

ANTIQUÉ BOAT MUSEUM

# SHOW OF BOATS ON PARADE, MARKETPLACE, AND VIRTUAL AUCTION

ABM'S 57<sup>TH</sup> ANNUAL SHOW FEATURING THE BOATING LEGACY OF THE 1000 ISLANDS

## AUGUST 2021



CLAYTON

315.686.4104

1000 ISLANDS

[abm.org](http://abm.org)

NEW YORK

750 Mary Street Clayton NY 13524

# Antique Boat Museum

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## Our 57<sup>th</sup> Boat Show! The tradition continues . . .

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### BOAT SHOW Is BACK!

Thank **YOU** for being part of this year's 57<sup>th</sup> Annual Show of Boats on Parade, Market Place, and Virtual Auction, whether you are a Boat Show Exhibitor, Visitor, Vendor, Volunteer or ABM Trustee or Staff Team member, **YOU** make this show what it is.

The 57<sup>th</sup> Annual may not be exactly like the Boat Show we remember, but the return of TRADITIONS after a long year of the pandemic is a welcomed treat. We are especially pleased to continue the tradition of holding the longest continuously operating boat show in the U.S.

After so many months of not being able to socialize and enjoy the company of others, we hope you will take this opportunity to celebrate old boats and old friends. We hope you make some new friends as well; swapping stories, reminisces, and maybe a few tricks for smooth varnish or a source for rare hardware.



Our Team is dedicating its efforts toward the visitor experience. With an outstanding campus on the edge of a mighty river, this museum can offer an authentic experience unlike any other. ABM is a great museum where people come together and share the passion for recreational boating and its history!

During this Boat Show weekend, we hope you feel the joy of the River, the People, Place and Boats!

**Stay Well  
and  
Happy  
Boating!**



*Rebecca Hopfinger*



Extending a warm welcome to all – great time for celebration and what better place to be than the 57<sup>th</sup> Annual Boat Show and the community of Clayton.

We have all been touched by the COVID issue and thankfully that is under control and in the village we have been under construction since March of 2020 but the light is at the end of the tunnel. Patience, communication and empathy has guided us on both issues.

The Town of Clayton completed a major update of the Cerow Recreation Park which includes a new addition, showers and improvements to the concession stand. The original complex has been a focal point in the community for over 50 years and we can all look forward to great events and celebrations for the next 50 years.

If you have been away for the last few months you will experience a very new look in the Historic District. New ornamental lighting, pavers, benches, infrastructure upgrades to water and sewer and the conversion of overhead to underground communication and electric services make up the majority of the improvements.

Our business core experiencing a robust tourist season and for those of us that call Clayton home we have much to enjoy and experiencing the “new normal”.

Without a struggle there is no progress.

Enjoy the show and the new look of Clayton.

Warmest Regards:

Handwritten signature of Lance Peterson in black ink.

Lance Peterson

Town of Clayton Superintendent

Handwritten signature of Norma Zimmer in black ink.

Norma Zimmer

Village of Clayton Mayor



## CONTENTS

Trustees	2	ABM Exhibit Update	69
Message from the Director	3	<i>La Duchesse</i> Update	71
Welcome from Clayton	4	<i>Comet</i> Plans	72
ABM Staff Team	6	2021 Virtual Boat Show Auction	73
Schedule of Events	8	Marketplace Vendors	75
2021 Boat Show Entries	9	<i>Friends of the Museum</i>	81
ABM Show Boats	49	Become an ABM Volunteer	85
Footloose and Fancy Free	57	Exhibitor Index	91
2021 Boat Show Judges	66	Contact ABM	92



*This year's event highlights the 1000 Island Boating Legacy.*

Look for this identifier to indicate which entries have met "legacy" criteria. An entry qualifies as a 1000 Islands legacy boat if it was built by a 1000 Islands boatbuilder, sold by a local dealer, or spent part or all of its life on the St. Lawrence River.



**The World's Oldest Chris Craft with its  
Surviving Hall-Scott Aviation Engine**

Don't miss reading about *Miss Algonac*  
on page 27.



# Antique Boat Museum

## Staff

Executive Director: Rebecca Hopfinger

Controller: Deborah Putnam

Accounting Clerk: Norma Zimmer

Receptionist: Amanda Thoma

Global Assistant: Matt Perrin

Curator/Collections Manager: Matthew Macvittie

Special Projects Manager: Donald J. "Bud" Gray

Chief Librarian: Barton Haxall

Digitization Project Technician: Emily Nichols

Curatorial Intern: Hannah Baldwin

Maintenance & Operations Manager: Michael Ascough

Maintenance Assistant: Daniel Ascough

Maintenance Staff: Jacob Burns

Sailing Instructor: Ryan Nelson

Assistant Sailing Instructor: Lauren Grabski

*La Duchesse* Docent: Nancy Gustke

Advancement Associate: Christine Brown

Membership Coordinator: Hope Marshall

Events & Communications Coordinator: Caitlin Playle

Volunteer Coordinator: Amy Denesha

Facility Rentals Coordinator: Nikkia Raso

Store Manager: Holly Beaudry

Admissions Clerk: Alex Keller

Admissions Clerk: Harlie Quero

Admissions Clerk: Cindy Sherrill

Store Clerk: Quinton Barton

Store Clerk: Lindsey Garnsey



# 2021 BOAT SHOW ENTRIES

# Show of Boats on Parade, Marketplace, and Virtual Auction

## Schedule of Events

*\*Activity requires pre-registration and/or purchase of tickets*

### Monday, August 2

9:00 **Auction** bidding starts.  
*Items are available for viewing next to  
Small Craft Building all week.*

