



Brightwork



Volume 14, Issue 1

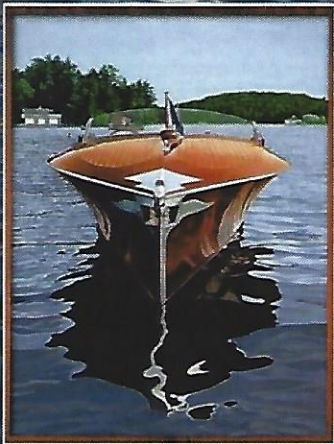
Newsletter of the Finger Lakes Chapter, ACBS

March 2009

*Many Thanks to M&T Bank
Official Sponsor of the Chapter's 31st Annual Boat Show
July 24-26, 2009*



In this issue:



*ACBS Annual Meeting and
International Boat Show*



Steamboat 'City of Auburn'



*Barber Brothers
Marine Gas Engines*



Tale of Two Boats

Letter from the President

As I drove through Skaneateles this morning I saw a number of ice fisherman out on the lake, and it seems hard to believe that we will have warm weather and our boat show in just a few months. After a few warm days last week, there is a feeling that spring is just around the corner

As we listen to the news each night about our worsening economy, it is more important than ever to carefully choose our vacations and events we plan on attending. The Finger Lakes Chapter has two great family events planned for May and again in July that are free to attend.

On Sunday, May 23rd, we are planning a picnic at Emerson Park on Owasco lake. There is more about that outing on page 2 of this issue of *Brightwork*. This will be an opportunity to take a boat for an informal cruise or just come and enjoy good food and camaraderie.

In July, please plan on attending the Fulton Chain of Lakes Rendezvous in Old Forge, N.Y. This is two days of wonderful boating in a picture-perfect setting. If you would like to participate in either or both events, please let me know. There's more info about this event also on page 2 of this newsletter.

Our big event is, of course, our Boat Show over the last weekend in July. 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

Letters to the Editor

Dick,

Thanks for the copy of the Finger Lakes Chapter's December newsletter. Excellent, interesting article on the "America" which I hope your readers will also find interesting. Thanks for the PR.

Be the good Lord willing, hope to see you at the WCCB 27th Annual Boat Show and Regatta at Hammondsport, July 17-19. If you have an extra copy of the newsletter, you might mail a copy to the museum as I'm sure they will be interested in seeing it.

Jim Lally, Curtiss Museum, Hammondsport, NY

A copy of the last newsletter had been earlier sent to Traf Doherty, Executive Director of the Curtiss Museum in Hammondsport. -Ed.

Dick,

A belated, but sincere thank you for the copy of the latest **Brightwork**, with the WCCB Fall Trip 2008 story in it. Another great issue. The use of color really makes the pictures jump out. I know the cost is more for color, but the results, I think, well justify it. Have a great New Year.

Doug Vittum, WCCB, Middlesex, NY

Hi Dick

Received your newsletter last week. In my book you are "The undisputed King of ACBS Newsletter Editors!" The front cover graphic is beautiful. The entire newsletter is so well laid out; easy flow and certainly reader friendly.

From your "Letters" pages, it was nice to see that a number of people saw your article in the **RUDDER** and asked for examples of your Boat Show Program. Also, the CD provided in the last issue was a great idea and a plus-benefit for members.

Happy New Year!

Wil Vidal, FLC & Glacier Lakes Chapter, Pewaukee, WI

*Credit Sue Kiesel for the excellent photo on the front cover of the December issue of **Brightwork**. She has an eye for special shots. -Ed.*

Dear Dick,

Great issue of **Brightwork**. Wonderful selection for the cover photo! And thanks for the "ad" inside about my homemade card! You do a great job no matter what **Jack Gifford** says!

Thanks again from the **Kiesels**.

Hi Dick,

Your disk of captions arrived. Wow -- great stuff. Thank you so much. We are looking at getting it into the May/June issue. Happy New Year.

Terri Wangard, *Classic Boating Magazine*, Oconomowoc, WI

*The following letters have to do with the article appearing on pages 10-14 of this issue of **Brightwork**. -Ed.*

Richard

The families of the Barbers would like to thank you for all the information that you have given me about the Barber Brothers. Your thoughtfulness is appreciated more than you know.

Arold Weatherstone, Weedsport, NY

Dick

The list of "North American Inboard Marine Engine Companies from the 1890s to 1940" is the largest compilation of names on the subject to date. I have been working on it for over twelve years and I still find a new name occasionally. If any of your readers have an obscure marine engine or are aware of any with old literature, etc., I would like to hear from them.

