

Brightwork



Newsletter for the Finger Lakes Chapter of ACBS
Volume 22, Issue 1
March 2017





Hi folks,

By the time you read this, I suspect most of us will be ready for the arrival of warmer temperatures in CNY. May we enjoy pleasant weather in April so docks and hoists can be installed early and we can begin a “long-er” season of boating.

Our annual Christmas gathering in Skaneateles was enjoyed by all attendees. The buffet variety was both tasty and plentiful. Kudos to the Blue Water Grill. Again this year, the Finger Lakes SPCA was the beneficiary of donations both from the ticket price and from “passing a hat” around the group. Many thanks to Dave Couch for planning this event.

Monthly meetings are continuing with the Skaneateles Chamber of Commerce for our joint annual 39th Boat Show over the weekend of July 28 – 30. We hope to repeat last summer's large number of boats, both on land and in the slips of the wonderful new docks. This new system is a tremendous improvement in safety, functionality, comfort, appearance, and roominess. We are also lucky to have Erin Sammut continue in her second season as FLC's Boat Show Chair.

The Boat Show invitation form will be available in early April on the FLC's website. acbs-flc.org

If you have not checked out our web site since its upgrading, please take some time to look it over. Jack Gifford has done a

masterful job coordinating its revamping and providing regular updates. I particularly like the option to browse past issues of **Brightwork** (so far, issues are posted from March, 2013, but more issues will be added as we scan them in). That helps me to not plagiarize (too much) Jack's past greetings from the President.

Planning is underway for a possible Spring outing/workshop. Check the web site for more info.

Due to the excellent individuals on the FLC Board, my first few months as President have been a breeze. We are blessed with an experienced and friendly group who make the operation run smoothly.

If you enjoy the FLC and ACBS, encourage your friends to join. Remember, owning a boat is not a requirement.

'Till Spring,
Rick



Letters...

Tom:

Just got my copy (December, 2016) today. Nice job (as usual) in finding room for my “ramblings.” Thanks.

Hope to see you at the 2017 boat show.

-Doug Vittum

Tom:

The (December, 2016) **Brightwork** is outstanding! Steve Smith helped us with the stuffing of the mailing envelopes yesterday and commented that our **Brightwork** has such quality and how could other chapter's newsletters be any better. I agree.

The article about Dick is perfect for a special man. Thank you to you and Anne. When I sent you my article about the Mary Herwig award, I didn't

realize you were doing your own. I just knew we had to acknowledge his years of service to FLC and ACBS. You did that well with the two page tribute. Dick's picture displays him exactly as we all know him.

I can only guess how much time and work goes into the writing and compiling of this fine publication. I appreciate what you do very much!

-Rick Nelson

Hi, Dick (former editor of **Brightwork**)

I enjoyed reading the delightful article that your daughter, Anne, wrote for the current issue (December, 2016) of **Brightwork** that highlights your many contributions to

ACBS and to our Finger Lakes chapter and your selection for the 2016 Mary Herwig Award.

You have been a marvelous supporter of classic boating, ACBS and everything connected to the Finger Lakes Chapter. Anne's article was terrific and helped make many of us even more aware of all that you've done for us. I think that it's

wonderful that your daughter is so aware of all that you have accomplished for our chapter, our national organization and the classic boating movement that she shared it with us in this thoughtful article.

My personal congratulations to you and to Anne for sharing this story.

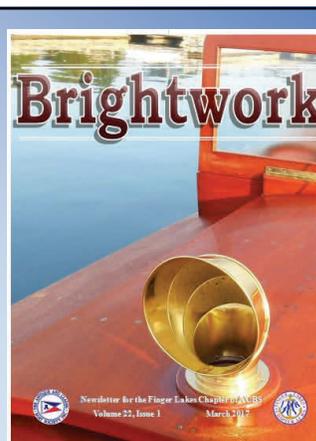
-Tony Mollica



Our New Members, Welcome Aboard!

- Rudy Slingerland, State College, PA
- George & Connie Bradley, Miami Shores, FL
- Noah Taylor, Little York, NY
- Charles Schlough, Trumansburg, NY
- R. Chris Oldenbach, Bradenton, FL
- Pete Maxson & Bob Oxford, Brockport, NY
- John & Eileen Rogers, Spencerport, NY
- Bob & Nancy Carlson, Little Falls, NY
- Scott & Christine Hughes, Groton, NY

Membership: 189 (February 25, 2017)



On the Cover

A perfect start to a perfect day.

Photo from editor's collection, International Boat Show, Skaneateles – 2015.

Calendar of Upcoming Events

Mar 23	All Day	ACBS Spring Meeting, Tavares, FL
April 13	2:00pm	FLC Board of Directors, The Creamery, Skaneateles
April 29	10—12	FLC Spring Outing & Workshop, Armstrong Boatworks, Fayetteville, NY
May 19—21	All Day	Spring Symposium, Antique Boat Museum, Clayton, NY
May 18	2:00pm	FLC Board of Directors, The Creamery, Skaneateles
May 19—21	All Day	ACBS & ABM Symposium and Workshop, Clayton, NY
May 27	9—2	Blessing the Fleet, Canandaigua Yacht Club, Canandaigua, NY
June 10	9—3	18th Annual Lapstrake Boat Show, Wolfeboro, NH
June 15	2:00pm	FLC Board of Directors, The Creamery, Skaneateles
June 23—24	All Day	43rd Lake Hopatcong Antique & Classic Boat Show, Lake Hopatcong, NJ
July 4		200th Anniversary of Erie Canal Groundbreaking
July 15—16	All Day	Wine Country Classic Boats Annual Boat Show, Hammondsport, NY
July 6	2:00pm	FLC Board of Directors, The Creamery, Skaneateles
July 28—30	All Day	FLC's 39th Annual Antique and Classic Boat Show, Skaneateles, NY
Aug (TBD)		FLC Board of Directors and Boat Show Wrap-up Meeting
Sept (TBD)	2:00pm	FLC Board of Directors, The Creamery, Skaneateles
Sept 6—9	All Day	ACBS Annual Meeting and Int'l Boat Show, Racine, WI
Sept 9—14	All Day	WCCB Fall Trip—Canada on the Rideau Canal (<i>see article page 10</i>)
Oct (TBD)	(Tentative)	FLC Annual Meeting & Dinner
Dec (TBD)		FLC Holiday Gathering

