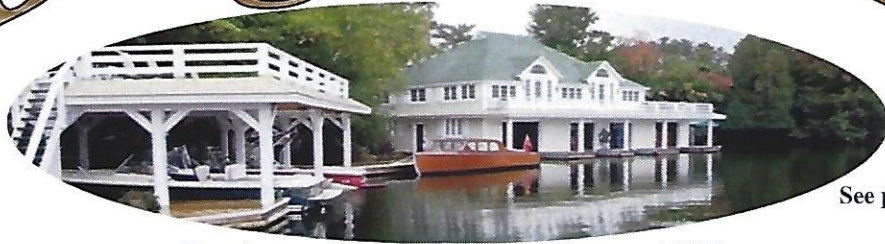




Brightwork



See page 4

Volume 15, Issue 1

Newsletter of the Finger Lakes Chapter, ACBS

March 2010



Photo by Sue Kiesel

President's Letter

Despite the snow out my window, I am optimistic that spring will soon arrive, and the boating season will quickly follow. Our chapter's Board of Directors has been meeting to plan our boat show in July and other upcoming events. Again this year we are working with a local artist to develop the boat show poster, and we are very excited about the sketches he has proposed.

We are also planning events for spring, so keep watching **Brightwork** for more details.

I know many of you are starting to plan which boat shows you will be attending, and I hope you are planning to attend our show over the weekend of July 23-25, in beautiful Skaneateles. Last year we had a waiting list for in-water displays, so please get your entry forms in early. Please note that you will not receive your slip number until you arrive at the show. As your Dock Master, that will give me more time and flexibility to accommodate more boats.

As always we welcome input from our members, so please feel free to contact me or any other Board member with suggestions or comments. And please don't hesitate to call if you would like to help with the boat show. We'd be pleased to have you.

Sincerely,

Janice Miller, President,
Finger Lakes Chapter, ACBS

Letters to the Editor

Dick

Just read **Brightwork** while waiting for a plane. Very nice issue; Great Loop and Dark Island. Sorry I missed the latter. Happy New Year.

Gene Porter

Dick:

I saw the Great Loop article (in **Brightwork**). You did a fantastic job with it. You have made **Brightwork** a first class newsletter.

We're in Key West now until the end of January. We'll move on to Marathon, Florida for the first couple of weeks in February, then work our way home. We should cross our wake and be home around March 1st, just in time to get the Shepherd ready for the Sunnyland Boat Show.

It's been a great trip with every day on the water presenting new challenges. There has been nothing we couldn't handle, though. We've had some minor mechanical problems, but nothing serious. We wait for good weather to move, so no serious life-threatening experiences.

Bill Root

The second installment of Bill & Kathleen's trip around America's Great Loop begins on page 7. -Ed.

Bibs & Ribs: Saturday, May 22nd

FLC Spring Cruise & Picnic hosted by **Tom & Barb Carman** at their place on the northwest shore of Cayuga Lake

Plans are to launch boats by 10:00 AM at the New York State launch at the north side of Cayuga Lake State Park and motor down the west shore to Tom & Barb Carman's place about ½ mile from the launch. There, we'll have coffee and doughnuts after which we'll begin a leisurely cruise on the lake. We plan to stop at **Dennis Montgomery's** Cayuga Wooden Boatworks on the northeast corner of the lake to take a quick tour of the facility and talk restoration. Then we'll move on to Locks 2 & 3 on the Seneca-Cayuga Canal for a tutorial on modern lock operations without actually transiting the locks.

Upon return to the Carman's, we'll have an early afternoon shoreline picnic highlighted by Tom's magnificent barbecued ribs. Tom's ribs are other-worldly! Magnificent beyond description! The finest in all the land! Not to be missed! Bibs will be provided!

The Carmans have generously agreed to cater the whole affair including the ribs, barbecued chicken, Barb's baked beans, potato salad, pasta or fruit salad, coleslaw, dinner rolls, cake or cupcakes or cookies, assorted soft drinks, wine, beer and bottled water – all for the unbelievable price of \$10.00 per person (\$5.00 for kids). Please mark the date on your calendar because this is the only notice that will be published before our outing.

Please call the Carmans not later than May 15th at 607-754-4181 (E) to let them know you're coming.

NOTE: Even if your boat isn't yet ready for the season, we'll find room aboard someone's boat. And please invite friends to participate in what should be a fun day. For further information, additional directions and questions, please contact **Jack Gifford** at 315-703-7531 or 315-382-2831.

Joint Chapter Celebration, Saturday, October 2nd

Hosted by the Finger Lakes Chapter, ACBS.

Ramada Inn on Seneca Lake, Geneva, NY
We invite our friends and families from our sister ACBS chapters in New York State (and everywhere), to join us for our very first Dinner-Dance, which includes a fabulous Prime Rib dinner buffet, cocktails and dancing. Mingle with fellow boaters to music from a local DJ. A limited number of rooms have been reserved. Watch this newsletter for additional information or call or E-mail Tom & Barbara Carman 607-754-4181, namraclab@aol.com



Photo by Sue Kiesel

2010 Calendar of Events

May 22	FLC's Spring Cruise & Picnic	Carman's Place on Cayuga Lake
June 19 th	Forgotten Four Festival	Conesus Lake, Lakeville, NY
July 9 & 10	Fulton Chain Rendezvous (ADC/ACBS)	First Lake, Old Forge, NY
July 16-18	WCCB's Annual Boat Show & Regatta	Keuka Lake, Hammondsport, NY
July 23-25	FLC's 32 nd Annual Boat Show	Skaneateles Lake, Skaneateles, NY
October 2	Joint Chapter Celebration 2010	Seneca Lake, Geneva, NY
November	FLC's Annual Membership Meeting	Sherwood Inn, Skaneateles, NY

New Memberships

Welcome aboard to the following new FLC member:
Clifford Wolfe of Avon Lake, OH, owner of three Lymans, a Chris-Craft and a Gar Wood.
 The 2010 FLC Membership Roster showing 153 memberships, is included with this issue of **Brightwork** going to Chapter members.

