



Brightwork



Volume 16, Issue 1

Newsletter of the Finger Lakes Chapter, ACBS

March 2006

Ninth Annual Joint Chapter Dinner Meeting Sat., April 22nd

The Ninth Annual Joint Chapter Meeting of New York State ACBS Chapters is scheduled for April 22nd at the Ramada Inn on the shore of Seneca Lake in Geneva, NY. This get-together of antique boaters has developed into an annual ritual and one that marks the beginning of the year's boating season. It's a great way to reconnect with the area's fellow antique boaters after a long winter.

Sam & Jean Rivoli of the Thousand Islands Chapter are organizing this year's event and they have arranged to have **Tony Mollica** as the after-dinner speaker. Tony's latest book is on Dodge Boats and his slide presentation will cover the topic, *Horace Dodge and the World's Largest Boat Factory*.

Rather than assuming a prominent position building automobiles, young Horace Dodge chose to focus his energy on building popular boats. Financed by the Dodge family's enormous wealth, Horace, Jr. was able to have an immediate impact on the boating world. His approach to boat-building was nothing short of sensational. When he opened the World's Largest Boat Factory in Newport News, VA, he introduced the most spectacular fleet of runabouts in the entire marine industry. It's a story you won't want to miss!

A social gathering with cash bar will begin at 5:30pm, followed by a prime rib buffet at 7:00 pm. Dinner is \$30.US per person and reservations must be received no later than April 15th. Reservations must be limited to 200 and special dietary needs can be accommodated.

Please use the Dinner Meeting Reservation Form on page 6 and include it with your payment.

For those who may wish to stay overnight, rooms are available at the Ramada for as little as \$69.US per night. Call the Ramada at 800-990-0907 or 315-789-0400 for reservations and mention the Antique and Classic Boat Society to obtain the preferred rate.

FLC Spring Cruise on Canandaigua Lake Sat., June 3rd

The Seneca Indian name, Canandaigua, has been translated as "a place selected for a settlement" and as "the chosen place." In our case, it's the chosen place for the Chapter's Spring Cruise!

Canandaigua Lake is 15½ miles long, one and a half miles wide, and has a shoreline of just under 36 miles. It is the fourth largest of the Finger Lakes, located west of Seneca Lake and north-northwest of Keuka Lake. The village of Canandaigua is situated at the lake's north end, 15 miles due west of Geneva on combined routes US 5 & 20.

Plans call for launching by 10:00am at the NYS Marine Park boat launch on the northwest end of the lake and cruising down the west side past several beautiful homes as far as we wish to go. We'll then cross to the east side of the lake and head north until we reach Thendara Inn (six miles south of the launch) where we'll stop for lunch at the Thendara Boat House. Checkout the Inn at www.ThendaraInn.com Lunch will be ordered from the menu so reservations will not be required.

After lunch and a stroll through the Inn, we'll continue north to the launch for haul-out.

To help with planning, giving the restaurant an indication of how many to expect, etc., please let **Janice Miller** know of your plans to participate in the cruise not later than May 31st. She would like to know the number of people in your party and whether or not you're planning to take your boat. Even if you do not have a boat ready to go, please plan to come along anyway. We'll find seats for everyone.

Janice can be reached at 315-496-2924 (E), 315-685-0641 (D), or via e-mail at jmillerarch@adelphia.net

See page 2, for more information about the Spring Cruise and directions to the launch site.

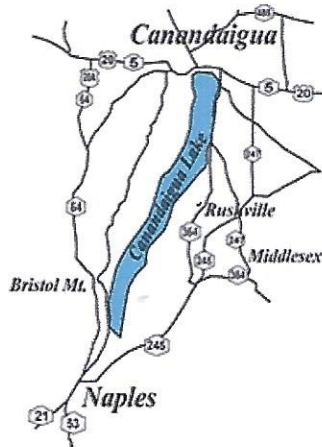
Hope to see you on Canandaigua Lake on June 3rd!

FLC Spring Cruise on Canandaigua Lake



NYS Marine Park Boat Launch at Canandaigua Lake

The entrance to the launch is located just south of the intersection of combined Routes 5 & 20 and combined Routes 21 & 332. It has three double ramps and ample parking for vehicles and trailers. There is a \$6.00 launch fee that is standard for NYS Parks. At right is a map showing routes in the Canandaigua area.



To make the cruise a bit more interesting, **Janice Miller** is attempting to put together information about some of the homes and summer places on the lake; e.g., Humphrey Bogart's parents once owned one of the points on the west side, and today, members of the Wegmans family and Tom Gallisano have their "cottages" along the west shore.

Mt. Dora Boat Show

Many antique boaters make an annual trek to Mt. Dora, FL and the Sunnyland Chapter's Annual Boat Show. This year it will be held over the weekend of March 23-26.

FLC Director **Bernie Clapp** is planning to be there and invites any other FLC members who are going, to contact him so that a get-together and maybe even a rendezvous for dinner might be arranged. Bernie can be reached at 315-625-4568 or via e-mail at bernylc@a-znet.com

Front Cover: US Ensign on the stern-pole of a 1961 Century Coronado, shown here in recognition of Memorial Day, May 29, 2006. Memorial Day was begun in 1866 in Waterloo, NY, right here in the heart of the Finger Lakes.



Thendara Boat House Restaurant



Looking north toward Canandaigua Lake and Bare Hill

Dock Installation Day

Sat., June 10th

Please mark your calendars and set aside a couple of hours on June 10th to lend a hand installing the Boat Show docks at Clift Park in Skaneateles. Work will get underway at 9:00am, and with the great cooperative effort that has been displayed in years past, the entire job should take only about four hours. If you're the get-in-and-get-wet-type, be sure to take your wet suit. Steel toed shoes and a hard hat will be good ideas also.

Coffee, donuts and cool refreshments will be provided by area merchants, and great camaraderie will be provided by everyone looking forward to another boating season. Because the Chapter's Annual Boat Show depends on the use of these docks, it would be wonderful to see a large turnout of Chapter members.



2006 Calendar of Events

Sun., March 19	FLC Board of Directors Meeting	Sherwood Inn, Skaneateles, NY
Sat., April 22	Joint Chapter Meeting	Ramada Inn, Geneva, NY
Sun., April 23	FLC Board of Directors Meeting	Sherwood Inn, Skaneateles, NY
Sun., May 21	FLC Board of Directors Meeting	Sherwood Inn, Skaneateles, NY
Sat., June 3	FLC Spring Cruise	Canandaigua Lake
Sat., June 10	Dock Installation Day	Skaneateles Lake
July 14-16	Wine Country Boat Show	Hammondsport, NY
July 28-30	FLC Boat Show	Skaneateles, NY
August 3-6	Antique Boat Museum Boat Show	Clayton, NY
Sat., September 20	FLC Fall Luncheon Cruise	Judge Ben Wiles, Skaneateles Lake

Sept 30

Memberships

“Welcome Aboard” to the following new FLC members:
Craig Benson of Dewitt, NY

Daniel Garnsey of Ocean Ridge, FL

Chapter memberships now number 165. Many thanks to everyone for renewing their memberships for 2006.

Enclosed with copies of this issue of *Brightwork* sent to FLC members, is the Chapter’s 2006 Membership Roster. It is in a new smaller format designed to easily slip behind the front cover of the ACBS Annual Directory for ready reference. As before, quarterly Addendums listing new memberships will be included with future issues of the newsletter.

