



Newsletter of the Finger Lakes Chapter, ACBS



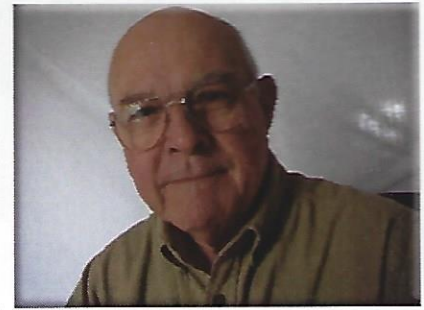
Brightwork



March 2012

Volume 17 Issue 1

Letter from the President Jack Gifford



Hi Folks! Welcome to another exciting year with Finger Lakes Chapter, ACBS. Your board of Directors is working diligently preparing several programs to enhance our mutual love of old classic boats and the whole boating experience.

This issue of Brightwork marks the beginning of a new era of our newsletter. I want to personally welcome our new editors, Jill D'Antonio and Dave Couch, who are picking up the reins from our retiring editor, Dick Sherwood. Over the years Dick has done a magnificent job of making Brightwork the award-winning quality publication that it has been. Jill and Dave have accepted this daunting task, but for it to work, we will all need to be behind them 100%. I encourage all members to support them by submitting articles and stories relating to classic boating in the Finger Lakes area.

One of our primary concerns continues to be membership. Coming out of a down economy has forced people to cut back on Outside activities, and with the "graying" of much of the folks in the Chapter, our membership is dwindling. While it is encouraging that we have added several new members, we are still well below our normal level. I encourage each of you to actively search for and sign up new members as well as solicit your friends and acquaintances who are former members to "re-up" so that our Chapter can continue to be the strong, vibrant entity it has been in the past.

The highlight of our year is, of course, FLC's 34th Annual Boat Show. I am in close contact with the Chairman who informs me that we can count on many new entries this year in addition to our personal favorites, with a couple of surprise entries thrown in. Remember this is your boat show, and your support is essential. We are now actively searching for someone to step into the newly created position of "Coordinator of Volunteers". This individual's primary responsibility will be organizing and scheduling the volunteers, starting with Show setup as well as assistance at various sites during the show and then the wrap-up on Sunday. Please contact me if you are interested in this very important position.

Jack Gifford, President
Finger Lakes Chapter, ACBS

Letter from the Editor's Jill D'Antonio & David Couch

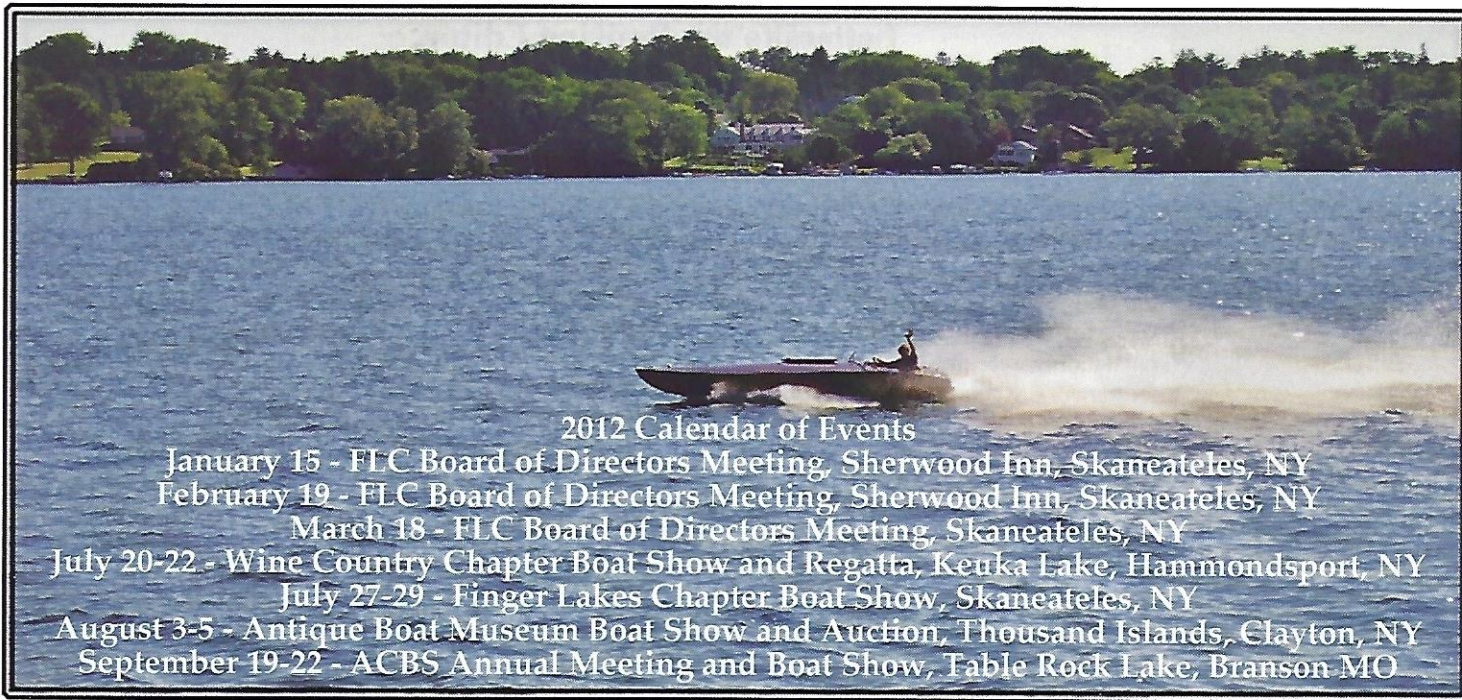
Welcome to another great boating Season. It's been an unusually mild winter, good for working on boat projects as well as (gulp) taking over the Brightwork publication. We had nothing else to do! So needless to say, Jill and I have been working hard to fill those big impressive, talented boat shoes. Dick worked for so many years creating an award winning publication we all eagerly look forward to four times a year. Besides becoming the Editor's of the Brightwork, Jill and I are also on the Board of Directors for the Finger Lakes Chapter. One of our main goals this year is promoting "Get Involved" and attracting new members as well as younger members into our "hobby". We have 175 plus members in our Chapter and would like to see more participation by all.



We have new articles, like "Restorer's Corner" featuring helpful tips on restoring and repairing your boat. Our "Feature Member" column will high-light a member and his/her boat(s). The "What is it?" column will feature a photo of a boat and you can email us your guesses of what it might be. The answer and the member with correct guess, will be mentioned in the next issue of Brightwork. We have made many great friends since joining the ACBS. Together with our combined talents; Jill being highly organized and computer savvy and my writing abilities as well as my skills as a boat Restorer, we will do our very best and continue what Dick started. We will need your help! Please email us with stories, suggestions, comments, photos and jokes. This Brightwork belongs to all members and we want to continue the high quality publication that Dick Sherwood took so much time creating. We look forward to hearing from ALL of you and enjoying another great season!

Happy Boating!