Richard Durgee

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ACBS Annual Meeting and International Boat Show

ACBS's annual extravaganza is again returning to the northeast, this time to the Muskoka Lakes District of Ontario, Canada. For nearly 150 years the magical Muskoka Lakes have attracted travelers to that area north of Toronto. Those appreciating the simple untainted beauty of nature in its most pristine form have enjoyed spending their holiday time in this beautiful part of North America. The host Toronto Chapter has lined up a terrific set of Pre-Event activities which will open doors to special venues not normally accessible to those visiting the area.

Sunday, September 20th: Dinner at the Royal Canadian Yacht Club in Toronto. You will be picked up at the Toronto waterfront by *MV Hiawatha*, a 65ft motor launch, operated by the RCYC since 1885, tour the Toronto islands, and be dropped off for dinner at the Royal Canadian Yacht Club.



Founded in 1852 as a recreational club and the unofficial auxiliary of the British Royal Navy on Lake Ontario, the clubhouse continues to this day as a magnificent building steeped in rich

sailing history. When you return to the mainland waterfront after a sumptuous dinner you will see the night skyline and lights of Toronto from the water.

Monday, September 21st: Leave Toronto at your leisure and travel to Gravenhurst, ONT. Be sure to leave time to launch your boat at the ramp in Gravenhurst and check into your hotel before



leaving for a dinner cruise onboard *RMS Segwun*, built in 1874.

Tuesday, September 22nd: Enjoy the wonderful sights of Muskoka during a boating tour of seven beautiful boathouses



on Lake Muskoka. Collections of antique and classic boats by local builders such as Ditchburn, Greavette, Minett-Shields, Duke, Disappearing

Propeller Boat Co. and SeaBird will be on display. Owners will be on hand for answers to your every question.

For those who may not want to spend the day on the water, arrangements have been made to meet local artists in an area studio with many of their works on display. A Canadian-style dinner at Beaumaris Golf Club will round out the day before cruising back to Gravenhurst.

Wednesday, September 23rd: Wednesday's boathouse tours will be on Lake Rosseau, site of many islands, resorts, summer cottages and magnificent boathouses. Again, you will see vintage boats built by many different manufacturers, including some replicas and one-of-a-kind newer designs, all on display in elaborately finished boathouses.



For those wishing to extend their artistic interests, arrangements have again been made to visit the studio of a well-known local artist. The day will be rounded out with a reception at the Muskoka Boat and Heritage Centre in Gravenhurst.

Thursday, September 24th: ACBS meetings get underway with a Chapter Roundtable and ACBS's 34th Annual Membership Meeting.

Friday, September 25th: Preparations for the 8th Annual International Boat Show followed by a Buffet Dinner Cruise aboard the *Wenonah II* out of Gravenhurst.



Saturday, September 26th: International Boat Show, Annual Meeting Banquet and Awards Ceremony.

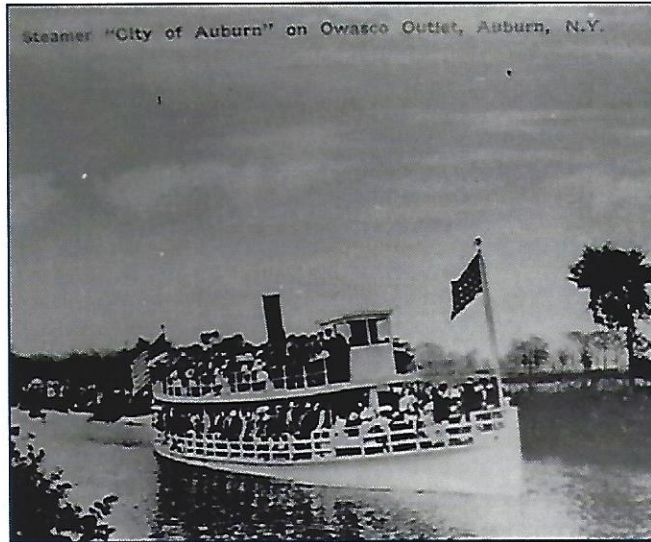
Lodging Information:

Toronto: Preferred rates at the Radisson Admiral Harbourfront Hotel; 800-333-3333 or www.radissonadmiral.com. Identify yourself as an ACBS member and quote Promotional Code ACBS-09.

Muskoka: Preferred rates at the Taboo Golf and Conference Centre which is the host hotel (800-461-0236, or www.tabooresort.com and identify yourself as an ACBS member), or the Marriott Residence Inn at Muskoka Wharf (Opens in early May). Call Marriott's toll free number 888-236-2424 after May 1st or www.marriott.com

This is an unusual opportunity to see and enjoy an extraordinary part of our world. Look for Registration Forms in the Spring 2009 edition of RUDDER Magazine.

