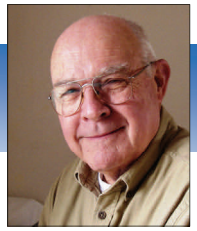
Brightwork

Newsletter for the Finger Lakes Chapter of ACBS

Volume 21, Issue 3 September, 2016

From the President

Jack Gifford



Hi Folks,

As I sit here musing about the great summers we've had; filled with boating, shows and most importantly the companionship of good friends, I am humbled to have had the opportunity at the helm of the Finger Lakes Chapter for the past four years. It seems to have passed so quickly and that, in large part, is due to the support I have received from the officers, directors and friends who have helped in so many ways to make this job not only enjoyable, but also easy. We are fortunate to have a core of dedicated members who have stepped up to challenge after challenge when needed and then worked tirelessly on behalf of the Chapter to insure that all our programs from Boat Shows to Workshops to Christmas Parties come off without a hitch.

Remember, even though the season is winding down, September offers some of the most spectacular days of the year on the water. Warm sun and cool breezes require only a light jacket, while gorgeous Central New York colors and beautiful quiet lakes make for great fall cruising. It's always been my favorite time of the year because everyone else thinks summer is over and, as a result, we have the water all to ourselves.

Also don't forget the Finger Lakes Chapter Annual Meeting will be held October 22nd at the Springside Inn on West Lake Road in Auburn. Look for more information in this issue.

Once again, thank you and I'll look for you on the docks,

Jack

The new community docks were definitely appreciated!

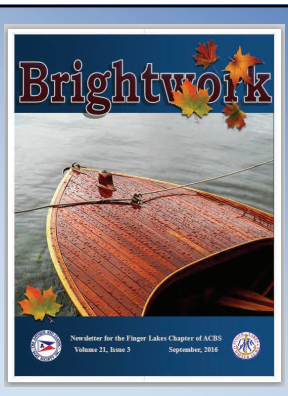
While Browsing About

The Chapter website continues to improve. "Live" now since May, the site now includes pictures from the 2016 boat show. Take a look. While you're browsing, take a look at another rebuilt website: www.skaneateles.com... More pictures from the show can be found there.

To Our New Members, Welcome Aboard

- **Ed & Gayle Bobowicz of Lockport, NY**
- **Robert Boynton of Ithaca, NY**
- **Eric & Rudy Kraft of Livonia, NY**
- **Bill and Pat Parker of Syracuse, NY**

Membership: 177 (August 12, 2016)



On the Cover

As summer gives way to fall, cruising adopts a different and beautiful tone with vibrant colors, rich aromas and peaceful waters to explore throughout the Finger Lakes region.

Calendar of Upcoming Events

Sept 9—11	17th Annual Tugboat Roundup, Waterford, NY
Sept 10	Lake Quinsigamond Classic Boat Show, Worcester, MA
Sept 10—11	M&T Bank's Clothesline Festival, Rochester, NY
Sept 17	Barnegat Bay 33rd Annual Antique and Classic Boat Show, Point Pleasant, NJ
Sept 17	Fall Festival at Skaneateles Ski Hill, Otisco, NY
Sept 21—24	ACBS Annual Meeting & Boat Show, Olympic Valley, CA
Sept 22—25	Adirondack Balloon Festival, Queensbury, NY
Sept 24—26	Naples Grape Festival, Naples, NY
Oct 1	The Great Cortland Pumpkin Fest, Cortland, NY
Oct 1—2	Skaneateles Fall Festival, Skaneateles, NY
Oct 6—8	NYS Canal Conference, Auburn, NY
Oct 21—22	Finger Lakes Wine and Beer Festival, Watkins Glen, NY
Oct 22	**Finger Lakes Chapter Annual Dinner Meeting and Election of Officers, Auburn**
	See page 12 for more information on the Annual Meeting at Springside Inn
Nov 5	Wine Country Classic Boats workshop, Finger Lakes Boating Museum, Hammondsport, NY
Nov 17	Lecture: Steamboats in the Finger Lakes, Finger Lakes Boating Museum, Hammondsport, NY
Nov 25—Dec 24	Annual "Dicken's Christmas", weekends, Skaneateles Village, Skaneateles, NY
Ongoing:	*Wednesdays at the Weighlock; 1st Wednesday of the month, Canal Museum, Syracuse, NY*

Brightwork accepts listings for many different events which may be of interest to our membership.
Please send your listing request to the editor: tom@tombeardsley.com.
All requests, of course, are subject to approval and space available.

Finger Lakes Chapter, ACBS **2016 Corporate Officers**

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

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Ford Knight, President; Syd Marsden, Vice President; Richard Morehouse, Jr., Treasurer; Kristine Marble, Secretary
John Barnes, Mary Ellen Bond, Jim Brennan, Josephine Brown, Fred Curry, Jerry Feltus, Harold Flagg
George Hyatt, Gloria Hyatt, Ron Jasper, Allyn Morehouse, Bob Myllymaki, George Zeth

Chapter Website: www.acbs-flc.org

Brightwork is the quarterly newsletter of the Finger Lakes Antique and Classic Boat Society, Ltd., a.k.a. 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, June 1, September 1 and December 1. Questions, submission of articles or story ideas for publication, letters to the editor, noncommercial advertising, etc., are welcomed and should be sent to: **Brightwork Editor, FLC –ACBS, PO Box 1022, Skaneateles, NY 13152.** Email: **Tom Beardsley**; **tom@tombeardsley.com, 315-263-8906.**

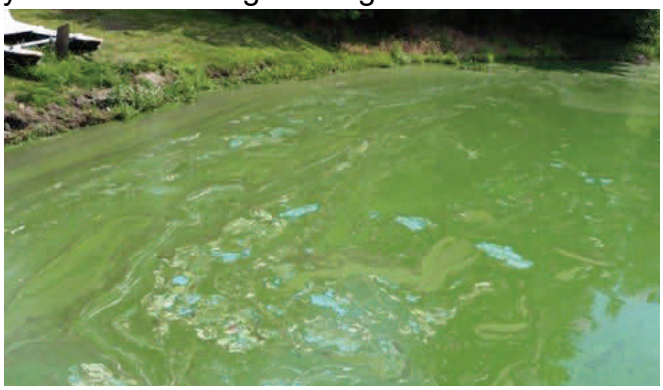
Commercial advertising copy and questions should be sent to **Howard Skinner, 7474 Park Ave., Wolcott, NY. 14590.** hskinnerj@gmail.com or **585-429-0588.**
The Finger Lakes Chapter general mailing address is also at: **PO Box 1022, Skaneateles, NY 13152.** The Chapter's employer identification number (EIN) is 3452140.

