva, NY
November	FLC's Annual Membership Meeting	Sherwood Inn, Skaneateles, NY

New Memberships

Welcome aboard to the following new FLC members:

Tom & Michelle Carman, Jr. of Seneca Falls, NY

James Dean of Oneida, NY

Barry Ford & Kristina Cook, II of Interlaken, NY,
owners of a 1948 16-ft. Chris-Craft Rocket

Paul Garrett of Baldwinsville, NY, owner of a 1947 17-
ft. Chris-Craft Deluxe Runabout

A 2010 FLC Membership Roster Addendum showing 161
memberships, is included with this issue of **Brightwork**
going to Chapter members.

Passages

Bob Daldry

Boat restorer and former FLC Member

April 14, 2010, Clifton Springs, NY

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 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).

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

Treasurer

Shirley Marsden 315-253-7505

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Beth Pier 315-568-1548

Directors

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Tony Mollica 315-446-5654 Bob Myllymaki 315-635-3634

Dick Sherwood 585-265-1518 Teddi Myllymaki 315-635-3634

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

Ship's Store

Dick Sherwood 585-265-1518 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

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Fred Curry

Jerry Feltus

Harold Flagg

George & Gloria Hyatt

Ron Jasper

Allyn Morehouse

Bob Myllymaki

George Zeth



32nd Annual Boat Show News

Sponsors

FLC is very fortunate to again have several sponsors whose generous support makes its Annual Boat Show possible.

Official Sponsor



At the top of the list is M&T Bank which has been the Official Sponsor of the Chapter's Boat Show for the past several years. The management of M&T Bank in the Syracuse/Onondaga County area has been very supportive of the Skaneateles Boat Show and what it means to the Skaneateles Community. See their full page ad on the back cover of this issue of *Brightwork*.

Contributing Sponsors



Skaneateles Area Chamber of Commerce -- with FLC, organizes the Boat Show



The Sherwood Inn helps underwrite the cost of weekend meals during Boat Show Weekend



Hagerty Marine Insurance specializes in insuring antique and classic boats



Lisa's Chart Art is providing a custom engraved chart of Skaneateles Lake for raffling-off by the Chamber (see article below)

Media Sponsors



FM Radio based in Oswego, NY broadcasting an area calendar which includes Boat Show Weekend



Scotsman Press produces the Boat Show Program and makes a financial contribution to the Boat Show



Group M Communications develops and distributes Boat Show press releases and other media items



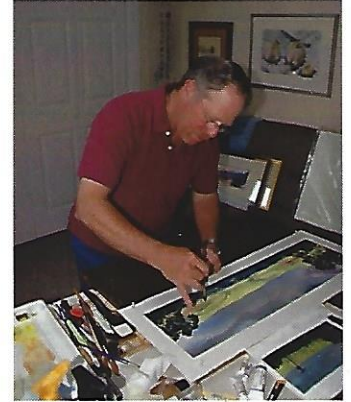
Syracuse-area cable TV broadcaster airs spots from last year's Boat Show to promote this year's event

Many thanks to all of our sponsors for their valuable support.

Poster Image

Ed Levine is the artist who created the image expressly for this year's Boat Show Poster. Ed has been painting watercolors exclusively on a professional basis for over thirty-five years. During that time, he has developed a range of techniques that run from traditional to very personal in style.

For 34 years, Ed was a well-respected educator, teaching Art at both the high school and college levels. He retired from teaching in 2005, and now paints full-time in his studio on Skaneateles Lake. His work can currently be seen at the Skaneateles Artisan Gallery, in Skaneateles, and at the Pat Rini Rohrer Gallery in Canandaigua, NY.



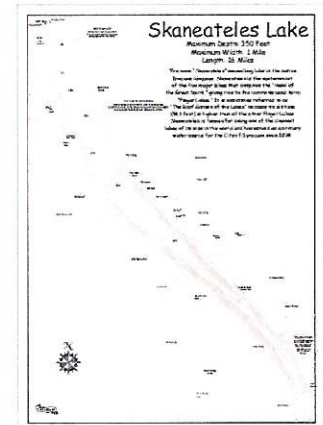
Ed strives to make his paintings -- be it a still life, an outdoor scene, or a lakescape -- much more than what is before him. He makes his work glow with an emotional intensity by the use of heightened color, exaggerated shapes, strong contrast, and bold lines that lead the viewer's eye on an exciting adventure. Ed has recently become a signature member of the Central New York Watercolor Society, adding to his long list of credentials.

Lisa's Chart Art

Lisa Miglioratti of Webster, NY has a technique whereby selected bodies of water with surrounding geographical features and other pertinent data can be laser-etched into fine woods. The striking feature is the way that water depths are etched in gradients proportional to the water's charted depths. Water areas are then dyed a light blue creating a very appealing three-dimensional and impressive wall chart or table-top display. Charts vary in size, but are typically up to four feet in their longest dimension.

For the Boat Show, Lisa has created a custom chart of Skaneateles Lake. The layout is shown at right.

The finished chart will be on display at various Skaneateles venues leading up to the Boat Show and then at the Show itself. Raffle tickets will sell for \$5.00 each and will benefit the Skaneateles Antique Boat Show.





