

Brightwork

*Boat Show
Edition*



Newsletter
of the
Finger Lakes Chapter, ACBS
Volume 14, Issue 3
September 2009

A Visit to Yesteryear

By Jack Gifford

There was a time when a trip to Alexandria Bay could mean a chance to see not only the St. Lawrence River and its "Thousand Islands", but also an opportunity to spend a day watching the wealthy ply the river with their elegant steam and power boats. And, if you were lucky, you'd see the Number Boats race in front of the Thousand Islands Yacht Club. One of the owners of a Number Boat (along with **George Boldt** of Boldt Castle renown and others) was **Frederick Bourne**. Bourne was the CEO of the Singer Sewing Machine Company and had built his castle on Dark Island shortly after the turn of the century.

We decided that we needed to have some time to relax and enjoy some free time on the water after the 31st FLC Boat Show, so **Craig Benson** and I hooked up our two boats and made our way to A-Bay. We launched at Keewaydin State Park (free to New York residents over 62) and began a leisurely journey along the river past the storied summer "cottages" of a time gone by.

Our destination was Singer Castle, but the 10-mile trip down-river was half the fun. The river was almost placid and it took us a little under 45 minutes running at 2500 rpm with occasional bursts of speed to see which boat was the fastest. (Mine!)

The approach to Dark Island is breathtaking. As you cross in front of the boathouse and around the entrance to the dock, the castle looms above you and, even in the light of day, seems at once impressive and foreboding. We had called ahead (recommended) and the castle staff was there to help us into the dock, offering additional fenders if we thought them necessary.

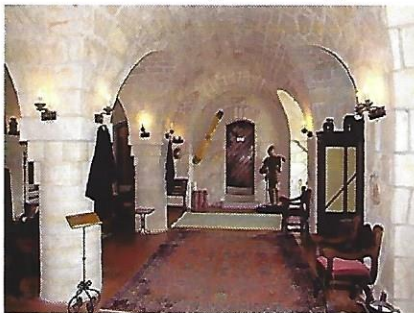
We were fortunate to have arrived just in time for the twelve o'clock tour so we paid our \$12.50 each and started up the bridge path to the entrance to the castle. Our 'hostess' told us that, in order to be classified as a castle, there had to be a bridge path though there were never any horses on Dark Island.

Standing at the front door beneath the massive stone edifice, one is almost intimidated by the sheer grandeur of the stonework above. (All of the granite was quarried from



nearby Oak Island and brought over ice and water in 1902-1904.)

We crossed the threshold at the impressive entrance doors into a medieval entranceway with Knights of Armor



standing guard beside an enormous marble fireplace. A marble stairway leads up to the former Breakfast Room where large Gothic windows frame breathtaking views of the St. Lawrence River.

To the left of the fireplace are steps leading to the walnut-paneled Library with many original books. This is one of the many rooms that has a secret panel connecting to passageways hidden inside the walls, an intriguing feature of the castle but not available for exploration by those on the tour (drat!)

The Drawing Room features elk, caribou, deer and moose mounted on the four walls. A portrait on one of the walls tips back so the host could spy on his/her guests from the secret passageway. We could see the grates for spying on guests that were built into the walls here as well!

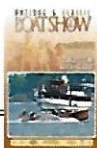
At the completion of our tour we were met by **Tom Weldon**, the very gracious General Manager of the castle who, having admired

our classic boats, asked if we would be willing to extend our stay so he could take pictures of the boats "posed" in front of the old boathouse. We, of course, were eager for any opportunity to showcase old wooden boats, and gladly accepted. By way of thanks, Tom took us on a private tour of the clock tower -- not part of the regular tour.

Incidentally, for those wishing to spend a night in the castle, the cost to stay in the Royal Suite starts at \$725.00. This includes a catered dinner and continental breakfast as well, but, more importantly, *complete* access to the entire castle -- including the secret passageways!

But short of an overnight stay, the visit to Singer Castle planned as part of the Joint Chapter Celebration on Saturday, October 10th, promises to be an exceptional opportunity to explore this remarkable place. I hope every ACBS member in New York State will plan to be a part of the day-long celebration including this extraordinary visit. I know I will! Look for the Reservation Form enclosed with this issue of the newsletter. You'll be glad you did!





Cover: Don & Caroline Babcock's 1929 Dodge, *Nelda*
 Calendar: Rd Ritter's 1928 Hacker Runabout, *Wilma C.*

2009 Calendar of Events

| | | |
|------------------|---|--|
| Sept. 20-26 | ACBS Annual Meeting & Boat Show | Lake Muskoka, Gravenhurst, ONT, CA |
| Oct. 3 | Dock Removal Day | Cliff Park, Skaneateles, NY |
| Oct. 10 | Joint Chapter Celebration | Thousand Islands, Alexandria Bay, NY |
| Oct. 14 (5:00pm) | Boat Show Sponsorship Meeting | Mid-Lakes Nav. Office, Skaneateles, NY |
| Nov. 4 (9:00am) | First Planning Meeting for 2010 Boat Show | Sherwood Inn, Skaneateles, NY |
| Nov. 14 | Finger Lakes Chapter's Annual Meeting | Sherwood Inn, Skaneateles, NY |

New Memberships

Welcome aboard to the following new FLC members:

Bill Michaels of Cooperstown, NY, owner of a 1932 Richardson launch.

Todd Parmington & Wendy Valint of Buffalo, NY, owners of a c1885 Rushton Adirondack Canoe.

Chris & Kelly Redder of Seneca Falls, NY, owners of a 1940 Lyman Utility.

Bruce & Katie Thompson of Ithaca, NY, owners of a 1962 Thompson Sea Skiff.

The August Addendum to the FLC Membership Roster for 2009 showing 172 memberships, is included with this issue of **Brightwork** going to Chapter members.

Passages

Bob "Otis" Clayton

Longtime antique boater and former FLC Member.
 August 15, 2009

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Commercial ads should be sent to Bob Myllymaki, 7783 Gloria Dr., Baldwinsville, NY 13027 or anteckbotr@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.