On the front cover, "Lake Placid Cruise" by Michael Ringer



2012 Calendar of Events

- January 15 - FLC Board of Directors Meeting, Sherwood Inn, Skaneateles, NY
- February 19 - FLC Board of Directors Meeting, Sherwood Inn, Skaneateles, NY
- March 18 - FLC Board of Directors Meeting, Skaneateles, NY
- July 20-22 - Wine Country Chapter Boat Show and Regatta, Keuka Lake, Hammondsport, NY
- July 27-29 - Finger Lakes Chapter Boat Show, Skaneateles, NY
- August 3-5 - Antique Boat Museum Boat Show and Auction, Thousand Islands, Clayton, NY
- September 19-22 - ACBS Annual Meeting and Boat Show, Table Rock Lake, Branson MO

Finger Lakes Chapter, ACBS

President: Jack Gifford.....315-703-7531

First Vice President: Tom Carman.....607-754-4181

Second Vice President: Teddi Myllymaki.....315-635-3634

Treasurer: Shirley Marsden.....315-253-7505

Secretary: Jill D'Antonio.....912-604-4850

Director's

Barb Carman - 607-754-4181, Tony Mollica - 315-446-7408, Bob Myllymaki - 315-635-3634, Rob Kidd - 315-737-7408
 Dick Sherwood - 585-265-1518, Dave Couch - 315-224-6993

Director's At Large

Jack Miller - 607-227-9866 Arnie Rubenstein - 315-637-8522

Immediate Past President: Janice Miller (2007-2011) - 315-496-2924

Membership & Newsletter: Dick Sherwood - 585-265-1518

Ship's Store: Barb Carman - 607-754-4181

Past President's

Rob Kidd 2005-2007, Jack Miller 2003-2005, Roger Townsend 1998-2003, Scott Buehler 1998, Arnie Rubenstein 1996-1997
 Dick Sherwood 1992-1995, Susan Buehler 1988-1991, George Zeth 1987, Jim Brennan 1984-1986, Bob Myllymaki 1982-1983
 Syd Marsden 1979-1981, Ford Knight 1977-1979

Charter Member's

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

New Membership's

- Dale Baker of Ithaca NY
- Don & Sharon Cofsky, Fairport, NY, - 1964 17 ft Penobscot Utility
- Bill & Jeanne Drage, Hancock, NY
- Scott Drahos, Skaneateles, NY - 1954 14 ft Penn Yan Outboard
- John Gottschalk, Skaneateles, NY - 1960 16 ft Century Resorter
- Bruce & Cheryl Myers, Dallas, PA - 1948 Chris Craft Racing Runabout

Passage's

- Bill Morgan, January 21, 2012
- Dan Sutherland, February 18, 2012

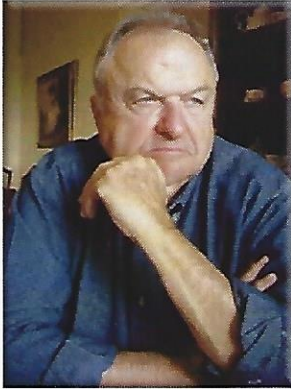
Brightwork is the quarterly newsletter of the Finger Lakes Antique and Classic Boat Society, Ltd., aka the Finger Lakes Chapter of The Antique and Classic Boat Society, Inc., and is published for the benefit of Finger Lakes Chapter Members. Publication dates are March 1st, June 1st, Sept. 1st and Dec.1st. Questions, articles for publication, letters to the editor, non-commercial ads, etc., should be sent to: Jill D'Antonio and David Couch, 2659 Smith Rd., Moravia, NY 13118 jillpill717201@yahoo.com or dfcouch@yahoo.com

Jill's cell phone 912-604-4850 or Dave's cell phone 315-224-6993

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).
 The Chapter's Employer Identification Number is 3452140.

Letters to the Retiring Editor, Dick Sherwood



12/18/11 - Hi, Dick: I just finished reading the December *Brightwork* and loved your article and photographs on *Cangarda*. It was a great history on this fascinating yacht. I hope you will consider sending the article to **Suzie Smith** to be included in her *Thousand Islands Life* magazine. There are a lot of readers who would enjoy learning more about this interesting yacht that spent her early years on the St. Lawrence River and returned for a memorable visit this past summer. It would also be a perfect story for the Antique Boat Museum's quarterly publication, *The Gazette*. Congratulations on your outstanding research to put this story together. It was a perfect article for your final edition of *Brightwork*. Regards, **Tony Mollica**

12/21/11 - Hi Dick, Great job on the Fall Meeting and *Cangarda* articles! I remember seeing *Cangarda* moored in Rochester in the '70's when I was building swimming pools in the area. I also remember an article in the Democrat & Chronicle about the same time. I never stopped to look either. Your talent as editor of *Brightwork* will be missed. Merry Christmas & Happy New Year, **George Zeth**

12/25/11 - Hi Dick, and Merry Christmas! Just (finally) had a chance to read through the Dec. issue of *Brightwork*, and you've outdone yourself as usual. I enjoyed the paper boat article by **Ken Cupery**, a former across-the-street neighbor. He had a nice article in *Invention & Technology* magazine a few years ago on paper railroad car wheels. Also, I visited friends in Camden, ME last fall and I think I saw the *Cangarda* in the harbor there, but it didn't register that it was the same boat we used to see so many years on the Genesee at Charlotte. Nice to know the full story, and isn't it neat to see someone with interest and the where-with-all to spend on something like this? All the best to you in 2012, **Jim Dierks**, Director, NYS Museum of Transportation

Dick. I finally got a chance to see your *Cangarda* piece, I think it's very good. It's really the first time I've seen the whole story in one place plus a lot of things I didn't know. Congratulations. It will be interesting to see what the letters to the editor have to say next issue. The owner is planning a major sub-arctic expedition this spring. Best, **Steve Cobb**



NAUTICAL HUMOR

Husband's and wife's diaries...

Entry in wife's diary:

Tonight, I thought Jim was acting weird. We had made plans to meet at a nice restaurant for dinner. I was shopping with my friends all day long; and I was a little late for our date. Conversation wasn't flowing, so I thought he was upset at the fact that I was a bit late; but he made no comment on it. So I suggested that we go somewhere quiet so we could talk. He agreed, but he didn't say much. I asked him what was wrong. He said, "Nothing." I asked him if it was my fault that he was upset. He said he wasn't upset, that it had nothing to do with me, and not to worry about it.

On the way home, I told him that I loved him. He smiled slightly, and kept driving. I can't explain his behavior. I don't know why he didn't say, 'I love you, too.'

When we got home, I felt as if I had lost him completely, as if he wanted nothing to do with me anymore. He just sat there quietly, and watched TV. He continued to seem distant and absent.

Finally, with silence all around us, I decided to go to bed. About 15 minutes later, he came to bed. But I still felt that he was Distracted, and his thoughts were somewhere else. He fell asleep. I cried. I don't know what to do. I'm almost sure that his thoughts are with someone else. My life is a disaster.

Entry in husband's diary:

Boat won't start. Can't figure out why.



Submitted by Dick Sherwood

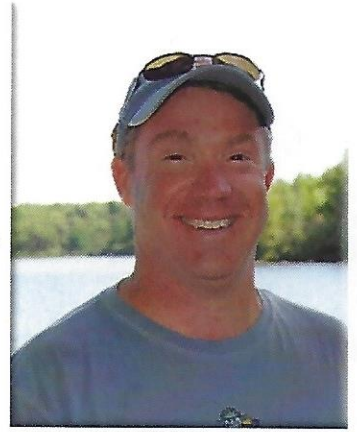
Restorer's Corner David Couch

Spring is just around the corner and for those of us that are just getting started thinking about pre-season maintenance, one of those tasks is varnishing and painting our boat. Even if it's just a couple of maintenance coats of varnish to protect your boat from the intense summer sun and heat, or making her shine for the judges, there are certain steps to ensure a good quality finish you can be proud of and brag to all your friends, "I did it myself?". I have spoken to a lot of boat owners who are timid about varnishing. Don't be intimidated to try it. If you're not happy with it there are guys like me available for help.

After removing all your deck hardware and masking off anything you don't want varnished, you begin by sanding with a 220 grit paper with a long board or block sander. I like to use a foam block wrapped with sand paper because it follows the contours of the deck and the sides without damaging the edges. Once sanded, the varnish should have an even cloudy appearance that is smooth. Any bright spots indicates a low spot so keep sanding gently. Next, clean up your sanding dust with a vacuum and follow up with a thorough wipe down with a tack cloth. I keep a tack cloth with me while I'm varnishing to pick up any missed dust particles.

