

Celebrating 20 Years of Brightwork

Brightwork



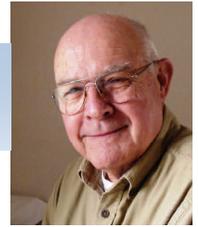
Newsletter of the Finger Lakes Chapter, ACBS
Volume 20, Issue 1

March, 2015



From the President

Jack Gifford



Hi Folks.

As we sit here enduring the last vestiges of what has been a bitterly cold winter here in the northeast it's hard to envision that spring is a few short days away (at least on the calendar). We are beginning to look at 2015 with an eye to new ideas, new projects and, most importantly, ways in which we can continue to grow.

Our primary focus this year will be on membership. We must attract new members if the Chapter is to survive. Several ideas are under consideration now and we welcome new ideas from you, our members. Please contact me or any member of the Board of Directors with your comments and suggestions.

Letters...

The Finger Lakes Chapter braved the coldest February in history to promote our hobby of antique boating. We had a great display this year and special thanks to Steve White along with Lynn and Howard Hopson.

Steve brought his rare 1895 Adirondack guide boat and his collection of classic water skis and trophies from his youth. Lynn and Howard brought their beautiful 1951 Penn Yann trail boat and a perfectly restored Mercury outboard motor.

Most importantly were the volunteers who braved the weather to man the booth for four frigid days. The show ran Feb. 11 through Feb. 15th at the New York State fairgrounds.

Special thanks to everyone who helped with the chapter's display.

-Dave Couch, 1st Vice-President

Brightwork welcomes your letters and pictures.

Send them to: tom@tombeardsley.com—anytime!

There is also good news about the FLC Web Site. After a long hiatus, we have engaged a custom web site developer to re-vitalize and help manage our site. He has several exciting ideas that we will be implementing over the next several months. Here again, we look to you to offer suggestions so that we may constantly improve the site. The FLC Boat Show Invitation link will be posted on the web site around the first of April. As in previous years, you simply go to acbs-flc.org, click on the link, fill in your information, print and mail with your registration check.

See you on the dock... -Jack



CNY Boat Show—

Finger Lakes Chapter Display

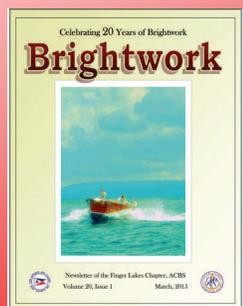


About the Cover:

The dream to plow through drifts.... Of water.

Soon.... Soon.... Soon....

Gosh, it's been a long winter.



Welcome Aboard!

New Members:

Terry Baker, Cheektowaga, NY

James Stahl, Canandaigua, NY

Chapter Membership now at 184

Calendar of Upcoming Events

Mar 15	FLC Board of Director's Meeting—<i>The Creamery, Skaneateles</i>
Mar 27—29	Sunnyland Boat Show, Tavares, FL
April 19	FLC Board of Director's Meeting—<i>The Creamery, Skaneateles</i>
May 8—10	Symposium and Workshop on “Re-planking your boat”— ACBS and ABM, Clayton
May 17	FLC Board of Director's Meeting—<i>The Creamery, Skaneateles</i>
Early June	Dock Day, Skaneateles
June 14	FLC Board of Director's Meeting—<i>The Creamery, Skaneateles</i>
June 20	41st Annual Lake Hopatcong Annual Antique and Classic Boat Show
June 25	Owasco Lake Day — Emerson Park, Auburn
June 25—28	ACBS Summer Quarterly Board of Directors— Mystic Seaport
July 11	25th Annual Fulton Chain Rendezvous
	18th Annual Chautauqua Lake Antique and Classic Boat Show
	ACBS Toronto—35th Annual Summer Vintage Boat Show
July 17—19	38th Annual Vintage Boat Show—NYC
July 19	FLC Board of Director's Meeting—<i>The Creamery, Skaneateles</i>
July 19—20	33nd Wine Country Boat Show
July 24—26	37th FLC Annual Boat Show, <i>Skaneateles</i>
Aug 8	Lake Champlain 30th Anniversary Boat Show
Aug 15	Annual Hudson River Classic Boat Show
Aug 16	Boat Show Wrap-up Meeting (TBA)
Sept 10—15	WCCB Fall Trip, Smith Mountain Lake, VA
Sept 20	FLC Board of Director's Meeting—<i>The Creamery, Skaneateles</i>
Oct 18	FLC Board of Director's Meeting—<i>The Creamery, Skaneateles</i>
Nov 21	FLC Annual Meeting (<u>Tentative</u>) (TBA)
Dec, 2015	No meeting

Finger Lakes Chapter, ACBS

2014 Corporate Officers

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First Vice President
Second Vice President
Treasurer
Secretary

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Ship's Store: Barb Carman 607-754-4181 barbaracar-

Immediate Past President

Janice Miller (2008-2010) 315-496-2924 jmillrarch@gmail.com

Past Presidents

Rob Kidd (2005-2007)	Jack Miller (2003-2005)
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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	Jim Brennan	Fred Curry	
	Ron Jasper	Bob Myllymaki	

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 Bob Myllymaki, 7783 Gloria Dr., Baldwinsville, NY 13027 or anteekbotr@aol.com, 315-635-3634. 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.