Nineteen-twelve brought several changes. When the lake was extremely rough and the boat was heavily laden, waves splashed onto the lower decks. To remedy the problem, splashboards were installed under the forward guardrails. The boat was painted and State inspectors examined the hull and machinery. And because the dock at Island Park was often crowded with the smaller steamers, Mr. Koenig constructed a fine concrete dock for the *City of Auburn* across the channel at Lakeside Park. He also erected a fine dance pavilion next to the hotel at Koenig's Point which was popular with patrons.



The steamer was quite reliable, but on one trip to Koenig's Point in the summer of 1913, the engine unexpectedly quit about two miles from Island Park with a large crowd onboard. The water was quite rough and the wind was strong out of the north. The boat drifted helplessly while the engineer and crew worked feverishly to fix the engine. Passengers became more and more worried as they drifted past their destination. Many of the people onboard were concerned that the "City" was in real trouble and would end up beached at the south end of the lake.

E.N. Ross observed the situation, came alongside in his small steamer, and took many of the passengers to shore. After two hours of drifting, the boat was repaired and finally made it back to Koenig's Point. It is understandable why many of those on board telephoned to Auburn for automobiles to come pick them up for the return trip to town. However, the repairs made by the crew were evidently successful as the boat's propulsion system had no further problems.

Later that summer the boat had left the dock and Captain Ed Quick settled into a deck chair to enjoy the view. Soon he dozed off for a nap. The engineer thought that such a breach of marine regulation should be addressed. He dared a young lady on board to give him a good kiss. She snuck up and kissed him firmly on the lips. The startled captain jumped to his feet, glanced at the stranger before him and ran to the other end of the boat. The



captain of a ship faces many trials...

One morning in early 1915 it was discovered that the boat had sunk at the dock in the old channel near the junction of the new channel. Apparently, some pipes had broken during a recent freeze and upon thawing, water gradually began to fill the hull until the stern was at the waterline, and then the water rushed in, sinking the boat. It was raised and no serious problems were found.

The *City of Auburn* was well liked and ran each summer carrying people to and from Koenig's

Resort. After the end of the 1917 season, the boat sank in the outlet channel. It was raised in January 1918, and taken to Ensenore for a complete overhaul.

Sometime around 1916-17, the road to Koenig's Point was rebuilt making it easy and convenient to make the trip by car. The automobile, better roads, and changing public interests were bringing an end to the steamboat era on all the Finger Lakes, and Owasco was no exception. Koenig's Resort remained in operation but the steamer was used less frequently as the years went by and more and more people came by automobile.

The steamer sat idle in the outlet channel for a number of years until the early '20s, when it sank at its dock in shallow water. The channel was slated to be dredged in early 1924, and the boat had to be removed. Mr. Koenig had the boat taken to dry dock at Ensenore with the idea of rebuilding it and re-establishing steamboat service on the lake. This apparently was not successful, and the boat was left for years on the shore at Koenig's Point.

In 1929, the resort property was put up for sale, and in August 1932, the hotel burned to the ground. The decaying skeleton of the *City of Auburn* lay at the water's edge next to the hotel's ruins. C. A. Koenig was gone, the resort at Koenig's Point was gone, the *City of Auburn* was gone, and the steamboat era on Owasco Lake was over. 🌊

Don Quant is the recognized authority on steamboats of the Finger Lakes. Many thanks to Don for this article.
-Ed.

Tale of Two Boats

Remember when you went back to school in September and the teacher had you write an essay on what you did last summer? Well that is what I'm doing in this report. Or you could call it the 'Tale of Two Boats.'

Kaye and I have a 1958 Lyman that we love named *Precious Time*. One of the reasons we love this boat is that it has always started and runs like the proverbial Swiss watch. This past summer began just fine, but one day, while boating with some friends (whose boat was having issues), our Lyman started misbehaving. Its engine started breaking up at high speed, gradually lost power and finally quit. We had our grandchildren with us so it was a bit tense, but thankfully, our friend's boat was running well enough to tow us in. Before we arrived at the launch, I asked Kaye to try to restart the engine and it fired right up! On our way back to the trailer under our own power, it seemed to run fine.

While on the annual Wine Country Chapter's Fall Trip, I had the opportunity to get some suggestions on things to try from great motor minds, **John Ford** and **Doug Vittum**. I also spoke with **John Dubickas** because he knows Graymarine engines well. I had installed a temperature gauge a year or so earlier and had noticed that the engine did run cold, about 105-110 degrees. (These motors should run between 140 and 160.) I discovered that the spark plugs were fouled with a heavy black coating which Duby said was probably due to running so cold and might account for our engine problems. The old Grays did have a thermostat called a Thermogard, but parts are no longer available. He has a replacement thermostat and adaptor which I purchased and installed. On our test drive the temperature gauge went up to 140 on the nose and stayed right there. We were humming merrily along for about 30-40 minutes when the engine started to break up again. Arrrrgh!