Passages:
FLC Member
Eleanor Babcock
Wife of Don Babcock
February 26, 2006

Finger Lakes Chapter, ACBS

<u>President</u>		
Rob Kidd	315-635-6187	
<u>First Vice President</u>		
Janice Miller	315-496-2924	
<u>Second Vice President</u>		
Brad Wirth	315-673-0134	
<u>Third Vice President</u>		
Jack Gifford	315-382-2831	
<u>Fourth Vice President</u>		
Bill Gregory	315-685-7646	
<u>Treasurer</u>		
Shirley Marsden	315-253-7505	
<u>Secretary</u>		
Teddi Myllymaki	315-635-3634	
<u>Directors</u>		
Tom Carman	607-754-4181	
Bernie Clapp	315-625-4568	
Dave Freund	315-469-7222	
Bob Myllymaki	315-635-3634	
Dick Sherwood	585-265-1518	
Bill Stinson	315-497-2076	
Steve White	315-685-0252	
<u>Directors At Large</u>		
Arnie Rubenstein	315-637-8522	
Diane Schwenke	315-675-9755	
<u>Immediate Past President</u>		
Jack Miller	607-749-7173	
<u>Membership & Newsletter</u>		
Dick Sherwood	585-265-1518	
<u>Ship's Store</u>		
Lisa Wirth	315-673-0134	
<u>Past Presidents</u>		
Roger Townsend 1998-2003	George Zeth 1987	
Scott Buehler 1998	Jim Brennan 1984-1986	
Arnie Rubenstein 1996-1997	Bob Myllymaki 1982-1983	
Dick Sherwood 1992-1995	Syd Marsden 1979-1981	
Susan Buehler 1988-1991	Ford Knight 1977-1979	
<u>Founders</u>		
Jim Brennan	Fred Curry	Jerry Feltus
Ford Knight	Syd Marsden	Richard Morehouse
Dick Wyckoff		George Zeth

Brightwork is the quarterly newsletter of the Finger Lakes Antique and Classic Boat Society Chapter, Ltd., aka the Finger Lakes Chapter of The Antique and Classic Boat Society, Inc., and is published for the benefit of Finger Lakes Chapter Members. Publication dates are March 1st, June 1st, Sept. 1st and Dec. 1st. Questions, articles for publication, letters to the editor, noncommercial ads, etc., should be sent to Dick Sherwood, 1734 Lake Rd., Webster, NY 14580 or flcboats@aol.com; Ph. & Fax 585-265-1518
Commercial ads should be sent to Dave Freund, 3818 Abbey Rd., Syracuse, NY 13215 or dfreund@twcny.rr.com; Ph. 315-469-7222 (Eve); 315-437-3367 (Day)

President's Message

Dear Members,

First, I'd like to acknowledge the fine job that our immediate past President **Jack Miller** did during the past term. I'll do my best to maintain the positive, friendly tone that Jack brought to the office.

The Sherwood Inn did their usual outstanding job of hosting our Annual Dinner Meeting again last November. During the invocation before dinner, we were reminded of how our boats brought us together and that our friendships have kept us together. Speaking for myself, I know that I wouldn't have had the opportunity to meet so many fine people from so many places were it not for our common interest in old boats.

I'd like to remind everyone that our monthly Board Meetings are always open to any member who wishes to join us, including Sunday dinner afterwards. The Sherwood Inn provides us with our own area separate from the main dining room so you don't have to dress formally. We order from the Tavern Menu which features moderate prices and the Sherwood's own Yankee Pot Roast – my favorite! You'll find the meeting dates for the next three months on page 3 of this newsletter. Hope to see you at the Sherwood on a future meeting date.

In what has become an annual rite of spring for antique boaters in the upstate New York area, the Joint Chapter Dinner Meeting is scheduled for April 22nd. This year the Thousand Islands Chapter is the organizing chapter and they have recruited noted book author and avid antique boater, **Tony Mollica**, as the speaker. ACBS members from the Adirondack, Finger Lakes, Niagara Frontier, Thousand Islands and Wine Country Chapters will meet at the Ramada Inn in Geneva for an evening of good camaraderie, good conversation and good food with old and new friends in the antique boating community. More details are located on the front page of this newsletter.

Our 1st Vice President **Janice Miller** has organized another Spring Cruise for our enjoyment. This year we will be touring Canandaigua Lake which features a number of interesting homes and of course, beautiful scenery. To add to the fun, we're inviting members of the Wine Country Chapter to join us. This will be a nice opportunity for us to get acquainted with some new antique boaters as we catch up with familiar faces. For those unable to bring a boat, call Janice to see who has seats available in their boat for you to take. Remember that after the cruise you might want to allow some time to visit the village of Canandaigua or spend some time at nearby Sonnenberg Gardens. Hope to see you there. Again, look for details on pages 1 & 2 of this newsletter.

Sincerely,

Rob Kidd, President, Finger Lakes Chapter, ACBS

Don't forget to visit the ACBS web site at www.acbs.org and the FLC web site at www.flc.org

Letters to the Editor

Dick,

I wanted to acknowledge your hard work and dedication regarding the Finger Lakes Chapter newsletter. Excellent job as usual, the December edition is another outstanding publication. I look forward to the large white envelope with the RD Sherwood return address label. When I see the large envelope and the return address, it is the first piece of mail I open and immediately read.

As a member of FLC, I truly appreciate your effort. I am sure countless hours are spent on editing and assembling the newsletter.

Merry Christmas to you and your family.

Sincerely,

Tom & Barbara Nicholas

Many thanks to Tom & Barbara for their appreciative comments. It's good to hear from readers and to learn of their interest in this newsletter. Comments and suggestions on content, format, size, and how to make the newsletter better and more interesting are always welcome. –Ed.

The following note is a follow-up to the letter from Don Babcock which appeared in the last issue of Brightwork and was not completely answered. It had to do with what happened to the Pat II after it left Mid-Lakes Navigation.

Dick,

I believe Don Babcock is correct (*Pat II* is owned by **Charlie Snelling** of Estrelita Island in the Thousand Islands).

According to **Peter Wiles Jr.**, the *Pat II* was given to Uncle Sam's Tours in Alexandria Bay to be used in their business. Apparently, it required too much to satisfy the Coast Guard for its continued use as a passenger vessel. The engine had been removed prior to turning it over to Uncle Sam's and that engine became one of the engines in the *Barbara Wiles*.

Charlie Snelling didn't say how he got it. I did speak with him and he stated that it was in a barn in the Alex. Bay area. He invited me to take a look at it and I plan to do so once the weather co-operates. I also spoke with Don Babcock and he has apparently discussed it with the grandson of the Comstock who built it.

Hope this helps. You're invited to tag along with me when I go.

Bill Stinson

Editor's Note

Many thanks to all who have contributed articles, photos, ideas and suggestions for this and past issues of *Brightwork*. Those contributions have greatly added to the substance and diversity of this newsletter, and they have made the job of producing it that much easier. I look forward to additional contributions in future editions. –Ed.

Did You Know...?

...that William Seward, Secretary of State under President Lincoln and a native of Auburn, NY, is often quoted as saying, "...that Skaneateles Lake is the most beautiful body of water I have ever seen."? Thanks to some sleuthing by a member of the Skaneateles Historical Society, it turns out that Seward went to Skaneateles in 1870, and delivered a speech in which he actually said, "Your own Skaneateles was the first lake I ever saw. I have since seen many in North America, and indeed not a few elsewhere. Nevertheless, I still think that your little lake with the smiling village of Skaneateles reflected in its blue waters is about the finest one I know." High praise from a highly-respected international statesman.

...that FLC member **Morley Smith's** story about the unusual boat he built, *Miss Conception*, appeared in a six-page article in the November/December 2005 issue of Classic Boating magazine?

