

# Brightwork

38th Annual

## *Antique & Classic* **Boat Show**

July 29-31, 2016  
Skaneateles, New York



Newsletter for the Finger Lakes Chapter of ACBS

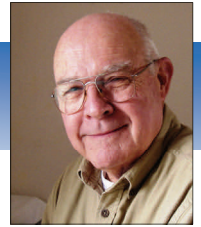
Volume 21, Issue 2

June, 2016



## From the President

Jack Gifford



Hi Folks.

Once again, summer has arrived and we are just a few weeks from what promises to be another fantastic FLC Boat Show with a nice improvement. The new and improved dock system is now in place (see story on page 10) and we look forward to providing our exhibitors with a safe and secure port for their treasured classic boats. Kudos to all who made the project happen, especially Tara Lynn, Executive Director of the Skaneateles Area Chamber of Commerce Foundation, whose unswerving dedication made the new docks a reality.

Also, the completely revamped FLC Web Site is now up and running (visit [acbs-flc.org](http://acbs-flc.org)) as well as our [Facebook page](#) (search "Finger-Lakes-Chapter-

Antique-and-Classic-Boat-Society" in the Facebook search bar). Please take a look at both and let your Board of Directors know what you think.

There is, unfortunately, some sad news to report. Bob Myllymaki, a founding member of Finger Lakes Chapter, passed away on May 4<sup>th</sup> in Florida. To those of us fortunate to know him, he was a well recognized face of FLC, always ready with a quip and a smile and willing to do whatever it took to help wherever it was needed. He will be sorely missed. Sleep well my friend.

See you on the dock...

-Jack

### ***Register for the Boat Show!***

The 2016 Boat Show invitation is available online. Go to [www.acbs-flc.org](http://www.acbs-flc.org) and follow the link to the "Boat Show."

### **Have You Seen the Website?**

*It's all new! A complete re-design of FLC's website includes background, archives of Brightwork, a photo gallery and more. It's still being improved, but check it out!*

*Watch for an expanded version of June's Brightwork to be posted soon.*

### **Welcome Aboard! New Members:**

Barry Ford & Kristina Cook,  
Interlaken, NY

G Edward Schweikert IV & Mary Louise,  
Mechanicsburg, PA

Ann Palmiter & Diane Fenton,  
Hamilton, NY

David Sturtevant & Joanne Clancy,  
Brewerton, NY

**Total Membership: 174 (5/24/16)**

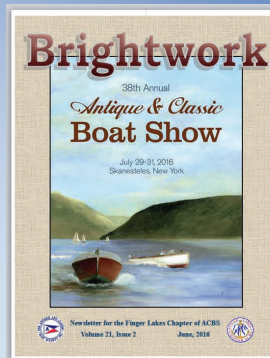
### ***Passages...***

Bill Drake February 24, 2015 (*Donna Drake*)

Michael Heib March 28, 2016 (*Cinny Wickwire*)

Bob Myllymaki May 4 2016 (*Teddi Myllymaki*)

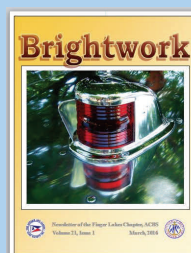
*More memories of Bob are shared on Page 8*



### **On the Cover**

We feature the poster for the 2016 FLC boat show. For the second year, the artist is Elaine Sherwood-Jakubowski and the painting: "Southern End," depicting hills of southern Skaneateles Lake.

### **On Last Month's Cover**



Do you recognize this boat?

If you own this one or know who does, drop us a line...

[tom@tombeardsley.com](mailto:tom@tombeardsley.com)

Thanks!

# Calendar of Upcoming Events

- June 4 Annual New England Lyman Show, Wolfeboro, NH
- June 12 "Raising the Sails for the Sloop Eleanor", Banks of the Hudson, Germantown, NY
- June 16 Lecture—Geology of the Finger Lakes, Finger Lakes Boating Museum, Hammondsport, NY
- June 17—18 42nd Annual Lake Hopatcong Boat Show, Mt. Arlington, NY
- June 18 Boater Safety Course, Finger Lakes Boating Museum, Hammondsport, NY
- June 19 Annual Skaneateles Father's Day Pancake Breakfast, Skaneateles, NY
- June 22 **Owasco Lake Day**, Emerson Park, Auburn.
- July 8—10 19th Annual Chautauqua Lake Twin Tier Chapter Boat Show, Celoron, NY
- July 8—9 26th Annual Fulton Chain of Lakes Rendezvous, Old Forge, NY
- July 9 39th Annual Vintage Boat Show, Alexandria Bay, NY
- July 1—31 Volunteer for FLC Boat Show! Erin Sammut: eksammut@gmail.com or 315-569-0955**
- July 16—17 Wine Country Classic Boat Show, Hammondsport, NY
- July 16 Onondaga Cup and LakeFest, Long Branch Park, Onondaga Lake, Liverpool
- July 29—31 38th Annual FLC Boat Show, Cliff Park, Skaneateles Lake**
- August 18 Lecture: Penn Yan boats, Finger Lakes Boating Museum, Hammondsport, NY
- Sept 9—11 17th Annual Tugboat Roundup, Waterford, NY
- Sept 21-24 ACBS Annual Meeting & Boat Show, Olympic Valley, CA
- Nov 17 Lecture: Steamboats in the Finger Lakes, Finger Lakes Boating Museum, Hammondsport, NY

*A Full Schedule of FLC BOD Meetings Can Be Found On Page 10*

**Brightwork** accepts listings for many different events which may be of interest to our membership. Please send your listing request to the editor: [tom@tombeardsley.com](mailto:tom@tombeardsley.com). All requests, of course, are subject to approval and space available.

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			George Zeth
			Harold Flagg

[Chapter Website: www.acbs-flc.org](http://www.acbs-flc.org)

**Brightwork** is the quarterly newsletter of the Finger Lakes Antique and Classic Boat Society, Ltd., a.k.a. 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 1, June 1, September 1 and December 1. Questions, submission of articles or story ideas for publication, letters to the editor, noncommercial advertising, etc., are welcomed and should be sent to: **Brightwork Editor, FLC -ACBS, PO Box 1022, Skaneateles, NY 13152.** Email: [Tom Beardsley](mailto:Tom Beardsley); [tom@tombeardsley.com](mailto:tom@tombeardsley.com), 315-263-8906.

Commercial advertising copy and questions should be sent to **Howard Skinner, 7474 Park Ave., Wolcott, NY. 14590.** [hskinneri@gmail.com](mailto:hskinneri@gmail.com) or 585-429-0588.

The Finger Lakes Chapter general mailing address is also at: **PO Box 1022, Skaneateles, NY 13152.** The Chapter's employer identification number (EIN) is 3452140.



Rob Kidd

## Spotlight On Members

### Noah (Re)Builds a Boat

Noah Taylor of Homer, NY was just four years old when his father, Tom Taylor, took him out for a ride in Grandpa's 1956 Chris-Craft. Tom says that Noah loved everything about that ride and Grandpa even let Noah sit behind the wheel.



Tom thought Noah might also enjoy seeing the vintage boats on display at the Finger Lakes Chapter Show and with that, Noah's enjoyment of vintage boating began.