When your boat isn't running right, the world is an ugly place! One thing did improve: The spark plugs were not fouled; they were the nice, slightly tan color the guys had told me they should be. This got me back to my original suspect, the coil. The symptoms we had experienced were classic bad coil, breaking up after running about 30 minutes, quitting and restarting after it cooled down. That shouts "coil." But I had replaced the coil at the end of the previous summer, so why should it act like this?

I had experienced a bad coil before and had chased all sorts of causes for the boat running badly, rebuilding the carb, hotter plugs, and new coil. That saga (with our Chris-Craft) lasted two years until at a boat show, **Ed Ritter**, another great engine man, said to me, "You know, Dick, you can get a bad new coil." I went out and bought another new one which solved the problem! With this in mind, I did the same thing again. I learned that the coil I had installed the previous summer had no resistor, internal or external, so the voltage was too high



By Dick Newcomb

and heated up the coil, causing it to break down. I purchased a new coil with an internal resistor, installed it and the boat runs like a watch again. Replacing the thermostat, though not the solution to the problem, was still a good idea.

Boat tale number two: We restored our 1949 Chris-Craft this year and took it

to the Wine Country Boat Show. I had run it in our driveway and it seemed okay. At the show it started but ran terribly, and we struggled to get it to the dock. It refused to run after that. On the way to the show we had stopped in Penn Yan to put some gas in, and I was afraid that might have stirred up dirt in the gas tank. Or another recent issue with our old engines is the addition of ethanol to the gas. Unfortunately, ethanol can attack lead linings in gas tanks and rubber parts in old engines like gas lines and diaphragms in fuel pumps.

I suspected the ethanol problem because the only thing I had done was add some gas, prior to which the engine ran fine. I started the search for the cause by rebuilding the carb which was full of fine gray silt. I replaced the rubber fuel lines and installed new fuel filter. We took it out on the water and it ran well. After about 30 minutes, I headed back to the dock and the engine started to break up again. Arrrrgh again!

I once again suspected a bad coil, so I replaced it, along with the rotor, points and condenser, too. Upon test running it again, the same break-up occurred at high speed. More arrrrgh! Another call to Ed Ritter (one of many) suggested that because it was running at high speed when it started to break up, to spray a little ether into the carb. If it smoothed out, it was probably a gas problem (not getting enough). As I was running it, I remembered that I needed to turn the high speed adjustment screw on the carb out a lot on this engine. After I had rebuilt the carb, I hadn't turned it out very far. When I turned it out about three full turns, it smoothed out and ran great – at least in the driveway.

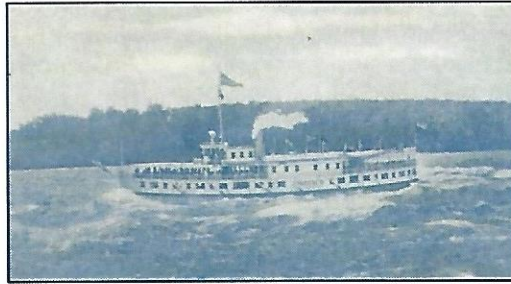
By now it was the end of summer. We got a reprieve with the weather over Columbus Day weekend and had two fabulous days on Keuka Lake with the most beautiful foliage we have ever seen. The boat ran like a bear. After running it on Sunday, I checked the fuel filter and it was full of black silt. I had put a bottle of K100G in the gas tank as recommended by John Dubickas and **Tom Steele**. They both said it helps negate the ethanol issue. I replaced the filter and we ran again on Monday. This time the fuel filter remained perfectly clean. Apparently the K100G had precipitated the particles out of the fuel system.

Oh, Joy To The World! The world looks bright and wonderful when your boat is running great. It will be a better winter knowing they are both good to go.

I will follow this story up with some "how-to" articles on checking and repairing things like coils and carbs.

Did You Know...?

...that as early as 1897 -- long before the days of the St. Lawrence Seaway Project -- the American Line was running steamboats (essentially Day Line Boats) between Clayton and Montreal on the St. Lawrence River on regular schedules? Designed with minimum draft to handle a series of rapids in the river, a promotional brochure described the eastbound running of the rapids: "...the increasing speed of the steamer indicates that the most fascinating portion of the St. Lawrence River is now at hand, and with eager expectancy the exhilarating, exciting and never-to-be-forgotten descent of the Rapids is commenced..." It continued with a description of the running of Long Sault Rapids: "...three miles of boisterous commotion; six miles of current and sharp turns. The Rapids of Long Sault rush along at a speed of twenty miles an hour. The terrific roar and seething violence of the river are intensely fascinating." And promotional comments about



running the Split Rock Rapids: "The current rushes with frightful force and volume, and the steamer is borne along as if to certain destruction; but at the critical moment the skillful pilot causes the boat to swerve a little, and the dangerous ledge is safely passed, and passengers again breathe freely." How the American Line could put their investment in major capital equipment at such risk day after day is beyond belief. And how they thought these descriptions would entice families and those "faint of heart" to make the trip down river is hard to imagine! By today's standards of public safety, acceptable risk, insurable operations, quick litigations, etc, it's hard to understand how this kind of commercial travel could have ever been considered, let alone run as a routine business enterprise.