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

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Secretary

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 Erin Sammut
 John Sammut
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Immediate Past President

Jack Gifford (2011-2016) 315-703-7531 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)

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	Ron Jasper		George Zeth

[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; 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

New Fines Help Stop Aquatic Hitchhiking

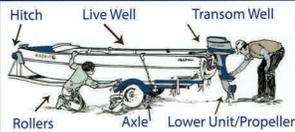
In December's *Brightwork*, we addressed land-based invasive species, specifically those harming native trees in the Finger Lakes region. We also discussed methods to prevent their



Watch for unwanted aquatic hitchhikers when you move from one waterway to another!

Aquatic invasive species (AIS) are non-native plants and animals that threaten native plants, wildlife, and their habitat. AIS degrade boating and fishing areas, and can reduce lakeshore property values and tourism. Once AIS are established, containment is difficult. By practicing watercraft inspection, you can help SLOW the SPREAD of AIS.

WATERCRAFT CHECK POINTS



- Before you leave a waterway:**
- CLEAN & INSPECT:** Inspect, remove, and properly dispose of any visible mud, plants, fish or organisms from boats, trailers, equipment, clothing, dogs, etc.
 - DRAIN:** Before leaving the launch, empty all water from spaces (i.e., bilges, buckets, livewells, etc.) that can hold water. Dump live bait at bait disposal sites or in the trash. Never move live bait fish between bodies of water.
 - DRY:** Dry anything that comes into contact with water.
- Never release plants, fish, or other animals into a waterway unless they came from that waterway.



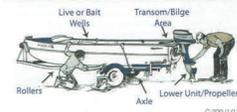
Prevent the transport of nuisance species. Clean all recreational equipment. www.ProtectYourWaters.net

Aquatic invasive species are non-native plants and animals that can degrade a body of water, impair boating and fishing, threaten native plants and animals, and destroy habitat. Once aquatic invasive species are established, eradication is almost impossible.

When you leave a waterway:

- Check for and remove any visible plants or debris
- Clean and drain your boat and equipment
- Dry everything that came into contact with water

WATERCRAFT CHECK POINTS



transmission or "hitchhiking" to infect other areas. In this article, we look at similar concerns regarding the numerous aquatic hitchhikers, both plant and animal.

If you were not aware, the New York State Department of Conservation (NYSDEC) has recently implemented



Cartoon courtesy of ANS Task Force www.anstaskforce.gov

Many communities and advocacy groups including Skaneateles, are spending lots of energy and large sums of money to attempt to control the three "weeds" which are spreading at alarming rates.

So, as the DEC's pamphlet points out (illustrated here), the key words of wisdom are: Clean, Drain, and Dry. Please do not launch your boat at a new site (or depart) without following these guidelines. The recommended drying time to wait between boating in two different water bodies is five to seven days. You will help slow the spread of AIS, and possibly prevent yourself from receiving a fine.

For more info, visit these web sites: www.dec.ny.gov and www.ProtectYourWaters.net

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Department of Environmental Conservation

Aquatic Invasive Species Regulations at DEC Boat Launching and Fishing Sites

Applicable Regulations

8 NYCRR Section 59.4 and 190.24 (links leave DEC's website)

Sites regulations apply to:

These regulations apply to all sites from which a watercraft can be launched that are under the jurisdiction of the New York State Department of Environmental Conservation.

The following actions are prohibited:

- Launching, or attempting to launch a watercraft from a state boat launching site, a fishing access site, or any other site from which a watercraft may be launched, or leaving from these sites with any plant or animal, or parts thereof, visible to the human eye, in, on, or attached to any part of the watercraft, including livewells and bilges; the motor, rudder, anchor or other appendages; any equipment or gear; or the trailer or any other device used to transport or launch a watercraft that may come into contact with the water, unless a written permit is obtained from the department.
- No person shall launch, or attempt to launch a watercraft from a state boat launching site, a fishing access site, or any other site from which a watercraft may be launched, or leave from these sites without draining the watercraft, including bilge area, livewells, bait wells and ballast tanks, unless a written permit is obtained from the department.

"Aquatic Invasive Species (AIS) Regulations at DEC Boat Launching and Fishing Sites." Essentially, boaters are prohibited from either launching or leaving any launch site with visible plants or animals attached to or contained within their boat or

trailer. If a violation is discovered, a DEC Police Officer or any other NYS law enforcement officer may issue a warning or a ticket/fine. The goal is to have boaters clean their boats at the ramp from which they pull the boats out of the water, not waiting until they are at a new location with plants and animals from the old.

Obviously, the most important aspect to preventing the spread of these AIS hitchhikers is the negative environmental impact they have on our water bodies. The current top six are the weeds **Water Chestnut, Eurasian Watermilfoil and Hydrilla**, and the animals **Zebra Mussels, Quagga Mussels and Spiny Water Fleas**. Officials are also looking to stop the invasion of non-native critters in live bait.

Two views of the Spiny Water Flea.





Dave Couch

Restorer's Corner

dfcouch@yahoo.com

The Art of Varnish and Paint

I often hear wooden boat owners say things like, "I don't know how to varnish a boat or even how to begin. That's for you experts."

Well, varnishing a boat is a skill which gets better with time. Most restorers have tricks and shortcuts, but it is always brushing, spraying or rolling and tipping. Really, it is an easy skill which can be learned and put to use by anybody.

Dale Baker, a chapter member, asked if I could help get his boat ready. He also wanted to learn how to do some of the work, including varnish and paint.

It always begins with "prep." We worked on the bottom first, getting a feel for everything involved. We masked, sanded, cleaned, tacked and painted using the roll and tip technique.

