



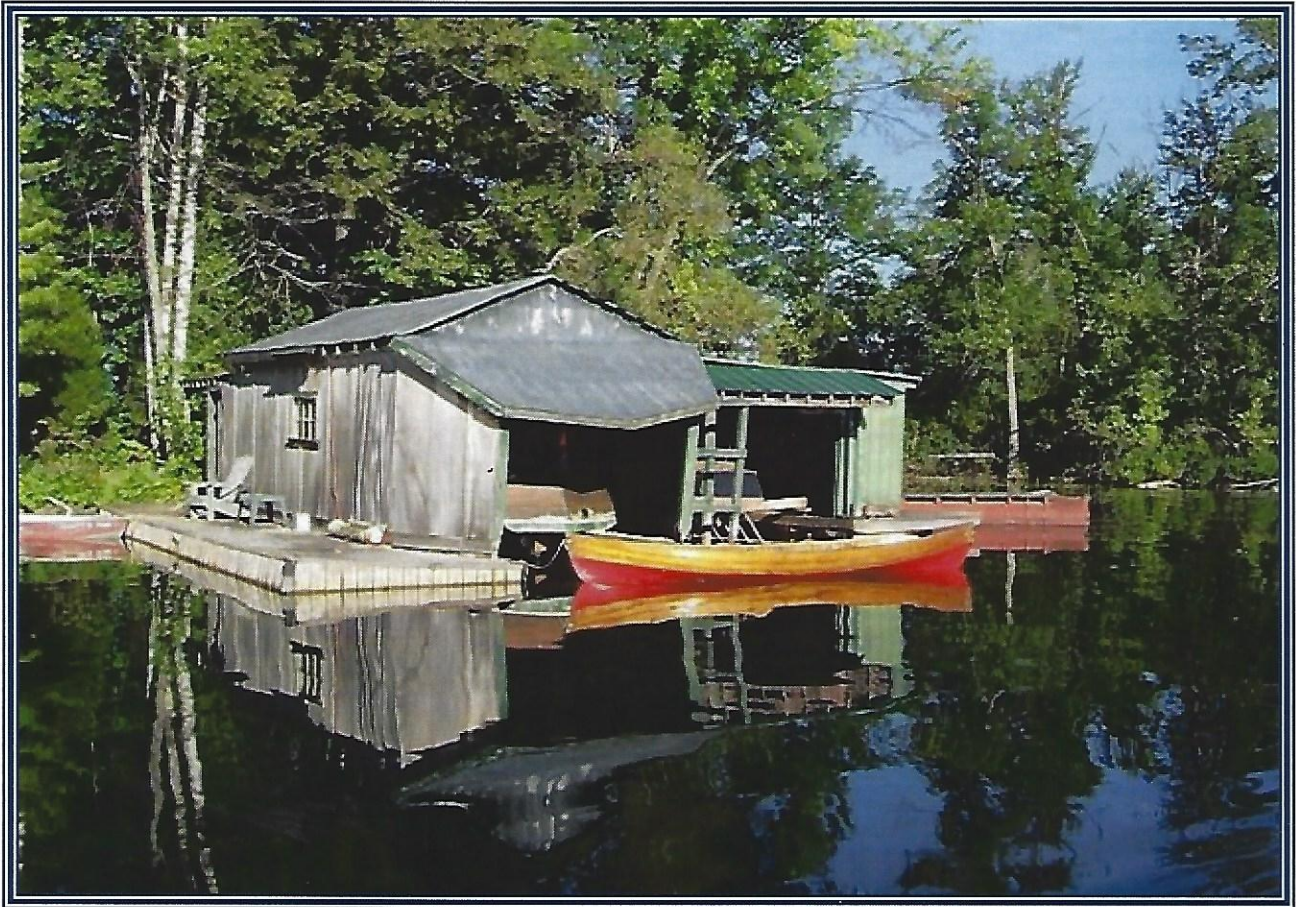
Brightwork



Volume 18, Issue 1

Newsletter of the Finger Lakes Chapter, ACBS

March 2008



This striking photo was taken in the summer of 2007 by WCCB member **Doug Vittum** while cruising the Rideau Canal in Ontario, Canada. The boat inside the boathouse on the right is a 24-ft. long-deck launch built at the Dowsett Boat Yard in Portland, ONT around 1928. The boat in the boathouse on the left is a 29-ft. long-decker built by Nichols in Smith Falls, ONT about 1929. Neither boat has been seen out on the water in a very long time, but the owner still soaks them up in the boathouse each spring. In front of the boathouse is a 17-ft. Dowsett rowing skiff built in the early 1900s. Yes, the treasures are still stashed away in old boathouses!

Letter from the Editor

We'll begin 2008 with a new **Brightwork** feature – **Photo Showcase**. Capitalizing on the new printing process we're now using, we have the opportunity to highlight and showcase high quality examples of antique boat and Finger Lakes photography – photographs taken by you, the reader.

The first example was contributed by WCCB member **Doug Vittum** and appears above. Doug's wonderful picture sets a high standard for this feature.

If you have an exceptional photo or two that you would like to share with others, please send it, along with an appropriate

caption, to your editor, and it will be considered for publication in a future issue of this newsletter.

Clearly, this feature will only last as long as there are photos to include, so please take a moment to see if you might have just the photo to be showcased. Prints can be sent and after scanning, will be returned promptly. If digital photos can be sent in the JPG format, it will be much appreciated.

Thanks and let's look forward to showcasing some great pictures in the issues ahead. –Ed

Eleventh Annual Joint Chapter Meeting & Dinner Saturday, April 19, 2008

The Adirondack Chapter has organized this year's Joint Chapter Meeting and has lined up an excellent speaker for the occasion – **William P. Gates**, president of the Bolton (New York) Historical Society and author and publisher of five books relating to the history of Lake George. His topic for this gathering: **Lake George Boats and Steamboats**.

Bill Gates grew up in Bolton Landing on Lake George, a town originally settled by his ancestors in 1790. He is a retired teacher from the Glens Falls City School District, and a 21-year veteran Lake George Steamboat Captain, serving aboard the *Morgan* in its first season on the lake and, today, aboard the vessels *Mohican* and *Lac du Saint Sacrement*. Bill will have copies of his books available for signing and purchase.

Members and guests of the Adirondack, Chautauqua Twin Tiers, Finger Lakes, Hudson River, Niagara Frontier, Thousand Islands and Wine Country Chapters of ACBS are invited to attend. In addition, members of the Finger Lakes Boating Museum and the Antique Outboard Motor Club are also invited.



The meeting will again be held at the centrally-located Ramada Inn in Geneva, NY on the Seneca Lake waterfront, beginning at 5:30pm with a social gathering and cash bar. An excellent buffet dinner featuring sliced top sirloin will follow at 7:00. Reservations are \$29.00 per person and must be received not later than April 14th using the enclosed reservation form. Actually, there are two reservation forms enclosed – one for you and your companion for the evening, and a second one for you to

use to encourage others to also attend!

If desired, rooms at the Ramada (800-990-0907 or 315-789-0400) are available at \$79.00 per night (plus tax). Please mention the Antique and Classic Boat Society to obtain this special rate

So, send in your reservations, and look forward to an interesting and pleasant evening, meeting old and new boating friends from around the state. And let's do everything we can to increase attendance by encouraging others to participate and to show the Adirondack Chapter that their efforts to put this event together are appreciated.

Fairport Canal Days Festival Saturday, June 7, 2008

Over the past 30 years Fairport Canal Days has become arguably the most popular family-oriented festival in Upstate New York. More than 200,000 visitors flock to this Erie Canal village each June where hundreds of artisans, crafts-men-and-women, culinary artists, and some of the best musicians and performers come together for this festival which marks the beginning of the summer season.

One hundred feet of premium space along the quay in downtown Fairport has been reserved on Saturday, June 7th for antique boats. That space will dock four boats with others rafted off those four. The FLC Board has committed to a minimum of eight boats.