32nd Annual Boat Show News



Forty-Second Infantry Division Band to Play

On Friday afternoon of Boat Show Weekend the 38-member 42nd Infantry Division Band will play at 4:00pm at the gazebo in Clift Park. The Band is the musical ambassador for the 42nd Infantry Division (M) of the New York Army National Guard. It consists of different performing Groups which include Concert Band, Marching/Ceremonial Band, Brass Quintet, Woodwind Quintet, Jazz

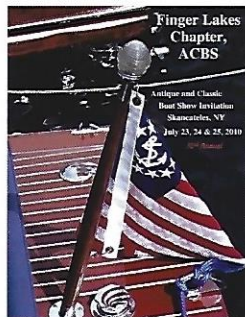
Combo, Latin Band, Rock Combo and Buglers. The majority of the skilled musicians are versatile, playing more than one instrument, which enables them to perform for various types of military and civic functions. For its concert on July 23rd, the band has prepared a variety of musical styles from Patriotic to Latin, Rock to Pop, and, of course, fun concert selections to entertain audiences of all ages.

The 42nd Infantry Division Band is stationed at Cortlandt Manor, NY and has a long proud history, extending from WWII to the present. It is under the command of **Chief Warrant Officer Mark L. Kimes** and **First Sergeant Leslie G. Saroka**.



Invitation On-Line

The Invitation to the Chapter's 32nd Annual Boat Show is on-line at www.ACBS-FLC.org. Not only is the eight-page Invitation on-line, but the registration and reservation pages can be filled-in directly from a computer keyboard, printed out, signed and forwarded by surface mail with payment to **Bob & Teddi Myllymaki** for registration. A confirmation letter will follow. Many thanks to **Jamie Strong** and **Rick Fetridge** for developing the on-line version of the Invitation. Hardcopies of the Invitation are also available for anyone needing one by contacting **Dick Sherwood** at 585-265-1518.



Toy Boats for Kiddies

More than enough 2x4s have been secured for building toy boats for kiddies to paint at the Chapter's Boat Show. "Dumpster-diving" provided enough for this year and next, while **Steve White** and **Sue Dove** salvaged more from Skaneateles construction sites. Many thanks to all. One hundred toy boats, each nine-inches long, are planned for future Annual Boat Shows.

Coloring Books for Kiddies

Mark Edwards, owner of Doug's Fish Fry, has agreed to donate 100 copies of his world famous Doug's Fish Fry Coloring Book for kiddies to enjoy at this summer's Boat Show. Many thanks to Mark for his continuing support of the Skaneateles Boat Show.



Letters to the Editor

Some article there "Mr. Editor"! (Re *Muskoka Memories* appearing in March *Brightwork*)

Sehr Nett! As the Germans say...(very nice!)

Forgot all about it...actually.

Got to get going on the new, old boat, soon.

Hope all is well. Hope to see you again soon.

Yours truly,

Doug Adams

Dick

FYI: The vessel shown at the Mobile, AL shipyard in **Bill Root's** article about their trip around America's Great Loop is LCS-2, *USS Independence*. LCS = Littoral Combat Ship, a new class of combatant. The vessel was developed by General Dynamics/AUSTAL, and is triple hulled like a catamaran.

The Navy had two different designs being developed at the same time, with the original idea of down-selecting to one. The other design was developed by a team which included BAE and Marinette Marine of Marinette, WI where LCS-1, *USS Freedom*, was built. Because of cost overruns, the future of more LCS vessels is pretty cloudy.

USS Freedom, has a conventional, slender hull. It was placed into commission last year, and is now in service with the 4th Fleet in the Gulf of Mexico/Caribbean area.

Howard Fairchild

Hi Dick:

We are home now. I must admit we are having some difficulty adjusting; we had such a great time cruising on the boat. There's a lot of work to do on the house since the winter was not kind, and the Shepherd needs to be readied for the Sunnyland Show at the end of the month. That's keeping us busy.

I'll do a final article some time in the next few weeks.

Give our best to all\.

Bill Root

Hello Dick!

Thank you so much for sending me your March edition of *Brightwork*. I was shocked, to say the least, to see my Lyman on the cover!

I also would like to compliment you on putting together a first-class newsletter. I hope you all have wintered well and I am looking forward to the Fulton Chain Rendezvous in July. Hope to see you there.

If you have any extra copies, I would like to give my older brothers each a copy, as we grew up in the boat together. If you have three available, that would be great. Please let me know what the cost and shipping is and I will send you a check. If there are no extra copies, I understand.

Thank you,

Bruce Hughes

Thanks to Sue Kiesel's excellent photography, three copies were forwarded to Bruce in mid-April. -Ed.

Dick

Having completed reading again yet another outstanding issue of *Brightwork*, I already find myself looking forward to the next issue! You consistently create a product that showcases interesting venues and boating news. With the report on the meeting in Muskoka to the continuing story of the Great Loop, you capture the essence of the delight found in our vintage boating hobby. What a wonderful newsletter that represents the vision of ACBS and the Finger Lakes Chapter!

Thank you for your support of ACBS. You make our club stronger and we are fortunate for your leadership.

Gail Turner, President, ACBS

Many thanks to Gail for her generous comments. -Ed.

Hi Dick;

I am a member of the Sunnyland Chapter in Florida. I also own a 1930 21'6" Dodge Runabout. When I saw your beautiful picture on the cover of **Dave Kidd's** new book, ACBS THE EARLY YEARS, I could not believe I had another almost identical Dodge picture.