We then moved above the waterline and masked off the areas to be varnished removing hardware. By the way, the job really is easier when hardware is removed and the varnish lasts longer.

Most of this was maintenance varnish, so we wiped down with mineral spirits or soap and water to get dirt particles off. Once dry, we started sanding with 220-grit sand paper in the direction of the grain. Using light pressure, we worked in a back and forth motion until the surface became an even chalky white, smooth to the touch. I like sanding by hand. (Safety note: wear gloves and a dust mask or respirator. Always work in a well-lit, ventilated area.)

We vacuumed all the dust, wiped down the sanded surface with mineral spirits on a clean rag and then used a tack cloth over the entire surface to pick up any other loose particles. It's amazing what you pick up with each step. "Dust-Free" is the rule! A speck of trapped dust looks like a boulder after varnishing. It is good to keep a tack cloth on hand, ready to wipe down each new area once more before applying varnish.

Then it was time to varnish. Whether brushing, rolling or spraying, always applied in one direction. We went a foot at a time and continued on the same pace, overlapping an inch or two into the previous area (that overlap is called your "wet edge"). Using our brushes, we tipped back gently into the wet edge while always going with the grain of the wood.



I told Dale, "Take a deep breath (with your respirator on). Relax, this is fun. Don't rush, get a feel for how the varnish flows on the surface. If the varnish feels like it is resisting or sticky, add a few drops of mineral spirits or flow thinner to help it go on easier." We worked our way around the boat, occasionally going back and checking for runs, lightly tipping them.

I reminded Dale, "Multiple coats of varnish are preferred and traditional varnishes need a good day to dry and cure before sanding and applying the next coat."

There are some varnish products out there called "rapid coat" which allow you to apply multiple coats in one day as soon as the first coats have tacked over. These products take a little getting used to, but they do provide the chance to build up more coats faster.

The techniques we used here also work for marine paints on hull sides or decks. If you follow these steps, you should have an excellent finish to be proud of.

Most importantly, take your time and enjoy working on your boat. This hobby is fun, even the maintenance.

Drop me a note with any questions or comments. I'll even stop by and help you get started. dfcouch@yahoo.com

Happy Boating!



Dale has a 16' outboard based on a 1932 Ed Monk Design, built by the Northwest School of boat building

FLC SPRING WORKSHOP & OUTING—APRIL 29, 10–12AM

A Hands-On opportunity to review varnishing & finishing techniques with insights from local restorers. Ham Armstrong's shop (Armstrong Boatworks) in Fayetteville. RSVP Dave Couch dfcouch@yahoo.com or text 315-283-4419 by April 26.



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. This article is the fourth 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

So, work continues on the 1958 Capri. We're still on some of the structure, but just starting to get into some of the gratification stuff as everything starts taking shape.

Installing the Keel—For Keeps!

The keel was permanently attached to newly built frames with Silicone Bronze $\frac{1}{4}$ x 20 bolts. These were countersunk



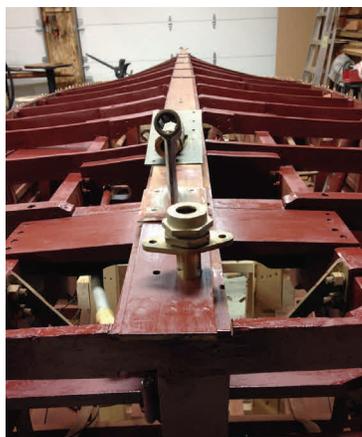
low enough that I could fair the keel later without hitting them. About $\frac{1}{2}$ inch felt right. I filled the holes with thickened epoxy. I could have used wood, and would have if this bottom was ever going to come off, but with a 5200 bottom it's pretty much permanent. There is enough time and money going into this boat that it should be well taken care of from now on. It's simply too valuable to leave out in a field to rot again.

Putting Holes in The Boat

The holes for the rudder and prop shaft were drilled. I didn't have the right size bit for the prop shaft stuffing box, so it took a while as I just used a chisel and some sandpaper and cleaned out that area of the keel until it fit snugly. This will be installed once the bottom is faired and painted.

Shaping the Chines

I decided to save the chines



(The horizontal boards that join the bottom and the sides of the boat) as they were in pretty solid shape except for one section on the port side. I soaked them with CPES which penetrates into the wood and when dry will make the wood as strong as it was when the boat was built. In the one rough section, I carved away the rotten wood, and repaired it with some mahogany strips and thickened epoxy.

The Stem Takes the Lead

I bedded the stem in 3M 5200 and bolted it together with $\frac{1}{4}$ inch Silicone Bronze bolts. Once it was all solid I was able to finish the stem rabbit as I now had the exact angles of the

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

planking and where they would land. I used a sander with 50 grit paper to finish cleaning it up, making it smooth and matching the angle. All bare wood was sealed with two coats of CPES which makes it water resistant.

We're Adding Color

The stem, frames and engine stringers were sanded, sealed with two coats of CPES and painted with Chris Craft red bilge paint. This oil



based paint sticks to everything (including my hands) and goes on thick. I was able to get to the frames and the bottom of things that would be tough to reach once the boat is turned back over. Better to do it now

while it's all exposed.

