

Brightwork

VOLUME 6, ISSUE 4

NEWSLETTER OF THE FINGER LAKES CHAPTER, ANTIQUE AND CLASSIC BOAT SOCIETY

SEPTEMBER 1996

ONE LETTER SAYS IT ALL....

SUSAN BUEHLER, FLC BOAT SHOW CO-CHAIRPERSON, RECEIVED THE FOLLOWING:

July 30, 1996

Dear Susan,

I had to tell you just how impressed Ann and I were with the FLC show last week. Last year we were spectators at the show and liked what we saw. It was then that we decided to return and are we glad we did!

Awards aside -- as my wife, Ann, put it, "we felt like winners" before we left the registration tent. Organization, information and much-needed assistance were everywhere. Upon launching we felt like royalty having our truck and trailer whisked away while the entire family was left to motor off in our boat. It was *incredible*. I hope other ACBS chapters were taking notes. The Adirondack Chapter show chairman certainly was. We hope to do half as well our first year back in Lake George.

From the Friday barbecue to the Sunday pancake breakfast you have a class act going on there. The setting is magnificent and the support from local businesses and village officials is second to none. You and the entire show committee are to be commended for what I believe to be the show by which all others should be judged. Please extend my thanks to your committee and save a spot for us next year!

Very sincerely,
Neil Satterly
Schenectady, NY



BOAT SHOW AWARDS

WHILE EVERYONE WHO ATTENDED THE CHAPTER'S 18TH ANNUAL ANTIQUE AND CLASSIC BOAT SHOW WAS A WINNER, THE JUDGES HONORED THE FOLLOWING WITH SPECIAL RECOGNITION:

BEST IN CLASS

Sailing Craft.....	1962 19-ft. Lightning, Woodwind , owned by Fred & Cindy Bayer of Greenfield, MA
Rowing Craft.....	1928 15-ft. Midlands Boat Co. two-person skiff owned by Syd & Shirley Marsden of Auburn, NY
Canoe.....	1939 16-ft. Old Town sailing canoe, Not To Be Ignored , owned by Jeff & Diane Schwenke of Cleveland, NY
Non-powered Replica.....	1992 7-ft. Millar-Potter rowing dingy, Puddles , owned by Ron & Christine Dulmage of Oxford Station, ONT
Outboard Motors.....	Part of " <u>The Riggs Smith Collection</u> " owned by Riggs & Nancy Smith of Fishers Landing, NY
Outboard Boat & Motor....	1960 17-ft. Thompson and 1960 75 hp Johnson owned by Cathy Schombert & Erwin Laitenberger of Rochester, NY
Powered Replica.....	1992 22-ft. Gar Wood speedster, Wood Too , owned by Arnie & Libby Rubenstein of Skaneateles, NY
Launch.....	1929 22-ft. Hutchinson open launch, Old Glossop , owned by Alan & Diane Goodwright of Manotick, ONT
Antique Utility.....	1941 17-ft. Myles Jeffrey-built inboard, Myles From Home , owned by Don & Sheila Reid of Metcalfe, ONT
Classic Utility (>18').....	1954 18-ft. Morehouse inboard, River Runner , owned by Bob & Teddi Myllymaki of Wallingford, CT
Classic Utility (<18').....	1950 18-ft. Chris Craft Sportsman, Keeper , owned by Gil & Cheryl Maringer of Hudson, OH
Antique Runabout (>19')	1938 22-ft. Chris Craft Custom, Sunny Cove , owned by Jeff Clark of Cleverdale, NY
Antique Runabout (<19')	1940 19-ft. Chris Craft Custom, Agitator , owned by Myndy & Kate Woodruff of Waitsfield, VT
Classic Runabout (>18')...	1948 20-ft. Chris Craft Custom, Tahawus , owned by Neil & Ann Satterly of Schenectady, NY
Classic Runabout (<18')...	1963 15-ft. Century Palvo, Knot Yet , owned by Holden & Karen Fenner of Skaneateles, NY

Special

PETER WILES AWARD for most loved and used boat owned by a member of the Finger Lakes Chapter
1925 26-ft. Hacker, **Black Witch**, owned by **Bruce Marsden** of Auburn, NY

STEVE GIOVANNETTI AWARDS for authenticity

Non-powered: 1920 12 ft. Lacy Trout Boat, **Molly**, owned by **Doug & Mary Nichols** of Branchport, NY

Powered: 1957 18-ft. Shepherd Runabout, **Bacall**, owned by **Jim & Julia Onions** of Oakville, ONT

PEOPLE'S CHOICE

1995 26-ft. '24 Hacker reproduction, **My La\$T De\$ire**, owned by **Bill & Bayne Gregory** of Skaneateles, NY

BEST IN SHOW

1948 20-ft. Chris Craft Custom, **Tahawus**, owned by **Neil & Ann Satterly** of Schenectady, NY

Congratulations to all the winners!!

