

BRIGHTWORK

THE OFFICIAL NEWSLETTER OF THE
FINGER LAKES CHAPTER OF THE
ANTIQUe AND CLASSIC BOAT SOCIETY Inc.



Volume 11 Issue 1 March 2001
Visit our website at <http://flc-acbs.org>

President's Message

Your chapter kicked off the official start of the new millennium in grand style with our sumptuous annual dinner meeting and silent auction at The Sherwood Inn. Many thanks to all of you who attended and to those who contributed items for the auction, especially Steve Shehadi, whose flying carpets helped lift the proceeds from the auction to a very successful level.

Speaking of new, we have two new members on our Board of Directors, Rob Kidd and Jack Miller. Rob lives in Baldwinsville and has been involved in antique boats all of his life. Jack is a retired schoolteacher who lives in Freeville and now has more time to spend pursuing his hobbies. I am very pleased to be working with both of these gentlemen and thank them for taking time to support our chapter.

A big THANK YOU is also in order for BSB Bank for once again coming forth to sponsor our annual boat show. Their financial support has been very instrumental in making our show a success, and while we have many valued sponsors BSB has always shouldered the bulk of the responsibility. It may come as a surprise to many of you (I know it did to me) just how many people who are not chapter members spend a great deal of time putting our show together. There is a Joint Boat Show Committee who meets every month throughout the year to plan and execute these plans. The majority of the board is made up of Skaneateles residents who contribute their time and efforts to put this show together and without them the show would not be what it is today. To these non-chapter members we are eternally grateful.

By now everyone should have received the flyer on the Mid Winter Workshop and the Joint Chapter Dinner Meeting and I would only urge you to attend both and take advantage of the opportunity to get together with other wooden boaters and learn a little in the process. Hope to see many of you at both these events.

I do not know whether or not the editor of our newsletter will include a story about the awarding of the President's Cup for the year 2000 (she did not) so I will include it here. I awarded the Cup to Wendy and Ric Fetridge for the outstanding

President's Message Continued...

they have done putting our newsletter together and setting up and maintaining our fabulous web page (Ric does this solo). These two sources of information provide the glue that keeps our Chapter together and makes us feel like one family. If any of you have a story to tell or some interesting bit of information you would like to pass on to other members please consider submitting it to Wendy for possible publication in our Brightwork. *Roger*

Editor's Muttering

The holidays are past and now is the time to tackle all those projects we have put off, in our case house renovations are poised to begin. The table saw is taking up residence in the living room and probably will stay there until spring when we get electricity and thus heat to the barn.

Currently you can literally ice skate from the back deck to the barn and out to the road, so it appears that open water and boating are still a fair way off. This is good and bad, I'll get more renovations done, but the temperament fixer is not available.

Ric and I are very pleased to have received the President's Cup and will continue to do our best to help the chapter in its endeavors. Thank you Roger for the acknowledgement. Due to the wonderful weather mother nature always seem to share with us the weekend of the annual dinner we could not be there, but I am sure my parents took as much pleasure and pride in accepting it for us.

When I read Roger's letter and heard him refer to Rob as having grown up with antique boats. I realized (being part of the same age group) I am also part of the group who grew up with "antique" boats. So I am no longer of kid status and thus responsible for the continuation of a plan my father and his visionary friends embarked upon 25 years ago. Is there is a distinction between these generations? I'm not sure, these boats have been as much a part of my childhood as they were to the first owners and their families. But to us they were always antiques not new or recently built thus they were of value. We do not need to be convinced they are worth saving and enjoying therefore a hurdle has been cleared. May we continue this experience and vision with our future generations. *Wendy*



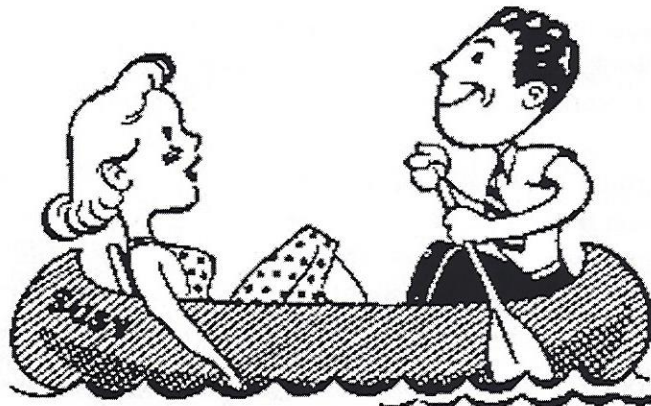
Publication Information & Rates

Brightwork is published quarterly for the benefit of the FLC of the ACBS members. Our newsletter reaches 200+ members and chapter presidents across the US and Canada. Publication is scheduled for March, June, Sept. & Dec. 1st. Questions, articles, letters to the editor, etc. should be sent to Wendy Fetridge, PO Box 224, Lanesboro, MA 01237-0224 or wendy@bershiretv.com or 413-442-7567. Commercial and non-commercial ads should be sent to Dick Sherwood, 1734 Lake Road, Webster, NY 14580 or call 716-265-1518 or email FLCboats@aol.com. Rates are Full page \$100, Half page \$50, Quarter page \$25, Eighth page \$15, Business cards \$10. Rates are per issue. B&W classified ads included without charge for members.

News From ACBS

Reported by Dick Sherwood upon his return from the ACBS Board Meeting.