As Noah grew into his teens, he developed an

appreciation for the talent and effort that went into the boats that he was admiring each year at the show. Wanting to try his hand at it, Noah spotted a small boat, a dinghy, neglected in a neighbor's backyard and thought that this might make a nice first project.

With his dad's help, Noah began restoring the 1968 Skimmer Sailing Dinghy. In the garage at the family cottage on Little York Lake, Noah and his dad re-glassed the bottom, made a new seat, replaced the rub rail, painted the boat and bought a new sail. They had a lot of fun and Noah says there's no better father and son project than working on boats.

The dinghy was ready for the 2015 FLC Show where Noah exhibited for the first time. All weekend long, Noah was busy telling people about the project and he took honors with the "Best Restored Sailing Craft" and "Steve Giovenetti" awards.

With his first project completed, what next? Enter Bob & Teddi Myllymaki who were in a downsizing mode last year and wondering what to do with a St. Lawrence rowing skiff which had been waiting years for some attention. Tara Lynn, of the Skaneateles Chamber of Commerce and Taylor family friend, connected Bob & Teddi with Noah who agreed to give the boat a good home. Since then, Noah has been busy carefully removing years of old paint and accumulated debris from between all the ribs. Once he's through with cleaning, Noah



plans on a natural finish to preserve its originality. He plans to have it ready to display on land at this year's FLC show.

The rides that Noah had with his Grandfather in the Chris-Craft years ago left a lasting impression. Lately, Noah has been thinking he'd like to find a similar boat to restore. He's saving money and this summer he'll travel with his Dad to Clayton to attend the show at The Antique Boat Museum. They hope to find a suitable project at the auction.

With Noah's youthful energy and enthusiasm, it's only a matter of time before he's at the Skaneateles docks wiping down his Chris-Craft alongside the other exhibitors.



***Rob has reluctantly said this will be the last Spotlight on Members in Brightwork for the foreseeable future. We'll miss his poignant stories on our members' experience. This column has been an honor to edit.***



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Dave Couch

Restorer's Corner

## Behind The Curtain at ACBS

**W**e need a days notice if you're going to take pictures!" Stacy Dasno chuckled over the phone. I was asking to stop and interview her and Jen Dennie, the Clayton natives who run the ACBS headquarters. I insisted the pictures were important to my piece. As luck would have it, the camera acted up and only the picture of the building came out. I can hear sighs of relief even now.

One of the goals of ACBS is to encourage appreciation of boating history into sustainable memberships, not the least of which is attracting younger members. I sat down with Stacy and Jen one snowy February morning to get a better understanding of what they do. They answered while answering phones, stuffing envelopes and working on the computers without missing a beat.



**ACBS membership?** *Like any organization, one gets out what they put in.*

*Involvement is key. Go to the chapter meetings and volunteer. The chapter shows are important and so are seasonal events which are relaxing and fun. Picnics, outings and workshops help hold organizations together.*

**Any thoughts on how to attract younger memberships?** *First, it's not just an ACBS issue. Many chapters have programs for junior membership. Topics range from boat safety, boat maintenance and safe driving skills. Some chapters have been successful in finding*

*donated boats for these types of projects. And of course, there is always the interface of tried-and-true experience blending with younger ideas. There is a lot of knowledge that can be shared. By the way, we can all benefit from being outside and unplugging.*

**Stacy, what is your dream boat?** *A wooden houseboat could be in my future, maybe when the kids are older.*

**How about you, Jen?** *I've always liked the Lyman outboards, the smaller fishing boats.*

**What do you like about summer, outside of boating?** *Outside of warm weather and water instead of ice? Well, we both like running. We are training for our first mini-marathon this summer!*

As we continued to talk, it was clear that Jen and Stacy are dedicated to ACBS and its members. They are committed to a successful future for antique boat lovers, young and old alike.

They have both found a perfect fit.



**What are some of the most important things you do here?**

*It's really about membership. This includes making sure the newsletters get out and that the "Trading Dock" is up to date, both online and in **Rudder**. We spend a lot of time working and planning for the International Show, ironing out details with Peter Stephens (Executive Director ACBS). We plan dinners, arrange outings and schedule speakers. Of course, we are always available to chapters and members to help with their needs and events.*

**And how many chapters are there?** *We are up to 55 chapters, 40 Marque clubs and list more than 45 maritime museums both in the directory and online. As you know, we are international. We not only have chapters throughout the US but also in Canada and France. There are about 7000 members worldwide. We have been experiencing a slow but steady growth.*

**What's the best part of this job?** *It's never the same on any given day and there are always different projects. It may be a specific job for the Director, or sometimes it's the phone calls from members which keep things interesting!*

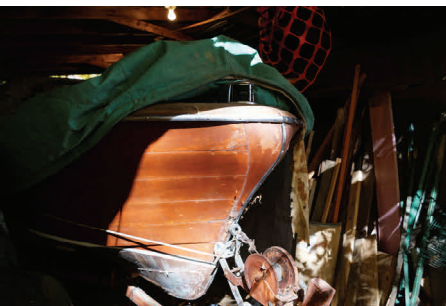
**How do you think people should make the most of their**



# To Resurrect a Chris Craft Capri

## Why? It's always Why!

People build and rebuild boats, themselves, for a variety of reasons. Maybe they want a one of a kind. Maybe it is to have an antique or classic without paying for the professional restoration. Maybe it's saving something from the burn pile,



keeping a lasting testament to the days of mahogany boating. For those of us with sawdust in our blood, spending the day at the lake is secondary to spending time in the workshop, steam bending a chine or getting planks to fit just right. The perfect day for us is the

spring day when we open overhead doors in the shop and our dream of a perfect weekend is clamping a plank without drilling holes.

Some might think this is crazy talk. Maybe it is. But, it's like making space ships and race cars out of cardboard boxes as children. The satisfaction is in the building.

This is the first of a series of articles on the restoration of a 1958 Chris Craft Capri from the point of view of a woodworker who is figuring it out and learning along the way. Already, we've had victories and setbacks. You'll probably read of mistakes to come, but we'll learn from them. We already know of accomplishments, even when the method isn't exactly orthodox.

## Our Discovery

Our family was on vacation at Eagle Bay, NY. A friend had seen an old boat at a garage sale and suggested we take a look, just for fun. So, with ice cream in hand, we stopped in and knocked on the door. A very nice lady answered and said that her son owned the boat, but was away on business. We left our number and went on to visit a museum. An hour later the owner called and said, "The barn



is open. Go ahead and take a look."

We went back "just to take a look" and underneath an old rubber boat, with stuff piled all around, was a 1958 Chris Craft Capri. It was beautiful with all the original parts, original trailer, with rotted frames and a huge hole in the bottom. It could have been love at first sight, except I'm just an amateur and filled with trepidations.

Is this boat repairable? How much will it cost? How long will it take? I start dreaming, wondering if there was any sanity to buying a boat that was falling apart.

My wife said simply, "Are you going to get it?"

Really, a project like this requires full support. Her question settled it. We had been talking about buying an old mahogany boat for years. Of course, we were thinking that meant one that would float.

We bought the boat.

## DMV, Oh, the DMV

The DMV was the next step. The boat had changed hands several times since the last registration (1992). The DMV said the boat wasn't in the system anymore and they had to re-add it. They had to call the central office. The central office had computer problems. Two hours later, though, I had a new license plate and registration for both boat and trailer. We were the proud owners of a new boat that wouldn't float.