...that the Manotick Classic Boat Club (Manotick Chapter, ACBS) invites you to take your boat to Ontario, Canada for a cruise on the beautiful Rideau Canal System from August 7 to 11? That's the week between the Antique Boat Museum's Boat Show in Clayton and the Manotick Chapter's Boat Show at Long Island Lock on the Rideau Canal. For more information call Ron Jolley at 613-692-2273 or e-mail him at jelleys@sympatico.ca

...that the Winter 2005 edition of The Brass Bell, the official publication of the Antique Boat Club headquartered in Tallahassee, FL, carried color coverage of last year's FLC Boat Show prepared by **Bill Locke** whose 1941 Chris-Craft, *Barrelin*, won first place in the Antique Runabouts category? Thanks, Bill, for the well-written and complimentary article.

...that as of Feb. 28th, FLC is in 3rd place in the competition among ACBS chapters to sell the most Tahoe raffle tickets? See page 14 of this newsletter. Odds are very favorable, tickets are \$50. each and only 2000 will be sold! Have you got yours?

...that a wooden boat side-car with its own engine and steering wheel was seen at a recent motorcycle sidecar meet? Do you suppose it floats? Should be easy to launch!



Here's An Idea That Needs Your Attention!

ACBS Director **Jim Shotwell** has a company, James Craft Corp., that builds exact reproductions of the Chris-Craft Kit Boats of the 1950s. There are seven different kits for boats ranging from 8-ft. to 14-ft. in length. Pictured below is a finished 14-ft. Zephyr which is a beautiful boat even without the model in the driver's seat!



Here's the idea:

If the Chapter were to acquire one of these kits, is there any interest on the part of chapter members to get involved in building one of these boats in a location somewhere in the Skaneateles area. About 100 man-hours are required to assemble a kit.

This would be a hands-on project which could help members who are uncertain about their ability to tackle a boat-building or restoration project, gain some first hand knowledge, experience and confidence in undertaking such work on their own. Identification of an experienced team-leader, location of space, cost of rental, use of tools, insurance and specific times for work have not been sorted out pending a level of interest.

The finished boat would belong to the Finger Lakes Chapter and would probably be auctioned off to the highest bidder after being shown in a Chapter Boat Show. An alternative idea would be to raffle-off the finished boat at a Chapter Boat Show. Proceeds from either approach would be for the benefit of the Chapter.

Please let your editor know of your interest (585-265-1518 or e-mail at flcboats@aol.com), and if there is enough, your Board of Directors will work out details on how to proceed with the project. Without sufficient positive response, this whole idea will probably fade away.

Ice Boating, Anyone?

We had the best of intentions, but mother nature had other ideas. With a week to go, no ice on the lake and a weather forecast predicting temperatures above freezing, the FLC Board of Directors took the hint and canceled plans for a day of iceboating on Feb. 25th. Maybe next year?

Renewed Emphasis on Best Original/Best Preserved Boats

At this summer's FLC Boat Show, an award for the Best Original/Preserved Boat will be given to the boat that achieves the highest combined score using both the traditional ACBS guidelines (for the type of boat being judged) and also the additional criteria delineated below.

Because each candidate boat will have a different degree of originality and combination of replacement materials, some judgment must be used to rank them. It is not intended that the award should be given to deteriorated, original boats that can only limp to a dock and be kept afloat with multiple pumps. Candidate boats should be high-scoring boats as well as original. The Boat Show Committee and the judges will have to decide whether a candidate boat is sufficiently original to warrant this award and how to decide among different degrees of replacement.

Because candidate boats will be judged according to appropriate ACBS guidelines for the type of boat that it is, the condition of an original boat is important. In addition to the ACBS judging rules, the following criteria will apply:

1. Owners must choose to be eligible for this award and they must be present during judging to answer judges' questions about their boats.
2. Owners will be asked to verify the originality of their boats and boat components. Judges will trust the owners' words.
3. Boats eligible for this award must be useable. They must float and unless there is no dock space at the boat show, they must be displayed in the water. Boat engines must be operable and may be verified by the dockmaster or judges or by prior firsthand knowledge.
4. Any material that was installed by the original builder (wood, hardware, upholstery, etc.) is preferable to replacements unless the original would render the boat unseaworthy. Despite that exception, deviations from original material and construction methods will be cause for point deduction. Condition

of original materials will be evaluated using traditional ACBS guidelines.

5. Although historical documentation is not necessary, these materials add value and credibility to the boat.
6. Props and decorations will not be considered by the judges.
7. Owners will be asked to verify the originality of decks, hull, bottom, interior and transom wood. If some wood has been replaced, owners will be asked to what extent and by what technique(s). Originality, quality of repairs, methods of construction, and extent of replacements will be evaluated together for this element.
8. Quality of finishes will be evaluated according to ACBS judging rules.
9. Owners will be asked to verify originality of instruments and hardware. If replacements are present, owners will be asked whether they are duplicates of the originals, modern replacements or reproductions. Original or original replacements will prevail.
10. While maintained and preserved original upholstery and flooring are always preferred, it is unlikely that they will be found on many boats. Therefore, replacements with duplicates of original materials will be accepted. Such replacements will not disqualify a boat from this award, but the rare original will prevail.
11. Engine conditions and replacements will be evaluated according to ACBS guidelines. Original serial number engine will prevail over an exact replacement.
12. In case of ties, older boats will win.

After the FLC Boat Show, a photograph of the winning boat and its owner with attendant information will be sent to ACBS Headquarters for recognition in the ACBS RUDDER.

Ninth Annual Joint Chapter Dinner Meeting Reservation Form

Please return this form with your payment not later than April 15th to:

Andrea Costanza, 87 Whitestone La., Rochester, NY 14618

Name(s): _____

Address: _____

Telephone: _____ - _____ - _____ Chapter: _____

Special dietary Needs: _____

Number attending dinner: _____ X \$30./person = \$ _____ Total enclosed

Boating on the Bay on a Cold and Wintry Day

By Tom and Joe Frauenheim --Two Brothers With Slightly Different Recollections

While this story incorporates less than the best good-boating practices, it is the kind of escapade that many antique boaters can relate to and one particularly appropriate for the season just past. Many thanks to Barbara Giovannetti for suggesting this article, and to Tom and Joe Frauenheim for putting their recollections together. – Ed.

This story is a typical example of how a nightmarish experience can, over time, turn into an exciting adventure, inevitably embellished more and more as the years go by. Our family owned Jafco Marine in Buffalo in the mid 1980's, and we had taken a 1939 20-ft. Gar Wood in trade from Steve Giovannetti.* I had inspected the boat weeks earlier on a beautiful sunny afternoon at Steve's home on Little Sodus Bay at Fairhaven, NY on the south shore of Lake Ontario. The boat was hanging in his boathouse and had not been in the water or used for many years.



It was about December 20th and we had just completed the hoisting, storage and winterization of boats at the marina when word came down from the office to "go get the Gar Wood at Fairhaven." The weather in Buffalo was cold but none of us gave any thought to "lake-effect snow" or low water levels in eastern Lake Ontario.

My brother, Joe, was in town from Seattle, so I rounded him up to take one car with our workboat in tow and I would take another car with a trailer for the Gar Wood. I also managed to talk Bob Wolinski, one of our customers, into an afternoon of "fun." We left the marina about 1:00pm hoping to make the one and half hour trip down the New York State Thruway and back without problems.

The temperature was in the mid 20's and our trip was uneventful until we got just east of Rochester where we started running into snow. Arriving at Fairhaven in a snowstorm, we proceeded to the launch ramp to get our outboard workboat afloat and use it to tow the Gar Wood back to the ramp. Lo and behold the bay was frozen and the water level was way down! But we had come too far to go back empty handed, so we backed the workboat and trailer onto the ice until it broke through.

Joe kept smashing the ice with the workboat until we opened a path heading for the boathouse about three-quarters of a mile away. We hadn't brought hats or gloves and it was getting really cold. Our "topsiders" were soaked and the snow kept blowing, limiting visibility. It took us about an hour to travel that three-quarters of a mile across the bay!

