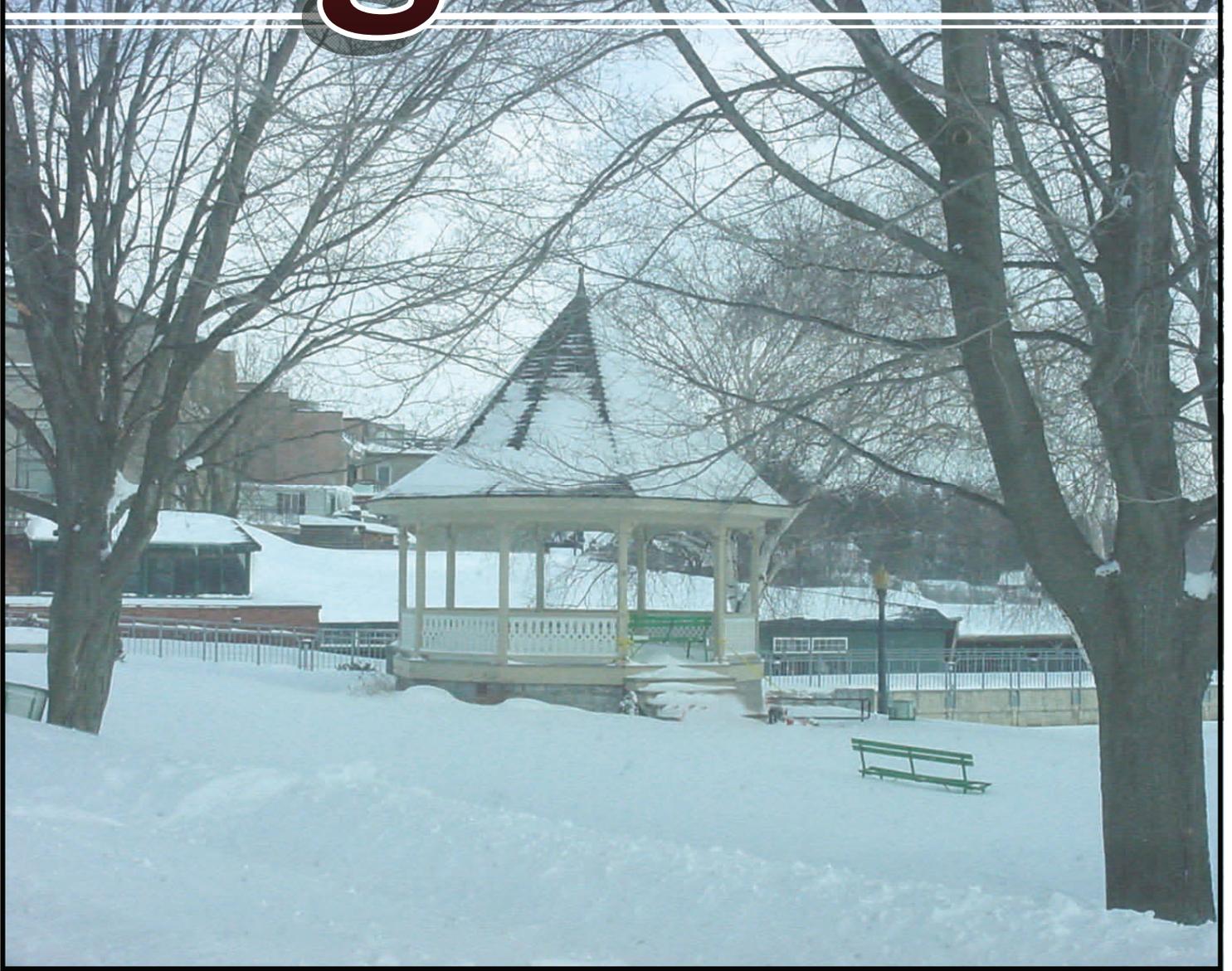


# Brightwork



**Newsletter for the Finger Lakes Chapter of ACBS**

**Volume 21, Issue 4**

**December, 2016**



## From the President

Rick Nelson



Greetings,

As your new Chapter President, I say thank you to all for this special opportunity. I am honored to join a long line of dedicated individuals who have worked hard for the success of the FLC and ACBS.

Allow me to express our collective appreciation to our immediate past president, Jack Gifford, for his four years in office. Jack's tenure saw a lot of successes, including two very successful boat shows in 2014. There were many challenges and details in the hosting of the 2014 ACBS Annual Meeting and International Boat Show at the Skaneateles Country Club. That was great event, thoroughly enjoyed by all as we showcased our beautiful Finger Lakes. Just two months earlier, we had our own annual boat show. 2014 was a particularly busy year!

Jack was a member of the committee organized to select replacement docks for Skaneateles.

As an active leader with a can-do attitude, Jack is always looking for new venues to promote the FLC, to grow our membership and to increase the camaraderie of our Chapter members. His smiling face and friendly demeanor has served us well.

Kudos also to Janice Miller for her recent service as an ACBS Director (2014 to 2016). We greatly value her efforts and time commitment to attend to her national duties, while still being a very active board member of the FLC. She will still serve on the

ACBS Award Committee. Additionally, she will chair another ACBS committee to help improve communications between ACBS and its chapters.

I'd like to particularly acknowledge Dick Sherwood for receiving the 2016 **ACBS Mary Herwig Award**. (*Details about this and Dick's long career with the FLC and the ACBS are on page 10.*) This fine man is a treasure to our whole society.

Speaking of outings, we hope to schedule more this next year. I look forward to seeing you all at the holiday gathering at the Blue Water in Skaneateles on December 11.

Contact Jack Gifford to reserve a spot. 315 382-2831

Wishing you a safe, healthy, and happy holiday season,

*Rick*



### WTHII?

(What The Heck Is It?)  
Give us details including the year and win a... uh... well.... an accolade.

## While Wondering What to Do

The Chapter hosts the **Annual Holiday Party on December 11 at the Bluewater Grill in Skaneateles.**

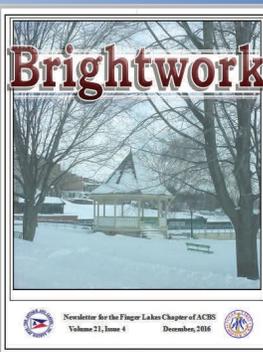
Please RSVP to Jack Gifford ([jmgiff@verizon.net](mailto:jmgiff@verizon.net)) ASAP.

