



# Brightwork



FLC's 32<sup>nd</sup> Annual Boat Show



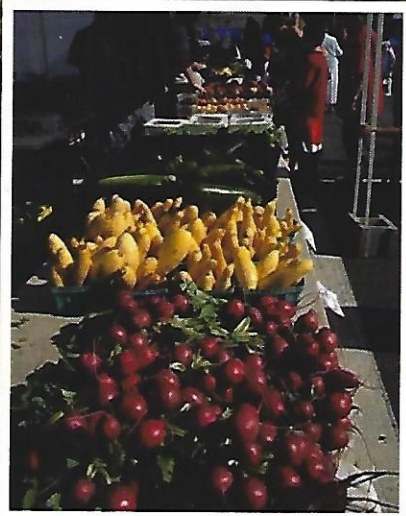
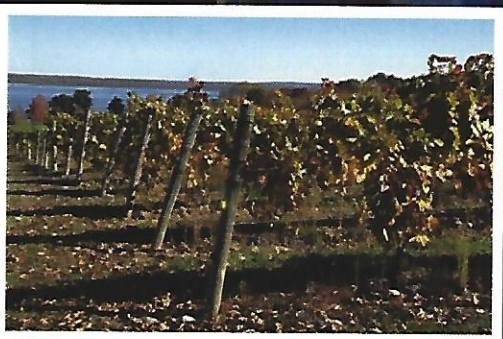
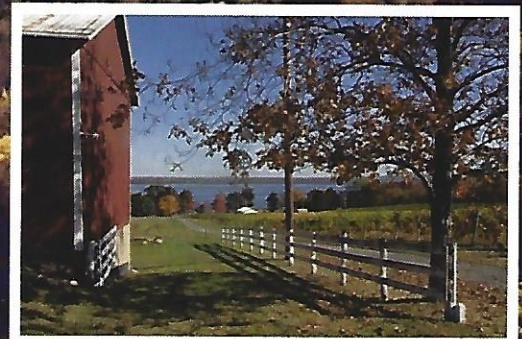
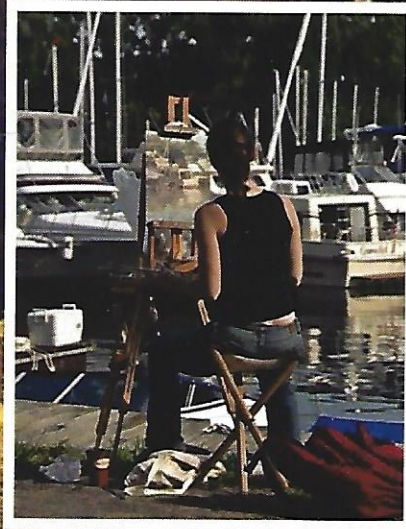
Coverage Begins on Page 6

Volume 15, Issue 3

Newsletter of the Finger Lakes Chapter, ACBS

September 2010

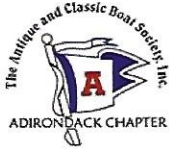
**Autumn in New York...Upstate That Is!**  
 Pay an Autumn Visit to New York State's Beautiful Finger Lakes Region  
 And Plan to Attend the  
**Joint Chapter Celebration 2010**  
**An Evening of Dining and Dancing with Boating Friends**  
 Geneva, NY -- October 2<sup>nd</sup>  
 Details Page 2



*R* JAN REGAN Photography



## Joint Chapter Celebration 2010 – October 2<sup>nd</sup>



The Finger Lakes Chapter, ACBS is hosting the 2010 version of the Joint Chapter Celebration on Saturday, October 2<sup>nd</sup> at the Ramada Inn on Seneca Lake in centrally-located Geneva, NY. By coming together for an evening of learning, good camaraderie, finding new friends, renewing old friendships, and enjoying good food and dancing, we hope to strengthen ties among the nine ACBS chapters “headquartered” in New York State and to heighten awareness of antique and classic boating everywhere. That

awareness translates into new memberships and stronger chapters at a time when younger members, particularly, are needed to sustain our interests in vintage boating. This will also be a great way to reminisce about the boating season just past and to talk about plans for 2011.

Presidents of the other eight NYS chapters are being personally contacted by Finger Lakes Chapter President **Janice Miller**. They are being invited to attend this event with as large a contingent of their chapter members as they can muster. And they’re also being invited to make presentations about their chapter activities, both past and planned.

### ACBS chapters “Headquartered” in New York State

Adirondack Chapter  
Chautauqua Lake Twin Tier Chapter  
Finger Lakes Chapter  
Hudson River Chapter  
Lake Champlain Chapter  
Long Island Chapter  
Niagara Frontier Chapter  
Thousand Islands Chapter  
Wine Country Chapter

...and to heighten awareness of antique and classic boating everywhere. That awareness translates into new memberships and stronger chapters at a time when younger members, particularly, are needed to sustain our interests in vintage boating.

### Agenda for the evening:

Location: Ramada Inn, Geneva, NY  
Cash Bar: 6:00 PM  
Dinner: Prime Rib Buffet with all the trimmings – 7:00 PM  
Comments/presentations by Chapter Presidents: Following dinner  
DJ & Dancing: **Dale Pedersen** from the Wine Country Chapter  
Door Prizes: During the evening  
Cost: \$35.00 per person including tax and gratuity

Deadline for Reservations: Fri., Sept. 24th

Rooms: A block of rooms at the Ramada has been set aside. Please call 1-800-990-0907 or 1-315-789-0400 to reserve.

Dinner Reservations: Please send checks payable to Finger Lakes Chapter, ACBS to:

**Tom & Barbara Carman**  
256 Knight Rd.  
Vestal, NY 13850

Visa/Mastercard accepted. Call 607-754-4181 (evening) or 607-748-4492 (day).

For questions and additional information contact Tom or Barbara at 607-754-4181 or [namraclab@aol.com](mailto:namraclab@aol.com)

## Letter from the ACBS President

July 27, 2010

To: Members of the ACBS Finger Lakes Chapter –  
What a wonderful time Bill and I experienced this past weekend as we were able to visit you at your boat show in Skaneateles! It was a wonderful event and we were delighted to attend.

Thank you for your gracious hospitality to us as we attended this event. We were so honored to be able to meet so many chapter members and share in our fascination of vintage boating. We thoroughly enjoyed our time there and the opportunity to participate in the chapter gathering. Your time spent organizing this weekend is most appreciated. The essence of ACBS is strengthened by the camaraderie between

members celebrating vintage boating. Your energies and commitment to ACBS make our club stronger, and we are grateful for your leadership.

It was a wonderful weekend, and we are grateful for you! I know you look forward to more boating events this summer, and wish you great enjoyment with each of them. We look forward to seeing you at the ACBS Annual Meeting in Bay Harbor, MI in September.

