

# BRIGHTWORK

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THE NEWSLETTER OF THE FINGER LAKES CHAPTER ACBS

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## PRESIDENT'S COLUMN.....

November 1990...time for another issue of BRIGHTWORK...almost time for the holidays...snow is on the ground...boats are put away for the winter. One look at the Calendar of Events in this issue reassures me, though, that there are lots of upcoming activities through the long, cold, and snowy winter that I can look forward to - such as enjoying a dinner, workshop, or other event with wooden boat friends. Comforting thoughts!! (For those of you who like to keep track of my boat riding forays - I do realize that boat riding is over...but only until February when I'll be in Homassassa Springs, Fla. for the Quarterly Board Meeting and Boat Show that weekend! You didn't REALLY think I'd endure the entire winter minus boat riding...did you??!!)

As I prepare to take over the Chapter Communication Chairperson position for ACBS International from Peter Bailéy of Toronto (a hard act to follow, I might add), my thoughts have also been reflecting the value of ACBS membership. There are tangible and intangible benefits that membership provides each of us, I think. The tangible benefits are easily recognized by those of us who belong - The quarterly newsletter, RUSTY RUDDER, as well as the membership directory, historical information, and great stories from other chapters' newsletters. There are Quarterly Board meetings, the annual meeting, seminars, workshops, and ACBS-sponsored boat shows that we all can and do attend.

The intangible benefits are harder to define...yet they are the core of ACBS as I see it. The comraderie you feel with your fellow wooden boat enthusiasts when you participate in a boat show, workshop, or seminar IS ACBS. Many lasting friendships are formed at shows, meetings, and workshops. Many a hard-to-find engine part or even a whole boat has been found by one ACBS member for another. The network that one has access to once you participate in ACBS never ceases to amaze me!!

Participate is a key word too. ACBS needs membership participation as it grows and changes. The current ACBS Board of Directors is very committed to more support for and personal contact with the chapters. They need your input, your ideas, your help. ACBS can be anything we, the membership, make it, so let's make it an organization that provides for its members in many ways, and one we enjoy being a part of. In order to give members more direct access to ACBS, regional representatives are being set up that anyone can contact for suggestions, critiques, and comments. I am a regional representatative, and would like to hear from you...my phone number is (315) 834-6303...give me a call!! ACBS needs you, and needs you now...give it a try...you might be surprised at how rewarding it can be!

Your chapter needs your support too!! (Isn't it nice to be so needed for a change?!) It was GREAT to see so many of you at the workshop at Doug Nichols' Restoration Shop in Branchport November 10th. I hope all of you enjoyed yourself as much as I did. Check out the Calendar of Events in this issue, and you'll see a variety of activities through the winter well worth attending. Be sure to see the information about our Annual Dinner Meeting January 5th. Please mark your calendar now before the busy Holiday Season, and plan on attending. Let's start 1991 active!

I wish each of you a very happy holiday season and a prosperous 1991. I would like to thank all of you for your support in so many ways during my first year as president of Finger Lakes Chapter, ACBS. I look forward to working with you in the upcoming year to make FLC even more active, vibrant, larger and not to mention, more fun!! See you at the Annual Dinner Meeting, January 5th!! Susan Buehler

## CALENDAR OF EVENTS FINGER LAKES COUNTRY

January 5, 1991 - Finger Lakes Chapter, ACBS Annual Dinner Meeting at the Gould Hotel, Seneca Falls. Buffet dinner; short meeting; videos of our show and of the Grand Hotel-site of the 1990 ACBS Annual Meeting, dancing(?) All WCCB members invited. SEE ATTACHED RESERVATION FORM FOR DETAILED INFORMATION!!!!

February 24, 1991 - Workshop at Marsden Family's Farm outside of Union Springs. Hosted by FLC - all WCCB members invited. Agenda to be announced!

March ??, 1991 - Workshop to be held at Sutherland Boat Works, Penn Yan. Dan Sutherland is building beautiful, non-powered reproduction boats, and has offered to share his knowledge and expertise. If you remember, Dan participated in our show this year with some of his boats. Date and other details to be announced.

April ??, 1991 - Regional Dinner Meeting hosted by FLC. WCCB, Niagara Frontier, Thousand Island Chapters will be invited to attend. Tentative guest speaker is Jay Higgins, Past President of ACBS.

May 4, 1991 - FLC Annual Work Day at the Shipyard Museum. Many changes have taken place at the museum - one of which is the date of our Work Day!! Contact Susan Buehler for more information...315-834-6303.