We will launch by 9:00 AM at Mid-Lakes Navigation's Marina in Macedon (no launch fees), about 6 ½ miles east of Fairport, cruising west on the canal to Fairport (no locks to



transit), and spending the day answering questions from visitors, increasing interest in antique boats and boating, and encouraging new memberships in FLC and ACBS. At the end of the day, we'll return to Macedon for haul-out. Dinner is on the agenda along the way.

If you would like to be part of the above, please mark your calendar and contact **Janice Miller** at jmillerarch@centralny.twcbc.com or 315-496-2924. **Janice, Ed Ritter, Dick Sherwood, and Carl Stearns**

have already signed up. However, we need a minimum of eight boats and would welcome even a few more than that. If we don't have a sufficient number signed up by May 1st, we'll have to cancel.

So, please don't be shy. This will be a wonderful opportunity to promote antique boating, the Chapter and ACBS while enjoying a day with the boats in festive surroundings.

2008 Calendar of Events

Sun., Mar. 16	FLC Board of Directors Meeting	Sherwood Inn, Skaneateles, NY
Sat., Apr. 19	Joint Chapter Meeting	Ramada Inn, Geneva, NY
Sun., April 20	FLC Board of Directors Meeting	Sherwood Inn, Skaneateles, NY
Sun., May 18	FLC Board of Directors Meeting	Sherwood Inn, Skaneateles, NY
Sat., June 7	Fairport Canal Days	Erie Canal, Fairport, NY
Sun., June 22	FLC Board of Directors Meeting	Sherwood Inn, Skaneateles, NY
July 5 & 6	Lightning 70 th Anniversary Regatta	Skaneateles Country Club
July 11 & 12	Fulton Chain of Lakes Rendezvous	Old Forge, NY
July 18-20	Wine Country Annual Boat Show & Regatta	Hammondsport, NY
July 25-27	FLC Annual Boat Show	Skaneateles, NY
August 1-3	Antique Boat Museum Annual Boat Show	Clayton, NY
August 14-17	Antique Race-boat Regatta	ABM, Clayton, NY
September 14-20	ACBS Annual Membership Meeting	Coeur D'Alene, ID
Sat., Nov. 1	FLC Annual Membership Meeting	Sherwood Inn, Skaneateles, NY

New Memberships

Welcome aboard to the following new FLC members:

Ron & Rosie Cimini of Williamsport, PA, owners of a 1928 26-ft. Chris-Craft Runabout and a 1937 19-ft. Chris-Craft Runabout.

Dave & Marion Hannig of Cazenovia, NY.

Walt & Marilyn Hannig of Skaneateles, NY, owners of a circa-1900 2hp Barber Brothers marine engine.

Dennis & Melanie Karalow of Penn Yan, NY, owners of a 1956 18-ft. Chris-Craft Holiday

Ray & Sally Leonard of Avon, NY, owners of 1939 15-ft. Chris-Craft Utility, a 1942 28-ft. Fitzgerald & Lee Commuter, a 1953 24-ft. Mason Ostkust, a 1954 20-ft. Chris-Craft Holiday, and a 1968 37-ft. Pacemaker Convertible.

Harold Purdy of Ithaca, NY, owner of a 1955 26-ft. Greavette Streamliner, winner of the People's Choice Award at the FLC Boat Show in 2007.

Kirk & Sharron Smith of Owosso, MI, owners of a 1940 22-ft. Chris-Craft Deluxe Utility, a 1942 17-ft. Century Sea Maid, and a 1962 16-ft. Thompson outboard.

FLC memberships at the outset of 2008 number 172.

A new FLC Membership Roster for 2008 is included with this issue of **Brightwork** going to Chapter members.

Brightwork is the quarterly newsletter of the Finger Lakes Antique and Classic Boat Society, Ltd., aka the Finger Lakes Chapter of The Antique and Classic Boat Society, Inc., and is published for the benefit of Finger Lakes Chapter Members. Publication dates are March 1st, June 1st, Sept. 1st and Dec. 1st. Questions, articles for publication, letters to the editor, noncommercial ads, etc., should be sent to Dick Sherwood, 1734 Lake Rd., Webster, NY 14580 or flcboats@aol.com;
Ph. 585-265-1518

Commercial ads should be sent to Bob Myllymaki, 7783 Gloria Dr., Baldwinsville, NY 13027 or anteekbotr@aol.com
Ph. 315-635-3634

Two web sites to visit:
www.flc-acbs.org and www.acbs.org

Finger Lakes Chapter, ACBS

<u>President</u>	
Janice Miller.....	315-496-2924
<u>First Vice President</u>	
Jack Gifford.....	315-382-2831
<u>Second Vice President</u>	
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<u>Treasurer</u>	
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Bob Myllymaki.....	315-635-3634
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Jack Miller.....	607-227-9866
Dick Sherwood.....	585-265-1518
Jamie Strong.....	315-685-4712
Steve White.....	315-685-0252
<u>Directors At Large</u>	
Don Ross.....	607-625-2517
Arnie Rubenstein.....	315-637-8522
<u>Immediate Past President</u>	
Rob Kidd (2005-2007).....	315-635-6187
<u>Membership & Newsletter</u>	
Dick Sherwood.....	585-265-1518
<u>Ship's Store</u>	
Lisa Wirth.....	315-673-0134
<u>Past Presidents</u>	
Jack Miller 2003-2005	
Roger Townsend 1998-2003	George Zeth 1987
Scott Buehler 1998	Jim Brennan 1984-1986
Arnie Rubenstein 1996-1997	Bob Myllymaki 1982-1983
Dick Sherwood 1992-1995	Syd Marsden 1979-1981
Susan Buehler 1988-1991	Ford Knight 1977-1979
<u>Charter Members</u>	
Ford Knight, Pres.	Syd Marsden, Vice Pres.
Richard Morehouse, Jr., Treas.	Kristine Marble, Sec'y.
John Barnes	Mary Ellen Bond
Josephine Brown	Fred Curry
Harold Flagg	George & Gloria Hyatt
Ailyn Morehouse	Bob Myllymaki
Jim Brennan	Jerry Feltus
Ron Jasper	George Zeth

President's Letter

It always seems hard to think about boating this time of year. It is currently 12 degrees and snowing lightly. I am, however, planning a trip to the 21st Annual Sunnyland Antique Boat Festival in Tavares, FL in March, and just thinking about it makes spring seem that much closer.

Here at home, the Finger Lakes Chapter is planning to make an appearance at two upcoming events -- June 7th at the Fairport Canal Days Arts and Entertainment Festival on the Erie Canal in Fairport, NY, and July 11-13 at the Fulton Chain of Lakes Rendezvous in Old Forge, NY. The Old Forge show is two-plus days of wonderful boating in a picture-perfect setting. Both events should be a great time and help to promote our chapter. If you would like to participate in either or both of these events, please let me know. Look for more details elsewhere in this newsletter.

Our big event is, of course, our Annual Boat Show held during the last weekend in July. This year is extra special because it is the 30th Anniversary of the Finger Lakes Chapter, as well as our 30th Annual Boat Show. In addition, Skaneateles will host the Lightning 70th Anniversary Regatta over the first weekend in July. (The Lightning sailboat was designed by **Sparkman & Stephens** in 1938, and was first built in Skaneateles at the Skaneateles Boat and Canoe Co. Over 15,000 Lightnings have been built world-wide.)

So this summer, the month of July will embrace a total of 100 years of boating in Skaneateles and the Finger Lakes Region. If you have not been to our show in Skaneateles, please consider attending this year as an exhibitor or as a spectator. It will be a first-rate event.

Best Regards,

Janice Miller, President, FLC, ACBS

CherryPharm

New Contributing Sponsor

FLC extends a sincere welcome to CherryPharm, a new start-up company located in Geneva, NY, which has become the newest sponsor of the Chapter's Annual Boat Show.