Meanwhile, Bob had driven his car down to the foot of the bay to the boathouse and had started to lower the Gar Wood in its hoist. To our surprise there was almost no water in the boathouse!

Figuring we had to try something, we rigged up a way to pull the boat out of the boathouse as we also lowered it toward the water. With a lot of luck, we managed to get it into the water, free of the boathouse dock and headed back to the launch ramp. Joe was in the workboat towing the Gar Wood,

I was aboard the Gar Wood, and Bob had driven back to the ramp to get the trailer ready.

It was slow going. Wind and snow were getting worse and darkness was setting in. I had been on the forward deck of the Gar Wood most of the time but later realized a check of the bilge was in order. With snow on the deck, shoes slippery and feet wet I slid my way back to the cockpit and opened the bilge. "She's going down!" I yelled to myself. The bilge was filled with water and water was coming up over the floorboards. We had no pump, no battery and the ramp was still a long way off. As the snowstorm blasted us in the face, I stood on the engine box to keep my feet out of the water, thinking, "What the heck are we doing here?" We had no choice but to keep going.

Everyone was soaked and cold as we finally made it to the ramp. Fortunately, the ramp was deep enough to allow us to float the boat onto the trailer, bilge water and all. We pulled the Gar Wood out and moved the second car and trailer into position to pull the workboat out. Poor Joe. No sooner had we gotten the workboat out of the water than he spotted a flat tire on his car! With no hat or gloves and soaked to the skin, he had to get the jack out, lift the car and change the tire in what seemed like blizzard conditions. We gave him a hand, but still...

Soon we were back on the road with the car heaters going full blast. The snow continued with good accumulation until we

neared Rochester where we finally left the lake-effect snow band behind.

It's hard to explain to people what we went through that December day, but looking at the picture brings it all back to me. Years have passed and the memories are replaced with "adventure stories" about "remember the time at Fairhaven!"

Sure, go back east for a few days and visit with the family. Tom says come on down to the marina and help me pick up this Gar Wood.

Then it's, "You drive the car with the workboat and I'll follow with the empty trailer." There goes the quality time together! I do not even bother to look to see if there is a license plate or lights on the trailer because I know better. The snow begins at Rochester and the cold...

Tom says take the workboat to the launch while he goes to get the boat dropped in the water at the boathouse. So the water is a little "stiff" at the launch but it breaks when I back in on it and splash the workboat. There is some sliding around getting the trailer back out but now I'm ready to go. Of course, I have all the required safety gear – a broken oar and half a tank of gas!

The ice is too thick to break by running through it, so I run the workboat up on top of it, move to the front and make the ice break under the added weight – back and forth, running around the workboat, breaking a wide enough path for both boats to come back. No need to worry about shearing the pin in the outboard's prop because I have no tools anyway (?).

I'm not paying attention to Tom as I'm more concerned with getting to the boathouse. When I get there, they explain that they had barely gotten the boat out of the boathouse due to the low water. Off we go to the launch through the floating cubes with Tom saying that I better hurry up as he is taking on water and doesn't have a pump.

We are pretty cold by now and really get our feet wet getting the boats on the trailers. Then, as I pull the workboat out of the water, the rear tire on the station wagon goes flat. Get out the jack, change it and on our way.

So back to the marina in the dark and then back to Seattle with a good Buffalo cold!

- Steve Giovannetti was an active member of the Finger Lakes Chapter who suddenly and unexpectedly passed away in 1994. This article was prompted by a recent note from Steve's mother, Barbara, in which she suggested there might be an interesting story behind the photo on page 7. Barbara Giovannetti remains a member of FLC and annually sponsors the Steve Giovannetti Award for the best land display at the Chapter's Boat Show.

The Gar Wood had several owners in Buffalo before being sold to a family on Harvey's Lake in Pennsylvania. By the way, the boat's name at the time of this escapade was

Jackstraw.

ACBS & FLC MEMBERSHIP APPLICATION

Name(s) _____

Address _____

City _____ State/Prov. _____

Postal Code _____ Country _____

Eve. Phone _____

Day Phone _____

E-mail Address _____

Dues (in US \$)	ACBS	FLC
For individuals under age 21:		
Annual Junior (JM)	\$15.	\$5.
Junior Life (JL)	\$500.	
For individuals, their spouses/partners and any children under 21:		
Annual Adult (AN)	\$35.	\$15.
Adult life (LM)	\$750.	
For organizations (by business name):		
Annual Associate (AM)	\$100.	
Associate life (LA)	\$1500.	

Type of ACBS Membership _____ Dues \$ _____

Type of FLC Membership _____ Dues \$ _____

Total Amount \$ _____

For Junior Memberships, date of birth: ____/____/____
(At age 21, Junior Memberships automatically become Adult Memberships.)

BOATS OWNED

Year _____ Builder _____

Model _____ LOA _____ Hull # _____

Engine Make _____ # Cyl. _____ HP _____

Boat Name _____

(Please list additional boats on a separate sheet.)

Send this form and Total Amount to:

ACBS Headquarters

422 James St.

Clayton, NY 13624

Ph.: 315-686-2628

Fax: 315-686-2680

hqs@acbs.org

Log of the WAWA (continued)

Background

This article covers the second leg of an extended trip taken by the *WAWA* and its crew of four. The first leg of the trip went from Port Henry, NY, up Lake Champlain, through the Richelieu River to Montreal, down the St. Lawrence to the Thousand Islands and back to Port Henry. That part of the journey is shown as a dotted red line on the map at right.

This part of the trip covers travel from Port Henry, south through the Champlain Canal, down the Hudson to New York City, around Staten Island to the Raritan River and the Delaware & Raritan Canal, across New Jersey to the Delaware River, up the Delaware Canal to Easton, PA, down part of the Lehigh Canal to Allentown, PA before reversing course to return to Troy, NY to enter the Erie Canal, winding up in Tonawanda, NY at the western end of the Erie – indicated by the solid red line on the map.

Since publishing the first article in the December 2005 edition of *Brightwork*, some sleuthing for more information about the Log was undertaken with considerable success! A call to **George Morse** of Union Springs provided direction to **Neil Young** of Seneca Falls who provided an out-of-date e-mail address to **Bill Stine** of Lancaster, PA. That was followed by a call to “information” and a conversation with the telephone company’s computer which, believe it or not, provided the correct phone number for Bill Stine. Subsequent conversations with Bill and his brother, **Charley**, provided even more information about the *WAWA* and its crew, primarily because Bill and Charley are great-grandsons of Captain Strouse! See page 13. –Ed.

Wednesday, August 24, 1910

Left Port Henry with Charles Holms. Ran to Whitehall¹. Locked through about dark and tied up during the night. A [word unclear] put us in a pocket but by pushing out the last boat, we got out and ran along the [apparently this sentence is unfinished]. Tied up to a tug. Got 30 gallons of gas at 15¢.