Rob Kidd

Spotlight On Members

What's Behind a Boat's Onomastics?

When Craig Benson of Thompson, Pennsylvania first saw this 1936 Chris-Craft named *SLEUTH*, it was sitting in the boat restoration shop of Todd Rissberger, just outside the village of Lake Placid, NY. Craig was immediately attracted to the boat's lines and wondered whether or not it might be for sale. The answer was, "Yes, to the right owner".

Todd explained that the boat had just returned from the owner's Florida home where the sun and heat had taken their toll on the finish and upholstery. The owners insisted that any new owner would complete the necessary repairs and maintain the boat's original appearance. Craig persuaded them that he was the one who would do it and a price was agreed upon.

Craig sent for the boat's hull card from the Chris-Craft Archives at the Mariners' Museum and learned that his boat was delivered new to

Lake Placid in July of 1936, most likely to the George & Bliss Inc. dealership. Options included a spotlight, utility box and an exhaust muffler, all of which remain on the boat today. Also original to the boat is the rarely seen model "H" Chris-Craft six cylinder engine. This is the predecessor to the ever-popular "K" series engine and differs by having a smaller displacement and ten fewer horsepower than the earliest "K".

With new upholstery and finish work completed, Craig altered the boat's name to *TIME SLEUTH* to reflect his vocation as a Marine Archeologist.

Craig's son Jeff has since become quite fond of *TIME SLEUTH* and he likes traveling to different boat

shows with his Dad where they make new friends by offering rides to spectators. At our annual show in Skaneateles, Craig invited members of The Syracuse Model Boat Club to join him in the Parade of Boats. Everyone on board had a great time and when they returned to the show, one member of the Model Boat Club, Bill Anken, paused at the dock to admire the lines of *TIME SLEUTH*. Bill then decided that he would like to build a running scale model of Craig's boat and did so by extensively



Courtesy Benson family

modifying an existing kit offered by Dumas Products of a 19' Chris-Craft. Having the correct planking and certain hardware pieces saved Bill a great deal of time over building entirely from scratch.

Bill brought the completed boat to our show the following year and placed it in the water. He then let young Jeff Benson take the controls and within minutes Jeff was operating the miniature *TIME SLEUTH* like a pro. Since then, the radio-controlled boat and Jeff have appeared at several different boat shows where they always draw a crowd.

When not attending to the business of running a bed & breakfast with his wife Pam, Craig and family enjoy *TIME SLEUTH* on area waterways where Jeff

is learning to water ski and has already become an accomplished knee-boarder.



Photo by Brian Morris



Photo by Brian Morris



Dave Couch

Restorer's Corner

What's the Story With That Boat?...

The inspiration for this story began about two years ago in Jack and Anna Miller's barn. They asked me to stop by and give them an estimate for repairs on their Morehouse inboard. While discussing what was needed, Anna came across some great old photographs of she and Jack enjoying a beautiful mid-1950's summer on the water. The first photo she showed me was of Jack. He was lean and tan with dark aviator shades on, bare chested and soaking up the sun as he cruised down the lake in his Century Nomad. Jack told me about his father's marina, a Century dealership, in Homer. He then pointed out his Dad's 1950 Resorter which he had right there in the barn next to us. Anna pulled out another photo, this time of her, in a bathing suit lounging on the Resorter's engine cover cushion soaking up the summer sun. "We've had such wonderful summers on the lake. It seems like we were on the water and in the boats all the time. We always had a Century to enjoy."

While I was driving home, I started thinking about Jack and Anna's stories, the great photos from their past and how a lifetime on the water was relived like it happened just yesterday.

Jack and Anna have been long time members of the Finger Lakes Chapter and are completely dedicated to ACBS. That got me thinking about all the other members of ACBS and of the great memories and photos they have tucked away, enjoying their time on the water.

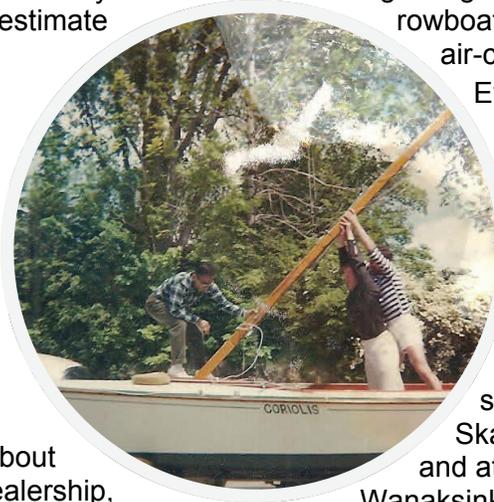


This is what I enjoy the most about working on client's wooden boats. It's not just the work of preserving a classic boat, but the story

that comes with it. At some point in the course of the project the owners recall a story in their life and of the boat involved. It seems to give meaning to their wanting to preserve that bit of history.

As a kid growing up on Skaneateles Lake, my family

spent a lot of time on the water. My Dad had a 19-foot Lightning sailboat and a 12-foot Thompson rowboat with a Fred Perry seven horse-power air-cooled motor.



Every spring, it was my job to sand and paint the rowboat sea-foam green, and varnish the inside of the rowboat and the Lightning. I'm sure my attention to detail was pretty minimal. I wish I knew what happened to that rowboat and sailboat.