Now it's time to set up a temporary canopy of clear plastic over the boat to keep dust particles from falling into your work. Hose down the floor with water to keep the dust down. Time to varnish. Use a varnish that you are comfortable with. I like Captains, Flagship and Epifanes. It took a lot of boats and practice to develop a good technique. I start on the decks and work my way down the side applying it in 2 foot sections overlapping my work, rolling and tipping as I go. Don't over work the varnish or you will get thin spots. There is always another coat. I love to varnish. It's relaxing, therapeutic and allows me to think.

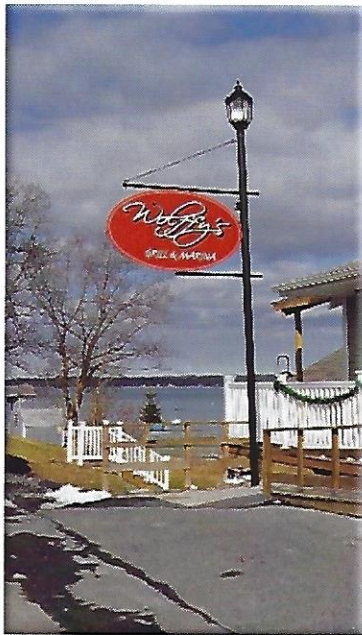
Have a question about a repair or comment about an article?? Please contact me at dfcouch@yahoo.com.



2012 Spring Event

Spring is in the air and it is time to get out and enjoy the beauty of the Finger Lakes and the company of your fellow members. We are planning a silent auction and dinner at Wolfy's Grill and Marina on Cayuga Lake. If you would like to donate a nautical item to the auction, contact Jack Gifford at JMGiff@verizon.net. George Zeth has agreed to open the Morehouse Museum from 10 a.m until 4 p.m, which is right up the road from Wolfy's. The launch will be open for anyone who wants to bring their boat and go for a cruise. Wolfy's has plenty of dock space available.

We have invited our friends from the Wine Country Chapter to join us for our first get-together of the 2012 Boating Season. Schedule of events and invitations will be mailed out towards the end of April. Hope to see you there!

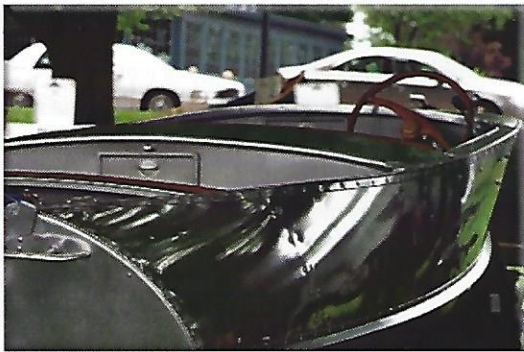




Member Spotlight By Rob Kidd

Ron Muir's 1955 Feather Craft Deluxe Runabout

In the 1950's there was a rental cottage community known as Lamb's Grove on the shore of Otisco Lake in Amber, NY. It was here that the Muir family enjoyed their summer vacations relaxing by the water watching the boats go by. On one such day, a young Ron Muir and his mother were standing along the breakwall when a man driving a Feather Craft Deluxe Runabout was seen approaching slowly. Ron recognized the boat and told his mother how much he admired it. When the driver was within shouting distance, he asked Ron's mother if he might have permission to take Ron out for a ride. She said yes and Ron thought he had died and gone to heaven.

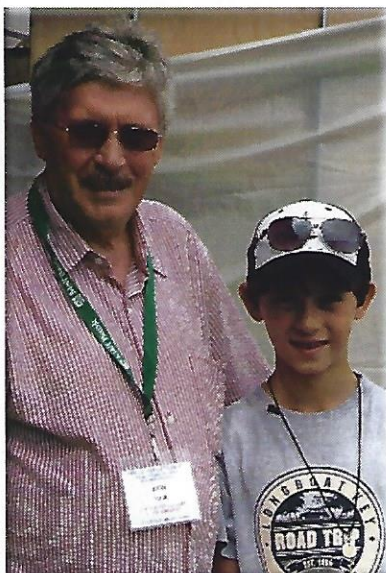


That ride made a big impression on Ron and the following year his father decided that it might be time for Ron to have a boat of his own. The two answered an ad in the newspaper that simply read: "Aluminum boat for sale". When Ron and his father arrived, they spotted the boat in the yard lying upside down. Once the boat was turned over, it was found to be a 1949 Feather Craft Deluxe Runabout! Not long after purchasing the boat, Ron's father located a 15 hp Johnson motor for it and now Ron was out on Otisco Lake running circles around everything but the other two Feather Crafts.



A number of years later, Ron was called to serve his country and the Feather Craft was placed in storage. During this time, the boat was loaned to a friend of Ron's who somehow managed to lose track of it and to this day, the whereabouts of the boat remain a mystery.

Fast forward to 2005 when Ron answers an ad for a 1955 Deluxe Runabout with a Mercury Mark 25E on it. The boat is in excellent condition and Ron buys the boat on the spot even though the motor won't run. To get back on the water, Ron substitutes a late model Mercury motor for the Mark 25E which will continue to "rest" for a while.



Enter Bill Parker, a co-worker of Ron's who raced Mercury outboards in the 60's, 70's and 80's. Bill was the National Points Champion in 1960 and the New York State Points Leader for 15 years. Bill also served as an APBA Inspector for a number of years and so he knows a thing or two about outboard motors. When Bill learned of Ron's Mark 25E, he told Ron that he'd be happy to take a look at it for him.

The motor was torn down and found to be in excellent original condition needing only minor freshening and tuning along with a new paint job. Bill explains that the Mark 25E is a rare find today because racers running the Mark 20H were once faced with a dwindling parts supply until it was discovered that the powerhead from the Mark 25E would interchange with that of the Mark 20H and so many of the Mark 25E motors were cannibalized for racing purposes.

Bill's museum- quality restoration of the motor, together with Ron's meticulous care of the Feather Craft have made this example one of the finest in the country and a consistent crowd pleaser at the Finger Lakes Boat Show each year.

(At left) Ron Muir and his 12 yr old Grandson Drahm Malcolm.
Ron gave Drahm a 1958 Cadillac with a 1958 Mercury Mark 55E.

What is it?!?!?



Can you guess what this boat is? If so please feel free to email your guess to Jill D'Antonio at jillpill717201@yahoo.com