Passages

Erwin Laitenberger
Former FLC Member, antique boater and avid collector
Rochester, NY, December 25, 2009

Visit FLC on-line at FLC-ACBS.org

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; 585-265-1518
 Commercial ads should be sent to Bob Myllymaki, 7783 Gloria Dr., Baldwinsville, NY 13027 or anteekbotr@aol.com; 315-635-3634
 The Finger Lakes Chapter has a mailbox at the Skaneateles Post Office – Box 1022 – available for general use (ZIP Code 13152).
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Finger Lakes Chapter, ACBS

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Jack Gifford 315-382-2831

Second Vice President

Tom Carman 607-754-4181

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Dick Sherwood 585-265-1518	Teddi Myllymaki 315-635-3634
Jamie Strong 315-685-4712	

Directors At Large

Don Ross 607-625-2517 Arnie Rubenstein 315-637-8522

Immediate Past President

Rob Kidd (2005-2007) 315-635-6187

Membership & Newsletter

Ship's Store

Dick Sherwood 585-265-1518 Pattie Ross 607-625-2517

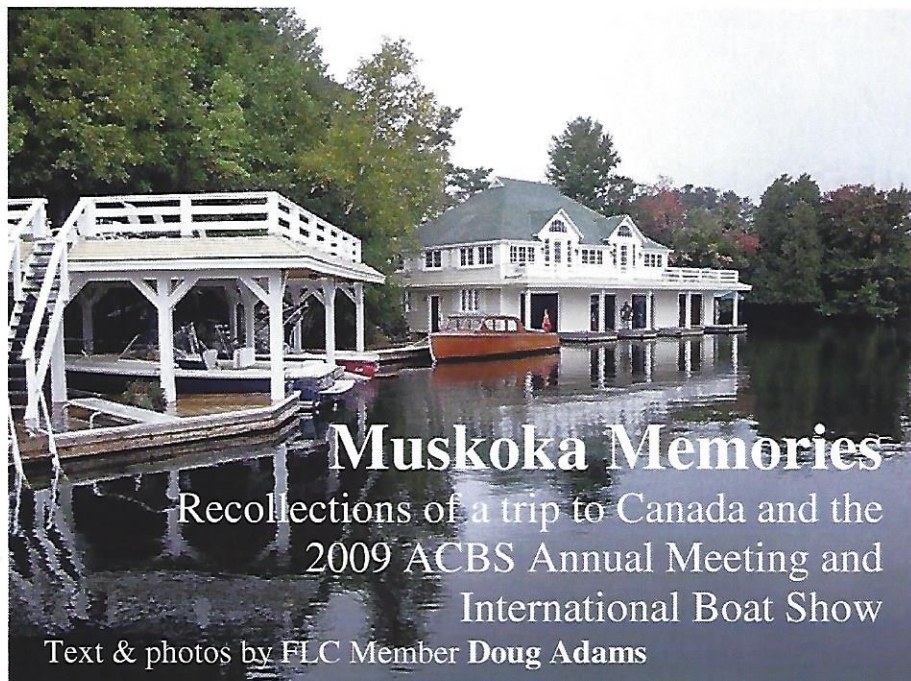
Past Presidents

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

Charter Members

Ford Knight, Pres.	Syd Marsden, Vice Pres.	
Richard Morehouse, Jr., Treas.	Kristine Marble, Sec'y.	
John Barnes	Mary Ellen Bond	Jim Brennan
Josephine Brown	Fred Curry	Jerry Feltus
Harold Flagg	George & Gloria Hyatt	Ron Jasper
Allyn Morehouse	Bob Myllymaki	George Zeth



Muskoka Memories

Recollections of a trip to Canada and the
2009 ACBS Annual Meeting and
International Boat Show

Text & photos by FLC Member Doug Adams

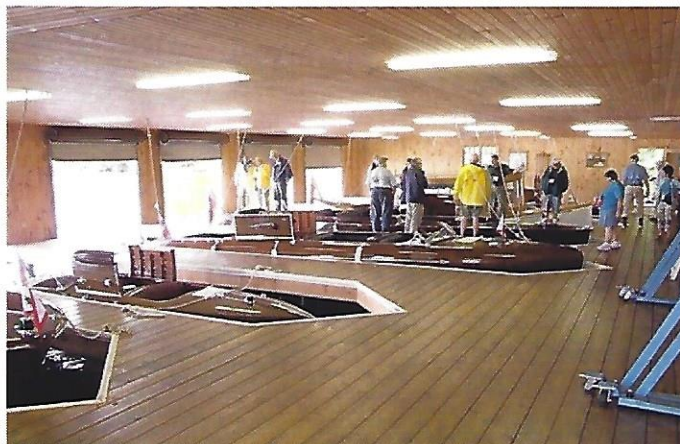
You know what is interesting about the International Board of ACBS? You meet so many wonderful people from all over

North America. That experience was typified in Canada recently when I arrived at my hotel. Accidentally met the Secretary of the Board of Directors, and with a huge “Hello” and a happy smile was welcomed to Lake Muskoka. She then had to run off to rearrange her hotel accommodations and take care of her kids.

From there I decided to drive around town, up to the hotel where the meeting was to be held to check out the “lay of the land.” In that hotel I met our Executive Director **Kathy Snyder** and the board member responsible for planning the Annual Meetings, along with **Stacey**, the Exec’s office assistant. More cheerful “Hellos” and some discussion of the timing of events, and I was off to explore some more.

It was a long drive coming up from Central New York State. I had stopped on the way to visit

with a client. I crossed the border in the Niagara Falls area with another cheerful welcome to Canada. (Is everyone in Canada happy?)



OK, I’ll admit it. I missed my exit in Toronto and went right through the city to the east side of town...shoot! Had to backtrack, turn around and got off too soon this time, putting me right in the center of the city. Ended up backtracking through the city to the Queens Park area. My iPhone told me that the Cuban cigar store was but two blocks

away...hmmmm? Yeah, had to go look...30 or 40 frustrating blocks later I was back on the interstate heading due north to Gravenhurst. Real Cubans! Impressive.

After the scoping of the land at the meeting hotel (Hotel Taboo), I drove to the show docks in Gravenhurst. Walked out to end of the docks as the setting sun was trying to come out. As I was walking back towards shore looking at the few wooden show boats already docked, a voice started yelling my name. (Another happy

greeting?) Yup! It was **B.K. Powell** from the Spokane, WA and Idaho area...you can easily remember him as he's the one with the vacation home in Alaska.

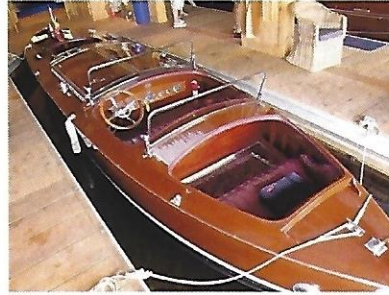
We were soon off to dinner at one of the nicest restaurant experiences I have had in a long time. The food was great, the staff was fun, yet respectful, and the owner came by to talk with us. One of those memorable dinners. Drove back to my hotel in a light rain.

The next morning it was the Who's Who of ACBS, all attempting to eat breakfast at the hotel at the same time...we then individually dashed off to the docks to begin the pre-event boathouse tours. Yes, it was still raining...and we milled around for over an hour hoping it would let up and clear out. There were not enough boats to take us all...and they had arranged a bus to haul the balance of us to the halfway point just beyond the locks to catch some more boats. Some of us drove up in our cars instead.