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Immediate Past President

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

Membership & Newsletter

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

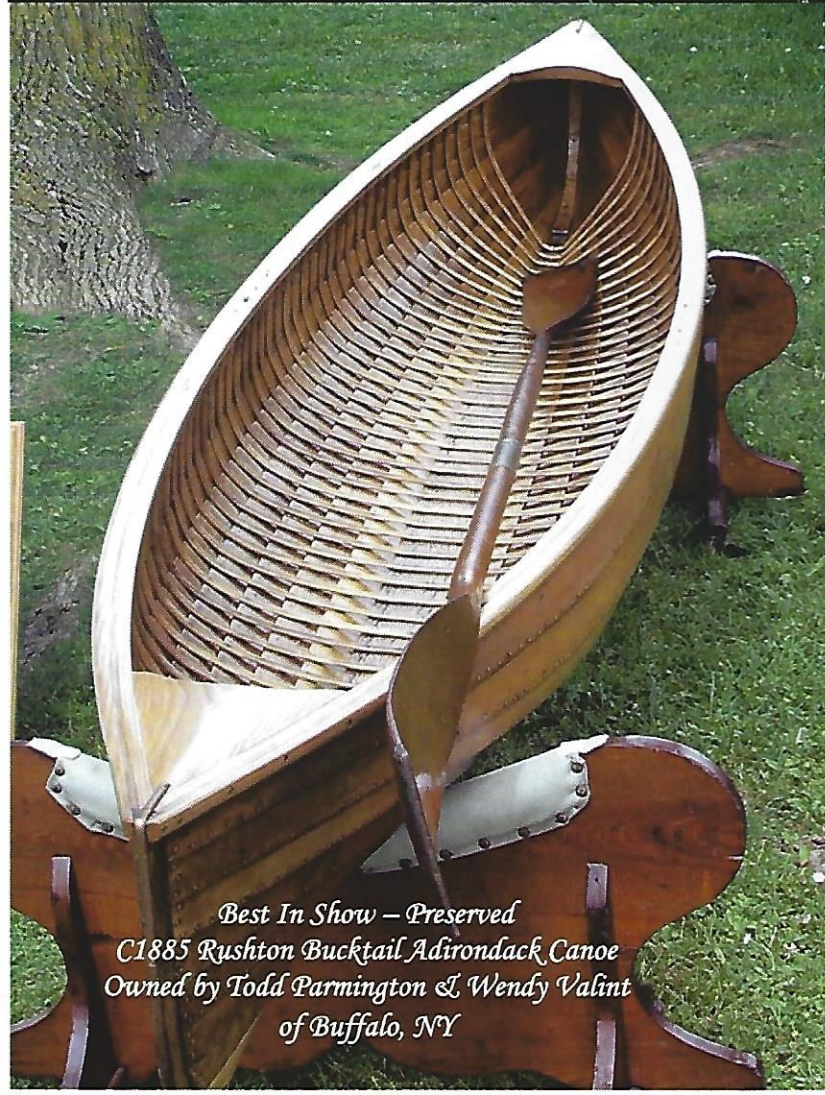
Past Presidents

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

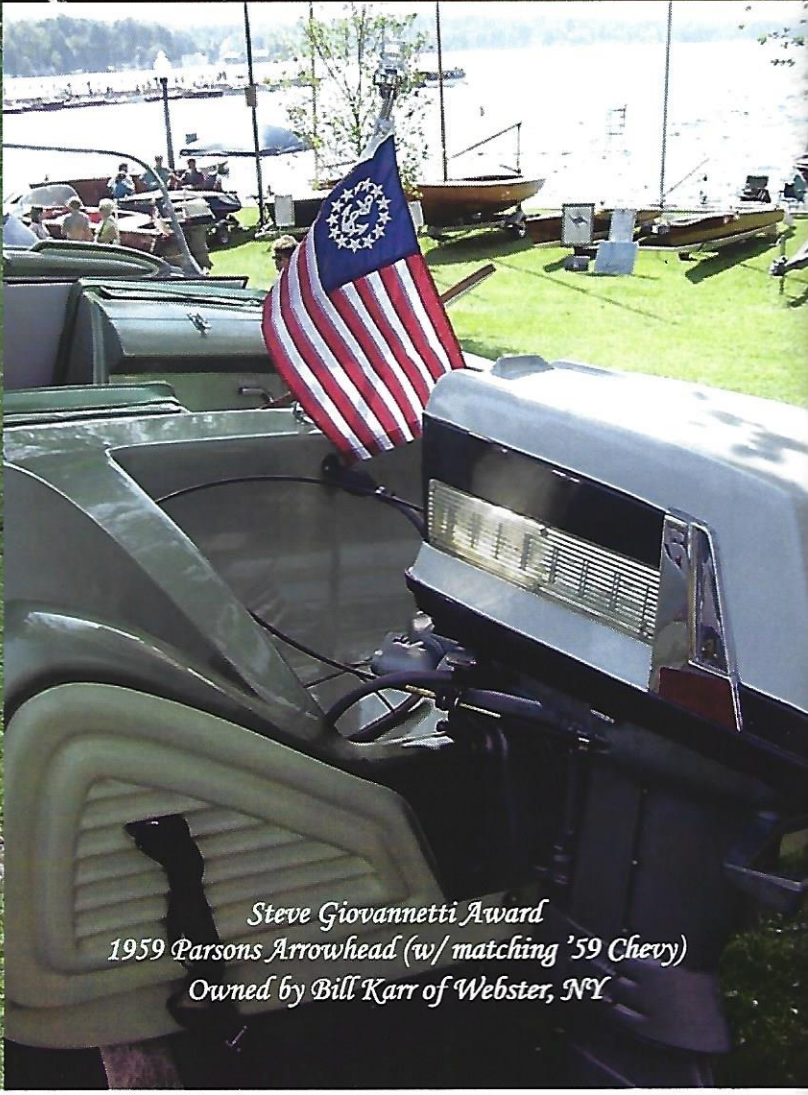
Charter Members

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

FLC's 31st Annual Boat Show
Skaneateles, NY July 24-26, 2009



*Best In Show – Preserved
C1885 Rushton Bucktail Adirondack Canoe
Owned by Todd Parmington & Wendy Valint
of Buffalo, NY*



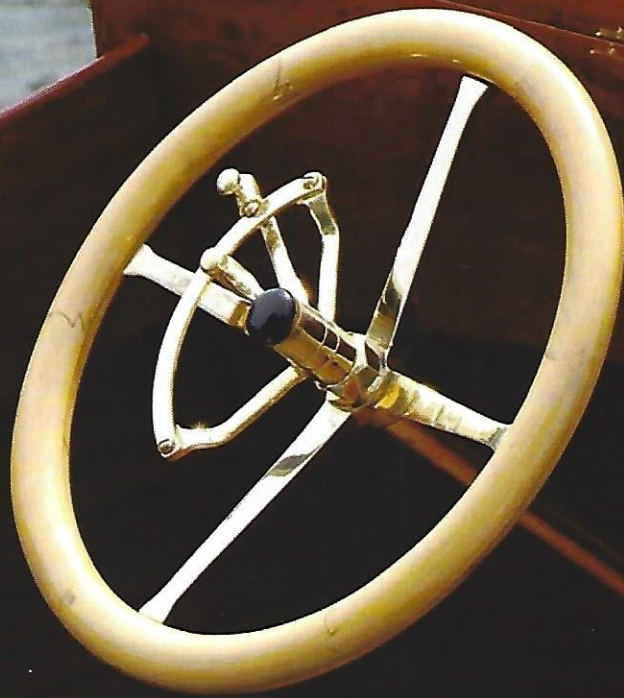
*Steve Giovannetti Award
1959 Parsons Arrowhead (w/ matching '59 Chevy)
Owned by Bill Karr of Webster, NY*