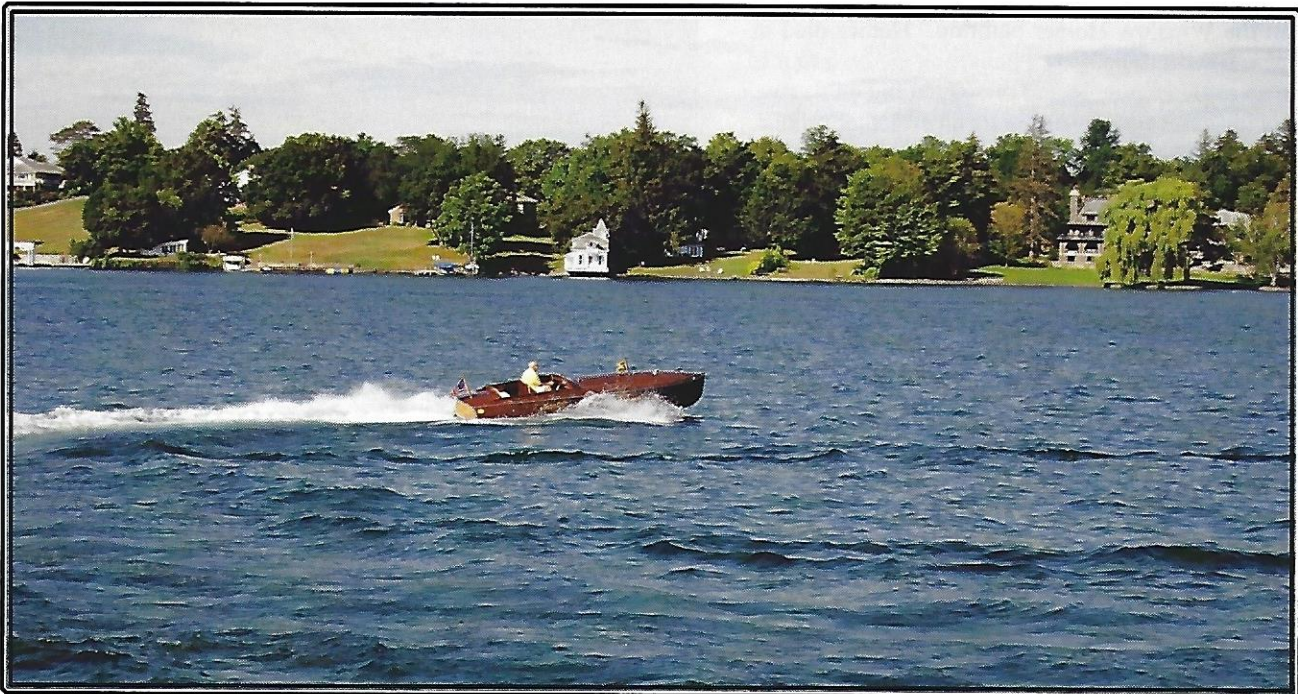
The member who guesses correctly will be mentioned in the next issue of Brightwork. Good Luck!

Did you know.....

....that ACBS and the Antique Boat Museum will be co-hosting a wooden boat symposium over the long weekend of May 4-6? The symposium's theme will be "Preservation or Replacement: Deciding How to Care for Your Wooden Boat & Motor." Save the dates!

....that the Antique Boat Museum is looking for a new Executive Director to replace Fred Schmitt who unexpectedly handed in his resignation last December? The Museum has formed a Succession Committee to identify Fred's replacement and in the interim, retired Executive Director John MacLean is filling in, in an acting capacity.

....that Family Day at the Antique Boat Museum in Clayton, NY is June 16th? Bring the whole family and take a walk back through history while you get to enjoy a day of free admission, free boat rides and free activities!



Old School, a 1998 22-ft. Hackercraft Gentleman's Racer owned by Dennis Mykols of Springlake, MI.

Morning on the River Interview with Michael Ringer By David Couch and Jill D'Antonio



At home, it was a beautiful sunny February morning. Crisp and cold for this time of year but brown grass everywhere, not the usual pretty snow covered landscape that covers the Finger Lakes and Upstate regions like a painting. When we arrived in Alexandria Bay, a light coating of snow covered the ground reminding us what winter was like.

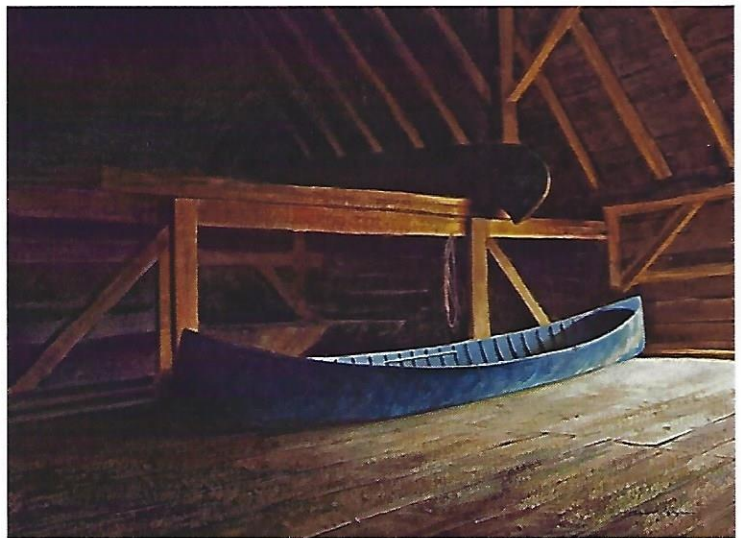
Marsha and Kevin Topa, Michael's Daughter and Son-in-law greeted us and gave us a tour of the gallery and frame shop. Michael's work adorned every wall, each piece masterfully framed and matted by his Daughter. You may not recognize Michael's name, but you would recognize his artwork if you have been to the Adirondack Museum, the Antique Boat Museum, the Remington Museum or the Lake Placid Museum of the Arts. Michael honed his talents as an art teacher for 22 years, sharing his skills as an artist in many media forms with his

students before taking an early retirement in 1990 to pursue his art full time.

Michael has been extremely busy hosting Artist World with Michael Ringer on PBS, published eight books, has held dozens of shows, as well as many newly commissioned works of art. I own two pieces of Michael's art, "Gray Day" and "Guide Boats". If you have a love of the water, boats, nature, the Adirondacks or the Saint Lawrence region, you would be hard pressed not to find a piece of Michael's work that would not take your breath away. Jill and I were fortunate enough to sit down with Michael Ringer and spend a few hours talking with him about his life and his love of art. We hope you will be as inspired by his work as we were. Truly a gracious host. Thank you Michael and his family for taking time out of your day to talk with us.

Q: You do a lot of work in the Adirondacks, do you have a favorite area that you like to visit?

A: I like the High Peaks Region, North Woods Club. I just finished a painting for a client called "Blue Boat". I was visiting the North Woods Club and Paul the caretaker took me into this old barn from 1885 and there it sat, the blue boat from the Winslow Homer painting. Homer died in 1910, it was a thrill to be there. Paul took me on a tour of the club, up to Bear Cottage and there hanging on the wall were these antlers, one tine curled up and another pointing out. There is a photo of Homer holding these antlers. This deer is from his painting "Huntsman and the Hound" that hung in the Philadelphia Museum of Art. It was surreal hiking the grounds, walking where Homer had produced his art.



"The Blue Boat" by Michael Ringer

Q: The detail in the paintings are remarkable. Do you work from photographs on sight or from memory when you create your work?

A: I work from sketches as much as possible, on site. Photographs are monocular, they don't give you depth. I work on site as much as possible. I have hundreds of sketch books with thousands of sketches. I would never have to leave the studio again.

Q: Your sculptures are very reminiscent of Remington's, the detail is amazing.

A: I've done over 19 sculptures and cast over 550 pieces. I have fun sculpting. Working with clay, it's dimensional, you work with your hands. I like modeling. Making a tiny fly rod by hand, I'd love to take a Homer Winslow painting and put it into bronze. Fisherman, the sculpture I've done for the Catch and Release program, has taken on a life of its own. It's generated a huge amount of interest from the Parks and Recreation Program and DEC. It teaches an important message about proper and safe fishing techniques that don't harm the fish.

Q: Do you have a favorite medium to work with?