May 18, 1991 - Shore Dinner at Schwenke's/General Boat Show Meeting. Yes, this event was rescheduled from this fall, and is the one that everyone has been waiting for. It promises to be a highlight of the season - plan to be there.

June ??, 1991 - NEW EVENT!! FLC member Ford Knight has offered to host a FLC/WCCB Picnic at his Cayuga Lake lake-front home. Plenty of dockage we understand!!

July 12, 13, 14, 1991 - Wine Country Classic Antique Boat Show and Regatta, Hammondsport, NY.....Details as they are available.

July 26, 27, 28, 1991 - Finger Lakes Chapter ACBS Antique Boat Show - Oswego, NY.....Details as they are available also!!

EDITOR'S NOTE: At least you don't have to wonder if you'll have any antique boating activities to participate in '91!! Try to attend as many as you can - better yet, volunteer to work on or at one!! Great to have all these activities, isn't it??!!

NEW MEMBERS....WELCOME ABOARD!!!!

EDITOR'S NOTE: As FLC receives new members to our chapter, we will print the members' names, addresses, phone numbers, and any information available on boats they own.

Please be sure to welcome new members with a phone call or if you live in their neighborhood, stop by!! If you know of a prospective member, contact Dick Sherwood at 716-265-1518. Thanks!

John and Meta Platt 4925 Rockefeller Rd., Auburn, NY 13021 Day phone: 315-253-7777 Evening phone: 315-252-1493. John and Meta own two boats currently - 1956 Penn Yan Aristocrat 14' with a 1959 Johnson engine, and ? Thompson TVT Hydroplane Rowboat 14' with a 1960 Mercury engine. John and Meta are new to ACBS, and really looking forward to meeting other wood boat enthusiasts. John's looking for a certain Penn Yan windshield bracket last we knew - maybe one of you Penn Yan experts could help him in his search!!

David L. Bibeau - 2639 Rt. 11 #12, Lafayette, NY 13084 315-677-3561 Dave is restoring a 1941 18' Chris Craft Utility. An interesting side note from your editor - Dave comes to FLC as a result of a Tiger Cub Scout outing to the Buehler's to press cider using Scott's antique cider press. A conversation between Susan and one of the fathers about antiques led to the antique Chris in their barn, which led

to Dave's Chris being discussed, which led to a quick note dashed off to Dave by Susan inviting him to join. Moral of the story...you never know where you'll find a prospective member!! Dave has LOTS of enthusiasm for old boats, and LOVES to talk about them - call him!!

Bill and Judy Fisk 6657 Lake Ave.,  
Williamson, NY 14589 315-589-8242  
Bill and Judy also belong to Niagara Frontier Chapter, and own a variety of interesting, not to mention beautiful, antique boats. One - a 1948 19' Penn Yan Traveler Transport named "Pretty Penny" won Utility class at FLC's show this year!!

Daniel R. Sutherland c/o Sutherland Boat & Coach, Inc., 2258 Rt. 54A, Penn Yan, NY 14527 Day phone: 315-536-2258 Evening phone: 315-595-2564. Dan owns a total of five boats including three reproductions. All are "human powered" and beautiful. Dan's collection includes a 1946? Penn Yan Cartopper with sail rig 12' (this boat was a FLC's show - a beauty!!), a 1947 Old Towne Canoe 16' (also at the show!), a 1987 N. River Boatworks Rushton 14'2", a 1988 Angela Cross PaperBoat 10'6", and a 1989 Sutherland Troutboat 12'. Dan owns Sutherland Boat & Coach, Inc. and has offered to host a workshop at his facility in March. We're looking forward to it!!

Maurile "Mo" and MaryEllen Keefe Box 518 - West Bay Rd., Fair Haven, NY 13064 Day phone: 315-483-6986 Evening phone: 315-947-5750. We re-welcome Mo back to FLC after a few years absence, and look forward to seeing him and his boats at future events.