Not much attention is paid to the westbound trip which must have been very tame (and a lot slower) by comparison.

The Dock Market

For Sale: 1993 James Anthony 27-ft. "Gentleman's Runabout". Like a Riva, turns heads everywhere! Jade green fiberglass V-hull with mahogany decks. 800 HP gives 65 MPH. Burlwood dash, Rosewood wheel, mahogany cockpit table, marine head, trailer, yacht systems. \$85,000. 607-532-4972 or skip@stamberger.com

For Sale: Barn full of boats. Sold 15; 25+ to go. Penn Yan, Thompson, Yellowjacket, Roberts, Trojan, Chestnut, Ark Traveler, Alumacraft, etc. Canoes, rowboats, runabouts. Many off-brand outboard motors and select Mercs. **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. \$12,500. Also 1939 Skaneateles Boat & Canoe Co. Lightning Sailboat, #755. Has single bottom, new canvas deck, two sets of sails & wood mast. Alan Boat Co. trailer. \$3500. Also 1958 23-ft. mahogany lapstrake St. Lawrence River launch. 100 hp Chris-Craft engine with 1:1 1/2 reduction gear. Needs only minor restoration and cosmetic work. \$3500. Also Rhodes Bantam sailboat; two sets of sails; trailer. Needs only cosmetic work. \$1000. **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 Ivalight. 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.

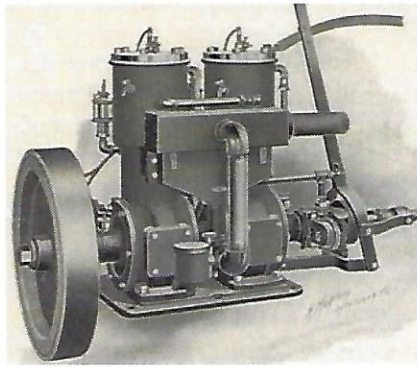
For Sale: Older model TeeNee boat trailer. Seventeen ft. overall with 13-in. wheels and roller bed. Needs sprucing up. \$500. OBO. **John Davison**, 585-671-7212. (Webster, NY)

Wanted: 1920s-'30s Elco, Wheeler, Richardson, Matthews or Huckins cruiser for restoration. **Steven Dami**, 603-455-5670, or <http://www.granitecreekproperties.com>

For Sale: Late 1950s 18-ft. Lyman Utility, 109 Gray Marine engine ran two years ago. Boat needs rebuild. Asking \$1800. OBO. Also, late 1960s 20-ft. Lyman I.O. No engine. Hull partially rebuilt. Asking \$2500. OBO. Also, mid '60s 25-ft. Lyman Soft Top Sleeper with Gray Fireball V-8. Includes trailer. \$2500. OBO. **Todd Kallusch**, 315-483-6371. (Sodus Point, NY)

Barber Brothers M

In the decade prior to 1900, as many as 40 designers and builders of marine gas engines operated in the Finger Lakes Region with most remaining in business into the 20th Century. (See sidebar, page 13.) One of those early firms was Barber Brothers of Syracuse.



A 1907 Barber advertisement indicates that Barber Bros. had been in business for 22 years, dating the firm back to 1885, when it was building boilers for steam engines. Exactly when the company began building steam engines is not clear, but they had been one of several firms in Syracuse at the time involved in various aspects of the steam engine trade. Barber Brothers began business at 313 Lock Street in Syracuse, moving several times over the years.

In 1907, the company was located at 500 East Water & Grape Streets, and the catalog of that year indicates that the company began building marine gas engines in 1900. Records show that Barber shipped 75 gas engines to the DM Tuttle Boat and Engine Co. of Canastota, NY by the end of September 1900.

A great debate of the time involved the virtues of two vs. four-cycle gas engines. Barber clearly stated its position in its 1907 catalog:

“The two-cycle type is one generally used for marine purposes, and the style we have adopted. It is much more simple and steadier than four-cycle, and less liable to get out of order. A two-cycle engine with the same size cylinder as four-cycle will give double the power at the same speed and is as economical as a four-cycle for the actual power developed.”