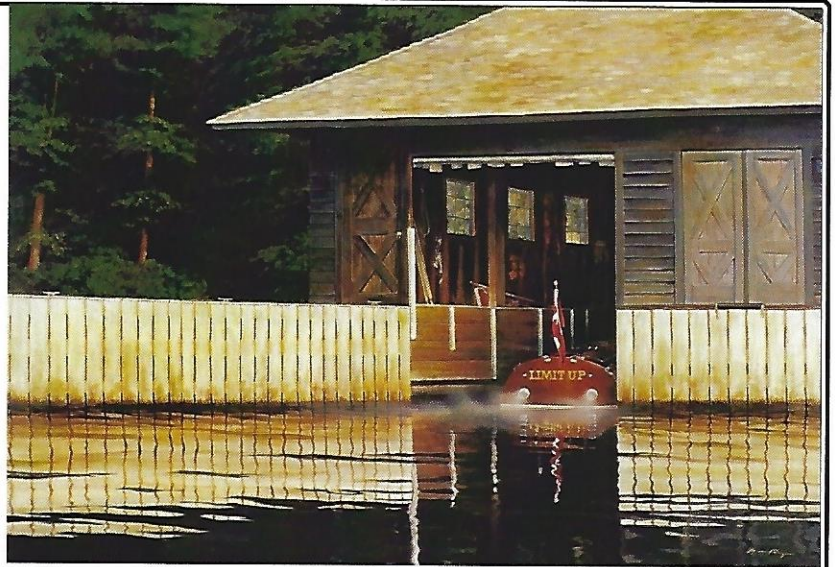
A: I like working in them all. Michael points around the room naming each medium for each painting; oil, acrylic, water color, pastel, bronze. They are all so different and fun to work with. If I have done a lot in water color, I'll do acrylic or a sculpture. I like clay because you work with your hands, it's dimensional.

Q: How long does it take to finish a painting?

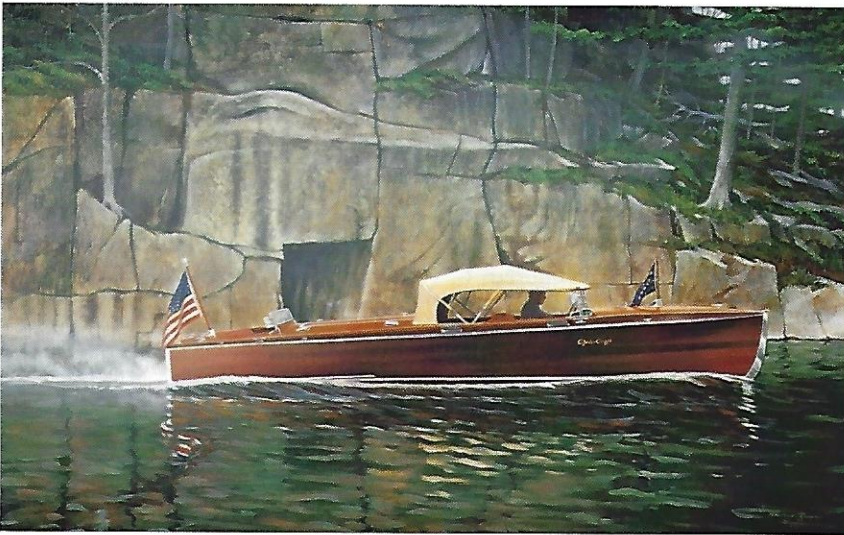
A: It takes a couple of days. Sometimes I like to come down here and sit in the gallery and look around. Sometimes I think how did all of this get done. I have finished over 1500 paintings.

Q: Do you remember the first painting you sold?

A: I sold a couple of still life's at the Allentown Arts



"Limit Up" by Michael Ringer



"Sugar Lady" by Michael Ringer

Festival. I think the one that really took off was "Sunset over Boldt Castle". I really didn't want to sell it, so I put a \$13,000 price tag on it and this guy came in and bought it. It's been made into posters, prints, puzzles and postcards. It really took off.

Q: Have you sold or commissioned any works for famous celebrities?

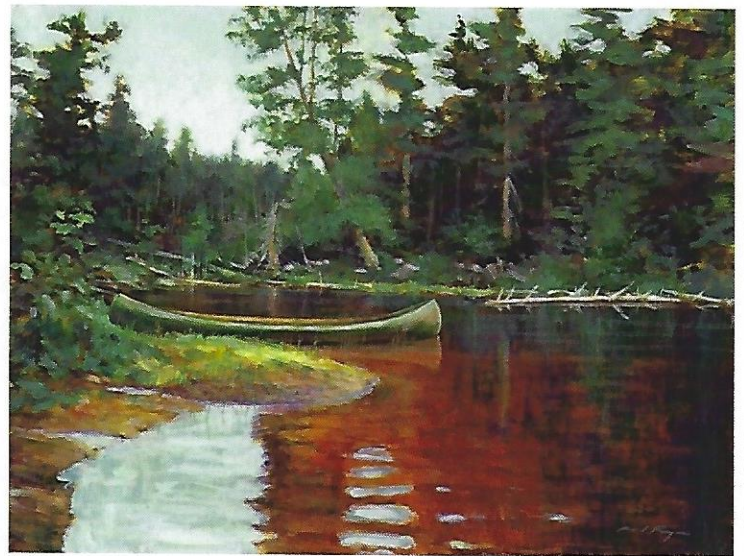
A: I've traded work with Jonathan Winters. Andrew McNally has become a wonderful friend. Model Maggie Rizer commissioned me to paint her wedding, a painting of Maggie and Alex in a hand made canoe. Maggie is a wonderful model. Sweet, like the girl next door. Without my art, I would have never met these really great, down to earth people.

Q: Do you have a favorite spot in the 1,000 Islands?

A: Lost Channel, Summerland Island. The islands are infinite, you can go anywhere from the river. The nicest thing about the river is all the wonderful people I have met. If I'm out sketching in front of their house or island, they will ask what I'm doing, and when I tell them it usually is an invitation to breakfast, lunch, a beer, at sunset. I have met a lot of wonderful people on the river that I wouldn't have if not for my work.

Q: Do you own a wooden boat?

A: A St. Lawrence Skiff and 1,2,3,4,5,.....wooden model boats, but you cant' beat a Garwood, they are top of the line.



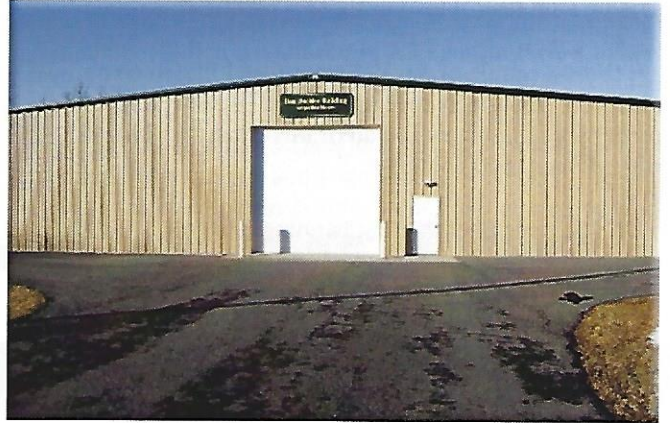
"Exploring the Inlet" by Michael Ringer

It's easy to imagine Michael drifting silently on the water in the early morning fog, sketch book in hand, capturing a remarkable scene that may end up in oil or acrylic. A rustic lodge nestled on the shore with an oil lamp glowing, smoke drifting up from the chimney from an early morning fire in the fireplace, and you standing on the dock observing a master at work.

