

# Brightwork

VOLUME 9, ISSUE 3

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

SEPTEMBER 1999

## FLC'S 21ST ANNUAL BOAT SHOW IS ANOTHER WINNER

### Thanks To So Many Volunteers

MORE THAN IN ANY PRIOR YEAR, THE FINGER LAKES CHAPTER HAD A TERRIFIC TURNOUT OF VOLUNTEERS:

THE LAUNCH AND RELOADING CREWS

THE STAFF THAT HANDLED REGISTRATIONS

THOSE WHO MANNED THE BOAT STERN DESK

THE JUDGES

THE DOCKMASTER'S CREW

THOSE WHO PREPARED THE BOAT SHOW PROGRAM

THOSE WHO DID THE PLANNING

THOSE WHO HELPED SETUP AND TAKE DOWN

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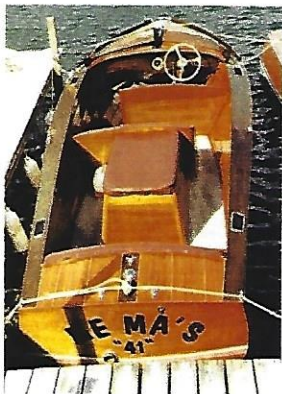
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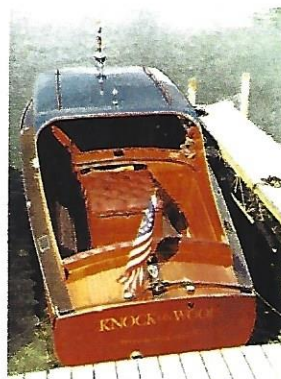
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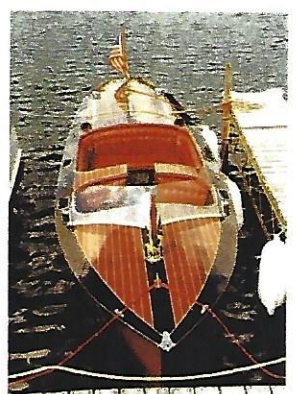
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BEST  
LAUNCH



BEST POWERED  
CONTEMPORARY

## 1999 FLC BOAT SHOW AWARDS

### BEST IN CLASS

ANTIQUE RUNABOUT.....	1928	20-FT. BRODHEAD FAIRCHILD RUNABOUT, <b>BABY</b> , OWNED BY <b>HOWARD FAIRCHILD, JR.</b> OF ITHACA, NY
ANTIQUE UTILITY.....	1941	24.5-FT. GAR WOOD SEDAN, <b>KNOCK ON WOOD</b> , OWNED BY <b>ARNIE &amp; LIBBY RUBENSTEIN</b> OF FAYETTEVILLE, NY
CLASSIC UTILITY.....	1951	18-FT. CENTURY RESORTER, <b>RAMBLIN ROSE</b> , OWNED BY <b>RAY &amp; ROSE MCFARLAND</b> OF NEWTON FALLS, OH
CLASSIC RUNABOUT <22-FT.....	1952	18-FT. PENN YAN RUNABOUT, <b>WUNDERBAR</b> , OWNED BY <b>ERWIN &amp; CATHY LAITENBERGER</b> OF ROCHESTER, NY
CLASSIC RUNABOUT >22-FT.....	1956	22-FT. SHEPHERD RUNABOUT, <b>WATER MUSIC</b> OWNED BY <b>JOHN MCEWEN &amp; MORNA DOUGLAS</b> OF SMITH FALLS, ONT, CAN
CONTEMPORARY HACKERCRAFT.....	1983	30-FT. HACKERCRAFT RUNABOUT, <b>JUSTUS</b> , OWNED BY <b>BOB &amp; CHRISTINE KRAHULIK</b> OF WARWICK, NY
HACKERCRAFT ANTIQUE RUNABOUT.....	1925	26-FT. HACKER RUNABOUT, <b>BLACK WITCH</b> , OWNED BY <b>BRUCE &amp; KATHY MARSDEN</b> OF WALDWICK, NJ
HISTORIC.....	1885	14.5-FT. SEBATTIS GUIDE BOAT, <b>WANDERER</b> , OWNED BY <b>BRUCE &amp; KATHY MARSDEN</b> OF WALDWICK, NJ
LAUNCH.....	1909	16-FT. MULLINS LAUNCH, <b>DORA DOLL</b> , OWNED BY <b>TISH &amp; BLAIR COOK</b> OF OTTAWA, ONT, CAN
MILITARY BOAT OR SHIP.....	1945	GMC AMPHIBIOUS ARMY DUK, <b>TYPHOON SHERI</b> , OWNED BY <b>JACK GREGORY</b> OF SKANEATELES, NY
NON-POWERED REPLICA.....	1995	18-FT. DECKED SAILING CANOE, <b>DANCING DRAGON</b> , OWNED BY <b>DAN SUTHERLAND</b> OF HAMMONDSPORT, NY
OUTBOARD BOAT AND MOTOR.....	1954	12-FT. PENN YAN SWIFT OWNED BY <b>BILL EDWARDS</b> OF AUBURN, NY
POWERED CONTEMPORARY.....	1995	26-FT. GREGORY/FORD/HACKER RUNABOUT, <b>MY LA\$T DESIRE</b> , OWNED BY <b>BILL &amp; BAYNE GREGORY</b> OF SKANEATELES, NY
UNMOUNTED ENGINE.....	1939	ELECTROL OWNED BY <b>TISH &amp; BLAIR COOK</b> OF OTTAWA, ONT, CAN
ROWING CRAFT.....	1885	14.5-FT. SEBATTIS GUIDE BOAT, <b>WANDERER</b> , OWNED BY <b>BRUCE MARSDEN</b> OF
SAILING CRAFT.....	1939	16-FT. WRIGHT MODEL K, <b>LOBO U</b> OWNED BY <b>JOHN &amp; JANET LAIDLAW</b> OF CAYUGA, NY