*Century Marque Award
Morgan Bice, aged 6,
At the wheel of her grandparent's
1950 Century Seamaid, Le Baron
Photo by Sue Kiesel*

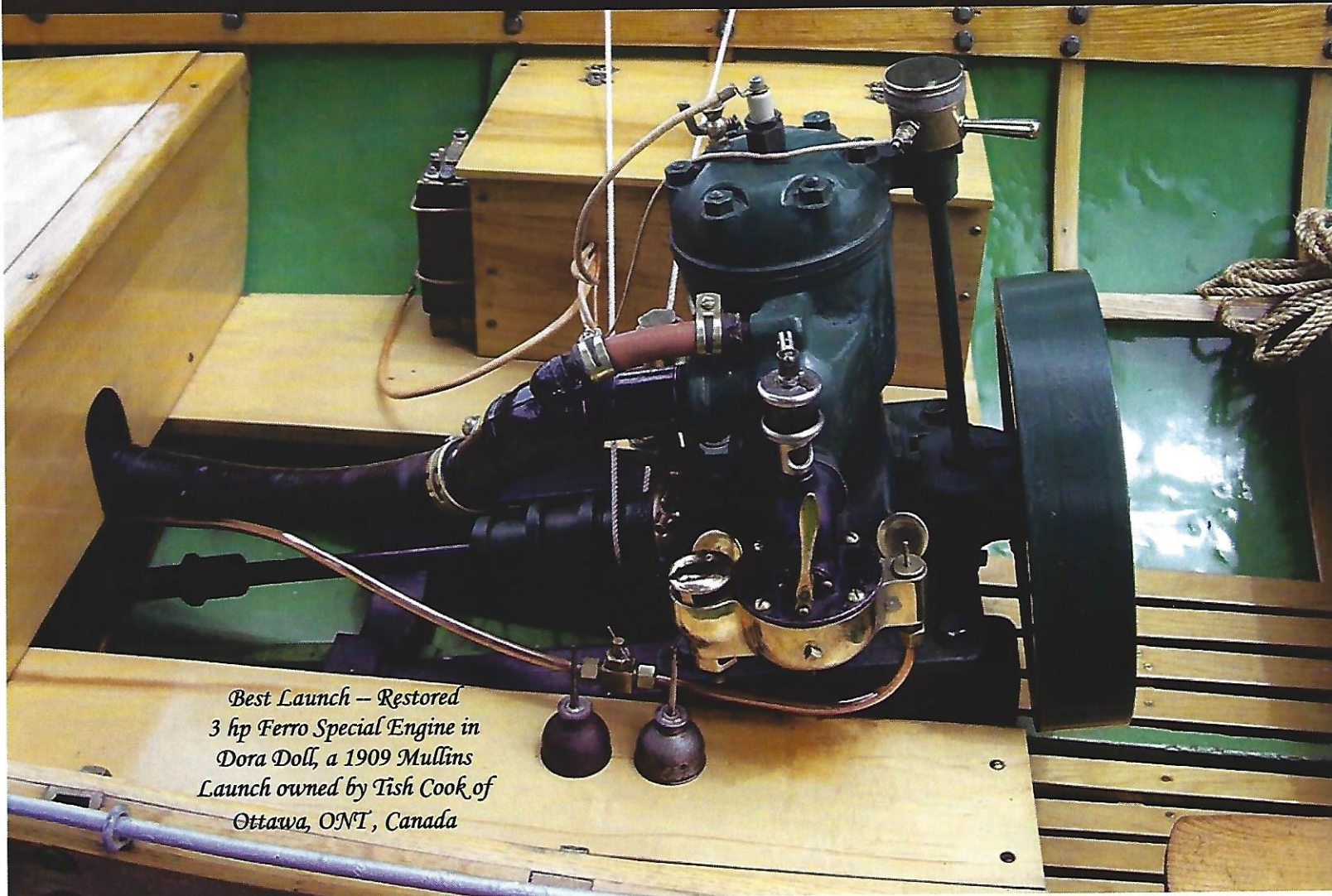


*Chris-Craft Marque Award
Miss Hallie, a 1954 Chris-Craft Sportsman
Cruiser owned by Jim Denning of Dalton, OH*





*Best of Show -- Restored
Rusticator, a 1923 Fay & Bowen Golden Arrow
Launch owned by John Allen of Naples, FL
Photo by Sue Kiesel*



*Best Launch -- Restored
3 hp Ferro Special Engine in
Dora Doll, a 1909 Mullins
Launch owned by Tish Cook of
Ottawa, ONT, Canada*

*Best Antique Utility
Michael Paciorek & Family of
Skaneateles, NY in Summerland,
their 1937 Hutchinson Utility
Photo by Sue Kiesel*



*Last Dance, a 1948 Chris-Craft Racing Runabout
Owned by Dennis Naylon of Put-In-Bay, OH*

**These Pictures and several others are included on the enclosed CD of the
Chapter's 2009 Boat Show. Enjoy!**

Children's Activities Tent

By Elaine Sherwood

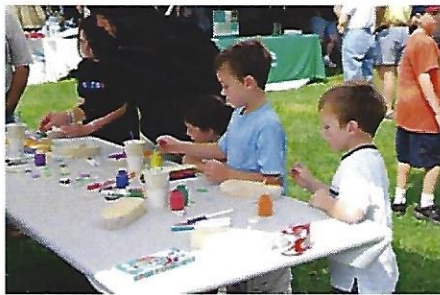
A very popular place to be Saturday morning of Boat Show Weekend was under the Children's Activities Tent!

Children were invited to decorate toy wooden boats made by my dad using paint, markers and crayons. Some even added an array of boat-motif stickers. When their boats were finished, some put them to the test in the kiddie pool and I'm pleased to say all floated successfully!



The program started at about 11:00am and we were steady with young participants until we ran out of boats (all 43 of them) at 12:45pm! We could have put smiles on the faces of another 15 to 20 youngsters had we had more boats.

A question that was repeatedly asked by adults was, "What was the cost of the craft boat?" Many, many parents and grandparents would have gladly given a donation had a box been present near the children's tent. (Maybe a donation for the permanent docks?) The recurring question asked by the



kids was, "Where is the brown paint?" We had none!

I had such a delightful time in that tent Saturday, which I would love to do it again next year. I would also be willing to work

with Dad on making the boats for next year. If it helps, I would also like to contribute the paint and whatever other supplies may be needed. I have a good handle on what was used and what was left over.

Thanks for the opportunity!

The boats are made from odds and ends of 2x4 lumber cut six to nine inches long. If you have leftover lengths of 2x4s that you'd like to contribute, please get in touch and we'll make arrangements to pick them up (within reason). Thanks. -Ed.