CALENDAR OF EVENTS

1996

- Sun., Sept. 15 Final dock removal from FLC Boat Show site
- Sept. 20-23 WCCB/FLC Annual Fall Outing to the Muskoka Lakes, Ontario, Canada
- September 26-29 ACBS Annual Membership Meeting hosted by the Toronto Chapter, the Muskoka Lakes, Ontario, Canada
- October 19 FLC Fall Foliage Cruise

Sat., October 19

2nd Annual Frost Bite Regatta, Finger Lakes Chapter, Antique Outboard Motor Club, Inc., Sills Marina, Sodus Point, NY

Sat., November 2

WCCB Annual Workshop & Pig Roast, Nichols Restoration Shop, Branchport, NY

1997

Sat., Jan. 25

Annual Dinner Meeting & Silent Auction, Sherwood Inn, Skaneateles, NY

FROM THE PRESIDENT

THANKS TO SO MANY

SUMMER HAS SPED BY - THE FASTEST OF any on record! And with it another Finger Lakes Chapter Boat Show. The docks were full, the boats were beautiful and varied, the crowds were large, the concerts very enjoyable, people were great and the food was good. Over the weekend of July 26th, 27th and 28th Skaneateles, NY was a wonderful place to be.

Our sponsors - **Key Bank of New York, Brinson Marine-Skaneateles Marina-Sand Beach Marine, Mid-Lakes Navigation Co., Ltd., The Sherwood Inn, The Skaneateles Area Chamber of Commerce, The Skaneateles Merchants Association, and Y-94 FM Radio** - all deserve special recognition and thanks for the financial backing they provided. Sponsor support has been terrific and we are most appreciative of their generosity.

FLC member **Doug Clark** who also very generously supported the boat show, really drew attention when he had a big "**Doug's Fish Fry Thank U**" aerial message towed behind a biplane that circled the village on Saturday afternoon! Many thanks to Doug and all the sponsors for making the boat show possible.

A great deal of thanks for the success of the weekend also goes to **Bill Murphy** who, as an FLC member, community-minded

Skaneateles resident and Past President of the Chamber of Commerce, has been a mainstay in orchestrating boat show planning meetings and interfacing with village and town officials. A similar note of appreciation also goes to **Sarah Wiles Ehmann** who, as current President of the Chamber of Commerce, has done a superb job of promoting boat show interests with the members of the Chamber, village merchants and local officials. The planning process has also included **Peggy Surdam** of The Sherwood Inn, **Peter Wiles** of Mid-Lakes Navigation Co., Ltd., and FLC member **Bill Gregory**, all of whom have been excellent to work with.

On the Chapter's side, **Susan Buehler** and **John Laidlaw** did an excellent job of planning and executing the show. **Diane Schwenke** did her usual fine job of handling registration with the help of **Shirley Marsden, Eleanor Babcock, Debbie Dilkes** and **Jan Logan**. **Bill Root, Ike Dilkes** and all their helpers did an outstanding job of assisting in launch and reloading operations at the state ramp. **Ron Svec** and **Sue Martin** did their usual fine job of setting up, manning and staffing Ship's Store with the assistance of several others throughout the weekend. Many thanks also to Ron for building the large mahogany-framed bulletin board that got so much use during the show. The beautiful baby's boat cradle in which it was temporarily set up

was built by **Bernie Clapp** for his new grand child and has been turned over to the new arrival! Thanks also to **Glenn and Dave Young** who made the two stately 12-ft. spruce masts from which the new FLC banner flew at the entrance to the pier. And **Scott Buehler** and his judges all made their much needed and appreciated contributions to the weekend.

And thanks, too, to **Bob, Denise and Alex Kays, Wayne Mocksfield** and all the others who made the trip from the Lake Hopatcong Chapter.

Finally, a note of thanks to **Bill & Barb Feikert** for helping to make possible the brass ensemble that played before dinner on Saturday night of the boat show weekend.