A Transom "Re-Do"

The transom had to be done before the bottom planking because the bottom planking runs past the transom, so by doing the transom next I didn't have to fit transom planking between two fixed



points, one of which is curved and highly visible. The transom planking was rotten enough so I could even push a finger through the plank in several spots! Probably not what you want to show off with that new gold leaf! I removed the bad transom planking

and found that, of course, the framing was rotten also. About half of the boards were rotten and some of the wood had separated from the rest. I



pulled everything true with clamps and removed anything that was beyond saving. I rebuilt all the now missing boards using the originals as patterns. Everything was plugged with dowel rods (there were about 300 screw holes to fill) and then the framing was faired so the new transom boards would land

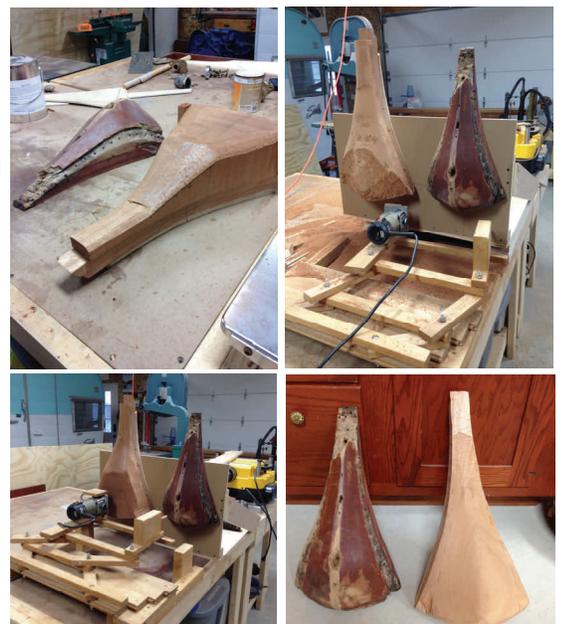


properly. Then, it was all painted with the same red bilge paint.

The first transom board (of three) is curved to meet the deck. It's a highly visible, tight joint and not filled with caulk, so it had to be right. I took the original plank and added some thickened epoxy to the edge where it was rotten. This gave me a good edge and allowed me to screw it to the new plank. I routed it on the tabletop router but made a mistake, the old plank was rounded over and the bearing followed the curve. That meant the plank didn't fit. Luckily, I only cut one edge and could cut it again. To re-cut, I glued a thin strip of wood on the edge of the original for the router bearing to ride against and this time it was perfect. I joined the edges and installed the remaining boards to match the width of the originals. I installed the 300 screws and filled the holes. The transom was sanded smooth using longboards first on an angle then with the grain. At this point, it's ready for a quick sand to clean it up and stain when the rest of the boat is ready.

The Art of the Stem Cap (Thanks Dick!)

The Stem Cap is a work in progress. Carving is not something I've ever been good at, it's too visual. One of the club members, Dick Sherwood, loaned me a home-built router-duplicator. The duplicator worked pretty well in roughing out the shape of the original. The duplicator is only two dimensional; it works on the horizontal plane with about 1 inch of vertical movement. To get around this, I just put scrap boards under the duplicator to raise it up every inch or so.



Continued on Page 11



Blythe Jakubowski

A Teen's Take On Boats

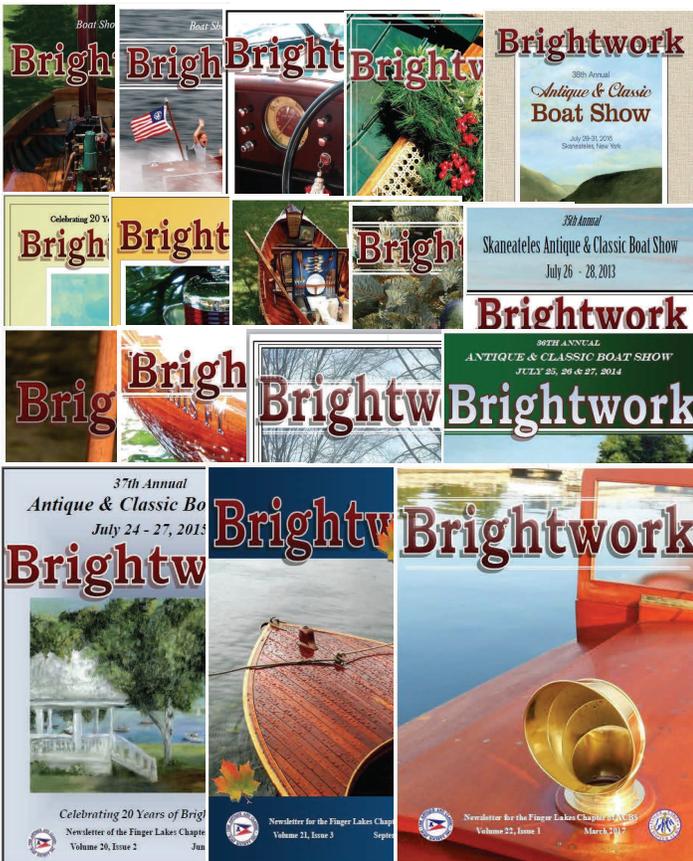
A Little Paint + A Little Boat = Memories

As the cold days of winter press on, it's hard to write something exciting about boats. The last time I sat in, rode on or even saw a boat was a solid 6 months ago! The priorities at the moment are prom dresses, studying for midterms and finishing the season finale of "Gossip Girl." But be that as it may, I am looking forward to warmer days and being on the water, as I'm sure many of you are!

Someone not in the throes of midterms is my Grandpa Richie, known to many of you as Dick or Richard Sherwood. Grandpa has been putting in several hours in his workshop again this year, making 250 "kiddie" wood boats for the Children's Activity Table at the FLC boat show! The "Table" has grown over the past 7 or 8 years from one table with a couple of dozen kids painting boats to over four tables and anywhere from 75 to 150 kids participating!

Thanks to Grandpa's generosity, there are many kids who look forward to coming back for their 4th, 5th or 6th year and painting another one of his boats. I have heard from some parents that the boats are displayed on bookcases in their children's rooms and it's fun for them to see their child's creative growth. My grandpa hopes that this fun interest in his little wood boats might inspire kids as they grow to have an interest in the life-size antique or classic boat, as it did for him.

Stop by with your young one at this year's show and join us in the fun. I will be there along-side my mom and cousins to set you up with a boat and some paint. Until then, along with you, I'll be daydreaming of those warmer days!



IS THIS YOUR LAST EDITION OF *Brightwork*?

Your membership must be current to receive this award-winning newsletter of the Finger Lakes Chapter, Antique and Classic Boat Society.