Rick Nelson **On Our Finger Lakes**

Algal Blooms— What They Are All About

You may have heard or seen something about 'Harmful Algal Blooms' (HABs). There's a lot about these blooms and there are some reasons of concern.

HABs are actually not algae, but dense concentrations of cyanobacteria, formerly known as blue-green algae. These bacteria thrive in warm, nutrient-rich water (often excess phosphorous from man-induced runoff) and are found most often in ponds, lakes and slow-moving rivers. While they may have an unpleasant appearance, it should be noted not all of the blooms are dangerous. But, some of these cyanobacteria can produce toxins for both humans and animals and caution should always be the rule. In order to be sure, laboratory testing is required. This testing can accurately determine if a particular bloom has toxic components. It's best to avoid contact, including with your pets, until the bloom is tested.



HABs may discolor the water in various shades of green, blue-green, white, or brown, and appear as parallel streaks, green dots, spilled paint, or pea soup on the water surface. There are many species of algae that are non-toxic and sometimes, the discoloration comes from tree or plant pollen.

Cyanobacteria are one of the more evolved forms of aquatic life. They are able to float themselves to the surface to out-compete their algae rivals for sunlight. HABs can occur anytime in the year, but most often in the warmer months between June and September. HABs aren't new, but the increasing frequency, volume and coverage have brought heightened awareness.

Prolonged exposure to water containing toxic cyanobacteria (i.e., direct body contact or ingestion) can result in symptoms that include: eye, nose or throat irritation, rashes, allergic reactions, headache, gastronomical upset, liver damage, and neurological reactions.

Most up-to-date municipal water systems are well treated for safe drinking and bathing. In August, 2014, however, Toledo had to shut down their water system due to a gigantic bloom on Lake Erie.

Finger Lakes counties and the state are working together to reduce nutrient loading into our lakes, rivers and streams. It's a lengthy process and in the meantime, caution is advised.

The NYS Health Department suggests thorough washing (including pets) after contact with any HAB until it's deemed safe. Report symptoms to a Poison Control Center (800-222-1222).

Officials also advise respect of beach closures, keeping children and pets from discolored water and blooms. They caution that toxins are not removed by boiling.

Information for this article came from the Owasco Watershed Lake Association's pamphlet "HABs". For more info visit the web sites of NYS Dept. of Health, NYS Dept. of Environmental Conservation, or OWLA.

DEC Hotline 844-332-3267.
DEC HAB reporting 518-402-8179.
www.owla.org.

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Dave Couch

Restorer's Corner

It's All About Putting the Right Bend on Things

In this issue there are two different methods for building a steam box! Both versions, of course, bend wood. -Ed.

When working on wooden boats, improvising is the operative word. You may have to make your own tools from a jig to a wrench or almost anything in order to accomplish a task. I have had a few projects requiring bends at such a radii that the only options are either laminating or steam bending. Steam bending is usually preferred so that *one* piece of wood can be used to finish the piece.

I will share one simple and inexpensive way to build and use a steam box. It helps with a lot of repairs and really is pretty easy. Most of the materials can be purchased locally and do not require any special tools (or excessive patience!). You might split some pieces, but you'll get the hang of it.

Ingredients for your cooker:

1 4x8 sheet of plywood, at least 1/4" thick and any grade.

3 2x4x8 boards

1 5-gallon metal tank for water with a connection to attach a radiator hose

3 feet of 2" radiator hose) and **2** hose clamps

1 30,000 Btu fish cooker kit. Try Bass Pro for this. And, it comes with a thermometer! (That's important.)

Propane

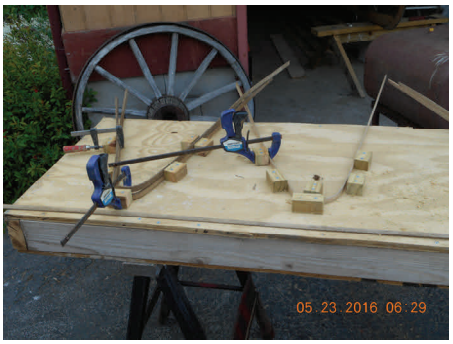
Some kind of stand to support your water tank.

Prepare to mix your ingredients on a couple of saw horses.

1. Rip the plywood in equal pieces the long way.
2. Use the 2x4's to make a box.
3. Close one end with a 22 1/4" 2x4. Keep the other end open for now.
4. Fasten with screws, 6" apart. You want a tight fit.
5. Cut a 2" hole halfway down one side in the 2x4. This is for your radiator hose.
6. Drill a 1/4" hole in the plywood top, just about dead center. This is for the thermometer.
7. The water tank goes on the stand, the radiator hose clamps to the water tank and the other end goes in the 2" hole. Use duct tape on the seams, the hoses… wherever there might be a leak.
8. Fill the tank about half-way with water.
9. Close the other end of the box with the 2x4. This end is where you'll insert your work. Put a screw in the center—kind of like a hinge, and add a "pull" so you can open it up.

Light your fires, get that water to a boil and load the box with your work and install the thermometer. A basic rule of thumb is to steam 1 hour for every half inch of thickness. A one inch piece should take about two hours at 200 degrees.

Cardboard templates will probably help you shape these hot pieces when you're done. Have some clamps ready and lay it out right on top of your steambox. It's probably a good idea to have some spare pieces on hand, in case they split during the bending.

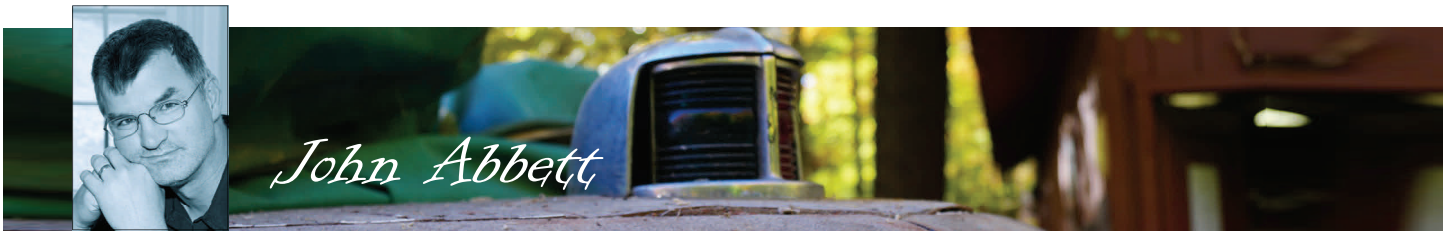


Wear heavy gloves! Don't forget we're working with hot steam. And it's always better to over-clamp than under-clamp that bending piece.