Barber’s claim that a two-cycle engine produces twice the power of a comparable four-cycle engine is a bit over-stated. With the two-stroke engine, some of the power is used to force the air-fuel charge into the combustion chamber under pressure. Also, all the burned gases are not cleared from the cylinder after ignition, diluting the potential energy of the new fuel-air mixture entering the combustion chamber. Additionally, because of the much shorter period the intake port is open (compared to the period of the intake valve in a four-stroke cycle), a smaller amount of fuel-air mixture is admitted. Hence, with less fuel-air mixture, less power per power stroke is produced compared to the power produced in a four-stroke engine of like size, operating at the same speed, and under the same conditions.

Auxiliary devices can be used with the two-stroke engine to increase the amount of fuel-air mixture delivered to the combustion chamber, but these also require power to operate, and detract from the net output of the two-stroke engine.

Barber engines were primarily fired by jump-spark (spark plug) ignitions which were then a common system for most inland marine engine builders. Coastal manufacturers tended toward the make-and-break ignition systems (see article, pages 8 & 9).

Carburetion was accomplished through use of a vaporizer which was described in its catalog:

“The gasoline comes from the tank and rises to a little below the top of the tube that is regulated by a float valve and when the engine is at rest no gasoline can get out of it, but as soon as the engine is started a current of air is being drawn over the end of this tube, which draws the gasoline out of it in the form of a spray, and is in the best possible condition to unite with the air, making a perfect gas. With our vaporizer we do not regulate the air, but regulate the gasoline.”

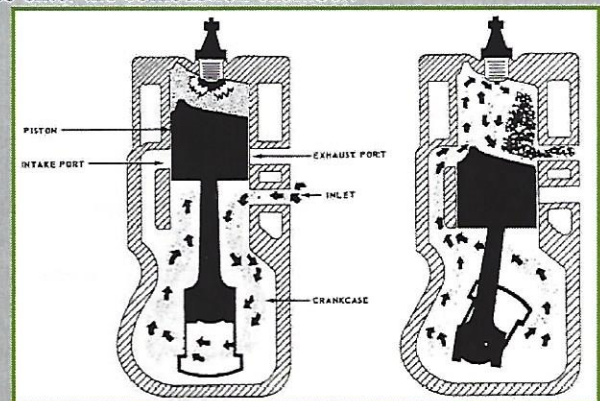
Lubrication of engine bearings was accomplished by sight-glass drip-feed oilers which supplemented the standard gas-oil mixture of five



Two-Cycle

A two-cycle internal combustion engine is really a misnomer -- it’s actually a two-stroke engine. (To be technically correct, it’s a two-stroke cycle engine.) It takes two strokes of the piston – one up and one down – to complete a single cycle. Every other piston stroke in this engine is a power stroke. Intake, compression, power, and exhaust all take place; and they are completed in just two strokes of the piston – one full turn of the crankshaft.

The cut-away drawings below show the intake and exhaust ports cut into the sides of the cylinder wall instead of at the top of the combustion chamber as in the four-cycle (four-stroke) engine. After ignition, the piston moves down in its power stroke, and first uncovers the exhaust port to let burned gases escape, and then it uncovers the intake port to allow a new fuel-air mixture to enter the combustion chamber.



Marine Gas Engines



gallons of gas to one pint of oil (40:1).

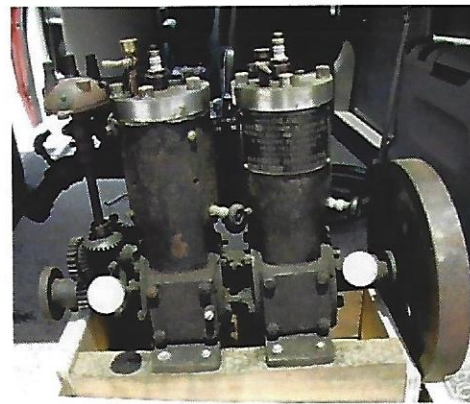
Barber offered two versions of a reversible pitch propeller for speed and direction control – one specifically for their single-cylinder engines. Individual blades on the three-blade unit could be easily unbolted and replaced when damaged.

As with many other manufacturers' offerings of the time, Barber engines came equipped with shaft, propeller, batteries, spark coil, stuffing box, muffler, switch, extra spark plugs, gas strainer, battery connections, spark wire, and for multiple cylinder models, extra batteries.

Barber's 1907 price list offered 23 different engine models ranging from a single-cylinder 2-hp weighing 165 pounds and priced at \$232, with a reversing propeller, to a mighty four-cylinder 60-hp engine weighing 1500 pounds priced at \$1,860., also with a reversing prop. Two-cylinder models produced five to 40-hp, and none of the Barber engines ran faster than 500 RPM.

Testimonials were an interesting part of old marine engine catalogs, and the Barber catalog of 1907 was no exception. **George Boldt's** 30-ft.

launch, **PDQ** (now in the collection of the Antique Boat Museum and on display in the Boldt Yacht House), was listed as equipped with a four cylinder, 24-hp Barber engine which propelled the boat at a then-respectable speed of 18 MPH. The same catalog carries a photo of **Papoose** -- a 40-ft., 4-ft. beamed launch, equipped with a Barber four-



le Engine?