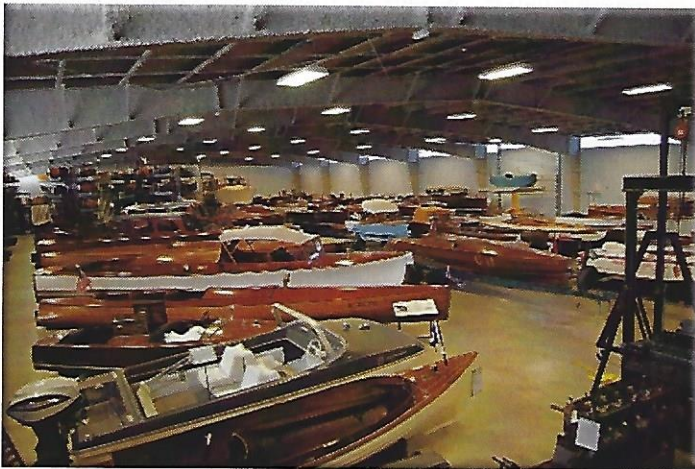
Hidden Treasures A Tour of Antique Boat Museum Storage Facilities By David Couch & Jill D'Antonio

We sat watching as cars passed by glancing into each one trying to figure out which one might be Emmett. "It's almost 2:00" Jill remarked glancing at her watch. "Want to go look around?" I asked donning my hat and gloves. "No I'll stay where it's warm, she replied as she turned up the heat in the car. I always get a thrill of excitement when I'm standing outside the entrance of the Antique Boat Museum, kind of like a kid at Christmastime.

Clayton has always been of my favorite places to visit as long as I can remember. Strolling out on the pier, wandering for hours through marinas hoping to spot an old dusty boat tucked away in a dark corner. Peering through the windows of the entrance of the main hall and ships store, were nothing but empty walls and display cases. My mind whirled with the possibilities of what will be on display this coming season. I glanced up at the reflection in the glass of the front window as a young man dressed in a black coat and jeans came strolling down towards the car. Emmett?? I asked turning to greet him. "Good afternoon, you must be David", he replied shaking my hand. After introducing Jill, he piled into the backseat of the car and said, "I'll take you over to the Don Doebler Building. The museum has over 340 boats in its collection along with other artifacts and engines, all stored in 30,000 square feet of storage buildings.



This was a chance to view some of the rare and unique boats that have been donated to the museum, that have not been on display. If you have never been to the Antique Boat Museum for its annual Boat Show and Auction, each August they do have guided tours of the storage buildings on Friday before the show. The museum and manicured grounds are beautiful and pristine, complimenting the million dollar view of the river and surrounding islands. Hundreds of volunteers and staff work tirelessly each year to make the Antique Boat Museum a destination where history, education and a up close view of one of America's favorite past times can be experienced.

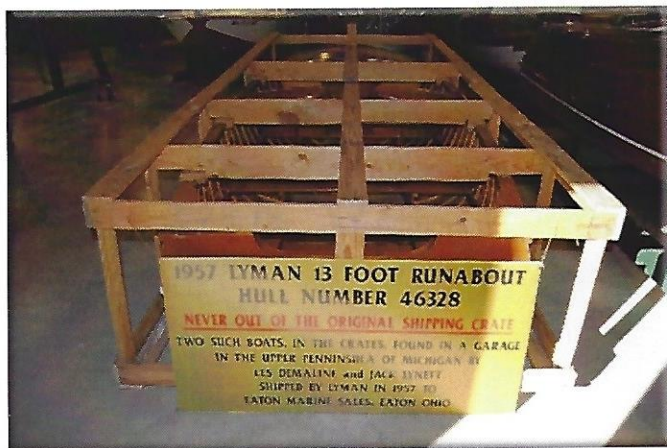


Emmett unlocked the doors to the Don Doebler building. Clicked on the overhead lights and lead Jill and I into 10,000 square feet of history. The scene from Indiana Jones stepping into the mammoth warehouse where the Holy Grail was to be stored.....need I say more? "Feel free to look around", Emmett said as I stopped dead in my tracks. There in front of me, still crated, sat one of the two 13 foot Lymans that had been discovered a few years ago. As we wandered about, Emmett lead us on a tour of history few have touched or seen. Did I mention Emmett has the best job in the world?!

The museum receives between 2 and 4 boats a year to add to their collection. Antique Boat America performs all the

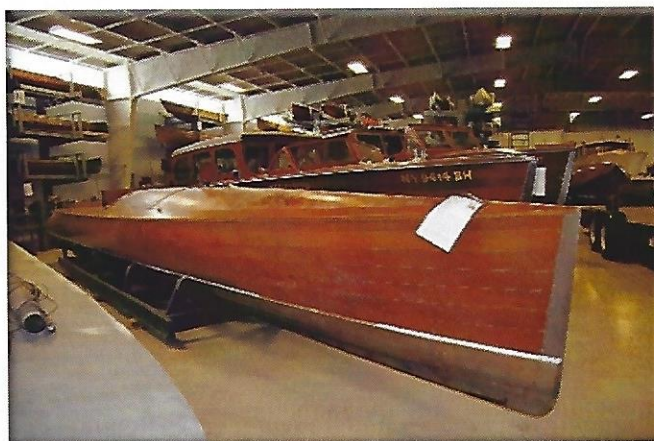
appraisals of the boats and artifacts to give a value to the owner for tax purposes. The collection is the property of the states and museum after that and available for public viewing. With such a large collection, this allows the museum to change up boats and displays a couple times a year. Besides over 5,000 square feet of space at the museum, they also have boats on display at Boldt Castle Yacht house in Alexandria Bay. If you have never been to the museum, plan a trip this year on June 16th for Family Day at the Museum. The museum is open to the public with free admission, boat rides, and fun for the whole family. The new display will feature recreation in the Thousand Islands, a display featuring the history of the museum, boat artifacts, boating and traditional watercraft in contemporary art.





What makes the Antique Boat Museum unique is having one of the rarest boats to grace the collection, Dixie II. Dixie II was one of the first successful race boats of 1909. It was successful for its transitional hull design. It won 3 gold cups and 2 Harmsworth trophy's. No other boat was built quite like it. It was the first design to develop a hard chine hull that planed better. Dixie was revolutionary and successful, and the stepping stone that designers needed to build better planing hulls.

Jill rolled her eyes in exasperation as my enthusiasm peaked. "We'll never get him out of her", she moaned.



Akibo, a 31 foot racing scow, built on the St. Lawrence river in 1899 caught my eye. Her unique design, a large over hanging deck and short water line and huge sail area pushed the limits of racing designs for that era.

A 30 foot Albany with gleaming white hull sides, a Link Flight Simulator, a pair of 25 foot Hutchinson utilities, a world record holder Resorter Runabout from the 1964 Orange Bowl Regatta. My head was spinning and my face hurt from smiling. Emmett pointed out a 36 foot displacement hull raceboat built in 1904 for Frederick Bourne to present to his 14 year old Daughter Marjorie, named Moike. Built by Charles Seabury & Company, she was a race winner with 14 year old Marjorie at the wheel. Where else but at the Antique Boat Museum can you find history like that.



If you plan on visiting the boat show this year, the theme is "48 Years of Boat and Boater's", and are featuring people as well as their boats. They hope this encourages boaters to bring and display their "user" boats that have been in service for years. It is the stories and the boats that make each ones history unique. For first timers at the museum, you will enjoy the vintage boats that are very unique, in that they were hand made and not massed produced items like cars. Boats were designed for beauty and performance, a piece of art that you can touch, ride aboard and experience. As we wandered out of the storage facility, I had to ask Emmett what kind of boat he owned. Unlike me he replied, "I try not to own too many at once". Emmett is currently working on a 1927 38' raised deck cruiser built by Dawn Boat & Ship Company. A couple of canoes and a 1958 Lone Star Aluminum boat with a Mercury Mark 58.

When I mentioned our goal to attract new and younger members, I asked Emmett what advice he would give. His answer was that people in their 20's are looking for opportunities to connect with design and craftsmanship. To be creative, learn and to get their hands dirty. Becoming knowledgeable of boating and boat building. I agree, that's my goal and is what our hobby needs to thrive in the future. It was a pleasure spending the afternoon with Emmett and the hidden treasures of the Antique Boat Museum. The real treasures of the museum are the staff like Emmett Smith and Jessica Phinney as well as the hundreds of volunteers and staff, that work diligently to preserve the history of boating and present it to the public in an artistic and beautiful way.