Our family also has great photographs and stories of our summers on the water here in

Skaneateles and at camp on Wanaksink Lake in the Catskills. There, in the Catskills, Grandpa Couch had a 1931, 18-foot Old Town canoe which was painted bright orange. The canoe had a life time of stories including a ghost story which became legend around the fire.



around

My story is still progressing with my boats; the Lyman and the Chris-Craft Super Sport and I'm sure when I catch up to Jack and Anna, I will have at least a dozen other memories of my life on the water.

So, I would like to hear from members who would like to celebrate a few great memories of boating experiences. Any photographs you may have, from the earliest days on the water to the most recent will be welcomed. It would be great to collect these stories and there's no reason to wait. This is the history of this hobby, the life behind the things we do. Please feel free to contact me at dfcouch@yahoo.com and we'll see what we can put together.



On Seneca Lake, Blowing Up the *Onondaga* Mer

A Rallying Cry, “Remember the Maine, To Hell With Spain” Bec

260 sailors lost their lives when the *Maine* blew up in Havana harbor in January, 1898. The ship years, initially blamed on a mine in the harbor, most accounts now blame the sinking of the *Maine*

Because the majority of the damage was to the forward part of the ship (and the most lives lost),

This story is part of *Brightwork*'s continuing series on steamers in the Finger Lakes region. Whi

Steamer and the loss of what had been a brand new armored cruiser, sent to protect US interests

By Don Quant,
Finger Lakes Steamboat Historian
Revised, September 3, 2014

There was a brilliant flash of light, a thunderous boom. Huge billows of dense smoke rolled across the waves. When the smoke cleared, one of the grand old steamers of Seneca Lake was gone from sight. All that was left were a few splinters of wood floating on the surface. The steamer *Onondaga* was the centerpiece of a huge celebration of American victories in the 1898 Spanish American War. The *Onondaga* was blown up in the middle of the lake to simulate the

quarantine a performing troupe suspected of having small pox. That sealed the boat's fate, and the boat company pondered how to get rid of it. The United States was winning the Spanish American war and the idea of blowing it up as part of a grand celebration came to mind. The date for the spectacle was set for September 14th, 1898. The boat was loaded with dynamite and towed up the lake. The dynamite was detonated shortly after 5 pm by a triggering device actuated by pulling a cord from the steam tug *Chapin*, anchored nearly a half mile away. Long time diver and local history buff,

remains of the 180-foot hull and a debris field around it in nearly 400 feet of water. The *Onondaga* had been found! Now that the location of the wreck was determined and sonar images obtained, Hans wanted to have actual video and photographs for confirmation. The state of preservation might have been fairly good at that depth but the actual condition needed to be assessed.



The Search for the Wreck

blowing up of the battleship *Maine* in Havana Harbor. Over 7000 people attended the celebration which included picnics, parades and a balloon ascension.

The 180-foot *Onondaga* had a very successful career in the excursion age that lasted until the late 1880s. When railroads were built along the sides of Seneca Lake passenger traffic on the lake diminished considerably and smaller boats were built to handle the decreased traffic. The *Onondaga* languished at the dock in Geneva, used only



occasionally for large excursions. Then, in 1898, the boat was used to

Hans Daatselaar of Cohocton, read about the explosion of the *Onondaga* in the fall of 2009 and wondered what might be left of it on the bottom of Seneca Lake. He learned that the wreck went down in very deep water several miles south of Geneva. He gathered information from the Geneva Historical Society and contacted me for additional details. This information allowed him to determine with some accuracy the boat's location.

Hans realized that the great depth of water would require specialized equipment to explore the wreck. Hans met with Jim Kennard who had a sonar tow fish and made plans to search the explosion site in June of 2010. After about 2 hours of scanning the designated area, the side-scan sonar clearly showed the

This would require some sort of device that would be able to take photographs and images at that depth. Hans tried to arrange a ROV (remotely operated vehicle) submarine for the exploration of the site. The few ROVs located were engaged in other endeavors. After 18 months of trying, Hans was unable to arrange for a ROV. He began experimenting with a camera on a tether and worked with Bob Byland of Glenora to assemble the equipment needed for the project. Bob is an active diver, President of the Finger Lakes Underwater Preserve Association, (www.flupa.org) and a proponent of establishing a UDT (underwater diving trail) in the Finger Lakes.

Memorialized The Sinking of the *Maine* In Havana Became a Battle Cry in the Spanish-American War

It was the first USN ship named after the State of Maine. Its sinking remained controversial for years due to the instability of ammunition in the forward part of the ship. There were 89 survivors. The explosion became a major catalyst for the war.

While it may seem like a reach, read on to see the connection between an out-of-date Seneca Lake steamer in Cuba's revolt against Spain.

A video camera and a computer were aboard Bob's boat on July 9th, 2012.



Hans and I were on board to help out. When we were over the site, the camera was lowered

and the first video images of the wreck were seen at 7:25 pm. This was the first time the boat had been photographed since 1898. These images provided the confirmation that Hans was looking for. The boat's hull was found upright and the first image

of the wreck in the surrounding debris field.