\$20/pp, Appetizers, Carving Station, Sliders and Drink Coupon.



## To Our New Members, Welcome Aboard!

- Rick Herman of Canandaigua, NY
  - Steve & Theresa Lahr of Waterloo, NY
  - Joe & Debbie Reagan of Jamesville, NY
- Membership: 181 (November 25, 2016)



## On the Cover

The Gazebo at Clift Park slumbers in an early morning sky after a fresh snow.

# Calendar of Upcoming Events

Now—Dec 24	Annual “Dicken’s Christmas”, weekends, Skaneateles Village, Skaneateles, NY
Ongoing:	<i>Wednesdays at the Weighlock; 1st Wednesday of the month, Canal Museum, Syracuse, NY</i>
<b>Dec 11</b>	<b>4—7:30pm FLC’s Annual Holiday Party, Bluewater Grill, Skaneateles</b>
<b>Jan 15</b>	<b>2:00pm FLC Board of Directors, The Creamery, Skaneateles</b>
Feb 16—19	Daily CNY Boat Show, NYS Fairgrounds, Syracuse
Mar 23	All Day ACBS Spring Meeting, Tavares, FL
<b>April 16</b>	<b>2:00pm FLC Board of Directors, The Creamery, Skaneateles</b>
May 19—21	All Day Spring Symposium, Antique Boat Museum, Clayton, NY
<b>May 21</b>	<b>2:00pm FLC Board of Directors, The Creamery, Skaneateles</b>
June 10	9:00a—3:00p 18th Annual Lapstrake Boat Show, Wolfeboro, NH
<b>June 18</b>	<b>2:00pm FLC Board of Directors, The Creamery, Skaneateles</b>
July 15—16	All Day Wine Country Classic Boats Annual Boat Show, Hammondsport, NY
<b>July 16</b>	<b>2:00pm FLC Board of Directors, The Creamery, Skaneateles</b>
<b>July 28—30</b>	<b>All Day Annual Finger Lakes Chapter Show, Skaneateles, NY</b>
Aug 19—20	All Day Hudson River Antique Boat Show, Hudson Maritime Museum, Kingston, NY
<b>Aug 20</b>	<b>2:00pm FLC Board of Directors, The Creamery, Skaneateles</b>
Sept 6—9	All Day ACBS Annual Meeting and Int’l Boat Show, Racine, WI
<b>Oct 21</b>	<b>(Tentative) FLC Annual Meeting &amp; Dinner</b>

**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](mailto:tom@tombeardsley.com). All requests, of course, are subject to approval and space available.

## Finger Lakes Chapter, ACBS

## 2017 Corporate Officers

**President**  
**First Vice President**  
**Second Vice President**  
**Treasurer**  
**Secretary**

Rick Nelson 315-253-7057  
 Dave Couch 315-283-4419  
 Erin Sammut 315-569-0955  
 John Sammut 315-382-6367  
 Laurie Navratil 315-587-2881

[owascohawk@aol.com](mailto:owascohawk@aol.com)  
[dfcouch66@gmail.com](mailto:dfcouch66@gmail.com)  
[eksammut@gmail.com](mailto:eksammut@gmail.com)  
[jsammuthome@gmail.com](mailto:jsammuthome@gmail.com)  
[lnavratil1956@gmail.com](mailto:lnavratil1956@gmail.com)

### Directors

Joe Lucchesi 315-468-1823  
 Teddi Myllymaki 315-635-3634

[jlucchesi1@verizon.net](mailto:jlucchesi1@verizon.net)  
[myllymaki@aol.com](mailto:myllymaki@aol.com)

Janice Miller 315-382-2924  
 Howard Skinner 315-587-2881

[jmillerarch@gmail.com](mailto:jmillerarch@gmail.com)  
[hskinnerj@gmail.com](mailto:hskinnerj@gmail.com)

### Directors at Large

Dick Sherwood 585-637-8522

[flcboats@aol.com](mailto:flcboats@aol.com)

Arnie Rubenstein 315-637-8522

[arniebbd@aol.com](mailto:arniebbd@aol.com)

### Boat Show Chair: Database Leader:

Erin Sammut 315-569-0955  
 Dick Sherwood 585-637-8522

[eksammut@gmail.com](mailto:eksammut@gmail.com)  
[flcboats@aol.com](mailto:flcboats@aol.com)

### Membership: Newsletter:

Dick Sherwood 585-265-1518 [flcboats@aol.com](mailto:flcboats@aol.com)  
 Tom Beardsley 315-263-8906 [tom@tombeardsley.com](mailto:tom@tombeardsley.com)

**Ship’s Store:** open as of November 30, 2016 Please call Rick Nelson if interested in this important (and fun) position

### Immediate Past President

Jack Gifford (2011-2016) 315-703-7531 [jmgiff@verizon.net](mailto:jmgiff@verizon.net)

### Past Presidents

Janice Miller (2008-2010)  
 Jack Miller (2003-2005)  
 Scott Beuhler (1998)  
 Dick Sherwood (1992-1995)  
 George Zeth (1987)  
 Bob Myllymaki (1982-1983)  
 Ford Knight (1977-1979)

Rob Kidd (2005-2007)  
 Roger Townsend (1998-2003)  
 Arnie Rubenstein (1996-1997)  
 Susan Beuhler (1988-1991)  
 Jim Brennan (1984-1986)  
 Syd Marsden (1979-1981)

### Charter Members

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

[Chapter Website: www.acbs-flc.org](http://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](mailto:Tom Beardsley); [tom@tombeardsley.com](mailto: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](mailto: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

# Invasive Critters Impact On Water Quality

How often have you grumbled about a delay at a launch ramp or the need to wash your trailer and boat *before* you head home? We know that's for things like a sea weed or water insects but, there are a lot of land insects which affect boating and we can help in this fight, too.

It's kind of like fighting aliens from outer space or dealing with other unruly elements. That's what invasive species are and we all need to control the spread of non-native species of plants, insects and animals that threaten our Finger Lakes' environment and overall water quality.