### Wednesday, August 4

12:00 - 5:00 **Registration** Check-In for  
Marketplace Vendors  
*Mary Street Boat Shop*

### Thursday, August 5

8:30 - 5:00 **Registration** Check-In for  
Exhibitors and Vendors  
*Mary Street Boat Shop*

9:00 - 5:00 **ABM & Marketplace Open** to Visitors

6:30 - 8:30 **Sunset Cruise around Grindstone  
Island for Exhibitors & Vendors**  
*Meet in ABM Tent at 6:15*

### Friday, August 6

9:00 - 5:00 **Boat Show Open to Public**

9:00 - 12:00 **Late Arrivals:** Registration Check-In for  
Exhibitors and Vendors  
*Mary Street Boat Shop*

10:00 **Forum:** Mark Hill, 4th Coast Fours  
Scripps 302 rebuild  
*Robert O. Cox Theatre*

10:00 **\*Paddle Painting** with John Miller III  
(\$20 members, \$25 public) *ABM Tent*

10:00 - 4:00 **\*Ride the River** departs every 30 minutes  
*purchase tickets at Kiosk*

10:00 - 4:00 **La Duchesse**  
Open for Walk-Through Tours

11:00 - 2:00 **Row a Skiff!**  
*Rear of Small Craft Building  
Children's Crafts and Games  
Kid's Activity Yard*

1:00 - 4:00 **Lou Smith Library Open** to Visitors  
*2<sup>nd</sup> floor Haxall Bldg.*

1:00 - 4:00 **Don Doebler Collections Storage Facility**  
Open for Visitors  
*1031 East Line Road*

2:00 **Forum:** Chief Judge Brian Gagnon -  
Judging Procedures  
*Robert O. Cox Theatre  
1<sup>st</sup> Floor Haxall Building*

### Saturday, August 7

8:00 **Row for Donuts**  
*Meet at Skiff Livery  
rear of Small Craft Building*

8:00 **Judges Meeting** and Start of Judging  
*Homer L. Dodge Education Center  
2<sup>nd</sup> Floor Haxall Building*

9:00 - 5:00 **Boat Show Open to Public**

9:00 - 12:00 **Lou Smith Library Open to Visitors**  
*2<sup>nd</sup> Floor Haxall Building*

10:00 **ABM Vintage Engines Roar**

10:00 - 4:00 **\*Ride the River** departs every 30 minutes  
*purchase tickets at Kiosk*

10:00 - 4:00 **La Duchesse**  
Open for Walk-Through Tours

11:00 **Forum:** Tony Mollica – Fitzgerald & Lee  
*Robert O. Cox Theatre  
1<sup>st</sup> Floor Haxall Building*

11:00 - 2:00 **Row a Skiff!**  
*Rear of Small Craft Building  
Children's Crafts and Games  
Kid's Activity Yard*

11:00 - 4:00 **Friends of the Museum** Refreshments  
*Gaffney Porch*

12:00 **ABM Vintage Engines Roar**

1:00 **Auction** bidding closes

1:00 - 4:00 **Don Doebler Collections Storage Facility**  
Open for Visitors  
*1031 East Line Road*

2:00 & 4:00 **ABM Vintage Engines Roar**

6:00 - 8:00 **\*River Picnic Reception**  
*Pre-purchased tickets required  
ABM Tent*

### Sunday, August 8

9:00 **Awards Ceremony**

10:00 - 12:00 **Boat Show Finale Cruise** through  
American Narrows to Heart Island

10:00 - 12:00 **La Duchesse**  
Open for Walk-Through Tours

*Show concludes at end of final Cruise,  
exhibitors/vendors can pack up & depart,  
ABM remains open until 5:00*

#### **Please Note:**

*Last minute changes to the schedule are possible.*



## Best Revenge

#1

**25' Chris Craft Continental**

Powered by: *2011 Fordcraft 489  
8 cyl 500 HP*

Owner: *Bill Olmsted*

When Charlie Cross, one of the "Grand Old Men" of wooden boating and a very prominent Chris Craft dealer, suggested this would be the boat for me it was stripped and ready for some major work, so I had my doubts. He assured me I would like the finished product so I took the plunge and the rest is history. I first had *Best Revenge* in the water by the Spring of '89 and over the years have had it "fluffed and buffed". Because of the



various modifications, the boat would do poorly in a judged show, but it looks and performs great. It is a terrific "user" boat. Since 1994, *Best Revenge* has become something of a fixture at the ABM Show.

*Woody Boater photo*

**1955**

CLASSIC  
RESTORED  
UTILITY

*favorite waters*  
Finger Lakes

## Running Wild

#2

**32' Stanley Boat Works  
Hacker Triple Cockpit  
Runabout**

Powered by: *1918 Liberty  
12 cyl 550 HP (see #5)*

Owner: *Don Textor*

*Running Wild* was commissioned by Martin Shaughnessy, an industrialist who summered in Cape Vincent. It is believed, but never actually confirmed, that Shaughnessy commissioned John L. Hacker to design a Liberty-powered triple cockpit runabout. Roy Stanley built the runabout Shaughnessy had commissioned. *Running Wild* possesses many characteristic Hacker styling features including her crowned decks, forward raised coaming, and original hardware. Her hull is constructed of batten seam mahogany planking fastened with copper rivets. Her Gar Wood V-12 Liberty engine puts her in the same performance class as E.J. Noble's Baby Gar *Snail*. In fact, *Running Wild* and *Snail* traded trophies back and forth several times.