We picked up our box lunches and boarded a sedan with a roof to cover all but the back seat. Well, we filled that boat quickly, as the roof attracted the women. B.K. and I sat in the back seat out in the rain as we boated to the first boat house to be visited.

I collect flags from the places I travel to, and the British Ensign (red flag) flying on the back of each of the boats just totally caught my attention. The lakes were just huge...beyond description. One of our boat-mates was a woman who grew up on the lakes and was telling us stories of getting lost or mixed up at night out on the lake, and who's house lights and compasses (each boat has one or a GPS) were used to figure out where they were or should be.

Well, now at International Meetings very frequently **Jamie**



Smith, the Canadian representative on the Board, would often tell us about the unique and expensive wooden boats

manufactured by boat builders whose names we wouldn't usually recognize, that we would discover when in Canada. Sure Jamie...one would think in their mind, while out loud one would say .. "Uh-huh."

The very first boathouse ended those doubts!

Wow! The boats were just unbelievable! You can see some of the pictures I took of them scattered throughout this article. The values were all well over \$100,000. In fact, most were at

or above \$200,000.! I counted \$1,500,000. in boat values in one boat house alone!

One boat house had Mr. Mellon's (the famous banker from Pittsburgh) boat and his wife's boat, *Lady Jayne*...her boat has the crystal angel on the bow light. Mr. Mellon always took his boat out to go fishing and never took any bankers or other business people with him. He only took, the story goes, the local Indians who would show him where the best places on the lake were to catch fish.

Most boat houses we visited had electric door openers, like the ones on your garage door at your house, for each slip, and most also had anywhere from three to seven slips. The boats were well over 25 feet long...and all of the boathouses were custom made to house the special boats

Last year in Idaho I saw my first Duke boat...this year, one of the activities was to hold a cocktail party at the Duke boat repair facility. These boathouses we stopped at were full of Dukes, Ditchburns, Seabirds, Minett-Shields, Greavettes, and Comitti's. Most of these boats were family-owned for generations and original...very few were modern replicas. Most impressive! They were all maintained in perfect show



the ones on your garage door at your house, for each slip, and most also had anywhere from



Brightwork

condition while they were used by the families. And finally, to top that off, we were told that most of them NEVER appear in boat shows!

Those that grew up around the lake, spoke of some of the larger boats never coming out unless they were full of friends or church-goers. They also told the story of coming over to each other's boathouses to ask if they could borrow these nice boats for a trip around the lake...and they were usually told, "Yes!" Amazing!

One great boathouse with seven slips, had every empty bottle of champagne the family had ever drunk lined up on the rafters in the walls. Their favorite brand to consume each summer...?

Why, Widow Clicquot, of course, the champagne of the Russian Czars! I had just finished reading **Tilar Mazzeo's** history of the Clicquot firm and family, and stood there in amazement staring at hundreds and hundreds of these bottles

likely spanning years, if not decades, of consumption. I liked this place!



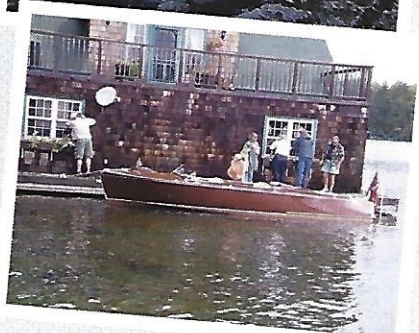
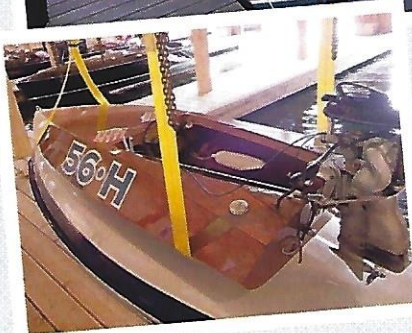
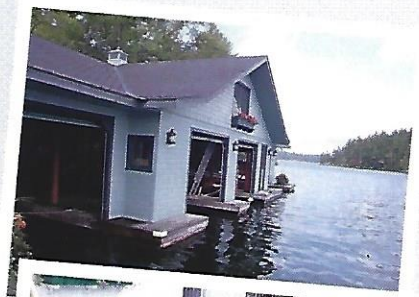
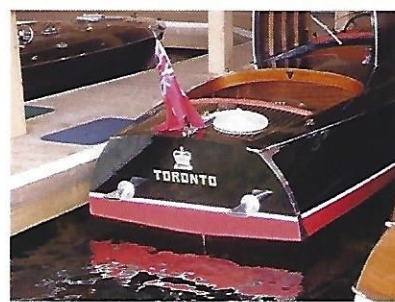
So, Jamie...there wasn't an ounce of exaggeration in your comments about your Canadian boats.....

The rain stopped, and the sun came out. The pictures tell the story better than I can type words...so enjoy, and plan someday...someday, to come to an International Meeting...you will not regret it!

Yes, the American Customs Agent asked if I had any tobacco or alcohol with me when I again crossed the border...no smiles...and I didn't get that flag...had to send an e-mail to the Canadian

marina this week to ask them if they would still sell and ship one to me.

And a Few Other Photos from Muskoka...



Loopy Loopers - II

or

Finger Lakes Chapter Members **Bill & Kathleen Root** Cruise America's Great Loop in a Classic Motor Yacht

Early in 2008, Bill Root began thinking that it might be time to retire from General Mills. He had spent nearly 40 years in the food industry, and it had been very good to him, but it was becoming clear that it was a good time to move on to new things while we were still in good health and could enjoy them. The idea of cruising on our own boat had always held some appeal, and Bill was looking for a post-retirement activity that would require learning a new set of skills as well as some level of adventure. Our first thought was to rent a trawler for a month and cruise the Pacific Northwest area. While researching trawler rentals, Bill came across a website devoted to "America's Great Loop." Intrigued, we decided to check it out.

The first part of the Root's tour of the Great Loop was carried in the December 2009 edition of this newsletter. This is the second of three installments covering the continuing adventures of Capt. Bill & Kathleen Root aboard their 43-ft. 1973 Hatteras MV *Tucandu* on the Great Loop.

The second leg of our Great Loop journey began after a rougher-than-expected two-hour ride across Lake Ontario from Oswego, NY to Trenton, Ontario, Canada. The NOAA weather website had forecast light winds and seas under two feet, but about a half hour into the trip the winds picked up to 20 knots and the seas built to about four feet. Fortunately, the waves were coming from the northeast, which meant we were able to quarter them all the way. We buried the throttles and made the 40-plus-mile crossing in about two hours. We were thankful again that we had a cruiser that could do 20 MPH when we needed it. Some of our trawler friends took over four hours to cross, and didn't look too hot when they arrived. Our check-in at Canadian customs was a non-event. We had purchased a customs decal before we left our home port in May, and had all the proper documentation for our dog, cat and ourselves. We simply phoned Canada Customs from the marina when we arrived. They took our information over the phone and provided us with a customs number which we

wrote on two pieces of paper and posted on the bridge deck windows. They never did come to the boat.