1. As a fund raiser, ACBS is creating a low cost, non-slick calendar for 2002 highlighting old boat & related nautical advertisements. To submit materials for consideration mail them to Duncan Hawkins, ACBS Director; Box 563; Collingwood, ONT L9Y 4B2 Canada
2. The ACBS web site is looking for photos. Members who would like to submit photos for inclusion on the ACBS site should send them to: Gary Baker; 10 N. 9th St.; Marshalltown, IA 50158 or e-mail gebaker@attglobal.net or www.acbs.org



Calendar of Events

- * March 18, 2:00pm Board Meeting (Contact Roger Townsend for info 315-635-9695)
 - * April 14, 5:30pm Mid-Winter Meeting & Dinner(Contact Jean Hoffman 518-371-7868)
 - * April 22, 4:00pm Board Mtg (Info as above)#
 - * May 12, 9:00am FLC Workday at Antique Boat Museum Clayton, NY (Contact
 - * May 18-20, ACBS Symposium Clayton, NY (315-686-2628)
 - * May 20, 2:00pm Board Mtg Info (as above)
 - * July 27-29 FLC Annual Boat Show Skaneateles, NY (Contact Arnie Rubenstein 315-637-8522)
- # Meeting to be followed by dinner at 6:30 at the Sunset Restaurant in Auburn, NY. Other mtgs at Townsend's home in Baldwinsville.

Who's At The Helm?!

FLC President

Roger Townsend 315-635-9695

Co-Vice Presidents

1st Diane Schwenke 315-675-9755

2nd Jack Miller 607-844-9513

3rd Arnie Rubenstein (E)315-637-8522
(D)315-446-8700

4th & Membership Dick Sherwood 716-265-1518
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Bill Gregory (S)315-685-7646 (W)602981-2883

Steve White (E)315-685-0252 (D)315-685-7733

Rob Kidd 315-635-6187

Directors-At-Large

Jeff Schwenke 315-675-9755

Ron Svec (E)607-657-2748 (D)607-755-3779

Crossword Puzzle Answers

- Across** 1. United States Coast Guard 2. Visual Distress Signals
3. Blower 4. Red 5. Whistle 6. Backfire flame Arrestor 8. One
9. Paddle 10. MSD 11. Navigation Rules 12. Chart 13. Line
14. Nylon 15. Fenders **Down** 17. Life Jacket 18. Life Ring
19. Fire Extinguisher 20. Four 21. Green 3. Horn 23. Registration
24. Block 25. Contrast 26. Anchor 27. Oars 9. Pump 29. Three
30. Stern 32. Mirror 33. Scope 34. VHF

Joint Chapter Spring Dinner Meeting

Joint Chapter Spring Meeting hosted by the Adirondack Chapter will be held at the Ramada Waterfront Inn, Geneva, NY.

Cocktails begin at 5:30 followed by a buffet dinner at 7:00pm. entrees include sliced top sirloin of beef with sauteed mushrooms, and filet of sole with crabmeat and scallop stuffing. The cost is \$24/person and reservations must be sent to Jean Hoffman, P.O. box 448, Clifton Park, NY 12065 no later than March 18th. A block of rooms has been set aside at the Ramada Inn, 41 Lakefront Drive, Geneva, NY 14456 (315) 789-0400 and will be held until March 14th, just mention the Adirondack/ACBS Dinner to receive a special rate of \$69 single or double.

The featured speaker will be David Petters, of Skaneateles, who spent two years rowing the length of each Finger Lake in a 15' Adirondack Guide Boat. His presentation will pre-empt the publication of his book on the experience.

This event is always well attended, so get your reservations in early as seating will be limited. Please join us for a fun night that will have us all thinking about the warm boating season just ahead. See you there!

Phoebe Restoration Project

The FLC has made a modest donation to help the Marine Museum of the Great Lakes at Kingston with its restoration of the Phoebe. Here is the note enclosed with the chapter's donation: Enclosed please find our check in the amount of \$200 US as a small token of our appreciation for the monumental task you have undertaken in restoring the Phoebe to her original splendor. Our Chapter headquarters are in Skaneateles, NY and many of our members remember the Phoebe plying the crystal clear waters of Skaneateles Lake with black smoke bellowing from her stack and the occasional blast from her steam whistle. We wish you well with your project. Perhaps in the future we can do a little more to help in the way of manpower. Please keep us posted on your progress. If you would like to make your own private donation here is the address and contact. Marine Museum Of the Great Lakes at Kingston, 55 Ontario Street, Kingston, Ontario K7L 2Y2 Attn: Henk Wevers - Phoebe Project



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The front cover is from an original print given to Ric & I for Christmas a couple of years ago by my parents. Isn't it perfect ?!

The Steam Launch Phoebe Restoration Project 2000

The Phoebe is a 4' steam launch. She was repatriated from the United States in 1978 as a Canadian National Treasure. The Phoebe is currently owned by the City of Kingston.

In 1914 the Phoebe was built as a retirement gift for John Brashear, self-taught astronomer and President of the University of Pittsburgh. She is a luxury day boat with a glass enclosed fore and aft cabin that can comfortably seat a party of 10 to 15 persons. Both cabins are mahogany paneled reflecting the ambiance of an age of relaxed elegance. Andrew Carnegie the famous industrialist and philanthropist was among Brashear's friends. They chose Matt Davis, of Kingston, as the builder of the boat. The Davis Company was famous throughout North America for its steam yachts and launches, and also large working boats. Phoebe was the name of Mrs. Brashear-Stewart, a great scientist in her own right. One can imagine long ago when the Phoebe was steaming around the islands of Muskoka with 10 to 15 passengers on board. Her engine would have been puffing away under steam from her wood fired boiler, her captain and engineer were in uniform and the ladies in long skirts of the era.