FLC very much appreciates your membership and we want to make it as rewarding as possible. Dues to the organization help support chapter activities including the holiday party, workshops, exhibits, the Skaneateles community dock project, the acclaimed annual Antique Boat Show in Skaneateles and, of course, *Brightwork*. There are many other projects and we can't do it without you.

A 100% volunteer organization, dedicated to the preservation of antique and classic boats along with classic design, new wooden boat construction and always boating safety, FLC will be celebrating it's 40th boat show in 2018 and you sure don't want to miss it! Thank you for your continued support and please—make sure your membership is up to date.



Remember: "Dock Market" listings are always free. Check Great Deals in the Dock Market, Page 13!

News Bits



This is what you need to look for in your mailbox sometime around the first of April.

The highly anticipated invitation to the 39th Annual FLC Antique and Classic Boat show, held in beautiful downtown Skaneateles. And, don't hesitate to share this invitation with boater friends far and wide. Remember, though, this popular show does usually reach capacity. While we try not to turn anyone away, the earlier the application is returned, the better your chances for a good, prime spot.

This is a judged show (optional for exhibitors) and has always been held in high esteem—a week before Clayton, too, by the way!

The village of Skaneateles' Director of Municipal Operations, Shannon Harty, said a proposed maintenance project for the seawall, sidewalk and boat ramp in Clift Park could get under way by this fall or the following spring (2018).

Harty said a more precise timeline depends on when the village receives the money from a state grant secured through state Sen. John DeFrancisco to fund the project. Because of that, she doesn't expect the project to get under way in the coming construction season but rather later this year or early next year.

During a February village trustee meeting, the board nonetheless moved the project forward by approving a proposal from QPK Design in the amount of \$14,900 to turn Harty's rough sketches of the project into architectural drawings, finalize the design plans, develop the bid documents and proceed with construction.

A bill being considered by Parliament in Ottawa would ease some of the border confusion on the St. Lawrence River (and other areas along the world's longest, unsecured border). NY Senator Patty Ritchie (Alexandria Bay area) testified before Parliament in February in support of a revision to the Canadian customs and immigration laws regarding cross-border boating. Currently, a boater who crosses the border, even accidentally, must report to Canada Customs. The revision, sponsored by Canadian Senator Robert Runciman and Member of Parliament Gordon Brown, both of whom represent the north side of the 1,000 Islands region, would allow boaters to cross the border during navigation, as long as they didn't anchor or otherwise touch ground on Canadian soil.

A similar revision is in the works for the American side. Senator Ritchie told North Country Public Radio she hopes the laws will be passed in time for the 2017 navigation season.

On July 4, 1817, a small band played and grand speeches were made. Officials in top hats and workers in derbies stood in a field as the sun bore down on their shoulders in upstate humidity. This was the start of something dreamt to be big. And it's reality was even bigger. This was the day the ground was turned on the Erie Canal. In reality, the engineers didn't even know how to build a lot of structures needed—yet. It was invented along the way. Remarkably, just 8 years later in 1825, the canal was completed. Arguably, it paved the way for unprecedented demographic, social and political change throughout the country and propelled New York City to be the world's trading center and New York State to be the Empire State. Canal engineer Jesse Hawley on the completion of the canal said, "America can never forget to acknowledge that they have built the longest canal in the world, in the least time, with the least experience, for the least money and the greatest public benefit."

Look for all kinds of bicentennial celebrations across the state this year and on through October 26, 2025.



We have a winner!

In December we asked readers what this picture was all about. This black and blue sculpture was an experimental break wall installed at the end of the "pier" in Skaneateles for the FLC show in 2001. It followed a couple of other experiments, none of which provided the desired results. The installation of this project came with hundreds of donated man-hours led by Peter Wiles, Chris Beardsley, John Jablonski and your editor.

Jack Gifford was first with the winning answer and although he didn't name the year of this project, we'll still let him volunteer at this year's boat show as a thank you for his contribution..

Wine Country Classic Boats Cruising Canada For The Fall Trip Along the Rideau

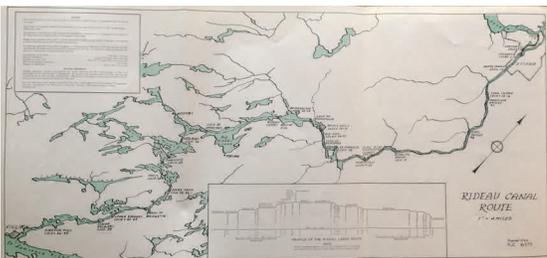
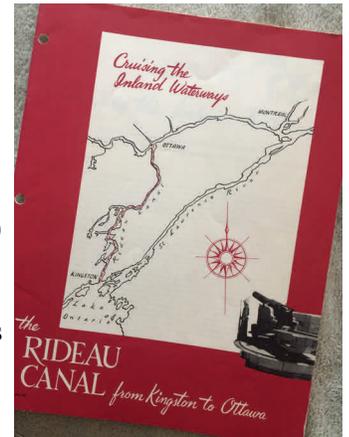
This fall, *Wine Country Classic Boats* will be exploring the Rideau Canal on their annual fall trip, September 9 – 14.

WCCB explores different waterways throughout the Northeast U.S. and Southeast Canada each year on a multi-day itinerary. See *Brightwork's* December 2016 issue for a quick synopsis on the 2016 excursion along part of the Trent-Severn canal and Port Severn.

The 2017 trip will begin with a caravan of boats from the Antique Boat Museum in Clayton (note correction of departure location from print edition) on Saturday morning (September 9) and then it all starts on Sunday, journeying north on the canal from Kingston.

The Rideau Canal is a World Heritage Site, noted for a large number of original structures (locks and bridges) dating back to its original construction in the late 1820's. The canal was completed in 1832 and has been in continuous operation ever since. Operated by Parks Canada, the canal winds its way through 45 locks from Kingston to Ottawa through lakes, rivers, deep woods and villages.

The WCCB trip will feature stops in West Port, Newboro, Colonel Bye Island, Opinicon and Jones Falls.