It's effective and practical, too! You can always make dinner with that fish cooker when you're done.

Total cost, about $100.00.

dfcouch66@gmail.com



To Resurrect a Chris Craft Capri

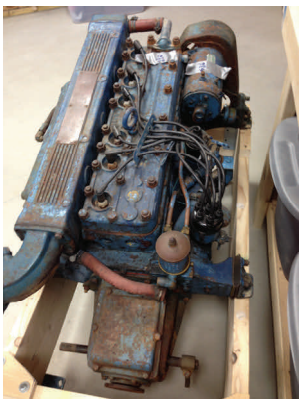
John acquired a 1958, 19' Chris-Craft Capri in the late summer of 2015, finding it in desperate need of restoration. Holding a career in IT and breezing through 160 wpm on a keyboard, John is chronicling what he's learned and progress he's made along the way. Fully committed to a complete restoration, we're happy to share this story. For more detail, check out John'sblog: www.capriproject.com. This article is the second of an ongoing series.

I've met the nicest people since starting this project. Some have stopped by, some I've met at boat shows and some only online while looking for parts. This is a great community to be part of with lots of knowledge, experience and solutions and I'm discovering how invaluable this network is with this project. -John

An Engine That Didn't, Now Does

The engine on this 1958 Chris-Craft Capri was in pretty sad shape. Although I've never worked on engines, my neighbor said it should run. We were game to give it a try.

My neighbor introduced me to Don, now in his 70's, who has been working on vintage cars since he was a kid. Don stopped by and I dutifully followed instructions he offered.

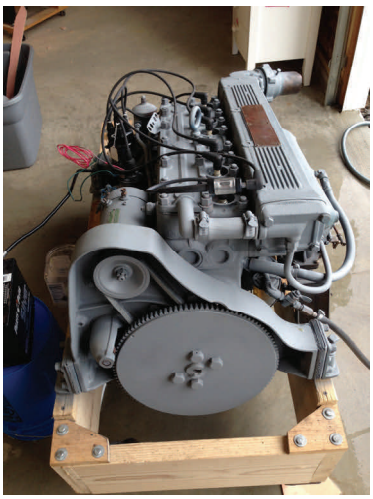


I replaced the easy parts like the oil, plugs, coils and wires. I learned how to gap a plug, loosen bolts otherwise frozen since 1958 and several other useful skills.

I learned where to find parts and it was easy. Online there are a couple of places that have everything. All I had to do was tell them my engine was a KFL 131 and as long as my credit card worked, so did their computers.

And I gained the courage to look at the Zenith dual-draft carburetor. I was intimidated. I had the courage to look at it, but working on it was going to be a challenge. I was imagining springs popping out all over the shop. I knew that even turning the dozens of set screws a fraction would ruin everything. Still, I forged ahead, removing it and discovering a bunch of crud. There was sludge and grime in every nook and cranny. Four cans of carburetor cleaner and a tooth brush later left things much cleaner. I was proud of my work and derring-do.

Don's next visit found him nodding as he inspected my work. He pointed at a screw and asked if I removed it. Well, of course not. He removed it and wouldn't you know, there was a spring completely filled with grime. With that cleaned, he pointed to another screw and I had to admit I hadn't removed that one either. Two hours later, deeply humbled, the carburetors were truly clean and ready to go back in the boat.



We put everything back together and hit the start button. The engine barely turned over. Maybe the engine was stiff after sitting for so long so we added more power with jumper cables to the car. Still no luck. We doubled the positive with the cables and made a direct ground to the block. The engine roared to life with Don on the choke and throttle. Great clouds of smoke poured from the shop as oil burned out of the cylinders and the loveliest noise the neighbors ever heard accompanied those clouds of blue. I had a working engine and felt like a proud new dad.

Framing Is An Art Form

There were several frames missing and since they really form the shape of the

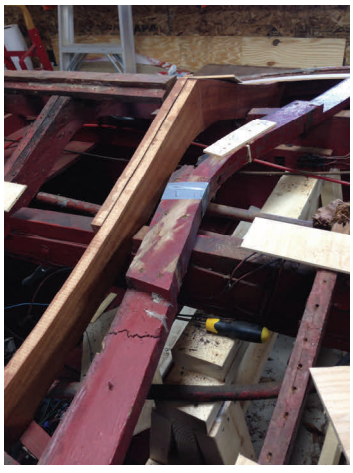
The Story Of Rebuilding An Old Boat *Continued from page 6*

boat, they're somewhat important. To replace them, I started by modeling frames with good, solid ones on each side. It worked well in the back, where the bottom flare is pretty flat. I used a piece of oak stair rail with sandpaper glued to part of it to work out the final shaping.

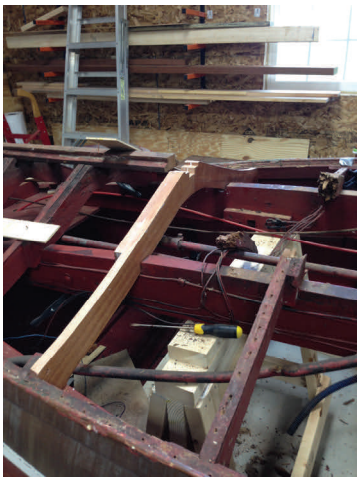
On the port side, frames 5 through 8 we just missing. The shape of these are most critical.

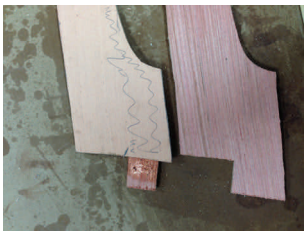
The starboard side frames were intact but mostly rotten. I thought they might be my pattern but rotten frames are lousy for that. So, I thought for awhile and came up with the following steps:

- I duplicate the frames that had solid frames on both sides and then fair them to the neighboring frames.
- I duplicate the neighbor frames where there is a replaced or solid one.
- Then, I duplicate frames where there is one existing without a neighbor, leaving the bottom wide.