**1923**

PRESERVED  
ANTIQUE  
RUNABOUT



*favorite waters*  
St. Lawrence River

#3

*Susan*

1940

PRESERVED  
ANTIQUE  
YACHT  
TENDER

15' 10" Lyman Yacht Tender    Powered by: 1940 Nordberg  
4 cyl 60 HP  
Owner: Susan Haigh



I love old Lymans with the raised combing, fixed windshield, and cypress hull. This particular style is very comfortable, gives a smooth ride and is meant for cruising and trolling if you fish.



*favorite waters*  
Lake Champlain

#4

*Miss Annie*

2007

Contemporary  
Cruiser

24' Seaway Boats Seafarer    Powered by: 2007 Suzuki 4-stroke  
4 cyl 150 HP  
Owner: Rick Casali

*Miss Annie* is a Down East displacement cuddy built in Maine. She has classic lines and a teak windshield, eyebrow, and seating.



*favorite waters*  
St. Lawrence River

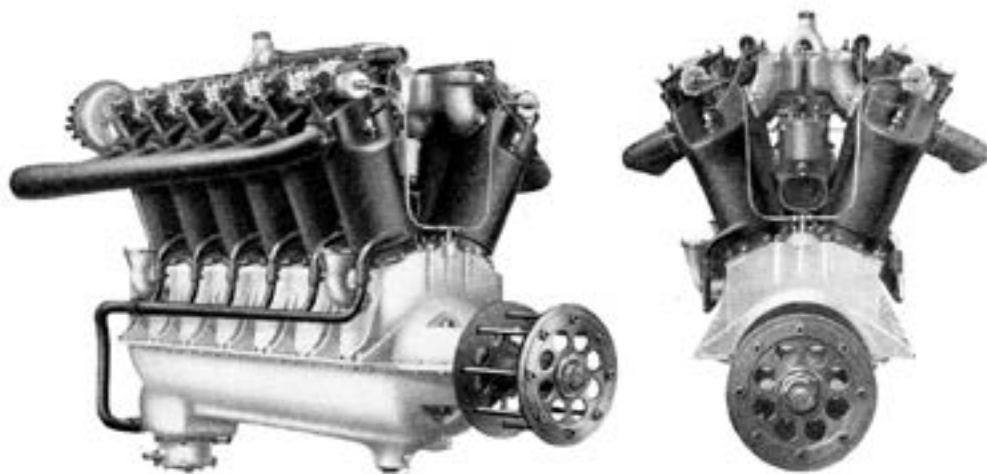
## ENGINE: *Running Wild*

#5

**1918 Liberty 12 cyl 550 HP**

Owner: *Don Textor*

This Liberty V-12 engine powers *Running Wild*, a triple cockpit runabout built in 1923. (see #2)



Liberty Twelve Aircraft Instruction Manual *ABM Archives*

# 1918

RACING

## *No Way*

#6

**20' Chris Craft Holiday**

Powered by: *2019 GM 350*  
*8 cyl 225 HP*

Owner: *Carmen DeLeo*

*No Way* was slated for destruction and pulled from the yard in 1982. She was stored until 2000 then underwent a 26 month restoration. *No Way* was relaunched in July 2002.



# 1964

RESTORED

CLASSIC

UTILITY

*favorite waters*  
Delaware River

#7

## Ghost Rider

**1964-5****PRESERVED  
CLASSIC  
RACER***favorite waters*  
Offshore Waters**28' Souters of Isle of Wight  
Custom Open Class Powerboat****Powered by: *Twin 2007 Daytona V8  
8 cyl 700 HP*****Owner: *Barry Cohen***

Designed by Jim Wynne and Walt Walters and built by Souters on the Isle of Wight, *Ghost Rider* won the Miami Key West, Hurricane Classic and Miami Nassau races before being shipped to England for the Cowes Torquay. Despite a rough start with one engine only firing 7 cylinders and the bow tank not filling properly, *Ghost Rider* went on to win the Cowes Torquay and bring home the Beaverbrook Trophy. *Ghost Rider's* twin engines gave her a top speed of high-80s mph in short bursts so Jim Wynn used the a strategy of bursting out in front of the pack and then throttling back to mid-60s mph until he was challenged again. *Ghost Rider* was so successful that she won every race she ran. She is the undefeated Offshore World Champion of 1966.

#8

## Razzle Dazzle

**2007****CONTEMPORARY  
RUNABOUT***favorite waters*  
Chautauqua and  
Skaneateles Lakes  
St. John's River, FL**28' Garwood Custom Boats  
Custom Runabout****Powered by: *2007 Mercury  
420 HP*****Owners: *Robert & Ann Fletcher***

We continue to enjoy *Razzle Dazzle* in NY State and Florida – on the Chatauqua and Skaneateles Lakes and various boat shows during the summer months and St. John's River



in Florida in the winter. The wood grain is unusual and always draws comments.

*Chris & Julie Bullen photo*

## Liquid Asset

#9

**19' Chris Craft Holiday**

Powered by: *1951 Chris Craft KLC  
6 cyl 120 HP*

Owner: *Ed Andrews*

*Liquid Asset* has been part of our family for over 25 years. She's served as a water ski/tubing boat, wedding limo and family user. Most recently she's been to boat shows up and down the East Coast. A constant work in process, we are always trying to get her to that elusive

100 point boat but it's hard when she's always being used as a boat.