Hagerty Youth Judging

By Kaye C. Newcomb

"How would you like to earn a T-shirt, a baseball cap, and get to see the boats up close? You would? Then meet me at the tent at 10:00, and we'll sign you up to be a Hagerty Youth Judge!" With those words, eight children entered the boat show arena as judges.

Hagerty Insurance began the Youth Judging Program this year, and it has been a tremendous success. The young judges for the Skaneateles show looked at six boats, ranging from **Ed Ritter's** marvelous Hackercraft, to **Joe Lucchesi's** modern fiberglass Glastron (which we referred to as the "James Bond boat"). They judged the Newcomb's "user" 1949 Chris-Craft, **Dennis Naylor's** Chris-Craft Racing Runabout, **Dr. Purdy's** Greavette Streamliner, and finally the **Allen's** Fay & Bowen Golden Arrow. Each boat was judged on a scale of 1 to 5 for its horn, paint, interior, engine compartment and name.

Although the judges were novices on the first boat they looked at, by the end they were some of the toughest judges I have ever come across! I was



very impressed by Dick Sherwood's granddaughter who exclaimed while looking at the Fay & Bowen, "This looks a lot like Grandpa's boat, *Elizabeth Ellen!*" Talk about sharp eyes.

Some of the children who participated were not even from boating families. They were here on vacation from Texas, and were at the show as spectators. I am certain that after their experience, there will be wooden boats in their future (and their Mom and Dad learned a lot about boats after we were through as well!). After tallying all of the scores, this year's Hagerty Youth Judging winner was...**Dr. Harold Purdy's** Greavette Streamliner, *Pocahontas*.

If you have children who are interested in participating in this event next year, be sure to contact the 2010 Boat Show Chair (**Jack Gifford**), or just show up at the tent around 10:00 on Saturday morning.

2002 People's Choice Award Winner Identified!

In the last issue of Brightwork, the question was asked if anyone could recall who won the People's Choice Award for 2002, so that the name could be added to the new permanent award on display at Doug's Fish Fry in Skaneateles.

*A member of the FLC Board of Directors thought it might have been **Jack & Elizabeth Magri** of Tavares, FL. A second board member concurred with that recollection, and an e-mail was sent to Jack & Elizabeth for their confirmation. Then, just as the name plate was being removed from the award so that it could be sent to the engraver, an e-mail from the Magri's was received on your editor's Blackberry stating that their 1937 Gar Wood Custom Utility, Time Piece, had, indeed, won in 2002!*

Mystery solved and a full complement of People's Choice winners is now posted on the permanent award at Doug's. -Ed.



Milfoil Eradication Project

Skaneateles Lake serves as a public water supply for Skaneateles, Syracuse, Jordan and Elbridge. However, an infestation of Eurasian milfoil along the shores of the lake has, in many areas, developed into a dense mat of tangled vegetation which can severely hamper boating and swimming, and can jeopardize water quality. For the past two years, divers have been hand-pulling the weed from the lake bottom in depths as great as 25 feet. The goal is to pull up the entire plant, which is then removed from the water, hauled away and used for compost.



three-year, \$1.2 million project. On July 16th at the gazebo in Clift Park, Tri-County officials unveiled the Milfoil Monster, their new mascot which will be part of a campaign to educate the public about milfoil.

On Saturday of Boat Show Weekend, the Milfoil Monster made an appearance in Clift Park, and as the photo at left suggests, he wasn't all that threatening to everyone he met! His congenial demeanor notwithstanding, the problem he represents is serious.

Contact the Tri-County Skaneateles Lake Pure Water Association, Inc. at

<http://www.skaneateleslake.org/who.html> to see what you can do to help bring the milfoil project to a successful conclusion.

The Tri-County organization thanks you for your support.

Working with Syracuse University and State University College of Environmental Science and Forestry scientists, the milfoil removal effort has been led by Tri-County Skaneateles Lake Pure Water Association, Inc. (a 501(c)3 non-profit organization) which still needs \$300,000. to complete the

Area Sea Scouts Build a Boat

Football practice, participation in the Syracuse Jazz Fest, Boy's State, and any number of other activities have made it



difficult to get everyone in Sea Scouts Ship 23 to find time to work on the Chris-Craft Kit Boat – the one which was started at last year's Boat Show. As a result, there is still work to do. Several of the Scouts worked on the project

during this year's Boat Show Weekend under the guidance of **Chris Legg**.

The boat is nearly ready to flip over so that work can begin on the decks. With continuing good effort, the new craft should be complete and ready for its shakedown cruise next year.

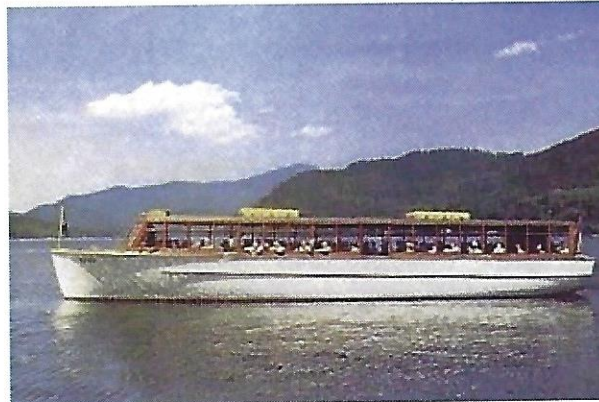
Thanks for Your Help

It takes a lot of people to put together the Chapter's Annual Boat Show – 25 volunteers showed up at Friday morning's kick-off breakfast just to get things set up for the weekend. Thanks go to our sponsors who made the weekend possible; to **Jack Gifford** who chaired the 2009 Boat Show masterfully; to the launch crews who did their usual superb job of getting boats into and out of the water; to the gals who kept registrations and reservations in good order; to everyone who worked at the Ship's Store and set a new sales record in the process; to Dock and Land Master's crews who worked tirelessly to safely hold boats in their slips through more than our share of rough weather; to those who put the Boat Show Program together; to those who staffed the Stern Desk; to the judges who did their usual great job; to all who put together the awards presentations; to those who cleaned up after the weekend was over; and to all others not already mentioned.

The Doris II


In a disappointing note not related to the Chapter's Annual Boat Show:

In the fall of 2007 when the ACBS Annual Meeting and International Boat Show were held at Lake George, one of the "pre-event" outings was a bus trip to Lake Placid in the northern Adirondacks. The trip included a tour of Placid Lake aboard the *Doris II*, a 58 year-old, 80-ft. wooden motor vessel which was built at the Lake Placid Marina and had been taking tourists around the lake since 1950.