Let's highlight two insects that are harming our trees, for instance. Currently, problems include the Hemlock Woolly Adelgid (HWA) and the Emerald Ash Borer (EAB).

A native of Asia, the HWA has spread rapidly since 1993 from southern NY to current infestations surrounding the Finger Lakes. This aphid size insect will suck the sap from its host tree and cause an inevitable death.

Eastern hemlocks are ideally suited to growing on the steep stream banks of the tributaries to our lakes. Without their soil holding capability, increased runoff to the lakes along with erosion increases the nutrient loading of our waterways - a major contributor to harmful algal blooms (HAB).



The needles of a hemlock. See the white spots mingled in?

The Hemlock's dense cover also cool the streams, benefitting fish habitat. Individual trees can be treated with insecticides, but large numbers in our forests are at risk. Identifying and then removing infected trees is an important part of the battle. If you see these white spots on hemlock (or spruce) trees in your locale, contact the NYS Dept of Conservation (DEC), [www.dec.ny.gov](http://www.dec.ny.gov). Their website has a wealth of information.

The Emerald Ash Borer was first discovered in NYS in 2009. (Hundreds of millions of ash trees of all species have died in the

US since 2002.) High concentrations exist now in most western and central NY counties, including around the Finger Lakes.

At only ½" long, the entry hole made by an adult into the tree's bark makes it very hard to detect. The larvae chew tunnels



Emerald Ash Borer

under the bark and essentially strangles the tree. For current control measures, call the DEC's hotline 866 640-0652 or visit their website.

One way to prevent the spread of these two invaders is to not move any non-treated firewood from its original locale. The spread of many insects has been attributed to firewood traveling long distances. An astonishing 50% of retail firewood has insects. NYS has regulations that prohibit the import of non-treated firewood from outside the state. Also, non-treated firewood within NYS is prohibited from being transported more than 50 miles from its origin. Simply put, taking firewood more than 50 miles to your campsite is prohibited—and bringing it home to the fireplace is the same thing (reference: DEC firewood regs).

One brief message about our boats – invasive aquatic hitchhikers can be prevented if we simply “check, drain, and dry” our boats and trailers before we insert them into a different body of water than from where they departed. Drying for five days is recommended. Most aquatic invaders travel to our lakes attached to boats and trailers. More information about these will be in a later article.





# The Art of Winterization

It was a nice day in late November, not long before the storm and a perfect day to clean and winterize my Lyman, *Knot Perfect*.

The engine had just been reworked and I wanted to make sure I did this right. In this area, good winterization is an important fact of life. It also makes for an easier and faster spring outfitting while we're itching to get back on the water. My process starts with a bucket of soapy, warm water to scrub the bilge clean while taking time to also check for cracks or soft spots in the wood. I use a sponge, putty knife and even some pipe cleaners to loosen any gunk from the limber holes. Once done, a good rinse with the hose removes any thing loosened, including the soap, which can hold moisture. Finally, I "Shop-Vac" the bilge dry.

The engine, of course, needs attention, too. In my case, I'm working on a 1957 Evinrude Lark outboard.

push the oil in until it trickles from the top drain plug. This prevents air bubbles from being trapped. Then, without removing the nozzle, replace the top plug first.

Check the spark plugs for carbon buildup and scoring of the tip. "Gap" the plugs using a gap ring tool and look at the wires, making sure the insulation isn't cracked or dried out.

Fresh gas is important for marine engines, but weed eaters or chain saws, aren't quite as picky. I drain the fuel into a can for those machines. I keep the boat's tank empty over the winter, starting the year with fresh, non-ethanol gas.

I like to store the battery in the basement on a plywood board. Keeping it on a good, automatic trickle charger helps extend its life. With the engine work and cleaning done, and with great ambition, I sand the entire boat, varnish the decks and paint the hull and floor boards.

At the end of this great November day, the temperature plummeted, dark clouds rolled in and I appreciated my heated garage even more. *Knot Perfect* is ready to go to the Syracuse boat show in February. (Let me know if you can volunteer to work the show. Volunteers get free admission!)



A couple of quick thanks: Mike and Dave at Martins Marina in Cape Vincent did a great job on re-working my Evinrude. Their knowledge of old outboards is amazing.

Also, Bill Mayer at Mayer's Marina in Webster is a great parts source for motors from the '30's through the '80's. Best wishes to all of you for a joyous holiday season and a great New Year.

As always, if anyone has suggestions for a subject or a question about wooden boat repairs, send me a note.



Thinking "clean and fresh" means running clean water through the engine and changing fluids.

Of course, the only thing to change in the Evinrude is the lower unit oil.

I start by attaching the "muffs" to the lower unit intakes and turning on the hose. Running the engine to warm the gear oil only takes about 5 minutes, but watch out for that spinning propeller!

When draining the oil, I let it run into a pan – or, preferably,

a glass jar so I can inspect the oil. If there's water in the oil, it presents as a creamy brown color. If there's not much, consider replacing the small gasket on both drain plugs. Any hardware store has these "O-ring" gaskets and the cost is about 10 cents. You know what? It's good practice to change this gasket anyway. Go ahead and treat yourself. Buy gaskets for both the upper and lower plugs when you buy fresh gear oil. If there's more than just a little water, though, you will need a mechanic to take a look.

Always replace the gear oil in the fall. Older engines, like mine, take 80w 90, but check the specs for your motor. You can squeeze the oil from a tube or buy a kit, but either way,



## 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. 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 his story. For more detail, check out John's blog: [www.capriproject.com](http://www.capriproject.com). This article is the third in 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 while online looking for parts. This is a great community to be part of with lots of knowledge, experience and solutions.*

*In this project, I'm discovering how invaluable this network is.  
-John*

### The Vessel's Petrol Vessel—or, Gas Tank

The gas tank was sad. The paint was peeling on the outside with the smell of varnish on the inside. The gas could have been 15 years old. I thought about buying carburetor cleaner by the gallon and scrubbing the inside of the tank to clean it out, but that option didn't seem like much fun. Then I found that radiator repair shops have dip tanks with hot chemical cleaners. The cost was under a hundred dollars and money well spent. The tank came back clean and primed on the outside ready to go back in the boat. The radiator repair shop offered to treat the inside with a sealer but I found arguments on both sides and, without a consensus, I passed.