Thank you, and safe boating –

**Gail Turner**  
President, ACBS



## 2010 Calendar of Events

Sept. 15-18	ACBS Annual Meeting & Int'l. Boat Show	Bay Harbor, MI
October 2	Dock Removal Day	Clift Park, Skaneateles Lake
October 2	Joint Chapter Celebration 2010	Seneca Lake, Geneva, NY
November 13	FLC Annual Membership Meeting	Sherwood Inn, Skaneateles, NY

### New Memberships

Welcome aboard to the following new FLC members:

**Jamie & Kristin Wallace** of Shavertown, PA, owners of a 1988 22-ft. Donzi

A 2010 FLC Membership Roster Addendum showing 163 memberships, is included with this issue of **Brightwork** going to Chapter members.

### Save the date!

**FLC Annual Membership Meeting**  
**Saturday, November, 13, 2010**  
**Sherwood Inn, Skaneateles, NY**  
**More to follow!**

**Brightwork** is the quarterly newsletter of the Finger Lakes Antique and Classic Boat Society, Ltd., aka the Finger Lakes Chapter of The Antique and Classic Boat Society, Inc., and is published for the benefit of Finger Lakes Chapter Members. Publication dates are March 1<sup>st</sup>, June 1<sup>st</sup>, Sept. 1<sup>st</sup> and Dec. 1<sup>st</sup>. Questions, articles for publication, letters to the editor, noncommercial ads, etc., should be sent to Dick Sherwood, 1734 Lake Rd., Webster, NY 14580 or [flboats@aol.com](mailto:flboats@aol.com); 585-265-1518  
 Commercial ads should be sent to Bob Myllymaki, 7783 Gloria Dr., Baldwinsville, NY 13027 or [anteekbotr@aol.com](mailto:anteekbotr@aol.com); 315-635-3634  
 The Finger Lakes Chapter has a mailbox at the Skaneateles Post Office – Box 1022 – available for general use (ZIP Code 13152).  
 The Chapter's Employer Identification Number is 3452140.

### Finger Lakes Chapter, ACBS

#### President

Janice Miller ..... 315-496-2924

#### First Vice President

Jack Gifford ..... 315-382-2831

#### Second Vice President

Tom Carman ..... 607-754-4181

#### Treasurer

Shirley Marsden ..... 315-253-7505

#### Secretary

Beth Pier ..... 315-568-1548

#### Directors

Mike Freund ..... 315-952-7468	Barb Carman ..... 607-754-4181
Tony Mollica ..... 315-446-5654	Bob Myllymaki ..... 315-635-3634
Dick Sherwood ..... 585-265-1518	Teddi Myllymaki ..... 315-635-3634
Jamie Strong ..... 315-685-4712	

#### Directors At Large

Don Ross ..... 607-625-2517    Arnie Rubenstein ..... 315-637-8522

#### Immediate Past President

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

#### Membership & Newsletter

#### Ship's Store

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

#### Past Presidents

Jack Miller 2003-2005

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

#### 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



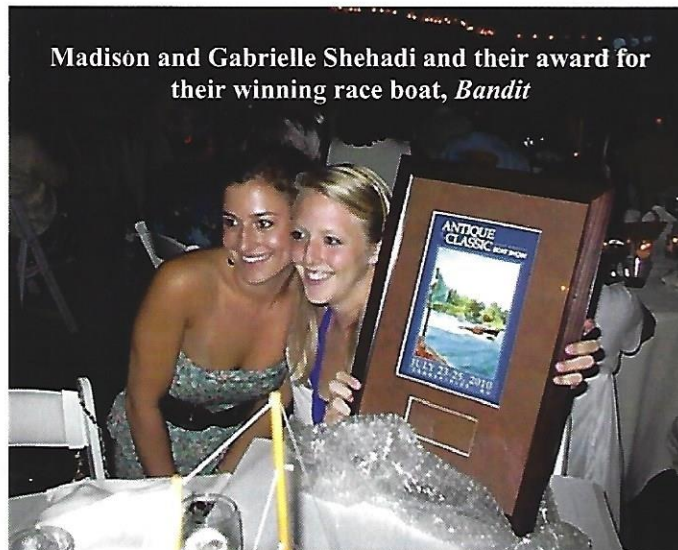
## Steve Shehadi's Outboard Story

In addition to some of the boats he has shown before, Steve arrived at this summer's Boat Show with a trailer beautifully customized to display his collection of vintage outboard motors. This is his story behind that collection.

As a kid, I had the privilege of spending summers in a cottage on the west side of Skaneateles Lake. I was exposed to boats and motors during that time and hence the collection fever. My collection began in 1989 with the purchase of a 1931 Garwood Triple Cockpit at the Clayton Boat Show's Auction. From that point on, the collection took on a life of its own with the acquisition of various boats -- all different styles and vintage. It consists of several outboard motors, a steam boat, multiple fiberglass and wood hydroplanes, a vintage racing canoe, a 1904 inboard launch, an aqua-car and the coveted triple cockpit Garwood.

I was the youngest of three brothers, and when I was seven or eight years old, I found myself continuously being left on the shore crying while my two older brothers went out to have fun on the water. I would yell from the shore, "You just wait and see. I'll have a better boat someday and you'll be really sorry!"

In addition to that dream, I had a proud moment this past summer when my two teenage daughters, **Madison** and **Gabrielle**, took first place in the FLC Boat Show for their entry in the race boat category. My daughters' boat **Bandit**, a 9-ft fiberglass hydroplane, prompted my outboard motor interest. The "after work" effort on **Bandit** was a year-long collective effort involving my two daughters and local shop owner, **John Scrivens**, of John's Auto Body. Having my daughters involved has been one of the greatest joys in my life, and it is heart-warming to see the winning results.



My focus on outboard motors came about over the summer of 2009. My contacts are national and many are from the Great Lakes region as well as Florida and Oregon. I was told by our own Finger Lakes Chapter members at the 2009 FLC Boat Show that the best motor for **Bandit** would be a Mercury Mark 20H, which is very rare. I took that bit of information, researched it and found a doctor in Florida who had a 30H as well as a 20H. He didn't want to part with the 20H until I told him my 16-year-old daughter was restoring a 9-ft hydroplane and that that motor was perfect for her and her sister's boat. He was very impressed that my daughters should show such an interest in racing motors. And I really thought at the time, it was a great move to acquire both motors and begin a bonafide collection. I now own a full collection of kickers beginning with 1915 on up.

I became very attracted to motors that predate WW-II. In the 1930s, most outboard motor manufacturing used aluminum in 85-90% of motor parts to keep them light-weight and rust-free. However, scrap metal drives of WW-II took a large number of these motors to be melted down for the war effort, leaving the number of brands and styles diminished to the few remaining today. In fact, so many brands were destroyed, the number remaining today can be counted on one hand!