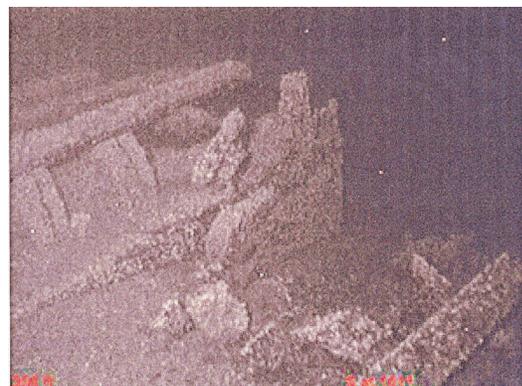
Capturing the video was a difficult task. The camera was on a 400-foot tether and was controlled by moving Bob's boat over the wreck. We manipulated the tether to keep the proper height over the site and Hans maneuvered the boat to maintain position. I raised or lowered the camera and Bob operated the computer which captured the images. Bob directed the operation based on the images he was seeing on his screen. Several



guiding of the ROV was far more successful than our tethered operation, also reducing the need to delicately maneuver Bob's boat.

of the Steamer Onondaga

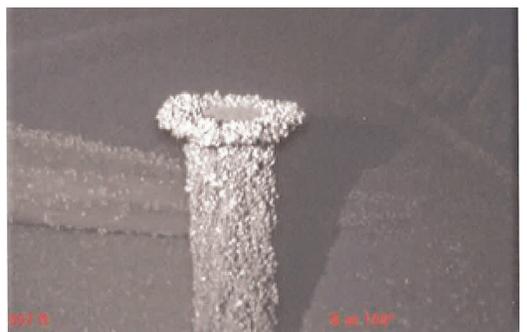
was of the forward port side with some ribs and planking still attached. The deck and cabins were not visible. Some elements of the engine room were visible as the camera drifted over the length of the hull and the stern quarter. The hull had filled with several feet of silt over the years and undoubtedly covered much of the



passes were made to obtain additional images.

We were successful, but knew it could be better. Hans renewed his search for an available ROV. He learned that Hydroacoustics of Rochester not only had the equipment required, but also offered to send along an expert operator. This very generous offer provided the opportunity to get accurate and meaningful video images. Ken Wittlief of Hydroacoustics joined Hans, Bob, and I early on August 3rd, 2012 to photograph the wreck. Four hours of video images were obtained. The images show the wreckage has survived extremely well over the 100-plus years following the boat's explosion. Ken's expert

A systematic survey of the *Onondaga* was made. We found a debris field consisting of planks and possibly portions of the superstructure surrounding the main hull. A smaller section of the boat was found about 150 feet to the west of the main hull. This adventure provided a remarkable insight into the final chapter of one of Seneca Lake's finest steamers.



Upcoming Workshop in Clayton, May 8

Dick Werner, ACBS Symposium Chair, is announcing an upcoming symposium and workshop in Clayton this May 8—10 at the Antique Boat Museum in Clayton.

The program will cover replanking your boat, addressing everything from replacing a single plank to planking the entire hull. Participants will have the opportunity to work with either carvel or lapstrake planking.

Dick says steam bending and stain matching will also be included.

In addition to the workshops, there will be boat rides and a tour of some of the museum's collection which is not, generally, open to the public.

More specific information and registration for the program is available on the ACBS website (www.acbs.org).

This promises to be both an informative and fun weekend.

Dick Werner is available for assistance in organizing and publicizing any chapter's symposiums and workshops.

He can be contacted at werner.r@att.net.



Courtesy Dave Couch

Antique Boat Museums Are Looking For You

In the heart of Finger Lakes Wine Country, The Finger Lakes Boating Museum is now thriving in the former Great Western / Taylor Winery headquarters



This beautiful stone building is a perfect spot



for the display of boats built in the Finger Lakes region. Exhibits of Grumman, Fay & Bowen, Penn Yan, Morehouse, and other Finger

Lakes built craft can be found throughout the main building. A deeper exploration finds the history of the building itself with some of the wine cellars of the Taylor days still intact.



these slender, beautiful lakes we call home.

Memberships are growing and various levels of membership provide some exciting benefits. Currently being led with the dedicated passion of an outstanding team, plans for the future are boundless. Volunteers are always welcome.



A room with meticulously built models of Finger Lakes Steamboats by model builder Stephen Harvey.

This is a museum with great potential and it is quickly becoming the turn-to spot for everything historically marine in the Finger Lakes. It even includes the story of steamboats which once plied



Cabin structure of *Pat II*, the former Skaneateles Mailboat (see *Brightwork*, March, 2014).

Continued on Page 11



Grading Summer— On a Curve

It is the middle of winter in Rochester, NY.

Not gonna lie, boats are not the first thing on my mind, or the second, maybe the last.

What's on my mind? Midterms, GPA's and prom dresses. That's kind of it, along with the occasional high school drama that needs to be dealt with, but hey, who doesn't love a little drama.

Life is just so much easier in the summer when you're not being called into the councilor's office and being threatened that unless your 3.8 GPA is raised to a 3.9, you're being kicked out of "AP bio." Instead, the only thing you're threatened with is "you're gonna get burnt if you don't get out of the sun soon," or "you're in trouble if you're not home by midnight."

When, instead of running into ex-boyfriends at the mall, you're running into best friends at the local ice-

cream place. Instead of putting on 3 shirts, 4 sweaters and 2 winter coats, throwing on a tee shirt over your bikini is considered "layering up."