There is some great information on the canal itself on the Parks Canada website: <http://www.rideau-info.com/canal/index.html>

Special note: Canada is celebrating its sesquicentennial and canal tolls are suspended for 2017 as are fees at all Parks Canada facilities. Note: Canada established a democratic government in 1867 with the provinces of Ontario, Quebec, New Brunswick and Nova Scotia being the first in the federation. Other provinces joined later.

Graphics from a 1960 cruising guide of the Rideau, editor's collection



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Pictured: A Pair of Recently Restored Liberty's

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The Resurrection of a Capri 21 continued from page 7

This helped get the shape close enough so that I could finish it after installation and after the planking is in.



Bottom Inner Ply

The next step was to install the bottom inner ply. I used some cheap Luan plywood for patterns and figured out that I needed 4 sheets of 6MM marine plywood. My specialty hardwoods supplier in Rochester had the plywood in stock, but it's pretty expensive. You don't want to make a mistake



with this stuff! Because the plywood wouldn't bend enough toward the bow of the boat, I used full sheets only to the third frame and then I used five inch strips set diagonally to fit the curves. Everything was bedded in 3M 5200 and it took 4 tubes. This stuff is really messy. It sticks like tar and although it's as thick as peanut butter, it still runs and drips. The nice thing about it is that when it's dry it forms a watertight gasket that moves slightly with normal wood movement but won't give under the weight of the boat. The inner ply was installed to fit and screwed down temporarily with deck screws every 6 or 8 inches. Those will be removed and the holes filled with dowel rods, making it easier to install the bottom planking. I won't have to worry about hitting a screw and ruining an expensive drill bit.



Coming Attractions

The 5200 needs to cure a week or so, at which time I can remove the temporary screws, fill the holes with dowel rod and install the bottom planking which includes installing the planks in more 5200, fairing them and the keel, and painting. Exciting times at the boat shop.



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Old Boats From Us In the Middle of New Boats FLC Exhibits at the CNY Boat Show in Syracuse



Rick Nelson, FLC President, noted, “The wood boats displayed by the Chapter were like magnets for the boat show attendees.”

For the third year in a row, FLC showed what antique boating is all about with an exhibit put together by

Vice-President Dave Couch.

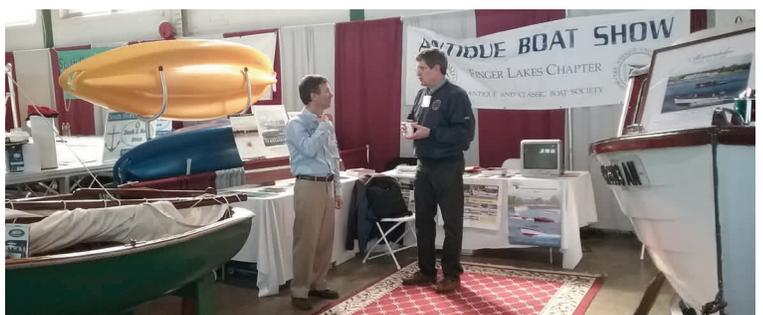
“The booth was in a new location this year, and we saw more traffic and a lot more interest,” Dave said. “The exposure was better and visitors wanted to see our boats on display. We recognized a lot of regulars from previous years and we’re excited about the new faces we saw.”

An 8’ Penn Yan sailing dinghy was exhibited (on loan from the Finger Lakes Boating Museum) as well as Dave’s 16’ Lyman outboard. A collection of past FLC boat show posters was displayed and ACBS “Welcome Aboard” literature was available.

Among those who helped staff the exhibit were FLC President Rick Nelson, Vice President Dave Couch, Immediate past President Jack Gifford, Director and past President Janice Miller, Howard Skinner, Craig Benson and chapter Secretary Laurie Navaratil. Spending more than 4 hours to help on Sunday was the new Executive Director of ACBS International, Dan Gyoerkoe (pronounced like “Jericho”).

The CNY Boat Show runs annually in mid to late February. FLC has exhibited since 2015, finding new members and “raising the flag” for antique boating.

Photos courtesy Jack Gifford.



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 Mercury's and Wizard's 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., NY) 315-472-6397w *REV 0615*

Submit new ads, corrections or deletions to Dick Sherwood at 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.

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How's *Your* Pre-Season Checklist? A F

Be Prepared for Yourself and For Those Who May Need Your Help

By Tom Beardsley

A simple phrase; “**Safe Boating is No Accident.**” It is full of common sense, but putting it into practice means never saying, “Oh, this will be good enough.” While boating is fun and you really do meet the nicest people, there are all sorts of things which can go wrong. The unexpected often happens out on the water. A storm comes up, the engine takes a dive, a plank springs or somebody gets hurt. And then, things have a habit of compounding. A hose may spring a leak when the battery is at its worst and can't support the bilge pump (which is clogged anyway). The horn won't work, the paddle was left in the garage, the cell phone just got splashed with a lot of water and the wind is pushing you away from shore.

How often, when rushing to get to the water, have we stopped short of 100%? Think of what you really should check, pack, fix and replace **before** you launch for the first time this season. And might we suggest you don't just pull the half-empty box of Band-Aids out of the bathroom for the boat's first aid kit? Indulge yourself. Buy a fresh box.

Now, consider the following:

Are flares and smoke signals up to date? They expire after 3 years and each is stamped with its expiration date. Look for leaks, discoloration or any reason indicating it might not work when you need it.

How about lifejackets? Tug on the straps and make sure they don't fall off. If they are the old 'Kapok' style, you should be able to squeeze each pillowed compartment firmly and have it hold air (if you hear air leaking – rip that life jacket up and throw it away!

How's that paddle looking? If you start using it, will it split or break?

What about the steering gear and other machinery links (like shifters)? Are those connections solid, cable clamps snug (but not too tight), gears lubricated or pulleys oiled? Check the guides and fairleads, too and support those electric lines every 24 inches or

so.

Do you have bilge plugs? Are they onboard and in good shape?