Just before FLC's July 2009 Boat Show, I bought **Bandit** and asked participants "in the know" what would be the best motor to power the boat. Armed with that information, I started my



educational process and began to learn about motors -- racing motors in particular. I began speaking to people who actually raced these boats back in the '50s and '60s. I was particularly enthralled with a man named **Carl Kiekhaefer** who started the Mercury Outboard Motor Company. Carl was responsible for developing what was called the Quicksilver Lower Unit which is known as the "hydro-short" for racing boats. These units had short shafts to go on the short transoms of the hydroplane race boats. Mercury used H after the model designation on their racing motors. In 1953 these motors became known as "Mark" motors with remote gas tanks coupled with a sleek design. In 1954, the Mark 20H changed to Carter Racing carburetors with the Quicksilver Lower Unit. These kickers became the most popular stock racers in competitive outboard history. In 1956, Mercury introduced the Mark 30H and in 1958, a Mark 75H set



a new official outboard speed record at 108 MPH, returning the title to the US for the first time since 1937.

In closing, I need to mention **Peter Hunn**, a local author and collector of outboard motors. Peter has provided me with names and numbers of fellow collectors to help me with my collection. The information on Carl Kiekhaefer and Mercury 20H and 30H came out of Peter's "The Old Outboard Book" which is one of many books he has written on outboard motors. If you are at all interested in vintage outboard motors, you would most likely enjoy reading all of his books.

As far as my continued quest to expand my collection is concerned, I'm constantly seeking new contacts and interesting finds on a regular basis. I know my wife, **Lucia**, finds this collecting all a bit excessive. However, I enjoy saying to her just what I said to my older brothers way back when, "You just wait and see!"



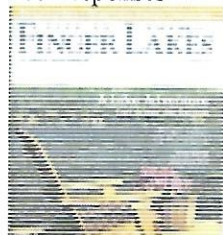
### The smallest outboard motor in the world?

A 1939 Elto "Cub," -- 1/2 HP, 1 cylinder, weight 8 lb. -- cost \$26.50 in 1939 and is part of Steve's collection. The tiny Cub was advertised as the smallest, lightest and least expensive outboard ever offered by OMC (Outboard Motor Company). It was made only in 1939 and 1940.

Steve's advice; "Don't go out against the wind or tide with this one!"

### Did You Know...?

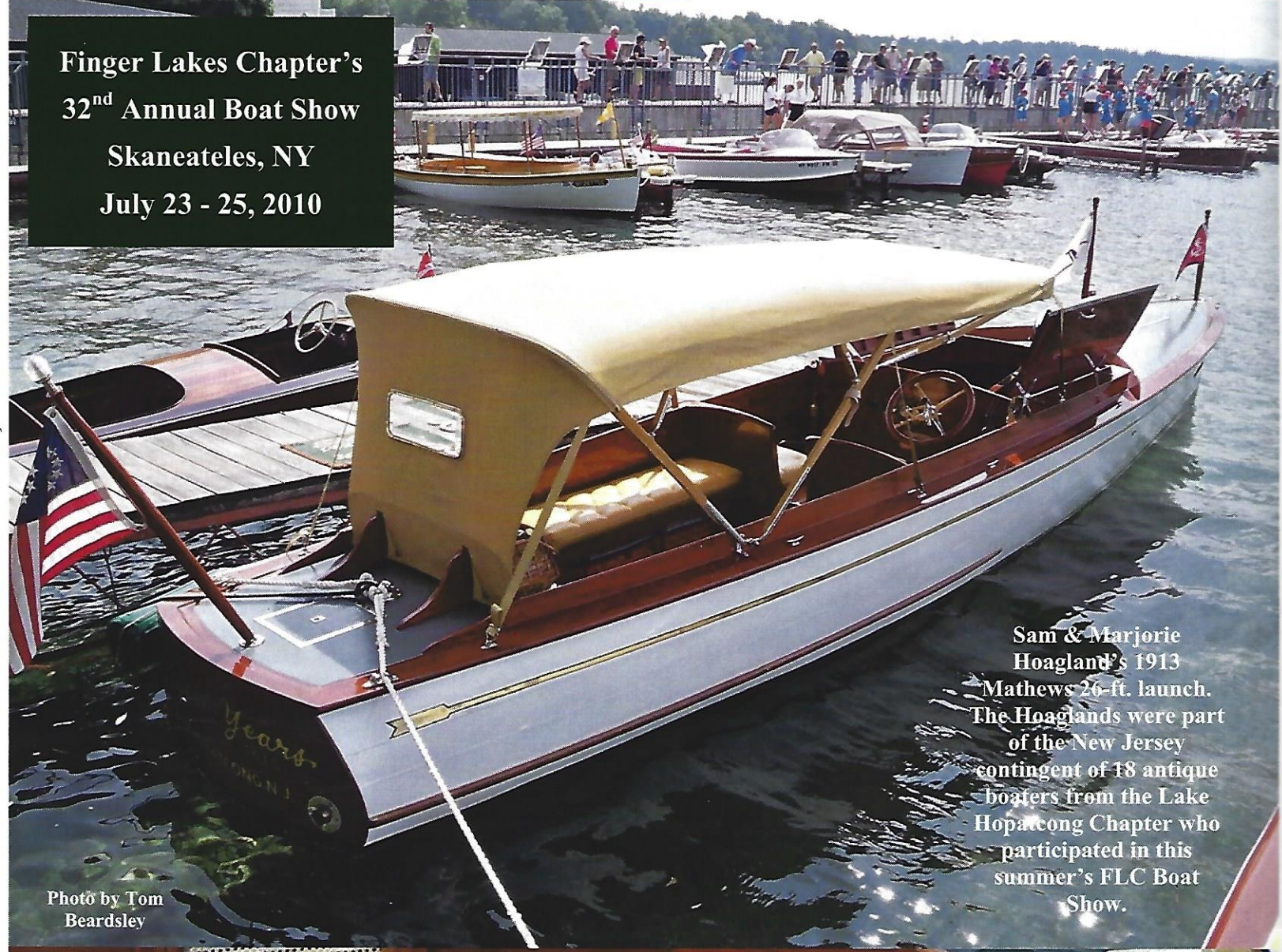
...that Life in the Finger Lakes Magazine asked readers on their website and Facebook what their top three favorite festivals and events are for summer? The most responses were for the Skaneateles Boat Show, the Corn Hill Arts Festival and the Clothesline Festival in Rochester, the Naples Grape Festival and Palmyra Canaltown Days. That's pretty good company! Results were published in the magazine's Summer 2010 issue.