Summers are just so much easier, when the most stressful decision you have to make is whether to stay in bed all day or go work on your tan, maybe read a good book or listen to good music, take a long boat ride on the lake or go for a drive to the middle of no-where.

No more "what is that capital of Venezuela" or "graph a polynomial function of $83x=9$."

Everything's easy, everything's simple, everything's fun.

No stress, no decisions. Just life. Just fun.

Our "Sister" Finger Lakes Chapter Has Planned a Classic Fall Trip

Wine Country Classic Boats (WCCB) is taking bookings now for their fall trip this year and what a great trip is planned.

Open to all, more information can be found on the chapter's website

(www.winecountryclassicboats.com)

The host resort is Mariner's Landing at Smith Mountain Lake, Virginia. The five day trip will include banquets, the 25th Annual Smith Mountain Lake Chapter's boat show, and of course, free time to explore on your own.

Special discounted lodging rates are available at the resort.

Friday is launch day and Saturday is show day.

On Sunday and Monday following the SML show, there are special tours and cruises of the lake and plenty of time allotted for the swapping of boat stories.

2015 - WCCB - Fall Trip Smith Mountain Lake Virginia

Wine Country has been invited by the Smith Mountain Lake Chapter to venture down to their part of the world, and celebrate and enjoy their 25th annual boat show, and to join in on a special program created especially for our chapter.

Dates: September 10th to September 15th 2015

**Host facility:
Mariner's Landing
1217 Graves Harbor Trail
Huddleston
Virginia 24104**

**Phone: (540) 297-4900
Fax: 866-727-0539**

Website: <http://www.marinerslanding.com>



Please go to the website and click on the various links and buttons to learn more about this resort facility. All three buildings are occupied by individually owned condo's. Mariner's Landing is actually the management company that sells the units, and handles the renting of unoccupied units for the owners.

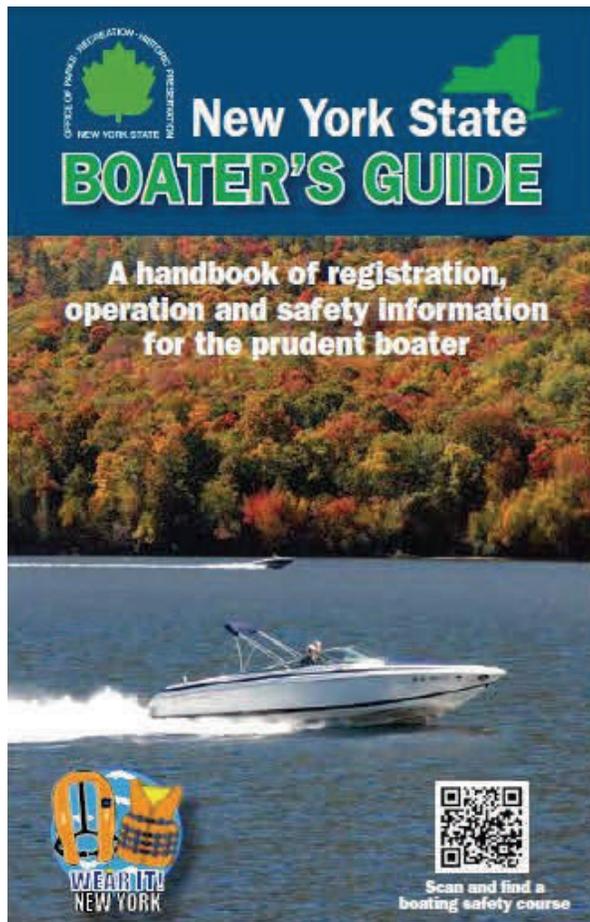
Remember: Spring Is More Than a Clean Boat, It's The Time to Check For All "The Right Stuff"

How's that boat doing? Looking good, right? All painted and varnished? Polished and ready for the show? Is it ready, though, for the unexpected?

In the past few years, FLC members have experienced the unexpected, in their case needing to get to shore in a big hurry. (Remember those cracked or sprung planks?) Anything can happen, anytime and it's best to be prepared. Check the NYS Parks website (<http://www.nysparks.com/recreation/boating/documents/NYSBoatersGuide.pdf>) for more information and you can find a boating safety course, too. Remember, eventually we all need to take that course.

A few extra things to think about:

Life Jackets: Remember to have enough of the right type! Every boat needs enough life jackets for every person on board. Children 12 and under have to wear them at all times on an open boat or while on deck. Child lifejackets are only approved for



children under 90 lbs. Infants should have an infant life jacket.

Many older life jackets have plastic bags filled with "kapok." If those bags develop a leak, the life jacket needs to be replaced. Check your straps for integrity. Is the stitching holding up?

Will the straps break or come off the jacket with a firm tug? Don't be bashful—give it a pull!

Remember, too, any inflatable life jacket is only approved if it is being worn. And remember, *everybody wears lifejackets from Nov 1 to May 1 in New York State on the deck of any boat under 21 feet in length.*

Fire Extinguishers: Check the pressure, shake it around and check the nozzle for spiders. If you can't feel the contents shifting when you shake, if the pressure is below the green or there are cracks in any hoses, or missing safety pins, go get it serviced and/or replaced.

Flares and other signals: Check the date. Flares and smokes must be replaced if beyond the expiration date. They are good for three years, but when you buy new, check the expiration date at the store and make sure you're getting the best deal.