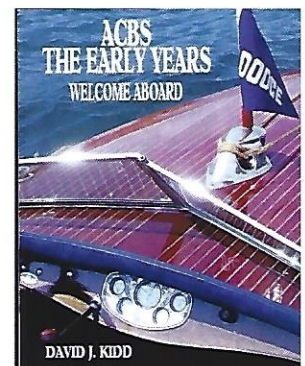
I took this picture on Lake Dora in Mt Dora, FL last February and I thought I would send it to you for comparison.

Considering that there are only about nine or ten Dodges from New Port News, VA in the country, what are the odds of nearly identical pictures? My hull is No. 3 of about 150 or so boats.

Highest regards,

George McMichael

Many thanks to George for his comments. For comparison, here's the front cover of Dave's book, ACBS THE EARLY YEARS. That's Don & Caroline Babcock's 1929 Dodge Runabout on the cover. -Ed.





Maintenance-Free Fiberglass?

by FLC Member **David Couch**

I opened the garage door and stepped out into the crisp winter air. Peeling my respirator off, I wiped my face as a thick grayish-blue cloud of fiberglass and gel-coat dust followed me out of the building. After the cloud had cleared, I went back and checked over my work, snickering to myself, "Maintenance-free boats?"

Doug Adams' 13-ft. Boston Whaler sat on jack stands, her sides and gunwales cracked-through and chipping, transom cracked and the bottom filled with holes and pockmarks where the boat had hit the dock or lake bottom numerous times. The Whaler is a fun boat for Doug's daughters to ski and tube behind on Big Moose Lake in the Adirondacks. That keeps the girls from using their grandfather's beautifully restored 1934 Thompson outboard as a ski boat!

Stained from years of use, it was time to get the Whaler looking like new again. Donning my mask, I returned to the task of grinding out cracks where water had seeped into the hull.

Repairing a fiberglass boat is nowhere as easy as repairing a wooden boat (not that it's easy). With a wood boat you know what you are getting into, material-wise -- mahogany, oak, cedar, marine wood, sealer, caulk, marine paint, stain and varnish.

With fiberglass it's a lot more involved and time-consuming. First, it's necessary to wash and de-wax the boat (new paint won't stick to wax or silicone), clean it with a fiberglass cleaner (acetone), followed by vinyl-ester fillers, West System epoxy at the proper hardness, and gel coat or Awlgrip paints. Then there is the hardener, activator reducer, and the paint, all

of which are very toxic and dangerous to work with. And that means respirators, vent fans, gloves, safety glasses, and on and on.

After the boat's damage is removed, the filling and fairing of the fiberglass fillers and epoxies begins. Then more sanding and filling (these products shrink when they dry), clouds of dust, swearing, dust in the eyes -- it gets everywhere and it itches.

Fiberglass boats are functional, strong and can take tons of abuse from kids or a reckless boater. But that doesn't mean they don't need to be cared for. Everything that is mechanical and spends time around the water requires maintenance.

As I applied another coat of vinyl ester putty over the chips in the bottom, I planned my next step in the repair process. Sand and prep the hull for the high-build primer, let it dry, sand with 220, then 600 grit till smooth, tack, wipe, then spray on three coats of high-gloss marine paint, let it cure fully for a few days and buff out the finish. When finished, Doug's daughter, Sharon, will apply the finishing touches -- her own art work to personalize the boat.

Doug has the right approach in encouraging Sharon's involvement in the project. She will take pride in her work and that, in turn, will help her appreciate the boat all the more. That's the great thing about getting kids involved. It instills a sense of pride in their work.

When the boat is out on the water, Sharon can take pride in telling people, "I did that. That's my work." Who knows? Maybe a Century or another Thompson is in her future!

Did You Know...?

...that **Fred Schmitt**, a Clayton, NY resident, has accepted the Board of Trustees' offer to succeed **John MacLean** as Executive Director of the Antique Boat Museum in Clayton, NY? Fred joined the ABM on April 2, 2010 on a part-time basis and will assume the role, full-time, on May 28, 2010. John MacLean is retiring to devote more time to writing, publishing and relaxing.

...that Hacker-Craft has built a 32,000 sq. ft. production facility in Ticonderoga, NY -- a new facility which will centralize all manufacturing under one roof? Sixteen boats are currently in production. Boats were previously manufactured at the company's Silver Bay location on Lake George. That site now operates as a full service boat yard.

...that the tenth running of the Antique Boat Museum's Antique Raceboat Regatta will occur over the weekend of August 12-15th? The race course is located at the ABM in Clayton, NY and will draw historic raceboats from across the US and Canada.

Creamery Update

With warm weather and low water in the outlet, work on creek-bank stabilization behind the old Boiler Plant has begun. Once that work is finished, installation of the air conditioning system for the new buildings can be completed, as the outdoor compressor unit will be located adjacent to the stabilized creek bank.

Fabrication and installation of a steel mezzanine along the north wall of the old Boiler Plant is under contract. The mezzanine is designed to enhance viewing of boats that will be displayed in the Boiler Plant.

Work continues on the final report and documentation to release a \$75,000. reimbursement grant funded through the New York State Capital Assistance Program. The Creamery hopes to have the funds by the end of June 2010, so that all remaining interior work within the Boiler Plant and the Connecting Wing can be completed.

Fundraising work will be ongoing to reach total goals and to enable paving and landscaping work.