Over the next 64 years, the Phoebe had the careful maintenance of five owners. From 1959 to 1976, A.S. Wickstrom, an engineer from the Finger Lakes in New York State, owned her. He was killed in an air crash and the Phoebe went on the market. The Frontenac Society of Model Engineers in Kingston moved quickly and guaranteed a down payment for her purchase and to secure a Canadian buyer. The phoebe then was in good condition, and was designated under the cultural Properties Act as an antique.



Off The Record

Or more aptly called letters to the editor, a place to air the discussions that occur after the official part of a meeting or event is over.

Dear Members,

I am concerned about the perceived focus and direction of the ACBS. It appears to be power boating. The majority of the Rudder and ACBS events are directed towards power boats. In the last six Rudders there was one article on non-power boats. This is a shame as this portion of our membership is the willing land display participant and the most mobile for traveling to a show or event. We need to include this segment more in our organization. How about creating a trip in which they can participate? Not a grueling canoe marathon, but a even a picnic where the distance can be achieved comfortably by oar, sail or paddle. This appears to be happening at the chapter level in some locations but not at the national level.

This year's ACBS focus is youth in the organization which is wonderful as they are the future of antique boating. The cover of Winter 2001 Rudder was a great representation of this theme.

Unfortunately the specific pages for children included a lot of pictures of children and letters, but there wasn't anything for children to do. Puzzles (there are some great websites out there to help you design them) or activities related to boating for children should also be included in this section. The 2 pages of book reviews are probably interesting to parents looking to buy books. I don't know if the publishers are making a donation to the ACBS, but if they aren't maybe they would donate a few copies of the books to be given away as prizes for contests children could participate in through the Rudder or at ACBS sponsored events.

From a Concerned Original Member.

Dear FLC Members:

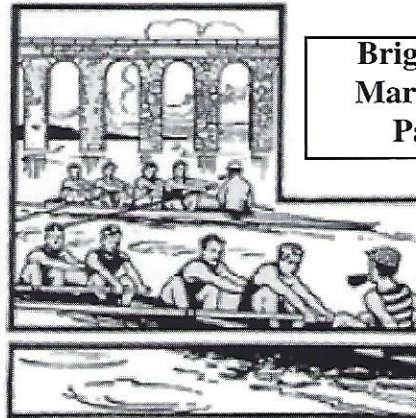
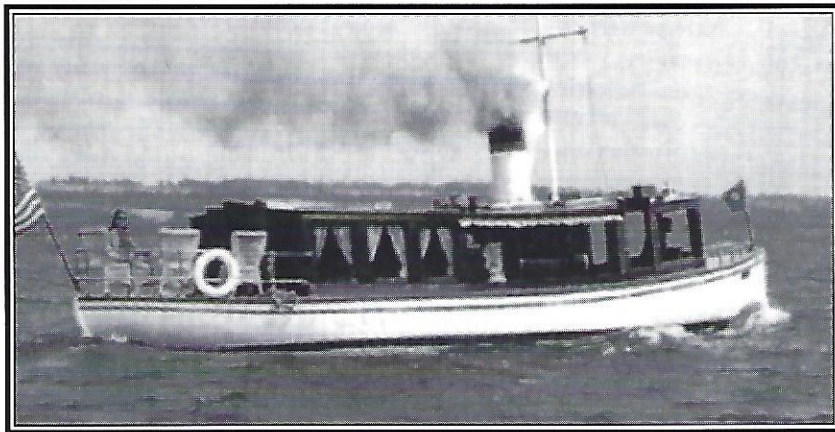
On July 2, 1996 our family was blessed with Kaitlyn Marie Clapp. My gift to her was a boat cradle built with 160 "grandfather" hours (about 35 real man hours). This Christmas with the help of her Dad and scraps of wood she built a wooden boat (of her own design) for Gramps. The boat she built now holds a conspicuous spot on my mantle. In the past about this time of year, I made out a small check to FLC for two Jr. Memberships, which are only \$5 each.

Every year since, one of my two grandsons who live in the area have helped at the launch site for our boat show. Nathaniel and Loren both know Gramp's passion is wooden boats and have developed their own passion for these boats.

Two years ago Loren helped Nate Nevins with his sailboat during the FLC Annual Show. Later, when Nate acquired another sailboat to restore he gave other old sailboat to Loren. It needed some work, so last summer Loren and I got a chance to get to know each other as we worked on the boat. He and I have a whole new relationship and a better understanding of each other. We also noted there isn't much difference between our ages of 20 and 68, and we are very similar in many respects, except he's not quite as funny or as good looking as I am.

The point of this letter is the \$5 Junior Membership Fee is so little to pay for the extra moments it provides. Giving a child a separate membership gives them an independent identity they can be proud of and pursue. This year I will be adding a membership for Katie (our youngest member ever). It will be Loren's last year as a Junior as he will soon be 21.