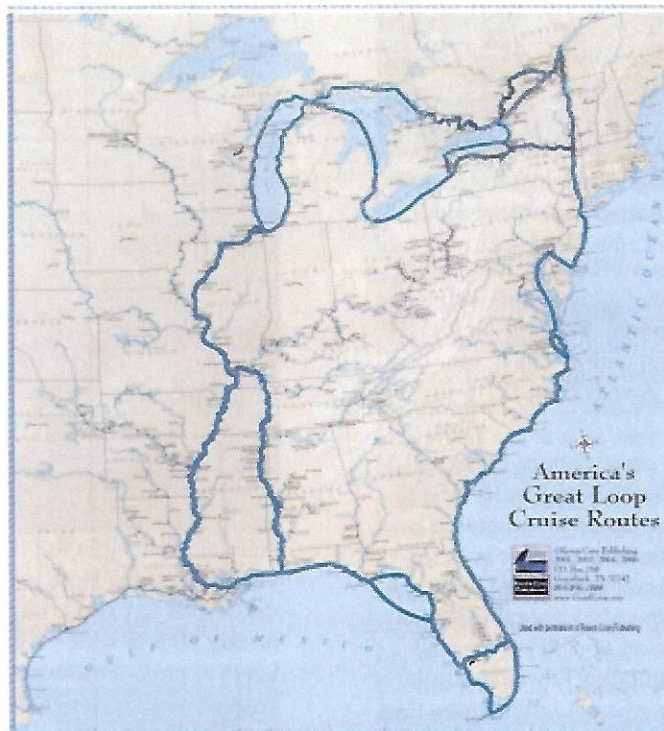
Trenton marked the beginning of our 240-mile journey through Canada's Trent Severn Waterway, ending at Port Severn on Georgian Bay. It winds its way through the small towns, cities and lakes of south-central Ontario. During this passage the waterway rises through a series of 35 locks from 243-feet above sea level at Trenton, to 840-feet at Balsam Lake, then descends through ten more locks to a level of 576-feet at Port Severn on Georgian Bay.

The Trent Severn lock system is a good example of "you get what you pay for." A pass to traverse the entire Erie Canal system costs \$50. You can tie up overnight at any lock wall for free, although the grounds around the locks are not particularly well maintained. On the other hand, the locks on the Trent Severn are beautifully maintained with large park areas adjacent to most of them.

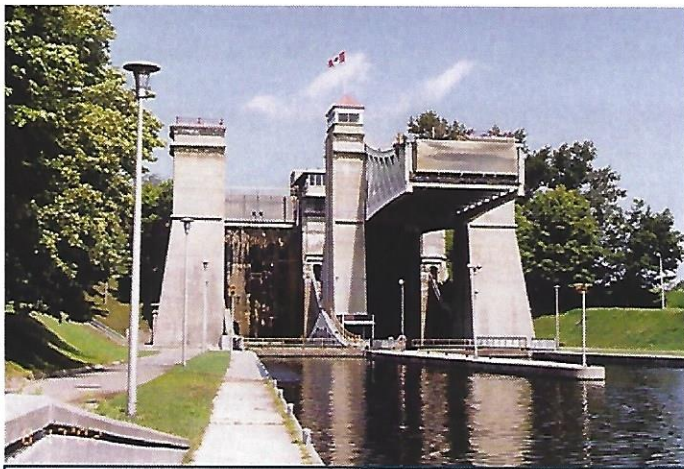
However, a pass through the Trent Severn costs \$300, and you have to pay \$0.90 per foot to tie up overnight.

Unlike the USA locks, the locks on the Trent Severn are, with a few exceptions, manually operated. After the boats have entered the lock, the lockmaster and assistant push a large turnstile round and round to close the door to the lock and start the water in/out-flow. After the level of the water has either risen or lowered, depending on whether it's a "lock up" or "lock down", they go to the opposite end and repeat the process to open the gate on that end so the boats can exit. The lockmasters really seem to have fun with this, some chanting or singing as they work the turnstile. One of them actually blows a conch horn as the boats exit their lock. Occasionally, they will allow a member of a boat crew to assist.

Most of the 45 Trent Severn locks are pretty standard and easy to negotiate. You drive into a water-filled chamber and secure the boat to the wall, the lock gate behind you is closed, the water goes up or down, the lock gate in front of you opens, and you drive out. Three of the locks are, however, very



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Completed in 1904, the Peterborough Liftlock took eight years to build and remains essentially unchanged.

different. Lock 21 in Peterborough is a lift lock. You drive your boat into a large water-filled pan, facing a high wall. The pan is raised up 65 feet and you drive out. When we traversed this lock we were jammed into the pan with a 100-ft. tour boat and two other 40-plus-foot cruisers. A very tight fit, to say the least.

The bad news, however, is that what goes up must come down, and that happens at Kirkfield Lock Number 36. Here you drive your boat into the pan in the raised position that is 49 feet in the air -- not so bad when there is another boat in front, but a real thrill when you are the first boat that has to go all the way to the front of the pan with only a gate that sticks up about a foot above water level to stop you. That was us! Talk about feeling like you're about to fall off the edge of the earth! Fortunately Admiral Kathleen was not bothered by this, so she stood on the bow and directed sweating Captain Bill forward until it was time to stop.



Constructed between 1896 and 1907, the Kirkfield Liftlock closely resembles the Peterborough Liftlock. Each pan holds 228,093 gallons of water weighing 1,700 tons, except that one foot of water weighing 144 tons is added to the upper pan to make it heavier than the lower one. This imbalance is the basis of lock operation.