Entrepreneur **John Davey** left his job as a Wall Street banker to work with scientists in the Food Venture Center at Cornell University's New York State Agricultural Experiment Station in Geneva to create an all-natural, restorative sports drink called

CherryPharm. It's a proprietary not-from-concentrate blend of tart cherry and apple juice. Now he's launched his own food company by the same name. A pilot-plant in Geneva is bottling the shelf-stable drink and samples will be available during Boat Show Weekend.

Many thanks to CherryPharm for becoming one of our Boat Show's sponsors. We're pleased to have them onboard.

Letter to the Editor

Hi Dick,

Congratulations on your award for best newsletter. You do a great job!

I read with interest, **David Kidd's** account of the founding of ACBS. After our first show in Ithaca in 1978, we decided we should go and check out other shows to see how it was done. **Ford Knight, Fred Curry** and I headed off to Lake George in August for their show. We arrived in Lake George on Friday night just in time for the welcoming cocktail party at **Ray Nelson's** lakefront home. As we were just young "whipper-snappers" at the time and really didn't have a clue about antique boating, we just stood by and listened to **Ray Nelson, Mo Sherrill** and others talk about antique boats. These guys were really into it!

Saturday at the show site was a real eye-opener for us. We had never seen the variety of boats on display, everything from Adirondack Guide Boats to huge Hackers and Fay & Bowen's. We had a great time and met a lot of really nice people who were into antique boats.

I'll never forget the first "real" antique boat show that I went to. Thanks to the "Old Boys" who started it all!

George Zeth

Museum Expansion Update

Good progress is being made on the Skaneateles Historical Society's Museum Expansion Project. An asbestos inspection of the Creamery's old boiler plant has been



completed, all regulatory approvals have been obtained, bids for construction work have been solicited, and a

Project Manager has been hired. After asbestos removal is completed, contracts will be let for a new roof on the boiler plant and other Phase I work scheduled to begin in March.

The Creamery's neighbors were briefed on the expansion plans and their endorsement of the project has been secured. Information on the expansion plans has been sent to all Historical Society members, and a presentation at the Historical Society's January program meeting reviewed the project for the Skaneateles community.

Fifty-four per cent of the \$530,000 needed has been received or pledged so far. The Campaign Committee is writing grant applications and reaching out to the Skaneateles community to secure the remaining \$244,000 required for the project.

If you would like to make a contribution, please send it to:

Skaneateles Historical Society
Museum Expansion
28 Hannum St.
Skaneateles, NY 13152

The Skaneateles Historical Society is a 501(c)3 not-for-profit organization. All donations are tax-deductible.

July 11-13, 2008 --Save the Dates!

Plans are taking shape for FLC's "Spring into Summer Cruise." That's the weekend when The Adirondack Chapter of ACBS sponsors their annual Fulton Chain Rendezvous at Old Forge, NY. The suggestion that FLC time its early summer cruise to coincide with the Adirondack Chapter's rendezvous has been met with enthusiasm by members of both chapters and should offer enjoyment for all.

Arrival is scheduled for Friday evening, July 11th for the Adirondack Chapter's cocktail party to be held on the deck of the Forge Motel, overlooking picturesque Old Forge Pond. Saturday morning, beginning around 7:00am, boats will be launched at nearby Rivett's Marina which has generously waived the launch and recovery fee for the antique boats in the show. A New York State launch is also located on Fourth Lake in Inlet.

After launching, boats will be moored along the quay at the park in Old Forge Pond. All the festivities in the park are

Did You Know...?

...that the Great Depression of the 1930s was primarily responsible for the introduction of "Utility" model runabouts? That economic downturn was widespread and boat sales dropped significantly causing Chris-Craft to re-evaluate their model lineup. The utilities were introduced to offer runabouts with fewer features and more affordable prices which led to a trend that became the best-selling sector of the runabout market.

...that there is a neat Marine Museum in the Port of Oswego? The H. Lee White Marine Museum not only represents the legacy of the Great Lakes, but also the inland waters that make their way from seven of the Finger Lakes to Lake Ontario via Oswego Harbor. The Museum is open daily (except Sundays during the winter) from 1 to 5 PM. In July and August it's open from 10 AM to 5 PM. For more info call 315-342-0480.

...that The Finger Lakes Show is scheduled for May 2-4 at the Fair & Expo Center in Henrietta, NY, a Rochester suburb? This new three-day consumer attraction is a celebration of camps, cottages and lakeside living, catering primarily to fans of "everything Finger Lakes." For more info call 518-371-6363, or go to www.fingerlakesshow.com

...that in January of this year, WD-40 turned 50 years old? Originally designed to combat corrosion, the indispensable solvent is widely used in restoration and maintenance of old engines and almost anything mechanical. Two million cans of it are produced weekly!

...that the early success of the Erie Canal created interest in building another canal from Rochester south along the Genesee River? The Genesee Valley Canal was authorized in 1836, and was opened as far south as Mount Morris by 1840. By 1862, it was completed to Olean and tied into an extension to Dansville which had opened earlier in 1841.

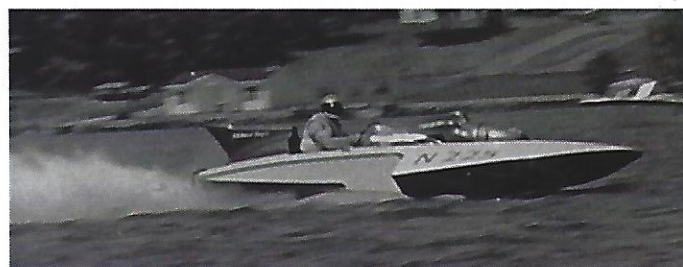
within walking distance of village shops and restaurants. Following the day's activities, the Adirondack Chapter will host a banquet at North Street Restaurant in Old Forge.

Sunday morning we plan to depart Old Forge Pond for a self-guided tour of the Fulton Chain (much like FLC provides our boat show attendees for cruises on Skaneateles Lake). We plan to stop mid-day at one of the inns along the lake for lunch and return mid-afternoon for pull-out. Those wishing to participate only in the Sunday cruise can launch at the marina Sunday morning prior to departing time.

As always, we encourage members of other chapters to participate and enjoy the scenery and camaraderie of the weekend.

Please contact former FLC President **Rob Kidd** at 315-635-6187, or **Jack Gifford** at 315-382-2831 for further information, and look for a final announcement about this event in the June issue of **Brightwork**.

Have You Seen This Boat?



My brother and I are trying to locate the hydroplane pictured above. It is a Sooy conventional hydroplane built in the late 1960s or early '70s, by **Chuck Schluyer** from the Buffalo/Niagara Falls area. My father drove it for him and we are trying to locate it with the hope of bringing it home. Mr. Schluyer can only remember that it went somewhere into the Finger Lakes Region but cannot remember to whom he sold it. The boat is 18-19 ft. long and had the number **N-225** on each sponson. It was named **Mr. Chuck** and had white decks and brown cowlings.

If you have seen this boat or one that looks like it in any way (because it has most likely been painted over the years), please contact us at the addresses/phone number shown below. Even if you know the boat has moved on or, heaven forbid, been destroyed, please let us know so that we can either continue our search or say a few kind words of remembrance.

Thanks very much,

Tim O'Connor

2249 Shadagee Rd.
Eden, NY 14057

Phone: 716-627-1173

E-mail: edenfd1@adelphia.net

PS We would also be interested in any other old Hydroplanes that you know of.

*George Zeth and Bruce Marsden are two antique boaters who were there when the Finger Lakes Chapter was formed and received its Charter from ACBS. Recently, the two of them put their heads together, recalled those early days, and documented the events leading up to the formation of the Chapter as they remember them.
Many thanks to George and Bruce for providing this update on boating history in the FingerLakes.*

In The Beginning... The Founding of the Finger Lakes Chapter, ACBS

In the spring of 1977, a bunch of us were hanging out at our favorite watering hole, the Deerhead Inn on Lower Lake Road east of Seneca Falls on Cayuga Lake. **Ford Knight, Fred Curry, Richard Morehouse, Jr.** and I were talking about our boats and the upcoming summer. As I recall, Ford said something about antique boat shows that had been held at Clayton and Lake George. At the time, the rest of us didn't know anything about boat shows, and Ford became the driving force behind the idea of one for the Finger Lakes area. We talked about the idea and thought it was something we could do.