Why don't more of our membership take advantage of this wonderful opportunity to introduce young children to antique boats? For my family it has been a wise investment. Why don't you give it a try? Sincerely, The Kid Bernie Clapp



A History of the Davis Drydock Company

Taken from the article written by Dr. Donald McLachlan for the Steam Launch Phoebe Project

Perhaps the best remembered boat builder of Muskoka steam launches is the Davis Drydock Company of Kingston, Ontario. In addition to building luxury steam launches, the Davis Drydock Company (DDC) has a very long and distinguished history of building & repairing ships for the great Lakes mercantile fleet.

The company founder, Captain Robert Davis was born in Ithaca, NY and went to Kingston at the age of 11. The DDC was established in 1867 and later expanded to become R. Davis and Sons. The three ship building sons were listed as: Matthew, ship inspector; John, businessman; and George, woodworker. The company had extensive carpentry and machine shops.

Davis and Sons produced standard size launches of 18, 22, and 33 feet and custom built larger launches for the well-to-do. Launch production was facilitated by the use of moulds and steam-bent oak ribs so that a model could be followed exactly and could be duplicated with an exactness "hitherto unattainable" at the time. Each boat was provided with gear and hooks for lifting out of the water. Keels, posts and ribs were of white oak and planks of white pine or cedar. The boat works attracted an international reputation for manufacturing fine leisure launches. A steam pleasure yacht for Ruben Miller of Pittsburgh was produced for a cost of \$5,000 which is three to five times that in today's dollars.

The largest production of steam leisure yachts appears to have been between 1900 and 1905.

In order to deliver the yachts to the Muskoka lakes, the yachts had to be shipped by railroad flat cars. This affected the design and dictated that the maximum beam was the maximum width shipped by rail or about 9 feet. The Davis built Muskoka yachts, such as Phoebe, were particularly graceful and had a characteristic profile: fine bow lines, canoe stern, forward enclosed cabin with curved windows, a center section with roll-up side curtains containing a wood fired boiler and compound condensing engine, an aft enclosed cabin with a head and wash basin on the port side and generous four and aft decks. The hulls were generally painted white, the cabins were constructed of varnished mahogany. The deck fittings were nickel plated, giving an overall very pleasing effect. The yachts were outfitted for day cruising only; the window sashes weights were allowed to swing free such that overnight sleeping would have been practically impossible!

By 1914, the era of steam driven small vessels was all but over. During World War I the company produced life boats and small ships' boats of both wood and metal for the war effort. In the post war years the company never regained its structure as a builder of luxury yachts.

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1932 18' split cockpit Gar Wood. needs to be restored. some hardware, the rest available. no engine, 283 available. \$3,000 OBO.

1957 15' Century Palomino outboard. all original with motor. \$1,500. OBO.

1963 38' Pacemaker. needs to be refinished. Two 318 225hp engines. good shape, hull very tight. asking \$7,000. Call Bill Nedrow, 163 Davis Road, Lansing, NY 14882 607-533-4361

1954 Chris Craft Custom runabout, s/n 17-P-231, 120hp KLC, restoration 1999, trailer & new custom-made cover. \$10,500. Jerry Hart 315-834-6070.

1959 19' Lyman Islander with never used custom built trailer. \$2,000. Also 1956 16' Penn Yan Sealiner with KBL engine. boat has original paint and varnish. \$1,000 Lou Smith 607-734-3882, leave message.

1929 22' Chris Craft Cadet. Restoration started, hull and bottom in great original condition. would like to finish to buyer's satisfaction. Photos and more info available. asking \$32,000. Cal George Morse 315-889-7720 or Will schempp 607-533-7208

1954 14' Shell Lake. Good fishing boat. Painted 1997 \$400. Sally Lathrop 716-554-6147

1950 22' Chris Craft Sportsman. all original, completely restored in 1992. Revarnished and "M" engine rebuilt 1997. full canvas plus cover. stored in boathouse year round. \$20,500 or reasonable offer. Call Bob Parke 315-446-6260

1959 22' Century Raven with 170hp V-8. New upholstery throughout. Fresh Brightwork, paint and antifouling bottom done fall '98. ready for water with tandem trailer. Sacrifice at \$7,500. Call Doug Persee 315-469-3349 Fair Haven, NY



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Visit our website for past issues of Brightwork.

Wanted, Frame lift pontoon boat trailer 22' or 24' Call Barry at 315-682-8909

1948 25' Chris Craft Sportsman. Need restoration, but has all hardware and original leather upholstery. \$4,900. Trailer available. Also 1950s Penn Yan Swift, ski model. needs restoration but is solid without rot. \$750. Call George Seeley 607-547-9330 Cooperstown, NY

Rare 1927 20' Gesswein Sportabout (hull#7) with original 6cyl Van Blerck engine. Twin cockpit with unusual facing rear seats. Brass hardware, leather upholstery. Boat & engine fully restored, both in excellent condition. Trailer included. asking \$40,000 or make reasonable offer. Geno or Barbara Giovannetti, Box 84, Fair Haven, NY 13064 315-947-5532 (E).