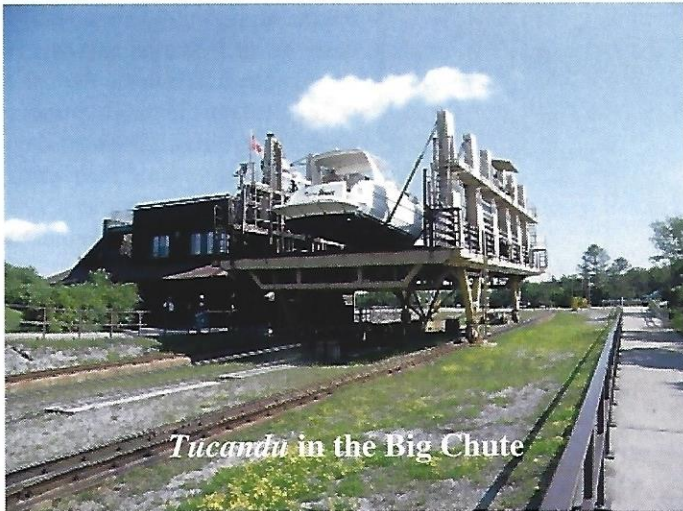
The Trent Severn is a very narrow channel with submerged stumps or unforgiving rock ledges on either side. There are many blind curves, often with room for only one large boat. We encountered one of those tight turns leaving the Kirkfield Lock. Just as we were about to enter the turn we saw the bow of another boat emerging from the other direction. There was obviously not enough room for us to pass, so we both stopped, contacted each other on the VHF radio, and decided since he had the larger boat, I would back down to a wider spot to let him pass.



Another tight situation occurred a few miles further up the waterway at the Hole in the Wall Bridge. This bridge requires the cruiser to pass through a virtual hole in the bridge wall that is only 40 feet wide. Again, not enough room for two large boats to pass. Fortunately we had no opposing traffic and passed through slowly without incident.

The next interesting lock was Number 44, just before entering Georgian Bay at Port Severn. Called the "Big Chute," it really isn't a lock at all. It's actually a rail car that can accommodate vessels up to 100 feet long. You drive your boat onto the partially submerged rail car where it is secured in slings by the very experienced lock crew. Once all the boats are secured on the car, it is raised up and over a large hill, then down to the pool on the other side where you drive your boat off. Through

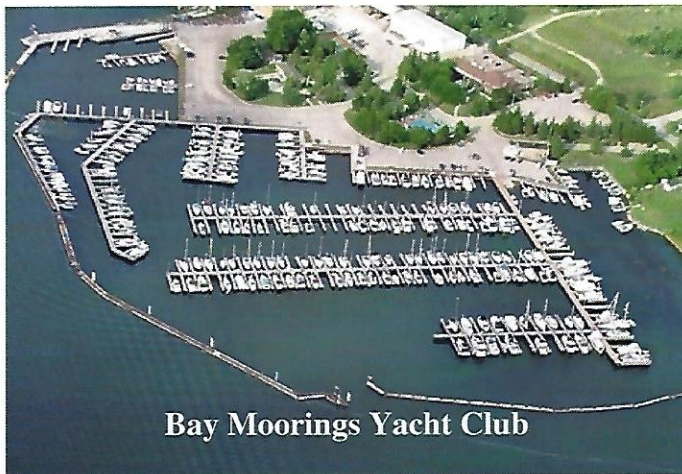




Tucandu in the Big Chute

an ingenious system of cantilevered rails and wheels, the car remains almost perfectly level both up and down the hill. Negotiating the Big Chute marked the end of the Trent Severn Waterway and the beginning of a wonderful month cruising Georgian Bay and the North Channel.

The most striking feature of Georgian Bay and the North Channel is its topography. The land both above and below the water is mostly pink granite outcroppings. The landscape is very rugged, often covered with dense pine forests. Water tends to be very deep close to shore. Anchoring stern-to-the-shore with a line running from an aft cleat to a rock or tree on shore is common, a process called “med tie.” The northeast corner of the bay where we cruised is blessed with many islands and coves providing many anchorages with great protection.



Bay Moorings Yacht Club

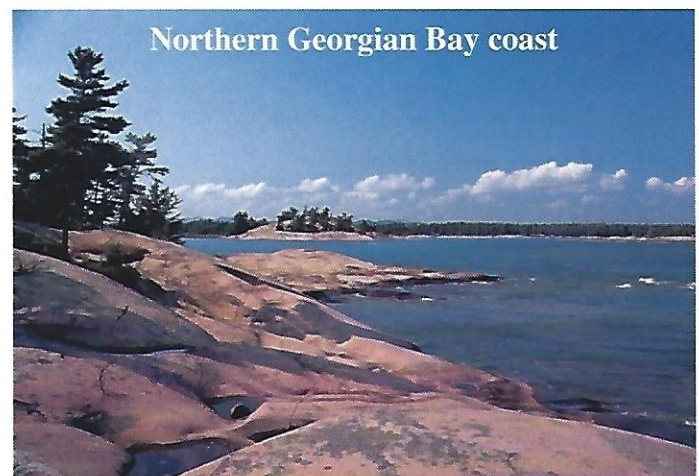
Our first stop was at Bay Moorings Yacht Club in Penetanguishine. We took a week here to relax and decompress after our trip through the Trent Severn, enjoying several excellent restaurants and a night at the local theater where **Cindy Williams** (Shirley of *Laverne & Shirley*) was appearing in a **Noel Coward** play. We had missed a rendezvous of “Loopers” by about a week, but we had the good fortune to meet two captains who had cruised Georgian Bay for a year. They sat down with Bill and went over all our

Georgian Bay and North Channel charts identifying the best anchorages as well as the best routes to follow through the rock-studded channels.

Georgian Bay and the North Channel proved to be the most challenging part of the trip from a navigation and boat-handling perspective. The channels are often narrow with rocks or submerged rock ledges on either side. Although generally well-marked, the markers are often far apart and the channel is cut through rock, often underwater where the rock ledges can't be seen. Successful navigation requires diligent attention to all three navigation aids: charts, GPS and eyeballs. Many of the channels are run through rock formations with tight turns and room for only one large boat. It's common practice when entering these areas to broadcast a “security” on the VHF, alerting anyone who may be approaching from the other end of the channel that you are coming through.

Fortunately, the water is absolutely crystal clear, so a sharp lookout from the foredeck by the first mate really helps avoid a disaster.

Unfortunately, in spite of our best efforts, we did “kiss a rock ledge” with the starboard prop coming out of Rogers Gut, a very narrow, twisting, three-mile-long channel cut through submerged rock. I had managed to get through the channel unscathed and was in more open water. As I was congratulating myself, we were pushed sharply to starboard by a gust of wind, and before I could correct, the starboard prop struck a submerged rock ledge, shearing off about three inches of the prop blades. Fortunately, each blade was sheared almost equally, so we were able to continue on without any significant vibration as long as we maintained engine RPMs below 1500. This restricted us to about 10 knots max, making a more leisurely run than planned.



Northern Georgian Bay coast

We spent about three weeks exploring the many anchorages and small towns around Georgian Bay. We anchored out five nights of seven, using marinas to refuel, re-provision and pump out the holding tank the remaining two days. Each anchorage was better than the next. Often our only companions in the anchorage were the fish and the wild life on shore. We made great use of our dinghy, fishing and taking it to shore to explore and exercise the dog.