#### EDITOR'S COLUMN.....

Well, here it is...the fourth issue of BRIGHTWORK - and it's still 1990!! Does that mean we make our goal of four issues this calendar year??!! The answer is a big YES!!! It's been a long road since the first issue in January (we'd almost like to forget that issue truth be known!). Thanks to our "White Knight" (anybody know the

nautical equivalent??) Dick Sherwood, we not only look good as well as official, but with our flashy color picture in each issue (two in the last issue...did you see that??!!) we have heard many comments from other chapter editors wondering HOW we did that. We like to just smile, and tell them "Trade Secret!" Always room for improvement is our attitude, so we'll just keep trying to make each issue better and more enjoyable to read. We particularly would like to thank Howard Ford for his story "The Red Boat." It was enjoyed by all, and the conclusion is in this issue. Contributions to BRIGHTWORK by you, the members, help give it variety and make it more interesting to read. We know there are some great stories out there...did you know that Ron Svec attended Wooden Boat's School this summer?? Burt & Evelyn Miller attended the ACBS Annual Meeting at the Grand Hotel, Mackinac Island, Michigan...wouldn't it be fun to hear what that was like?? Those are only a couple of potential articles we're aware of - we're sure there are lots more!! SO, some snowy, cold winter evening settle in with your pencil and write an article - we'll be most appreciative!!

LOOKING AFT.....

Canal Trip 1990.....

August 19th was the day planned for what we'll call the First Annual FLC/WCCB Canal Trip. The agenda was to put boats in at Seneca Lake State Park, run the canal to the Waterloo lock, which would then be gone through, on to Seneca Falls lock, which would possibly be gone through depending on time, then back through Waterloo lock to Seneca Lake State Park. Something different was the idea since none of us do much canal running and it can be fun. The weather was most uncooperative - rainy and dreary, but the "diehards" showed up on schedule!! Mo and Jeanette Sherrill with their triple Chris, "Opus," Erwin Laitenberger and Cathy Schombert with Cathy's Thompson; Lou and Bev Smith in Penn Yan "Sapphire," and Susan, Scott and Vicki Buehler to crew on "Opus" made up the group. Our ride down the canal was a bit damp, but

we had a great time going along with our umbrellas watching the "plastic boats" passing us "crazies." As we neared Waterloo, "Opus's" engine started acting up, but fortunately Susan's brother lives on the canal in the house they both grew up in, and we were able to limp in there. Bill and Linda were so hospitable (not to mention used to these sorts of happenings with Susan) that we spent a very fun afternoon there and thought of going no further. Bill's hobby is old cars (truly a crazy family, huh?!) and everyone had to take a look at his '39 Chevrolet Sedan, '31 Model A and a '63 Studebaker Avanti that has been in the family since purchased new. At last it was time to think about a return trip to Seneca Lake. "Opus" and her crew had the dubious honor of being towed all the way back by Erwin and Cathy in the Thompson!! Mo will never live this one down. We have great pictures of all this, one of which we are sharing in this issue (such fame!!).



YOU REMEMBER SLO-MO-SHUN?  
THIS IS SLO-MO-SHERRILL!

All in all a small group, but a fun day! The vote at the end of the day was to definitely try it again in '91 - so we will!!

#### End-of-Summer Rendezvous.....

The weekend after Labor Day found over 50 of us "woodie fans" gathered for a great day of boating and comradeship at Bayside Boatworks in Fair Haven Bay. Bill Feikert, our host, had obviously gone to great effort to accommodate FLC and WCCB members, as well as neighbors. Extra docks were out, the boat house was very shipshape and most importantly, the beer was cold!! There were lots of stories and information traded, LOTS of great boat rides, and plenty of good food. Even the weather cooperated, and produced a sunny, crisp fall day after making everyone nervous the day before when it rained. Come to think of it, Sunday, the day after, the weather was lousy too....either FLC is lucky, or Bill Feikert has influence we never imagined !! Everyone had a terrific time, and have already marked their '91 calendars!!! Thanks Bill!!!

#### TRIPS.....

Saturday, October 20th, was the day of a joint trip by FLC and WCCB members to Watervliet, NY near Albany to tour the GarWood Boat Company owned by Tom and Larry Turcotte. About 20 of us headed off for a day of adventuring and fun!! Doug Nichols engineered a side trip, and diverted the whole caravan to Marcy Marina in Utica. Lots of interesting boats, remnants of wood boats, and bits of history were found there. Some of the group even made purchases, although we really wonder if Doug really needed another boat!! The Dumfrey is cute, we must admit, and it's Mary's we hear, but if you really bought the Sea Skiff encrusted in vines and moss, Doug, we're going to have to consider the services of a good psychiatrist we know for your Christmas present!