In April of this year, the boat failed an inspection by the NYS Office of Parks, Recreation and Historic Preservation Marine Division, due to structural problems – all the boat's ribs

needed to be replaced. Believing that such a project was too costly, the family which owned the boat decided to replace it with two smaller pontoon tour boats. Discussions with some museums (but no preservation non-profits) combined with the many impracticalities of moving the boat to other locations, yielded no hope for keeping the boat intact. On June 10th, the *Doris II* was demolished in three hours and hauled to a landfill.



Boat Show Award Winners

Best In Class – Preserved

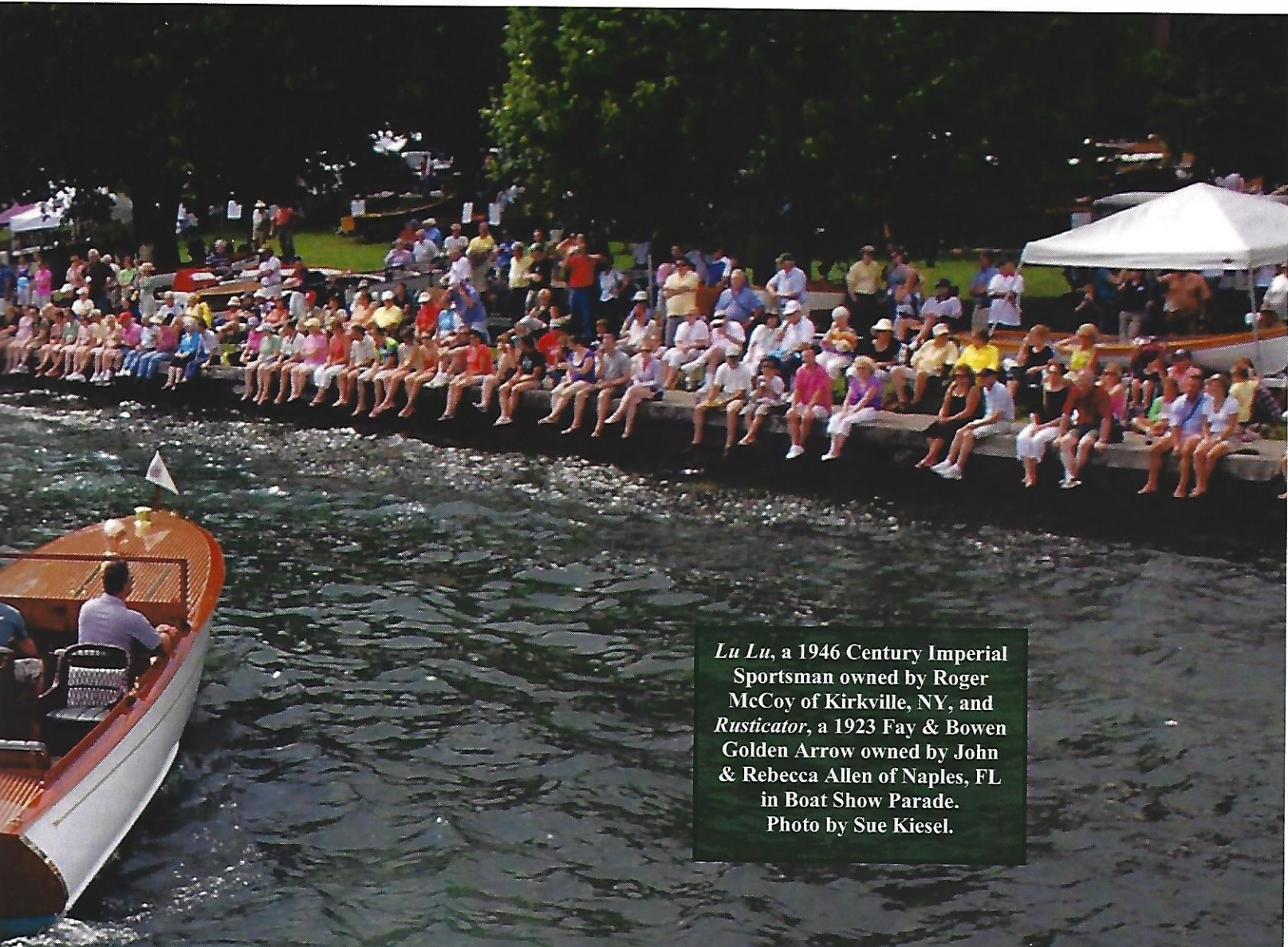
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|----------------------------|-------------------------------|---------------------------|--------------------------------|-----------------|
| Best In Show -- Preserved | c1885 Rushton Canoe | <i>Bucky</i> | Todd Parmington & Wendy Valint | Buffalo, NY |
| ACBS Preservation | 1955 Thompson Sea Skiff | <i>Theo</i> | Bruce & Katie Thompson | Ithaca, NY |
| Best Small Craft | c1930s-'40s (Bldr. unknown) | <i>Painted Lady</i> | Rick & Wendy Fetridge | Fayette, NY |
| Best Outboard Boat & Motor | 1959 Century Palomino | (no name) | Howard Hopson | Kingston, PA |
| Best Sailing Craft | 1969 Wright | <i>Rampage</i> | Hamilton Fish | Skaneateles, NY |
| Best Classic Runabout | 1951 Chris-Craft Special Rbt. | <i>Woodwind</i> | Don & Mary Emery | Cleveland, OH |
| Best Antique Utility | 1937 Hutchinson | <i>Summerland</i> | Michael Paciorek | Skaneateles, NY |
| OH | | | | |
| Best Classic Utility | 1960 Chris-Craft Sportsman | <i>Sophisticated Lady</i> | Don Ploetner | Sparta, NJ |

Other C

| | | | | |
|---------------------------------|-------------------------|------------------|----------------------|-----------------|
| Best Powered Early Contemporary | 1982 Hacker Craft | <i>Past Fast</i> | Mike & Lori Moyer | Wilson, NY |
| Best Powered Late Contemporary | 1996 Victory Swift | (no name) | Bill Eberhardt | Skaneateles, NY |
| Best Non-Powered Late Contemp. | 1987 Walker | <i>Tornado</i> | John Watkins | Phoenix, NY |
| Best Unmounted Outboard Engine | 1949 Mercury KF7 | | Ron Muir | Camillus, NY |
| Best Canadian-Built Boat | 1958 Shepherd Ski Bee | <i>G G</i> | Joe & Gloria Gartner | Hellertown, PA |
| Best Finger Lakes-Built Boat | 1954 Penn Yan Cartopper | <i>Boppy</i> | Brad & Lisa Wirth | Skaneateles, NY |

Special

| | | | | |
|--------------------------|--|--------------------|--------------|------------------|
| Kathy Laitenberger Award | 1936 Chris-Craft Runabout | <i>Time Sleuth</i> | Craig Benson | Castle Creek, NY |
| Steve Giovannetti Award | 1959 Parsons w/ matching '59 Chevy Sedan | <i>Lake 'n Sea</i> | Bill Karr | Webster, NY |
| Dock Master's Award | | Bob Freund | | Syracuse, NY |



Lu Lu, a 1946 Century Imperial Sportsman owned by Roger McCoy of Kirkville, NY, and *Rusticator*, a 1923 Fay & Bowen Golden Arrow owned by John & Rebecca Allen of Naples, FL in Boat Show Parade.
Photo by Sue Kiesel.