...that after 21 years of cruises on Keuka Lake, the Viking Spirit is retiring? The expense and work for necessary repairs combined with the requirements of new state regulations helped the owners' decision. Built in 1990 of fiberglass with a spare aluminum hull down the center, the boat will be dismantled. In a typical year, the Viking Spirit carried passengers on sunset cruises and private charter tours. In addition, the boat was often part of special events on Keuka Lake such as Wine Country's Antique and Classic Boat Show and the annual Seaplane Reunion.

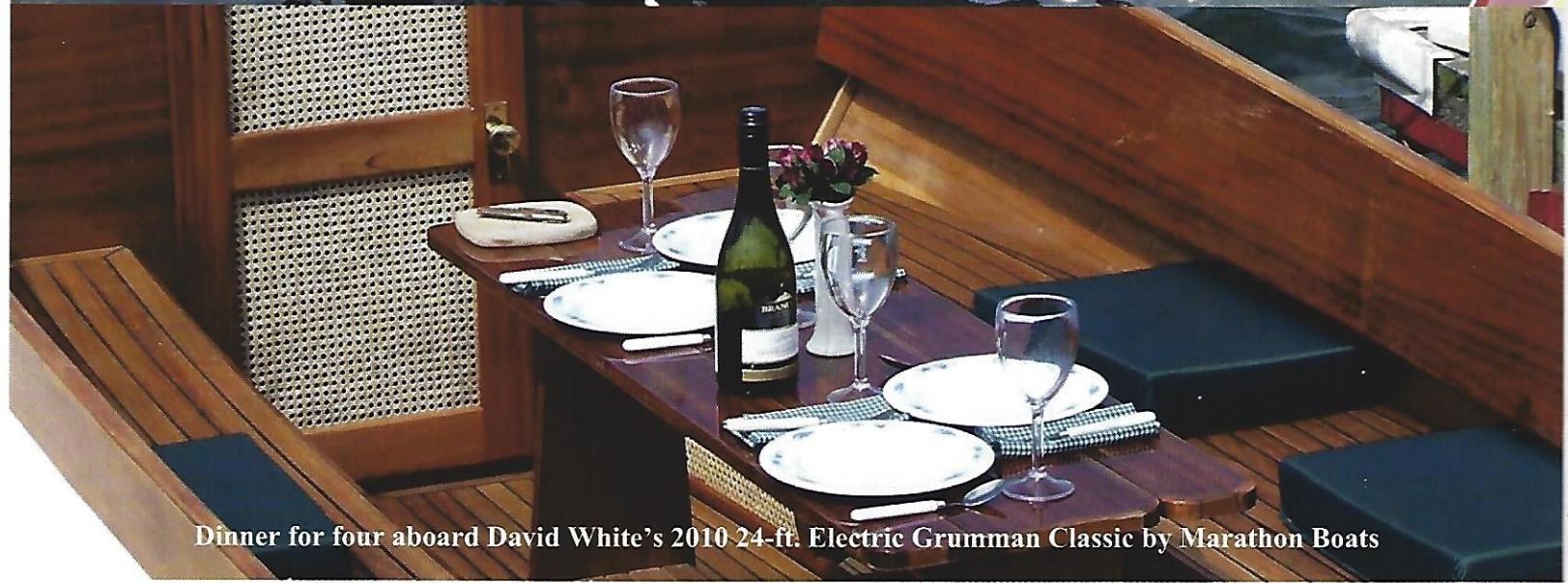


**Finger Lakes Chapter's  
32<sup>nd</sup> Annual Boat Show  
Skaneateles, NY  
July 23 - 25, 2010**



Sam & Marjorie Hoagland's 1913 Mathews 26-ft. launch. The Hoaglands were part of the New Jersey contingent of 18 antique boaters from the Lake Hopatcong Chapter who participated in this summer's FLC Boat Show.

Photo by Tom Beardsley



Dinner for four aboard David White's 2010 24-ft. Electric Grumman Classic by Marathon Boats



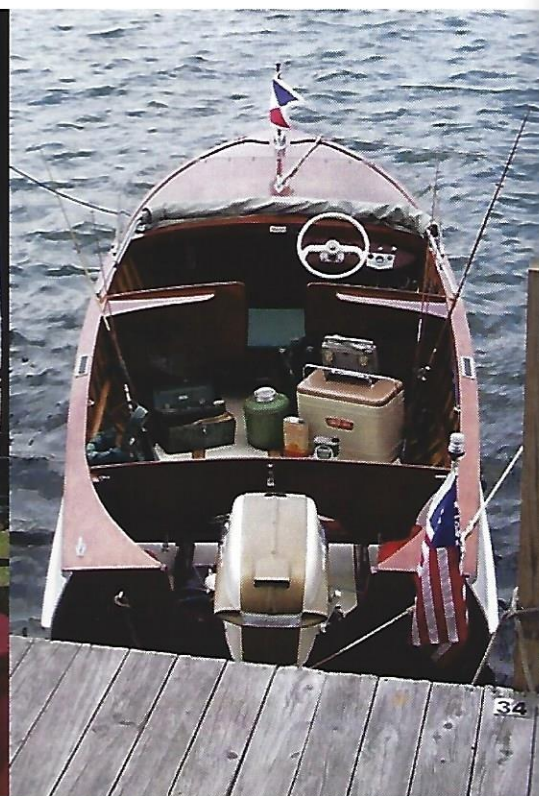
Artists at Work

Photo CD of Boat Show enclosed with this issue of Brightwork. Many thanks to all who contributed pictures and to **Jamie Strong** for putting it together.



Hagerty's Junior Judges on the Job





Roger McCoy driving his 1946 Century Imperial Sportsman  
Copyright, Lisson Photography





## Many Thanks to All of Our Sponsors for Their Valuable Support

At the top of the list is M&T Bank -- the Official Sponsor of the Chapter's Boat Show for the past several years. The management of M&T Bank in the Syracuse/Onondaga County area has been very supportive of the Skaneateles Boat Show and what it means to the Skaneateles Community.



Skaneateles Area Chamber of Commerce -- with FLC, organizes the Boat Show

**SHERWOOD INN**

The Sherwood Inn -- helped underwrite the cost of meals during Boat Show Weekend



Hagerty Marine Insurance -- specializes in insuring antique and classic boats

M&T Bank is proud to support the Skaneateles Boat Show.



At M&T Bank, we know how important it is to support those organizations that make our communities better places to live, work and grow. That's why we offer both our time and resources. What we all get in return is far more valuable.