“Pardon Me” Restoration



As our tour drew to a close, Emmett asked if I would like to see the restoration progress of “Pardon Me”. I, of course said, “yes!” “Pardon Me” is a 48 ft Commuter that was built by Hutchinson Boat Works built in 1948 for Charles P. Lyon, a wealthy sportsman who lived on Oak Island. Hutchinson had previously built him two boats, both Commuters named “Finesse” and “Vamoose”.

“Pardon Me” is powered by a 1500 horsepower supercharged World War II Packard engine that used 100 gallons of fuel per hour. Below deck she is outfitted with a galley, sleeping accommodations and an enclosed head. She is the pride of the museum and undergoing restoration that will provide years of reliable service.

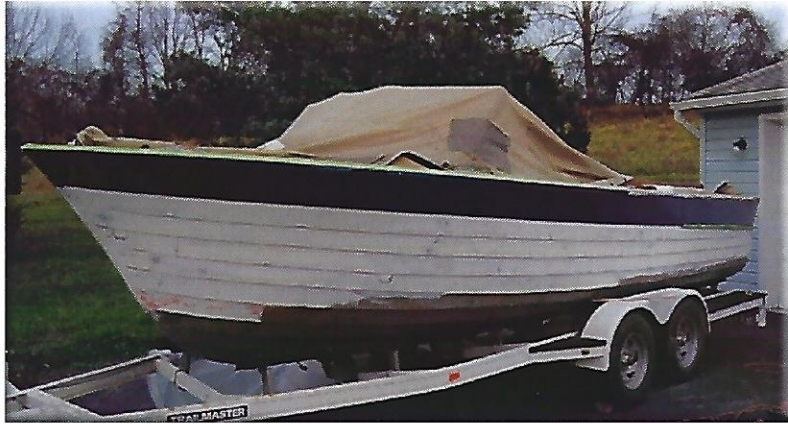
Among the work currently being done is new transom frames, major stem and floor repair. Her mid-ship house is off and her cavernous engine room is open to make way for the newly overhauled motors. She also has updated electrical and plumbing system, as well as more modern mechanical and control systems.

The museum’s restorer’s are working diligently to preserve her for decades of use. Visit “Pardon Me” June 16th during Family Days at the Antique Boat Museum and maybe if all restoration work has been completed, you will be fortunate enough to get a ride aboard her.



Island Lady By David Couch

She set amidst a sea of faded and abused fiberglass boats in the yard at Otisco Lake Marina. The distinctive lap strake hull catching my eye. Covered in a weathered and dingy tarp, her hull was faded and chipped badly. "What's up with the Chris Craft?", I asked John, owner of the marina. "She needs a new home, the owner passed away, the proceeds go to Hope for Bereaved". I thought about the Sea Skiff for weeks. It bothered me to see such a beautiful boat neglected. "Ask the owners if they will let me refinish her", I begged John. That was the start of this project for me, Island Lady and Hope for Bereaved. When I started removing her chrome and hardware, the long process of stripping the hull and refinishing, little did I know how much this project would mean to me. We found rotten wood and planks, way beyond my estimate, that needed repair. I diligently plugged along making repairs thinking of the previous owners' wishes of it being enjoyed again and her exciting life on the water as a Coast Guard rescue boat in the 1,000 Islands. All work came to a grinding halt in August of last year as



my Father took a turn for the worse. Dad had been struggling with Parkinson's Disease for over 3 ½ years and needed all of our love and care. I puttered on all the boats that lined the drive, slowly and agonizingly finishing them, distracted by Dad's failing health. I devoted the last 3 ½ years to helping Mom with Dad's health care, and I felt defeated when Dad passed away on a cold and dreary September day, a week after his 74th birthday.

Throughout Dad's illness he enjoyed working on the antique boat we all bought him for his 70th birthday. His therapy, his goal to finish. He enjoyed helping me with my boat projects as well as just watching me work when he couldn't. I



would bring finished boats by the nursing home for him to see, the look of joy on his face is unforgettable. So now as I come to the end of the work on Island Lady, I must admit that she has been as beneficial to me as the repairs I have made, to make her whole again. Working on her has allowed me to grieve for the loss of Dad, as well as helped me heal my heart knowing he is watching me as I lovingly make her new again. A mist of sawdust, paint chips, varnish....my memories of Dad and the tears I've cried for his loss has made me stronger. It will take many years to heal and stop my heart from aching but I will have a soft spot for Island Lady and how she helped me to start healing. It was a pleasure to work on her and make her beautiful. She is remarkably strong and has an excellent interior. She needs the wind and water splashing over how bow again. Like any wood boat, she needs special care each year to be assured she has many good years ahead of her.



Island Lady is for sale to a good home. Please call 315-224-6993 or email dfcouch@yahoo.com.

The Dock Market

For Sale: Chris Craft V-8 Marine Engine, 283 cubic inch 185+ HP Chevrolet block. Flywheel forward; completely re-built. Complete engine with transmission, water pump, carburetor, flame arrester, exhaust manifolds, elbows, generator, etc. Block hot tanked; new cam, main and rod bearings; high performance heads; new rings. Less than 20 min. running time. \$4000. Dunphy X-55, 17-ft inboard, 215 HP Interceptor engine, galvanized trailer. Engine rebuilt. Original upholstery, floor covering & trim. \$12,500. 100 hp Chris-Craft engine with 1:1 ½ reduction gear. Needs only minor restoration and cosmetic work. \$3500. 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 unzips. Not a "show" boat, but with a little TLC could become one. \$7500. Located in Buffalo, NY area. Mick Griffin, 716-662-1949 (H), 716-289-4305 (C) or mickg16@aol.com

For Sale: A rare 1951 Morehouse Lightning sailboat -- the last Lightning built by the Morehouse Boat Co. in Seneca Falls, NY, and one of three Morehouse Lightnings known to exist out of the 20 that were built between 1946 and 1951. Originally built for Henry Wait, owner of Wait's Department Store in Auburn NY, it was later owned by Newton Randall who sold it in the early '70s. Has been missing ever since. The boat is located in the Chicago area, and photos are available. Asking price not available, but if interested, contact George Zeth at 315-568-1577 or grandvu@bluefrog.com

For Sale: 1971 Chris-Craft XK-19 with 40 original hours. Engine is original 370 hp C-C Corvette LT1. Excellent condition. On trailer with cover. Make offer. Moe Keefe, 315-947-5750 (Fair Haven, NY)

For Sale: 1955 14-ft. Feathercraft outboard (hull #133355) with new transom and windshield. 35 hp Gale engine in excellent condition. Both stored inside since 2006. 1965 Little Dude trailer included. Make offer. Dick Stowe, 585-293-2986 or dialmoo@rochester.rr.com (Churchville, NY)

For Sale: 1964 21-ft. Lyman Runabout in excellent condition. Hull # 73, I/O, 140 HP Interceptor V-8 engine. Two fuel tanks and white vinyl cushions in perfect condition. Kept under dry storage shed for the last 6 years. A great lake boat with room to entertain and winner of the 2008 Lyman Marque Award at Skaneateles. Complete picture album at ksteigelman@hotmail.com or call 607-547-1235. Asking \$16,500. including a 7 year old Shorelander trailer in A-1 condition. Ken Steigelman. (Cooperstown, NY)

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: 1947 Chris-Craft Deluxe Runabout three-quarters restored by Nichols Restorations in 2006. C-C Marine Hercules 95 hp inboard rebuilt in 2008. Red upholstery redone. Includes original flags, trailer and new cover. Winter storage indoors; summer usage 5-6 times; summer storage under a hoist roof specially built for boat. Hoist available separately. Pictures available. Asking \$22,000. Doug Nichols, 315-595-2256 or Natalie Lemmon, 315-5974276.