Lunch was enjoyed by all in Albany, and then on to Watervliet. Our tour of the large, old brick building that houses the GarWood factory was most informative and interesting thanks to our host Larry Turcotte. Larry in his characteristically patient style, led us through the workshops and warehouse answering all questions. We saw the

progress of a Turcotte GarWood from raw lumber to one of those sleek runabouts gleaming with multiple coats of varnish. The variety of old wood boats restored and unrestored that are kept there are treasures all their own that everyone enjoyed poking around. The best treasure of all had to be the excellent hospitality shown to us by Larry & Tom Turcotte...it was appreciated by all.

#### WORKSHOP.....

Not to copy Vintage Wood's description of the November 10th workshop held at Doug Nichol's restoration shop, BUT - what a GREAT workshop!!! There were an amazing 90+ people who attended. Members from FLC, WCCB, Niagara Frontier, and Canoe Heritage Assn. were there, as well as some new friends and visitors. From the start it was obvious that a great amount of effort had gone into the planning of the day. Doug had an agenda of presentations that were very well done. The first presentation was by Zeke Zeis, an NFC and WCCB member, who did a plank replacement by cutting it out with a shaper. John Vyverberg and Ed Ritter of WCCB followed Zeke's presentation with an excellent detailed explanation of how a boat is judged. The audience was encouraged to judge the boat - their scores then compared to ACBS standards. The discussion that followed about their scores vs. ACBS scores worked up some serious appetites, so lunch was next. Art Parson's committee had two huge subs, soup, cookies, and brownies to make everyone happy. WCCB provided beverages, which were much appreciated. After lunch Canoe Heritage Assn. members, Lou and Dave Wirschem, gave a thorough description of how they took exact measurements off an original to build their reproduction. It is a beautiful boat!!

We could term it the Grand Finale, but it still wouldn't do justice to the sight of Doug Nichols warming up his chain saw, and then cutting the transom off a 1941 18' Chris Utility - the same year and model boat FLC member Dave

Bibeau is restoring!! (We did notice Dave outside feverishly taking off hardware and other items just before Doug and his chainsaw got started!!).

Not only were all these activities going on at planned times, but there was a ship's store table set up all day, and some flea market tables that had a lot of interesting items for sale.

Our thanks go out to host Doug Nichols, who spent many hours getting ready for their workshop, and even more making sure all went smoothly as planned. It was a BIG success!!

EDITOR'S NOTE: Dick Newcomb videotaped most of the day and has offered to loan out the tape. Call Dick at 716-526-6934.

And now the continuation of Howard Ford's article, THE RED BOAT.....

Cracked ribs were a different matter and where the strength was still inherent in the place, I jabbed the crack deeply at several points with a scratch awl and then injected epoxy with a glue syringe. The cracks then set up surprisingly strong.

With the bow and stern sections then repaired, I placed them at the proper distance on a 2 x 4 laid on edge on sawhorses and clamped them so the stems were in the same vertical plane.

I had kept the innergunnels and the longitudinal risers in place till now to keep each end section rigid but now I removed the fastenings and put aside these members. Next I made my first and most lasting mistake. I made the inside gunnels out of red cedar and this caused no end of grief later on. But I had some cedar left over from making the guideboat planking so why not use it. Why not, indeed!

I made the inside gunnels and also new risers and these had to be scarf jointed because my shop isn't big enough to cut one continuous piece on the table saw. With these in place I made another set of longitudinal risers to temporarily help in shaping the ribs. I clamped these risers on either side of the bottom just where the curve of the bilge begins.

The ribs on this boat are about two inches wide and 9/32 thick, beveled on the edge and tapered at the ends. These I made from white cedar as were the original ribs. I boiled them in a raingutter capped at both ends and filled with boiling water from the stove and kept hot by three propane burners.

The bending procedure was to quickly lay the cooked ribs on a heavy strap on the 2 x 4, clamp it and with the support of the strap bend the ribs against the risers and up to the gunnel where it was secured by a heavy spring clamp. Then I would race around to the other side and do the same thing. The first three went on beautifully but then my luck ran out. The next five ribs all went on okay on the first side but as I bent the second side each cracked when within two inches of the gunnel. So I said the Hell with it for awhile.

But when I have a project like this coming along, I can't put it out of my mind for long and I was back in the basement two weeks later.

Upon close inspection, the grain of the white cedar was straight up to the point where the greatest strain had to be tolerated and there the grain ran off the rib. The secret of the ease with which the rib from Old Town went on the canoe was straight grain.

I tried to buy some at a boat lumber yard and they talked me into buying white ash for the ribs because it does bend to a sharp radius when boiled. This was my second mistake - getting the white ash.