Another interesting feature of Georgian Bay is "Cruisers Net," a daily VHF radio call-in where cruisers identify where they are and report any potential issues related to weather or navigation. It's a kick to hear who else is cruising the bay, where they are from and what they are encountering as they go.

We began our transition from Georgian Bay to the North Channel at Killarney, Ontario. We decided to spend a couple of days in Killarney, so we tied up at the Killarney Mountain Lodge, a fine wilderness area resort with full amenities. The



for the night, but when we got there it was full with sailboats, so we anchored outside the cove and took the dinghy in to explore the cliffs. The next day we moved on to Baie Fine, one of the most interesting anchorages we had encountered.

Baie Fine is probably the closest thing to a fjord one will find in North America. We cruised the entire ten miles of the bay through massive rock walls to a secluded pool at the end where we anchored for the night. The next day we cruised on through Little Current and Sturgeon Bay to the North Channel.

Passing from Georgian Bay to North Channel the most significant thing one notices is that the rock formations change from pink to white quartz. The rock walls tend to become steeper as well. We needed to re-provision the boat, so we stopped in the small village of Kagawong on the north shore of the channel. We also took time to make the mile trek up hill to Bridal Veil Falls. When we returned, two 100-foot sailing schooners were docked next to us. They were manned by crews of teenagers from Chicago on a two week adventure experience. We had a great time talking with them and their adult captains. It was amazing to see how they interacted as a crew, scrambling up the masts to unfurl the sheets as they left



Left: Killarney Channel looking west towards Killarney Bay.
Right: Killarney Mountain Lodge at the northeast end of the Killarney Channel

main attraction in Killarney, aside from the lodge, is the Red Bus Fish House. It's a red school bus behind the local fishery where the catch of the day is cooked and sold. Folks line up three-deep to get the fresh-cooked fish and fries, which we felt were definitely worth the wait. After two days relaxing at the pool and enjoying the other lodge facilities, we decided it was time to move on.

Our next stop on the way to the North Channel was Covered Portage Cove, a large pool beneath high rock cliffs accessed through a narrow channel. We had intended to anchor there



harbor the next morning.

We spent the next two days anchoring out and exploring the Benjamins, a group of islands located on the north side of the North Channel. The Benjamins offer great rock formations to climb and excellent blueberry picking. From the Benjamins we proceeded east to Thessalon, our last stop in Canada. The next day we cruised south across the channel and back into the USA at Drummond Island, Michigan. We had enjoyed the

time spent with our neighbors to the north, but were glad to return to the States. Drummond Island Yacht Haven has a US Customs inspector on sight, so clearing customs was an easy process. They also have a robust repair facility, so we decided to have the damaged prop repaired there. Unfortunately, the damage was too extensive to repair quickly. We decided to buy a new prop and wait until we returned home to repair the damaged one.

The next leg of our cruise took us from Drummond Island about 60 miles across upper Lake Huron to the Straits of Mackinac (pronounced Makinaw) and Mackinac Island. The morning we departed, the NOAA weather forecast was for north winds at 10-15 knots. This meant a light chop of one to two feet across upper Lake Huron. However, Mother Nature had a nasty surprise in store for us. Just as we entered Lake Huron the winds began to increase and shift to the east. As the winds built, so did the seas. The long fetch from the eastern shore of the lake put us into four foot following seas that increased to eight feet half way across! Following seas in a hard chine boat like the Hatteras require a lot of steering by the captain to avoid broaching, a distinctly unpleasant way to travel.

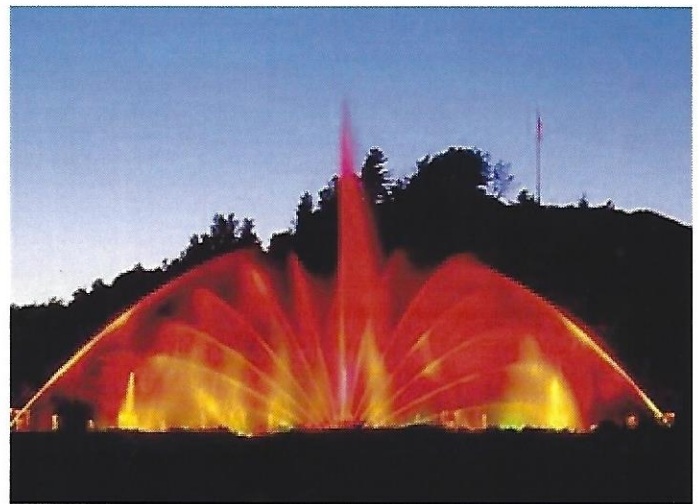
By the time we reached the Straits, the wind was blowing 40 knots out of the east and right into the Mackinac Island marina we needed to get into. Fortunately, there were plenty of owners on the docks re-tying their boats against the high winds, so Capt. Bill gave the engines some RPMs for steering control and was able to maneuver into the slip where folks on the dock were ready to receive lines and get us secured before the wind could blow us into an adjacent boat. Definitely not fun, and by far the worst day we had had thus far. We spider-tied *Tucandu* and turned in for a bumpy night.

We had intended to spend only one day on Mackinac Island, but the wind continued to blow hard, so we decided to wait until the winds subsided to start our next leg down Lake Michigan. Mackinac Island is certainly a unique place. No motorized vehicles are allowed on the island, and all transportation is by horse or bicycle. Even supplies for the hotels and restaurants are transported from the docks by horse-



drawn wagons. Dozens of folks are employed to do nothing but clean up after them, so there is little evidence left on the streets. The main street along the waterfront is dominated by bars, typical tourist traps and a fudge shop every twenty feet. Things get more interesting as one moves away from the waterfront. The island is home to Fort Mackinac, a fully restored Revolutionary War-era fort where period events are conducted daily. Reveille is played every morning and Taps every evening after a cannon salute. It's also home to the Grand Hotel where the movie "Somewhere In Time" was filmed. The hotel porch is reputed to be the longest in the world. Before the movie you could sit on the porch, order a drink and watch the boats moving up and down the straits. Now it will cost you \$10 to sit, drinks extra, thank you very much!

After three days the winds died down, Lake Michigan settled down, and we decided to start making our way down the east coast of the lake to Chicago. The eastern side of Lake Michigan is very boater-friendly. There are marinas or safe harbors about every thirty miles. This is a good thing because when the winds kick up out of the west nobody wants to be on the lake in anything smaller than a lake freighter. The state-run marinas are also very nice and very reasonable at \$1.00 per foot per day, electric and water included. It took us six days to make the 450 miles from Mackinac Island to Chicago, stopping in a different marina each night. All were located in charming waterfront communities that really cater to boaters. Our favorite was Grand Haven where the marina was located in the middle of the downtown area. Every evening during the season the city puts on a very impressive water fountain musical light show directly across from the marina, providing us with the best seat in town every night.