### SPECIAL

#### BEST BOAT BUILT IN THE FINGER LAKES

1887 20-FT. HINTON ROWING SHELL, **SPRUCE GOOSE**, OWNED BY **RICK & WENDY FETRIDGE** OF LANESBORO, MA  
PETER WILES, SR. AWARD FOR MOST LOVED AND USED BOAT

1929 14-FT. HOME MADE REPLICA, **AFRICAN QUEEN**, OWNED BY **LUKE MOWBRAY** OF SKANEATELES, NY  
STEVE GIOVANNETTI AWARD FOR AUTHENTICITY

1947 16-FT. GAR WOOD, **JAZZ**, OWNED BY **JOHN & MICHELLE TELASH** OF WATERTOWN, CT AND **JACK & JEAN BARRON** OF AMHERST, NY

#### BEST CRAFTSMANSHIP IN AN OWNER-RESTORED BOAT

1951 18-FT. CENTURY RESORTER, **RAMBLIN ROSE**, OWNED BY **RAY & ROSE MCFARLAND** OF NEWTON FALLS, OH  
DOCKMASTER'S AWARD

1949 18-FT. CENTURY RESORTER, **EM'S AWAKE**, OWNED BY **BRAD & LISA WIRTH** OF SKANEATELES, NY  
ERWIN & CATHY LAITENBERGER AWARD FOR BEST BILGE AND ENGINE COMPARTMENT

1941 20.5-FT. GAR WOOD VACATIONER, **ME MA**, OWNED BY **DOUG & NANCY PERSEE** OF SYRACUSE, NY

#### BEST CANADIAN-BUILT BOAT

1950 GREAVETTE, **HOPE**, OWNED BY **RICHARD & JEAN BELL** OF FORT ERIE, ONT, CAN

#### BEST IN SHOW

1941 24.5-FT. GAR WOOD SEDAN, **KNOCK ON WOOD**, OWNED BY **ARNIE & LIBBY RUBENSTEIN** OF FAYETTEVILLE, NY  
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1917 20-FT. E.M. WHITE POWERED CANOE, **MISS POSH**, OWNED BY **SYD & SHIRLEY MARSDEN** OF AUBURN, NY

CONGRATULATIONS TO ALL THE WINNERS!

## 1999 Calendar Of Events

Sept. 10-11	NFC's 22nd Annual Boat Show	Buffalo Launch Club, Buffalo, NY
<b>Sept. 15-19</b>	<b>WCCB/NFC/FLC Fall Cruise</b>	<b>Trent Severn Waterway, ONT, CAN</b>
<b>Sat., Sept. 19</b>	<b>Dock Removal</b>	<b>Clift Park, Skaneateles, NY</b>
Sept. 23-27	ACBS Annual Membership Meeting	Red Wing, MN
<b>Sat., Oct. 16</b>	<b>FLC Fall Foliage Cruise</b>	<b>TBD (See note below.)</b>
Sat., Nov. 6	WCCB Fall Workshop	(Unavailable at press time)

### Letter From The President

I THINK IT IS FAIR TO STATE THAT THE strength of most recreational organizations is directly proportional to the participation of its membership in the activities of the organization. Your Finger Lakes Chapter is very healthy, indeed!

I base this observation on the large turnout of members who either volunteered their time or exhibited their boats at our 21st Annual Boat Show. In many cases members did both. You are to be congratulated. I have heard from many out-of-town exhibitors who were very impressed with the friendly and helpful attitude of our members and with the smooth operation of the show. It would not have happened without your help. I hope you all had as much fun as I did.

Thank you once again for making the Finger Lakes Chapter's Show one of the most admired and respected in the country.

**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 Mar. 1st, June 1st, Sept. 1st and Dec. 1st.

Questions, articles for publication, letters to the editor, etc. should be sent to Wendy Petridge, P.O. Box 224, Lanesboro, MA 01237-0224 or <www.berkshiretv.com>; Ph. (D) 413-443-5678 or (E) 413-442-7567; FAX 413-499-2774

Commercial and non commercial ads, should be sent to Dick Sherwood, 1734 Lake Road, Webster, NY 14580 or <FLCboats@aol.com>; Ph: & FAX 716-265-1518

### Bruce Silvers Made Honorary Member

ON AUGUST 4TH, SKANEATELES CONSTABLE, **Bruce Silvers**, was made an Honorary Member of FLC in recognition of his efforts in maintaining launch and boat traffic control each year during the Chapter's Boat Show. Many thanks, Bruce, for your strong and loyal support of the Chapter.

### Welcome To New Chapter Members

A WARM WELCOME IS EXTENDED TO THE following new members have joined the Chapter since June 1st:

**Doug & Linda Adams** of Skaneateles, NY

**Loren Clapp** of Frankfort, NY

**Bruce & Kathy Marsden** of Waldwick, NJ

**John Skule** of Pennigton, NJ

**Brad & Kathy Wirth** of Skaneateles, NY

### Articles Needed For 'The ACBS RUDDER'

FLC MEMBERS ARE ENCOURAGED TO CHECK their boating files and memories for articles, photos, clippings, etc. that would be appropriate material for articles in the ACBS quarterly color magazine, *The ACBS RUDDER*. Material might include chapter personalities, unusual or interesting restorations, one-of-a kind boats, amusing stories or predicaments, unusual nautical hobbies or collections, etc. Don't be concerned about structure, prose, etc. Those details can be easily handled by RUDDER editors. And you'll be the proud holder of a by-line in a quality publication.