So Ford, Fred and I decided to go to Clayton to learn more. There we found the Shipyard Museum and we were hooked! None of us had ever seen the variety of boats that were on display there. During our tour we ran into **John Bradley** and talked with him about our idea to have an antique boat show in the Finger Lakes. He was very positive and offered his support as well as ideas on where to begin. He also told us of a new organization in Lake George that we should contact -- the Antique and Classic Boat Society. We came back to Seneca Falls all excited and ready to go.

But we stepped back a bit when we realized that we couldn't put together a boat show in just a couple of weeks. So for the next few months we figured out how to go about pulling a show together.

In September of 1977, we sent out a press release to the Finger Lakes Times (in Geneva), the Auburn Citizen and the Ithaca Journal announcing an organizational and informational meeting for any persons interested in helping to plan or promote the "First Annual Cayuga Lake Antique and Classic Boat Show". The meeting was held at the Deerhead Inn on Sunday, October 16th, and as I recall, about a dozen people showed up including **Syd Marsden, John Barnes** and others who would help get the ball rolling.

The next meeting was held on Sunday, November 13th at the Deerhead, and **Jim Brennan** and **Bob Myllymaki** joined our

small group of boating enthusiasts. They had also heard of ACBS, and Jim noted that he was already a member. We decided to contact **Ray Nelson** (an ACBS Founder) to find out more.

Ray offered to come to our next meeting and tell us all about the antique boat movement and ACBS. At that meeting on Sunday, December 4th, Ray told of all the benefits of joining ACBS, including insurance coverage for the boat show if we were to become a chapter of ACBS. This was the kicker, and we decided this was the way to go. But we needed 15 members to become a chapter.

By the time of the next meeting on January 8, 1978, we had collected the following 16 memberships for ACBS. We were on our way.

Ford Knight -- President.....	Seneca Falls, NY
Fred Curry	Seneca Falls, NY
Richard Morehouse, Jr. -- Treasurer...	Seneca Falls, NY
George Zeth	Seneca Falls, NY
Syd Marsden -- Vice President	Auburn, NY
George & Gloria Hyatt	Geneva, NY
Harold Flagg	Seneca Falls, NY
Kristine Marble -- Secretary	Seneca Falls, NY
Ron Jasper	Seneca Falls, NY
Jerry Feltus	Seneca Falls, NY
John Barnes	Skaneateles, NY
Jim Brennan	Dewitt, NY
Bob Myllymaki	Syracuse, NY
Mary Ellen Bond	Syracuse, NY
Joesphine Brown	Seneca Falls, NY
Allyn Morehouse	Seneca Falls, NY

We sent the memberships to Ray Nelson, and at the ACBS Board of Directors meeting on February 11, 1978, we were approved as the "Finger Lakes Chapter of the Antique and Classic Boat Society." The Charter for the Finger Lakes Chapter was presented to us by **Bill Willig** and Ray Nelson at a dinner held at the Deerhead Inn on April 8, 1978.

*That makes April 8, 2008, the 30th Anniversary of the founding of the Finger Lakes Chapter. Congratulations to everyone who has worked to sustain it through those years, and may it continue to grow and prosper in the years ahead.
In the June issue of **Brightwork** look for the story of how the first Boat Show of the Finger Lakes Chapter came into being. --Ed.*

Boat Show Reminder

Invitations to the 2008 edition of the Chapter's Boat Show will be going into the mail in April. Because 2008 is our 30th Anniversary year, those invitations will urge an early return of registrations. And because the judging process requires lead time to prepare assignments with complete sets of backup paperwork, the Invitations will also highlight the requirement that boats to be judged must have their registrations returned not later than July 11th.



“Boat Race at Skaneateles” by Harry Sunter, 1878

Courtesy of the Memorial Art Gallery of the University of Rochester · Marion Stratton Gould Fund

FLC members may recall the above painting as the one used 13 years ago in the Chapter's 1995 Boat Show poster – the first FLC Boat Show held in Skaneateles. The artist, Harry Sunter, lived in Auburn, NY, and his 25x33-in. oil depicts the great scull race of July 4, 1878 – 130 years ago this summer. This is the story behind the painting. –Ed.

PS The poster has become a valued collectors' item.

In the latter part of the 19th century, the Finger Lakes, with their long, narrow and fairly calm waters, became known as headquarters for the sport of sculling. Spectators would come from miles around to see and wager on races between the competing oarsmen of the day.

The morning of July 4, 1878, brought thousands of people to the village of Skaneateles. They came on the Skaneateles Railroad, by team and by steamboat. The day was one long to be remembered for the huge parade, various races and contests sponsored by the Skaneateles firemen. But the principal attraction was a single-scull race in the afternoon between two of the greatest oarsmen of that era – **Charles E. Courtney**, a carpenter from Union Springs, NY, and **James Dempsey**, a blacksmith from Geneva, NY.

Courtney was 29 years old, stood six feet, weighed 178 pounds and had a chest measurement of 42 inches. His boat was 30 feet long with a twelve inch beam, and weighed 30 pounds! Prior to each race, Courtney religiously went through a very stiff training period. He had won every race he had entered.

Dempsey was 34 years old, five feet-eleven inches tall, and also weighed 178 pounds. His chest measured 44 inches. His boat was the same size and weight as his opponent's. However, unlike his opponent, Dempsey did not think it was necessary to train for a race. Courtney was the favorite!

About a month before race-day, the village newspaper had run a story in which it noted that Courtney had ordered a fine new scull to be built for the race. It had been completed the previous December and had been left in the shop until summer to “season.” It was a beautiful craft constructed of bank-note paper and was so transparent that a person could see the bottom of the boat when looking through the deck! But when the boat arrived in Skaneateles, it was found broken-in-two.

For a while, it looked as though there might not be a race since Courtney had sold his only other race-boat to Dempsey. But Courtney had a friend in Troy, NY who learned about the accident and saved the day by sending his personal boat in time for the big race.

The five-mile race course was a single loop, two and a half miles in length, allowing the contestants to start and finish on the lake just off Thayer Park, east of the business blocks along the south side of East Genesee Street. *Echo*, a small steamboat, would carry the referee and press reporters, and follow the competitors around the course.

On race day, the park shoreline was well-lined with spectators except where viewing stands had been built. The stands had been set up to accommodate 4,000 to 5,000 people, but only a small number of seats were occupied as spectators thought the

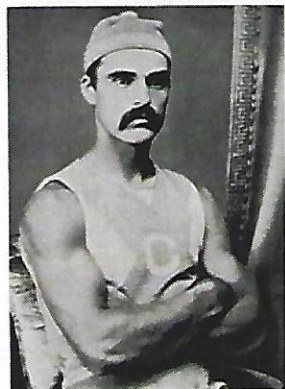
50¢ rental fee was exorbitant. They could just as easily see the race sitting or standing on the park lawn. And because race starting time had not been well-advertised in advance, much of the huge crowd that had come to the village was not at the park to see the start of the race.

At 2:00pm the race got underway. Courtney began by pulling a slower stroke than Dempsey. At the two and a half mile stake-boat, Courtney was one minute ahead. On the home stretch, Courtney led by about an eighth of a mile and won the race in 40 minutes, 48 seconds "with a splendid sweeping

stroke." Dempsey, no match for his opponent, followed one minute later. *There was nothing exciting about the contest!* Two days later, the Skaneateles Free Press published a long account of all the other events of that July 4th – firemen's parades, marching bands, hand-pumper (fire engine) competitions, walking races, tight-rope walking, fireworks, and a gala ball to wrap things up. It sounds like those that made the trip to Skaneateles had a wonderful time. But nothing was written about the unexciting scull race which was to have been the highlight of the day!