It was important to get down Lake Michigan by the middle of September before the prevailing winds shifted to the west. We hit a great weather window, allowing us to move on Lake Michigan every day and arrive in Chicago on September 5, right on schedule. Our younger son, **Jonathan**, lives in downtown Chicago, so we had planned to spend a week there with our other two children flying in for a family reunion.

Chicago is a great city, and it was the first time we had all been together as a family in two years, so we had a blast doing all the touristy things. We visited Shed Aquarium, did the architectural tour, shopped the Magnificent Mile, grilled hot dogs on Jonathan's balcony over-looking the lake, saw the play, *Jersey Boys*, and wound up the week with a terrific dinner at Shaw's.

Chicago put us a little better than half way through our Great Loop itinerary. The next leg would take us 1300 miles down the inland rivers through Illinois, Ohio, Missouri, Tennessee, Kentucky and Mississippi to Mobile, Alabama. After a week in Chicago we were anxious to get started. However, as we were preparing to leave Chicago a problem arose that could have meant the end to our dream of completing the loop.

In order to get from Chicago to Mobile it is necessary to get to the Illinois River, and to get to the Illinois, a cruiser must traverse the Chicago Sanitary Ship Canal. There is no other route. Several years ago the Army Corps of Engineers electrified a 200 yard stretch of the canal in an effort to create a barrier to prevent the migration of Asian carp from the Illinois River through the canal to Lake Michigan. In order to increase the effectiveness of the barrier the Corps decided to increase the level of electrical charge, and close the barrier to all non-metallic-hulled boats. That meant us.

Joliet has a free city dock with free power hook-ups, so we stopped there for a couple of days to re-provision the boat, then embarked on the 288 mile run down the Illinois River to join the Mississippi in Ohio. The inland rivers are very busy with a great deal of commercial traffic, mostly barges carrying grain, fuel oil and other heavy, bulk cargo being pushed by one huge tug. Each barge is twenty feet wide and 80 to 100 feet long. A typical tow can be made up with as many as seven barges wide and seven barges long. When you see one



of those monsters coming toward you around a bend you had better have a good place to hide until it passes. Fortunately, the tow captains are very good at communicating on the VHF radio. Once communication with the tow captain is established, a passing protocol is established using a "whistle" system established in the days before radios were common and captains had to signal their intentions using the boat's whistle. One whistle means, "I will meet you on my port side." Two

whistles mean, "I will meet you on my starboard side." Once understood, the system works very well.

At the end of the Illinois River we entered the mighty Mississippi to begin the 200 mile trek down Big Muddy. The Mississippi moves fast, as fast as 4 knots in some areas, with many swirling eddies and lots of barge traffic. Fortunately, it's pretty wide, so oncoming barge traffic isn't much of a problem, but dealing with the current and eddies makes for a tough day. It's a pretty commercial, uninteresting ride until about twenty miles north of St. Louis where the limestone begins to form impressive cliffs along the river. St. Louis looked like a fascinating city to visit as we passed by the impressive arch. Unfortunately, there are no marinas available to transients, so we kept on going to meet up with the Ohio River near Cairo.



The trip on the Ohio is short, only about 60 miles, but it marks the beginning of a 100 mile stretch where we would actually be going upstream, losing the advantage of running with the current. As a result, it took two days to cover a stretch that we could have done in a day and a half had we not been fighting the current. From the Ohio we entered the Cumberland River, winding lazily through the countryside of Kentucky to end at Barkley Lake. We decided it was time for another rest stop, so we pulled into Green Turtle Bay Marina near Grand Rivers, Kentucky to rest and relax for a few days. Several other Loopers whom we had met at various points along the way were also staying in the marina. We were able to swap stories and renew acquaintances over evening cocktails and dinner.

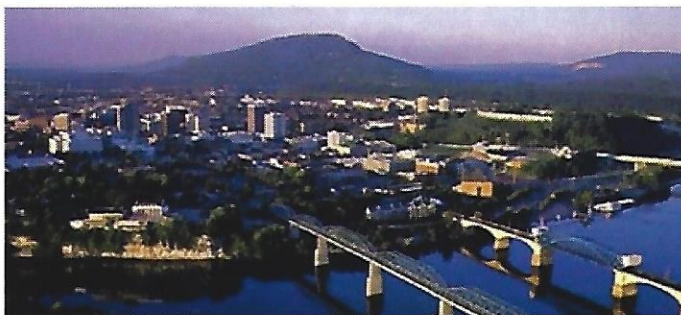
It was good to relax and decompress, but we soon became anxious to move on to the next destination, Pickwick Lake, 200 miles down the Tennessee River. We found the Tennessee to be an easy river to navigate. There was still significant barge traffic, but the current was manageable and there were many great anchorages along the way. Four days after leaving Green Turtle Bay, we were entering Pickwick Lock. We had been through almost 100 locks since leaving Sanford, Florida in May, so we thought we had encountered every conceivable problem, but this lock gave us a real headache. The wind was blowing across the lock and down



the sides. Every time Bill would pull abreast of the bollard, the wind would blow us off the wall before Kathleen could get a line around it. After about a dozen failed attempts, I finally gave up and went over to the opposite side facing away from the lock opening. On that side the wind blew us toward the wall, so Kathleen was finally able to get a good tie on the bollard. Not the most graceful of maneuvers, but it worked.



Leaving Pickwick Lock, we entered Pickwick Lake and the beginning of the Tennessee-Tombigbee Waterway that would eventually take us to Mobile, Alabama. The leaves were just beginning to turn, so we decided to spend a week cruising up the Tennessee River to Chattanooga before heading down the Tenn-Tom. Are we ever glad we did! The scenery along the Tennessee is absolutely spectacular, and Chattanooga is a fabulous waterfront city. The entire waterfront has been reconstructed with many excellent restaurants and attractions within walking distance of the city docks. The focal point of the district is a new waterfront aquarium that rivals the best aquariums in the country, including the Shedd Aquarium in



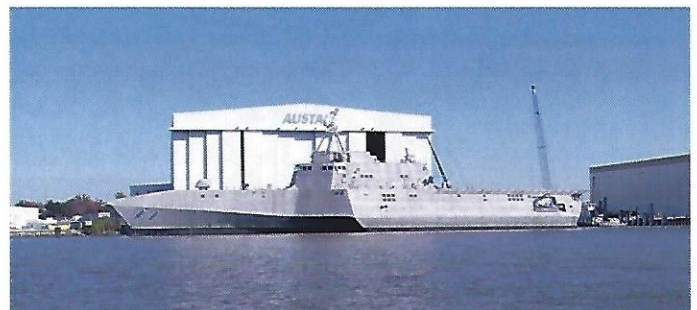
Chicago. Chattanooga is also home to the Delta Queen river boat, now a floating hotel. We spent three days in Chattanooga enjoying the restaurants and seeing the sights before returning to Pickwick Lake and beginning the 400 mile journey down the Tenn-Tom to Mobile.