On page 23 of the NYS Parks website there is a handy table outlining exactly what equipment must be carried on board.

ENGINE REMANUFACTURING

High quality work by professional machinists with marine engine experience. We will bring your engine back to original performance condition and offer upgrades like hardened seat valves for today's gasoline. Special show detailing, polished aluminum and brass, and rebuilding of generators, carburetors and transitions are also available.

Call and ask for Al, Bill or Jim.

Drake Engines, Inc.

2285 Ridgeway Ave.

Rochester, NY 14626

Ph: 585-723-1333 Fax: 585-723-1078



Pictured: A Pair of Recently Restored Liberty's

Antique Boating Museums

Continued From Page 8

Make your next group project a work day at the museum. The FLBM has hosted work “parties” such as birthdays and reunions where walls have been removed, moved and replaced. Floors have been



sanded and varnished, graphics hung and lighting designed. The list goes on.

While there, check the progress on the former Skaneateles Mailboat, *Pat II*.

The restoration of *Pat II* is expected to take several years, with plans for the boat returning to the water, this time in Keuka Lake as the “Flagship” of the

Finger Lakes Boating Museum.

More information on donating, membership and volunteering can be found at www.flbm.org or by calling the museum at 607-569-2222.



The Lawson Center Boat Museum on Beautiful Lake Chautauqua

Fun for the whole family:

- * Antique boats and motors
- * Captain Kid's Corner - hands-on activities for children of all ages
- * Photo exhibits and video history theatre
- * Fabulous lake views from our outdoor decks
- * Unique gifts and souvenirs in our museum store
- * \$5 for adults. Children, members and active military free

Check our web site for a calendar of special activities:
www.thelawsoncenter.org

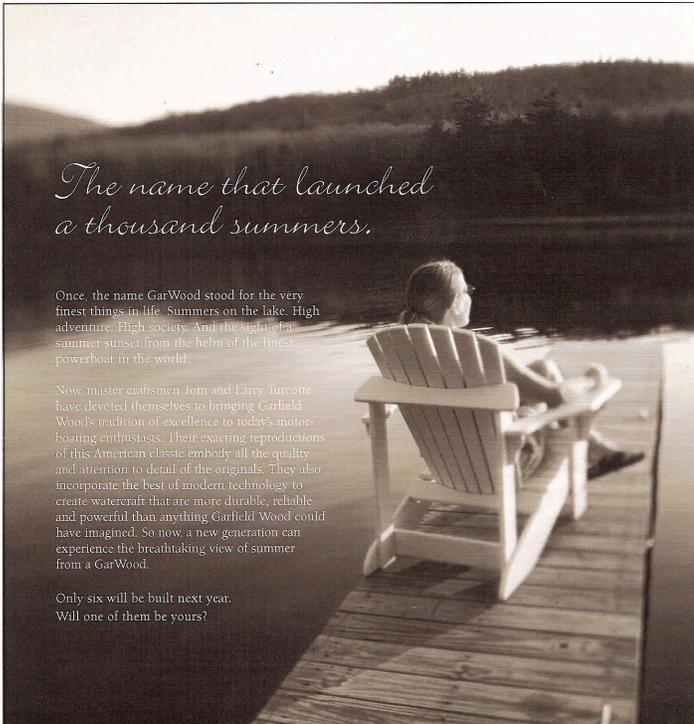
Open Wednesdays Noon to 5pm, Saturdays 10am to 5pm and Sundays Noon to 5pm.
Special tours by appointment.
73 Lakeside Dr. Bemus Point NY 14712
716-386-3355



Special Offer for ACBS Finger Lakes Chapter
Bring this ad and get 2 FREE adult admissions



This ad was provided by The Lawson Center, a growing museum in Chautauqua. A special invitation to all FLC members is attached and provides yet another reason to visit this western NY lake.



The name that launched a thousand summers.

Once, the name GarWood stood for the very finest things in life. Summers on the lake. High adventure. High society. And the sight of a summer sunset from the helm of the finest powerboat in the world.

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Only six will be built next year.
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Your Invitation to the Annual Finger Lakes Chapter Boat Show is Coming Your Way Soon

This Year Is Going to be Something Special

Our 37th annual boat show continues in Skaneateles, one of the most picturesque villages in upstate New York.