**1951**  
PRESERVED  
CLASSIC  
UTILITY

*favorite waters*  
Lake Hapatcong,  
Delaware River  
and various lakes  
throughout  
NJ/NY/PA

## Jane Valerie

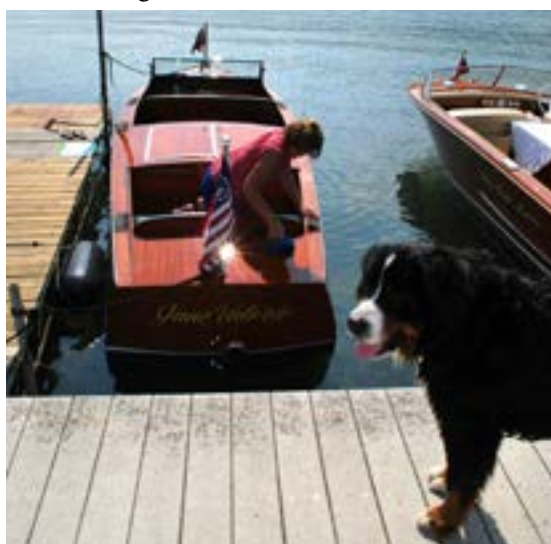
#10

**20' Chris Craft Model 100**

Powered by: *1967 Chris Craft 327  
8 cyl 210 HP*

Owners: *John & Kim Kadimik*

*Jane Valerie* is Hull #50 out of 291 Model 100s built. More than 85 years after she was built in Algonac, MI, the Model 100 is considered quite rare in the world of antique



boats. The Model 100 was offered just two years, 1930-31, at the onset of the Great Depression. The shortest triple cockpit built by Chris Craft, the Model 100 was a testament to the ingenuity of the engineers who were able to pack so much into a 20' boat. The *Jane Valerie* was restored to her former glory by John & Kim Kadimik.

**1930**  
RESTORED  
CLASSIC  
RUNABOUT

*favorite waters*  
Lake Hopatcong

*Woody Boater photo*

#11

# Hustler

**1966****RESTORED  
CLASSIC  
CRUISER****31' Bertram Bahia Mar**Powered by: *Twin 1966 Chrysler Marine  
440 Modified 8 cyl 330 HP*Owner: *Ross Rowland Jr.*

*Hustler* has been on the St. Lawrence River since she was purchased and has a very seaworthy design. She was restored by St. Lawrence Restoration and has rebuilt engines and new decks and instruments.



*favorite waters*  
St. Lawrence River

#12

# Rodeo

**2020****CONTEMPORARY  
RACER****16' David Strobino / A.A. Apel  
Zephyr**Powered by: *2017 Marine Power  
3.0 L 4 cyl 140 HP*Owner: *David Strobino*

I saw the lines for this boat and had to build it.



*favorite waters*  
Sauquoit Creek, NY

## Sailing Canoe

#13

### 16' Gilbert Decked Sailing Canoe

Owner: *Nicola DaBica*

*A modern replica of a 1910 Gilbert Decked Canoe built at ABM.*



### 1915

PRESERVED  
HISTORIC  
DECKED  
SAILING  
CANOE



*favorite waters*  
Back Bay  
Crescent Lake

## Thompson Cartopper

#14

12' Thompson Cartopper Powered by: *1932 Evinrude 409 Sportwin*  
*2 cyl 4 HP*

Owner: *Brian Sherwood*

All my items are in the price range of most people wanting to get into the hobby.  
Antique boats and motors do not have to be expensive if you stay small.



### 1932

PRESERVED  
ANTIQUE  
OUTBOARD

*favorite waters*  
Tupper Lake, NY

#15

ENGINE: 1938 Evinrude

1939

ALUMINIUM  
LESS THAN  
20 HP

1939 Evinrude Ranger 4334 1 cyl 1.1 HP

Owner: *Brian Sherwood*

All my items are in the price range of most people wanting to get into the hobby. Antique boats and motors do not have to be expensive if you stay small.

#16

ENGINE: 1937 Evinrude

1937

ALUMINIUM  
LESS THAN  
20 HP

1937 Evinrude Scout 4201 1 cyl .09 HP

Owner: *Brian Sherwood*

All my items are in the price range of most people wanting to get into the hobby. Antique boats and motors do not have to be expensive if you stay small.



## ENGINE: *1920 Evinrude*

#17

**1920 Evinrude RBM MA 1 cyl 2 HP**

Owner: *Brian Sherwood*



All my items are in the price range of most people wanting to get into the hobby. Antique boats and motors do not have to be expensive if you stay small.

# 1920

BRASS

## *Knot Again*

#18

**16.5' Lyman Runabout**

Powered by: *1964 Mercury 650*  
*4 cyl 65 HP*

Owner: *John Heiman*



I purchased *Knot Again* in 2005 and ran it for a couple of years. I always had the intent to restore the boat but never the time until 2021. I worked on her for 91 days straight averaging 5 hours per day before I considered her completed.

# 1963

PRESERVED  
CLASSIC  
RUNABOUT

*favorite waters*  
Finger Lakes

#19

## Sophisticated Lady

1929

PRESERVED  
ANTIQUÉ  
RUNABOUT24.5' Hutchinson/Hacker Design  
Triple CockpitPowered by: *Ford 351 CI*  
8 cyl 250 HPOwner: *Alfred L. Kettell Jr.*

*Sophisticated Lady* has been in the Kettel family since 1950-51 and docks at the family home on Round Island in the 1000 Islands.



*favorite waters*  
St. Lawrence River

#20

## The Ark

1915

PRESERVED  
HISTORIC  
LAUNCH

26' L.E. Fry Launch

Powered by: *1945 Chris Craft B*  
4 cyl 60 HPOwner: *Jim Holden*

My great grandfather purchased *The Ark* used in 1925.