Then, on the upward stroke, the piston covers both ports and, at the same time, compresses the new mixture in the combustion chamber in preparation for ignition and another power stroke. As shown in the drawings, the piston is shaped so that the incoming fuel-air mixture is directed upward, thereby sweeping out ahead of it the exhaust gases. Also, there is an inlet (a third port) into the crankcase through which the fuel-air mixture passes before it enters the combustion chamber. This inlet is opened as the piston moves upward, but it is sealed as the piston moves downward on the power stroke. The downward-moving piston slightly compresses the mixture in the crankcase which gives it enough pressure to pass rapidly through the intake port into the combustion chamber as the piston clears this port. This action improves the sweeping-out, or scavenging effect, of the mixture as it enters the combustion chamber and clears the burned gases from the cylinder via the exhaust port.

Go to <http://www.keveney.com/twostroke.html> to see an animated cut-away graphic of a two-stroke engine.

A four-cycle engine is also a misnomer – it's actually a four-stroke engine (or to be technically correct, it's a four-stroke cycle engine). The four-stroke engine was first demonstrated by **Nikolaus Otto** in 1876; hence, it is also known as the Otto Gas Engine Cycle. It requires two crankshaft revolutions for one power stroke.

Go to <http://www.keveney.com/otto.html> to see an animated cut-away graphic of a four-stroke engine.

cylinder, 32 hp engine moving the boat at 23 MPH. At the time, it was owned by **F.M. Hunt** of Alexandria Bay.

By 1925, speed control was improved through the use of fuel and air throttle control. All piping and attachments were nickel plated, while iron components such as cylinders were painted with two coats of hand-rubbed enamel. A high-speed three-cylinder engine in the 1925 catalog used a great deal of aluminum in its construction resulting in a remarkably light-weight machine.

In the late 1920s, it appears that Barber Brothers sold the engine business to **Henry & William King**, two brothers who had been involved with the Wonder Mfg. Co., another early gas engine builder in Syracuse. King Brothers was located at 429 East Water Street, but no mention has been found of that company after 1931. Apparently, it too, was a victim of the Great Depression.

The engine shown at the centerfold is a 5 hp two-cylinder two-stroke Barber owned and restored by **Tom Stranko** of Binghamton, NY. The photo above is of the same engine prior to restoration. On the front cover is another one of Tom's beautifully restored Barber engines. Two essential systems required for reliable engine performance are carburetion and ignition. At least up to 1925, Barber used a "syphon (siphon) float feed carburetor" to atomize gasoline with air and feed the mixture into the combustion chamber. Little has been recorded about how the Barber carburetor worked.

However, in the case of ignition systems, much has been written about two competing types: make-and-break vs. jump-spark. And much that has been written about these ignitions is contradictory and inconsistent with misuse of terms. So, on the following two pages there is a detailed treatise comparing these two systems in the hope that it is a reliable resource for those interested in old marine engines. In 1925, Barber Brothers was using the jump-spark system.

crankshafts. He said when they started, you better stay out of their way.

About the only consideration for vibration was [to] make things heavy.

I'm very eager to see the engine you have. I don't remember seeing one with two flywheels. They were all marine [engines] that I saw. He (my father) built both boat[s] and engine[s], and rowboats over forms he made on a production basis.

He built all his own patterns and had many of them cast in Auburn at the Enterprise Foundry, and some at another foundry around Auburn somewhere. He made some beautiful patterns, but how he learned, I don't know; self-taught, I guess. How he machined them, I don't know much about either except he took me most everywhere, and at the shop [there was] no heat except a little stove burning chips, etc. I thought I would freeze. Only seven years old at the time.

I was living with an aunt and uncle on the farm down at Warners at the time, but did get to Skaneateles two or three times a year after I got a bike or some other way, for a day or two at a time, but didn't learn much more about the engine. Another fellow by the name of Polly started to build an engine. I never knew whether he finished it or not. When I was living down at Warners with my aunt and uncle, about 11-12 years old, my father sent me one of his engines. It had a 6" bore and 6" stroke, and the flywheel weighed about 400 lbs. I made a wooden frame and ran it some when I could get a little gasoline and dry cells for ignition. They bent the crankshaft in shipping so it didn't run very

good.


All his engines were two-cycle, two-port, requiring a check valve in the base.

A word about my father: When he was a kid, he and several young fellows used to go by the Packwood Livery Stable on their way home from school [in Skaneateles]. The men who worked there used to give them whiskey to see them do funny things. He and at least one other turned out to be alcoholics.