Who Was Charles Courtney?

Charles E. Courtney was a native of Union Springs, NY and a carpenter by trade. He spent his spare time building boats



COURTNEY IN THE EARLY 60'S

and was considered one of the "best riggers in the world." He was also an outstanding oarsman, entering his first race in 1868 in Aurora, NY, and rowing his first "outside" race in 1873 in Syracuse. By 1877, Courtney had won 86 amateur races, and by 1890, he had won a total of 134 amateur and professional races, losing only seven. He held records for all distances with single-sculls, and in 1876, the Nation's Centennial Year, he won

the International Amateur Single-Scull Championship in Philadelphia.



COURTNEY IN RACING TRIM

Courtney first met the Cornell "navy" in a two-mile race at Union Springs in 1872, which he and three teammates easily won. The next year, he arranged for the Cornell freshmen to meet the Harvard four at Ensenore on Owasco Lake, and in 1881, he spent ten days coaching the Cornell University four which went on to win the Lake George Regatta.

Three years later, he began assisting in the training of Cornell's rowing team, and in 1889, he was selected to be the University's head rowing coach, organizing Cornell's first eight-man crew. His teams won every competition through the 1894 season, setting a world record for the mile-and-a-half race in the process.



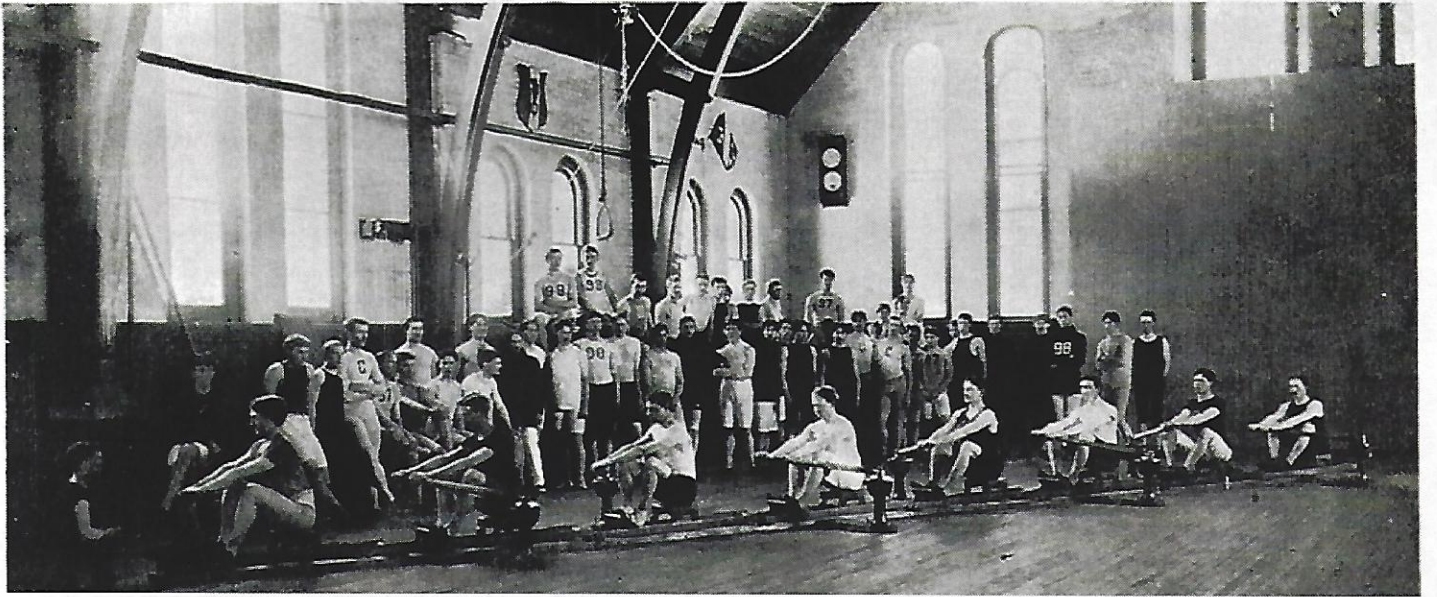
VARSIITY FOUR-OARED IN 1888

In 1895, Cornell sent a team to the Henley Regatta in England, and the following year, the eight-man varsity boat set the world record for the four-mile race at the Intercollegiate Rowing Association's Regatta at Poughkeepsie. In 25 years of IRA competitions in Poughkeepsie, Courtney's teams won 14 of 22 varsity races and 13 of 21 freshman races.



CORNELL BOAT-HOUSE AND LAUNCH IN 1890

Courtney was a quiet, mild-mannered man. Those who trained under him attributed his success to an indomitable sense of victory which he instilled in his crews, and his ability to inspire absolute cooperation and coordination of effort. He insisted that his training rules be rigorously followed and that his men act as gentlemen and good students as well as good oarsmen. For training, the men worked out on rowing machines at the Cornell boathouse and in Ithaca's Old Armory. During good weather, they went out on the lake for eight to ten-mile "conditioning rows."



PRACTICE IN THE OLD ARMORY ('96)

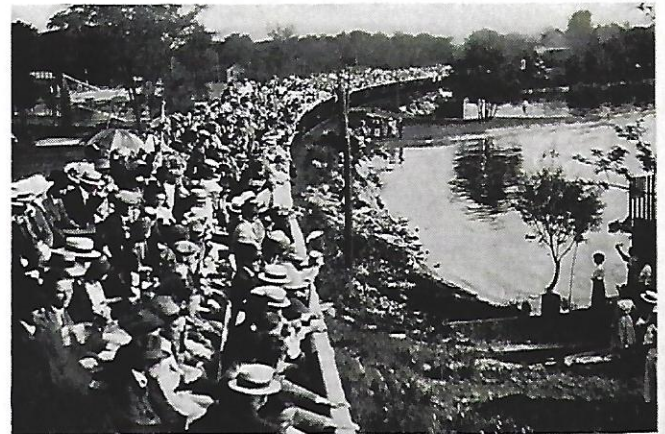
Courtney was the inventor of the rolling seat for oarsman, and all of the sculls used by Cornell during his time at the University were built to his specifications at the boathouse by his assistant, **John Hoyle**. He is also credited with developing

throughout the race. Two of Cornell's three teams swept the field.



COURTNEY AND HOYLE

Troy



OBSERVATION TRAIN ON CAYUGA LAKE

Troy

the "Courtney or American style" of rowing as opposed to the "English style." Courtney's rowers did not lean way back on the pull-through, and he didn't insist on a certain number of strokes per minute, relying, instead, on each crew finding its own natural pace with a good run on the boat after each stroke. He was also one of the first coaches to use photography to analyze his crews' procedures and performances.

Courtney had gone into semi-retirement in 1916, and shortly after the big race he fully retired. In the spring of 1920, he and his wife left their home in Ithaca to spend the summer at Farley's Point on Cayuga Lake. On June 17, 1920, after returning from a morning on the water, he died at age 71.