*George Fischer photo*



*favorite waters*  
St. Lawrence River

# Eleganza

#21

26' Gar Wood Custom Boats  
Custom Runabout

Powered by: 2021 D'Amico Custom  
8 cyl 550 HP

Owner: Dan Crisafulli

## 2021

CONTEMPORARY  
RUNABOUT



*favorite waters*  
Schroon Lake

## ENGINE: 1955 Johnson JW-11

#22

1955 Johnson JW-11

2 cyl 3 HP

Owner: Syd Marsden

## 1955

PRESERVED  
ALUMINIUM  
LESS THAN  
20 HP



*Johnson 1955 catalog - ABM Archives*

#23

*Sea Duece***1959**RESTORED  
CLASSIC  
UTILITY*favorite waters*  
Susquehanna River**21' Century Coronado**Powered by: *2000 Crusader 385*  
*8 cyl 385 HP*Owner: *Nick Arnone*I have owned *Sea Duece* for over 50 years.

#24

*Portabella***1984**RESTORED  
LATE  
CLASSIC  
RUNABOUT*favorite waters*  
Barkhamstead  
Reservoir, CT**22' Gar Wood Runabout**Powered by: *1964 Chrysler*  
*Golden Lion Special 8 cyl 427 HP*Owner: *Don Spring*

*Portabella* has 1930 engine hatches on a 1984 restored Gar Wood hull. The rotted hull was restored first by Bo and Kathy Muller. After burning in a barn fire March 11, 2011 the hull was subsequently rebuilt by Roger Johnson in New York. I built the boat from a bare



hull finishing in 2019. *Portabella* was at the 2019 ACBS International Show in Alexandria Bay, NY. I have owned her since 2009.

# Comet / Gray Rock IV

#25

**25' Roy Stanley, Fish Brothers Marine Service, Cutwater Boatworks, Cherry Hill Boatworks**

Powered by: *2020 Cadillac Supercharged 6.2 L 8 cyl 550 HP*  
 Owner: *Dr. Dwight K. Stowell Jr.*

It is with great fanfare and a now rested and content team of restorers that we can bring *Gary Rock IV*, the reconstruction of *Comet*, a Roy Stanley-designed runabout back to its hereditary home on the St. Lawrence River. The original *Comet* was conceived and launched in Cape Vincent, NY by Stanley Boatworks, just a few miles upriver from Clayton. Her scantlings now reside as a permanent exhibit at the Antique Boat Museum. Dr. Dwight "J" Stowell of Camp Gray Rock, Great Island, Lake Sunapee, NH, a noted collector for over 50 years, has engaged his eminent team of Fish Brothers Marine Service, Cutwater Boatworks (Kent O. Smith, Jr), and Cherry Hill Boatworks (Roger Johnson), to assemble the now famous Thousand Islands boat according to the first set of plans and drawings, commissioned by the Museum and



prepared by Ken Bassett, the highly respected restorer and boatbuilder/designer.

*Kent O. Smith photo*

**1926 / 2020**

CONTEMPORARY  
 RUNABOUT



*favorite waters*  
 Lake Sunapee, NH

# Rumba

## 1940 Chevy

#26

**14' Unknown Runabout**

**1940 Chevy HC90**

Powered by: *2013 Yamaha 25 HP*    Owner: *John Sposato*  
 Owner: *Rick Casali*

John Sposato and Rick Casali have teamed up to showcase John's Gypsy Island Chevy HC90 and Rick Casali's *Rumba* together. The Chevy HC90 was restored in Cleveland, OH in a frame-off restoration. *Rumba* sat unfinished in a barn in Erie, PA for 50 years before Rick Casali bought the hull and commissioned Seaway Boats in Maine to finish her.



**1950**

RESTORED  
 CLASSIC  
 RUNABOUT



*favorite waters*  
 St. Lawrence River

#27

## Chris Craft

1929

PRESERVED  
ANTIQUE  
RUNABOUT*favorite waters*  
Lake Hopatcong24' Chris Craft  
Triple CockpitPowered by: 1929 Hercules  
6 cyl

Owner: Anthony Bongionvanni

This boat has spent its whole life on Lake Hopatcong, NJ.

Chris Craft advertisement in January, 1929 *Yachting*.  
*ABM Archives*

#28

## Excelsior

1988

PRESERVED  
LATE  
CLASSIC  
RUNABOUT*favorite waters*  
Swatara Creek  
Susquehanna River

26' Sleekcraft Enforcer

Powered by: 1988 Mercruiser 496  
8 cyl 425 HP

Owner: Thomas Miller

Sleek appropriately defines the style of this wonderful boat. *Excelsior* is fast, comfortable, safe, and was perfect for raising a family. After almost 35 years she is still picture-perfect in our hearts. *Excelsior* is in great original condition with custom graphics and interior that still pop today. Thanks for looking!



# Vieux Chat

#29

**19' Lyman Runabout**

Powered by: *1957 Gray Marine 109  
6 cyl (see #30)*

Owners: *Bill Barker & Robert Barker*

Our '57 Lyman was originally purchased new at Mercier's Marine, Clayton, NY, by our Uncle, Homer Cummings Congdon of Buffalo, NY, who summered on French Creek Bay in one of the original cottages. When he passed away, his boat was purchased by Burton



A. MacLean of Pomfret, CT, who summered with his wife in Cape Vincent, NY. They christened their boat *KAT*.

We purchased *KAT* from Michael Palermo in 2004 and had him lovingly restored by St. Lawrence Restoration. He was rechristened *VIEUX CHAT* to commemorate his life on French Creek Bay and his later ownership by Burton MacLean.