Thursday, August 25, 1910

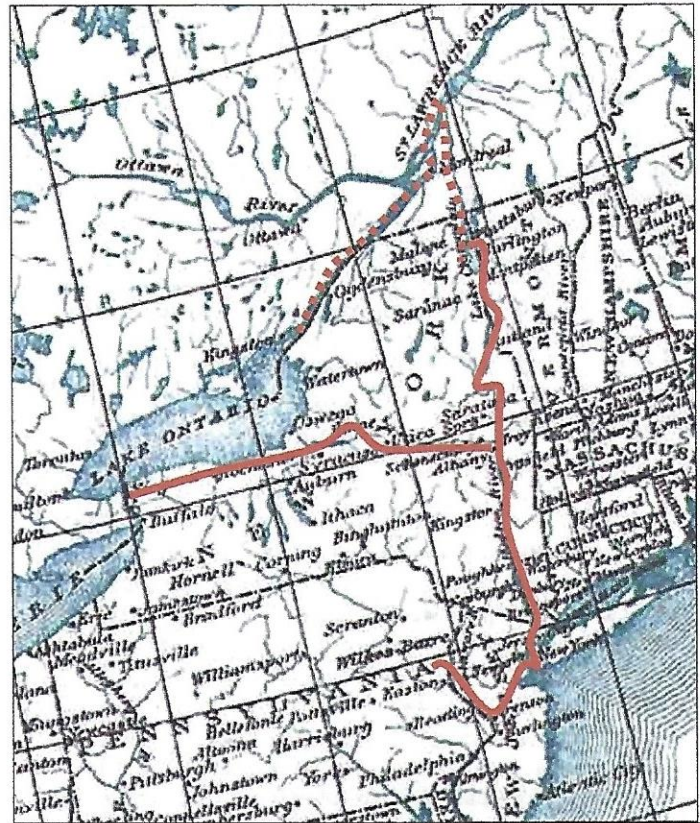
Started from Whitehall at 4:30 a.m. and ran to Mechanicville² about 6 p.m. Towed the Delta Minnich of Whitney stores. From Whitehall to Albany good run.

Friday, August 26, 1910

Left Mechanicville at 8:10 a.m. and towed to the weigh lock behind a tug to steady him. Ran through and made Albany all OK. Tied up at the Yacht Club.

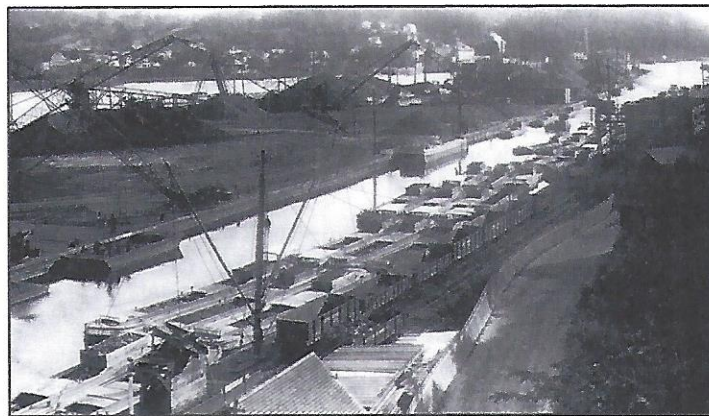
Saturday, August 27, 1910

Left the Albany Yacht Club at 8:40 after the Day boat and ran to Poughkeepsie, reaching there at 7:30 p.m. Dark. Met the [not clear] at



From a 1906 US Geological Survey Map

Rondout.³ She went through to Poughkeepsie. Got a mooring and tied up.



Rondout on the Hudson River -- 1899

Sunday, August 28, 1910

Left Poughkeepsie Yacht Club at 8:10 a.m. and had a fine run to N.Y. Stopped at the Columbia Yacht Club at Dr. Holmes' invitation. Tied up and afterward had to move in a fierce tide.

Monday, August 29, 1910

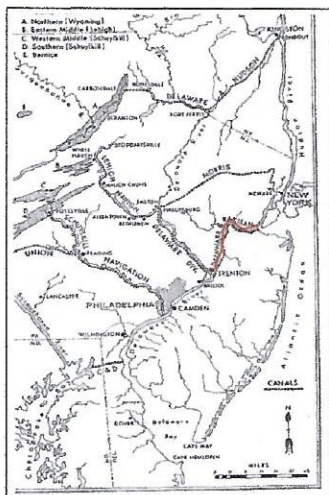
Still at Columbia Yacht Club. Moved 3 times in 24 hours. Got some rollers from the big boats.

¹ Whitehall, NY is at the southern end of Lake Champlain and is the northern terminus of the Champlain Canal. Opened in 1823, it has eight locks and runs 60 miles south to the Hudson River at Waterford, NY

² Mechanicville, NY is a village on the Champlain Canal about 15 miles north of Troy.

³ Rondout is a suburb of Kingston, NY, and at the turn of the last century was the primary Hudson River port between Albany and New York City because it was connected to the western terminus of the Delaware & Hudson Canal at Eddyville, NY by Rondout Creek. The canal was built to haul coal to eastern markets from the Carbondale region of Pennsylvania. Today, Rondout barely exists.

Tuesday, August 30, 1910 Left the Columbia Yacht Club after getting 30 gallons gasoline at 13¢. Also water. At 7:30 a.m. came to Perth Amboy via outside of Staten Island. Got some rough toward last but came through all OK. Landed at the Raritan Yacht Club at Perth Amboy. Here Charley and the pilot left, going back to N.Y. Had dinner and started out. Ran the Raritan River⁴ 12 miles where at Brunswick we took the Raritan Canal⁵. \$6.50 tolls. Got pass via Bristol⁶. Came through to New Millstone 13-1/2 miles where we tied



up for the night.

Wednesday, August 31, 1910 Got an early start and made Bordertown at noon. Good canal 44 miles long. Locked out into the Delaware River. Crooked channel going out and ran to Bristol 9 miles. Tied up in the Basin and Annie and the girls hunted up Lucy. Rain in the evening. Basin is very full of weeds. Lucy's family called in the evening.

Thursday, September 1, 1910 Rain up to noon. Started at 1 p.m. with all of Reeces aboard. They went up about 10 miles. Ran as far as New Hope⁷. Tied up about 6 p.m. Good place.



Friday, September 2, 1910 Got a good start. Rain a good part of the time and found a very stiff current to buck. The sluiceways around the locks throw a fierce current across the front of lock. Met lots of boats both loads and lights. Lock very narrow and boat is hard to hold. Got as far as Freemansburg⁸. Tied up. Very noisy on account of the railroad trains.

⁴ The Raritan River flows into the Atlantic Ocean from New Jersey at the southern tip of Staten Island, NY.

⁵ The Delaware & Raritan Canal connected New Brunswick, NJ on the Raritan River with Bordertown, NJ on the Delaware River. It ran for 44 miles across the waist of New Jersey, had 14 locks and operated from 1834 to 1932.

⁶ Southern terminus of the Delaware Canal on the Delaware River in Pennsylvania on the Pennsylvania-New Jersey border.

⁷ Pennsylvania village on the Delaware River.

⁸ Suburb of Bethlehem, PA on the Lehigh Canal which flows into the Delaware River. Also the farthest point of travel on this portion of their trip

Canal tolls from Bristol to Allentown⁹:

Boat	\$4.62
Passengers	.77
70 Locks	3.50
	\$8.89

Saturday, September 3, 1910 Ran to Allentown. Rain all the way. The locks in the Lehigh¹⁰ from Easton are about all double and not bad. Tied up at Frick's boat houses.

Staid at Allentown and took in the Fair. Mrs. Spehrley came to see us.

Tuesday, September 27, 1910 Left Allentown at 9:30 a.m. with Annie and Mr. and Mrs. Good aboard. Fine day. They went to within 3 miles of Riegelsville¹¹, then took a trolley home. Took aboard 2 couples of a wedding party who came a few miles with us. Ran to 20 miles below Easton. Uhlertown¹² and tied up. Very tired tonight, also too hot to sleep. Part of this run is in as fine natural scenery as I ever saw.

Wednesday, September 28, 1910 Got a good start and made Bristol at 4:30 p.m. Fine run, nice day. Met only 1 loaded boat, quite some lights. Fine country. I and Annie went up to Lucy's for supper. They called in the evening.