1963 13' Penn Yan Swift, stepped hull, 50hp Mercury with trailer \$4,500. also 1959 22' Century Raven, needs restoration, \$2,000. also 1915 (?) 24' Fry launch, built Clayton, NY make offer. also 1957 24' custom built Hubert Johnson cedar lapstrake inboard, 3/4" planking riveted to heavy oak ribs, decks, windshield, coamings and seats; 3/4" mahogany and teak finished with Cetol marine "no sand finish", bottom has Interlux Micron CSC "no sand bottom paint", engine is a 225hp Chrysler Hemi with reduction gear, custom-built bunked tandem axel trailer with brakes and removable uprights. \$54,000 Call George Morse, 315-889-7720 or Box 89, Union Springs, NY 13160

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Non-Chapter Events Calendar

Mar 16-18 National Boating History Symposium in Cincinnati, OH at the Clarion Riverview Hotel. This year's theme is "Beautiful Lines: America's Greatest Boats & Their Designers". Regular registration is \$239 and includes luncheon, dinners, receptions and handout. Contact Laura Prevord or Lou Rauh at the Antique Boat Connection 513-242-0808 to register or for more information. All proceeds will go to non-profit boating organizations.

April 21-22 Chesapeake Antique Marine Engine Meet at Calvert Marine Museum in Solomons, Maryland for info Richard Dodds 410-326-2042 ext 31. or email Doddsrj@co.cal.md.us

May 26-27 Grotto Marina, Rt 415, Harveys Lake, PA 18618 Feature boats- Chris Craft, Lyman, and Glaspar-G-3. Show Chairman William Nash III, 285 East Moyer Rd., Pottstown, PA 19464-1534, Home 610-970-5749, Fax 610-323-9588 email Nashr 455@aol.com

June 9 10th Annual Antique & Classic Boat Show and Open House at the Sodus Bay Yacht Club. Water (\$15) and land (\$10) displays complete with boat parade, awards and flea market.

Registration and information Alice and Ethan Irwin 5787 Sodus Shores, Sodus, NY 14551, 315-483-6104 email irwins@rochester.rr.com

August 10-12 11th Annual Antique and Classic Boat show of the Smith Mountain Lake Chapter at Saunders Parkway Marina, Rt 626, Huddleston, VA To register or for info contact Cindy & Lars Okeson 540-297-8451, C_L_Okeson@msn.com or Dan Holdgreve 540-890-2027, Katedanhold@gateway.net

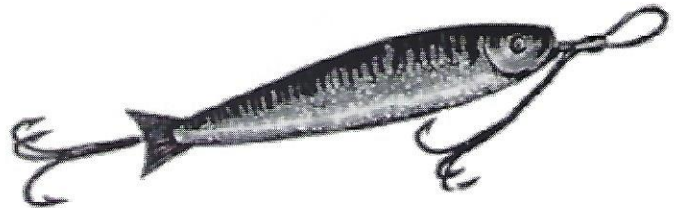
Aug 10-12 Thompson Antique & Classic Boat Rally at Nest Egg Marine in Marinette, Wisconsin on the Menominee River only six miles from Peshtigo, Wisconsin the original Thompson Boat enterprises. For info & registration contact Andreas Jordahl Rhude, 4054 Wentworth Ave. South, Minneapolis, MN 55409-1522, 612-823-3990, email ajrhude@aol.com

Calendar continued...

Aug 11-12 Wooden Boat Festival Orleans Cty. Marine Park Boat rides, free concert, food and more..More info contact Ray Leonard 716-226-2594, email scamtwo@aol.com

Aug 18-19 26th Annual Bob Speltz Land-O-Lakes Antique & Classic Boat Rendezvous at the Treasure Island Resort & Casino near Red Wing MN, Contact 952-934-9522 or toll free 877-636-3111 or BSLOL, P.O. Box 11, Hopkins, MN 55343-0011, www.acbs-bslol.com

Aug 25-28th Annual Antique & Classic Boat Rendezvous of the Adirondack Chapter ACBS at Lake George Village docks, Lake George, NY Contact Maria Johnson, 9 Scott Drive, Ballston Spa, NY 12020, 518-884-2878



Tall Ships Sail Into Oswego Once Again

June 21-25, 2001 will be the Tall Ships only port-of-call in New York State during 2001. It will also be the first of eight of the American Sail Training Association's Tall Ships Challenge - Great Lakes 2001 races from port to port throughout the Great Lakes system. During this time there could be as many as 15 to 20 traditional sailing ships, ranging from 70 to 200 feet in length.

The Tall Ships Challenge - Great Lakes 2001 will be the first of a three-year race and port events series. In 2002 the events will be concentrated on the west coast, and 2003 will be east coast ports. Oswego will have the honor of being the first port of call for the entire three-year event; from there, the ships will race to Toronto, Canada. Boats will be open for tours tentatively on Friday-Sunday for a modest fee. In addition there will be other activities going on in the immediate area. For details visit

www.co.oswego.ny.us/tourism/festival/tallships.html

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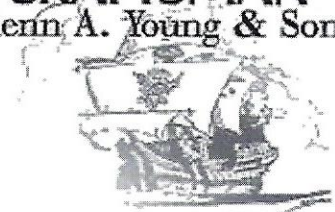
CUSTOM MILLWORK-DUPLICATION OF MOLDING

CUSTOM KILN DRYING-NATIVE HARDWOOD

CLASSIC BOAT REPAIR

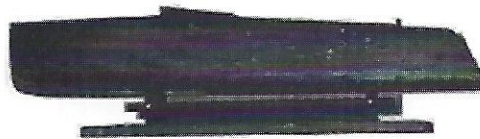
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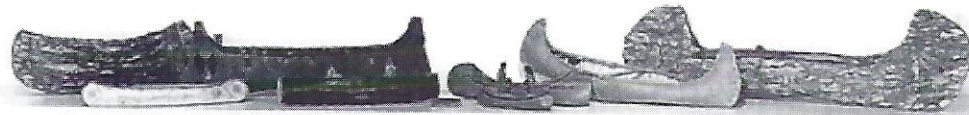