And to anyone whose name I've overlooked, please know that your efforts were much appreciated. Thanks to all for a job well done.

Arnie Rubenstein
President, FLC, ACBS

PS A few words of thanks to **Cub Scout Pack 161** were also included in a note published in the **Skaneateles Press** in August. They did a great job of selling Boat Show Programs.

Brightwork is the quarterly newsletter of 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, September 1st and December 1st. Questions, articles for publication, commercial and non commercial ads, etc. should be addressed to Dick Sherwood, 1734 Lake Road, Webster, NY 14580. Ph. 716-265-1518.

Chapter Membership

NEW HIGH OF 119

MEMBERSHIP IN THE FINGER LAKES CHAPTER continues to grow steadily and has now reached the 119 mark!

According to the ACBS membership report of June 1st which compared the year-end 1995 memberships of all 40 ACBS chapters to mid-year 1996 levels, the Finger Lakes Chapter achieved the third highest chapter growth rate of 69%.

At the 1996 Boat Show six new members joined the Chapter and a number of additional membership forms were handed out. With this copy of **Brightwork**, FLC members are receiving, an Addendum to the Membership Roster of May 1996 that reflects the following new members of the Chapter:

- George Bain** of Jamesville, NY
- Doug & Minnie Dancks** of Fabius, NY
- Milt Dreher & Jacqueline Davis** of Memphis, NY
- John & Sandra Goodney** of Oswego, NY
- Bob Griffin & Shirley Schoeneman** of Rochester, NY
- Bill & Marlene Loose** of Kingston, PA
- Jack & Anna Miller** of Freeville, NY
- Terry & Cheryl Piper** of Syracuse, NY
- Roger Spofford** of Marietta, NY
- Walt Szcypien** of Baldwinsville, NY
- Dick Weston** of Syracuse, NY
- Steve White** of Skaneateles, NY

A warm welcome to all the above.

SHIP'S STORE

- Golf Caps...\$12.
- Golf Shirts...\$28.
- Tee Shirts...\$14.
- Sweatshirts (L&XL)...\$26.
- Sweatshirts (XXL)...\$29.
- All the above with the FLC logo.

FALL FOLIAGE CRUISE

OCTOBER 19TH

THIS YEAR'S FLC SHORELINE CRUISE NEVER got underway back in June due to bad weather. So, to make up for that shortcoming and as a wrap-up to the 1996 boating season, the Chapter has scheduled a Fall Foliage Cruise on the Erie Canal for October 19th. As details firm up, a flyer will be sent out in time for you to plan to be part of this final outing of the year. And if you don't have a boat ready to go, that's not a problem. There will be other boats with plenty of room to accommodate extra folks. So reserve the date now for this colorful trip down one of upstate New York's beautiful waterways.

NON COMMERCIAL ADVERTISING

Non commercial ads listing nautical items "For Sale" or "Wanted" are welcomed for publication in Brightwork. Ads without photos from any source will be printed at no charge if they have the potential of benefiting FLC members. Ads with photos require a one-time \$8.00 charge. Forward ads to Dick Sherwood, 1734 Lake Road, Webster, NY 14580

THE DOCK MARKET

FOR SALE: 1930 18-ft. Fay Bow runabout. Structural restoration completed 1995. 60 hp Chris Craft B rebuilt 1993. Runs great! New EZ Loader trailer. Beautiful boat!! Doug Knapp, 607-869-9271 (Romulus, NY)

FOR SALE: 1949 17-ft. Shepherd mahogany speedboat. Restored 1996. Includes trailer, new cover. Reluctantly offered for sale. May be able to deliver. Hank Evans, 515-277-7222 (West Des Moines, IA) E-Mail ATEVANS@AOL.COM

FOR SALE: 1969 22-ft. Chris Craft Cavalier. Cuddy w/head. Excellent condition. 327Q 4 BBL 230 hp inboard, rebuilt 1990. New stringers, motor mounts decking, and paint 1994. New OEM transmission 1995. New rudder 1996. New trailer 1992. Full canvas, AM/FM/Cassette stereo. \$16,000. OBO. Scott Hayes, 716-352-2016 (E) or 717-467-7983, Ext. 416 (D) (Spencerport, NY)

MEMBERSHIP APPLICATION

FINGER LAKES CHAPTER, ANTIQUE & CLASSIC BOAT SOCIETY

Last Name _____ First _____

Comember _____

Address _____

City _____ State _____ Zip _____

Phone: (Day) _____ (Eve) _____

Other Chapter Memberships (if any): _____

ANTIQUÉ/CLASSIC BOATS OWNED

YRI	BUILDER	MODEL	LOA	HULL NO.	NAME	ENG.	CYL	HPI

ACBS Annual Membership Dues = \$25.