Thursday, September 29, 1910 Waited until 10:25 for Mary. She not coming, we started with Lucy and little John who went as far as Trenton. Had a nice run up the Delaware and locked in. Ate dinner in the Basin, Paid, \$6.50 tolls (canal). Some very fine scenery. Got through Trenton fairly good but had waits at some locks and most bridges. People very slow. No stores at locks. Ran about 23 miles in canal, then tied up at 6:00 p.m. Dark almost as soon as we tied up. We saw 3 balloons with parachute jumpers go up from the Trenton Fair. Also saw an airship with 2 screws, very fine maneuvering. Got up very high and done all sorts of stunts.

Friday, September 30, 1910 Foggy this morning. Got going at 7:30 a.m. Nice run. Eat dinner in the Raritan River at anchor. Locked in the river near noon. Ran to Elizabethport¹³ and tied up at a dock for the night. Passed the Ogarita of New Orleans, also the Wanderer of Charleston, S.C. Had a fine run up the Kills¹⁴. Ella not feeling well. Bad place. The tugs rolled us badly and in the morning 2 came along and gave us a dandy, breaking out one of the front side windows.

Saturday, October 1, 1910 Ran to Mariner's Harbor¹⁵ and after some fiddling, got a dandy berth between Hecker's Mill and a public dock. Lay here all day. I went to N.Y. in the afternoon. Got a new glass \$1.00.

⁹ Refers to the Delaware Canal which ran 59 miles between Bristol, PA and Easton, PA, following the western shore of the Delaware River. Completed in 1832, it contained 24 locks and ended commercial operations in 1932.

¹⁰ Refers to the Lehigh Canal, a 46 mile long canal running from Jim Thorpe, PA to Easton, PA. It contained 47 locks and was in use from 1829 to 1934.

¹¹ A Pennsylvania village about ten miles south of Easton, PA.

¹² Uhlertown, PA.

¹³ Port at Elizabeth, NJ on Newark Bay.

¹⁴ Refers to the Arthur Kill, the waterway separating New Jersey and Staten Island.

¹⁵ On the north shore of Staten Island.

Sunday, October 2, 1910 Wind blew all night, worse toward morning. I felt sure no go. Got awake at 5:15 a.m., found wind all died down, everything lovely. Hustled and at 5:35 cast off. Had a nice run down the Kills¹⁶ and up the bay. Wind came up some but not very bad. Saw lots of W.S.¹⁷ war vessels and about 8 battleships. Getting rougher all the time. Stopped at Yonkers and at Hastings¹⁸ lay 2-1/2 hours. Had some eats; at 1:00 p.m. got under way. Wind gradually flattening out. Ran as far as near West Point. Anchored in a small bay (about 3 to 4 miles south of West Point).

Monday, October 3, 1910 Had a fine night and got going about 6:30 a.m. Had a fine run up the river. When in front of the Yacht Club at Poughkeepsie I retarded the spark and she stopped. Had quite a job to get going and then she only limped in. Had an awful job to hold the mooring until we got a rope through but finally made it. Heavy tide. Took engine apart. Cleaned base, also heads off and scraping carbon out. Reached Poughkeepsie at 10:00 a.m. Went to Storrs¹⁹ at 2:00 p.m.

Tuesday, October 4, 1910 Stayed at Storrs Monday night, Tuesday, and Tuesday night.

Wednesday, October 5, 1910 Got down to the boat about 9:30 a.m. Put on 10 gallons gas at 15¢. Got going at 10:00 a.m. and ran to Rondout Creek. Ran up the Creek and waited until the down boat had passed, then started and ran to Saugertie's Creek²⁰ and waited for the up boat to pass.²¹ Then

¹⁶ Refers to Kill Van Kull, the waterway on the north shore of Staten Island below Bayonne, NJ.

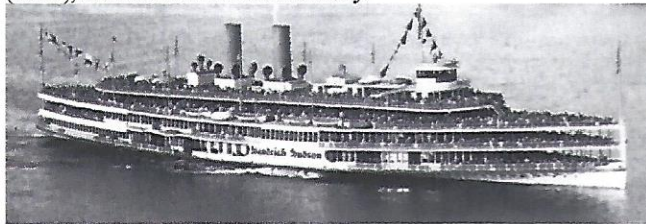
¹⁷ War Surplus(?).

¹⁸ Hastings-on-Hudson on eastern shore of Hudson about five miles above Yonkers.

¹⁹ Private home?

²⁰ Believe this refers to Esopus Creek which flows into the Hudson at Saugerties, NY.

²¹ "Up boats" and "down boats" refer to the very large steamboats that plied the Hudson River between Albany, NY and New York City on regular schedules with stops in between. The principal company that operated these big, elegant steamers was the Hudson River Day Line. In 1910, that line had three boats on the nine-hour Albany-to-NYC run -- the *Hendrick Hudson* (below), the *Robert Fulton* and the *Albany*.



At 400 feet in length and licensed to carry 5,500 passengers, these boats were quite majestic and impressive things to see. They carried mostly passengers and some freight but had no accommodations for passengers to sleep onboard overnight. Marketing promotions urged passengers to take all or part of the Hudson River trip as an opportunity to see and experience the open countryside away from the cities, so there were several open decks for viewing the passing scenery. They were also outfitted with several dining rooms and fine furnishings including fine art. To make their schedules, they were fast (reaching speeds around 20 knots; averaging 16 knots including stops) and put out a pretty sizeable wake that made smaller boats take heed. Thus, the log entries about waiting in a side creek for them to pass.

left for Catskill Creek²² which we reached about 4:30 p.m. Got a good place and tied up. Seems to be a very nice town.

Thursday, October 6, 1910 Waited for tide and day boat to pass. Due at 11:00 a.m. Sea very rough but at 12:00 noon it had calmed some so we made a start. Had a very nice run to Albany making it at 4:00 p.m. Tied up at the Yacht Club under railroad bridge; very noisy.

Friday, October 7, 1910 Lay at Albany all day. May was down to see us. Slept on the boat.

Saturday, October 8, 1910 26 miles today. Wanted to start at 6:00 a.m. Very heavy fog on river. Could not get going until 10:00 a.m. Ran to Troy and locked in at once. Got to Lock 3. Were held about 3/4 hour for pure cussedness. Got going and got through nicely but it is the meanest canal we have been in. Canal is all OK but men are no good. Kept on and passed Lock No. 22 and tied up for the night within 1 mile of Schenectady. May came with us as far as Lock 18. Got 10 gallons of gas at 15¢.

Sunday, October 9, 1910 Got going at 7:45. Hard to start and ran 46 miles and tied up at a sand wharf after dark. Got 10 gallons of gas at 16¢. Country nice but canal water all very dirty. Lots of floating dead things. Very tired. Lots of locks but got through pretty good all day, no hold ups. Quite cold at night and rain in showers nearly all day.

Monday, October 10, 1910 Got going at 6:45 a.m. Very cold. Lots of locks. Ropes cold and wet, very hard to handle. Ran several miles past Utica before tying up. Lay in Utica for awhile and went uptown but too cold to stay long. Lots of bridges to raise and swing. We are now on a 56-mile level. Freight trains on one side of us and trolleys on the other. Fixed pike pole tonight.

Tuesday, October 11, 1910 5 gallons gas today at 18¢. 50 gallons gas at Syracuse at 13¢

Wednesday, October 12, 1910, Thursday 13, Friday 14, Saturday 15 and reached Tonawanda on Sunday 16th and tied up in a basin. It was rather hard work owing to the locks. Was stuck on Syracuse. In Tonawanda met Mr. [name unclear] the Big Bug of Motor Boat who presented me with a Bug²³. Had a nice visit. He also visited the boat and staid quite a while.

Stopped at Newark to visit Mr. Shirley, also at Rochester where Annie and Ella visited Mrs. Dowd.