### The Engine is Blue—in a good way!

The work on the engine is progressing nicely. It is now a nice shade of Chris Craft blue, which is readily available from multiple sources.

The exhaust elbow was original and rotted away. It

had been filled, welded and still had holes in it. I sourced a replacement in bronze and it should last forever. (It also cost a small fortune!)

The water pump sprang a leak. One of my next projects will be to disassemble and install new gaskets. I'll have to make them as they are not



available. Sometimes you have to improvise.



### Bung Removal

Most of the planking on the sides will need to be replaced as they are in pretty rough shape. They can be used as patterns so it's important to remove them without damage.

My wife, Laura, found that she enjoys removing the wood plugs (Bungs) along the side. There are several hundred bungs on each side that have to be pulled with a sharp ice pick. This is turning out to be a family project!



### Framing and Keel

I finally completed the frame replacement. I was able to save 6 frames which I soaked in CPES in order to strengthen them. Then the new and old frames were all worked in together, along with the keel, to provide a

fair surface using a spoke shave and long boards. (A long board is a flexible board with sandpaper glued to it in different thicknesses.)

The keel was bolted to the new frames by my helper, Ashley. We temporarily used



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



threaded rod as I will be removing and reinstalling it a few times before the new silicon bronze bolts will be used permanently.

## **Rabbit, Rabbit. First, the Keel.**

The keel rabbit is a recess in the keel in which the bottom planking sits. This helps make the bottom watertight and it is important to be accurate. The angle changes

because in the middle of the boat the planking is horizontal to the waterline while at the bow of the boat it's vertical. A router jig was created to help make this process easier. First, a board was screwed to the boat as a base for the jig. It follows the frames and shows any problem areas in the framing.

The next step is to put a baton along the keel at a consistent distance from the edge. The router rides along this baton, changing



angles as it goes along. Shallow passes were made until we reached the frame landings. Just before the tight transition at the bow, I stopped. The router sled couldn't make the change in angle there so the last two feet will be done manually.

## **Stem**

The nose of the boat was completely rotten. There were big chunks of wood

missing and the rest is soft. The Capri has a very shapely nose. It's made from 12/4



Mahogany and rounded. The first task was to remove the stem without damaging anything. The stem was screwed and bolted in many locations. There will need to be some work to replace the stringers and other parts that the stem bolts to. Rotten boards fell out when it was removed.

Once it was removed, patterns were taken of the original parts and new parts were created.



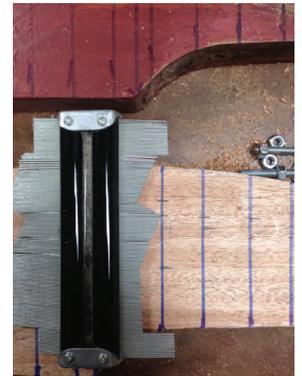
## **Rabbit, Rabbit. Now, the Stem.**

The stem rabbit was cut to match the original. Measurements were taken from the original, with lines drawn for reference. We put marks for the rabbit shape on the replacement part using either dividers, a ruler, or the shape-capture tool.

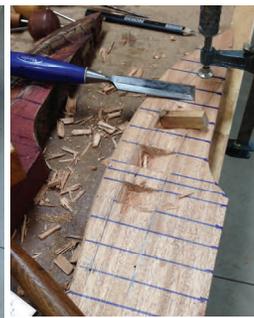


Using a flexible baton and some picks, we marked out the curve of the rabbit.

We carved the new rabbit, following the lines. We cut chisel-wide notches,



ensuring we followed the lines, then we removed the material between the notches.



## **Coming Attractions**

The next step is to install the bottom. We'll outline the steps of installing a layer of marine plywood with a layer of 5200 sealant and African Mahogany to complete it. Then, we'll put the prop and the rudder back on. Our goal is to have a 'no-soak' bottom, allowing a trailerable boat without having to worry about swelling and shrinking. Then, watch for the boat being turned back over!





Blythe Jakubowski

## A Teen's Take On Boats

# A Cure for Late Fall Blahs and Political Blues

In light of our country's present political atmosphere and discourse, I thought it might be time for a little bit of nautical humor in this issue. And if the politics isn't enough, just think about that November snow storm we just went through! I found these super punny puns on the **Bluewater Sailing** website... Enjoy! ([www.bluewatersailing.com/documents/humorous-sailing-definitions.pdf](http://www.bluewatersailing.com/documents/humorous-sailing-definitions.pdf)).

**-Amidships** Condition of being surrounded by boats

**-Aboard** 1) A piece of construction lumber  
2) What happens when you lose interest

**-Boat Break Out Another Thousand**

**-Port** Fine red wine that's always kept on the left side of the of the boat

**-Stern** How you feel after hitting the dock

**-Dangerous Waters** Lying to your wife

**-Prop** What you use your arm for when you rest your chin

**-Spring Line** Line purchased at the beginning of the season

**-Dock** Where you take a sick boat

**-Dockline** Direct phone access to a physician

**-Fuel Tanks** Giving thanks for having enough fuel on board

**-Jack Lines** "Hey baby, want to go sailing?"

Thank you, Bluewater Sailing!



## Breaking News... The 2017 Official Sponsor Is...



When our community succeeds, we all succeed.

At M&T Bank, we know how important it is to support those organizations that make our communities better places to live and work. That's why we offer both our time and resources and encourage others to do the same.

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

Skaneateles Downtown Branch  
33 East Genesee Street  
685-3076

**M&T Bank**  
Understanding what's important®

mtb.com ©2015 M&T Bank. Member FDIC.

In late November, we received word the official sponsor of the 2017 FLC Boat Show in Skaneateles will again be M&T Bank. We couldn't be happier.

This will mark the 39th FLC show and the 23rd year at the foot of Skaneateles Lake in the village of the same name.

The FLC boat show came to Clift Park in Skaneateles in 1994. It found a home on a dock system specifically designed for the show that year. Twenty two years later, in 2016, this dock was replaced with a new *Shoremaster* system.

When the boat show came to town, our official sponsor was Skaneateles Savings Bank. Today, the same bank and the same great service is under tutelage of M&T Bank and their understanding of hometown and local spirit is just as strong. M&T is a community advocate throughout their territory with support for projects, events and community activities ranging from sporting events to festivals—and, fortunately for us, Antique and Classic Boat Shows.