### Fall Foliage Cruise

FLC MEMBERS WHO ARE INTERESTED IN A 1999 Fall Foliage Cruise on Sat., Oct.16th are urged to contact **Roger Townsend** at 315-635-9695 or <rnd\_town@email.msn.com>.

#### FINGER LAKES CHAPTER, ACBS

##### President

Roger Townsend 315-635-9695

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##### Past Presidents

Scott Buehler 1998  
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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

##### Founders

Jim Brennan, Fred Curry, Jerry Feltus  
Ford Knight, Syd Marsden, Richard  
Morehouse, Dick Wyckoff, George Zeth

## Dock Installation And Removal

WITH FORTY-EIGHT VOLUNTEERS HELPING out, village docks were installed back in June in about half the time it has taken in past years. Extra manpower, storage of the dock sections in town, use of three trucks to move them to the park, and use of forklifts to load and unload them, all contributed to an efficient operation. A week prior, all the wooden dock platforms had been cleaned, repaired and sealed.

Many thanks to FLC members **Tom Breardsley, Frank Catanzarita, Greg Daily, Curt Feldman, Holden Fenner, Bill Gregory, Bruce Hall, Jerry Hart, Arnie Rubenstein, Phil Rubenstein, Ted Tinker, Roger Townsend, Steve White, Peter Wiles** for lending a hand in preparation and installation of the docks.

Now it's time to think about their removal after an all-too-short boating season. An equally well-planned removal operation is scheduled for Saturday, September 19th. Clearly, many volunteers make it an easy job.

So if you can once again lend a hand, it will be much appreciated. Work will get underway at 9:00am with refreshments and lunch provided for all.

## Fair Haven Picnic A Bash

by ROGER TOWNSEND

THE DAY DAWNED WITHOUT THE NORMAL sunshine we have become so accustomed to this summer, but nonetheless, we packed our hamper with a dish to pass and headed to Fair Haven, NY and **Bill & Barb Feikert's** boathouse for the FLC picnic on Sat., August 14th. Along the way we launched our boat at the village ramp where the concrete ramp was plenty long enough in spite of the low water in Lake Ontario.

After we arrived and fortified ourselves with some munchies and liquid refreshments, we set out in five boats for a tour of Little Sodus Bay. The wind had clocked around to the north at about 14 knots so our hopes of getting out on the 'Big Pond' and going to Port Bay were dashed. But not to worry! When we got back to the boathouse, there was plenty to eat and drink and live music to accompany the feast.

All in all, about 46 people and six boats showed up and we all enjoyed rummaging around Bill & Barb's boathouse which is a veritable museum of nautical artifacts and some very beautifully restored boats.

Our thanks go to the Feikerts for being the consummate hosts.

## Restoration Of "Old Glory"

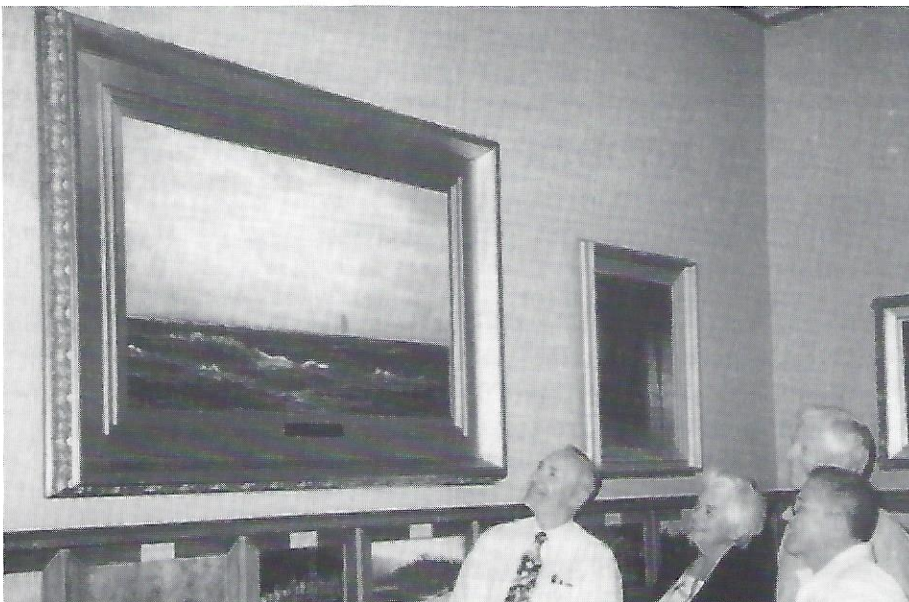
WILLIAM CULLEN BRYANT WAS AN AMERICAN poet, critic and editor who lived from 1794 to 1878. In 1817, inspired by the English Graveyard School of poetry, he wrote the poem, *Thanatopsis*, a work that seeks comfort in Nature for death. The poem contains the line "Old Ocean's gray and melancholy waste," part of Bryant's solemn description of the decorations of the "great tomb of man" - the earth. Perhaps pondering his own mortality, John D. Barrow, the Skaneateles artist, used that line as the title of his painting of a ghostly tall ship standing well off-shore in Lake Ontario on a gray overcast day. However, that title being as unwieldy as it is, the painting is more familiarly known as "Old Glory," painting #106 in the John D. Barrow Art Gallery's collection.

This spring, Old Glory was beautifully restored by West Lake Conservators of Skaneateles and today, the large framed oil hangs in a prominent place in the Gallery along with several other Barrow paintings. The restoration was underwritten by the Finger Lakes Chapter as a way of saying 'Thank You' to the Skaneateles Community for their acceptance and support of the Chapter's Annual Boat Show, and to the the Gallery for the use of Barrow paintings in recent Boat Show Posters.