FLC Annual Membership Dues = \$10.

Dues received after September 1st are applied to following year.

Please Make Check Payable to: Finger Lakes Chapter, ACBS

Return to: Dick Sherwood (716-265-1518)
1734 Lake Road
Webster, NY 14580

EDITOR'S COLUMN

This issue of **Brightwork** highlights the Chapter's 18th Annual Antique and Classic Boat Show. If you were there, I trust you had a great time and can still recall many of the weekend's sights in your mind's eye. If you weren't there, you missed a prized gathering of wooden boats and antique boating activity. Either way, this issue makes an attempt to recall some of the boat show's happenings with the photos on the front and back. Originally, the lay out was done with the hope that the front and back page could be printed in xerographic color. But, after examining competitive prices, it proved to be just too expensive. If we can find a way to bring the cost down, maybe next year....

This issue also winds up Charles Cooper's article on the steamboats of Skaneateles Lake. Thanks again to **George Bain** for its use. Some background on Charles Cooper: He was a bachelor who had a strong affinity for Skaneateles Lake and its history. He was a material handling equipment manufacturer's rep. who developed and patented an overhead door gasket for trucks. During World War II he managed a Red Cross Center in Florence, Italy and after the war, he served as Red Cross Disaster Director in Atlanta, GA. However, The Pines, formerly Pine Grove, captured most of his imagination and energies in his later years. When the steamboat operation put Pine Grove up for sale, Mr. Cooper's family acquired it and still maintains it as a summer resort for that ever-expanding family. Charles Cooper died on June 21, 1987 at the age of 85.

The next issue of **Brightwork** will contain more of the history of boating on Skaneateles Lake. -Dick

COMMERCIAL SKANEATELES LAKE STEAMERS

Name	Length	Years of Operation
Independence	80 ft.	1831-?
Highland Chief	40 ft.	1831-?
Skaneateles	-	1848-?
Homer	112 ft.	1849-'53
Ben Porter	-	1866-'76
Glen Haven	80 ft.	1876-1917
Ossahinta	68 ft.	1878-1917
City of Syracuse	112 ft.	1901-1917

STEAMBOATS ON SKANEATELES LAKE

PART II

Envious of the success of the new steamer, **Glen Haven**, S. N. Allen and William J. Grime formed a new company and commissioned A. W. Springstead of Geneva, NY to build a smaller boat named the **OSSAHINTA**. A single decker 68 feet long with an 11 ft.-3 in. beam and a capacity of 150 people, she was launched in 1878.

The rivalry was keen and not altogether friendly, according to handbills posted around the village in which the owners of the **OSSAHINTA** attempted to dispel rumors of mismanagement and poor seamanship. Whereas the **GLEN**

HAVEN enjoyed what might be termed the "Carriage Trade" groups with the utmost propriety, the **OSSAHINTA** was patronized by a more rowdy group who usually brought along a keg of beer.

This enmity was finally terminated when the **OSSAHINTA** was purchased by the Skaneateles Railroad Company and operated in conjunction with the **GLEN HAVEN** in a regular schedule, stopping at all piers to deliver passengers, mail and freight. At ten o'clock each morning a boat would leave Skaneateles for Glen Haven and return at 2:00 PM. Each evening at



Ossahinta: Hauled out for repairs by horse-driven winches.
Onondaga Historical Association, Syracuse, NY

5:00 PM a commuter boat would leave Skaneateles for Glen Haven where it would lay over for the night, leaving in the morning at 7:00 and arriving at 9:00 AM, stopping at various cottages on signal -- a white cheese box hoisted to the top of a pole.

With the inauguration of a regular schedule of steamboat service, Skaneateles Lake was to undergo a marked physical maturity in the period around the turn of the century. Not only were docking facilities at both ends of the lake improved, but as prominent families built summer homes, a necessary part of each establishment was its steamboat pier.