Look What Ford Found!

“Thought that I should get these right off. Here's the gang back in 1978 at the Deerhead Inn on Cayuga Lake (Lower Lake Rd., Seneca Falls) receiving our Finger Lakes Chapter Charter from **Bill Willig**, President of ACBS.”

Photos and captions provided by FLC Charter Member, **Ford Knight**



Bill Willig presenting the actual charter to **Ford Knight**.



That's **Riggs Smith** nearest the camera and Bobby Myllymaki clearly delighted with the proceedings.



Bill hobnobbing with members. I only recognize **Shirley Marsden**.



That's **Shirley Marsden** on the near left and **Jerry Feltus** at the far left-end of the table. **George Zeth** is on the near right. I am quite frankly amazed that we were that young, but I have the pictures to prove it!



Bill speaking to the group. **Bob Myllymaki**, **Fred Curry**, and **George Zeth** facing camera; **Richard Morehouse** and **Syd & Shirley Marsden** with backs to camera.

This was a great night for all of us. Our dream of holding an Antique Boat Show was going to be realized. ACBS provided the liability insurance to make it all happen. We lacked experience and money, but youthful ambition is a powerful thing. Deerhead back in those days was more than just a restaurant. **Allyn Morehouse**, cousin of the boat builders, had been the owner since Prohibition. Regardless of its somewhat shabby ambience, there was nowhere else we would have wanted to be. The Morehouse boat factory was a stone's throw from there and the guys who built the boats were our neighbors and friends. It was the community center of Lower Lake Road, and everyone was very pleased to know that the craftsmanship and artistry of OUR locally manufactured boats were going to be recognized along with all the other legends. Never mind the septic smell, or spiders on the porch which were the size of quarters, ours was a unique package!



Morehouse Boat Reunion 2010

Presented by
The Finger Lakes Boating Museum
and
The Morehouse Boat Registry
June 26th & 27th



Morehouse Showroom 1957

We invite you to display your Morehouse Boats (s) at the former Morehouse Boat Company site in Cayuga Lake State Park. Boats on display will include rowboats, outboards, inboards, and Comet and Lightning sailboats built by Morehouse.

Examples of boats built by other Finger Lakes builders will also be on display.

There are no entrance fees for exhibitors. All exhibits are free and open to the public.

If you plan to bring your Morehouse Boat or need more information, please contact **George Zeth** at 315-568-1577 or e-mail grandvu@bluefrog.com