Skaneateles Downtown Branch  
33 East Genesee Street  
685-3076



www.mtb.com © 2009 M&T Bank Member FDIC



Lisa's Chart Art provided a custom engraved chart of Skaneateles Lake as a fund-raiser for the Boat Show



Group M Communications developed and distributed Boat Show press releases and other media items

**WRVO**

WRVO FM Radio based in Oswego, NY broadcast an area calendar which included Boat Show Weekend



Scotsman Press produced the Boat Show Program and made a financial contribution



THE POWER OF YOU™  
Syracuse-area cable TV broadcaster aired spots promoting the Boat Show

## Lake Hopatcong Chapter Was Well-Represented

Eighteen members of New Jersey's Lake Hopatcong Chapter made the trip to Skaneateles to enjoy Boat Show weekend. Making the trip north were:

- Kith & Jane Bilyard**
- Joe & Patricia Cahill**
- Sam & Marjorie Hoagland**
- Seth & Renee Katz**
- Elinor Peter**
- The Don Ploetners**
- Bob & Pamela Rice**
- Renate Scanlon**
- Mike & Chris Smith**
- Dennis & Susan Ulversoy**



Renee Katz and the Lake Hopatcong Chapter's banner.

Thanks for coming!

For their efforts:  
Seth & Renee Katz won Best In Show -- Restored for their 1955 Chris-Craft Cobra,  
The Ploetners won Best Classic Utility for their 1955 Higgins Sport Speedster, and  
Mike & Chris Smith took home the Chris-Craft Marque Award for their 1948 Custom.  
Before leaving for home, the Lake Hopatcong visitors invited FLC members to plan to reciprocate with a group of antique boaters attending the 2011 Lake Hopatcong Boat Show. That's a strong possibility!



## Best In Class – Preserved

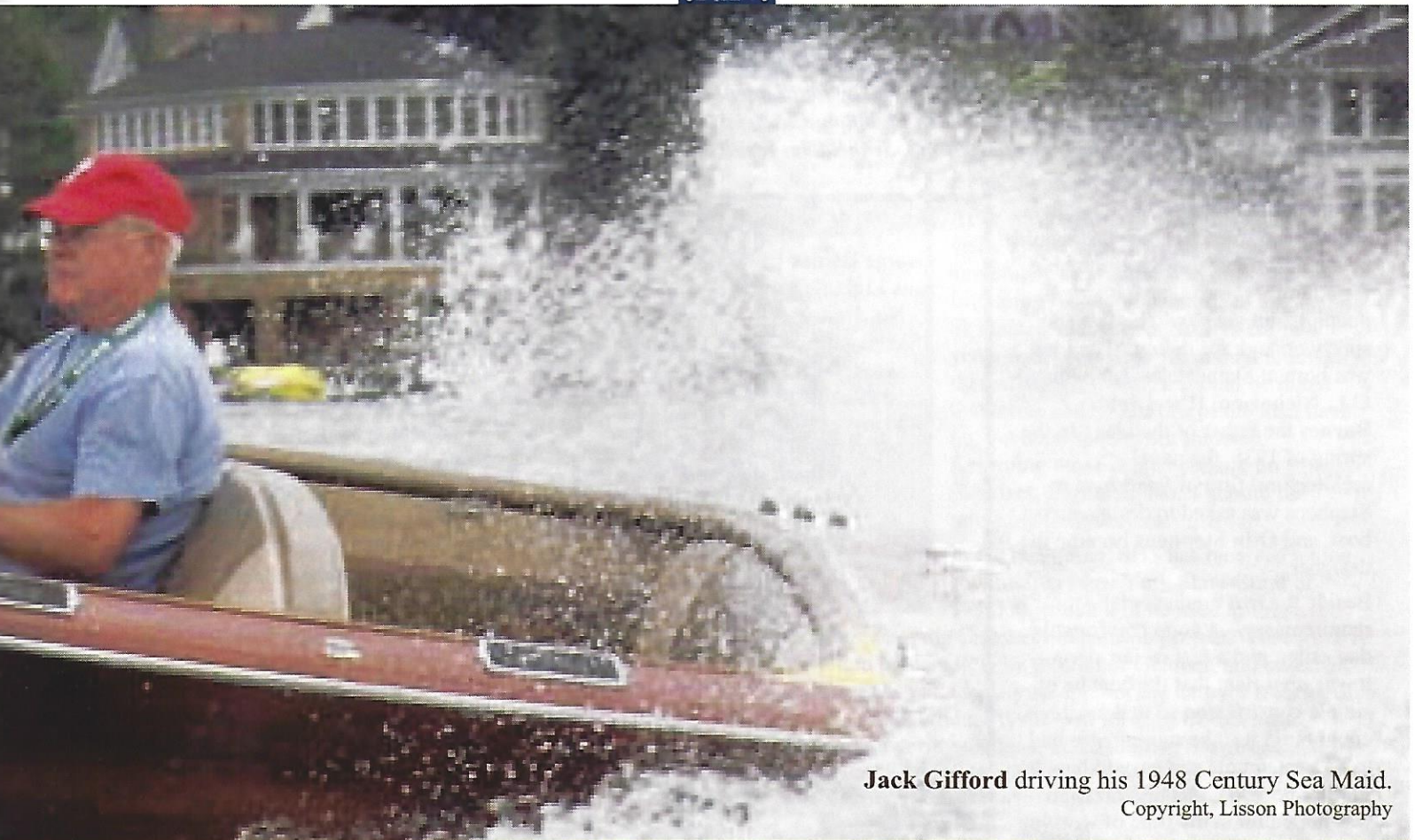
Best In Show – Preserved	1967 Century Resorter	<i>Silver Lining</i>	Ed Bobowicz	Lockport, NY
ACBS Preservation	1937 Gar Wood Utility	<i>Cinderbus</i>	Bob Strong & Cindy Stratton	Vero Beach, FL
Best Classic Utility	1955 Higgins Sport Speedster	<i>Foxy Lady</i>	Don Ploetner, II	Sparta, NJ
Best Antique Utility	1940 Chris-Craft Deluxe Utility	<i>New Hope</i>	Janice Miller	Moravia, NY
Best Classic Runabout	1958 Shepherd Ski-Bee	<i>Gi-Gi</i>	Joe & Gloria Gartner	Hellertown, PA
Best Antique Runabout	1938 Chris-Craft	<i>Queeny</i>	David McEwen	Palmyra, NY
Best Sailing Craft	1914 Skaneateles Boat & Canoe	<i>Freddie</i>	John Barnes	Marcellus, NY
Best Race Boat	1965 Dunphy X-55	<i>My Baby</i>	Heather Garabedian	Andover, CT
Best Outboard Boat & Motor	1955 Feathercraft Custom Deluxe	(no name)	Ron & Phyllis Muir	Camillus, NY
Best Launch	1903 Lozier Family Launch	<i>Misty Memories</i>	Marsden Family	Auburn, NY
Best Small Craft	1928 Penn Yan King Fisher	<i>Too Cute</i>	Ric & Wendy Fetridge	Fayette, NY