For this purpose the company maintained a large steam-powered pile driver barge which was towed from cottage to cottage and was operated by its own crew of men. On board, next to a large coal bunker was a shed which housed a horse. When the pile driver arrived at its destination, the men would go up into the neighboring woods to select and cut down suitable chestnut logs, whereupon the horse would be unloaded to fetch them down to the lake shore for sharpening and driving.

The docks were 40 to 50 feet long and 16 to 18 feet wide requiring 16 to 18 twelve inch diameter piles. The supporting beams were four inches thick and the planking was two inches thick. They were massive things as they had to withstand the bumps and tugs of the big steamers.

A list of docks taken from a steamer ticket dated 1904, shows the following ports of call:

Edgewater	The Pines
Eager's	Glen Cove
Manning's	Weed's
Borodino	Holden's
New Hope	Hall's
Hooker's	Fair Haven
Dillon's	Hyde's
Ten Mile	Jenny's
Spafford	Glen Haven

The operation of the steamers required a steady supply of able, dependable young men to fill the various positions such as captain, engineer, stoker, deck hand, postal clerk, candy, butcher, and freight clerk. In addition to the men on board there was also a shore detail and substitute crew.

The Chief Engineer of both the Skaneateles Railroad and the

Skaneateles Navigation Companies was Martin Fennell who was well known and well liked throughout the village. Each year he singled out the most promising young men in the area for an interesting and profitable summer job aboard the boats. Fennell was a good teacher and the boys respected him. He always called them "his boys" and to be one of Martin Fennell's Boys was a badge of honor. Over the years the constantly changing roster brought new faces. So in 1922 when the group decided to fete the old man on his 80th birthday, the list of personnel contained the names of the most prominent doctors, lawyers and business men of the village of Skaneateles. This is but one example of the close relationship which existed between the steamboats and the community.

With the euphoria generated by the constantly expanding patronage, the Company decided it was time to augment its facilities. So in 1900 it commissioned A. W. Springstead to build the **City of Syracuse**, a mammoth 112 foot long by 21 foot wide steamer with a carrying capacity of 600 people. Not only was she huge, but she was equipped with electric lights which made it



City of Syracuse in "drydock": Pulling a 112-foot wooden boat out of the water for maintenance must have been a major undertaking in the late 1800's/early 1900's. But by the warm "shirt-sleeve" weather in this photo, it would seem that the steamer should have been in the water, producing revenue for her owners.

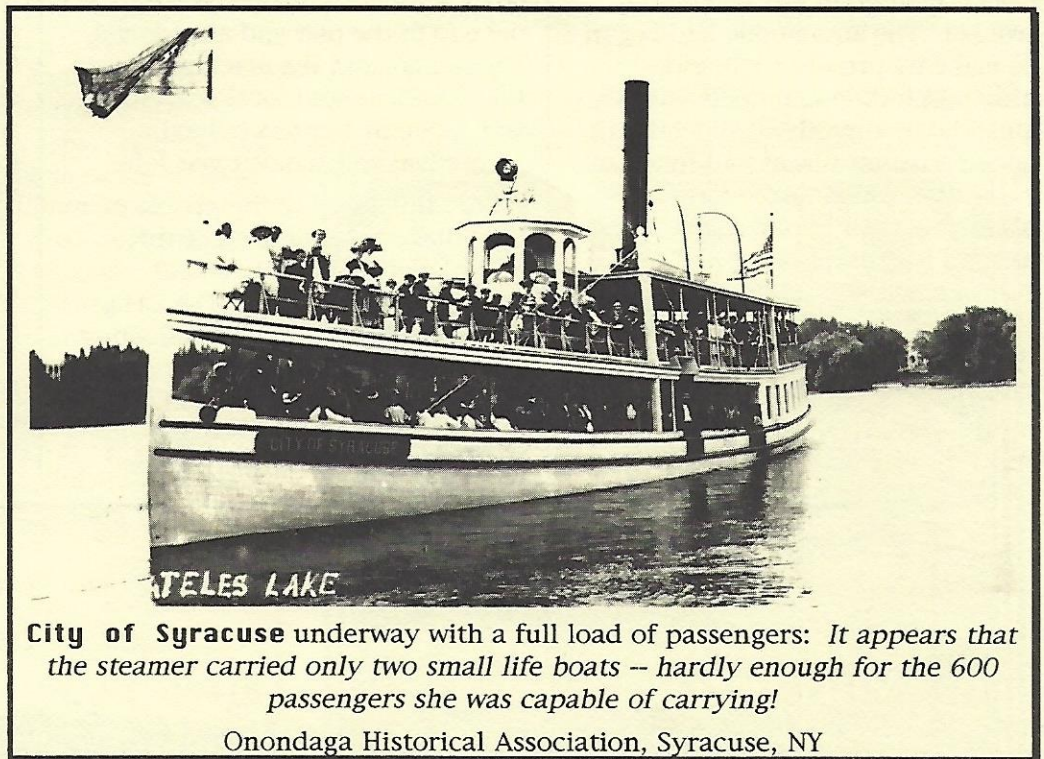
Onondaga Historical Association, Syracuse, NY