Join the Fun Afloat on Cayuga Lake

~~~~~ Can You Help?

The Sea Scouts of SSS-23 need help completing their kit boat. The hull is finished but the remainder of the work is stalled. An adult advisor is needed who can help the Scouts finish the project and hopefully get it done in time for a launch at this summer's Boat Show.

If you can spend a few Saturday mornings from 9:00am to noon between now and the end of July, please contact **Arnie Rubenstein** at 315-685-0353.

The Missing Paragraph...

*With apologies to **Bill & Kathleen Root**, a key paragraph in the narrative about their trip around America's Great Loop was inadvertently omitted in the second installment appearing in the last issue of **Brightwork**. To correct that and to make the story complete, the missing paragraph is printed here, along with the paragraph appearing before it and part of the one appearing after it – each of the latter on a gray background. –Ed.*

In order to get from Chicago to Mobile, it is necessary to get to the Illinois River. To get to the Illinois, a cruiser must traverse the Chicago Sanitary Ship Canal. There is no other route. Several years ago the Army Corps of Engineers electrified a 200-yard stretch of the canal in an effort to create a barrier to prevent the migration of Asian Carp from the Illinois River through the canal to Lake Michigan. In order to increase the effectiveness of the barrier, the Corps decided to increase the level of electrical charge, and close the barrier to all non-metallic hulled boats. That meant us.

In addition to us, there were about 50 Loopers who had not yet traversed the barrier. It was too late in the season to turn around and go back the way we came, so our only alternative would be to pull the boat and store it somewhere off Lake Michigan, returning next year to take it back home the way we came. We were all stuck. Fortunately, after a week of wrangling and negotiations, a deal was struck with the ACOE and we were allowed to transit the barrier. We did so on September 16, with no issues and a great sigh of relief, joining the Illinois River at mile 290.0, about two miles north of Joliet, Illinois.

Joliet has a free city dock with free power hook-ups, so we stopped there for a couple of days to re-provision the boat, then embarked on the 288-mile run down the Illinois River to join the Mississippi in Ohio. The inland rivers are very busy
Here's a note I sent to Bill. –Ed.

I meant to ask you a key question re your Great Loop Cruise: If the Corp of Engineers were to permanently block boat travel through the Chicago River in their efforts to impede the spread of Asian Carp, does that mean that there would be no more Great Loop travel?

Dick S.

Hi Dick:

Yes, there is only one way south from Chicago. If the CoE were to close the carp barrier to boat traffic, the only option would be to have the boat hauled in Chicago and moved overland to downstream of the barrier. Interestingly, one of the "locks" we went through in Canada was actually a rail car that traveled up over a large hill, then back down into the lake below. Called "Big Chute", it was capable of handling vessels up to 100 feet long. That kind of an arrangement could solve the problem. All it takes is money.

Bill



Loopy Loopers - III

or

Finger Lakes Chapter Members Bill & Kathleen Root Wind Up Their Cruise Around America's Great Loop in a Classic Motor Yacht

Early in 2008, Bill Root began thinking that it might be time to retire from General Mills. He had spent nearly 40 years in the food industry, and it had been very good to him, but it was becoming clear that it was a good time to move on to new things while they were still in good health and could enjoy them. The idea of cruising on our own boat had always held some appeal, and Bill was looking for a post-retirement activity that would require learning a new set of skills as well as some level of adventure. Their first thought was to rent a trawler for a month and cruise the Pacific Northwest area. While researching trawler rentals, Bill came across a website devoted to "America's Great Loop." Intrigued, they decided to check it out.

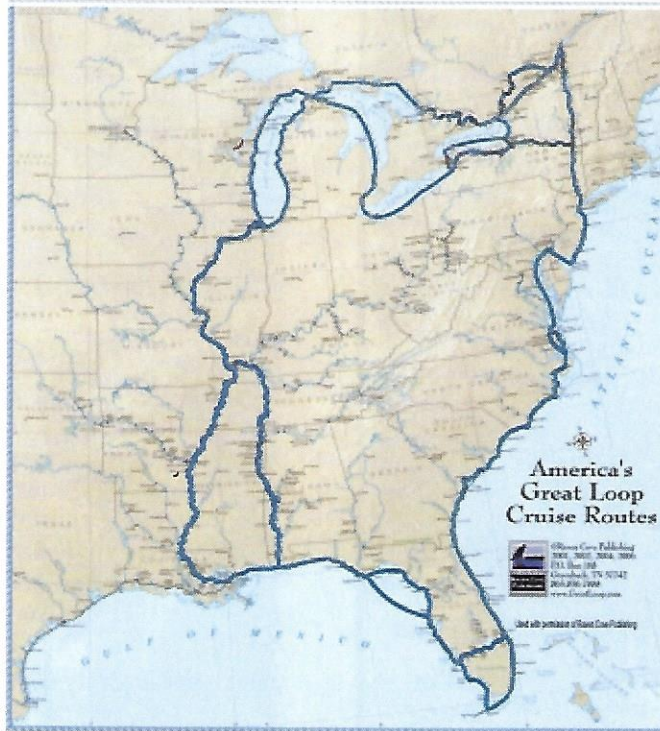
The first part of the Root's tour of the Great Loop was carried in the December 2009 edition of this newsletter. The second installment appeared in the March 2010 issue. This is the third and final installment covering the continuing adventures of Capt. Bill & Adm. Kathleen Root aboard their 43-ft. 1973 Hatteras MV *Tucandu* on America's Great Loop.

Our last installment ended with us tied up at Turner Marine in Mobile, Alabama, ready for some rest and relaxation after our long journey down the inland waterways from Chicago. One of the folks we met on the Hatteras Owner's Forum who lives in Mobile was kind enough to loan us a vehicle for a week, so we decided to stay in Mobile through Thanksgiving to enjoy some of the local scenery.