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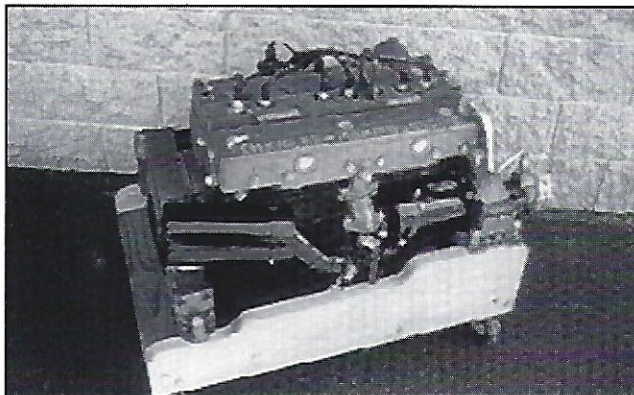


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For those of you who wait to the last minute to register for the Annual Boat Show, please note this year there is a deadline for show registrations to be submitted by: July 17th....

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You spoke we listened...

Every year after the boat show is wrapped up, the various sponsoring organizations have a meeting to discuss the feedback from the weekend. We then address the positive and negative comments and make our plans for the coming year. As a result you will note the following changes in the 2001 boat show.

The launch site will have set hours when help will be available for participants to load and unload their boats. Friday 1300-1700, Saturday 0730-0930, and Sunday 1530-1800. In addition remember to have a spare set of keys for your vehicle, the launch staff will not be liable.

There is a limit on the seating available for Saturday night's dinner thus there will be no cash payments accepted at dinner, you must have reservations to participate in the dinner portion of the evening.

Saturday morning will be coffee and donuts at the registration table area. Sunday will be the usual brunch.

The bus tour first held in 2000 will operate again this year and will be the responsibility of The Skaneateles Historical Society.

The deadline for entrant registrations will be July 17th, so don't put off this important item!

**The Seventh Biennial Antique Motorboating Symposium sponsored by the ACBS
May 18-20 at The Antique Boat Museum in Clayton, NY.**

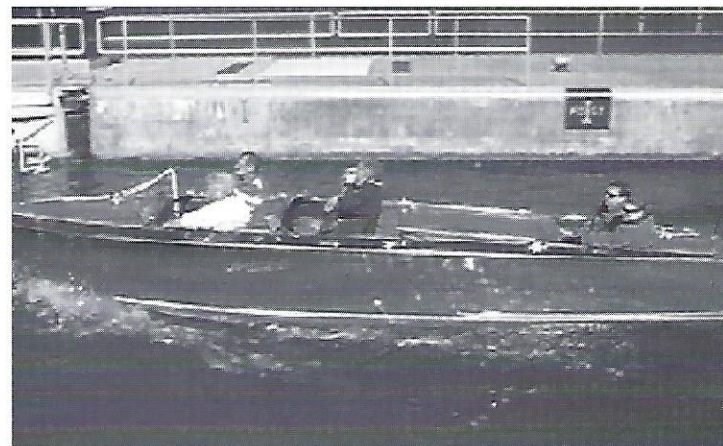
If you are looking for something to do with a long weekend in May, this may be just the ticket. A wide variety of topics will be covered from surface preparation to steaming ribs, to engine maintenance you can do yourself. And if weather permits there will be boating opportunities on the historic St. Lawrence River. If you want the details on the various talks and lodgings available your best bet is to contact the ACBS in Clayton, NY 315-686-2628



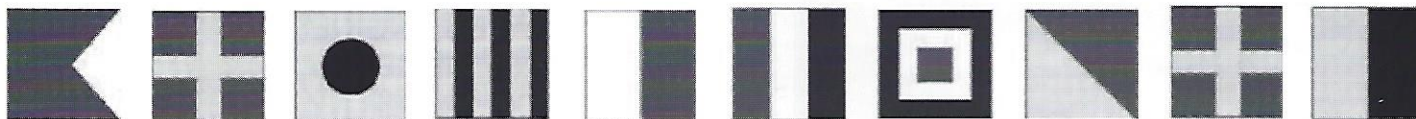
Board of Directors at the Annual Dinner Meeting.



Shirley & Syd Marsden accept the President's Cup award for Ric & Wendy Fetridge



Doug Vittum caught this shot during the fall foliage cruise leaving lock #3 on the Erie Canal



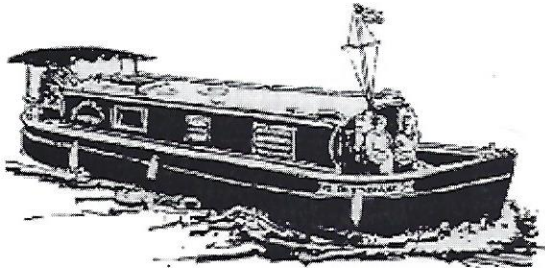
To learn more about nautical flags visit our web site and click on the members section

Looking forward to seeing all our chapter members in Skaneateles, NY this spring for the annual dock installation. Sorry the date was not known at publication time, contact Roger Townsend for more info, Remember "many hands make for light work"!

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Not All Classy Boats are wooden!