## Hardware and Trim: Off!

Once the boat was in the shop, it was time to take stock. Some of the hardware was in the wrong place.

*Continued on Page 7*

# A New Column on an Old Boats' Restoration Project To Once Again Cruise Finger Lakes Waters

We're happy to welcome John Abbett, a somewhat new member of Finger Lakes, as a new columnist for Brightwork. John has acquired a 1958, 19' Chris Craft Capri, finding it in desperate need of restoration. Holding a career in IT and breezing through 160 wpm on a keyboard, John is digging those dexterous digits into the planks, ribs and coaming of this classic with a solid commitment of returning its beauty and sound to life. And, he's chronicling every inch of the way.

Here, we catch up on the project's progress. For more detail, check John's blog: [www.capriproject.com](http://www.capriproject.com).

The stainless rub rails were upside down and not centered. We logged everything,



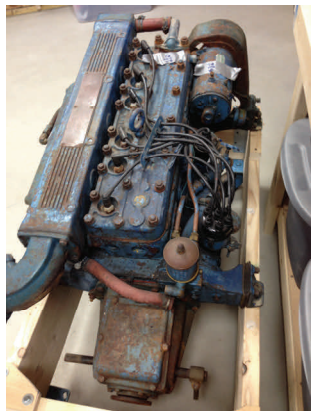
keeping a journal with photos of what we removed while measuring and making detailed notes.

We lifted the engine easily with

an engine hoist and set it into a custom built, wheeled cart.

## Testing the Engine

This woodworker knows almost nothing about engines. But I knew checking the motor at this point was important. If it was in bad shape, a lot of expense was in our future.



A neighbor provided advice, such as putting oil in the cylinder heads and turning the flywheel manually to loosen it up. The plugs and points were in good shape, the oil

was clean and it was time to give it a try.

The motor turned over with a new battery, but gas wasn't getting to the engine. We had a new gas line, new gas and eventually discovered lifting the gas can up on a table allowed the fuel filter to fill. Progress!

We kept cranking the engine, over and over again, but there was no indication it would ever actually start.

After a break, we came back to find gas all

over the floor, the fuel filter overflowing. Good thing we had the engine on concrete.

The neighbor observed, "Oh, your floats are stuck."

"Ok, what are floats?," I asked.

So, starting the engine is still a work in progress while the carburetors are being cleaned. More to come as that develops.

## Bottoms Up

There are several ways to turn over a 1500 pound boat. In this shop, we had to consider limited manpower and a very soft, old, wooden boat.

We installed a lifting frame, attaching it to the ceiling of the shop and secured it to the wall on one side with free standing legs on the other. This meant



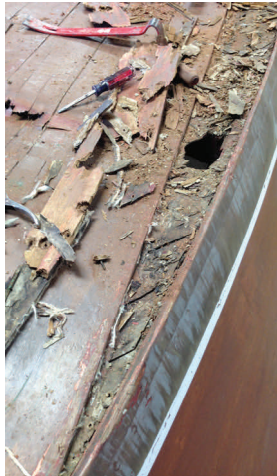
2"x4"x10's screwed to the ceiling with 2"x10"x10' boards on either side, screwed in every 6 inches. This created a pocket where wheelbarrow wheel hubs could be used as a pulley. Adding tow straps, we created a loop around the boat and the pulley system. Using the engine hoist, we first raised one end of the boat and then the other. This allowed us to slip the straps beneath, tighten them up and suspending the boat. The trailer could now be removed.

With a come-along, we were able to start rotating the boat. There was some concern about the boat moving suddenly when its center of gravity changed, but it was so well balanced, the roll was just gentle and easy. This ended up being a safe, and easy solution and one I could accomplish on my own.

*Continued on Page 8*

## **Bottoms Off**

The bottom of the Capri was found to be completely rotted and crumbling. The 2,000 screws provided more stability than the wood itself.



The original idea to use existing planks as patterns wasn't working out as well as hoped.

At first, an attempt was made to pull off each plank one at a time. But, the planks disintegrated as they were removed. So, a new strategy was used for the other side.

All the screws to the frames were removed and the entire side was pulled as one piece, including the inner layer of diagonal 1/4 inch thick



mahogany planking. Now, there was a usable pattern for both sides, (the pattern could be mirrored for the first side).

Removing the screws for

this phase was a challenge. We tried a number of ways to see what worked best.

The first method utilized a knotted wire wheel to uncover the screws and clean out the screw heads. This method grinds the wood and filler down to the screws. Then the slots are cleaned and the screw removed.

The second method involved using a

plug cutter to cut around the screws which frees the plank from the screw and plug.

The third method, used if saving the planks, was to carefully dig out the putty, remove the screws and preserve the holes. But, really, life is too short for this! Digging out putty for 2,000 screws would take days of tedious, nail-breaking, back-aching, eye-blurring, work.

The wire wheel method worked great, other than creating a great dust storm of bottom paint.

The plug cutter worked, too, but the screw holes had to be found first and they were covered with several layers of paint.



We finally used an electric hand plane hooked to a shop vacuum to remove the paint. This exposed the screw holes. Then, we were



able to use the wire wheel to remove the putty and clean the slots. We did use the plug cutter to remove wood around the screw head to reduce binding.

## **Coming Attractions**

Coming up, we're going to level the boat, ensure the right shape and get ready to replace the frames. Then, we'll install a new bottom, using the new technology of 5200 adhesive.

The best lesson learned so far? A lot of people have asked how

we could possibly take on a project of this size; the short answer is that you can't look at it as a massive project, but a series of smaller, achievable projects. If you take each step, and work toward accomplishing that step, one day it will be finished.







Blythe Jakubowski

## A Teen's Take On Boats

# No Shaking Up the Youth Judges This Year!

Summer is here and soon my family will be getting the boat ready for another fun show in Skaneateles. And with that, I will be getting ready to lead another group of aspiring judges in the Hagerty Youth Judging Program.

Five years ago we had 5 participants. Last year? 25. As I learned in my economics class, that's a nice growth rate. But enough of the academics! Please! I am so ready to put the books down and start this summer...Where was I...Oh yes, youth judging. So, this summer we have a game changer! New docks! Yes-sir-ee! No more splinters in the knees as we tie off the boats, no more guessing which slip is what number, and best of all, no more wobbly docks. Though I never had to pull anyone out of the drink, I was

always worried that one of us would end up falling in as we inspected the boats!

Thanks to the hard work of a ton of people, that fear has been alleviated. And with that, I hope to inspire more kids to follow our parent's passion for antique boating. I can also work on my tan, which never hurts.

Look for the cloud of blue shirts and red



hats as we happily make our way down the new docks.

Summer, here we come!



## Bob Myllymaki, Founding Member of FLC, Remembered

**Robert W. Myllymaki**, Baldwinsville, NY and Tavares, FL a founding (and active) member and past president of the Finger Lakes Chapter, died on May 4 at 71. Bob is survived by Teddi, wife of 27 years, father William and sister Christine.