The Tenn-Tom is an easy river to navigate and the ten locks are generally easy to negotiate. We anchored out the first night, then pulled into the marina at Columbus, Mississippi to refuel and do some sightseeing.

The state of Mississippi has more antebellum homes than any other state in the union, and the cities of Columbus and Aberdeen have more per square mile than any other city in the US. We had intended to spend one day touring the homes, then resume our cruise south to Mobile. However, tropical storm Ida chose to make landfall in the Florida panhandle the night we arrived, necessitating a change in plans. Although Ida did not come north as far as Columbus, when it turned east and headed toward Georgia, it dumped massive amounts of water into the rivers that feed the lower Tenn-Tom where we were going. It began to rise the night of the storm and reached a level of 12 feet over flood stage in a matter of two days. The current increased dramatically and the river became choked with shoreline debris, making travel inadvisable.

After four days the river around Columbus had gone down to a level slightly below flood level. We decided to go, figuring that by the time we got to the lower river it would have receded below flood stage. As it turned out we were right. The trip to Mobile took three days with the only problem being the necessity to put out an extra anchor line at night because the anchorage depths were still about ten feet above normal.

We arrived in Mobile harbor late morning. It's a very busy place with lots of large ship traffic. It's also where the new navy destroyer is being built, and we got a chance to see one docked at the end of the ship yard. It sure is a different-looking ship. We proceeded half way down Mobile Bay to the channel leading to Turner Marine where we planned to spend a week exploring the area and getting ready for the next leg of our cruise. We had cruised almost 4,500 miles and negotiated 110 locks since departing Sanford, Florida on May 21. We felt we deserved a rest.



Our best wishes to all for the New Year. We'll cover the final leg around the Florida panhandle, the Keys and back up the east coast to home in our next installment.

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: Smaller barn full of boats. Sold 25-30 so far. Still have many nice ones: Penn Yan, Yellowjacket, MFG, Ark Traveler, Alumacraft, Roberts, Peterborough, Mirrocraft, Tompson, etc. Various conditions from projects to perfect. Also, up to 100 Mercury outboards including many nice green-top smaller ones. Up to 70 & 95 hp sixes. **Dick Curvin**, 315-729-4666 (cell).

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. Also, 1961 Chris-Craft Sea Skiff, 20 ft, 185 HP Chris-Craft engine, trailer, new upholstery, full canvas top (covers entire cockpit from windshield back) rear portion u zips. Not a "show" boat, but with a little TLC could become one. \$7500. **Mick Griffin**, 716-662-1949 or MickG16@aol.com

For Sale: 1946 16-ft. Chris-Craft Rocket Special Runabout with Chrysler A 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: 1996 12-ft. Victory Swift. Reproduction of old Penn Yan Swift; only 12 made. Cedar and laminate. 25 HP Mercury Outboard, trailer and boat hoist included. Asking \$11,000. OBO. **Bill Eberhardt**, 315-217-8111 or admin@thesherwoodinn.com (Skaneateles, NY)

For Sale: 1928 24-ft. Chris-Craft Model 3 (hull #2230) triple-cockpit runabout, "Harriet." Hull completely refastened, restored in 1995 with new transom. Hardware is nickel-brass (German silver). Very sound, but needs refinishing and upholstery work. Chrysler-Nissan 100 hp diesel engine. Includes 1995 tandem axle trailer. \$25,000. **Peter Wiles**, 315 685-8500 or PWilesjr@mac.com (Skaneateles, NY)

For Sale: 1949 22-ft. Chris-Craft utility U-22. Rebuilt 130M; new epoxy bottom 2004; rechromed hardware 2004; new blue upholstery 2006; waterline cover and excellent tandem axle trailer. Used every year 3-4 times each summer. Northern Michigan boat located in California, can deliver anywhere for expenses. \$32,500. **Arnie Schweer**, 559-816-8461.

For Sale: 1929 Chris-Craft Cadet, Hull #1846. Nichols Restorations completely rebuilt boat with 5200 and all new mahogany. New MercCruiser 5.7L crate engine; all new green upholstery; green bottom paint. Beautiful boat; very fast. Launched 2006; stored indoors winters; on hoist in summers. Includes dual-axle trailer. \$42,000. **Steve Haarstick**, shaarstick@haarsticksailmakers.com 585-342-5200 (D). (Rochester, NY)

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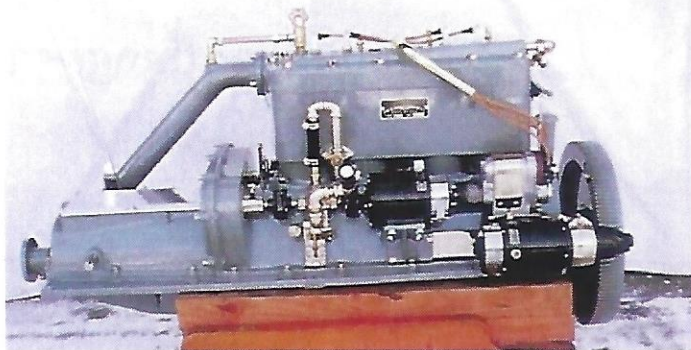
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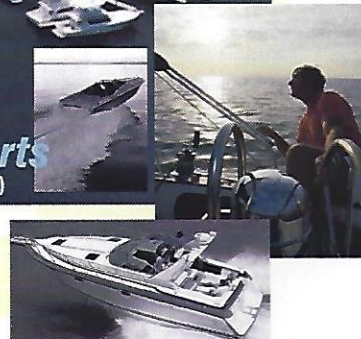


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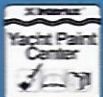
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THE LAST RIDE.

One of my favorite boating traditions is the “last ride” of the season that I take every year on Labor Day. Glen Lake doesn’t have as many wooden boats as it used to, so every time we go out during the summer we get a lot of attention. My “last ride” isn’t done for attention, though, but rather it’s a salute to the locals and older folks who remember when the lake was full of these beauties. It’s simple. About 30 minutes before sunset, when the lake is like glass, I fire up “Pipe Dream,” our 1954 Chris-Craft, and do a long, slow loop around the shoreline. The diehards and the hangers-on who stick around through Labor Day hear the distinctive sound of that straight-six engine and come down to their docks to wave. The waves are sort of a “thank you,” “good-bye” and “see you next year” all in one simple gesture. Traditions like this are why we still own the boat.

-McKeel Hagerty, CEO Hagerty Insurance

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