One of the highlights was a trip across Mobile Bay to the town of Fairhope. Fairhope is a thoroughly charming village nestled on a hill overlooking the bay. With many interesting shops, great restaurants and beautifully restored historic homes, it brought back memories of Skaneateles and the wonderful times we had with our friends in the Finger Lakes Chapter, ACBS. Another high point was the Thanksgiving dinner put on by the great folks at Turner Marine for all the "homeless" Loopers at their marina. Turner provided the turkeys and beverages. Cruisers brought a dish to pass. Since

folks start the loop from different points along the route, we all had a fine time sharing our experiences with those who hadn't yet been where we had. Although we were thoroughly enjoying our time in Mobile, we were getting restless, and so we decided to move on for our cruise around the Florida panhandle.

We departed Mobile the Monday following Thanksgiving, heading out into Mobile Bay for the Intra-Coastal Waterway in calm seas and a light breeze. Just as we entered the bay, a group of dolphins came up alongside the boat, as if to welcome us back to the warmth of the south. They followed us for about five miles, frolicking in our wake until we reached a shallower channel through Panama Bay. We made a good day's run to Panama City Florida, planning to stay overnight at the municipal marina and head on to Port St. Joe the next day. However, the weather turned sour overnight, turning into a three day blow that kept us in port.



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When the weather finally cleared, we headed out for the next leg of the journey around the panhandle, stopping at Apalachicola and Carrabelle. One of the great treats of the Apalachicola-Carrabelle area is oysters brought in fresh from the Gulf that day. We enjoyed them everywhere we stopped. Carrabelle is the place where the ICW ends and Loopers need to decide whether to proceed east around the panhandle to visit the towns along the way, or cut straight across Mobile Bay to Tarpon Springs, a 160-mile trip that generally needs to be done at night to allow the cruiser to arrive in Tarpon Springs on a rising tide. We decided to work our way around the coast with a stop at Stienhatchee, then head for Crystal River. Crystal River is only an hour's drive from our home, so we planned a week there to take care of personal business. We left Stienhatchee in the dark at 0530 in calm seas with a great weather forecast. About two hours out into the Gulf we encountered the worst sea fog we had seen on the entire trip. We literally could not see beyond the bow pennant. Fortunately, it was a straight run across the Gulf to the



entrance channel to Crystal River. We set the GPS chart plotter and autopilot to take us to the entrance buoy, slowed to about eight knots, and monitored the radar for any intersecting traffic. Several hours later we arrived at the point where the GPS said the entrance buoy should be. It showed up almost immediately on radar, and a few moments later it emerged through the fog. Isn't technology wonderful?

The trip up the entrance channel to Crystal River was exciting. With Kathleen standing lookout on the bow and Bill monitoring the radar, we managed to weave our way through the entrance channel without incident. Fortunately, as we approached the river, the fog lifted, making the trip upriver to the marina uneventful. Sunnyland member and friend **Tom Wark** met us at the marina and kindly provided transportation back to our home, then back to the marina when we had finished our business.

From Crystal River we cruised on to Tarpon Springs, sponge fishing capital of the world. The sponge beds near Tarpon Springs are some of the best in the world, attracting many Greek sponge divers to the area in the late 19th century. It is still a center for natural sponge activity, as well as Greek culture and heritage. The food is absolutely awesome.

The Florida West Coast ICW begins in Tarpon Springs and runs all the way to Key West. We took several days to make the cruise from Tarpon Springs to our next stop at Sanibel Island, anchoring out in a different spot each night. Kathleen is a fan of the author **Randy Wayne White** whose **Doc Ford** novels are centered around the Sanibel Island area. Naturally, we had to have dinner at Doc Ford's, Randy's restaurant on the island.

Sanibel Island marks the end of the Florida West Coast ICW, making the 150-mile run from Sanibel to Marathon in the Keys all off-shore. We made this run in three days, stopping along the way to anchor at Everglades City and in Little Shark River in the Florida Everglades. Little Shark River was one of the only places where we had no communication with the outside world. No TV, no cell phone and no radios. Spooky, but certainly peaceful.