The Finger Lakes Chapter is proud to be involved in the Village of Skaneateles and its boating history. The chapter sincerely understands its stewardship of not only the history of boating, but also its role in a quality tradition in downtown Skaneateles on a great family weekend, each year, at the end of July.



# News Bits...

## *The Skaneateles Seawall in Clift Park To Get an Upgrade*

**W**ith the assistance of a \$50,000 state grant, the Village of Skaneateles will be repairing the seawall in Clift Park.

The original construction of the wall took place near the end of the 19th century and much of the original masonry is in place but has been covered with poured concrete in most areas. Storms have taken their toll in recent years with undermining in spots and some crumbling of the wall's cap in others.

Mayor Marty Hubbard, during an October board meeting, noted that the village has been looking for assistance in the repair of the wall for some time and this grant helps fund upgrades from the gazebo to Shotwell Park. The Village hopes to include a revamping to some of the sidewalks near the Gazebo and around the pier to meet slope requirements of the American with Disabilities Act (ADA).

The Village also approved free parking in the municipal lot during the months of January, February and March.

## *Finger Lakes Boating Museum to Open a Boat Restoration Center in 2017*

**A**ndrew Thompkins (executive director of FLBM) says the restoration center should be open in the summer, across the street (Pleasant Valley Road) from the main building and is a great complement to the entire campus.

Currently, the museum holds more than 160 Finger Lakes built boats including sail, power and rowboats. The restoration center will be located in a 16,000 square foot facility, currently being renovated with larger overhead doors and additional power.

## *And How About That New President? Rick Nelson, That is*

**M**embers of The Finger Lakes Chapter met at the Springside Inn in October and elected Rick Nelson as new President.

At this annual dinner in Auburn, the group elected a new slate of officers while Jack Gifford, president since 2011, graciously accepted his first appointment as "immediate past president."

Rick comes to us with a membership spanning the 17 years. His first Antique & Classic Boat Show was an FLC show in Skaneateles in 1999 and he admits he was hooked as soon as he took a ride in Gene Porter's 1942 Chris Craft Utility.

Well experienced for the job, Rick has served as a director for the Finger Lakes Chapter as well as a Vice-President and interim Secretary. He was on the selection committee for the new Skaneateles Village dock system and has been on the boat show planning committee for a number of years. Rick was also part of the planning for the 2014 International Boat Show and Annual Meeting of ACBS when FLC hosted it at the Skaneateles Country Club.

Born in Kansas City, Rick graduated with a Bachelor of Science from the University of Kansas and went directly into the Air Force and Air Force Reserves where he flew C-130's and A-10's for 25 years, retiring as Colonel in 2002. Concurrent with his time in the reserves, Rick flew for Braniff and then USAirways as both First Officer and Captain, domestic and international. He retired from the airlines in 2012.

Rick moved to the Finger Lakes area in 1998. He and his wife Sharon (Smith) live in Auburn. Their son and daughter are both currently attending college. Rick is active in the chapter and in the Owasco Lake Watershed Association. 

### **The Central New York Boat Show February 16—19 at The NYS Fairgrounds**

The Finger Lakes Chapter will exhibit at this show and needs your help.

We'll have a booth, a Lyman on display and opportunities to talk about our appreciation of old boats, our organization and membership.

**We Need You!**  
*Free Admission for  
Volunteers*

Give Dave Couch a call or drop him an email:  
315-283-4419 or  
dfcouch@yahoo.com

# *FLC's Dick Sherwood Presented with At Annual ACBS Meeting in Lake Ta*

By Anne Sherwood

Mary Herwig of the Manotick Chapter of ACBS (Ontario) was a tireless supporter of the boating community. She served as Director and Officer of ACBS and was president-elect before her passing in 1995. To commemorate Mary's outstanding commitment to this organization, an annual award was established with strict guidelines to "honor an individual at the international level who, through activities at the chapter level, has contributed broadly and in an outstanding manner toward enhancing and furthering the aims and objectives of the society." This honor was recently bestowed upon my father, Dick Sherwood, at the Annual Meeting and International Boat Show in Lake Tahoe this past fall.

Dad's love for wooden boats was realized early in life. He grew up in Auburn, NY, spent time on Owasco Lake

and later moved to Cayuga Lake just a block from the Morehouse Boat Factory. He joined ACBS in 1982 but it was when he retired from Kodak in 1992 that Dad really started to indulge his love for classic boats. The garage became a restoration shop, eventually pushing the cars out onto the driveway. (Sound familiar?) The *Annie Belle*, a 1957 Morehouse outboard, the *Elaine K.*, a 1954 Morehouse utility and the *Elizabeth Ellen*, a Fay & Bowen launch along with a cedar lapstrake canoe all saw time in Dad's garage. Both Morehouses are now on permanent loan at the Finger Lakes Boating Museum and the canoe can be found on display at The Creamery, home of the Skaneateles Historical Society. And, yes, there is still a boat in the works; a 1947 "patterned after a Chris Craft" oak runabout, named Jenny.