The Barrow Gallery adjoins the Skaneateles Public Library at 49 East Genesee Street. It is open during the year on Tuesdays and Thursdays from 2:00 to 4:00 PM or at the convenience of the librarian during library hours. You're invited to drop by the Gallery to see a renewed and impressive Old Glory along with all the other beautiful paintings done by John D. Barrow.

## Young's Canoe Displayed In Bank

MANY THANKS TO **Glen & Dave Young** for providing their 1932 Penn Yan canoe for display in the Skaneateles Savings Bank for six weeks prior to the Chapter's Annual Boat Show.



ARNIE RUBENSTEIN, KATE BUFF (BARROW GALLERY DIRECTOR), ROGER TOWNSEND AND BILL GREGORY ADMIRE THE NEWLY RESTORED BARROW PAINTING "OLD GLORY"

## Editor's Column

You may recall that in the last issue of *Brightwork*, I noted that it was probably time for a change in the editorship of this newsletter. So, beginning with the December '99 issue, **Wendy Fetridge** has agreed to write and compile the text of *Brightwork* - essentially the first seven pages of each issue - and I'll continue to handle commercial and noncommercial ads and getting the newsletter published.

Wendy has some new ideas for feature articles which will make the newsletter even better and she will no doubt, develop a new and refreshing style. Thanks, Wendy, for stepping up to the task!

It was four years and 19 issues ago that I started writing and publishing *Brightwork*. I've learned a lot about newsletter writing and have enjoyed the challenge of putting the publication together. Many thanks to everyone for your inputs, photos, articles, support and encouragement. In the months and years ahead, please give Wendy your generous support as she takes over the editorship of our newsletter. -Dick

## Early Marine Engines - A Central New York State Commodity

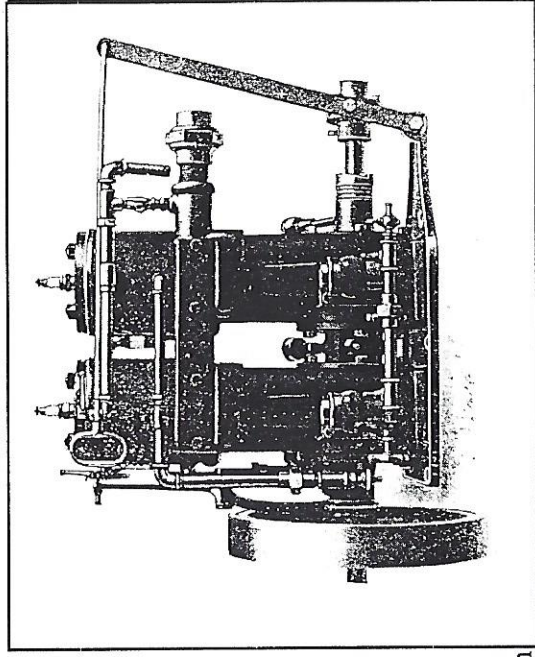
SECOND IN A SERIES BY BRUCE HALL

ANOTHER CANASTOTA, NY manufacturer of gasoline engines (and launches) was D. M. Tuttle Company founded in 1893.

Details of the company's operations are very limited although it is known that in 1904, they built and sold a line of single and multiple cylinder engines ranging from two to twelve horsepower.

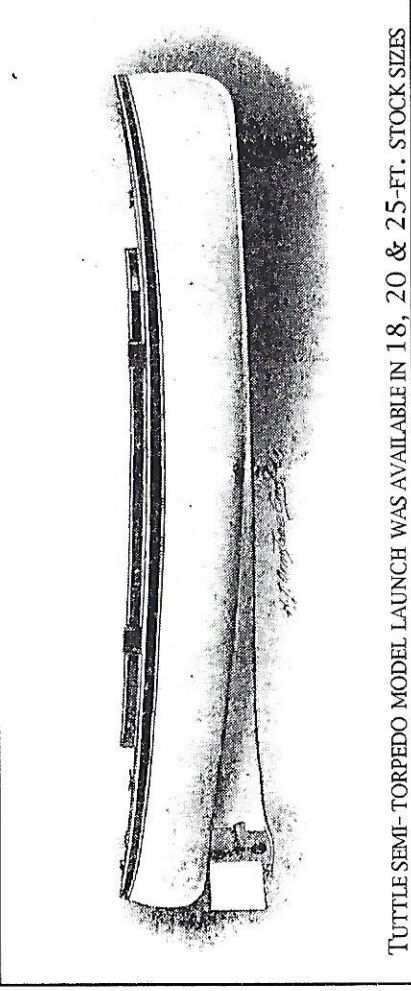
Tuttle two-cylinder engines were equipped with a novel jump spark system of ignition in which a timer mechanism was mounted on the cylinder head and functioned from an eccentric turning on the crankshaft. Tuttle claimed this to be "the only reliable self-starting and reversing two-cylinder motor on the market."

Speed could also be regulated by disabling the spark to one of the two



cylinders and retarding the spark on the remaining one as each cylinder was equipped with a separate ignition coil.

FLC members, **Syd Marsden** and **Bruce Hall**, own two-cylinder models similar to the one pictured above and another two-cylinder Tuttle engine powers a rare Rushton launch owned by a retired marina owner on Keuka Lake.



TUTTLE SEMI-TORPEDO MODEL LAUNCH WAS AVAILABLE IN 18, 20 & 25-FT. STOCK SIZES

Tuttle also produced a line of launches running from 16 to 35-ft. in length plus a 15-ft. fishing boat. The latter included a 2 hp engine, a pair of oars and a brass tiller arm, and in 1904, sold for \$150. An unusual feature was the number of stars that were carved into fore and aft deck frames below the coaming.

Today, nearly half a dozen 15-ft. Tuttle fishing boats are known to be in collections in up-state New York.