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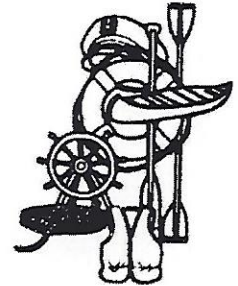
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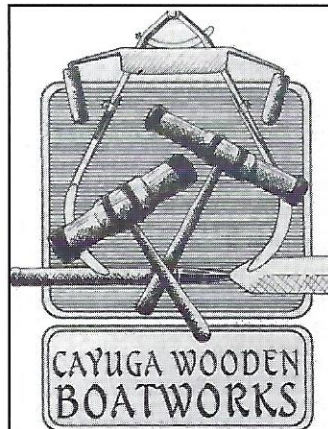
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This photo was taken by Doug Vittum during the FLC Fall foliage cruise in October 2000, as you enter Seneca Falls, NY.

In Praise Of Objects That Need Care

(Condensed from New York Times August Heckscher) Submitted by Dick Sherwood

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“Maintenance Free”- that is the advantage cited for many of today’s products. Not to have to repair, refurbish, repaint or keep up is considered a supreme virtue. But I am not so sure.

Last year I sold a treasured old wooden boat in order to buy a new one made of fiber glass. My friends congratulated me on doing a wise thing, but I began to wonder as spring came around.

When that earlier boat emerged from winter quarters, her brightwork gleaming and her old wooden sides aglow with fresh paint, I would be carried away with joy at the sight. The pleasure was not repeated when I took over my little fiber-glass vixen, her face fixed in a rigid, unchanging smile.

The point is, I really enjoy the extravagance of upkeep. It is certainly more rewarding than buying something new, or possessing something theoretically impervious to wear and tear.

We ourselves change as the years pass. The objects around us should change also - gracefully, as we would like to do, the encrustation of age smoothed over and the weakness inconspicuously redressed. Things that don’t suddenly stop working and become useless.

Acknowledge the pleasure of maintenance and all sorts of secondary rewards open up. Not enough has been said about the kind of people in the trades of refurbishing and repair, for instance. They tend to be old and wonderfully articulate. As I go forth, with a chipped platter or ailing clock, I am likely to find myself face to face with an understanding human being, who knows what the trouble is. And the job is accomplished - along with many salutary remarks on the state of the world.

It is all very well to create, and to recycle, but nothing excels being able to keep the original object, aging but not forsaken.



Ever noticed a scene similar to this at the boat show along the pier...Jim Brennan, Sid Marsden, Jeff Schwenke, Bob Myllymaki, George Morse...and other variations...

Joke of the quarter from The Townsends

You know you are from Upstate New York when:

1. You only have three spices - salt, pepper and ketchup.
2. You design your Halloween costume to fit over a snowsuit.
3. You have more miles on your snowblower than your car.
4. Driving in the winter is smoother because the potholes are filled with snow.
5. You think sexy lingerie is tube socks and a flannel nightgown with only eight buttons.
6. Your back porch serves as a freezer six months of the year.
7. You actually get these jokes and repeat them to your friends!

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Some just go down.



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ourselves. So if
you're comfortable



Internet News

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People contact our web site daily researching all kinds of projects and asking all kinds questions. Here's one that was addressed to all our members. If you know of this boat you can drop the family an email.

The Sans Souci was purchased by our aunt and uncle, Edward and Alice Betts, from Syracuse Mayor Hanna about 1940 and moved to the Albany (N.Y.) Yacht Club on the Hudson River. We never received much information on it from our relatives nor of its final disposal. My brother, cousin and I are putting together a family history and all we have on this vessel is its name and this photo. Does this photo mean anything to your members? Sincerely, Lawrence D. Sheely Zephyrhills, Florida email lizlar12@gte.net

Dave Van de Laar is the grandson of Howard Shepherd, founder of Shepherd Boats of Canada. He started a website to gather information on the company.

You can visit his site on the internet and share information at www.shepherdboats.com



This boat should look familiar to many of our members, although it make take you a minute to recognize the driver. Yes it is Kate Smith behind the wheel of Shady Lady. Included in FLC's webpage is a current picture of Shady Lady. An owner of another of Kate's boats saw the photo and offered Jim this wonderful vintage shot. Visit Speed Boat Classics and see Kate Smith's other boats at <http://www.speed-boatclassics.com/>. The photo of Kate Smith, is courtesy of Kate's biographer Richard K. Hayes, www.katesmith.org/. Isn't it amazing the information available and the smallness of the world with this tool the internet. Why not try using it for your own research.

Thank you Doug Vittum, Bernie Clapp and Deanne Townsend for emailing us photographs to use on the website and in Brightwork, but we still need more quality photographs. On the internet we can keep them in full color, while changing them to black & whites for use in the newsletter. Email is also a great way to send us articles, editorials, links of interest and any other questions or information. We welcome chapter member's insight and input into making FLC's website informative and entertaining. R./web guy

Winter Workshop

The morning started out clear and cold, but this did not deter members from the various local chapters of the ACBS from attending the winter workshop at the Cayuga Boatworks in Ithaca, NY. Thank you Dennis Montgomery for hosting our gathering.

The large crowd was greeted with bagels and coffee and even soda for those cold caffeine drinkers. All of the scheduled speakers were able to attend and provided very interesting lectures with question and answer periods.