In June of 1920, one of Courtney's long-held wishes came true -- the big IRA race, usually held at Poughkeepsie, came to Cayuga Lake. Mobile grandstands were built on railroad flatcars on the tracks that paralleled the water's edge, so that spectators could stay even with the boats

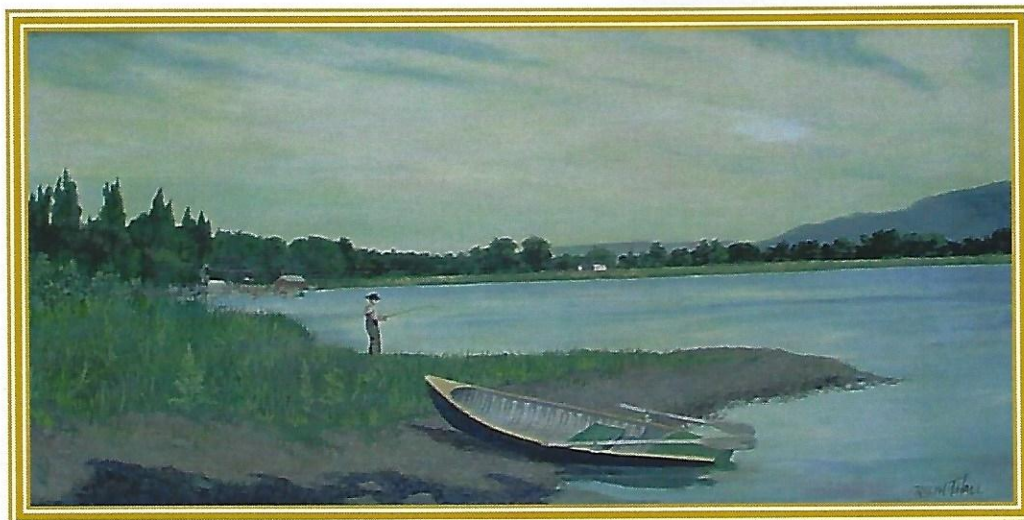
On June 12, 1976, the village of Union Springs held a regatta in memory of Charles Courtney -- using the same course he raced on in 1872, when he first met the Cornell navy. 📷

Many thanks to Pat Kimber at the Frontenac Museum in Union Springs for providing the photos for this article. -- Ed.



COURTNEY COACHING ON CAYUGA LAKE

Troy



Growing Up With Outboard Motors

Article by Ted Hall Painting by Ted's uncle, Ralph T. Hall, depicting George Hall fishing near his 1927 trout boat.

In 1909, Ole Evinrude of Milwaukee, Wisconsin designed and tested the first Evinrude outboard motor. Now, almost 100 years later, the Evinrude outboard motor has been a favorite for over five generations of boaters.

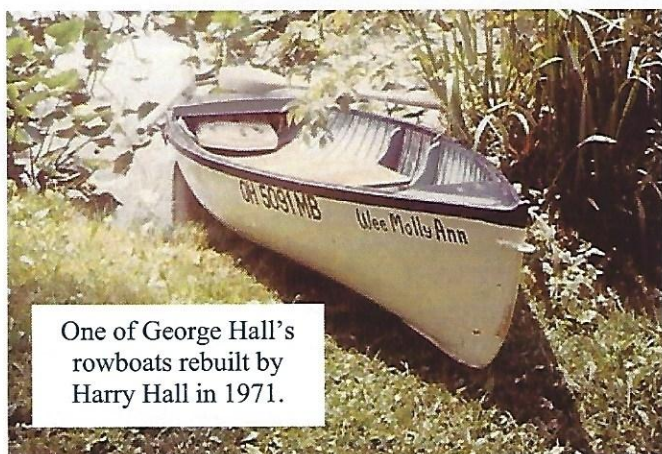
That includes five generations of the Hall family which have enjoyed outboards and experienced wonderful times on Keuka Lake since the 1920s. Each summer during the 1920s and '30s, my great grand-father, **George W. Hall**, and his wife, **Carrie Campbell**, rented cottages at Campbell's Beach (now Camp Good Days and Special Times) in the "Basin of Keuka Lake" near Branchport. There, George built and rented-out his own style of rowboats. Before his death in 1939, he had built over 40 boats in the red barn that still stands on the grounds of Camp Good Days.



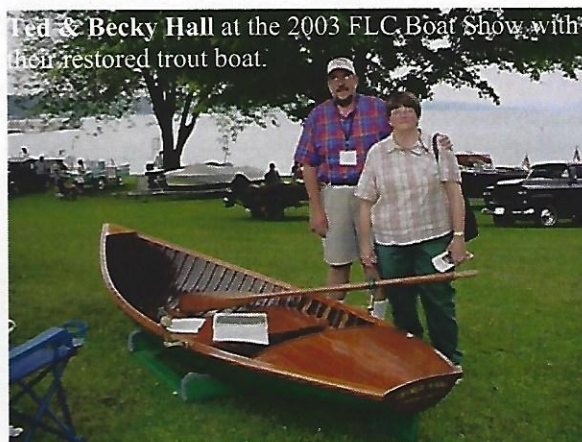
Growing up in the 1950s and '60s, I first learned to row a boat in a 1927 12-ft. Penn Yan Solo Fishing Boat (locally known as a trout boat) first owned by my great-grandfather.



The 1927 trout boat before restoration by Ed Wightman in 2000



One of George Hall's rowboats rebuilt by Harry Hall in 1971.



Ted & Becky Hall at the 2003 FLC Boat Show with their restored trout boat.

This model trout boat appeared only in the 1927 Penn Yan boat catalog. It was probably eliminated from the line-up due to the emergence of outboard motors requiring access to the transom.

After learning to row, the next step was to take off in my Uncle Ralph's 1960s Montgomery Ward 12-ft. aluminum boat with a 5 ½ hp outboard motor. Life could not be better when a young boy had the outboard motor at full throttle, racing along at 10 MPH, and bouncing across the waves when he entered the main part of Keuka Lake from the Basin after crossing the sandbar. Summer vacations and fishing trips provided me the opportunity to learn to operate and enjoy a variety of outboard motors, ranging from a 3 hp to a 125 hp Evinrude. Memories like these are part of my youth, along with the many times spent with my dad, **Harry E. Hall**, and his outboard motors. They have led me into a hobby now called "Antique Evinrude Outboards" with their paired vintage Penn Yan boats.

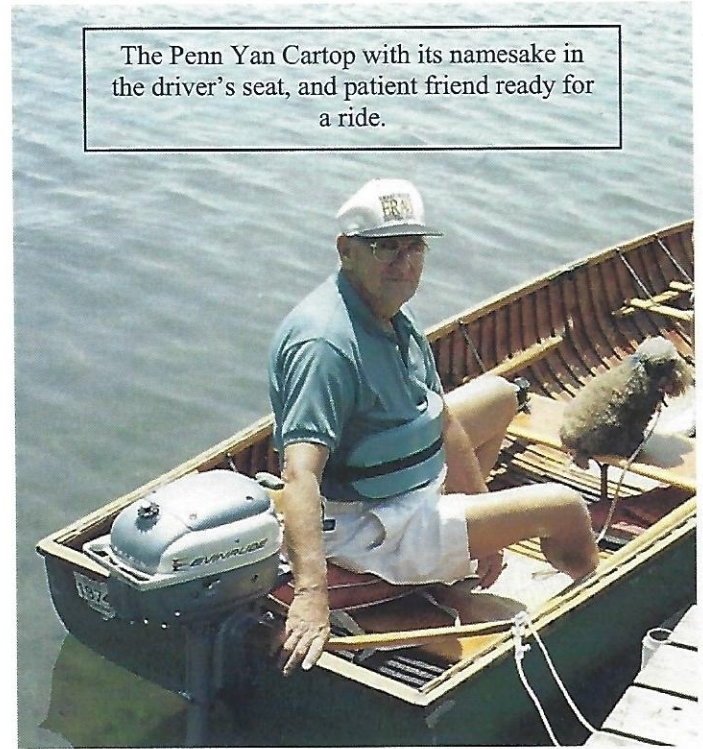
My first Evinrude outboard was a college graduation gift in 1978, from my late parents, **Harry & Laura Hall**. It was a 1968 18 hp Evinrude on a new 14-ft. Mirrowcraft aluminum boat. This outfit has been regularly used on Keuka Lake for the past 30 years.



The '78 Mirrowcraft and its 18 hp Evinrude readied for a fishing trip with Ted's son, **Pete** (left), and family friend.

In 1994, my wife, Becky, and I reestablished a "Hall Family Cottage" at Crescent Beach in Branchport. That same year in our hometown of North Canton, Ohio, we located a 1962 3 hp Evinrude outboard motor paired with a 1959 Penn Yan Cartop boat. The motor was originally owned by the Evinrude family and the boat had been brought to North Canton from Naples, Florida. We bought the pair, named the boat the **Harry Hall**, and returned the two to Keuka Lake where they have made several appearances in Wine Country Boat Shows and the Curtis Museum in Hammondsport.