- I duplicate those where half of the frame still exists and use this to pattern both sides, leave the bottom wide.
- At this point, I create a frame where one is missing by making patterns which meet the neighboring frames, leaving it wide.
- I cut out and fair the frame landings for the keel to get that reference point.
- Then, clamp the bottom frame to the side frames to get the chine reference point.
- Using the patterns made from the originals, I retrace the original lines and fair the bottom to the line.
- To fair the entire bottom, I use long battens and longboards with sandpaper to get it tied together.





This process gives the shape and I should get a smooth bottom where it meets the keel and chines while matching the original lines as closely as possible. I'm leaving the frames a bit wider than needed until the lines are established, and it should be easy to make final adjustments as the work continues.

It's taking longer to do the bottom than I expected. I originally expected to replicate frames and have everything fall into place, but that didn't take into account the boat's current shape. It is not original. The years have pushed it out a bit here, caved a bit there. Even humidity changes this summer made the boat move and with the keel missing, the fore and aft sections have been constantly changing.

It's a work in progress.

Navigating Bends

I decided to build a Dannenberg steam generator in order to bend and shape the wood when the time came. This afforded a nice distraction from the woodworking. The concept is easy enough; it is a two-inch pipe with a heavy duty water heater element screwed into the bottom. A hose adds water at the bottom, steam releases from the top and

Blythe Jakubowski **A Teen's Take On Boats**

Summer Jobs… But Where Did Summer Go?

It's hard to believe it's that time of year again. Summer is winding down, back to school supply ads are out the wazoo and the nights are starting to get a little bit chilly.

Just to update all of you, I've been working my tush off at two jobs this summer. Between waiting tables dawn until dusk and then selling olive oil at job number two, I have been a busy little bee.

So, why not get another job! (Good idea Blythe!)

I recently bumped into a woman who started, single-handedly, the Keuka Water Taxi business. A pontoon boat equipped with captain and deckhands that caters to tourists and shoreline summer residents who want to get out on the lake or into town without all the hassle of having their own boat (which we all know is a lot!).

After speaking to this woman for a bit, I realized this was the most perfect job for me. Anyone who knows me knows I'm, well, sociable, to say the least. And I'd say I'm decent around boats. So a couple days later, I'm on the boat, meeting amazing people, enjoying the sun and getting paid for what I love to do. With summer coming to a screeching halt, so will the work… oh, wait, I think junior year will make up for it!

More water taxi info is online: www.facebook.com/KeukaWaterTaxi and keukawatertaxi@gmail.com

Photo from Keuka Water Taxi Facebook photos

The Story Of Rebuilding An Old Boat

Continued from page 7

the wood inside is malleable. My version needed a water tank because I don't have water at my shop. I added a switch, a circuit breaker and a glass sight tube to show how much water is in the pipe. Of course, the level of water in the system is important. If you run it dry, the heating element burns out.

When turned on, the element heats the water and the pipe. It only takes about a minute to generate the steam needed.

It's important to have a pressure relief and in this case the input hose from the water tank works as a pressure valve, allowing pressure to flow back into the source tank.

By the way, this is intended to bend wood, but I also found this handy to strip paint and grime off the engine and loosen glue and epoxy from the floor!

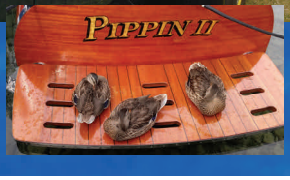
Coming Attractions in December

Finishing the bottom and completing the cleaning and painting of the engine.

A Few Memories of the 2016 Boat Show

Many More on the Finger Lakes Chapter website: www.acbs-flc.org

Photo credit to : Max Lowry, Dick Sherwood & Sandi Mulconry



Awards At The FLC Show Recogn

Best Preserved					
Best Preserved Canoe	Edward Sirianno	1938	12’	Old Town 50 Pounder	
Best Preserved Rowing Craft	Edward Sirianno	1893	15’	Dwight Grant Adirondack Guide Boat	
Best Preserved Sailing Craft	Edward Sirianno	1926	16’	Wolf Pond Sailing Canoe	
Preserved Boat and Motor	Katelyn Marsden	1958	15’	Century Roan	K’s Happy Days
Preserved Classic Utility	Don Drexler	1960	17’	Century Resorter	Welcome Aboard
Preserved Antique Runabout	Veronica Seaver	1929	22’	Chris Craft	Big Boat
Preserved Late Classic	Kevin Hotchkiss	1981	23’	Glastron Carlson Scimitar	Shaken, Not Stirred
Best Preserved Raceboat	Ron Muir and Bill Parker	1930	10’	Century Racer	Jonnie Rocket
Best Restored					
Restored Launch	Ron Cimini	1920	25’6”	Fay & Bowen	Connor Evan
Restored Boat and Motor	David Sturtevant & Joanne Clancy	1956	14’	Yellow Jacket Riviera	
Restored Classic Utility	Ray Glenn	1958	21’	Century Coronado	Riley Alice
Restored Antique Runabout	Walt & Susan Wier	1941	17’	Chris Craft Deluxe	Believer
Restored Classic Runabout	Mark & Raffaella Frederico	1974	20’	Cigarette	Sugar
Best Powered Contemporary					
	James Barrick	2009	16’	James Craft	Blue Yankee
Best Non-Powered Contemporary					
	Joseph Bergerstock	2016	17’6”	Bergerstock Adirondack Guide Boat	
Best Outboard Motor					
	Steve Shehadi	1930	50hp	Johnson VR50	
Junior Judging					
	Ike and Debbie Dilkes	1968	22’	Lyman Cruisette	Maggie Mae
Marque and Special					
Century Award	Emily Wirth	1949	18’	Century Resorter	Em’s Awake
Gar Wood	Bob Fletcher	2004	28’	Gar Wood Runabout	Razzle Dazzle
Lyman	Dave Freund	1970	22’	Lyman Sleeper	Tradition II
Chris Craft	Michael Paciorek	1946	16’	Chris Craft Rocket	Ziggy
Canadian Built Boat	Phillip jones	1948	22’	Shepard	Purple Haze
Finger Lakes Built Boat	Jim Codding	2005	14’	jim Codding	Great Auk Kayak
Historic Craft (pre-1919)	Dave & B Ann DuBois	1916	17’4”	BN morris Model A Canoe	Coureur de Bois
Junior Craftsmanship	Noah Taylor	1900’s	16’	Unknown Rowing Craft	Bella
Best Craftsmanship by Owner	Tom & Esperanza Haefelin	2000	30’	Hackercraft	Niki
Memorial and Committee Awards					
Peter Wiles Award	Ike and Debbie Dilkes	1968	22’	Lyman Cruisette	Maggie Mae
Land Master’s Award	David Sturtevant & Joanne Clancy	1956	14’	Yellow Jacket Riviera	
S. Giovannetti Award—Best Land Display	Ebb DuPont	1928	22’	Chris Craft	Dear Friend
Wendy Fetridge Award (nothing works but the owner)	Katelyn Marsden	1958	15’	Century Roan	K’s Happy Days
Syd & Shirley Marsden Award	Taylor Family	1900’s	16’	Unknown Rowing Craft and others	Bella
Best in Show Awards					
ACBS Most Original	Ric and Wendy Fetridge	1920	17’	Kennebec Torpedo Canoe	Slipper
Best in Show Restored	Josh Bryant	1940	17’	Chris Craft Delux	The Bike King
Best in Show Preserved	Michael & Elaine Jakubowski	1938	22’	Gar Wood	Blythe Spirit
Peoples Choice Award	Philip Jones Family	1948	22’	Shepard	Purple Haze