The Boat Yard Grill opened up just for lunch for our group. So everyone made the very short walk to the recently completed restaurant for sustenance and gossip. The Grill is aptly decorated with antique boats from raceboats of both the gasoline and manpower kind to a canvas canoe and other wooden boating artifacts. The view was lovely and an enjoyable time was had by all. There are 16 boat slips for people looking for a place to dine while out boating at the southern end of Cayuga Lake.

Interlux representative Pete Mathews provided detailed information on the various interlux products and their uses in antique boat restoration. He confirmed people are trying to create too perfect a finish on the boats they are restoring. Basically these boats were never finished to the levels we are seeing today and we cannot expect the paints and varnishes to perform to the standards we are setting. (This works for me and the occasional bug that becomes part of my every varnish job.) He then hopped into his car for the drive back to MI head on into the snow and ice storm (brave man).

John Albanese, owner of the Thomas Foundry in Dewitt was very helpful answering everyone's questions about having those one of a kind pieces cast. Even his prices sounded good.

Chris Mattoon of Berkshire Wooden Boat and his son came with a wealth of information on the whereabouts of a number of Fay & Bowen Boats. By the way they did a lot of the work in the Boat Yard Grill where we had lunch.

Sorry, I missed Duncan Remington's talk on setting up a well functioning restoration shop, but I know everyone was pleased with the variety and quality of lectures. Congratulations Bruce Hall, on a job well done. Thank you to all the volunteers!

Spring is dock repair time!!

The following may be of some use in your work.

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When setting up your dock or buoys for the boating season, tire anchors can be a very good way to go. These anchors are made from concrete and old tires. They are environmentally friendly as both hold up well in the water. Also they are easy to move until put into place as all you do is tip them up onto the treads and roll them into place. Since most places now have a fee for disposing of tires, it should be easy to obtain all you need free of charge.

To make a tire anchor, lay the tire on a flat surface (a polyethylene ground sheet makes clean up a breeze) and fill the tire with concrete (a premix is easiest). While the concrete is still wet insert a strong metal hook, for anchoring the tire anchor in place. A heavy duty 3 or 4 inch U-bolt works great. If you attach the U-bolt to a brace it will create more surface area and help to prevent it from being pulled out under stress. Typically a 14" car tire anchor with three 66 pound bags of premix will result in a 200 pound anchor. Use a 15" tire and four bags of mix and your anchor will be approximately 275 pounds. You can even group a couple together if you need a mooring weight.

For more ideas on dock building and maintenance try the Dock Manual by Max Burns, it has great drawings and very practical advice.



In case some of you were wondering the flags on page 9 spell Brightwork. See you next issue!

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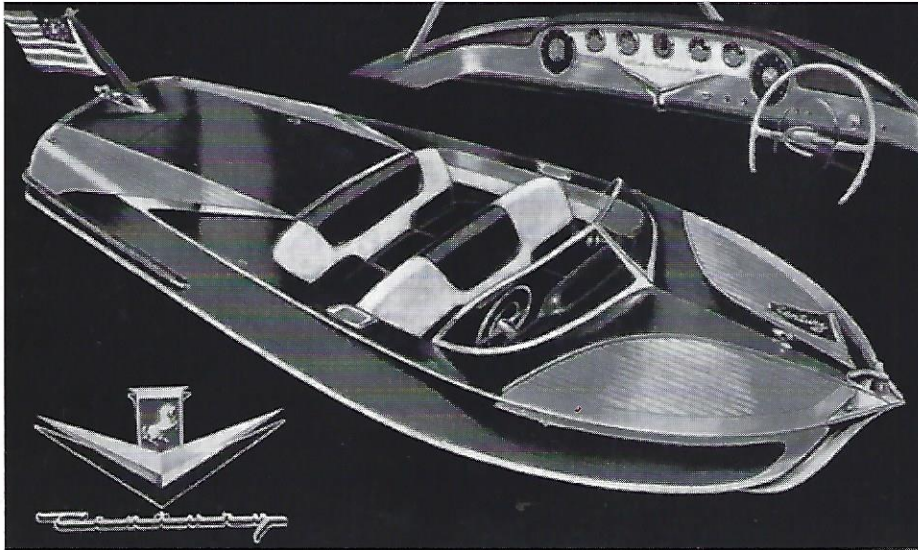


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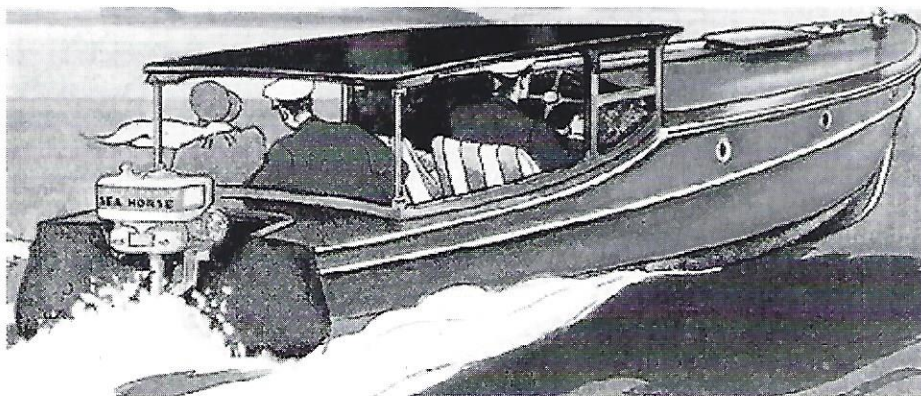


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