Well, I hauled the white ash home and dutifully sliced it up into more ribs, nineteen in all. I boiled them and bent them, requiring more effort than with the cedar. But the ribs didn't break!

When bending the second side of the third ash rib, the rib didn't break but the red cedar gunnel did. The moral leaders of society condemn profanity but they should not because it provides a valuable safety valve to vent your frustration. I vented mine and the whole family rushed downstairs to see if I had cut off a thumb. At the time I think I would rather have lost a finger. The repair job seemed simpler.

The fractured gunnel released the pressure on the other newly bent-on ribs and they had to be removed as did the entire gunnel for repair and replacement. The relaxed ribs had to be straightened out so they would again fit in my raingutter boiler. Oh, what did I need another boat for.

After remaking the gunnel, I braced the gunnels with notched wood braces from gunnel to gunnel and proceeded anew. This time all went well until one of the notches gave way and the sudden release of tension acted like a slingshot on my red cedar gunnel. I began to watch television and read books. But you can only do so much of that with a problem in the basement gnawing at you all the time.

The sensible and knowledgeable reader knows that I should have made new gunnels out of Sitka spruce or ash or something else. But I did not. I remade the cedar gunnel and stronger cross braces and carefully finished bending on all the ribs.

The job of making the planking came next and red cedar is suited for this. So I sliced up more than enough to one-eighth thickness by about 3 1/2 inches. The planking, thin as it is, not only supports the waterproofed canvas but binds the whole boat together. It is laid on not to form

watertight seams but close to its mates to make a fair surface for the canvas overlayment. The ribs are not thick enough for screws to hold reliability and so the planking is held in place with brass tacks driven through the planks into the ribs and the points clinched over as they emerge. This is tedious even if the ribs are of soft cedar but with ash it is rediculous. The tacks would not penetrate the ash and so I had to drill a hole for every tack - about a thousand or so. The hole had to be small enough to result in a tight bind requiring a #60 drill and the drills broke so often that I ended up using wire brads as drills. They worked almost as well.

Some of the old tacks were still in place but had been loosened by the drudging of the storm and so I replaced them. I also cut away otherwise sound planking every other plank on the end sections so that alternate new planks could span three or four "old" ribs, making a staggered joint, like brickwork, for strength.

With the planking on, the boat looked like a boat again and any unevenness of the ribs was brought into line by the planking.

I felt more comfortable when I arrived at the canvasing stage since I had recanvased my canoe three times. I smoothed the material over the hull and stapled it in place on the sheer near the middle. Moving to the other side I pulled it tight with one hand and stapled with the other, working one side then the other till I was near the ends. Using a sharp knife I slit the canvas at about the beginning of the stem and using judicious amounts of seam compound I stapled the flap onto the stem and sheer. Trimming the excess material, I overlapped the other side proceeding in the same way. Some puckers in the canvas remained but shrinking the canvas with a water saturated sponge removes them for a smooth job.

In the past I have tried to avoid the high cost of canvas filler by using substitute methods. I tried a vinyl paint but in five years the canvas rotted. I tried airplane fabric dope but in three years canvas chipped off when the boat banged a dock. So I bit the bullet and paid the high price for the canvas filler and it is worth it.

The filler is similar to a very heavy paint and when I opened the can it was like cement on the bottom covered with oil to the top. Nothing less than a heavy screwdriver will break this up and I spent over an hour mucking and stirring this into a heavy homogeneous goo. I suppose you could use a trowel, but I used a stiff four inch brush to work it into the pores of the canvas to obscure the texture stirring frequently to keep the clay-like stuff from separating from the oil.

The filler takes about two weeks to dry hard enough to sand and in the meantime I laminated an outside stem which goes over the canvas to mate with the keel.

The ticklish job of cutting the slot for the daggerboard box was now at hand and I sweated like a layman performing an appendectomy as I sawed through the ribs. Of course, the notched stringers glued to the bottom of the old box would not match the new ribs and I had to make others. I redrilled the screw holes through the stringers and the mating pieces on the bottom adjacent to the cutaway keel so that when I buttered the sandwiching members with Polyseamuseal there would be no last minute misalignment.

All went together well and I heaved a sigh of relief and decided to watch TV and read books for awhile at least. I could relax a bit because after all, all I had to do now was make the keel and fit it on, put on the outside stems, make the outside gunnels, the maststep, the rudder, the tiller, the seats, sand the whole thing, put a coat of primer followed by two finishing coats of paint and three coats of varnish over the inside and gunnels, etc.