## Other C

Best Non-Powered Early Contemp.	2005 Self-Built Catspaw Dingy	(no name)	Alex Batson	Clayville, NY
Best Powered Late Contemporary	2005 Self-Built Cruiser	<i>Martha V.</i>	David Strobino	Skaneateles, NY
Best Unmounted Outboard Engine	1946 Evinrude Speedy Twin		Bill & Patricia Parker	Syracuse, NY
Best Finger Lakes-Built Boat	1920 Burroughs Paddle Boat	(no name)	Ford & Nancy Knight	Seneca Falls, NY

## Special

Wendy Fetridge Award	1928 Hacker Dolphin	<i>Wilma C.</i>	Ed Ritter	Ontario Center, NY	
Steve Giovannetti Award	Large Collection of Outboard Engines in a Custom Trailer			Steve Shehadi	Skaneateles, NY
Syd Marsden Award	Dave & Frieda Freund & Family			Syracuse, NY	



Jack Gifford driving his 1948 Century Sea Maid.  
Copyright, Lisson Photography

## Best In Class -- Restored

Best In Show -- Restored	1955 Chris-Craft Cobra	<i>Finito</i>	Seth & Renee Katz	Hopatcong, NJ
Best Craftsmanship	1960 Chris-Craft Continental	<i>Treys Knot</i>	Brad & Lisa Wirth	Skaneateles, NY
Best Classic Utility	1957 Chris-Craft Ski Boat	<i>Infatuation</i>	John & Millie Hawbecker	Salem, SC
Best Antique Utility	1937 Gar Wood Custom Utility	<i>Time Piece</i>	Jack & Elizabeth Magri	Tavares, FL
Best Antique Runabout	1936 Chris-Craft Runabout	<i>Time Sleuth</i>	Craig & Pam Benson	Thompson, PA
Best Race Boat	1960 Enginuity	<i>Bandit</i>	Gabby & Madison Eckles	Skaneateles, NY
Best Outboard Boat & Motor	1957 North American Marine	<i>Sugar Loaf I</i>	Ron & Mary Jane Hooker	Columbus, IN
Best Small Craft	1906 Martin Adk. Guideboat	<i>The Mullins</i>	Wendy Valint	Grand Island, NY

## Categories

Best Historic Craft	1915 Brooks Launch	<i>Camille</i>	Doug Reicher & Camille Tisdale	Syracuse, NY
Century Marque	1949 Utility	<i>Em's Awake</i>	Brad & Lisa Wirth	Skaneateles, NY
Chris-Craft Marque	1948 Custom	<i>Smitten</i>	Mike & Chris Smith	Fredon, NJ
Gar Wood Marque	1934 Runabout	<i>Ragtime</i>	Ron Svec	Berkshire, NY

## Awards

People's Choice Award	1937 Gar Wood Custom Utility	<i>Time Piece</i>	Jack & Elizabeth Magri	Tavares, FL
Peter Wiles Award	1937 Gar Wood Utility	<i>Cinderbus</i>	Jamie Strong & his Dad	Skaneateles, NY
Hagerty Junior Judging	1920 Fay & Bowen Launch	<i>Elizabeth Ellen</i>	Dick & Cynthia Sherwood	Webster, NY



## A Short History of the Lightning Class Sailboat

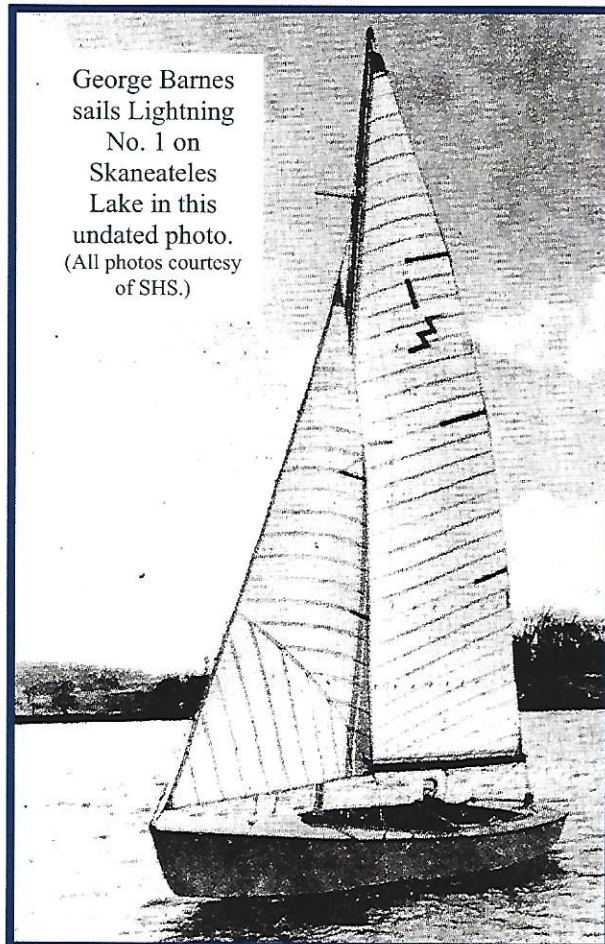
The following article has been assembled using information compiled by **Karlene Miller**, President of the Skaneateles Historical Society; a History of the Lightning Class published by **Len Ladenburger** in 1946, as part of the Manual for Lightning Skippers (Mr. Ladenburger was Honorary Commodore of the Lightning Class Association in 1947 and President of L.C.A. in 1946); and notes taken from a brief interview with **Bent Thomsen**, Skaneateles resident and active supporter of the Skaneateles Historical Society.

The Lightning Sailboat was created by the desire of many small boat sailors who wanted a boat that would be a comfortable day sailer suitable for a family (or group of five or six people), and yet would be fast and sporty enough for racing. The idea was born at Skaneateles, NY with **C.L. Nicholson, II** and **John Barnes** the father of the idea. In the spring of 1938, the naval architectural firm of Sparkman & Stephens was asked to design such a boat, and **Olin Stephens** became the designer.

Beside the two fundamental requirements -- a good comfortable day sailer, and a fast racing sloop -- it was important that the boat be of simple construction so that amateurs could build it. The rigging also had to be kept simple and easy to handle. Furthermore, a Class organization was hoped for at the time of working out the design with very rigid specifications, so that the boat would be simple and inexpensive and there would be no advantage gained by the owner who could afford to spend more on a boat as against the one who would build it himself so as to save all expense possible.

There was considerable discussion about the name of the new boat class, and after pouring through dictionaries and other references to find a name which had to do with speed and which was catching, the name "Lightning" was finally agreed upon. The fact that there was an old Clipper which many years ago had made a remarkable run and was called "Lightning," undoubtedly had something to do with the final selection.

Early in the summer of 1938, the Skaneateles Boat Company received the line drawings and table of offsets for the new boat. On paper it looked wonderful, and construction of Lightning No. 1 was begun by John and **George Barnes**, owners of the company.



George Barnes sails Lightning No. 1 on Skaneateles Lake in this undated photo. (All photos courtesy of SHS.)