And here the log ends. After more than 1500 miles traveled, innumerable locks transited, and four and a half months recorded in 70 log entries, the journey was over.

²² Believe this refers to Kaaterskill Creek which flows into the Hudson at Catskill, NY.

²³ The reference to the "Big Bug of Motor Boat" is not clear. It may refer to an individual who was well known in the world of motor boating at the beginning of the last century. His location in the Tonawanda area of western New York suggests that members of the Niagara Frontier Chapter of ACBS might know who this was. However, an inquiry that was carried to an NFC chapter meeting did not surface any answers or provide any leads.

Epilogue

George Bast Strouse was from Pottsville, PA and in the 1890s, lived in Allentown, PA (probably the reason why the second leg of the trip went to the Allentown area), where he ran a silk mill and later worked for a blast furnace operation making iron.

This was the area of the US where the first hot air blast furnace to burn anthracite (hard) coal was constructed. In 1894, a Frank Bachman moved the Strouses to Salem, VA where George worked as yardmaster in another iron-making operation. (A yardmaster was responsible for marshalling railroad cars 1) carrying raw materials headed for the continuous smelting process, and 2) removing the resulting pig iron and residual ash left over from the process.)

Then in 1904, Bachman convinced the family to move to Port Henry, NY on Lake Champlain where George again worked as yardmaster in a smelting operation in nearby Crown Point. The 1905 Port Henry census shows George Strauss (sic) as age 39 and yardmaster; Annie, his wife, age 40; their daughter, May, age 14; and Ellen (Ella), their daughter, age 10.

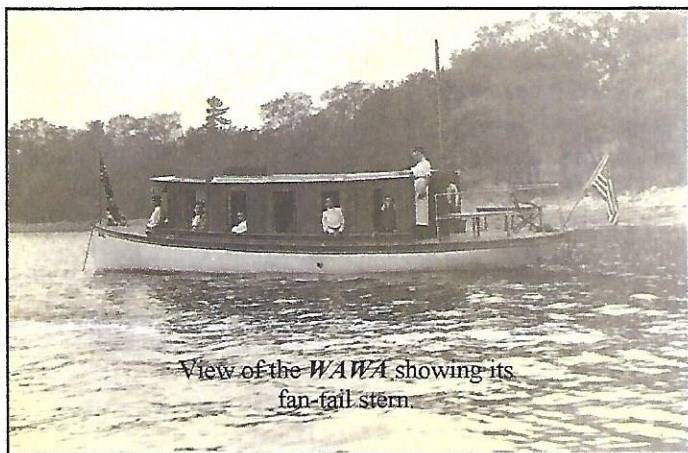
The reason for the trip taken is not clear. George was never a boat captain by profession but had apparently become interested in boats on Lake Champlain through a good friend who had the job of taking care of boats and boathouses owned by some families that spent their summers in the Port Henry area. Eventually, George bought his own boat, the *WAWA*, a 35-ft. gasoline-powered open launch. The family used it for

several years for fishing and for travel to favorite picnic spots. Somewhere along the way, George added the topside enclosure, making the boat suitable to live aboard.

In "The Story of My Life," May Strouse (the Captain's daughter) recorded the activities of a Sunday School picnic taken by boat in which several young women went swimming, some with make-shift bathing attire. The location on the Vermont shore was remote and the changing of clothes had to be done in the bushes. All went well until the steamer *Ticonderoga* appeared and gave the would-be swimmers a few blasts on the horn followed by an exchange of cheers, etc. Today, the 220-ft. *Ticonderoga* (built in 1906) is a marvelous exhibit in the Shelburne Museum in Shelburne, VT where it has recently undergone a million-dollar renovation.

After 16 years working as a yardmaster in various locations, George must have left or lost his job. He then moved his family aboard the boat and even made provisions for his wife's sewing machine to be stored under the forward deck. At about this time, May went off to college in Albany which explains the several times she met the rest of the family along the way during their travels.

At the end of the trip, George, Annie and Ella settled in Buffalo and opened what is believed to be a dry-goods store. Later, they moved to Byron in western New York where they opened another store. George died in Byron in the 1940s.



View of the *WAWA* showing its fan-tail stern.



At a marina somewhere in the Tonawanda, NY area?

Other Notes

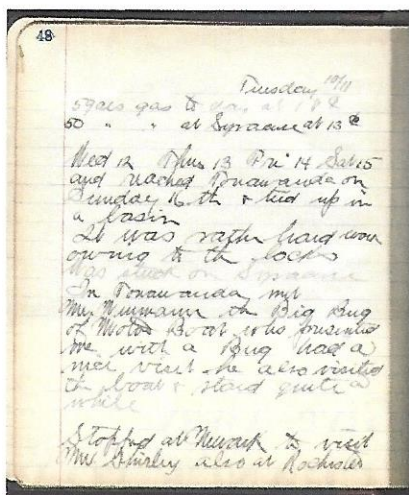
Considerable effort has been expended trying to identify the builder of the *WAWA* without success. With the proximity of Plattsburg to Port Henry, there was the good possibility that the boat might have been a Lozier. However, a careful check of catalogs, memorabilia, etc., by FLC Member **Bruce Marsden** indicates that that was not the case.

Bruce suggested that the boat might have been built by Frederick Milo Miller, Lozier's chief naval architect, who left

Lozier when that company moved to Detroit to concentrate on automobile production. Miller started the Lake Champlain Boat Building Company, but efforts to research that outfit have not yielded any new information.

A check with **John Summers** at the Antique Boat Museum did not shed any new light on the boat's maker, either, primarily because there were at the turn of the last century, so many small and undocumented builders of fan-tailed launches.

Below is a photo of the penciled handwritten entry on the last full page of the original Log of the *WAWA*. In appearance it is typical of all 49 pages that make up the Log.

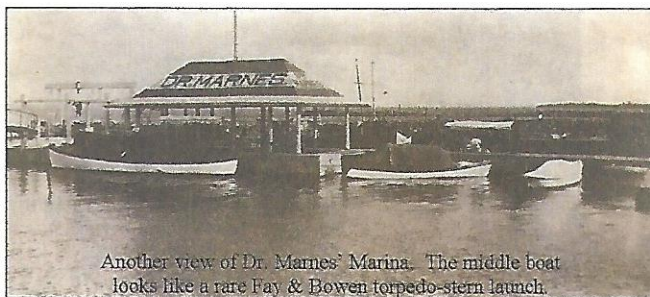


Searching has also been underway trying to understand the meaning of the entry on the above page, "Mr. ___?___, the Big Bug of Motor Boat who presented me with a Bug." The unclear name may be "Neumann" but that is not certain.

In trying to decipher the above entry, Niagara Frontier Chapter members **Tom Frauenheim** and **Jim Holler** were contacted and provided direction to **Donna Zellner Neal**, Director, North Tonawanda History Museum and to **Ned Schimminger**, City of Tonawanda Historian who have been looking into this item while looking for any other information surrounding the arrival of the Strouse's in the Tonawanda area nearly one hundred years ago. To date nothing certain has emerged. Nevertheless, their research efforts are much appreciated.

If anyone reading this article has any thoughts about the meaning of the above entry, please don't hesitate to send a note or make a phone call to your editor. Your input will be much appreciated.

In the first part of this article (published in the December 2005 issue of *Brightwork*), there is a photo of the *WAWA* at Dr. Marnes' slip at Rouses Point, NY. Dr. Marnes was, indeed, a medical doctor who was "blessed with an ego" according to the town historian. He built a first class marina out of a love for boating and he also ran a good-sized hotel. The hotel still stands today, but only a few feet of the marina's concrete dock remain.