possible to run search-light excursions. On July 6, 1901 she was launched with great fanfare and was christened by Louise Specht. Special trains were run from Syracuse and Auburn, while the steamboats made extra trips to bring passengers to the ceremonies.

The **City of Syracuse** was the same general design as the **Glen Haven** with two decks, a large cabin plus a mail room and a candy counter. She was comfortable and spacious, but she lacked the "class" that the **Glen Haven** had. She might even be termed obese and was inclined to shimmy at certain speeds. Whether because of faulty design or not, she was held together fore and aft by one inch steel rods on each side. These passed up and over two vertical pillars about 30 feet apart which reached up above the roof of the upper deck. The rods were kept taught by turn buckles.

Sensing the need for a better recreational area, particularly one suitable for nightly excursions, the company purchased from Perry Woodworth the large, strategically located area always known as Ten Mile Point and more recently identified as the location of Lourdes Summer Camp. The former picnic area at Pine Grove was put up for sale and the erstwhile dance hall was cut into sections and moved on the ice to the new property. Pine Grove subsequently came into the possession of a large family group from Syracuse who still occupy it. It is known as The Pines with a half dozen cottages on its thousand foot lake frontage.

In addition to picnic tables, children's playground, baseball and horse shoe pitching, the most popular feature of Ten Mile Point was the dance hall, especially on those nights when the **City of Syracuse** made her moonlight excursions. Leaving Skaneateles at 8:00 PM she would proceed up the lake in the gathering dusk (daylight saving time had not been invented then) and before long



City of Syracuse underway with a full load of passengers: *It appears that the steamer carried only two small life boats -- hardly enough for the 600 passengers she was capable of carrying!*

Onondaga Historical Association, Syracuse, NY

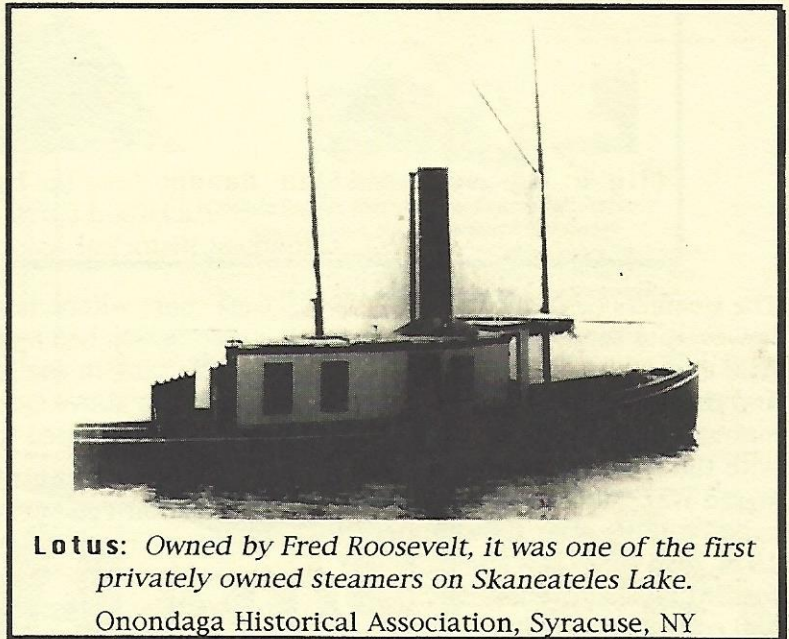
would be lighted from stem to stern like a Christmas tree, her orchestra playing while her powerful searchlight scanned the shore and picked out farm houses on the hills much to the delight of the children on the shore who would be allowed to postpone going to bed until the "City" went by.