Bob's career as a chemical engineer at Bristol-Myer's Squibb in Syracuse and Hartford, CT, earned him many patents. His career as an antique boat aficionado earned him many friends and volumes of memories. Bob is remembered as a boat fan, of course, but also as an avid golfer, taking up the sport when he was 8 years old. A voracious reader, seldom without a book nearby, Teddi admits he was her dictionary.

Bob owned a 1954 Morehouse called **River Runner** for many years as well as a small collection of others (including a St. Lawrence rowing skiff. See Rob Kidd's column on page 4 for a restoration story on that boat.)

George Zeth, Jim Brennan, Syd (Bruce) Marsden and FLC President Jack Gifford all remember Bob as friend of great fun. George talks about a case of beer and a 5 am pizza at the first boat show in Ithaca and barely remembers being late to the show that morning. Bruce tells of Bob wanting to walk on some northern Cayuga Lake seaweed to help pull a boat through. Jim remembers a late night cruise on Lake George in a story, "Bob is No Longer With Us" after Bob simply slipped off, mid-Lake. Jack remembers Bob's great smile, can-do attitude and willingness to volunteer. Jack offers this poem by *Mary Elizabeth Frye*:

*Do not stand at my grave and weep.  
I am not there; I do not sleep.  
I am a thousand winds that blow.  
I am the diamond glints on snow.  
I am the sunlight on ripened grain.  
I am the gentle autumn rain.  
When you awaken in the morning's hush  
I am the swift uplifting rush  
Of quiet birds in circled flight.  
I am the soft star that shines at night.  
Do not stand at my grave and cry;  
I am not there; I did not die.*



*More memories on the next page.*

# Reflections on Bob Myllymaki, FLC Board Member

*Continued from Previous Page*

**Brightwork** reached out to long-time boating friends of Bob. The stories were recalled with warm smiles and laughs. George Zeth, also a founding member of FLC; Bruce Marsden, whose family was also instrumental in the founding; Jim Brennan, one of Bob's best boating pals and Teddi all sent us a lot of information to edit here:

From Bruce:

**B**ob was there from the beginning of FLC, and it seemed always with Jim Brennan. They were a fun pair and nearly inseparable. It was curious how they sometimes left my self and my siblings in charge of the boat. We were kids! If I remember right, at one Clayton show we were on our way to breakfast before going to the boats. We spotted Bob and Jim and remarked how they were up early. They nodded, and said they were heading in for bed.



Bob was always good for a laugh with a great story to tell. He was there to lend a helping hand when needed or at least give the moral support to push someone else to make the job happen. After the first year of FLC's existence it seemed no one wanted to be president. Bob connived a lot of support to get my dad (Syd Marsden) to take the job. Then, Bob was transferred to Connecticut, met Teddi and they started collecting their own boats. The best story I remember is Jim Brennan's "Bob Is No Longer With Us." I hope he gives that to **Brightwork**. (Jim did!)

George Zeth relates:

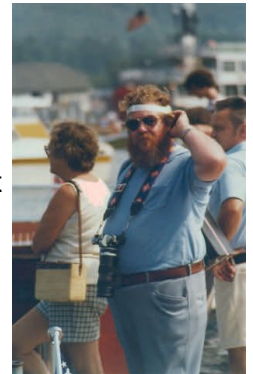
**H**e was a gentleman, a true friend with a little bit of leprechaun thrown in, just to keep you on your toes!

I met him for the first time at one of the first meetings of the chapter. He didn't have a boat, but he had the bug and was Jim Brennan's sidekick. Bob definitely fit well with the rest of the crew. A prerequisite seemed to be a taste for beer. He and Jim always had a cooler of Molson's nearby.

Most of the founding members were young, in the 20's and 30's. With our young crew, boat shows were the excuse, but partying was the game! We may have had a secret fear that beer manufacturing would soon stop, so we drank that way. Syd and Shirley Marsden tried their best to keep us somewhat in line and no one ended up in jail!

At the first show, we tried to drink Ithaca dry. On a hot and sticky Saturday night, after our first Awards Banquet, Bob, Jim, and I went to a waterfront dive called the "Salty Dog!" We bought Molsons and sat on the waterfront deck until four in the morning! At 4:15, pizza sounded like a good idea and at 5:00 am we sat on the tailgate of my truck, piling greasy pizza on top of a barrel of beer. I really don't remember if we continued to speak English at the time, but I know the sun came up and we were a little "late" for the show the next morning.

After Bob move to Hartford with his job, he met the love of his life, Teddi. Together, they bought his first Morehouse inboard. He and Teddi were a perfect match. I could go on and on with stories from over the years, but I'll let others tell the tale.



Teddi Myllymaki, shared with us:

The man I knew as a warm, easygoing, gentle man was always a gentleman.

He was in the Army during Vietnam, but spent most of his time in Germany. He attended Clarkson in the chemical engineering program and had a 40 year career as a research chemist with Bristol-Myers Squibb in Syracuse and Wallingford, CT.



I met Bob in Wallingford and we never stopped have a great time. The chapter knows him for parties and boats, but he also enjoyed classical music and jazz. We often attended concerts of both. He loved reading, had wide interests and was always curious. Live theatre was important and we went to Syracuse Stage, and other places in Florida.

Bob was a golfer, too. He belonged to several leagues and his favorite event was the Lannon Open. He loved his family first and yes, I know all these stories—including Jim's, which I've heard often.

*See Page 11*

## *Reflections on Bob Myllymaki, Continued*

Jim Brennan's Famous Tale of a Trip on Lake George:

# *Bob Is No Longer With Us*

**B**ob and I go way back to high school times where we would play golf when the weather was good and go to hockey games when it wasn't. The boating bug bit me first and when I restored a 1941, 17' Chris Craft and named it *After Taxes*, Bob was my boating buddy. We went to many boat shows and at some, they started calling us Frick & Frack, apparently because we liked to party. A lot.

My favorite story took place on some Sunday, years ago, after the Lake George show. Bob and I had just finished eggs and Bloody Mary's. A group of us motored over to a cove on the east side to start another party. A large cruiser had 5 runabouts, including ours, rafted off on either side. The big boat had an abundance of champagne and passed it out to those on the smaller boats. Ours was the second boat away from the cruiser. Naturally, Bob would "inspect" each bottle to insure its safety. Our consumption worked out to be about 4 times higher than everyone else's, we think.

Mid-afternoon, after Bob fell in the water and I followed right after, Jack Binley suggested the party continue at his lake-side home at the north end of the lake. We figured the long ride might help dry us off (or maybe we were thinking "out"). Away we went. Once there, Jack had more friends over, mixed drinks flowed and one of the guests helped Bob and I learn the differences between Egyptian and Arabic belly dancing. That really is another story.

It was well past midnight when we headed back down the lake. Jack was our guide. Bob was in the rear seat while another friend and I were in the front. When we approached the rocky shoals, Jack tapped me on the shoulder and told me to take a wide left turn. All of us were sitting on the decks with our feet on the seats. It was a warm night, the breeze was perfect and we weren't going too fast. About two minutes later, Jack tapped me on the shoulder and calmly said, "Bob is no longer with us." Thinking that meant he had fallen asleep, I continued on.

Another minute goes by and Jack calmly repeats, "Bob is no longer with us."

I say, "OK."