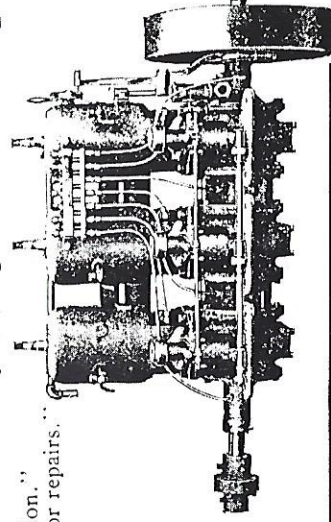
## Read What Others Think of Tuttle Motors

"...One of the first motors you made and still in good running condition."  
 "Ran every day for ten months for three years and only spent 50c for repairs."  
 "My second one in the last ten years."  
 "Never towed home since using a Tuttle Motor—three years."  
 "Been using a Tuttle for the last seven seasons."  
 "No repairs for the past four years."

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# How The *Miss Conception* Came To Be

## Part II

by MORLEY SMITH

### Hull Cross Section

Displacement hulls had rounded bilges which gave a very smooth ride, but the wave created by the bow tended to run around the curve of the bilge and up the side of the hull creating a huge bow wave.

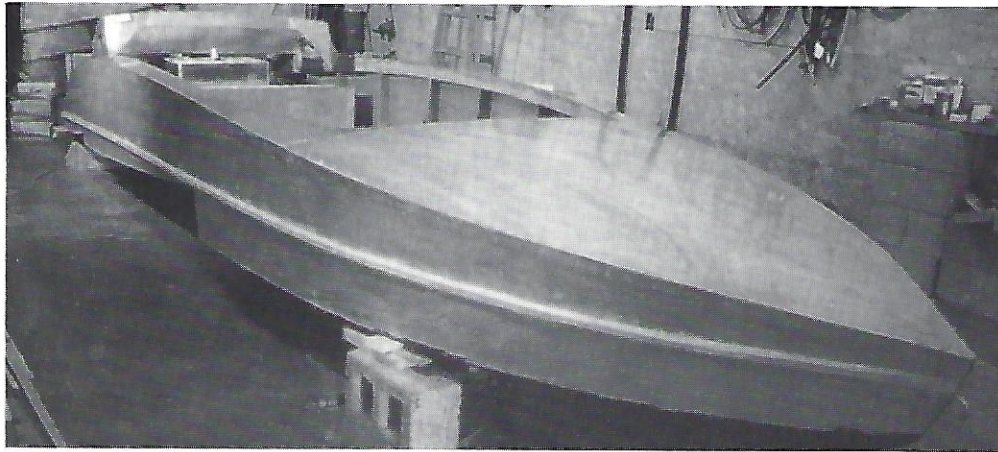
near the transom. This made it possible for the crew to see what the temperamental and uncovered engine was doing as the boat skipped across the water. (The exception was *Ankle Deep* which put the driver forward of the engine, but left

back. The aft deck was raised to give the crew a seat-back.

### Machinery

In 1912, race boat designers were trying almost every conceivable idea to increase boat speed and to improve handling. On a conventional inboard runabout installation, the engine is mounted at about mid-length in the hull with the propeller shaft running aft through the bottom of the hull to the propeller which is mounted just forward of the transom. There is a shaft support strut and bearing just forward of the propeller, and the rudder is positioned just aft of the prop.

Some race boats had the engine turned around so that the engine output shaft ran forward to a Vee-Drive gear box. The propeller shaft then ran aft from the gear box, under the engine and through the hull to the propeller located in its normal place below the transom. Nine of the 1912 boats used a Vee-Drive



The concept of the planing hull is to have the hull ride up on top of the bow wave so hull sections are shaped to knock down the bow wave. A sharp edge, or chine, is formed where the bottom panel meets the side panel, and the section of the hull between the keel and chine is made either flat or concave. Hoccus and the Professor chose the best features of both types. *Miss Conception* has a hull which is convex at the keel but meets the side panel in a sharp chine.

the mechanician aft.) The crew often sat on top of the aft deck in order to get a better view over the tall engines and the hull bow. Hoccus observed that the driver would even stand up at times.

### Sheer Line

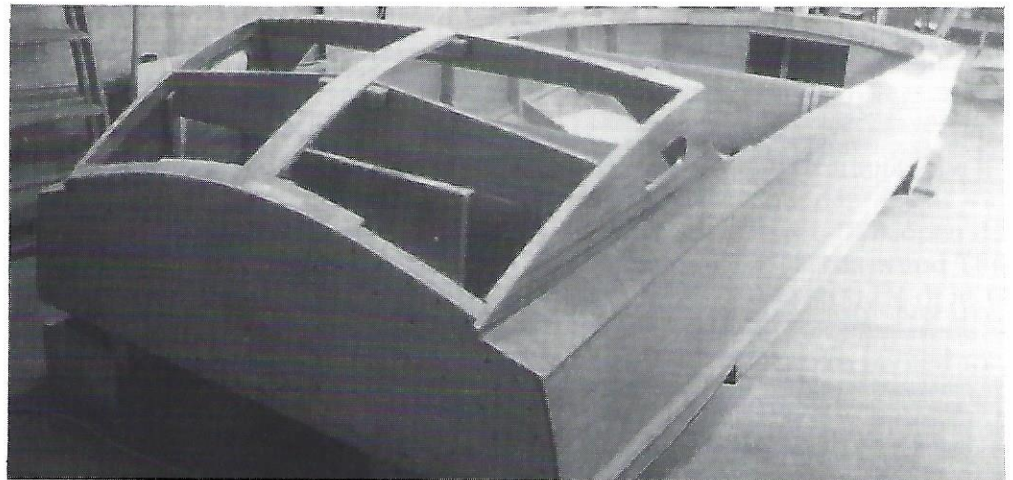
The sheer line of a boat is the edge where the deck meets the side panel. On most boats it is a straight line from the stem to the transom when the boat is viewed from the side (in profile). *Miss Conception* is quite different. The sheer line is higher at mid-length than at the ends (hogged).