“Without continual growth and progress, such words as improvemen

ize Commitments To This Hobby

nd Then, The Very Special Commitments of Our Volunteers

Boat Show Chair and Coordinator- Erin Sammut

Photographer- Dick Sherwood

Stern Desk Crew- Don Babcock, Dick Sherwood, Frank Suits, Linda Miller, Bill Miller, Joe Lucchesi, Dave Couch, and Rick Nelson.

At Large – Jack Gifford, Brad Wirth, Steve Wickstrom, John Sammut, Steve White, Dave Couch, Dick Sherwood

Launch Ramp Crew – Dick Whalen, Launch Master

Harry Anderson, Dan Bangs, Micky Bangs, Mick Barns, Dave Freund, Jeremy Freund, Robb Kidd, Bill Layton, Kathy Layton, Paul Maybe, Peter Patch, Bill Stinson, The Sea Scouts, & Paul Garrett

Dock Crew – Janice Miller, Dock Master

Linda Miller, Karen Fenner, Matt Lowry, Hannah Lowry, and Karen Marsden

Land Display Crew – Jack Miller, Howard Skinner – Land Masters

John Sammut, Nick Paciorek, Paris Paciorek, and Dave Couch

Children's Activities Crew - Elaine Sherwood Jakubowski, crew chief

Dick Sherwood, Blythe Jakubowski

Technical Crew— Sarah Wiles, Arnie Rubenstein, Ike Dilkes, Tom Beardsley

Ships Store Crew – Tom Carman, crew chief

Barb Carman, Laurie Navratil, Debbie Dilkes, Don Babcock, and Grace Lucchesi

Registration Desk – Anna Miller, crew chief

Colleen Barrick, Millie Hawbecker, Jackie Keady, Karlene Miller, Teddi Myllymacki, Laurie Navratill, Libby Rubenstein, and Susan Winters

Junior Judging Crew – Blythe Jakubowski

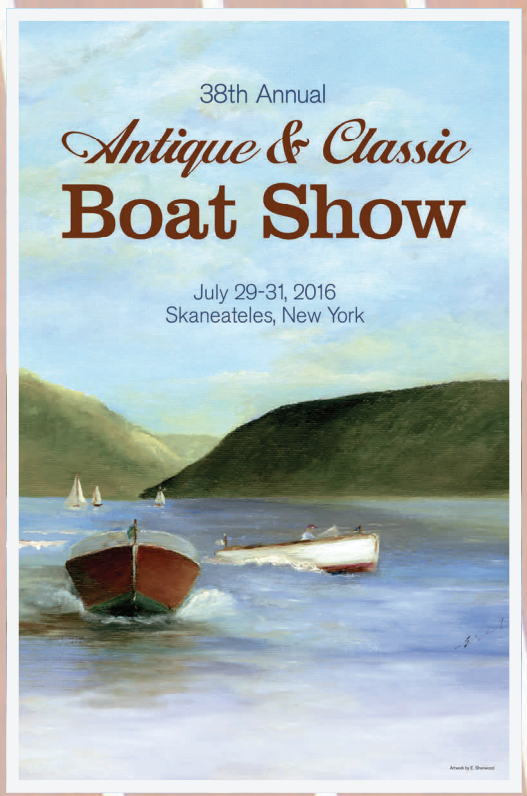
Parade Route Management and Layout Crew - John Jablonski, Keith Parlin, Arnie Rubenstein

Original Poster Art - Elaine Sherwood Jakubowski

Master of Ceremonies – Tom Beardsley

Judges— John Howard, Pendleton, NY / Tavares, FL, chief judge

Dave Blum of Bergen, NY
Ike Dilkes of Tavares, FL
Mick Griffin of Orchard Park, NY
John Kadimik of Hopatcong, NJ
Syd Marsden of Auburn, NY and Walwick, NJ
Dick Newcomb of Stanley, NY
Rod Taylor of Rochester, NY
Larry Turcotte of Brant Lake, NY
Gail Van Dine of Canton, CT
Wes Van Dine of Canton, CT