The first launching of Lightning No. 1 was planned for the fall of 1938, with several luminaries in attendance, among them Olin's brother, **Roderick Stephens**, who was widely known for his sailing ability; **Herb Stone**, editor of *Yachting Magazine*; and **Weck Barber** who had helped build the boat.

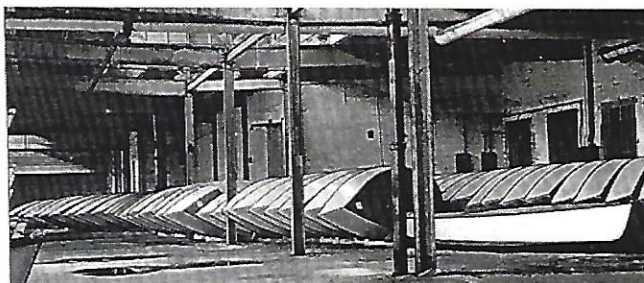
The big day was October 15<sup>th</sup>, with many people on hand in a chilly 25 to 30 MPH wind. A brand new suit of sails was used and the boat was sailed in every conceivable way -- with and without spinnaker; with and without jib; with the main reefed without jib; without a reef with jib; with centerboard clear down; with centerboard half-way up, etc. Finally, Rod Stephens took the boat out alone, and after putting it through its paces, he remarked, "It is beyond all my expectations. To my mind, she is the finest small centerboard boat ever built."

Following this, Herb Stone and others came up to try her out and they all agreed as to her superlative qualities. It was then definitely realized that the Lightning design

really had something. C. L. Nicholson, II was asked to sponsor the Lightning Class Association, which he agreed to do. The first announcement was made in the December 1938 issue of *Yachting Magazine* and Lightning No. 1 went on display that year at the New York Boat Show.

At the height of production after World War II, the Skaneateles Boat Co. was producing five Lightnings per week. They were built in the company's facility on Jordan St., near the site of the present Byrne Dairy Store. It is estimated that

there are nearly 15,000 Lightnings sailing American and international waters. Lightning owners from all over the world congregate in Skaneateles every ten years for a week-long regatta, the last one having been held in 2008. The boat is raced in 14 countries.



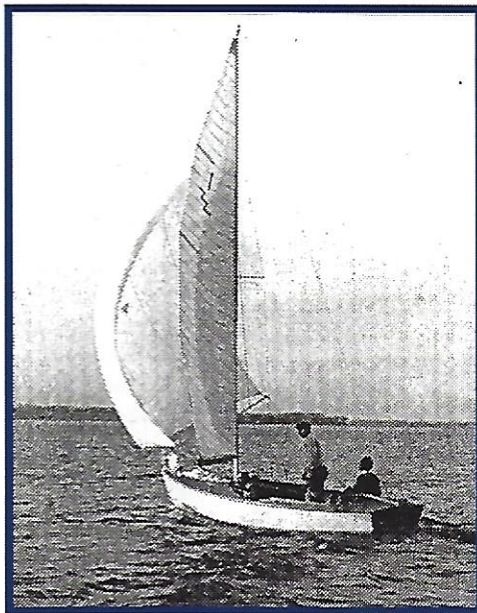


## Return of Lightning No. 1?

Over the years, Lightning No. 1 has had several owners, including **Thomas Laidman** of Cazenovia, NY. The last individual owner was **John Ryan** of Peoria, IL who sold the boat to the International Lightning Class Association which, in turn, presented it to the Mystic Seaport Museum in Mystic, CT.

In April 2007, ACBS held one of its biennial symposiums at the Mystic Museum. Several FLC members attended that event, and one of the scheduled opportunities of the weekend was a walk-through of a warehouse where the museum stored many of its boats not out on display or otherwise in use. To the surprise of the FLC members present, one of the boats in that warehouse was a Lightning sailboat, and when museum officials were asked what they knew about that Lightning, it turned out that it was, indeed, Lightning No. 1.

That discovery initiated a first attempt to see what could be done to return the boat to Skaneateles, especially as the Skaneateles Historical Society was developing plans to enlarge the Creamery to house a Boat and Transportation Museum in the village. The results of several e-mails among the ILCS, Mystic Seaport Museum and your editor, yielded no progress. Then, in early 2010, **Bent Thomsen** and **Joe**



**Spaulding** (a Skaneateles resident and strong supporter of the SHS) re-established contact with Mystic Seaport which assigned a very-helpful past-president of the museum to handle discussions.

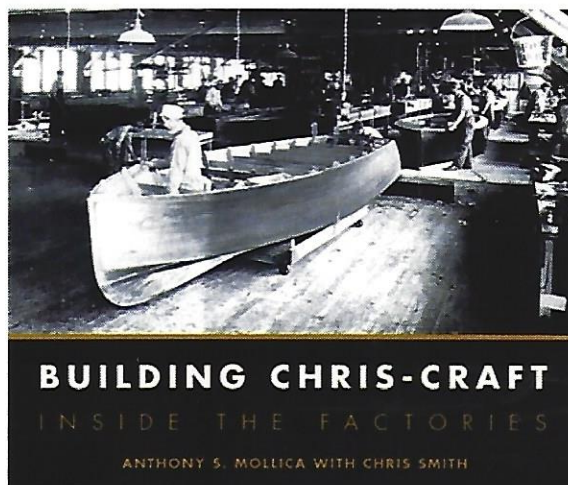
After several communications and two visits by Joe Spaulding to Mystic, agreement was reached, in principle, for Lightning No. 1 to be loaned to the Skaneateles Historical Society for two years with provisions for annual renewals thereafter. However, it should be noted that terms and conditions of the loan have not yet been spelled out in detail. Assuming those details contain no surprises, Lightning No. 1 should be returning to Skaneateles this fall.

In the meantime, SHS has received a long-sought-after New York State Grant of \$75,000, which will be used to finish the

interior work of the Creamery expansion project. That work is expected to be complete by the end of October, and based on that date, SHS will identify an appropriate date for transfer of the boat. At that time, Mystic will forward the necessary paperwork covering the loan, and details of the physical transfer will be worked out -- if all goes well. Stay tuned!

## Tony's New Book

FLC Director **Tony Mollica's** eleventh historical book on old boats and related subjects has just been published! This one chronicles the story of how Chris-Craft – a family-owned and operated business for 57 years -- produced over 212,000 boats (including some 93,000 kit boats) from 1922 to 1979 in 20 different plants around the country. In total, Chris-Craft manufactured just over 700 distinct models, and just prior to the Great Depression in the early 1930s, offered nearly 40 different models at one time. In support of the war effort during the 1940s, they also built approximately 10,000 Landing Craft for the US military.



make up a large part of this book. And complementing it all are personal stories from **Christopher J. Smith** (grandson of the founder, **Christopher Columbus Smith**) who worked closely with Tony to make the book as accurate as possible.