For Sale: 1956 22-ft. Chris-Craft Sea Skiff. Semi-hardtop in covered storage for several years. 95 hp Chris-Craft Model K engine. Trailer included. Asking \$1500. John Butera, 315-252-8098 (Auburn, NY)

For Sale: 1904 Fay & Bowen (style) launch with 1909 Paulson #21 engine. Original canopy with brass hardware. Full restoration in 1995; multiple ACBS Boat Show winner; trailer included. This is a very solid boat in excellent condition that floats and runs. Photos and info at sehadi@twcny.rr.com \$18,500. OBO. Compare at \$30-\$40K. Delivery available up to 100 miles @ \$2.00/mile. Steve Shehadi, 315-472-6397 (Skaneateles)

For Sale: Many wooden, metal and fiberglass boats. All are outboards and vary from Penn Yan and Thompson to Arkansas Traveler and MFG. Dick Curvin, 315-729-4666 (cell). (Moravia, NY)

For Sale: Chrysler Crown inboard engine with reduction gear. Ten years in storage; still rotates. \$300. Pete Sanborn, 315-635-7878

For Sale: 1928 20-ft. Brodhead-Fairchild runabout, John Hacker hull design, 6-cyl. Pontiac-Oakland engine, 75 hp. Contact Howard Fairchild at 607-266-0631, or howardfairchild2000@yahoo.com.

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. Sue Giovannetti, 315-947-5532 or sueag@hotmail.com


For Sale: 1949 22-ft. Chris-Craft U-22 utility. 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)

For Sale: 1952 18 ft Morehouse. Cedar hull with optional jump seats and mahogany paneling on the interior. Engine is a 95 hp Chris Craft K. Needs to be totally refinished. Asking \$5,000 with trailer. George Zeth, grandvu@bluefrog.com


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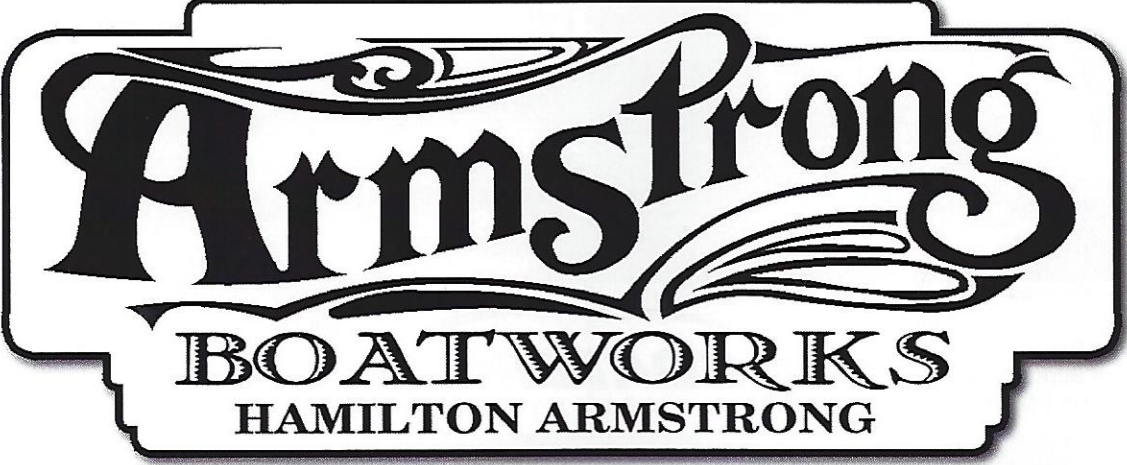
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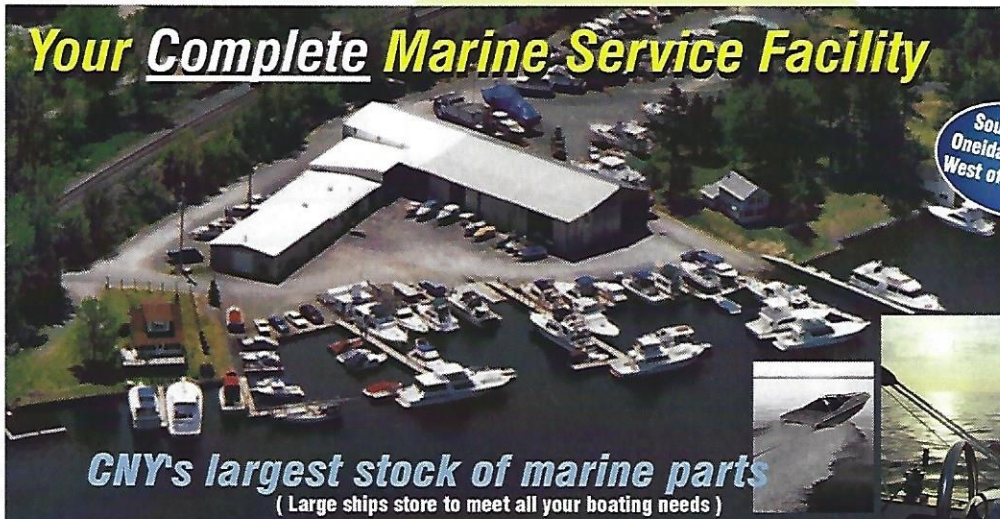
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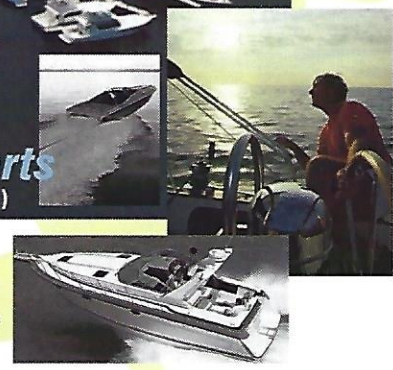
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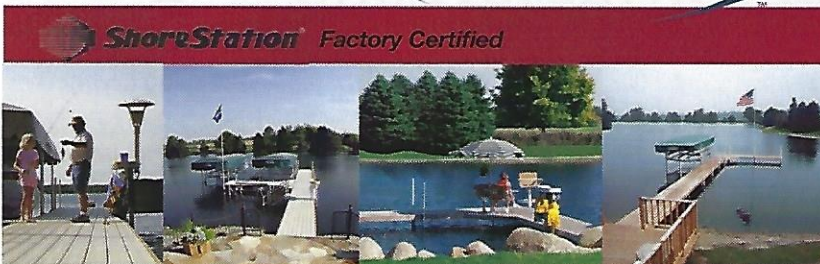
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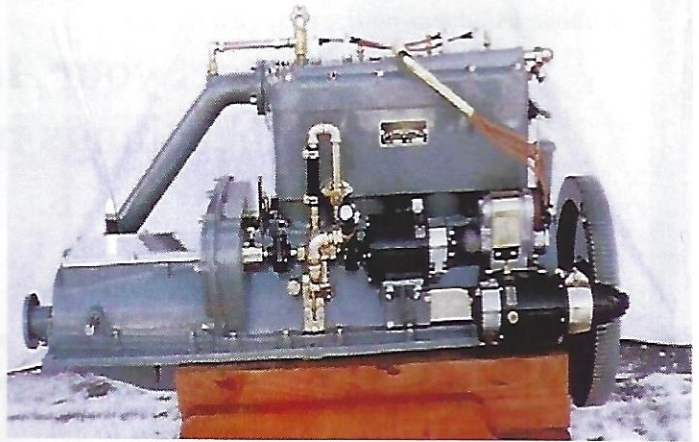
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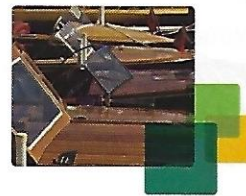
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