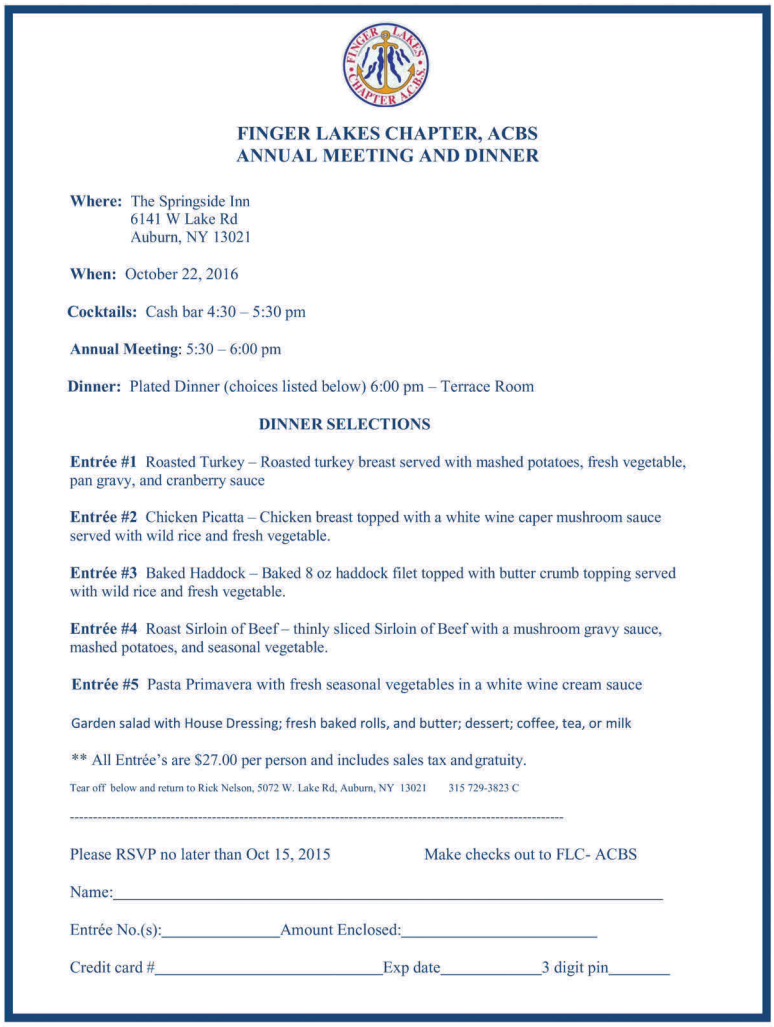


nt, achievement and success have no meaning." *-Benjamin Franklin*

To The Business At Hand; FLC's Annual Meeting and Dinner

Vince Lombardi once said, "The achievements of an organization are the results of the combined effort of each individual." The Finger Lakes Chapter of ACBS is a great example of exactly that.

Our Annual Meeting is coming right up and is a great time to recapture some moments, revisit some friends and engage the most elemental form of democracy; the election of officers.



FINGER LAKES CHAPTER, ACBS
ANNUAL MEETING AND DINNER

Where: The Springside Inn
6141 W Lake Rd
Auburn, NY 13021

When: October 22, 2016

Cocktails: Cash bar 4:30 – 5:30 pm

Annual Meeting: 5:30 – 6:00 pm

Dinner: Plated Dinner (choices listed below) 6:00 pm – Terrace Room

DINNER SELECTIONS

Entrée #1 Roasted Turkey – Roasted turkey breast served with mashed potatoes, fresh vegetable, pan gravy, and cranberry sauce

Entrée #2 Chicken Picatta – Chicken breast topped with a white wine caper mushroom sauce served with wild rice and fresh vegetable.

Entrée #3 Baked Haddock – Baked 8 oz haddock filet topped with butter crumb topping served with wild rice and fresh vegetable.

Entrée #4 Roast Sirloin of Beef – thinly sliced Sirloin of Beef with a mushroom gravy sauce, mashed potatoes, and seasonal vegetable.

Entrée #5 Pasta Primavera with fresh seasonal vegetables in a white wine cream sauce

Garden salad with House Dressing; fresh baked rolls, and butter; dessert; coffee, tea, or milk

** All Entrée's are $27.00 per person and includes sales tax and gratuity.

Tear off below and return to Rick Nelson, 5072 W. Lake Rd, Auburn, NY 13021 315 729-3823 C

Please RSVP no later than Oct 15, 2015 Make checks out to FLC- ACBS

Name:_____

Entrée No.(s):_____Amount Enclosed:_____

Credit card #_____Exp date_____3 digit pin_____

Beginning with a Board of Directors meeting at 3:30, general membership will gather at the Springside Inn in Auburn at 4:30 for a cash bar in the lobby.

At 5:30, the business section takes place with a treasurer's report and general state of the Chapter including membership reports.

The election of officers opens with nominations from the floor for President, Vice-President, Treasurer, Secretary and two of four director positions.

Dinner follows along with a keynote speaker (to be announced).

An invitation (left) may be found inserted in this issue of ***Brightwork***, or online at the chapter's website: www.acbs-flc.org.

Annual Christmas / Holiday Party

The chapter is once again happy to report a holiday party has been planned for December 11 at the Bluewater Grill in Skaneateles.

Taking place from 4—7:30, appetizers, a carving station and sliders will be provided as well as one drink-ticket per person. The cost is $20 each. Donations to the Finger Lakes SPCA will be accepted. Please RSVP to Jack Gifford by December 7th. An invitation for the party can also be found on the chapter's website: www.acbs-flc.org

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ACBS Annual Meeting & Show

Time is flying by. If you haven't yet made reservations and plans for attending the Annual Meeting and International Boat Show for ACBS, now is the time. The meeting is in Lake Tahoe and will feature an excellent array of boats. More information on the ACBS site (www.acbs.org) or by calling headquarters at 315-686-2628.

The Dock Market

For Sale: 1947 Chris Craft runabout deluxe, 17'. Excellent Condition, completely restored. Chrome, interior and top sides are great. Has a no-soak bottom. Trailer included. $24,500. Call scott aat 315-283-3695 or email dejoy321@yahoo.com. (Auburn, NY) *NEW 0916*

For Sale: 1929 Chris-Craft Triple fully restored by Halls Marina (Lake George) in 2010. Engine is 1953 Chrysler Crown, (6 cyl, 106 HP) rebuilt 2012. 2011 custom trailer included. On Otsego Lake since 1929; current owner is fourth owner since early '60s. Asking $79,000. OBO. Veronica Seaver, 1-607-267-0671 or veronica160@me.com (Cooperstown, NY) *NEW 0916*

Barn Sale: Boats include Skaneateles Company Comet sailboat in very good condition, ready to sail. Fourteen ft. Ark Traveler aluminum / fiberglass runabout. Fourteen ft. Texas Maid aluminum finned runabout. MFG Lyman-like 15' runabout. Twelve ft. wooden trout boat and several others, too. Many older outboard motors including very collectible Mercurys and Wizards from the '40's and '50's, as well as early Muncie, Champion, West Bend, Scot Atwater, etc. Dick Curvin. 315-784-5004. (Moravia, NY) *NEW 0616*