## 1957

RESTORED  
CLASSIC  
RUNABOUT



*favorite waters*  
St. Lawrence River

**ENGINE: 1957 Gray Marine**

#30

**1957 Gray Marine 109 6 cyl**

Owners: *Bill Barker & Robert Barker*



See # 29 above.

## 1957

INBOARD

#31

*ENGINE: 1927 Evinrude DD***1927**

INBOARD

**1927 Evinrude DD 2 cyl 4.5 HP**Owner: *Brian Sherwood*

All my items are in the price range of most people wanting to get into the hobby. Antique boats and motors do not have to be expensive if you stay small.



#32

*That's Her***1933**PRESERVED  
ANTIQUE  
LAUNCH**40' Brainard Robbins**Powered by: *1945 Chrysler Crown  
6 cyl 125 HP*Owner: *Capt. Barry D. Chalk*

*That's Her's* hull was built in the old Otis Brooks Lumber mill building that is now part of ABM's campus as the EJ Noble Historic Stone Building. She was the Grindstone mail boat for a time, and a water taxi from Fishers Landing to Grenell, Murray, Bluff, and Round



Islands until the late 70s. *That's Her* is now used for special trips and events and enjoying the St. Lawrence.

*favorite waters*

St. Lawrence River



# Heaven On A Sunday

#33

**18' Century Sabre**

Powered by: *1963 Gray Marine V8 C238  
8 cyl 238 HP*

Owner: *Ray McDowell*

*Heaven On A Sunday* was purchased at the Antique Boat Auction in 2014. One of 58 Sabres



built in 1963, she was one of the few with the optional gull-wing top. Orange was the feature color for the Sabre in 1963, which was also the only year with a center console and bucket seats.

**1963**

PRESERVED

CLASSIC

UTILITY

*favorite waters*  
Neshaminy Creek  
Lake Luxembourg

# V.I.B.

#34

**26' Hutchinson  
Runabout**

Powered by: *1985 Mercury Mercruiser  
8 cyl 250 HP*

Owners: *Becky & Mike Deyling*

**Returning to the Boat Show after 37 years!** *V.I.B.*, one of only three of its semi-custom design built by Hutchinson Boat Works of Alexandria Bay, NY, was on display at the Clayton



Antique Boat Show in 1984. For most of her boating life, she was used almost exclusively on Cayuga Lake in the Finger Lakes Region of New York State. Dubbed "V.I.B." ("Very Important Boat"), she was purchased by Dr. Carl W. Miller from the Siglar Family in about 1965. This "St. Lawrence Cutter" (as Carl Miller referred to her), was enjoyed for everyday summer use for 40 years by the Miller family. Carl gifted this vessel to his daughter and son-in-law, Becky and Mike Deyling 10 years ago. The boat has been in storage and under preservation in Fryeburg, Maine. Her preservation was recently completed by Paul Follansbee, Sebago Lake Boat Works. *V.I.B.* is rumored to have been operated as a "rum-runner" on the St. Lawrence River during Prohibition.

**1926**

PRESERVED

ANTIQUE

RUNABOUT



*favorite waters*  
Cayuga Lake

#35

*Elegant Lady***1945**CLASSIC  
RUNABOUT**26' Hacker Triple Cockpit**Powered by: *1986 Crusader*  
*8 cyl 225 HP*Owner: *Duane Chalk**favorite waters*  
St. Lawrence River

#36

*Boat***1968**PRESERVED  
CLASSIC  
OUTBOARD**14' Glastron V-143**Powered by: *1973 Mercury 850*  
*4 cyl 85 HP*Owner: *Shawn O'Connor*

This Glastron had only one owner from 1969 - 2020.

*favorite waters*  
West Canada Creek

**ENGINE:** *1973 Mercury 850*

#37

**1973 Mercury 850 4 cyl 85 HP** (see entry # 36)Owner: *Shawn P. O'Connor**1973 Mercury Catalog - ABM Archives***1973**ALUMINIUM  
GREATER  
THAN  
20 HP*Miss Algonac*

#38

**26' Chris Smith & Sons Boat Co. Powered by: 1917 Hall-Scott A-7-A  
Runabout 4 cyl 100 HP**Owners: *John & Rebecca Allen***The World's Oldest Chris Craft with its Surviving  
Hall-Scott Aviation Engine**

The year was 1922 and the newly formed Chris Smith & Sons Boat Co. was taking shape at a rapid pace on Algonac's waterfront. Chris Smith had been building boats for years, but the goal of this new company was to produce a line of standardized 26' runabouts and create an inventory of affordable, quality-built boats for the general public. This had been done successfully in the automotive industry, but up to this point, boats were built to order. In addition to the new 26-footers, Smith and his sons planned to continue producing the high-end 33' Baby Gar runabouts for Gar Wood and build racers that competed nationally, earning Smith his nickname "The Wizard of Algonac."

(continued)

**1922**PRESERVED  
ANTIQUÉ  
RUNABOUT*favorite waters*  
Gull Lake, MN



During this first year of operation, the company continued to build custom runabouts while developing the Standard Runabout design. Orders came in from prominent Detroit citizens who could choose the length, front or rear-drive configuration, and type of mahogany used, and boats were powered by the 4-cylinder Hall-Scott A-7-A, a surplus WWI aviation engine. A. W. MacKerer, the production manager, oversaw the building of these prototypes and kept a notebook detailing design, construction, performance, cost of each project and used this information to manage the labor and material cost for the Standard Runabout. At the same time, Jay Smith was developing and marinized another WWI aeronautic engine, the V-8 Curtiss OX-5. These surplus engines could be purchased for half the cost of the Hall-Scott engines and would power the new line of boats.