Best In Class -- Restored

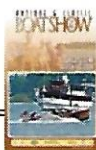
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|----------------------------|----------------------------|-------------------------|------------------------------|-----------------|
| Best In Show -- Restored | 1923 Fay & Bowen | <i>Rusticator</i> | John & Rebecca Allen | Naples, FL |
| Best Antique Runabout | 1931 Chris-Craft 300 | <i>Hours & Ours</i> | John & Jill Broschard | Hershey, PA |
| Best Launch | 1909 Mullins | <i>Dora Doll</i> | Tish Cook | Ottawa, ONT |
| Best Small Craft | 1885 Bowdish Rowboat | <i>Joyce Anne</i> | Tim McNally | Skaneateles, NY |
| Best Classic Runabout | 1955 Greavette Streamliner | <i>Pocahontas</i> | Harold & Janet Purdy | Ithaca, NY |
| Best Classic Utility | 1956 Chris-Craft Sea Skiff | <i>Cliff's Skiff</i> | Clifford Wolfe | Avon Lake, OH |
| Best Outboard Boat & Motor | 1956 Penn Yan Aristocrat | <i>Tess</i> | Dave Blum | Bergen, NY |
| Best Craftsmanship | 1948 Chris-Craft Custom | <i>Legacy</i> | Ray & Rose McFarland | Newton Falls, |
| Best Raceboat | 1951 Karelsen Hydroplane | <i>Fleet Wing</i> | Steve Shehadi & Lucia Eckles | Skaneateles, NY |
| Best Large Craft | 1960 Chris-Craft Cavalier | <i>Wooden Lady</i> | Gil Grant & Maggie Krafft | Deland, FL |

Categories

| | | | | |
|--------------------|----------------------|--------------------|------------------------------|--------------------|
| Century Marque | 1950 Sea Maid | <i>Le Baron</i> | Bill & Sue Kiesel | Sauquoit, NY |
| Chris-Craft Marque | 1954 Utility | <i>Miss Hallie</i> | Jim Denning | Dalton, OH |
| Gar Wood Marque | 1931 Triple Cockpit | <i>Miss Lucia</i> | Steve Shehadi & Lucia Eckles | Skaneateles, NY |
| Hacker Marque | 1928 Dolphine Deluxe | <i>Wilma C.</i> | Ed Ritter | Ontario Center, NY |
| Lyman Marque | 1970 Cruisette | <i>Mi-goh-tu</i> | Timothy Fallon | Solvay, NY |

Awards

| | | | | |
|-----------------------|---------------------------------|-------------------|----------------------|-----------------|
| People's Choice Award | 1955 Greavette Streamliner | <i>Pocahontas</i> | Harold & Janet Purdy | Ithaca, NY |
| Peter Wiles Award | Brad & Lisa Wirth Family | | | Skaneateles, NY |
| Byrd Marsden Award | Arnie & Libby Rubenstein Family | | | Skaneateles, NY |



The Chris-Craft Thompson Boat Company Employee Reunion Picnic

By Doug Adams, FLC Member and ACBS Director

I had just walked into my brother's office at work and he was on the phone with someone saying, "Yes! Certainly! We would be glad to come!" My frown indicated I was wondering what he was promising me to do this time.

He pressed the speaker button and all three of us were able to talk together. It was an amazing telephone call! I sat down and we spent the next ten minutes with the caller. "Sure, we'd come. Yes, we would bring our boats."

On Sunday, June 7th, that call came true when we towed our boats to the Chris-Craft Thompson Boat Company Employee Reunion Picnic, held for the factory employees and their families, and organized by the caller. It is the third year they have held the event.



This year, it was held at the Solon Sportsman's Club east of Cortland, New York. If you recall, Cortland was one of the home bases for the Thompson Boat Company.

That call had come from **Ted Thompson**, a son of one of the original Thompson brothers who had founded the Thompson Boat Company in Wisconsin in 1904. Ted and his brother, **Bob**, ran the Cortland factory. The company had three main locations by the late 1950s -- Cortland, NY where wooden runabouts and a lot of sea-going deep-V-hull boats for the eastern seaboard were built; Peshtigo, WI where runabouts for the great lakes and the inland lakes of the Midwest were built; and Cruisers, Inc. in Oconto, WI which offered similar boats with slightly different options, styling and a completely different set of dealers.

The Thompsons opened the Cortland factory in 1926. At one point they even had their own sawmill. During World War II, many of the employees enlisted or were drafted, wood became



scarce and demand fell off. Post World War II, they had about 200 employees at peak production, working three shifts and 24 hours a day. In the good years, the Cortland plant was producing a 16-footer every hour and a half; a

17-footer every two and a half hours; an 18-footer every four hours; and 20-foot boats at about two per day. Wisconsin was also producing at about the same rate. So, collectively at the three factories, they were selling several thousand boats per year.

When my brother, **Peter**, had lived in Simsbury, CT, he had written to Ted in Cortland and Ted had written back. They were trying to establish the year of manufacture for Peter's boat. Right about the time Peter moved his family back to upstate New York, they landed on 1928 as the year it was built.

"So how did you find us?" I asked Ted at the picnic. "Did you look in the ACBS International Directory?" "No," he said.

He knew he had written back to Peter, and so he started looking for an insurance company in Auburn, NY with our last name, and guessed right!

Ted had met us when we arrived with the boats, and the first employee we met was **Bob Chorley** now age 91. He worked at the plant in various functions for about 40 years and still collects a pension from Chris-Craft. He told us they built three or four hulls per day, and someone else painted and varnished them. They used brass if the boat was to go into salt water. They would build the boat upside down laying the keel and

transom first, then the ribs, and finally the cedar bottom strips. They used temporary nails to hold it together and then tightened bands around the hull before they put the final screws in the bottom of the boat. A compressed seam is what he called the joining of each bottom strip (there was no such thing as 3M 5200 then).

(Author's note: When I took my 1934 Thompson apart, there was twisted twine in between each cedar bottom strip. Its purpose was to swell when wet and seal the seams). The hardware on the finished boat was optional and the sales catalogs Ted showed us (he has all the years in one folder!) had all different options.

Bob went on to tell us that the workers were paid by each hull





they produced, and they were handed "tickets" for the completion of each hull. Interestingly, the workers would horde the tickets and turn them in during deer hunting season. The foremen didn't like that very much as it amounted to the workers receiving an income while out hunting!