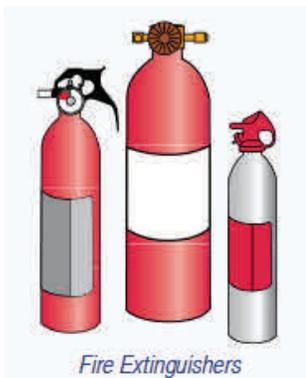
Check through-hulls and make sure each one is secure and still surrounded by good, solid wood (or whatever your boat is made of).

Hoses should be pliable and not brittle. If a spot on a hose feels like it has a bubble forming or is particularly weak, rotten or stiff – it's time to replace that hose. Now.

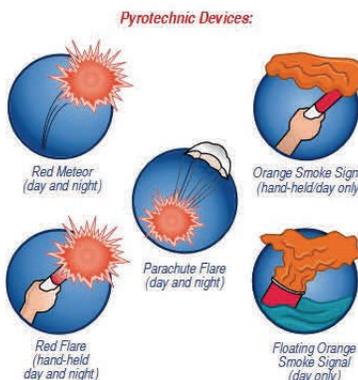
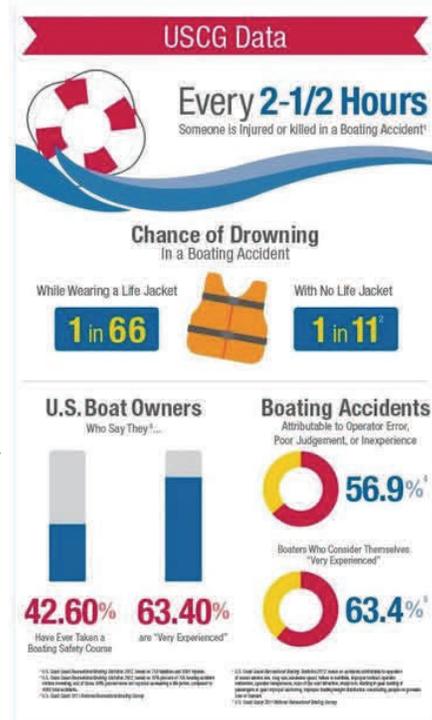
Bilge pumps. Are they clean and working?

Batteries. Are they charged and tested?

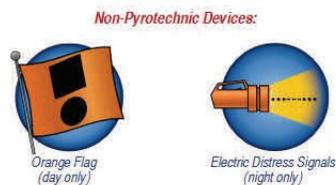
First aid kits. Treat yourself to a really good one and learn about it. Yes, you may never need what it has, but you may come across somebody who does. If for no other reason, have a good first aid kit in order to dream cool dreams of being a great hero.



Fire Extinguishers



Pyrotechnic Devices:



Non-Pyrotechnic Devices:

This year's focus is on First Aid kits and we strongly suggest buying quality. It should be a marine kit, of course. The packaging is intended for the environment with a watertight box, for instance, and it's designed to treat many of the incidents which occur on water. Most **Brightwork** readers probably don't need a kit designed for open sea (dental tools, oxygen bottles), but most can certainly upgrade what they have. If you want to go cheap, just keep in mind you should then *always* be less than 30 minutes from shore, either by paddling or rescue.

The list below is borrowed from the US Coast Guard website:

First-Aid Kit Basics

- Stomach remedies to prevent or treat motion sickness, indigestion, diarrhea, or heartburn
- Antihistamine, for allergic reactions
- Sunblock, SPF 15 or greater
- Insect repellent

New Things to Mark Off Before Launch

- Anti-itch lotion or cream for treating insect bites, sunburn, and other minor skin irritations
- Pain/fever reducers, such as aspirin, acetaminophen, ibuprofen, ketoprofen or naproxen
- Adhesive bandages in assorted sizes
- Butterfly bandages and narrow adhesive strips, for gaping cuts
- Individually wrapped, sterile gauze pads (2" and 4") to control bleeding
- Hypoallergenic adhesive tape to hold a dressing or splint in place
- Roll of absorbent cotton, as padding for a splint
- Sterile roller bandages (2" and 3"), at least 3 rolls, to support sprained muscles
- Cotton-tipped swabs
- Eye drops
- Thermometer
- Syrup of Ipecac – if instructed by medical personnel to induce vomiting
- Antiseptic ointment, spray, or towelettes for cleansing wounds
- Antibiotic ointment to prevent infection of minor wounds
- Bottled water to rinse wounds
- Clean towels (small and large), to control bleeding or as a wrap for ice
- Chemical ice packs
- Emergency phone numbers: doctor, pharmacy, poison control, etc.
- First Aid handbook

Finally, in NYS, we need to have a boating safety course in order to operate a personal watercraft. And, if you were born after 1996, you need a boating safety course to operate any vessel.

Now really, wouldn't it be nice if everybody on the water knew what they were doing? Boating safety is a good idea, so spoil yourself – go take a course (and save money on insurance, too!).

You might also want to consider having bottled water on the boat. If you're stuck for awhile, it's a good idea, right? Just like having that emergency supply in your car. Remember, when you're just two miles away from a dock – it's a long two miles.

There are lots of resources for a list of requirements. We suggest going to the NYS Parks, Recreation and Historic Preservation website (www.parks.ny.gov/recreation/boating/safe-boating.aspx) or the US Coast Guard (www.uscgboating.org/images/420.PDF)

Have a really good – and a really safe - summer. Find a safe boating course near you at www.parks.ny.gov/recreation/boating/boating-safety-class