Jack paused, but repeated again and a bit more urgently, "Bob is REALLY no longer with us." I looked around and Bob was nowhere to be seen. My stomach jumped to my mouth and I turned the boat, imagining at the same time my cutwater could slice Bob up in the night's darkness. I stopped the boat and turned off the motor. We all start yelling. Off to the left, Bob waves with not like a "help me" but more like a "hi, how are things going" wave. And, he didn't want to get out of the water. We had to drag him into the boat and we forced him to stay in his seat for the rest of the trip.



Bob, with Rob Kidd  
at a Skaneateles  
show (undated)



The next morning, we were getting the boat ready to return to Syracuse. We shared memories of the previous night, as we remembered them. Then I noticed one of the clam shell vents in the back of the boat had something on it. I pointed it out, "Hey Bob, look at this, I think there's blood on my vent."

Bob looked, studied and took a long think. Then, he promptly pulled up his shirt and showed a 10" surface cut across his stomach. "I wondered where I got this."

Memorials can be made to:  
Baldwinsville Lions Club, c/o Jack Osinski, Secretary,  
120 Cook Dr.  
Baldwinsville, NY 13027

# After More Than 20 Years, There's a New Dock in Town

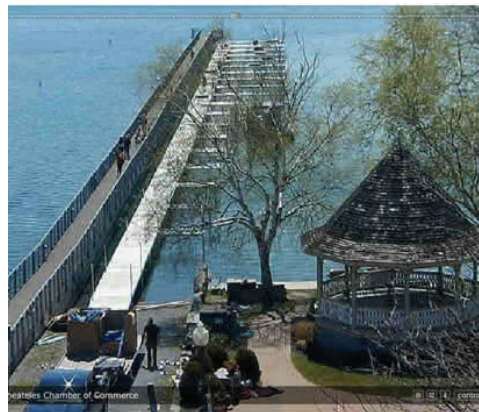
The old community docks are gone. Their departure sparked memories of time on those docks like first dates, learning to kayak or canoe, family weekends on the boat and band concerts. Of course, the people who put the docks together in the early '90's talk about a lot of hard work. The building of the original docks helped BOCES students practice welding and layout. Mid Lakes Navigation spent countless hours on the project, as well. Volunteers with pizza and beer burned calories moving the heavy steel and wood sections each spring and fall. The Antique Boat Show used the docks first, in 1994. They were then opened to the public and termed "community docks." The new docks were installed on May 10 and 11 and are longer, wider and more stable. They offer better mooring and fendering. This was truly a "community



dock project," driven by more than 235 donations. Special thanks to "Finger" donors: Bill and Penny Allyn, Don and Caroline Babcock, Beak & Skiff 1911, the Danial and Cummings families, Doug's Fish Fry, the Gilbane Family, LakeHouse Pub, the Neumann family and the Miron family. The Finger Lakes Chapter is proud to have teamed with the

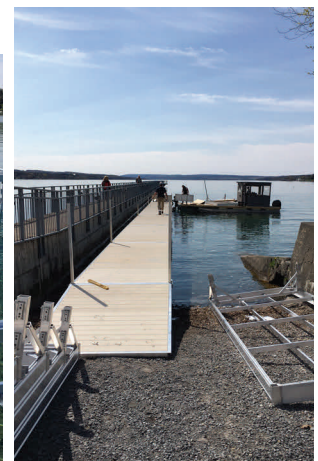
Skaneateles Chamber of Commerce Foundation on this project.

With continued donations, these docks will be installed each season, just as the old version, and will be an asset to village merchants, residents and visitors. The docks are considered a major upgrade to the Annual Antique & Classic Boat Show for the [Finger Lakes Chapter of the Antique and Classic Boat Society](#).



[Brinson Marine's \(Onondaga Hill\)](#) generous discount was matched by the manufacturers, [ShoreMaster, of Fergus Falls, MN](#). The Brinson crew had beautiful weather for a two day installation. Tara Lynn (Chamber executive director) took time during the installation to check the 6' width of the main pier. See more pictures in the online version of *Brightwork* on the chapter website: [www.acbs-flc.org](http://www.acbs-flc.org).

More photos next page



## FLC Board of Director Meeting Dates Clip and Save

- June 12<sup>th</sup> – 2:00 PM
- July 17<sup>th</sup> – 2:00 PM – Venue TBA
- FLC Boat Show – July 29 – 31
- August 7<sup>th</sup> – Boat Show Wrap-up Meeting - TBA
- September 18<sup>th</sup> - 2:00PM
- October 15<sup>th</sup> – (Annual Meeting – tentative – TBA)
- November 20<sup>th</sup> – 2:00PM
- December - no meeting
- \*All meetings scheduled for The Creamery unless otherwise noted.



## Special Thanks and Toasts to Key Dock Project Players

The new community docks were dedicated on May 12 with bright smiles, sunshine and champagne toasts.



Specifically noted for their leadership and assistance in the project were Tara Lynn, Executive Director of the Skaneateles Chamber, Sue Dove, former Director, Sarah Wiles and

Bob DeWitt of the dock committee and members of the FLC including Jack Gifford, Janice Miller and

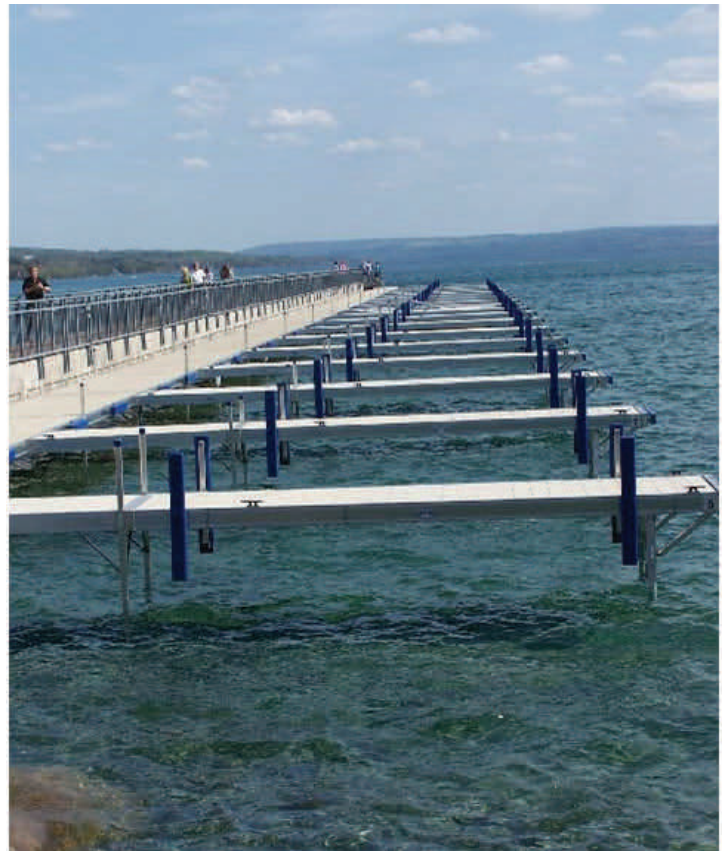
Dick Sherwood (who wielded the scissors at the ribbon cutting with Tara!).



A key feature of the new dock system in Skaneateles is the fendering and mooring options. Note the installed bumpers and cleats on the fingers.