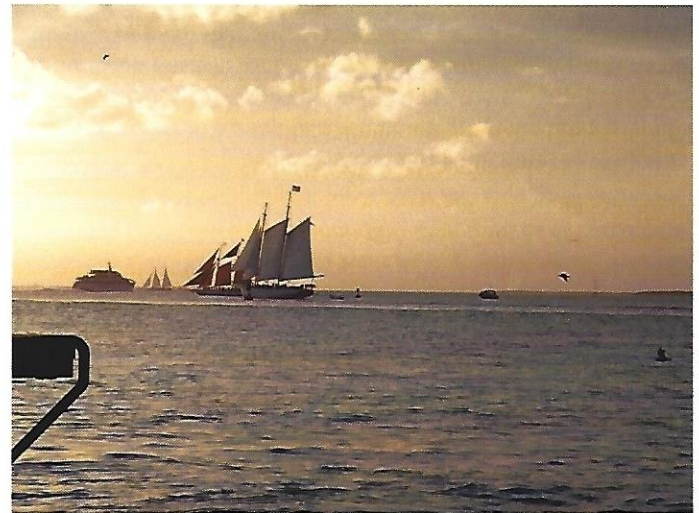
We made the crossing from Little Shark River to Marathon in about three hours in perfectly calm water, dodging crab pots as we went. We decided to press on for Key West through Hawk Channel on the southeast side of the keys. What should have been an easy three hour run at cruising speed turned into a seven hour pitch & roll when the port engine lost power 15 minutes into the channel. To make matters worse, the wind picked up from the east, stirring up the channel resulting in a distinctly unpleasant trip. We pulled into Key West Bight at 1700 hours on New Year's Eve.

Our slip in the A&B Marina placed us directly between two mega yachts, a 125-foot Christensen to starboard and a 135-ft. Trinity. We felt like a mouse between two elephants! It also proved to be a great spot from which to watch the New Year's Eve festivities across the bite at the Schooner Wharf Bar.



There was much whooping, hollering and general merriment all evening long.

But the highlight was Key West's own special version of dropping the ball at Times Square. At about 2345 hours, a girl dressed as a pirate wench climbed to the top of the rigging of a big three-masted schooner moored off the bar. At precisely ten seconds to midnight, the crowd began chanting the countdown as the "wench" was lowered on a halyard, reaching the deck precisely as the clocks struck midnight. Although the music from Schooner Bar was pretty loud every night, it's hard to hate a place that has a sign over the bar that reads "Heaven is where all the dogs you ever loved come to greet you."



We stayed in Key West for the entire month of January. Our younger son, **Jonathan**, flew down from Chicago for a few days, and our daughter, **Jocelyn**, came in from Minneapolis with her husband, **Scott**. We enjoyed visiting **Earnest Hemingway's** home, **President Truman's** summer White House, **Mel Fisher's** Treasure Museum, as well as the many fine restaurants all over the city. People-watching on Duvall Street, particularly when the cruise ships are in port, is a treat in itself. Each evening from around 1700 to just past sunset, street performers do their acts in Mallory Square near the



cruise pier. They have jugglers, fire twirlers, animal acts and magicians to delight the crowds in a town where sunset seems to be cause for celebration every night. It's easy to see how some folks can lose themselves in Key West. But after a month, we were ready to turn north and begin our final leg back home. Bill had fixed the port engine problem, so we headed out of Key West Bight the morning of February 1st.



We cruised up through the Keys, stopping at Big Pine Key, Boot Key in Marathon, Duck Key and Islamorada. All of the Keys are truly beautiful with crystal-clear water, great reefs to explore and abundant wildlife. They have a very interesting "rags to riches and back again" history, which probably accounts for why the long-term residents are such an interesting bunch. Our older son, Griffin, met us in Marathon and traveled with us for several days as we cruised north past Key Largo, Key Biscayne and Biscayne Bay to Miami. It was wonderful having Griffin with us, and the extra hand when anchoring or tying up was much appreciated.

The entire stretch of the ICW from Miami through Fort Lauderdale to Palm Beach is peppered with bridges. Most do not open on demand. If you miss the scheduled opening, you have to wait for the next one, sometimes as long as an hour. It makes for a long journey.

In Fort Lauderdale one learns what a big boat really is. Mega yachts are all over the place. I don't think a person can really consider themselves to be "anybody" if their yacht is less than 90-feet long. Poor TUCANDU seemed like a peanut compared to them. We anchored out most nights on this stretch, including one night when we found ourselves anchored behind Tiger Woods' yacht "PRIVACY". He didn't come out to wave, though. I guess he was keeping a low profile.

Our next stop was at Nettles Island near Jensen Beach. We stopped in the marina to visit **Jim & Sherry Samuel**, former neighbors from Upstate New York. Jim is a retired

United Airlines pilot, and Griffin has his commercial rating, so he stayed on to spend some time flying with Jim. After we left the marina, Jim and Griffin buzzed us in Jim's Beechcraft Bonanza a few miles up the waterway.

From Nettles Island we pressed on to our next destination, Titusville. Titusville is the hub of the United States space industry. We had visited the Kennedy Space Center previously, so didn't stop there. However, we did anchor just off Cape Canaveral near the Space Museum in the shadow of one of the actual space shuttles. We stopped at Titusville Marina to visit with friends **Jim & Paula Spence** who were getting ready to head for Key West to begin the loop in their 50-foot Californian trawler. We spent a day swapping stories, then fueled up to head to our next destination, St. Augustine. Now, we were getting real close to home.