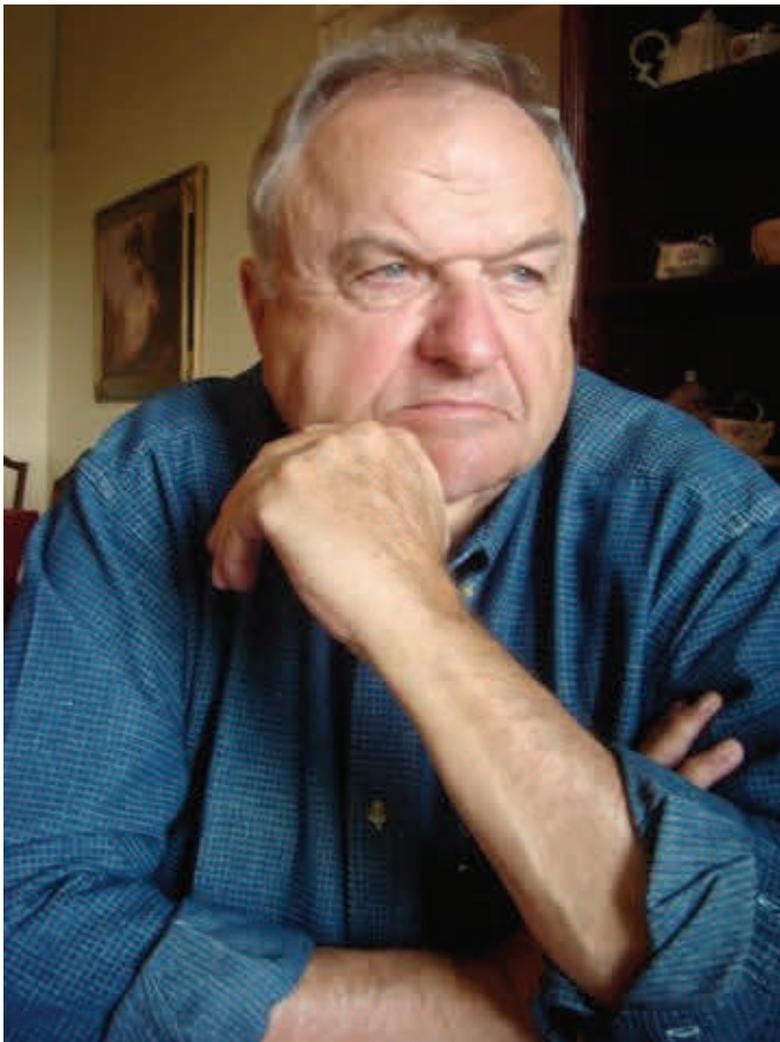
He won a number of awards at various judged shows for authenticity and restoration. Skaneateles show fans will remember the Fay & Bowen as the recipient of the "People's Choice" award a total of four times!

Clearly the match of Dad with ACBS was a good one. He has served as President, Vice President, Director, Boat Show Chair, Newsletter Editor and Membership Chair. In 2003 he served as president of ACBS. He remained on the boards of both organizations for many years following his tenure. In 1998 he was presented with the Presidents Cup "for exemplary service" and in 2010, the Founders Award for "outstanding life-time achievement". He was part of the original effort to bring the chapter's boat show to Skaneateles 22 years ago and most recently was part of the successful movement to install the new docks at Clift Park.

As editor of this publication, *Brightwork*, for nearly 20 years, Dad won the prestigious "Best Chapter Newsletter," once for first place and three times as runner up. (Tom and I have our work cut out for us!)

Dad's love for wood working doesn't stop with boats. The stern desk at the foot of the pier during the boat show was built by him as well as the dock table sitting next to it. The new swing gate, which is installed each year for the show, the lectern used at the awards ceremony and the two ballot boxes are also his doing.

And those colorful kiddie boats that the youngsters paint each year at the show? Yup, those are Dad's handiwork as well. (He has countless stories of stopping at construction sites throughout the year,



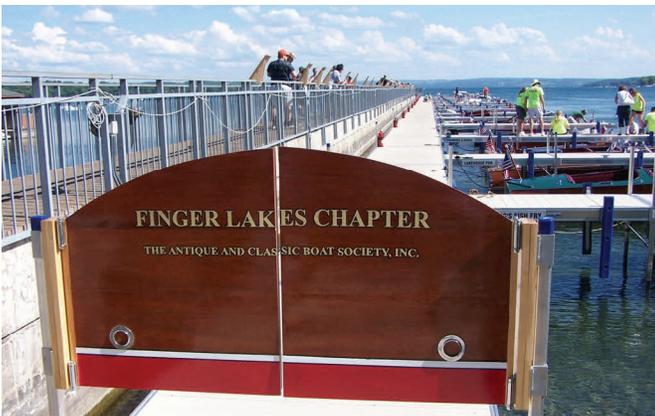
# h Esteemed Award

## thoe

asking for castoff two-by-fours to later fashion into mini classics.) The count so far for the 2017 show? 230!

Janice Miller, a director of FLC represented the chapter at the Lake Tahoe meeting and accepted the award on Dad's behalf. FLC President Rick Nelson added, "We are very fortunate to have this selfless man continue to help guide the Finger Lakes Chapter and ACBS".

And I am lucky enough, and very proud, to call him Dad.



## Recipients of "Mary Herwig" Award

*Presented each year since 1996:*

- 1996: Ken MacStephen, Toronto
- 1997: Victor Fabricius,
- 1998: Susan Buehler, Finger Lakes
- 1999: Ken Kirk, Toronto
- 2000: James Potter, Manotick
- 2001: Dale Tassell
- 2002: Bette Shutt, N. California / Lake Tahoe
- 2003: Goody Thomas
- 2004: Les Demaline, North Coast Ohio
- 2005: H. Drayton Mook (posthumously), Michigan
- 2006: Wilson Wright, Sunnyland
- 2007: Jerry Winter, Blue Ridge
- 2008: Dave Tilley, Manotick
- 2009: Terry Fiest, Sunnyland
- 2010: Jack Hartwig, Mississippi Valley
- 2011: Sharon Dickinson, Niagara Frontier
- 2012: Teresa Hoffman, Adirondack
- 2013: Edith Wright, Oganagan
- 2014: Forrest Bryant, Heartland Classics
- 2015: Gail Turner, Blue Ridge
- 2016: Dick Sherwood, Finger Lakes

**Needed: A Ship's Store Manager or Management Team**

### The Finger Lakes Chapter Ship's Store Needs a Leader.

Satisfy that dream of running a shop without having to open it every day! The Ship's Store is located in the registration tent at the boat show and other opportunities are endless. It includes souvenirs, wearables, widgets and toys.

Most of the sourcing is already done for you, it's virtually "Turn-Key."