A favorite game played by the children was to build a bonfire, fire a rocket or wave an American Flag in an attempt to get a response of the three throaty blasts from her steam whistle. On arriving at Ten Mile Point, the ship's generator would be connected to the park lighting system

to illuminate its dock, paths and, of course, the dance hall.

Not to be outdone, some of the more elaborate summer homes boasted

their own steam launches which were housed in large boat houses. With names like **Lotos, Alena, Echo, Ada** and **Bonnie Boy** they were owned by such people as Fred Roosevelt, Senator Hendrick Holden, E. C. Stearns, Joe Crandell and Ira Smith.



Lotus: *Owned by Fred Roosevelt, it was one of the first privately owned steamers on Skaneateles Lake.*

Onondaga Historical Association, Syracuse, NY

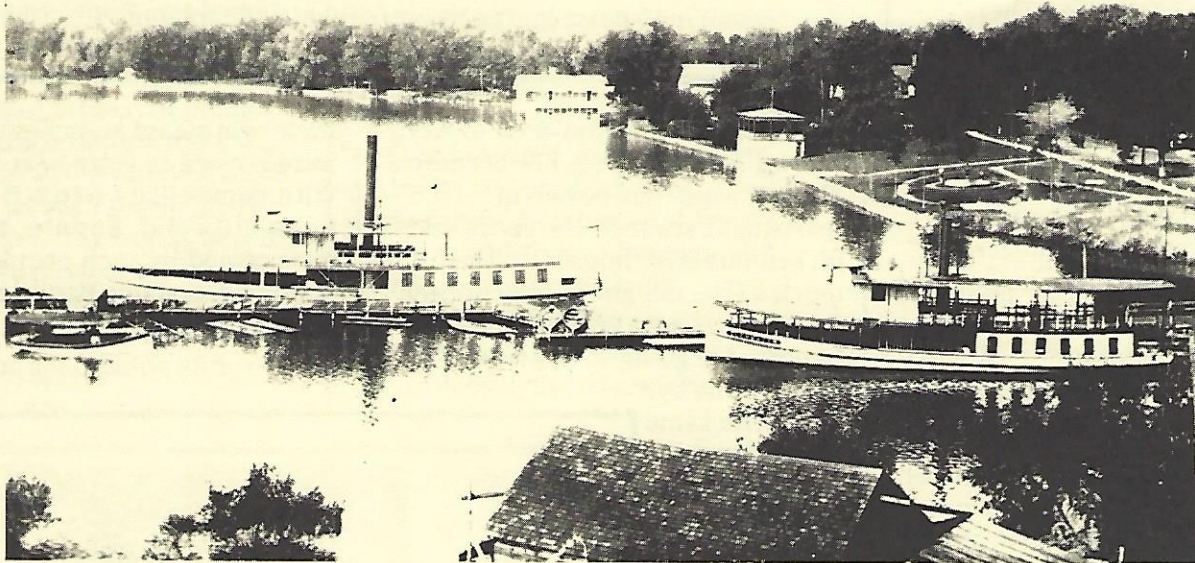
The 20th century was not kind to the three commercial steamboats. Although the shores of the lake were dotted with new cottages, the

Glen Haven Hotel was already in trouble. The automobile had begun to make its presence felt and, although it didn't compete with the steamboats directly, it did offer access to other places and forms of recreation which were more accessible with better roads, such as the Thousand Islands and the Adirondack Mountains. Although they tried desperately to get a liquor license to stay alive, it was not possible and the hotel finally closed in 1911 and the property was sold to the city of Syracuse.

boats were both floated, taken to the end of the pier and abandoned. The boilers and the machinery were sold for scrap and local scavengers and souvenir hunters helped themselves to whatever was left.

Eventually, in 1922 the people of the village became tired of this dismal array of derelicts and ordered them removed. The **City of Syracuse** was beyond floating again and was burned to the water's edge. The **Glen Haven**, her pilot house removed to be used as a chicken house, was towed up the

perpetuated by a succession of motorized vessels such as **Lotus**, **Rose** and **Florence**. The concept of the lake as a waterway has survived and many cottagers still look to water transportation for necessities and conveniences. Skaneateles Lake is one of the few places in the United States where mail is delivered by boat while passengers and freight can still be transported as before. A colorful reminder of the steamboat days took place for two years during World War II when the **Florence**,



City of Syracuse and Glen Haven: Note the beginnings of Clift Park after the removal of the Packwood Carriage Factory.