For Sale: **1956 Chesapeake Bay Built** 14 ft Runabout. Unique, pretty and really wanting to be at home on a lake. Completely restored. Motor in great shape, but not period to the boat. (We used her too often to fuss with an antique motor!) Includes 185 Karavan trailer, custom cover, cushions and more. Currently on Chesapeake Bay. Looking for $14,200 O.B.O. E-mail Meg Moffat mremeg122@comcast.net or 443-994-4564. Chesapeake Bay. 0915

For Sale: **1931 Garwood Triple** 22 ft Model 22-35 , One of only 8 made in 1931 , only 2 known to exist today. Excellent condition and shows well. Older restoration, New, no soak bottom, excellent top sides, nice chrome and interior. Originally powered by a 125 hp Chrysler Imperial 6 cyl engine. Currently powered by a similar-era Chrysler 6 cyl. Twin axle road-worthy trailer with fresh paint. $82,500. OBO . Multiple ACBS show winner . E- Mail for photos and info to steve@shehadirug.com or call 315 472 6397 Skan., NY 0615

For Sale: **1971 Karlesen 280 Class Hydroplane**, 19 ft Awesome inboard Hydroplane! Completely rebuilt and campaigned on the vintage race circuit for several years. Nick-name was *Broken Bullet*. Powered by a reliable 305 Chevy small block engine pushing nearly 300 hp. Ramp launch trailer, so no need for a crane. NY registered, equipped with muffler - but can be removed and have the original 10-in. stacks. Nice package; ready to rock. $12,900 OBO E- Mail for photos and info to steve@shehadirug.com or call 315 472 6397 Skan., NY 0615

For Sale: **1992 Hoffman SST 45** Tunnel Hull Race boat, 14 ft. Perfect SST45 rig for the hobbyist or someone looking to get into SST45 racing! This Hoffman hull was built in Norfolk, VA and known to be a competitive design. Nice shape; recent cosmetics and rigging. Evinrude SST 45 factory racing engine runs well. Enclosed cockpit and collapsible sponson tips. Custom trailer. This racer is a real head-turner and displays well at the shows. $6,900 OBO. E-Mail for photos and info to steve@shehadirug.com or call 315 472 6397. Skan., NY 0615

For Sale: 17' 1903 Grant-Parsons Adirondack Guideboat. Very good condition. Original caning on seats. New oars, built as originals, included. New price: $10,000, OBO. Kathleen Cappon. 585-489-4139. kcappon4039@gmail.com (Rochester, NY) *REV 0616*

For Sale: 1954 Johnson Outboard. 5.5 hp, includes 6 gal. tank. Runs, good condition. Make Offer. 585-889-9635 **(Rochester, NY)** *REV 0616*

For Sale: *Magpie*, a 1940 Gar Wood 20'6" Utility. 103 hp Chrysler Crown, solid trailer. Multiple Best-in-Show winner. Stored indoors; ready to go. Expensive, but worth it. Serious inquiries to John Wayman magpiegw@gmail.com (Rochester, NY) *REV 0616*

For Sale: 1954 15' Lyman with 1984 25hp Evinrude. Includes trailer. Asking $1,850.00. Walt & Kay Szczplen 315-638-8218. (Baldwinsville, NY) *NEW 0615*

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) *REV 0615*

For Sale: Two 6-Cyl. engines. A 1931 6-51 Grey ($375.), and a 1932 6-75 Grey with dual ignition ($400.). Both engines turn freely and are complete with transmissions. **Bill Drake**. 585-723-1333 (Rochester, NY) *NEW 0614*

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. Beautiful boat, could be award winner. Custom trailer. Asking $35,000. **Sue Giovannetti**, 802-434-3059 or sueag@hotmail.com *REV 0616*

For Sale: Many outboard boats – Penn Yan, Arkansas Traveler, Yellow Jacket, Texas Maid, MFG, etc. Also, many off-brand motors such as **Scott-Atwater, Champion, Muncie, McCulloch, Oliver, West Bend,** etc. **Dick Curvin.** 315-729-4666 (cell). (Moravia, NY) *NEW 0613*

For Sale: 1904 18ft+ Fay & Bowen [style] launch with 1909 Paulson motor #21. Original canopy with brass hardware. Full restoration in 1995. Excellent trailer included. Boat and motor were in water and running then. Multiple ACBS show winner. E-mail for photos and info to steve@shehadirug.com $12,500. OBO. **Steve Shehadi** (Skan., N Y) 315-472-6397w *REV 0615*

Submit new ads, corrections or deletions to Dick Sherwood at flcboats@aol.com .

Listings are at no charge, although priority is given to members first. Non--members (of FLC) may be listed as space permits. photos may be included, space permitting.

Special For the Youth Toy Boat Painting at the July Show

Always Needed: Scrap 2x4's at least 9" long (any condition, but not pressure treated) for making toy boats for kids to paint at future FLC Boat Shows. Will pick up anywhere in the Rochester, Finger Lakes, Auburn, Skaneateles, Syracuse areas and points between. **Dick Sherwood** at flcboats@aol.com or 585-265-1518.

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FLC Board of Director Meeting Dates

Clip and Save

September 18th - 2:00PM
October 22nd – Annual Meeting, Springside Inn
See page 12 Re: Annual Meeting
November 20th – 2:00PM
December - no meeting
*All meetings scheduled for The Creamery unless otherwise noted.