In 1995, we located a 1972 Glastron with a 1972 100 hp Evinrude in North Canton. This outboard boat was a smaller but similar style to my father's 1964 Glastron, the **Molly B.**,



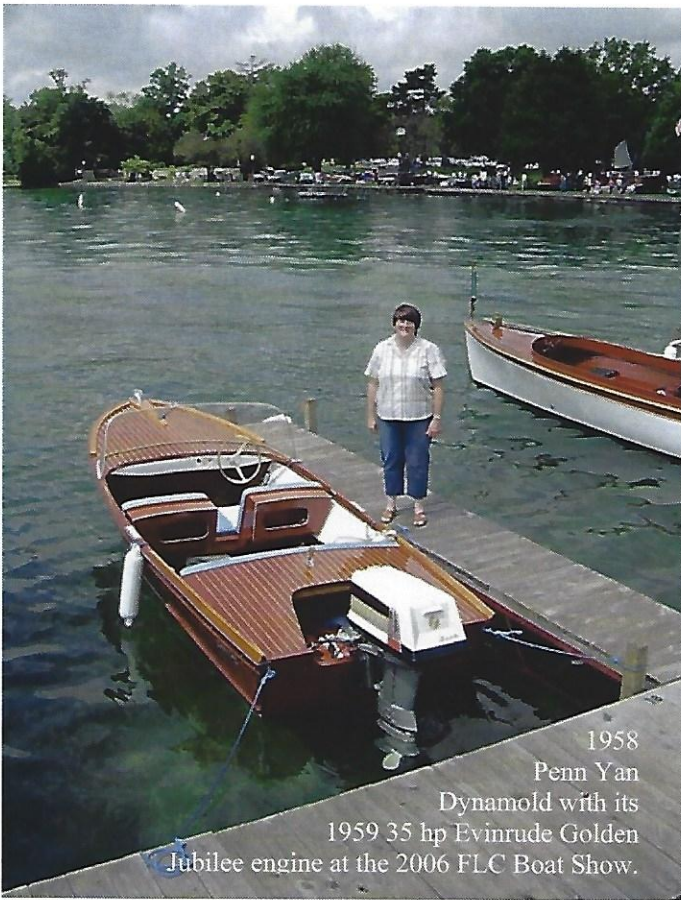
The Penn Yan Cartop with its namesake in the driver's seat, and patient friend ready for a ride.

with a 125 hp Evinrude. Our family still enjoys the 1972 rig on summer vacations at Keuka Lake.



One hundred Evinrude horses leaving nothing but wake on a beautiful day on Keuka Lake

During the fall of 1997, we found a 1958 15-ft. Penn Yan Dynamold with a 1959 35 hp Evinrude Golden Jubilee outboard, honoring the 50th Anniversary of Evinrude Motors. We started the stripping of this plywood-sided boat but eventually turned it over to Ed Wightman who professionally refinished it during the winter of 2004-2005. The boat, named **DeWick**, and motor returned to the waters of Keuka Lake during the summer of 2005.

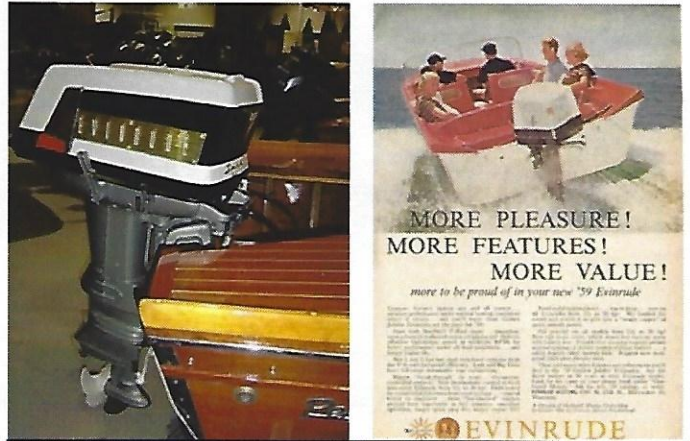


1958 Penn Yan Dynamold with its 1959 35 hp Evinrude Golden Jubilee engine at the 2006 FLC Boat Show.

We are the second owners. The original owner was **Edwin DeWick**, coincidentally of Hall, New York (north of Penn Yan), who purchased the boat from the Penn Yan factory in 1959. The DeWick family used it for many summers at their cottage near East Bluff Marina. The boat and its Evinrude motor were in Wine Country and Finger Lakes Chapter Boat Shows in the summer of 2006, where they won several awards including the Best Restored Classic Outboard Motor and Best Outboard Cedar Strip or Molded Plywood Boat. The boat and motor were on display last winter at the Curtis Museum.



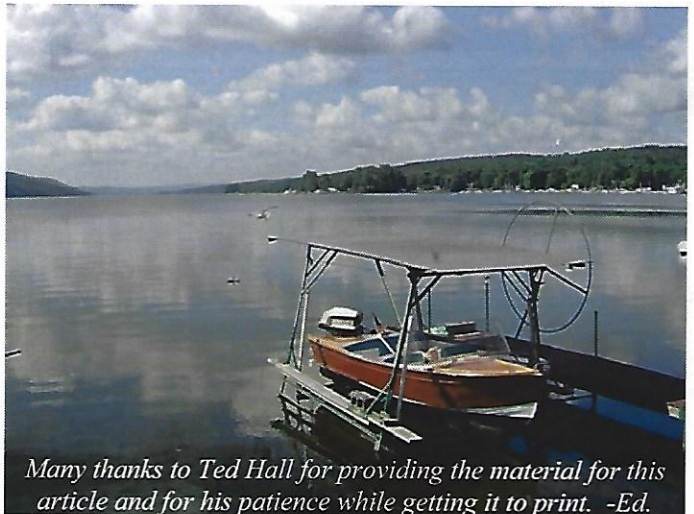
In the fall of 2006, we located a 1959 Penn Yan 16-ft. Baltic with a 50 hp Evinrude Golden Jubilee outboard in Western Kentucky. This particular four-cylinder motor was known for, and still lives up to, its fuel-hungry reputation. It is not an EPA-friendly engine! The argument can be made that today's modern and efficient outboard motors would not have evolved as they did if earlier shortcomings hadn't driven design and performance improvements.



Fifty hp Evinrude Golden Jubilee Motor and a 1959 Evinrude ad promoting the engine.

As you can see, Evinrude motors have long been a part of the Hall family on Keuka Lake. Our family interest in Penn Yan boats and Evinrude motors has created a unique trail of history beginning with family boat-builder, George W. Hall in the 1920s, to the present. The Hall family continues to spend many weekends at the lake, especially the annual Fourth-of-July Reunion held there each summer. And each boating season you can usually see one of these Evinrude motors and boats on the lake's northwest end.

Our Evinrude collection now covers the years from 1959 to 1972, and horse-powers from three to 100. For any one of them, it is still always exciting to hear that familiar start, then idle, and then the open throttle of the outboard racing along the waters of Keuka Lake. 🌊



Many thanks to Ted Hall for providing the material for this article and for his patience while getting it to print. -Ed.

Outboard Motors

Trouble Shooting the Lower Unit

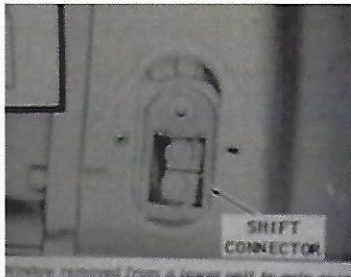
By FLC member **Dick Newcomb**

The two most common problems with the lower unit (not including a damaged prop) are the water pump and the gear case. We'll cover the water pump first.