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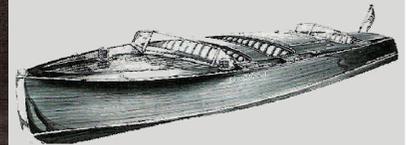
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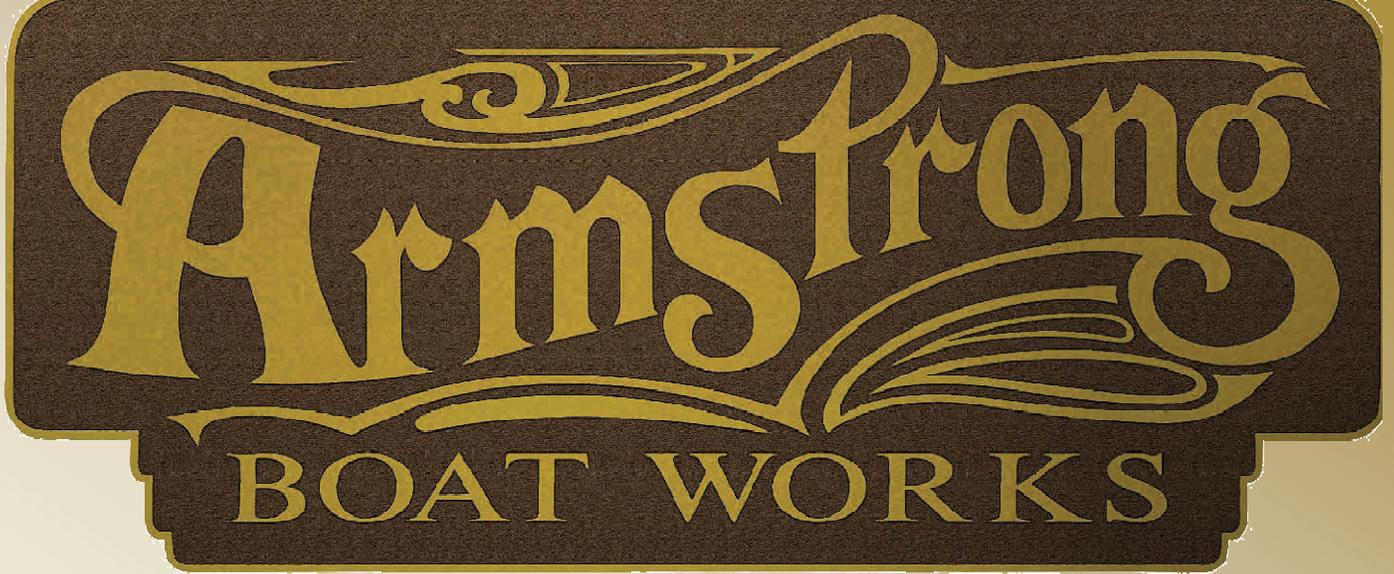
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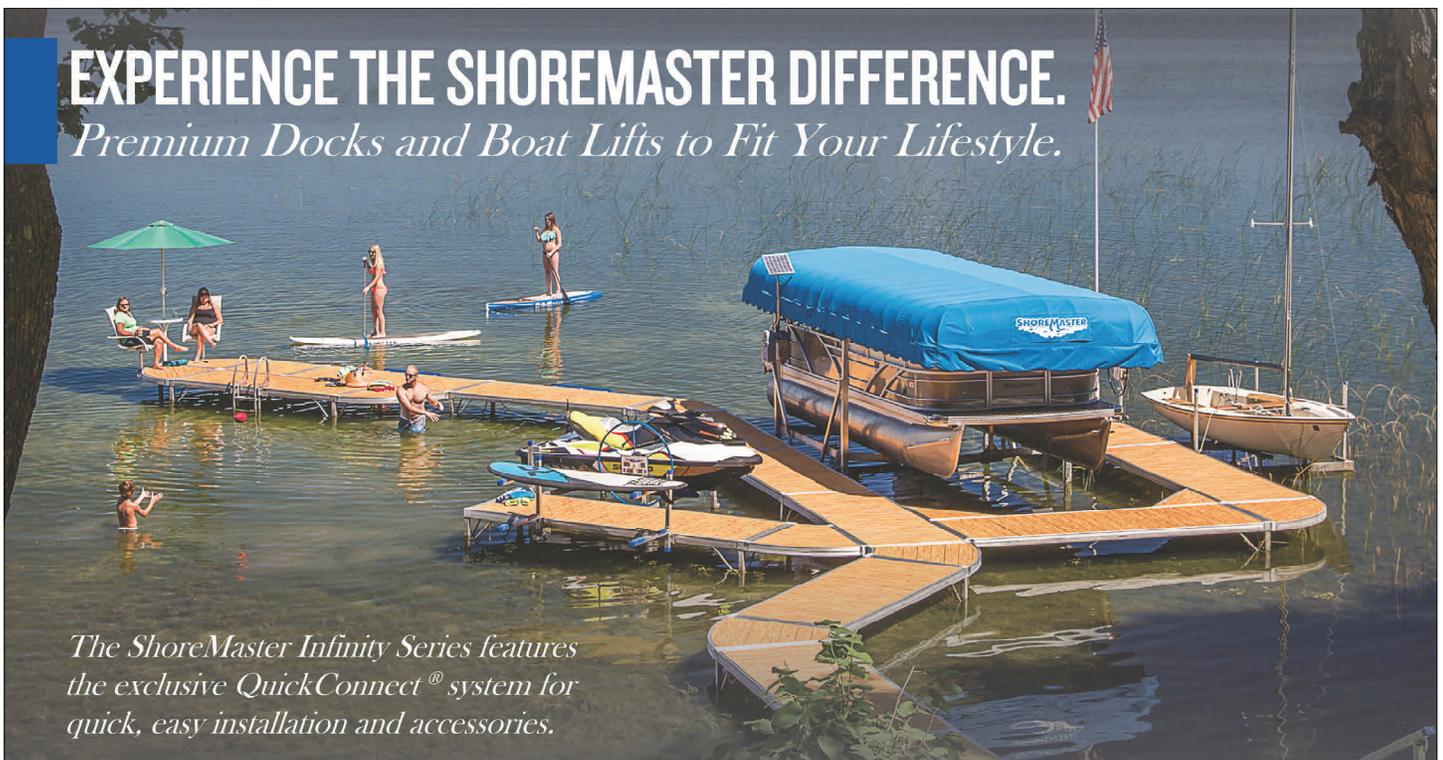
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