In these early race boats it was the custom for the driver and his riding mechanic (called mechanician in those days) to sit all the way aft

Hoccus did not think that such practices were very safe so he had the Professor lower the bow of *Miss Conception* so that the crew could see over it. This gave the sheer line of the boat its very unusual hogged curve. When I first saw this, I thought that the boat had broken its

gear box.

One designer, Canadian Albert Hickman, took extreme measures to eliminate the drag of the propeller shaft and the shaft support strut. Drag forces developed by these components at high speed can be very considerable. Hickman ran the



propeller shaft through the hull at the bottom of the transom with the propeller mounted aft of the transom such that only the lower half of the over-sized propeller turned through the water.

*Saracen* used two of Hickman's surface propellers driven by two V-8 engines on a common crankcase. Hoccus and the Professor incorporated a surface-piercing propeller on *Miss Conception*. Boats with surface-piercing propellers are characterized by the plume of spray which they throw up behind them. If they are not terribly fast, at least they are impressive to watch.

*Miss Conception* also has a false transom. The wetted planing surface ends near the rear of the crew seat. There is about three feet of bustle which hangs out aft of that and which does not touch the water when the hull is planing.

#### Engines

The engine bay in *Miss Conception* is eight and half feet long. There is no definite indication of what kind of engine was originally in the boat. Five of the 1912 boats used Sterling engines with eight cylinders in line.

These engines had a bore of 5.5 inches and a stroke of 6.3 inches for a displacement of 1,197 cubic inches. They were rated at 150 horsepower at 1,600 RPM and weighed 1,300 lb. apiece.

Two of the 1912 boats used Van-Blerck engines of similar size and power while two other boats used experimental engines derived from light-weight aircraft engines.

Because of the proximity of Pop's machine shop (where the boat was found) to Hammondsport, NY, I thought that this boat might have once held a modified Curtiss aircraft engine. Although the early Curtiss aircraft engines were all V-8 configurations, the Curtiss Museum archives have photos of a number of V-12 engines mounted in ear-

ly race boats. There are no names or dates on the photos and none of the boats look like *Miss Conception*.

#### Summary

So it came to pass that Hoccus Hoodwink and Professor Percival Pettifogg surveyed an amazing array of boat hulls and machinery in 1912, took copious notes and incorporated what they thought would be the most

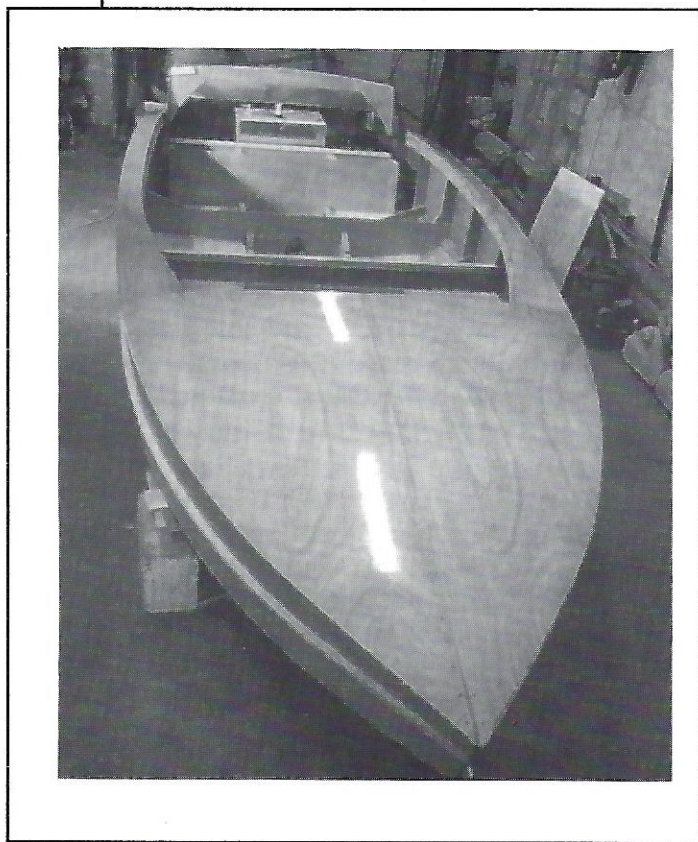
to that question. Maybe they had an experimental engine that they could not get to work. Maybe the original construction was so flimsy that the hull broke up before it could reach the race course. Maybe Hickman's surface-piercing propeller didn't work in the way that theory said it should.

Maybe the hull proportions were wrong and she porpoised. To check this, I took the lines off the derelict in my barn and made some models to tow up and down the lake. I did lower the step to compensate for the fact that the replica engine will be at the aft end of the long engine bay. Maybe the boat was not named until after it was built and tested. Maybe all those fancy theories and ideas were just a "misconception."

I have a sign on the wall of my workshop that says "What isn't tried, won't work." Hoccus and the Professor tried once and now I am going to try this most unusual design. I can appreciate the turmoil their feelings went through. One minute you are an optimist and the next, you have doubts, but always you have the curiosity.

I have engaged the services of the "John Ford School of Wooden Boat Building" in Union Springs, NY to help me replicate "Pop's Old Race Boat," the *Miss Conception*. Only when the replica is built and running will we know for sure if the fellows of 1912 had a good idea or not.