Ron Anderson, age 74 now, went to work at Thompson, then went into the Army, lived in Germany, and returned to the factory when he came back to the U.S. He cut transoms in 1956. **Bob Buchanan** made flying bridges. They told us how **Bob Thompson** once challenged them all to sell boats. Bob said there were 1100 cities in the US and if only they were able to sell one in each city...!

Ken Roundy and **Howard Henry** (age 88) were there to add their stories, too. They noted how New York State oak was not conducive to building the boats -- it was too porous. If they wet one end and blew on the other end bubbles would appear on the wet end (*Think they were pulling the author's leg? Maybe, but they didn't use New York oak. That was for sure!*).

All the employees that built boats and hulls told us they would sign their initials and the date into the boat somewhere. "Have you found any of your initials in any boat since then?" I asked **Herb Neal** (age '89) who was the painter and varnisher of finished boats. He laughed and his niece, **Debi Howe**, encouraged him to answer the question. "Well," Herb said, "We did sign them in pencil!" "Pencil?" she asked. "Yeah, that's all we had. There were no pens," said Herb. We all got a laugh out of that!

Herb and Ted told me how they accomplished "sloshing." They poured varnish/sealer inside the finished raw wood hull and sloshed it around in order to be sure the liquids got into and under each rib and wooden surface of the interior vs. doing it all by hand. As fiberglass came into being, in order to compete they offered an option to sell you the new wooden boat with a fiberglassed bottom (over the wood!) If they painted the wood first, then the fiberglass, they discovered, didn't bond well to the wood.

Ted showed me a newspaper article about Thompson building a 50-ft. custom wooden boat in the Wisconsin factory in 1915. It went to a buyer in Texas.

In Cortland, they hired an engineer (**Fred Scott**) from the Skaneateles Boat Company in Skaneateles, NY (home of the Skaneateles Lightning Sailboat) to come and offer engineering changes to the boats. Fred commuted to Cortland (about 30min.) and invented the "ventilated keel." In that design, a gap was left where each rib met the keel to allow seepage to run the length of the keel to the back of the boat and not pool up at each rib. They felt it would improve the durability of the bottom and allow for better drainage.



Mr. & Mrs. Ted Thompson

Al Munson described how he scarfed plywood boards together to make a very strong joint. They were then cut into narrower boards to become the lapstrake boards in the clinker-style boats. He even showed us some of the seams on one of the boats there on display.

We sat down to lunch with **Ed Wightman** and **Dennis Karalow** both on the Board of Directors of the Finger Lakes Boating Museum and members of the Wine Country Chapter, ACBS, along with their friend **Randy Heinle** from Ohio. They had brought a small Thompson rowboat that had been donated to the museum. It had a fiberglass coating on the bottom of its hull and had not yet been restored. The bow hardware was unique. Ed told a story of how three years ago they had invited Bob Thompson (Ted's brother and Bruce's father) to speak at a Wine Country Chapter event in which Bob gave a history of the Thompson firm(s). They commented on how memorable the speech was. The next March, Bob passed away.

Bruce & Katie Thompson joined our lunch table. Both graduated from the University of Colorado, Boulder as did I, and Bruce teaches physics at Ithaca College. We spent a lot of time looking over all the boats and talking about the Company, Boulder, Skaneateles Lake, the great day, and 3M 5200.

One final story came out. In every single Thompson Boat Company sales brochure from the '20s through the '30s, one of the options in each brochure was a Lockwood outboard engine. Lockwood added electric start to his engines and his wife liked it so much she thought he should sell that way to all. The electric starters on those engines were made in Syracuse, NY. Evinrude bought Lockwood in the late '20s or early '30s.



I couldn't find my exact boat in the brochures, and maybe I don't own a 1934. Maybe it is a 1938. It took five years to rehab and we put it back in the water in the boathouse in the Adirondacks Mountains, and my father uses it daily just like the old days.

So I can't factually confirm all that's stated here but it turned out to be a great day. And what a great phone call that turned out to be! Thanks Ted!

In 1958, the Company was split among family members into three parts along the lines mentioned above. In 1962, the Cortland operation was sold to Chris-Craft Corporation.

Today, a company in Wisconsin owns the Thompson name and possibly the trade marks. They are making and selling fiberglass boats, so the name is not gone from boating.



Dock Market

For Sale: 1993 James Anthony 27-ft. "Gentleman's Runabout". Like a Riva, turns heads everywhere! Jade green fiberglass V-hull with mahogany decks. 800 HP gives 65 MPH. Burlwood dash, Rosewood wheel, mahogany cockpit table, marine head, trailer, yacht systems. \$85,000. 607-532-4972 or skip@stamberger.com

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

For Sale: Dunphy X-55, 17-ft inboard, 215 HP Interceptor engine, galvanized trailer. Engine rebuilt. Original upholstery, floor covering & trim. \$12,500. Also 1939 Skaneateles Boat & Canoe Co. Lightning Sailboat, #755. Has single bottom, new canvas deck, two sets of sails & wood mast. Alan Boat Co. trailer. \$3500. Also 1958 23-ft. mahogany lapstrake St. Lawrence River launch. 100 hp Chris-Craft engine with 1:1 1/2 reduction gear. Needs only minor restoration and cosmetic work. \$3500. Also Rhodes Bantam sailboat; two sets of sails; trailer. Needs only cosmetic work. \$1000. **Mick Griffin**, 716-662-1949 or MickG16@aol.com

For Sale: 1946 16-ft. Chris-Craft Rocket Special Runabout with Chrysler Ace engine, white hull and all hardware. Needs new keel and chines. \$3500. or best offer. **Ed Ritter**, 315-524-3007 (leave message).

For Sale: Rare 1927 20-ft. Gesswein Sportabout (hull #7) with original 6 cyl. Van Blerck engine. Twin cockpit with unusual facing rear seats. Brass hardware & leather upholstery. Boat & engine fully restored; both in excellent condition. Custom trailer. Asking \$35,000. **Barbara Giovannetti**, 315-947-5532 or sueag@hotmail.com

For Sale: 1957 23-ft. Chris-Craft Continental. New bottom, frames, chines, keel, dashboard, dark-red pleated upholstery, and cockpit edging, and ~20% new wood on deck. Twelve+ coats of varnish throughout. Original hardware including Iva-light. Folding top with white side curtains and cockpit extension. Original "M" motor with dual 12-volt batteries & switch. Motor professionally rewired. Not launched in 2006. Dual-axle trailer. \$42,000. **Steve Haarstick**, 585-342-5200 (days), shaarstick@haarsticksailmakers.com