Onondaga Historical Association, Syracuse, NY

The steamers continued to run, however, to serve the cottages, but, here again, time was running out and the competition with the automobile was too much. Finally, with the outbreak of the First World War, the Trolley Company called it quits after the summer of 1914. In 1915 a new company was formed by Skaneateles merchants and cottage owners who ran the boats for two more seasons. But when both the **City of Syracuse** and the **Glen Haven** sank in the outlet in 1917, they decided that they, too, had had enough. The

west shore where, it was hoped, she could be beached and dismantled. But she sank in shallow water about a half mile above One Mile Point and was dynamited to smithereens.

In 1917 the **Ossahinta** was beached on Ten Mile Point beside the big red pile driver. Here she stayed for many years at the mercy of vandals. When the property was eventually sold for residential purposes, both the **Ossahinta** and the pile driver were burned to a pile of ashes and pieces of iron. Some of the traditions established by the steamboats have been

operated by the Stinson Boat Line, was converted to wood-burning steam power to conserve gasoline.

At present the Mid-Lakes Navigation Company operates two large gasoline powered boats on a regular schedule and by offering a dinner cruise, they are preserving the most cherished tradition of all -- the enjoyment of a scenic treasure.

Even so, one can only wish for the return of those graceful white steamers, the peaceful lake and the unhurried era they represented.

Brightwork ADVERTISERS

Each advertiser in this issue of **Brightwork** offers goods or services that are of interest and value to antique boaters. And most of the advertisers are located in the Finger Lakes area or nearby. Without the support of advertisers it would not be possible to issue a newsletter like this one. Their willingness to underwrite advertisements confirms their support of antique boating and the Finger Lakes Chapter. Your willingness to support advertisers will allow us to continue to issue an expanded, informative, interesting (and maybe colorful) newsletter. Please support **Brightwork's** advertisers whenever you can. -Ed.

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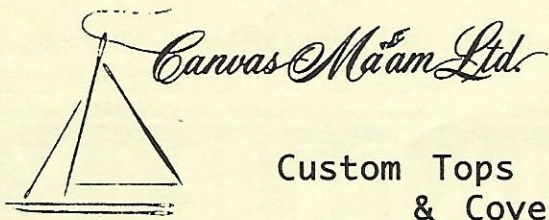
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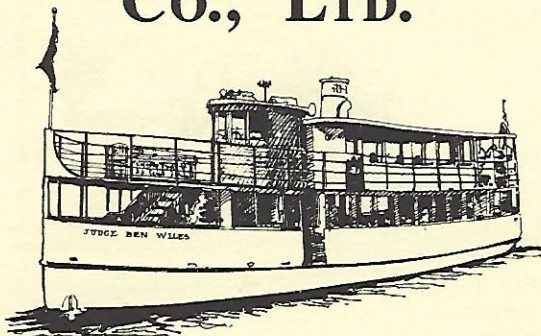
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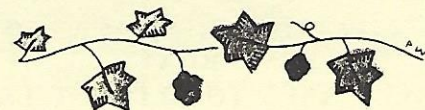
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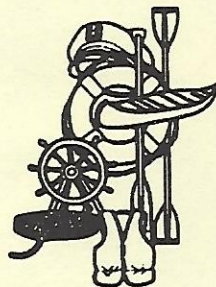
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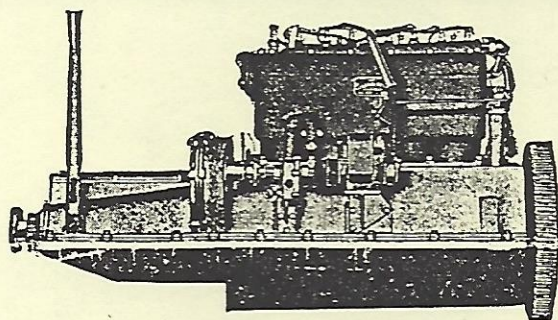
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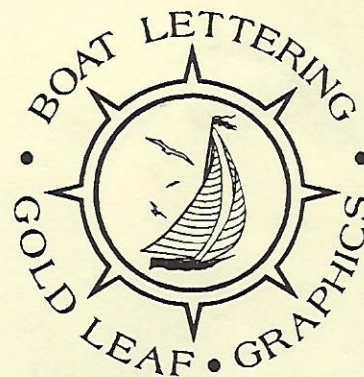
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