St. Augustine is the oldest city in the USA. It's downtown area has been beautifully preserved and re-constructed. Although pretty "touristy," it is still quite charming and interesting. Poised on a knoll overlooking the Intracoastal Waterway, Fort Matanzas is the oldest fort in the US. St. Augustine is also home to the original Ripley's Believe It Or Not Museum, as well as Ponce de Leon's fountain of youth. You can actually get a drink from the fountain. We did, but it doesn't seem to have done much good yet. We'll see. The city marina is very well run and right downtown which makes getting around very easy.

We stayed three days in St. Augustine, then pressed on up the ICW to Jacksonville. At ICW mile marker 756.0, we arrived at the junction of the St. John's River and the Intra-Coastal Waterway. This is the point where, last April, we had turned north up the ICW to begin our Great Loop adventure. It also meant that we had officially "crossed our wake," completing the loop and becoming "Gold Loopers."

We could now take down our white looper burgee and replace it with our gold one. Admiral Kathleen and I looked at each other and seriously contemplated turning north again to just keep on cruising. We were having such a great time that we really didn't want it to end. Practicality prevailed, however, and we steered a course for Jacksonville and home.

Our trip up the St. Johns River (the river flows north, so heading south is actually upstream) was uneventful. We came to appreciate again how beautiful the St. Johns River is. It's a slice of old Florida that can't be duplicated anywhere else. We tied up overnight at the Outback Crab Shack for a great meal, then cruised down past Palatka and Astor to our final anchorage, about a mile downriver from our home marina.

We wanted just one last night on the hook. The next morning we weighed anchor about 0900 and made the short cruise to Boat Tree Marina where Tim the dockmaster had our old slip waiting for us.

Doing the Great Loop has been an experience we will treasure for the





rest of our lives. We traveled over 7,000 miles through fifteen states and one Canadian province. We negotiated 135 lock-throughs, 176 dockings, and 67 anchoring situations without any significant damage to us or our boat. We saw the country from a perspective that can't be experienced driving down an interstate highway, and we gained a true appreciation for the men and women who work our waterways and keep them safe. Every day on the water we encountered new challenges and learned that we could meet all of them if we worked together. We gained tremendous confidence in each other. Will we do the loop again? I don't think so, but I do know that we will

continue to cruise our boat on a regular basis, perhaps up to Chesapeake Bay or to the Bahamas for the summer. Once bitten by the cruising bug, it's very hard to give it up.

Bill & Kathleen Root

MV TUCANDU

With special thanks and appreciation to Bill & Kathleen for providing a wonderful narrative of a great trip and a remarkable experience. We look forward to stories about future travels with the Captain and the Admiral on the MV TUCANDU. -Ed.

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: 1928 20-ft. Brodhead-Fairchild runabout, John Hacker hull design, 6-cyl. Pontiac-Oakland engine, 75 hp. Contact **Howard Fairchild** at 607-266-0631, or howardfairchild2000@yahoo.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: 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 sound, 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)

Wanted: Cruiser from the late '20s through the mid '30s in need of restoration. Prefer an Elco with a raised or flush deck and glassed pilot house, but will consider Richardson, Matthews, Huckins, Wheeler, etc. Do not want a pattern boat, but rather something with a straight strong keel and decent or repairable frame. Are you aware of any such vessels in your area? Any help would be greatly appreciated. **Steven Dami**, 603-455-5670, or <http://www.granitecreekproperties.com>

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.

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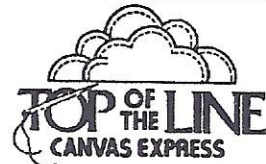
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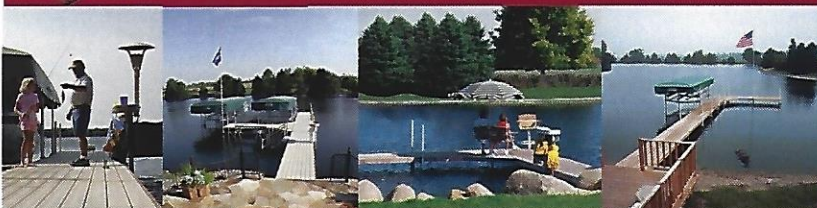
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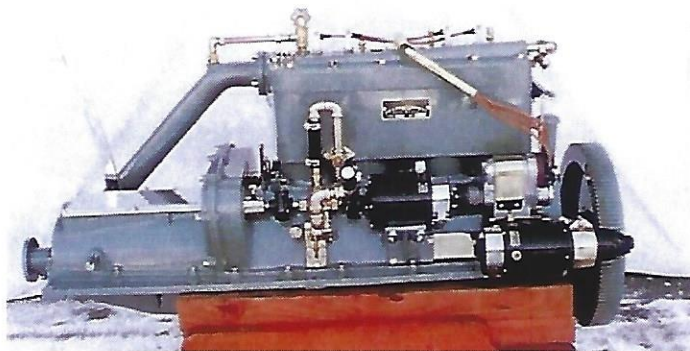
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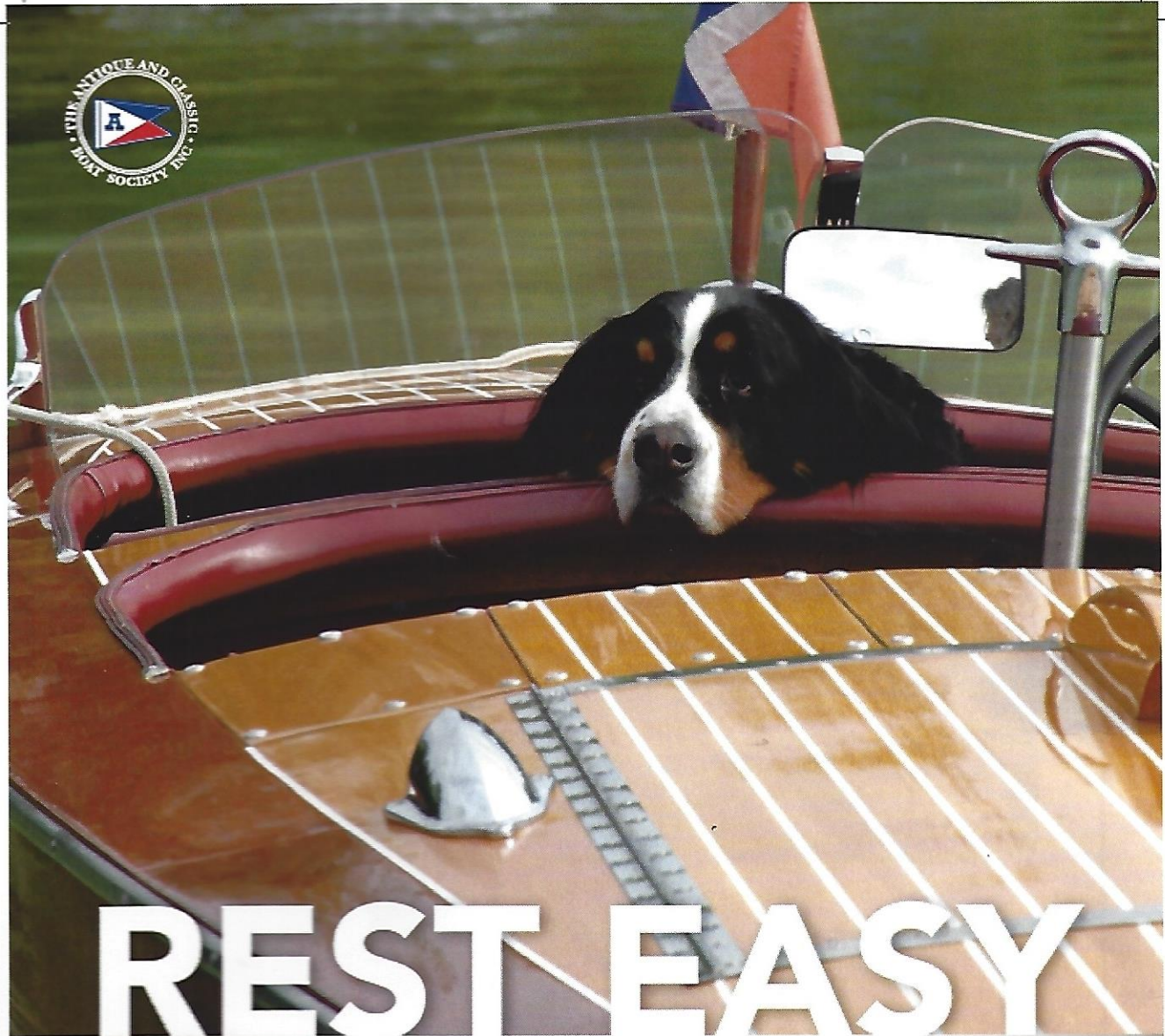
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