As this issue of Brightwork goes to press, construction of *Miss Conception* is nearly complete and she'll shortly be ready for her maiden voyage. Morley, being quite the race boat fanatic and naval architect that he is, will then test the new boat to check out her unusual design. Photos and results of those tests will no doubt appear in a later issue of this news-letter. Whatever happens, *Miss Conception* is sure to be a rare curiosity to see at future boat shows. - Dick



efficient combination into a single racing boat which they named *Miss Conception*. It is possible that the name reflects the great number of new concepts incorporated into the boat.

I can just visualize them sitting in the dark corner of small pub, talking into the night, debating and pondering every step of what they proposed. One minute they would be wondering if they were headed for a fiasco and the next, they would be full of high expectations.

#### The Mystery

There is still a deep mystery to this story. If the ideas embodied in *Miss Conception* were so good, then why is there no mention of her in racing records?

There are a dozen possible answers

## The Dock Market

**FOR SALE:** Chris Craft Crow convertible top hardware. Pre-war kits for 22, 24 & 26-ft. models. Parts machined and drilled. Chrome, bows and tops available. 1936 Garwood Speedster 3-piece windshield and late '20s Chris Craft "dog bone" gas caps. Call Erwin after 6:00PM, 716-594-8533.

**FOR SALE:** 1966 30-ft. Chris Craft Constellation; twin 327 Chevy V-8's rebuilt 1995; paragon transmissions; excellent condition. 1963 13-ft. Penn Yan Swift; stepped hull; 50 hp Mercury; \$4500. w/ trailer. 1959 22-ft. Century Raven; needs restoration; \$2000. 1915(?) 24-ft. Fry launch; built in Clayton; make offer. 1930's 15-ft. boat; mahogany split cockpit; brass hardware & 620 Gray (60hp); built by Ned Pierce, Penn Yan; \$6000. OBO. Trailer available. George Morse, Box 89, Union Springs, NY 13160, 315-889-7720.

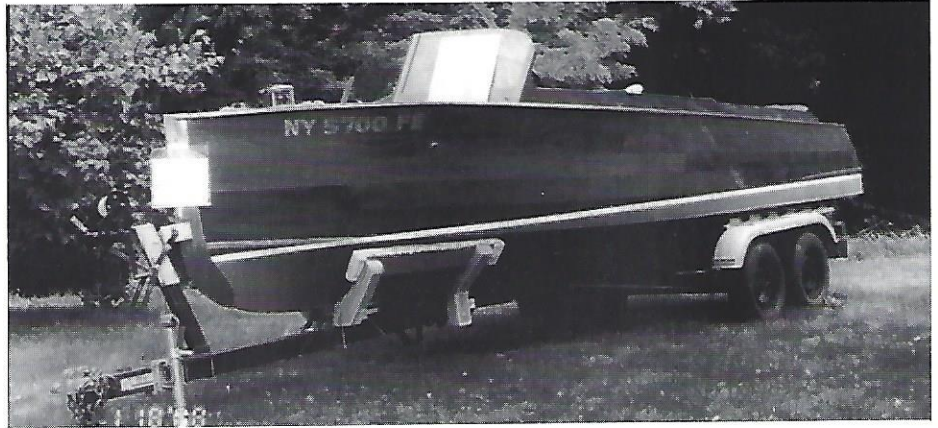
**FOR SALE:** 1930 18-ft. Fay Bow runabout. Structural restoration completed 1995. 60 hp Chris Craft B rebuilt 1993. Runs great! New EZ Loader trailer. Beautiful boat! Doug Knapp, 607-869-9271.

**FOR SALE:** 1952 18.5-ft. Morehouse utility; cedar over steam-bent white oak ribs with mahogany decks and interior, all finished bright; original Chris Craft K 95 hp engine and gauges; with trailer and custom water-line cover; fully restored, needs nothing. \$9,500. Gerry Courtade, 315-685-1650 anytime.

**FOR SALE:** 1950 22-ft. Chris Craft Sportsman. All original; completely restored in 1992. Revarnished and "M" engine rebuilt 1997. Full canvas plus cover. Boathouse-stored year around. \$20,500. or reasonable offer. Bob Parke, 315-446-6260.

**FOR SALE:** 1954 14-ft. Shell Lake. Good fishing boat. Painted 1997. \$400. Sally Lathrop, 716-554-6147.

**FOR SALE:** 1948 25-ft. Chris Craft Sportsman. Needs restoration. Has all hardware and original leather upholstery. \$4900. Trailer available. Also 1950s Penn Yan Swift. Ski model. Needs restoration but is



**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. Trailer included. Asking \$40,000. Make offer. Geno or Barbara Giovannetti, Box 84, Fair Haven, NY 13064; 315-947-5532 eves.

solid with no rot. \$750. George Seeley, 607-547-9330. (Cooperstown, NY)

**FOR SALE:** 1959 22-ft. Century Raven with 170 hp V-8. New upholstery throughout. Fresh brightwork. Paint & anti-fouling bottom done fall 98. Ready for water with tandem trailer. Sacrifice at \$7500. Doug Persee, 315-469-3349. (Fair Haven, NY)

**FOR SALE:** 1957 15-ft. Lyman outboard. Unrestored; well taken care of. Has 35 hp Elgin and trailer. Under shrink wrap at Utica Boat Marina on south side of Oneida Lake. Dorothy Graczyk, 315-675-3592.

**FOR SALE:** 1956 16-ft. Century Resorter w/ 135 hp Gray. Very original, engine rebuilt, transom restored in '94, oil filter added, waterline cover new in '95. Low hours; well maintained. \$6000. Rick Lounsbury, 315-655-9410; <ricklounsbury@msn.com>

**WANTED:** Chrysler "LM" Imperial 6. Complete or parts engine. Also, old Clayton Museum boat show posters from 1960s to 1984. Call Erwin after 6:00PM, 716-594-8533

**WANTED:** 1967-1971 26-ft. Lyman Hardtop in mint condition. Tom Lee, 315-458-9218; <trainman14@msn.com>



**FOR SALE:** 1956 20-ft. Morehouse inboard (utility). Cedar on steam-bent white oak with mahogany decking and 95 hp Chris Craft K. All original, complete and in very good condition. Needs only cosmetics. Stored indoors since '85; out of water since '71. Engine ran well prior to storage. One of only 10 built; one of only five or six remaining. Located in Weedsport, NY. No trailer. Make offer. Ray Kusche, (E) 207-865-1041; (D) 207-774-6400.