In just two generations, Chris-Craft moved from building 12-ft. duck boats for friends and visiting hunters, to producing the fastest race boats in the world. And by the third generation, they had become the world's largest builder of boats ranging in size from 8-ft. prams to 65-ft. Constellations. Taken in total, it's an amazing

American success story. Congratulations to Tony and Chris Smith for producing another fine book covering the heyday of wooden boat building.



Tony's new book includes previously unpublished material on the standards and methods the Smiths developed to consistently produce top-quality wooden boats. Numerous heretofore unpublished photographs of Chris-Craft's manufacturing and testing operations



## The 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](mailto: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. Also, 1961 Chris-Craft Sea Skiff, 20 ft, 185 HP Chris-Craft engine, trailer, new upholstery, full canvas top (covers entire cockpit from windshield back) rear portion u zips. Not a "show" boat, but with a little TLC could become one. \$7500. **Mick Griffin**, 716-662-1949 or [MickG16@aol.com](mailto:MickG16@aol.com)

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

**For Sale:** 1999 replica of a 1913 20-ft. 6-in. race boat, **Miss Conception**. Powered by a 180 hp 1999 PCM 4.3 liter, V-6 with a custom four-blade prop. West System construction. Stepped hull with seating for six. Fast and exciting. Winner

**For Sale:** This is a 1929/30 custom built 20-ft. launch that was constructed in Auburn, NY by two friends named Robert L. Brodhead and Howard N. Fairchild, Sr. These two fellows had known each other all their lives and after graduation from Cornell University decided to build a boat to participate in the Labor Day Regatta on Owasco Lake. They designed the boat from a John Hacker plan and set upon building and preparing the boat to race. They chose a Hall-Scott aircraft engine for power.

The boat was built in the second story of the workshop of Robert L. Brodhead Sr., an Auburn contractor who specialized in

of eleven awards. Custom trailer with electric brakes. Have lost storage barn. **Morley Smith**, 607-347-4965.

**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](mailto: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](mailto:PWilesjr@mac.com) (Skaneateles, NY)

**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:** 1929 Chris-Craft Cadet, Hull #1846. Nichols Restorations completely rebuilt boat with 5200 and all new mahogany. New MercCruiser 5.7L crate engine; all new green upholstery; green bottom paint. Beautiful boat; very fast. Launched 2006; stored indoors winters; on hoist in summers. Includes dual-axle trailer. \$42,000. **Steve Haarstick**, [shaarstick@haarsticksailmakers.com](mailto:shaarstick@haarsticksailmakers.com) 585-342-5200 (D). (Rochester, NY)

**For Sale:** 1958 Lyman Runabout (hull # 6192) meticulously taken care of over the years. Power is a 1979 55 hp Johnson outboard in original "show room" condition -- not rebuilt -- with low hours. Hull has been maintained with Cuppernal -- no rot. Complete with cushions, windshield, main gas tank forward and a small reserve tank aft serviced by one valve, Dilly trailer. Location: Skaneateles Lake. Pictures available. Asking \$5,500. OBO. [carinabone@mac.com](mailto:carinabone@mac.com) or 315-243-9511.

repairing and modifying wooden boats. It has been re-powered several times and currently carries a Pontiac/Oakland six-cylinder engine and transmission. Restoration has been ongoing with the latest being done by John Allen.



The boat has an extensive history that is well-documented and it should, by rights, be back on the water in the Finger Lakes. It is currently in storage and can be seen by appointment. It is offered by [www.antiqueboatamerica.com](http://www.antiqueboatamerica.com) and more information is available from Peter or Dennis at 315-783-6100.



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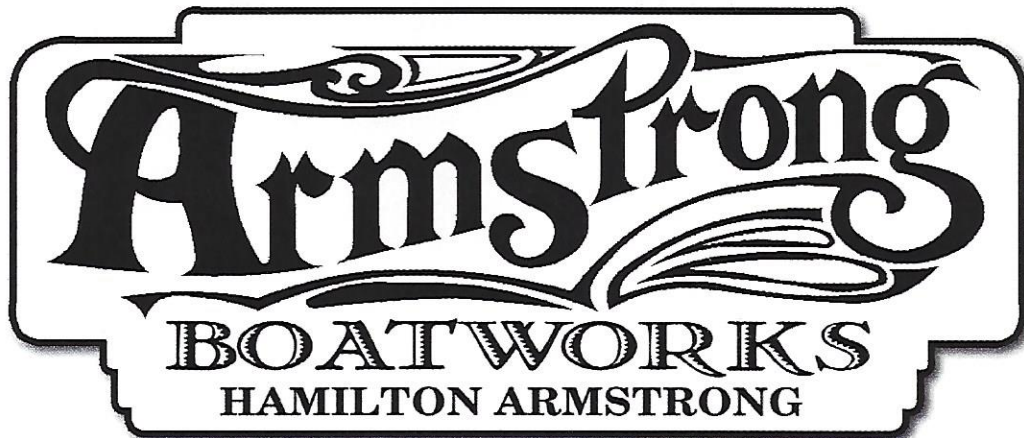
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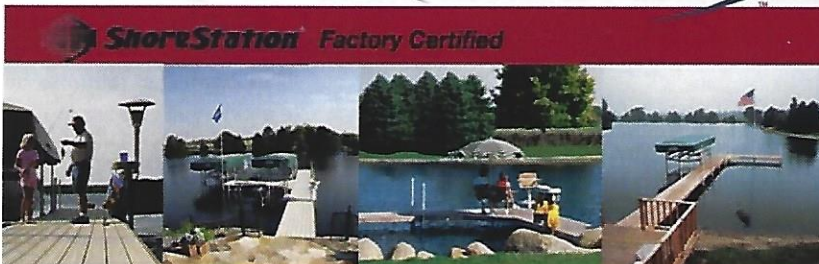
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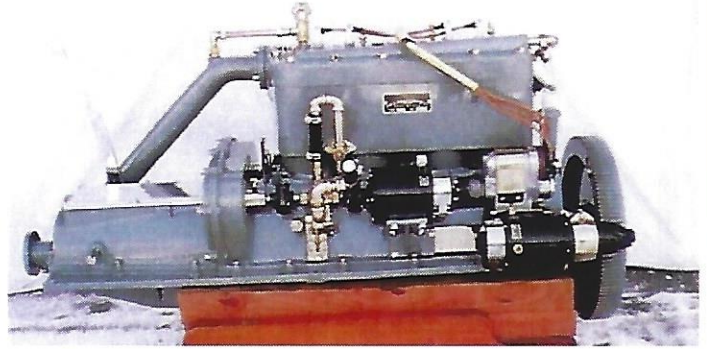
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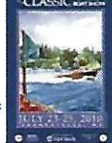
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