Henry Ritter, president of H.G. Ritter Cigar Box Co. ordered his 26' rear-drive runabout in early 1922. The hull design was based

on Smith's successful 26' Gold Cup race boat, a design that would be used for the Standard Runabout as well. Ritter's boat shared construction details with the Baby Gars such as the use of steam bent intermediate ribs, back-fastened intermediate ribs on the sides and decks, a red lead painted bilge, and wider ceiling planks with beaded edging in the



interior cockpits. It is not surprising to see these shared details, as the Baby Gars and Smith boats were built side-by-side; however, these details were discontinued in the Standard Runabout design as a cost saving measure to produce a more affordable boat.

Company accounts show Ritter's boat going back to the factory for additional work in the fall and the following year, Ritter traded up for the new Standard Runabout.

Fifty years later, Bruce Barnard and Mark Mason, two seasoned collectors, discovered an early Chris-Craft in a Detroit boatyard. It was a front-drive design with a windshield and looked like one of the Standard Runabouts. They brought the boat home and discovered the original dash hidden behind a panel in the rear cockpit, evidence that it was an earlier rear-drive model. They began a restoration, replacing the oil-soaked bottom and broken planks, but then put the project aside.

John Allen, an avid Minnesota collector, had two marinized aero engines, a Hall-Scott A-7-A and Curtiss OX-5, both used in the early Chris Crafts, and was looking for an appropriate hull for these engines. He purchased the unfinished project and commissioned Muller Boatworks in Sunapee, NH to complete the restoration. The engine was restored by Scott Boyes, Brainerd, MN. The narrow width of the stringers in the boat matched the Hall-Scott perfectly and determined that this was one of Chris-Craft's earliest boats. With extensive research using early photographs and MacKerer's notes, the restoration of the rear-drive model was completed with original gauges and controls and seating layout. Company records and notes linked this boat to Henry Ritter, the fourth boat produced in 1922. Christened *Miss Algonac*, for her original port of call, she is the world's oldest surviving Chris-Craft.

**Never before in the history of boating has it been possible to obtain a boat of this type, speed and quality at such a remarkably low price.**

*(Power Boating advertisement, 1924)*

## Mr. Breeze

#39

### 15' Century Utility

Powered by: 1970 GM  
8 cyl 330 HP

Owner: David Bernard

*Mr. Breeze* is a much-loved user boat. David does all the mechanical work while sharing the varnish work with his wife Nancy. The current engine (the 3rd engine for the boat)



delivers plenty of power, control, and a relaxed cruising engine rpm at skiing speeds. *Mr. Breeze* is one of 85 built of this model in 1941 before Century switched to turnery for the World War II effort.

1941

RESTORED  
ANTIQUÉ  
UTILITY

*favorite waters*  
Delaware River  
Great Egg  
Harbor River

## Feather

#40

### 14' Rushton Arkansas Traveler

Owners: Ric & Wendy Fetridge



Originally sold to us as a UGO, upon measurement we discovered she was an Arkansas Traveler. Rushton was a premier canoe and wooden boatbuilder from the Adirondacks in NY. An all wooden canoe (not canvas covered), she required a great deal of swelling up prior to our first adventure out onto the lake. As we passed by the small island, a bald eagle flew over us confirming her name. Very stable and lightweight, she is a delight to make a run across the lake for donuts.

1895

PRESERED  
HISTORIC  
PADDLING  
CANOE

*favorite waters*  
Pontoosuc Lake, MA  
Finger Lakes, NY

#41

*Toots***1939**PRESERVED  
ANTIQUE  
RUNABOUT**19' Garwood Deluxe Runabout**Powered by: *1970 Chevy 327*  
*8 cyl 200 HP*Owner: *Walter Herrmann**favorite waters*  
Saugatuck River

#42

*E.S.W.***1902**PRESERVED  
HISTORIC  
ROWING  
SKIFF**17' 6" Joseph Adams  
Camp Boat**Owner: *Bette Heinzman**(In Memory of Lee Heinzman)*

In 1895, Edward S. Wilson, "Mr. Ned", founded a boys' camp called Camp Pasquaney on Hebron Lake, NH. The camp is still in operation today- 120+ years later! In 1902, the camp authorized the construction of six boats to be primarily used by the campers. The boatbuilder was Joseph Adams who was associated with the camp for over 40 years. One boat was different



from the others- whereas most boats were painted, one boat was used for the founder and first camp director as his personal boat. The boat was varnished inside and out and was identified by the owner's initials – E.S.W. Even though the boat was used by the owner, *E.S.W.* saw heavy use by the campers as well; the scrapes and dings on the hull are testament to this! *E.S.W.* is in preserved condition with only a small amount of wood replacement, and it is estimated that she is 98 percent original.

*favorite waters*  
Hebron Lake  
Housatonic River

# Ho-Li-Chit

#43

**16' Century Resorter**

Powered by: *Crusader Interceptor*  
8 cyl 220 HP

Owner: *Rick Botelho*  
(In Memory of Lee Heinzman)

*Ho-Li-Chit* was purchased in New Preston, CT in June 2017; her original name was *Agwa Maru*. *Ho-Li-Chit* is a 1964, 16-foot Century Resorter that was originally powered by an Interceptor or Gray Marine V8. She is now powered by a Crusader Interceptor 8-cylinder,



220 HP engine. *Ho-Li-Chit* is being shown here at the show by Rick and Penny Botelho in memory of Lee Heinzman who originally purchased her in 2017. Lee passed in 2020 before completing the restoration so Rick stepped in, without ever working on a wooden boat, and finished the restoration in late 2020 during the pandemic!