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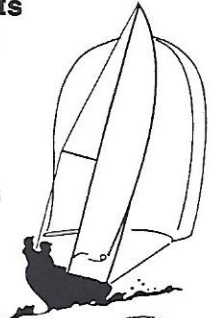
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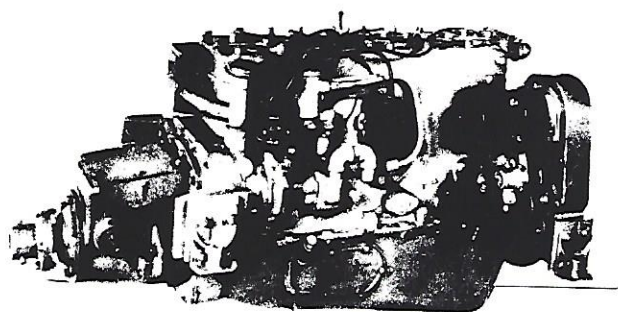
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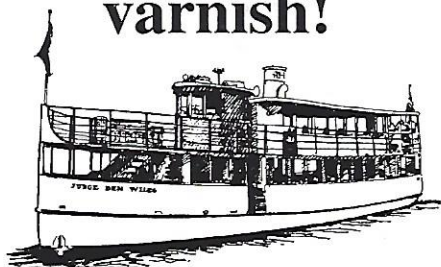
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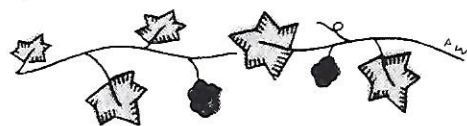
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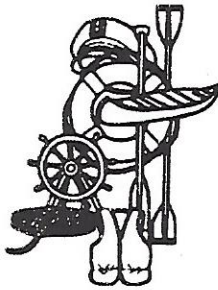
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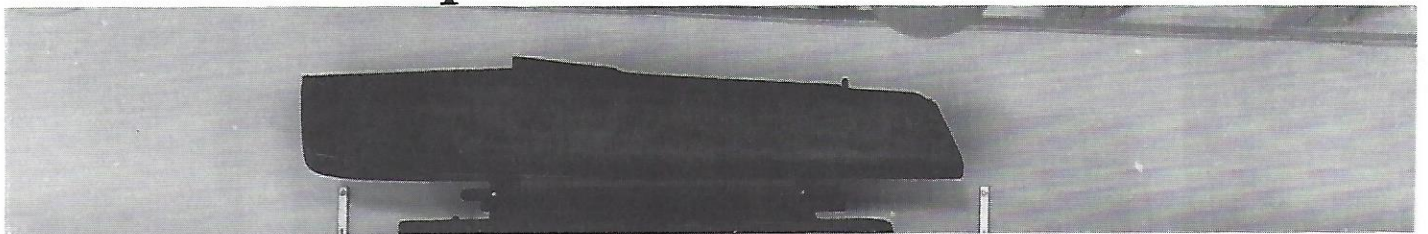
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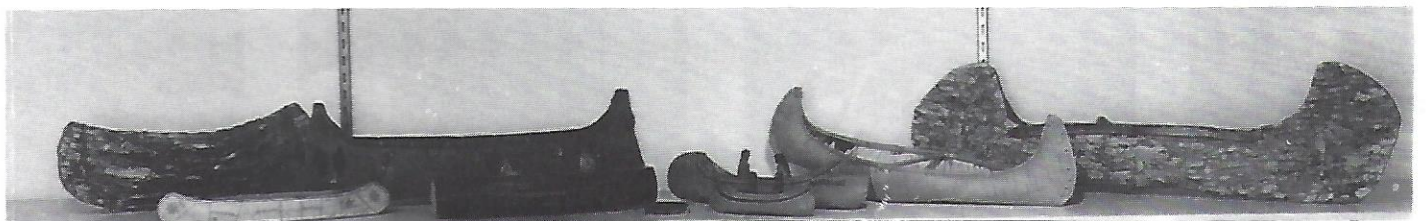


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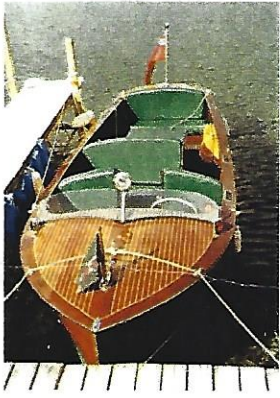
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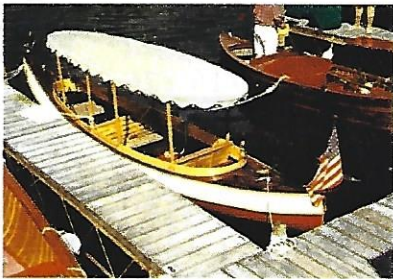
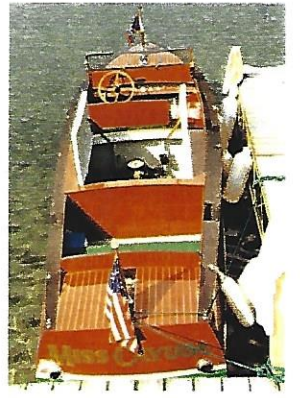
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