Water pumps on most outboards built after the 1940s, are housings containing an impeller that is connected to the motor's driveshaft. As the shaft turns, it spins the impeller (looks like a fan) which creates the suction to draw water in and force it up a copper tube to the power head where it passes through interconnected cooling cavities surrounding the motor's cylinders. As the water circulates, it removes heat from the combustion chambers, and then it is exhausted (underwater in modern motors).

As time passes, impellers, which are generally made of a rubber material, get stiff and worn. They gradually lose suction or some of the blades may break off. Now, the motor will overheat.

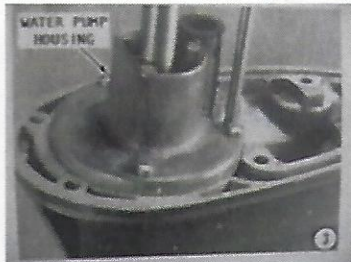
Because the impeller is enclosed in the top of the gear case, to service it, you need to drop the gear case. That is, you need to unbolt it and slide it down from the housing. In Johnson and Evinrude engines this is accomplished by first disconnecting the gearshift rod inside the housing (tower). There is a small oval plate about half



way up the side. Remove the two small screws holding it on.

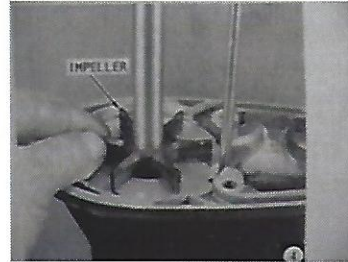
The shift rod is connected by way of a brass coupler with two bolts. Be very careful loosening and especially retightening these bolts. The coupler is brass and you can easily strip the threads. You really don't want to buy a new one of these; they are expensive. Disconnect the TOP one. You don't need to remove the bottom bolt. Leave the coupler connected to the rod going to the gear case.

Once you've disconnected the shift rod and the bolts holding the gear case on, you can pull the lower unit off. It may take a bit of a tug since the copper tube is usually in a rubber gasket. Note: If you are working on anything bigger than 40 hp, you may need two people; they



are heavy and awkward. You'll see the water pump housing on top of the gear case with the driveshaft running through it. Remove the screws and lift off the top (Mercury outboards require a 'special tool' for this procedure. I have these tools if you need help.) Slide the

impeller up off the shaft. There is a small pin that holds it on the shaft. Be careful this doesn't fall out and get lost. Note the blades on the impeller: Have they taken a set (bend) leaning backwards in the opposite direction in which the impeller turns?



Examine the water pump housing. If water has frozen in the lower unit (a common problem), it may be cracked

or warped. In that event you'll need a new one. Let's hope that didn't happen, and that all you need to do is replace the impeller.

Slip the new impeller on the shaft put the notch in it over the pin. While you are doing that, turn the shaft clockwise. This will cause the fins to seat (bend) properly in the housing. Put the top of the water pump back on and remount the gear case. It may take some wiggling to get the copper tube back up into the power head, but be patient. Reconnect the shift coupler, remembering not to over tighten the bolt. There is a notch in the shift rod that should match up with the bolt shaft as it is inserted. Make sure they line up before you tighten the bolt.

Water test your motor to see if it is pumping water well. This all sounds like a difficult job but it really isn't too bad. However, there is some BAD news -- Mercurys are a lot harder to work on, and many motors don't have that troublesome but handy shift coupler. Some require the removal of the power head from the motor to drop the gear case, a major project. In those cases you may want to work with someone who has worked on those before, or pay the Marina. Ouch!

Evinrude warns that running a motor out of the water even for a few seconds may destroy the impeller. This is a little extreme but good advice. Always test motors in a barrel of water, submerging the lower unit to a depth equal to what it would be on the transom of a boat. On more modern outboards, special 'earmuffs' can be purchased to use with a garden hose, but I don't trust them, and I rarely work on motors that new anyway.

Here are some suggestions when working on any part of your outboard: Have a container like a plastic food storage container or small cardboard box handy to put all your screws, etc. in. Be rigorous about saving parts and labeling them, or better yet, take lots of pictures as you go along. Invest in one of the many repair manual guides available. Or the very best idea -- work with someone who has done this before.

Next Time: Servicing the gear case, OR: "This motor is seized up!" Usually, this is NOT what's wrong.

The Dock Market

For Sale: Barn full of boats – wood, metal & fiberglass – Penn Yan, Thompson, MFG, Starcraft, etc. Various conditions, original to restored. **Dick Curvin**, 315-729-4666

For Sale: Dunphy X-55, 17-ft inboard, 215 HP Interceptor engine, galvanized trailer. Engine rebuilt. Original upholstery, floor covering & trim. \$16,000. Also 1939 Skaneateles Boat & Canoe Co. Lightning Sailboat, #755. Has single bottom, new canvas deck, two sets of sails & wood mast. Alan Boat Co. trailer. \$3500. Also 1957 17-ft. Chris-Craft Sportsman, 185 HP CC V-8, new upholstery, new varnish and stain. Trailer. \$14,900. **Mick Griffin**, 716-662-1949 or MickG16@aol.com

For Sale: 1946 16-ft. Chris-Craft Rocket Special Runabout with Chrysler Ace engine, white hull and all hardware. Needs new keel and chines. \$3500. or best offer. **Ed Ritter**, 315-524-3007 (leave message).

For Sale: Rare 1927 20-ft. Gesswein Sportabout (hull #7) with original 6 cyl. Van Blerck engine. Twin cockpit with unusual facing rear seats. Brass hardware & leather upholstery. Boat & engine fully restored; both in excellent condition. Custom trailer. Asking \$35,000. **Barbara Giovannetti**, 315-947-5532 or sueag@hotmail.com

For Sale: 1957 23-ft. Chris-Craft Continental. New bottom, frames, chines, keel, dashboard, dark-red pleated upholstery, and cockpit edging, and ~20% new wood on deck. Twelve+ coats of varnish throughout. Original hardware including Iva-light. Folding top with white side curtains and cockpit extension. Original "M" motor with dual 12-volt batteries & switch. Motor professionally rewired. Not launched in 2006. Dual-axle trailer. \$42,000. **Steve Haarstick**, 585-342-5200 (days), shaarstick@haarsticksailmakers.com

For Sale: 1950 20-ft. Morehouse Utility. Varnished sides and top deck. One of only a dozen made. 95HP Model K Hercules engine runs very well. Dual-axle heavy duty bunk trailer with electric winch included. Overall good condition; stored inside under cover since 1988. Contact **Bob** at 315-635-3634 after April 10th or ANTEEBOTR@aol.com any time.

For Sale: 1999 12-ft. Victory Swift; fiberglass composite over a traditional wood frame hull; replica of a '50s-era Penn

Yan Swift; 1 of 7 built. 1999 25 hp Mercury (approx. 50 hrs.) moves boat at 35 MPH. One owner. Trailer and canvas cover. \$10,500. **Bud Garrity**, 607-533-9101, or bgarrity@garrity.com



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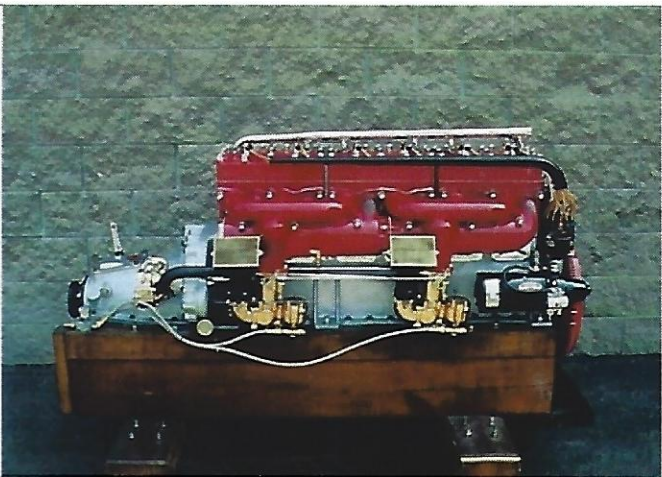
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