For Sale: Late 1950s 18-ft. Lyman Utility, 109 Gray Marine engine ran two years ago. Boat needs rebuild. Asking \$1800. OBO. Also, late 1960s 20-ft. Lyman I.O. No engine. Hull partially rebuilt. Asking \$2500. OBO. Also, mid '60s 25-ft. Lyman Soft Top Sleeper with Gray Fireball V-8. Includes

trailer. \$2500. OBO. **Todd Kallusch**, 315-483-6371. (Sodus Point, 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: 1928 24-ft. Chris-Craft Model 3 (hull #2230) triple-cockpit runabout, "Harriet." Hull completely refastened, restored in 1995 with new transom. Hardware is nickel-brass (German silver). Very sound, but needs refinishing and upholstery work. Chrysler-Nissan 100 hp diesel engine. Includes 1995 tandem axle trailer. \$25,000. **Peter Wiles**, 315 685-8500 or PWilesjr@mac.com (Skaneateles, NY)

For Sale: Elegant 30-ft. fantail motor launch built by Millerick Bros. in early 1980s. Rugged 10 gauge steel hull beautifully fitted with brass hardware, teak interior, and



meticulously restored 3 cyl. antique Easthope engine. Lake Tahoe Concours d'Elegance show winner. Custom trailer, spare engine and boat cover. \$135,000. For more info., 775-825-3269 or visit www.vintagecarstuff.com (Reno, NV)

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

For Sale: 1958 Penn Yan CZT project. Needs minor wood work at the transom, a refinish and canvas. Never been glassed and not all banged up. Has original correct Penn Yan steering and hardware. Great opportunity to get into one of Penn Yan's most notable boats at a reasonable price. \$750. OBO. **Mike O'Brien**, 607-936-0892, or michaelcobrien@yahoo.com

For Sale: 1961 18-ft. Chris-Craft Sea Skiff (Utility Style) with 6 cyl. Chris-Craft Engine. Fully operational when last used in the 2008 season. Not show room condition but mechanically runs perfect. New canvas canopy and new canvas storage cover. Includes 2005 Load Rite Trailer. Call or e-mail **Gary** at: 585-671-8003 (home) or 585-242-3127 (office) or gnagle@rochester.rr.com

New
New
New



Letters to the Editor

Hello Dick:

Thanks for keeping me on the mailing list for Brightwork. I enjoy keeping up with what is going on in the Eastern Chapters.

In particular, I liked the article on the Thousand Islands One-Design. Had heard of it but didn't know the history.

Our boating activities will get a late start this year. I have been on crutches for five weeks, and will probably be another four weeks. Broken ankle. Bummer!

Keep up the good work.

Regards to the family.

Bob Bush,

ACBS Past President

Hi Dick:

I thought the June edition of Brightwork was superb. You did a marvelous job with the layout in the center of the newsletter.

The article on the Joint Chapter program was also very, very attractive and inviting. Both articles were wonderful as was the entire issue. What a great job you do for the Chapter.

If the other NYS chapters duplicate your Joint Chapter article and promote the event early enough, we should have a good turn out on October 10th.

Please feel free to submit the One-Design article to **Chris Eden** to see if he wants to use it in the RUDDER.

I'm glad **Mark Edwards** at Doug's Fish Fry has the award and is making arrangements to mount it and prepare good lighting. I hope it provides some good publicity for him.

All the best,

Tony Mollica

A Good Time for New Memberships

The current problems affecting the global economy have also impacted ACBS and its chapters. Memberships which are the backbone of these organizations have been lower than normal this year resulting in revenue shortfalls across the board. New memberships which are sent in to ACBS Headquarters after September 1, 2009, will cover the remainder of 2009 and all of 2010. Anything which we can do (individually and collectively) to encourage friends and acquaintances who have an affinity for old boats to become members of ACBS and any of its chapters, would be very helpful toward keeping ACBS a strong and viable organization. -Ed.

Welch Allyn Docutech

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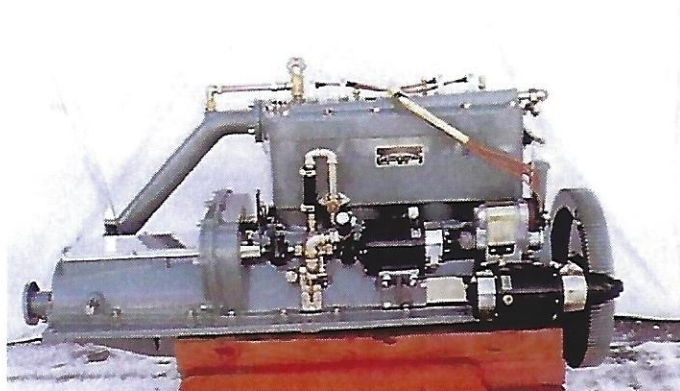
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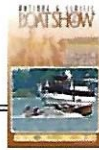
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Pictured is a 1923 Fay & Bowen Model LNS-43 engine.



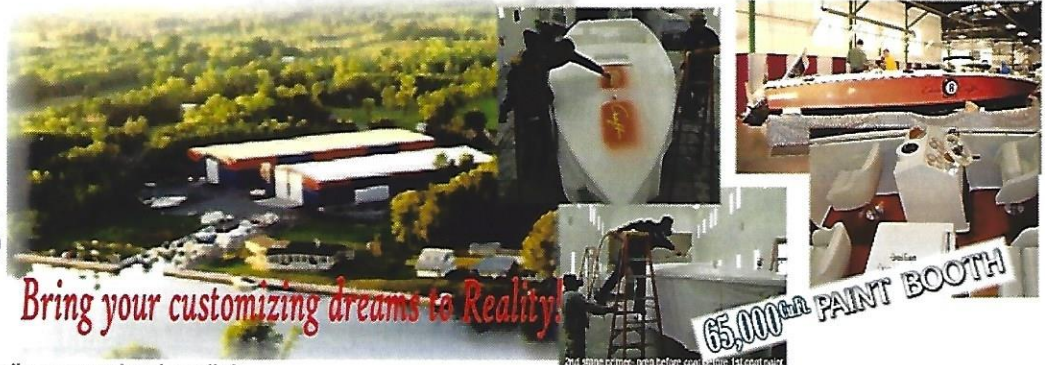


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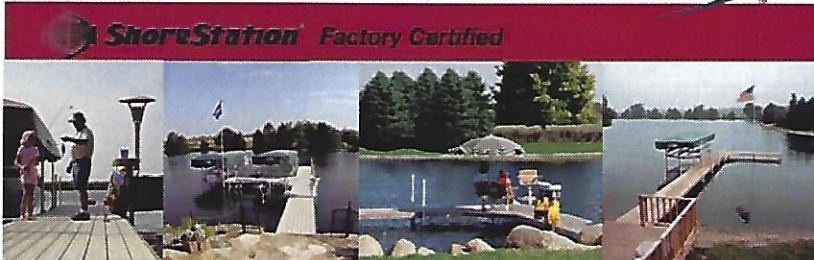
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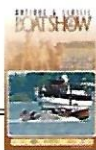


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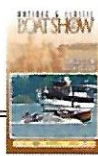
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