*Call or write Rick Nelson for more info.*

*We Share the Log:*

# WCCB's Fall Trip

*In September, the Wine Country Classic Boat Club held their annual fall trip. This year, it was to Port Severn, Ontario located at the Lake Huron end of the Trent Severn canal.*

*Doug Vittum wrote up a great narrative of the trip with lots of photos taken by Doug and Patti Bandy.*

*The 240 mile long Trent-Severn canal is a very popular boating destination. It was built just after New York's Erie Canal opened, originally considered to be a military route between Lake Huron and Lake Ontario. The route meanders along some natural rivers and a few man-made sections, and did meet with some commercial success in the 19<sup>th</sup> century, mostly in logging. With 41 locks total, the Trent-Severn canal utilizes a marine railway and two hydraulic locks – destinations in themselves. This trip took place in the area of Port Severn, at the northern end of the canal, all in the area of Port Severn.*

**By Doug Vittum**

**O**n Sunday night, we arrived and launched in Port Severn, staying at the local resort, Severn Lodge, a



great base from which to start this adventure. Monday was our first full day and it dawned clear and sunny. It was a great day for cruising and pictures.

We took a short run

down the Trent-Severn to the "The Big Chute."

This is the marine railway and an engineering marvel.

As soon as we were close, the huge platform tracked its decent down the steep slope. It looked like a huge



erector set on four legs and it stayed absolutely level all the way down as the front legs travel on separate rails than the rear legs.

As soon as the platform submerged, the lockmaster started directing the loading.



Using a PA system, he called to the boats when he was ready for a certain one. The captain maneuvered according to his directions and lock staff assisted with critical positioning. When the platform was sufficiently loaded, it began a more than 50' climb up the hill, over White Falls Road and re-entering the canal on the

"high side." The entire process is about 25 minutes and it took several trips to handle our group.

The details: 4 electric motors, 200hp each, are dedicated to each "leg." Two pair of 900' and 700' cables do all the work. Each cable is 4" thick and cost about \$10,000. The life-span averages about four seasons.

After the "Chute," the channel is well marked with buoys and it's important to stay within them – one can see massive rocks just below the surface, just outside the channel.

Our lunch spot was "The Waubic," a few miles farther



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1/8 Page: 10 / issue or 40 / year (business card)

Call Howard Skinner, Advertising Coordinator: [hskinnerj@gmail.com](mailto:hskinnerj@gmail.com)

*Remember: "Dock Market" listings are always free. Check Great Deals in the Dock Market, next page!*

# The Dock Market

**For Sale:** Boat-quality cedar plank, 18 ft long by 14 3/4" x 5/8". Purchased from lumber yard years ago but never used. Stored late on rafters. \$50 takes all. robertshanebrook@yahoo.com (Rochester, NY) *NEW 1216*

**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 at 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 Otségo 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](mailto: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](mailto: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](mailto: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](mailto: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](mailto: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](mailto: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](mailto: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](mailto:steve@shehadirug.com) \$12,500. OBO. Steve Shehadi (Skan., NY) 315-472-6397w *REV 0615*

*Submit new ads, corrections or deletions to Dick Sherwood at [jlboats@aol.com](mailto:jlboats@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.*

# WCCB's Fall Trip to Port Severn

## Continued from Page 12

along. It's only accessible by water and today serves the local and transient boating community. It does rather well at this, seemingly always busy and definitely popular on the day we were there.

The original property was built in 1919 as a resort but was destroyed by fire in 1946. The present owners purchased and started restorations in 2002.

Our trip wasn't all cruising. Our host on the third day was Peter Breen, a good friend of WCCB member John Ford. Peter met up with us and guided us up the Lost Channel to his camp.

Many boathouses in the Muskoka region are showpieces and Peter's may be the standard to which all others are

measured. It is loaded with astounding treasures.

Peter held us spellbound as he gave a tour of this boathouse, filled with beautiful wooden boats, from canoes to



Peter Breen's camp on *The Lost Channel*



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## Port Severn, continued

runabouts, rowboats and small sailboats. His collection includes a very rare, 1932 Peterborough launch called *Time Machine*. You may remember the boat from the 2014 International Boat Show in Skaneateles. *Time*



*Machine* was restored by Peter's son, Jeffrey, and was first shown at the Gravenhurst boat show in 2011. *Time Machine* is pictured to the left here.

The next day, we went in the other direction, to the Lake Huron side of Port Severn. We plotted a course to Port McNicoll Harbor in order to see an interesting vessel moored there.

Ike and Debbie Dilkes' *Magie Mae* was dwarfed by the SS *Keewatin*, as we entered the Harbor. This is the last of the Great Lakes cruise ships and now is a museum. We were reminded of the ways travel used to be much slower and much more gracious.



SS Keewatin, a museum ship in Port McNicoll Harbor

### 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](mailto:flcboats@aol.com) or 585-265-1518.

*Keewatin's* captain, Captain Rick, saw our entourage of varnished beauties approaching and came down to the dock for a closer look. He immediately apologized for our first view from the "bad side" (un-restored) of the ship. The port side, along the shore where visitors enter, is totally restored. Rick assured us that the starboard side is next on the list.

As we cruised back to Port Severn and Severn Lodge, we passed another historic vessel, the *MV Prescottont*, a 110', 302 ton former railroad tug, docked at Midland Harbor.

The entire trip was amazingly complete. With museums, waterways and places which were off the beaten path, it was just what an excursion should be for a club like this.

Joining us were members of the Niagara and Finger Lakes chapters, as well as folks from Maryland and Connecticut. This trip was a success, in part, because of their participation.

Find out more of what we saw on these websites:

[www.breenboats.com](http://www.breenboats.com)

[www.severnlodge.on.ca](http://www.severnlodge.on.ca)

[www.sskeewatin.com](http://www.sskeewatin.com)

[https://en.wikipedia.org/wiki/Big\\_Chute\\_Marine\\_Railway](https://en.wikipedia.org/wiki/Big_Chute_Marine_Railway)

*Ed: There is much more to this story and many details and photos we simply couldn't find room for in this newsletter. You can find Doug's entire coverage on the WCCB website: <http://www.winecountryclassicboats.com/2016-fall-trip/>*

*WCCB's 2017 fall trip will go to the Rideau Canal.*



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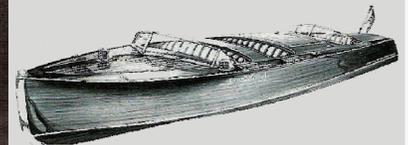
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*Pictured: A Pair of Recently Restored Liberty's*