Boaters are still strongly encouraged to bring their own bumpers. The installed items are faced with a nylon slide to help guide the boat and keep it from under the docks, but they are not cushioned. Cleats are through-bolted and should be more than adequate for intended use.



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SKANEATELES  
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# The Dock Market

**Barn Sale:** Boats include Skaneateles Company Comet sailboat in very good condition, ready to sail. Fourteen ft. Ark Traveler aluminum / fiberglass runabout. Fourteen ft. Texas Maid aluminum finned runabout. MFG Lyman-like 15' runabout. Twelve ft. wooden trout boat and several others, too. Many older outboard motors including very collectible Mercurys and Wizards from the '40's and '50's, as well as early Muncie, Champion, West Bend, Scot Atwater, etc. Dick Curvin. 315-784-5004. (Moravia, NY) *NEW 0616*

**For Sale: 1956 Chesapeake Bay Built** 14 ft Runabout. Unique, pretty and really wanting to be at home on a lake. Completely restored. Motor in great shape, but not period to the boat. (We used her too often to fuss with an antique motor!) Includes 185 Karavan trailer, custom cover, cushions and more. Currently on Chesapeake Bay. Looking for \$14,200 O.B.O. E-mail [MegMoffat@mremeg122@comcast.net](mailto:MegMoffat@mremeg122@comcast.net) or 443-994-4564. Chesapeake Bay. 0915



**For Sale: 1931 Garwood Triple** 22 ft Model 22-35, One of only 8 made in 1931, only 2 known to exist today. Excellent condition and shows well. Older restoration, New, no soak bottom, excellent top sides, nice chrome and interior. Originally powered by a 125 hp Chrysler Imperial 6 cyl engine. Currently powered by a similar-era Chrysler 6 cyl. Twin axle road-worthy trailer with fresh paint. \$82,500. OBO. Multiple ACBS show winner. E-Mail for photos and info to [steve@shehadirug.com](mailto:steve@shehadirug.com) or call 315 472 6397 Skan., NY 0615

**For Sale: 1971 Karlesen 280 Class Hydroplane**, 19 ft Awesome inboard Hydroplane! Completely rebuilt and campaigned on the vintage race circuit for several years. Nick-name was *Broken Bullet*. Powered by a reliable 305 Chevy small block engine pushing nearly 300 hp. Ramp launch trailer, so no need for a crane. NY registered, equipped with muffler - but can be removed and have the original 10-in. stacks. Nice package; ready to rock. \$12,900 OBO E-Mail for photos and info to [steve@shehadirug.com](mailto:steve@shehadirug.com) or call 315 472 6397 Skan., NY 0615

**For Sale: 1992 Hoffman SST 45 Tunnel Hull Race boat**, 14 ft. Perfect SST45 rig for the hobbyist or someone looking to get into SST45 racing! This Hoffman hull was built in Norfolk, VA and known to be a competitive design. Nice shape; recent cosmetics and rigging. Evinrude SST 45 factory racing engine runs well. Enclosed cockpit and collapsible sponson tips. Custom trailer. This racer is a real head-turner and displays well at the shows. \$6,900 OBO. E-Mail for photos and info to [steve@shehadirug.com](mailto:steve@shehadirug.com) or call 315 472 6397. Skan., NY 0615

**For Sale: 17' 1903 Grant-Parsons Adirondack Guideboat**. Very good condition. Original caning on seats. New oars, built as originals, included. New price: \$10,000, OBO. Kathleen Cappon. 585-489-4139. [kcappon4039@gmail.com](mailto:kcappon4039@gmail.com) (Rochester, NY) *REV 0616*

**For Sale: Magpie, a 1940 Gar Wood 20'6" Utility**. 103 hp Chrysler Crown, solid trailer. Multiple Best-in-Show winner. Stored indoors; ready to go. Expensive, but worth it. Serious inquiries to John Wayman [magpiegw@gmail.com](mailto:magpiegw@gmail.com) (Rochester, NY) *REV 0616*



**For Sale: 1954 15' Lyman** with 1984 25hp Evinrude. Includes trailer. Asking \$1,850.00. Walt & Kay Szczipen 315-638-8218. (Baldwinsville, NY) *NEW 0615*

**For Sale: 1954 Johnson Outboard**. 5.5 hp, includes 6 gal. tank. Runs, good condition. Make Offer. 585-889-9635 (Rochester, NY) *REV 0616*

**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](mailto:admin@thesherwoodinn.com) (Skaneateles, NY) *REV 0615*

**For Sale: 1962 Switzer-Craft "Shooting Star" with '62 100hp Merc outboard**. *New Price!!* Beautiful, very rare boat. Only 30 1962 models produced. Boat and motor fully restored. Includes trailer. Asking \$24,000 OBO. Arnie Rubenstein, 315-445-3345 (Skaneateles) *REV 1214*



**For Sale: Two 6-Cyl. engines**. A 1931 6-51 Grey (\$375.), and a 1932 6-75 Grey with dual ignition (\$400.). Both engines turn freely and are complete with transmissions. Bill Drake. 585-723-1333 (Rochester, NY) *NEW 0614*

**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. Beautiful boat, could be award winner. Custom trailer. Asking \$35,000. Sue Giovannetti, 802-434-3059 or [sueag@hotmail.com](mailto:sueag@hotmail.com) *REV 0616*

**For Sale: Many outboard boats – Penn Yan, Arkansas Traveler, Yellow Jacket, Texas Maid, MFG, etc.** Also, many off-brand motors such as Scott-Atwater, Champion, Muncie, McCulloch, Oliver, West Bend, etc. Dick Curvin. 315-729-4666 (cell). (Moravia, NY) *NEW 0613*

**For Sale: 1904 18ft+ Fay & Bowen** [style] launch with 1909 Paulson motor #21. Original canopy with brass hardware. Full restoration in 1995. Excellent trailer included. Boat and motor were in water and running then. Multiple ACBS show winner. E-mail for photos and info to [steve@shehadirug.com](mailto:steve@shehadirug.com) \$12,500. OBO. Steve Shehadi (Skan., NY) 315-472-6397w *REV 0615*

*Submit new ads, corrections or deletions to Dick Sherwood at [flcboats@aol.com](mailto:flcboats@aol.com).*

*Listings are at no charge, although priority is given to members first. Non-members (of FLC) may be listed as space permits. photos may be included, space permitting.*

## Special For the Youth Toy Boat Painting at the July Show

**Always Needed: Scrap 2x4's at least 9" long** (any condition, but not pressure treated) for making toy boats for kids to paint at future FLC Boat Shows. Will pick up anywhere in the Rochester, Finger Lakes, Auburn, Skaneateles, Syracuse areas and points between. Dick Sherwood at [flcboats@aol.com](mailto:flcboats@aol.com) or 585-265-1518.