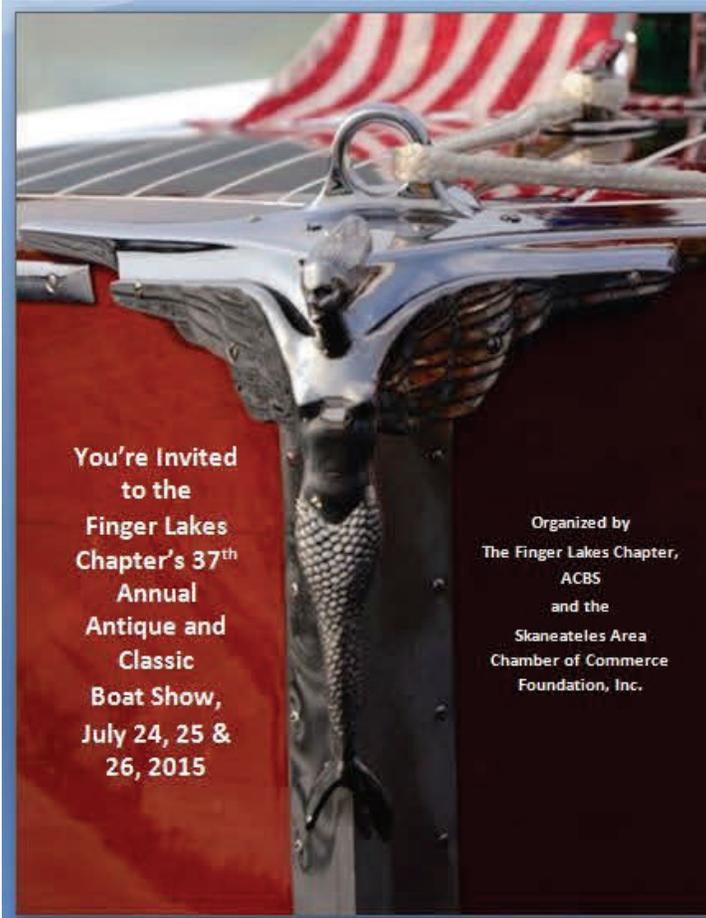
Add to that a pristine lake, first-class ramp service, upbeat music and great food and you have a recipe which guarantees another successful event.

And what makes this year so special? Our standards just keep getting higher.

Last September, the FLC hosted the ACBS Annual Meeting and International Boat Show and we are proud of the way it went.

And, once again, we will be pulling out all the stops to ensure yet another successful and event-filled boat show.

We'll send a postcard with



This stunning photo is of FLC member Don Babcock's 1929 Dodge Runabout. Wouldn't it be nice if bow ornaments like this still existed?

a reminder to look for the official invitation with this photo (see inset) on the FLC website.

Simply fill out the form with your keyboard, print it out, attach your check and mail it back. The form does the math and legibility won't be a problem. There is no method for payment online, however.

You may also request an invitation by mail by calling Teddi Myllymaki at 315-635-3634 and an invitation will be mailed to you.

Need additional help with the electronic form? Call Tom Beardsley at 315-263-8906 and we'll walk you through it all. See you in July!



The *Finger Lakes Chapter* is proud to have M&T Bank continue as the Official Sponsor of our annual boat show, July 24—26, 2015.

Need More Information on Skaneateles?

Skaneateles is the Gateway to the Finger Lakes Region of New York State. Rolling hills, quiet farmlands and long, slender lakes stretch from south to north in this region between Syracuse and Rochester. Classic B&B's, outstanding restaurants, award winning wineries and the third largest concentration of craft breweries in the country can be found throughout the region.

Skaneateles is nestled at the north end of Skaneateles Lake, on the eastern side of the Finger Lakes region. Visit www.skaneateles.com for more information on this great town and visit the village live with the webcam link.

The Dock Market

For Sale: 17' 1903 Grant-Parsons Adirondack Guideboat. Very good condition. Original caning on seats. New oars, built as originals, included. Asking \$12,000. Kathleen Cappon. 585-489-4139. kcappon@verizon.net (Rochester, NY) *NEW 0315*

For Sale: 2004 Lakeland Boatworks 22' Isle Royal. 140 hp Nissan outboard. Trolling motor. 1 1/4" mahogany planking, mahogany steering wheel. Deluxe trailer included. Asking \$36,000. Jennifer Biloski 607-257-8993 or jbiloski@twcny.rr.com (Ithaca, NY) *NEW 0914*



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 1214

For Sale: 1962 Switzer-Craft "Shooting Star" with '62 100hp Merc outboard. *New Price!!* Beautiful, very rare boat. Only 30 1962 models produced. Boat and motor fully restored. Includes trailer. Asking \$24,000 OBO. Arnie Rubenstein, 315-445-3345 (Skaneateles) *REV 1214*

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: 1954 Johnson Outboard. 5.5 hp, includes 6 gal. tank. Runs, good condition. Make Offer. 585-889-9635 (Rochester, NY) *NEW 0314*

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 1214*

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: 185 HP Chris-Craft engine. Completely rebuilt. New rings, bearings, cam, lifters and carb. 283 cu-in. (Chevy Block)

Mick Griffin, 716-662-1949 or MickG16@aol.com *REV 1213*

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 \$14,500. OBO. Delivery available up to 100 miles @ \$2.00/mile.

Free Storage through this winter if sold before March. **Steve Shehadi** (Skaneateles, N Y) *REV 1214*

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)

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.

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.

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The Two Best Times: Buying a Boat and Selling It.

Peter Mellon, of Antique Boat America, Has Some Tips

The sale of a boat is as likely as the buying of one. The day may have mixed feelings, but a few tips can make a successful sale, at a fair price, more likely.

1. Spring Cleaning

Nothing draws the eye more than a clean, well-presented boat. Keep it simple and effective: a good cleaning with a rag, warm water and a capful of



Murphy's Oil Soap. Clean the leaves out of the bilge and remove clutter. Windex the windshield and polish the brass or chrome. Total Time: 90 minutes

2. Eyes and Nose

Now that the boat looks better, survey it again with your nose. Does the bilge smell like your sneakers? Clean it. And remove the gas cap. If the tank smells like turpentine, it's gone bad.

Fresh air does wonders to help the value of the boat and to make it welcoming.