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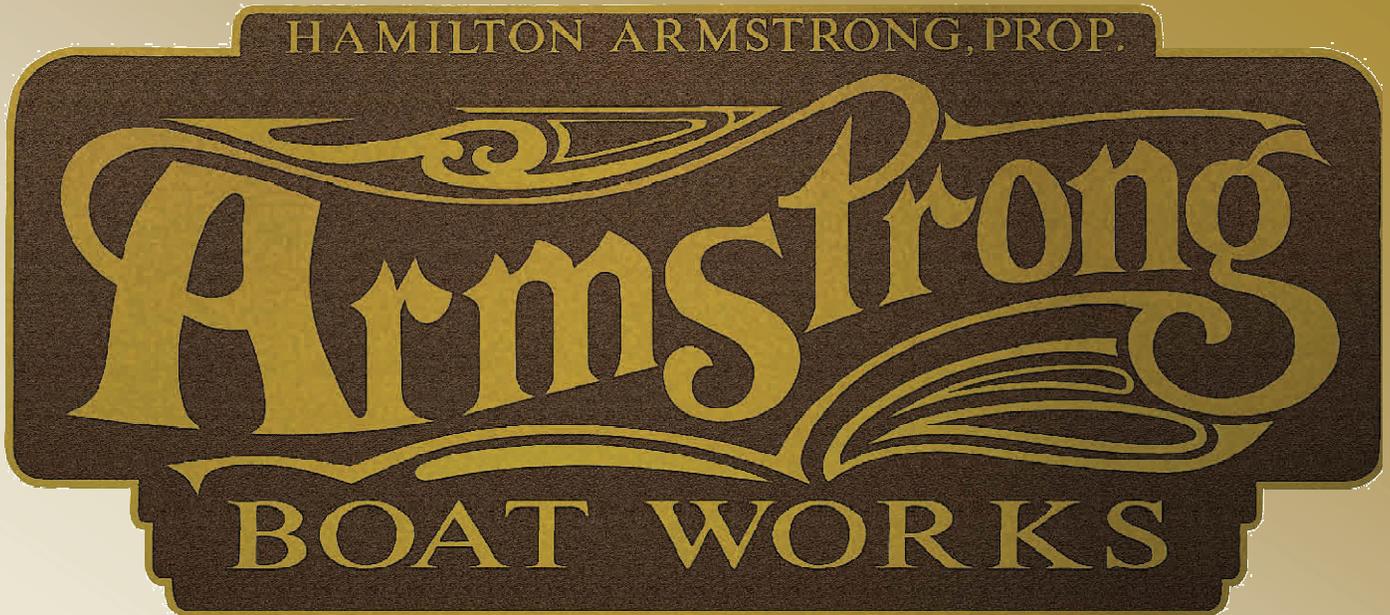
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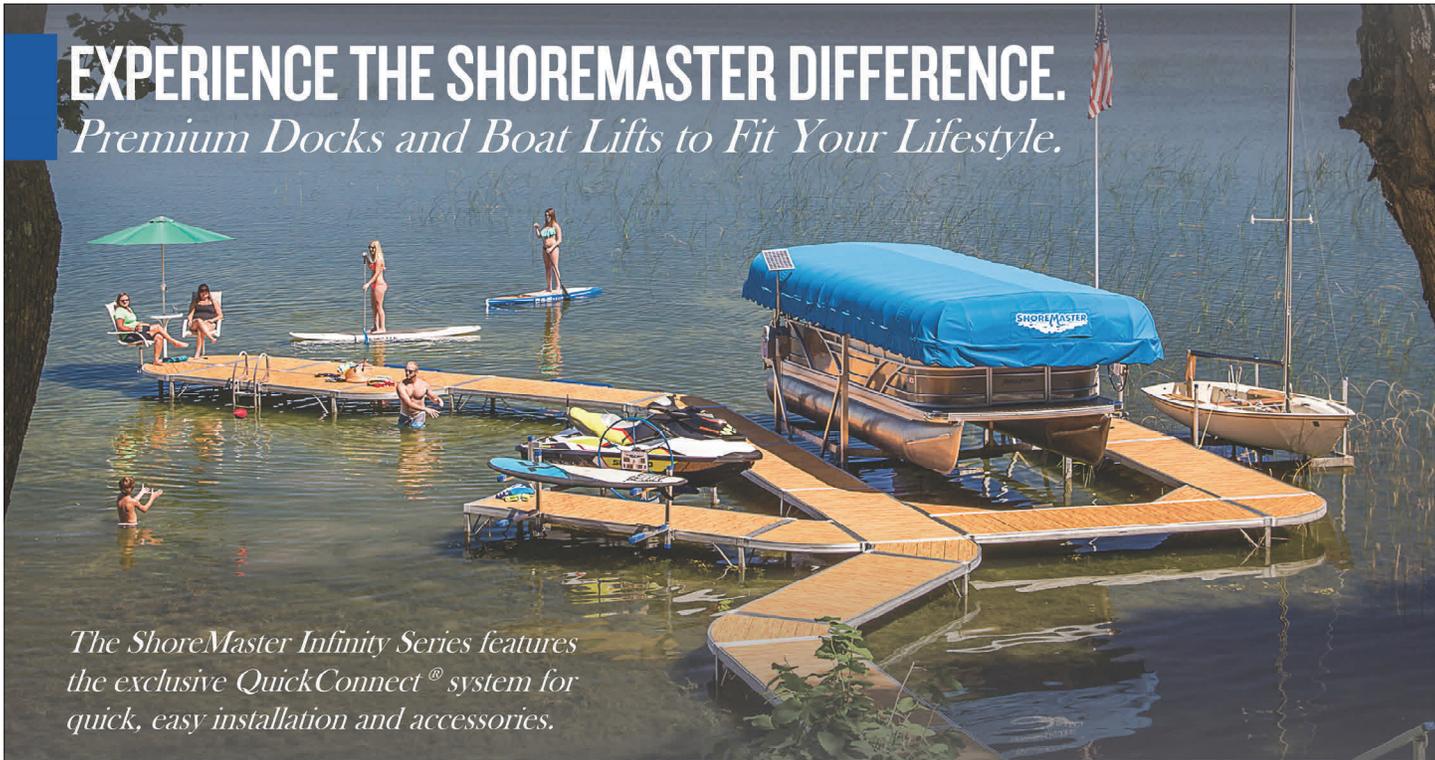
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