# The 38th Annual FLC Antique and Classic Boat Show, On New Docks! 22 Years on Skaneateles Lake, In The Heart of A Colonial Village

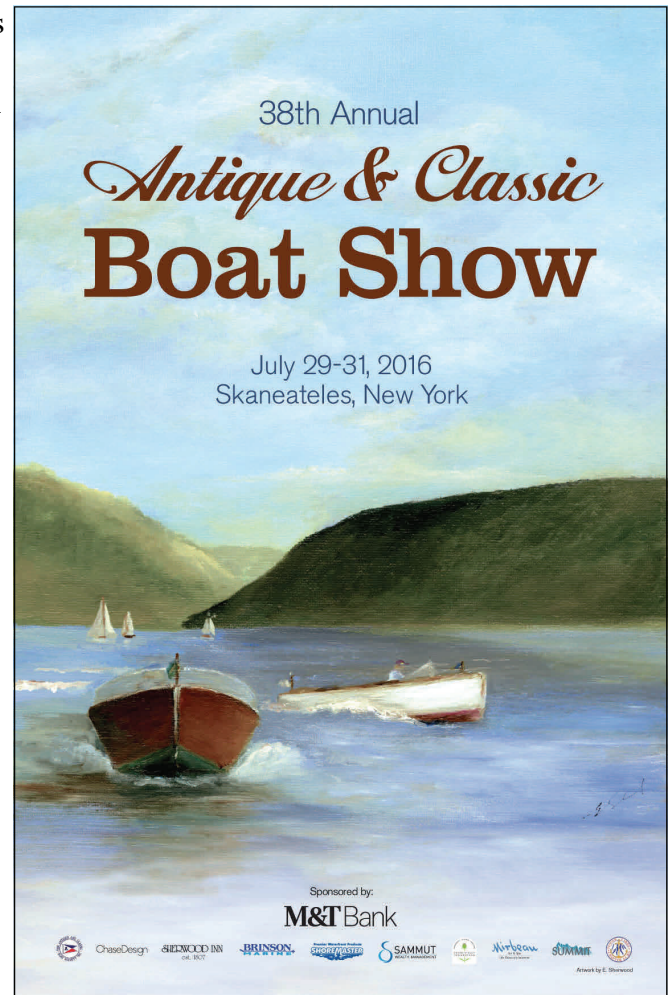
One of the most popular antique and classic boat shows in the Northeast returns in 2016 with a new dock system. The dock has built-in bumpers (boaters should still bring their own), installed mooring cleats, wider slips, a more stable platform and is 65 feet longer. Docks are wider by a third. The main dock is now six feet wide and fingers are three feet wide. The system has been funded entirely through a drive spearheaded by the [Skaneateles Chamber of Commerce Foundation](#). (See story and pictures on [page 10](#).)

The FLC boat show is a judged show, produced annually by the Finger Lakes Chapter of ACBS and the Skaneateles Chamber and is sponsored by regional businesses.




Registration forms can be found online for both water and land displays at [www.acbs-flc.org](http://www.acbs-flc.org). Registration forms may be filled out with the keyboard, but should be returned through regular mail with a signature.

For a second year, the chapter is proud to feature the artwork of Finger Lakes artist Elaine Sherwood-Jakubowski on the show poster. The annual poster is a collectors item with original art each year. Elaine's painting captures the graceful hills of Skaneateles Lake and is entitled "Southern End."

[Chase Design of Skaneateles](#) once again provided many hours in the assembly of the poster, and the Finger Lakes Chapter expresses its deep gratitude and appreciation for their valuable contribution.



**The 2016 Antique & Classic Boat Show is Officially Sponsored by:**  (315.554.2220)

**Admiral Level:**  (315.258.2000);  315-469-4867; 

**Commodore Level:**  315.685.5006);  (315.217.5000);  (315.685.3405);

**Captain Level:** [Doug's Fish Fry](#) "People's Choice Sponsor" (315.685.3288); [Skaneateles Townsquare Ace Hardware](#) (315.685.5748).

**Commander Level:** [Delmonico Insurance](#) (315.685.8921); [Jacobs Press](#) (315.252.4861); [Pioneer Companies](#) (315.471.2181); [The Sailboat Shop](#) (315.685.7558).

**Lieutenant Level Sponsors:** Adams and Sons, Inc.; Blue Water Grill, cate&sally, Janice Miller, Architect; Johnny Angels; Midlakes Navigation; RealtyUSA; Smiles of Skaneateles; Tops Friendly Markets; Wirth's Automotive.

The boat show has been held at the north end of Skaneateles Lake since 1994. Entirely volunteer driven and organized, the three day event begins on Friday afternoon. Exhibitors get together for a casual BBQ on Friday night with an awards banquet on Saturday night. Boats and exhibits are in-water and on-land. Boat parades, music and kids activities take place throughout the weekend.





Beacon Bay Marina, Cayuga, NY

# FLC Spring Outing 2016 Explored Cayuga Boat Works

In the steel barns where molasses was once blended with grains and feed was bagged

for distribution throughout the northeast, [there](#) is a lot of activity going on.

Travel lifts now crawl on ramps extending over wharfs where tank barges used to unload the sticky goo. Boats from runabouts to classic cruisers are now tucked into winter storage where railcars moved grains in and took mixed feed out.

This is Beacon Bay Marina, at the north end of Cayuga Lake in the village of Cayuga and along the shoreline, north of the Lehigh Valley Rail Road causeway (now in use by Finger Lakes Railroad).



Nestled inside the marina is also **Cayuga Wooden Boatworks**, founded by the late Dennis Montgomery and is as busy as ever under the direction of new owner

Phil Walker (also an FLC member).

Phil graciously opened the shop for the FLC Spring Outing on April 30. Members from Wine Country and Thousand Islands joined in to view several works-in-progress and ask



*Cygnus II* spends summers in the Thousand Islands

questions about the unusual and the familiar restoration projects [underway](#).

Phil's running commentary explained the steps required and undertaken on some of the winter's projects, including a Lyman transom rebuild and a keel replacement in a Lightning.

He spent a lot of time describing the hull repair on an 80 year old, 56-foot motor yacht, *Cygnus II* ([www.cygnusclassiccharters.com](http://www.cygnusclassiccharters.com)) and the total restoration

of a 60 year old, 34-foot Lyon class sloop, *Diedre*. Phil noted the condition of the boats on their arrival, the hundreds of hours invested and detailed the removal of more than 7,000 fasteners in the hull of *Diedre* alone.

The chapter extends gracious thanks to Phil and the entire team at Cayuga Wooden Boatworks for the visit and the opportunity to learn more about these valuable pieces of history.

More photos next page



Sloop *Diedre*

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## More Pictures Of 2016 Spring Outing At Cayuga Wooden Boatworks



Phil Walker, in the blue sweatshirt (right in center and lower right photos), explains the restoration of the sloop *Diedre* during the 2016 Spring Outing. Organized by Dave Couch of the Finger Lakes Chapter, members of Wine Country and Thousand Islands were also in attendance.

Lunch followed at the Deerhead Inn, across Cayuga Lake in Seneca Falls.



### CWBW Takes on Cygnus II

One of the Cayuga Wooden Boatworks projects this winter has been the restoration of *Cygnus II*. This 53', 1930 custom built yacht is in the charter business for day trips in and around the Alexandria Bay area in the summer and Beaufort, SC in the winter.

According to the website, *Cygnus II* is chartered by exclusive groups of no more than 6 people underway (a few more may be accommodated at the dock).

Phil Walker (Cayuga Wooden Boatworks) says they were awarded the job because they do things right and a fair price. As well, the marina has the facilities to haul a boat this size and the experience of the Boatworks for boats of this size is well known.