3. Pictures tell a thousand words

Pictures, pictures and more pictures. Take pictures of the boat from all sides,



angles, inside and outside. Pictures of the bilge, bottom, gauges and dashboard need to be included. Add pictures of the trailer if there is one available. Pictures should be recent, within a year is good.

Don't be afraid to show deficiencies before a buyer travels 5 hours to see it in person. Hold up a small ruler to show the size of the blemish. We know the boat is not perfect and this tactic will not deter an interested party. Rather, they'll appreciate your honesty and it will build confidence.



4. Eyeballs

Where is your boat located and who will see it? There are two rules. Rule # 1: The more eyeballs on the

boat, the greater the likelihood that you will find a buyer. Rule # 2: See Rule # 1. Consider putting your boat in your local boat show. Tell everyone you know that the boat is for sale as word of mouth still works and is FREE.

Are you available to show the boat? If not, consider placing it with a professional where the boat will be



seen by the many and not the few. Is the boat presented in a nice area? Nothing detracts from the sale of a boat more than one covered in bird poop in a dark barn.

5. Valuation

Establishing the right price is always a tricky issue. Emotional attachments often inflate prices beyond reality. The value of your boat is based on a complex set of variables and factors. Your best suggestion is to find "comps," like real estate. Who sold a similar boat recently? Is yours better or worse? Speak to professionals, check the web and remember, the asking price of a similar boat is not necessarily a reflection of the market valuation..

6. Access to all

A hobby like ours is blessed with the Internet. Our hobby is small and spread out across North America. Listing your boat on the web helps spread the word. Make sure your broker does, too. The next buyer could be from anywhere.

7. Step up your game

Make a video of your boat! Today's cameras and phones make it easy. Walk around the boat and tell the story of your boat. Upload to YouTube and you are on your way. Mention how long you've had your boat, where it was used and what it needs. Keep it simple and straightforward.

8. Trailer

Since your buyer may be from out of state, having a trailer will come in handy. If you have a trailer, do not make it an afterthought. Make sure the lights work and the tires are in good condition and properly inflated. Ensure that the bearings are greased and ready for a

Continued on Page 16

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Boat Selling Tips and Techniques— continued from page 14

safe trip to its new home. Include pictures of the



trailer in your package. A sale without a trailer may mean the seller has to spend more money.

9. Paperwork

A transferable and clean registration for your boat and trailer are critical for any successful sale. Too often paperwork is lost or boats were never registered. In some cases, the owner has passed away which complicates the issue further. Make sure the paperwork is "Transferable" before you start the sale process. Remember, in some states a Title is necessary.

10. Information

Have a package of information about the boat ready

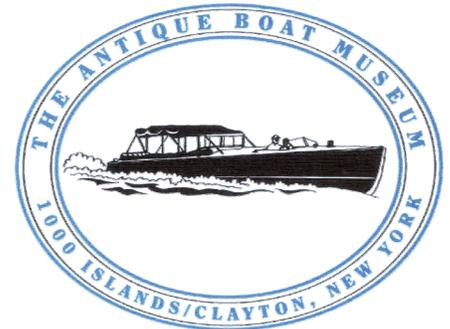
for the purchaser. Receipts of work done to the boat, the names of the contractors and insurance provider should be listed. Spring commissioning and winterization procedures are helpful and appreciated. Include copies of awards and any historical documents about the boat. These items enhance the salability of the boat and inspire confidence.

Remember, you have been the custodian of your boat and your stewardship will be appreciated not only by the buyer but for the next generation of buyer.

The passion of antique boating carries forward long after a sale has transpired and this hobby is ALL about passion"

Peter Mellon is president of Antique Boat America, located in the heart of the 1,000 Islands in

Clayton. This will be his 15th year selling Antique and Classic boats across North America and abroad.



Owasco Lake Day in June Remembers the Past and Looks Toward the Future

The Owasco Lake Watershed Association, Cayuga Community College, and numerous co-sponsors present the 7th Annual, "The Owasco Lake Day" on Wednesday, June 25th.

This Emerson Park event includes free admission, parking, free guided pontoon boat rides, family activities, children's games, and dozens of hands-on educational activities. The Resource Fair is bigger than ever this year with over twenty organizations participating. A presentation is scheduled for an overview of the condition of Owasco Lake based on the results of data from a 2013 sampling. This study pays particular attention to the accelerated aging of the lake being caused by nutrients

(phosphorus) from human activities throughout the watershed.

Following the Status Report presentation, a panel of five experts will speak about the work that is being done to restore Owasco Lake. The panel will feature 15 minute presentations by area experts.

An overview on the Wetlands Restoration Project at the South end of the lake will be displayed. Doug Young, owner of the Spruce Haven Farm Dairy, will talk about some exciting work being done to help agriculturalists capture nutrients on the land and thus

reduce their impact to the lake.

Owasco Lake is the primary drinking water supply for the City of Auburn and many surrounding towns. These projects may serve as an example to what may be done on other Finger Lakes.

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JUNE 25 3 TO 7**

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The event is being sponsored by the Owasco Watershed Lake Association (OWLA), the Institute for the Application of Geospatial Technology (IAGT), Cayuga Community

College (CCC), the Finger Lakes Institute (FLI) at Hobart Williams College, the Cayuga County Water Quality Management Agency (WQMA), and Cornell Cooperative Extension of Cayuga County.

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