Another view of Dr. Marnes' Marina. The middle boat looks like a rare Fay & Bowen torpedo-stern launch.

Construction of the Barge Canal in New York State began just after the turn of the last century, so that by 1910, work would have been in full swing. While most of the new construction would have been away from the original route of the Erie, it's surprising that that there is no mention of canal building in the log.

In March or April, I intend to explore more about the *WAWA*, the western portion of the trip, and family history in western New York. This sort of thing is new to me but has become a growing obsession. While canal history has long been of passing interest, the log and its approaching 100th anniversary have, of late, rekindled my interest. Even small pieces of new information excite me. But the real fun has been the enthusiasm others have shown in their attempts to help. Thank you. Sincerely,
Charley Stine

The Log of the *WAWA* is a Stine family treasure and the Finger Lakes Chapter is grateful to Bill and Charley Stine for supporting its publication in *Brightwork*. -Ed.

The Dock Market

For Sale: Dumphy X-55, 17-ft inboard, 215 HP Interceptor engine, galvanized trailer. Engine is completely rebuilt, overbored, new pistons, rings, bearings, crank turned, etc. Never in water since rebuilt. Original upholstery, floor covering & trim. Deck is stained and varnished mahogany. Absolutely A-1 condition. \$16,000

Also Jersey Speed Skiff, glass hull, wood decks, all hardware, instruments, lights, no engine, trailer. \$6500. Also 1957 17-ft Chris Craft Sportsman, 185 HP Chris Craft V-8, fresh varnish & upholstery, excellent condition, trailer. \$12,000. Mick Griffin, 716-662-1949, MickG16@aol.com

For Sale: 1954 14-ft. Whirlwind dual cockpit Runabout with 1956 Evinrude 40hp outboard engine. Completely restored from a solid rare find. New upholstery and new trailer. \$10,000. Mike Chernago, 607-753-7605; mchernago@indacomtooling.com

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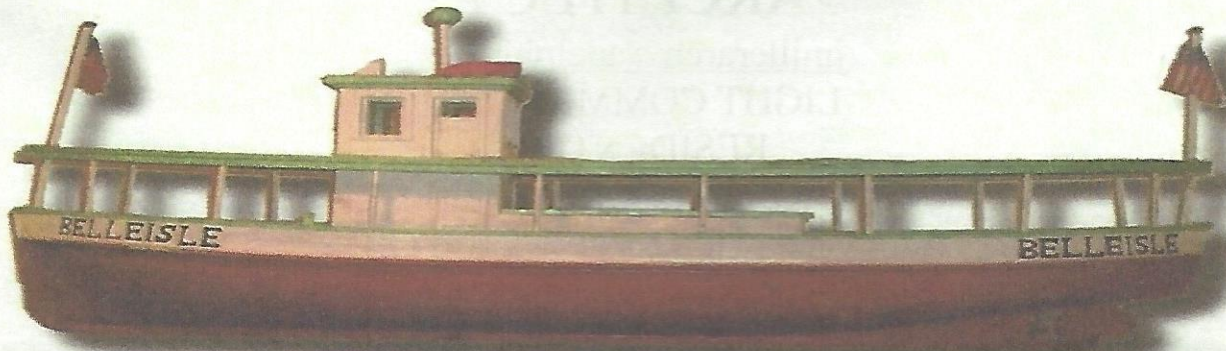
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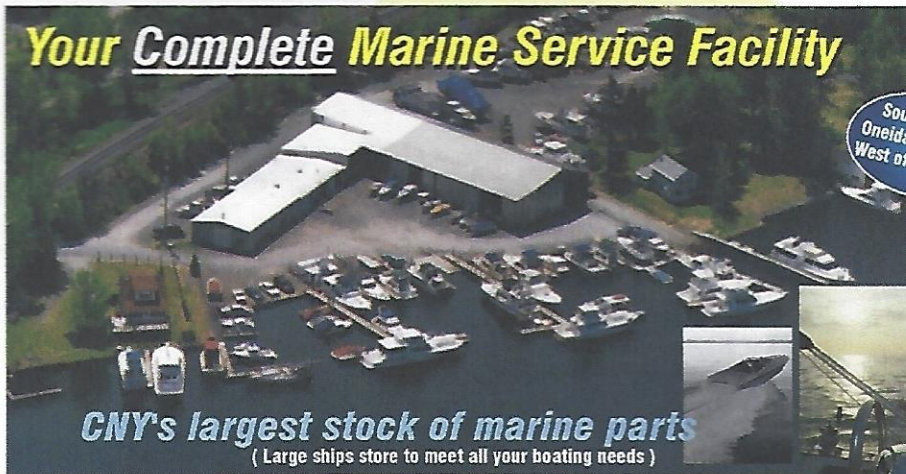
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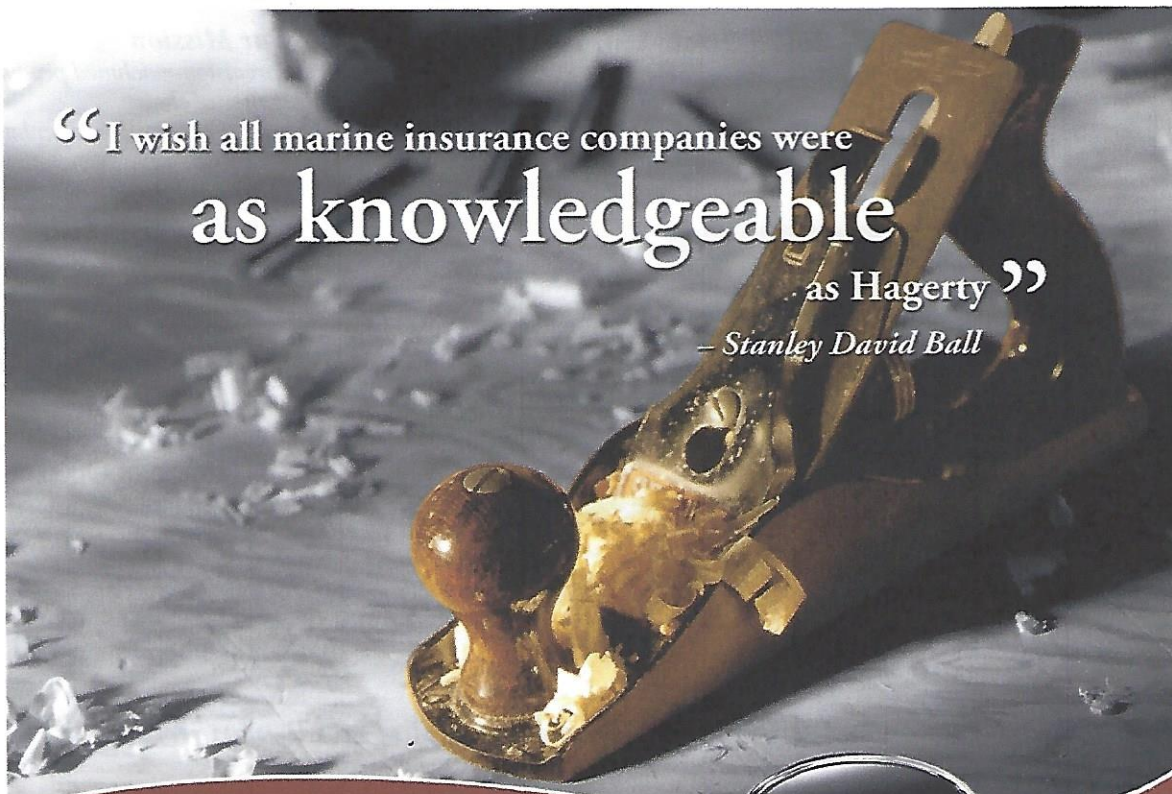
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