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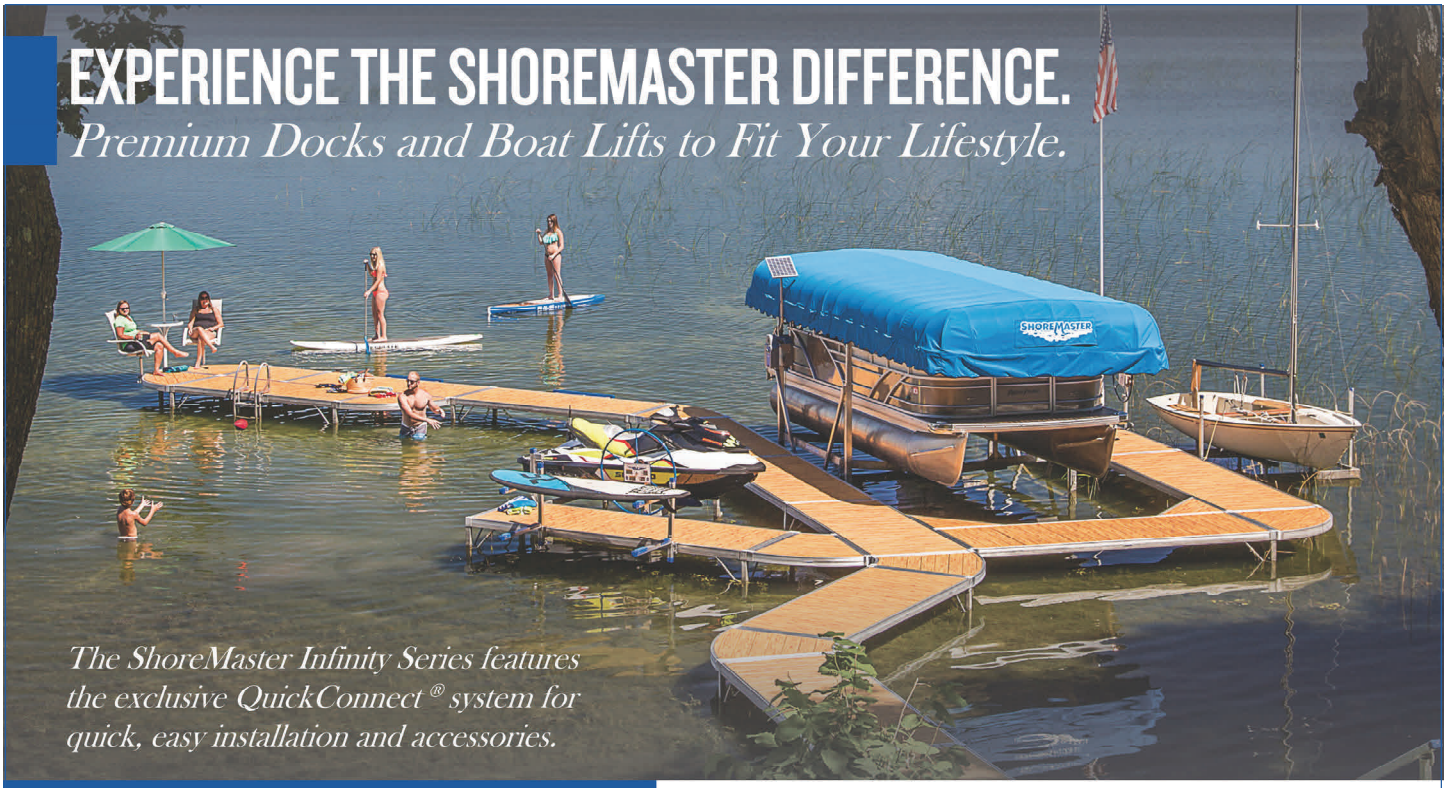

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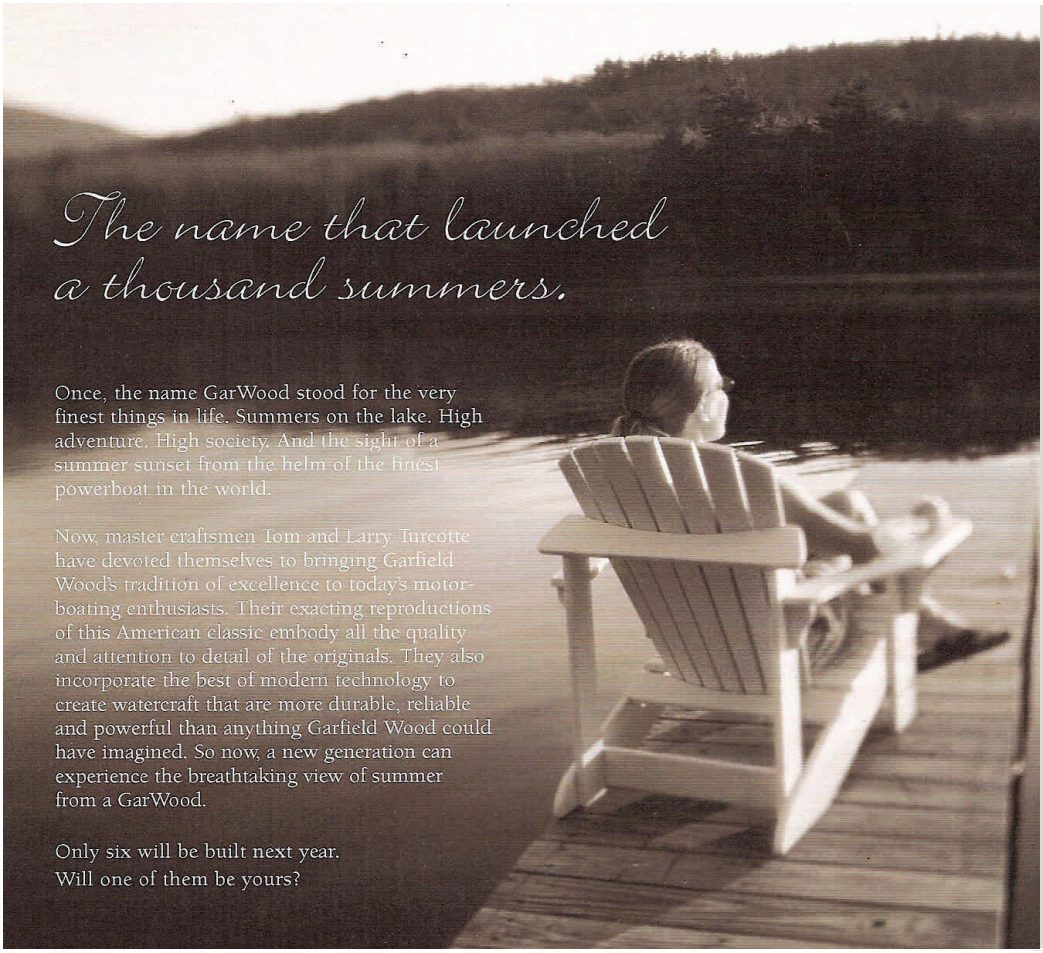

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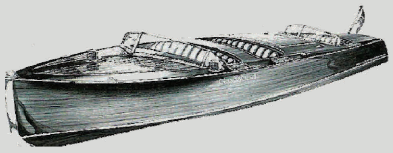

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