I still had the gunnel-to-gunnel braces on and when I finished installing the center seat over the box I removed the braces. But when my son and I lifted the boat the side pressure caused the bolts holding the seat to the risers to split the red cedar riser on one side. I was learning the use of proper wood the hard way.

I reinforced the risers on both sides with oak. I also glued one inch thick ledges on the inboard side of the inside gunnels for about eighteen inches to widen the gunnels to a more comfortable perch. I remembered the painful crease made in my fanny when sitting on the gunnel to control the heel in a heavy wind.

I also wanted to mount the oarlock straps inboard to give me better oar leverage in the forty-five inch beam.

Launching day was a flta calm but I raised the Sun Fish sail and shoved off anyway. Not a wavelet but I ghosted across the one and a half miles of lake in twenty-five minutes. On the way back the wind picked up some and the outside gunnel made of Sitka spruce

cracked. Was this to be a bad luck ship? Had I failed to put a half dollar under the mast or propitiate Neptune in some way. Was I going nuts?

I removed the offended gunnel, cut out the bad piece and scarfed another in, being careful that my screw holes would still be in alignment. As soon as I tightened the screw in the repair, it too cracked. Daunted, I again removed the gunnel and made the repair using white ash. This time I soaked the gunnel in the lake for several hours before installing it. To this date I have not driven a screw through the repair and my eye scrutinizes this section of gunnel when sailing in a strong wind.

The Red Boat sails well, maybe even a little better than before. One day in a superb wind I sailed two miles on a broad reach in fifteen minutes.

I do not have to sit on the gunnel in a strong wind anymore and under the circumstances I am afraid to. But why should I worry - a half dollar lies in the forward hole of the maststep.

H. S. FORD

THE RED BOAT TODAY.



Finger Lakes Chapter has for sale the following:

- 1991 Classic Craft Calendar by award-winning nautical photographer Karine N. Rodengen. The full color selections of a dozen antique and classic boats in beautiful settings, are displayed against a backdrop of rich mahogany planing. The calendar includes photographs of Chris-Crafts, Garwoods, Century boats, Matthews, Hereshoff, Muskoka Lake Commuter, and a contemporary Gold Cup Gentleman's runabout. Cost is \$11.95 each.

- The Legend of Chris Craft by Dr. Jeffrey Rodengen. This 294 page book discusses every boat Chris Craft every built. Beautifully illustrated with color photographs by Karine Rodengen. Cost \$49.95.

If you are interested in either of these items contact Susan Buehler 315-834-6303. FLC received 20% off the price thanks to the generosity of the Rodengen's.

- CLASSIC BOATING MAGAZINE is always a welcomed gift. Published bi-monthly, subscription rates are \$20 per year (6 issues). CLASSIC BOATING MAGAZINE  
P.O. Box 1634  
Colton, CA 92324  
Phone: 714-793-6091

- Membership in the Antique Boat Club which serves the interests of owners of Chris Craft, and other antique and classic boats. THE BRASS BELL is the official publication of the Antique Boat Club, and is an excellent publication. Annual dues are \$25. Wilson Wright is both the president of the club, and editor of THE BRASS BELL if you have any questions. The address is: 217 South Adams Street  
Tallahassee, Fla. 32301  
Phone: 904-224-5169  
FAX: 904-224-1033

Memberships.....

- The Oswego Maritime Foundation is a volunteer organization dedicated to public service through maritime-related education, recreation and research. A very worthwhile organization, and the site of our annual Antique & Classic Boat Show. Dick Pfund is the president of the organization. The newsletter of the Foundation is called the MARI-TIMES, and published quarterly. There are four levels of membership - Sustaining (\$10), Basic (\$25), Benefactor (\$50), and Life (\$1000 or more). The address is:

Oswego Maritime Foundation  
McCrobie Building  
Lake Street  
Oswego, NY 13126  
Phone: 315-342-5753

- The Thousand Islands Shipyard Museum in Clayton is the site of the best known Antique Boat Show in the country. The museum also has an excellent display of mahogany wood boats. Bill Danforth is the Director of the museum of you have any questions. There are several levels of membership available, the most common being family membership which is \$30 per year. Please contact the museum for more information. The GAZETTE is the quarterly newsletter.

The Thousand Island Shipyard Museum  
750 Mary Street  
Clayton, NY 13624  
Phone: 315-686-4104

With all good wishes  
for the holidays  
and the new year.