He and his half-brother, **George**, didn't get along especially good. George went more for carpentry and boat-building. George did have a four-cylinder engine cut in two and put it in a boat he built. It ran but was a funny-sounding thing running on two cylinders. But George and his son were more business-like and ran a boat-line around the lake hauling mail, groceries and a few campers from spring to fall.

My father told anybody anything he had learned, which was copied and he didn't gain much. It was a new industry.

Well, that's about all I can think of at present.

Dad 

*A special thanks to **Arold Weatherstone, Steve Walczyk, and Bruce Hall** who provided material for this article. Arold's wife, **Bernice**, is the granddaughter of Franklin Barber, and Steve is his great-grandson. FLC members **Walt & Marilyn Hannig** are also related to the Barber family – Marilyn and Bernice are sisters. The Weatherstones and Steve reside in Weedsport where Steve owns and operates Barber Welding Service. The Hannigs live in Skaneateles. Everyone knows Bruce Hall! –Ed.*

Early Marine Gas Engine Manufacturers

Richard Durgee of Delray Beach, FL has compiled a list of 1,570 marine inboard engine companies or manufacturers in North America in operation between the 1890s and 1940. Here is a list of 41 that were located in the Finger Lakes Region.

American Gasolene Motor Co.	Baldwinsville	American	Kirkham Motor Mfg. Co.	Bath	?
Barber Brothers	Syracuse	Barber	Lacy Marine Motor Co.	Rochester	Lacy
Brennan Motor Mfg. Co.	Syracuse	Brennan Standard	Leary Gasolene Engine Co.	Rochester	Leary
F.A. Brownell Motor Co.	Rochester	Brownell	J.A. Leighton Motor Co.	Syracuse	Leighton
C.N. Cady Co., Inc.	Canastota	Cady	Lindley Boat & Marine Engine	Canastota	?
Champaign Brothers	Ithaca	Champaign	Livingston & VanEpps	Syracuse	VanEpps
R.M. Cornwell Co.	Syracuse	Wonder	McIntosh & Seymour Corp.	Auburn	McIntosh
Curtiss Aeroplane Motor Co.	Hammondsport	Curtiss	Mottville Machine Works	Mottville	?
Delong Engine Co.	Webster	Long	Otis Machine Works	Rochester	Otis
G.E. Delong	Elbridge	Elbridge	Palmer-Moore Co.	Syracuse	Moore
Dutcher Machine Co.	Fulton	New Parker	Paulsen	Geneva	Paulsen
Elbridge Motor Co.	Rochester	Elbridge, Featherweight	Rochester Gas Engine Co.	Rochester	Rochester
G.J. Emeny	Fulton	Parker	Seneca Falls Engine & Supply Co.	Seneca Falls	K & D
Fairbanks-Grant Mfg. Co.	Ithaca	Fairbanks-Grant	Syracuse Gas Engine Co.	Syracuse	Syracuse
Fay & Bowen Engine Co.	Geneva	Fay & Bowen	Thomas & Grant	Ithaca	Thomas
Genesee Launch & Power Co.	Rochester	Genesee	Trebert Gas Engine Co.	Rochester	Trebert
Harvey Marine Motor Co.	Rochester	Harvey Motors	Tuttle Motor Co.	Canastota	Tuttle
Hazard Motor Mfg. Co.	Rochester	Hazard	Van Epps Motors	Syracuse	Van Epps
F.J. Humphries	Skaneateles	Gosper	Wells & Adams	Bath	?
Jule Motor Co.	Syracuse	Jule	Wonder Mfg. Co.	Syracuse	Wonder
King Brothers	Syracuse	?			

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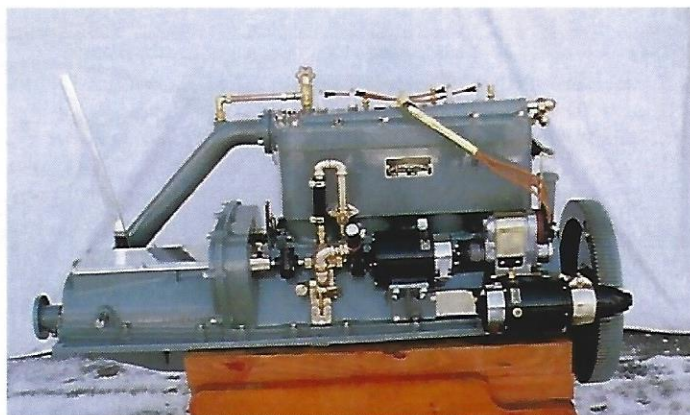
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Pictured is a 1923 Fay & Bowen Model LNS-43 engine.





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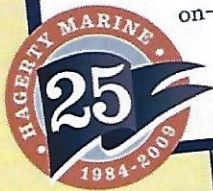




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