### “Spray,” A New Mailboat On Skaneateles Lake

After 34 years on Skaneateles and 79 years in existence, the venerable mailboat *Barbara S. Wiles* is being retired. *Spray*, goes into service for Mid Lakes Navigation this summer as a new mailboat. Mid Lakes says this new, stable and handicapped accessible boat will go into service when mail delivery starts, July 1.



# Awareness: The Key to Saving Our Finger Lakes

## On Owasco Lake, a Festival and Education

By Rick Nelson

Have you ever walked around Emerson Park or been inside its legendary Pavilion? Have you ever taken a boat ride on Owasco Lake? Do your kids or grand kids like to play games and make crafts? What do you know about the water quality of Owasco Lake and the other Finger Lakes, the drinking water sources for so many central New Yorkers? You can learn all about our lakes and enjoy many free activities at the 9<sup>th</sup> Annual Owasco Lake Day, sponsored by the Owasco Watershed Lake Association (OWLA), from 2 to 7 pm, Wednesday, June 22. The festival at Emerson Park has both free parking and free admission.

Cayuga County Dairy Princesses will be giving away free yogurt (yogurt is a huge product in Cayuga County) and the Boy Scouts will be selling picnic food. Various outdoor displays (including a FLC member's boat) will be set up near the park Pavilion.

Inside the historic and remodeled Pavilion will be the Resource Fair with more exhibits and demonstrations for more than 20 water-related and environmental organizations, including state and local agencies. This fair will showcase a wealth of information about the Finger Lakes, their environmental challenges, and how you can get involved.

On the south porch of the Pavilion, there will be live music and more family activities and games. Touch pelts of animals indigenous to the lakes area, toss beanbags, make some pin-on badges or food chain bracelets. There will be ways to make nature collages, paint magnets and expert face-painters will be on-hand. Maybe the best part will be taking a look at a sample of lake water under a microscope and discovering fresh water plankton, as demonstrated by Auburn High School students. Games and activities are open to all and specifically directed for elementary and high school students.

At 5 o'clock, speakers will speak on solutions to protect and restore Owasco's water quality. Scientists

agree the lakes are under stress by excessive nutrient inflow and invasive species.

Presentations will include a video summary of Dr John Halfman's annual Status of the Lake, detailing his 2015 testing results. Following will be short 12 minute overviews of the following efforts: the updated Owasco Lake Water Watershed Management and Waterfront Revitalization Plan; Nutrient Pollution: Problems, Plans, and Predictions; the Owasco Flats Conservation and Restoration; the Dutch Hollow Watershed Project (nutrient and sediment reduction); OWLA's \$600,000 NYS grant to provide Enhanced Watershed (restoration) Actions; and OWLA's other water quality initiatives. This fun program will be a great family event and a perfect way to learn how to protect, preserve, and restore Owasco Lake and all of our Finger Lakes.



*Free Admission* *Free Parking*

## 9th Annual Owasco Lake Day

**Wednesday, June 22, 2016**

**2:00 - 7:00 p.m.**

**Emerson Park**  
(Rain or Shine)

**Resource Fair and Family Activities**  
Displays, Demos, Brochures, Games

**Speakers at the Pavilion 5:00 p.m.**

*Picnic Food Available* *Free Pontoon Boat Rides*

*Family Activities* *Children's Games*

**"Status of the Lake"**  
Video based on presentation at March To Lake Day 2016 by **John Halfman, Ph.D.**, Professor, Geolimnology and Hydrogeochemistry Finger Lakes Institute at Hobart and William Smith Colleges

**Water Quality Improvement Solutions:**

Jim Beckwith, President, OWLA  
"New Owasco Lake Watershed Management and Waterfront Revitalization Plan"

Nick Colas, Principal GIS Analyst, Cayuga County Dept. of Planning and Economic Development  
"Nutrient Pollution: Problems, Plans and Predictions"

Peter Rogers, Board Member OWLA  
"Owasco Flats Conservation and Restoration"

Doug Kierst, Executive Director, Cayuga County Soil and Water Conservation District  
"Dutch Hollow Watershed Project"

Rick Nelson, Board Member OWLA  
"Enhanced Watershed Actions Program - \$600,000 NYS Grant"

Ken Kudla and Peter Rogers, Board Members OWLA  
"OWLA's Water Quality Programs and Initiatives"

**For updates: [www.OWLA.org](http://www.OWLA.org)**

Sponsored by: Owasco Watershed Lake Association; Institute for the Application of Geospatial Technology; Cayuga Community College; Cornell Cooperative Extension Cayuga County; Finger Lakes Institute at Hobart and William Smith Colleges; Cayuga County Water Quality Management Agency

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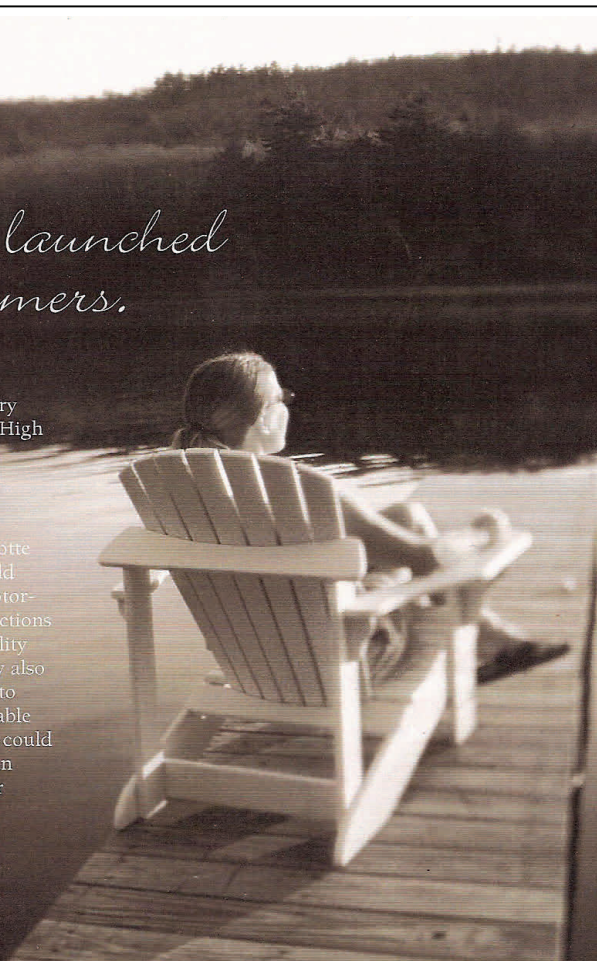


*The name that launched  
a thousand summers.*

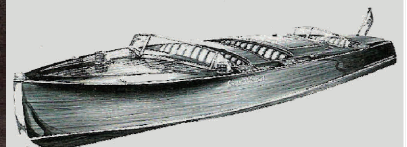
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*Pictured: A Pair of Recently Restored Liberty's*

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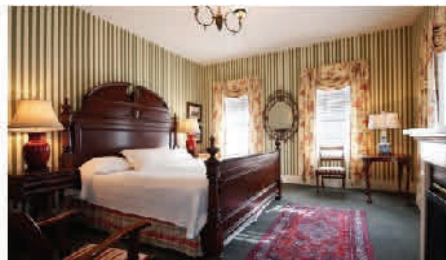
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