**1964**  
PRESERVED  
CLASSIC  
RUNABOUT

*favorite waters*  
Housatonic River

# Jazz

#44

**16' Gar Wood Ensign**

Powered by: *1946 Chrysler Ace*  
6 cyl 93 HP

Owner: *Wes Van Dine*

The 1946 Ensign is a 16 foot utility entry level boat. Most topsides were painted white with varnished transom and decks because of the absence of quality mahogany at that time. I have known *Jazz* for more than twenty years. Her resurrection was done by John Telash and the late Jack Barron. 95% of her original wood remains. To me, *Jazz* had been the "Gold Standard" for the model. In the spring of 2018 Don Spring was having a moving sale, and others contributed consigned items. I noticed there was an Ensign listed. I asked how it compared to *Jazz*. When the answer came, "It is *Jazz*," I immediately said, "I'll buy it." We have taken *Jazz* to several shows throughout the northeast and *Jazz* has received 1<sup>st</sup> Place or Best Gar Wood awards at all of them. I have completed tasks such as



painting the bottom and the boot stripe, varnishing, and replacing the flooring. She has been used for as our pleasure boat as well as a show boat.

**1946**  
PRESERVED  
CLASSIC  
UTILITY

*favorite waters*  
Keuka Lake

#45

*Just For You***2010**CONTEMPORARY  
RUNABOUT**28' Gar Wood Custom Boats  
Custom Runabout**Powered by: *Ilmor V10575*  
*10 cyl 575 HP*Owners: *Jack & Denise Rifenburg*

Only 28' Gar Wood ever with a V-10 engine.

*favorite waters*  
Brant Lake

#46

*Real Class V***2014**CONTEMPORARY  
RUNABOUT**28' Gar Wood Custom Boats  
Streamliner**Powered by: *Ilmor Marine 425 HP*  
Owners: *Cal & Pat Carter*

Gar Wood Custom Boats located in Brant Lake, NY is a closely held family owned and operated corporation that specializes in the construction and restoration of the legendary Gar Wood Boats. Founded in 1969, today the Turcotte Brothers continue to build Gar Woods on a limited basis as building a quality wooden boat with such a prestigious name as Gar Wood cannot be rushed. The Turcottes have altered the size of their operation to enable them to focus on their goal, which is aptly stated in the 1937 Gar Wood brochure "while Gar Wood runabouts and utilities are standardized, in the sense that they are built to uniform model specifications, every one is built and finished to custom standards of quality."

*favorite waters*  
St. Lawrence River



# Full Moon

#47

**28' Hutchinson Sedan**

Powered by: *1949 Chrysler Royal*  
8 cyl 120 HP

Owners: *Ray & Judy Saunders*

One of the nine remaining Hutchinson sedans (of 15 built), *Full Moon* was built for the Dollinger family of Rochester, NY. Since then she has lived continuously in the 1000 Islands, with only 5 owners in her 84 years. In the late 60s, *Full Moon* almost left the River ablaze: Rod Taylor & Tom Bovenzische rescued her from becoming a Halloween bonfire at St. John Fisher College, Rochester, NY. They happened on the scene at just the right time! Now fully



restored and frequent award winner, *Full Moon* resides in Brockville, ON, continuing her life in the 1000 Islands.

Read more about *Full Moon* see page 56.

**1937**

PRESERVED  
ANTIQUÉ  
COMMUTER



*favorite waters*  
St. Lawrence River

# KaRaT

#48

**38' Elco Two-Cabin  
Fast Cruiser**

Powered by: *1976 Ford-Lehman Diesel H-380*  
6 cyl 120 HP

Owners: *Ray & Judy Saunders*

*KaRaT* is a two-cabin fast cruiser built by the Electric Launch Company (Elco), the premier maker of launches and cruisers for prestigious customers, mostly based in New York City. *KaRaT* is a sister ship to the one used by Charles Lindbergh for his 1929



honeymoon with Anne Morrow. Formerly named *Queenie*, she has recently received a complete keel-up restoration to enhance her original look, gleaming mahogany and shiny brass hardware. In addition, her mechanical, plumbing and electrical systems have been modernized to allow for safe and comfortable long distance cruising in the 1000 Islands and beyond.

**1929**

RESTORED  
ANTIQUÉ  
CRUISER



*favorite waters*  
St. Lawrence River

#49

# Summer Breeze

**1958**PRESERVED  
CLASSIC  
RUNABOUT**17' Chris Craft Custom  
Runabout**Powered by: *1958 Chris Craft KLC  
6 cyl 131 HP*Owner: *Harry Gedicke**favorite waters  
Lake Hopatcong NJ*

#50

## ENGINE: 1955 Johnson CD-12

**1955**PRESERVED  
ALUMINIUM  
LESS THAN  
20 HP**1955 Johnson CD-12***2 cyl 5.5 HP*Owner: *Syd Marsden*

This engine has never been run on a boat. Originally bought for a boat that was never finished, it has only been test fired at the dealer's or factory.



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**ENGINE: 1954 Johnson QD-15**

**#51**

**1954 Johnson QD-15**

*2 cyl 10 HP*

Owner: *Syd Marsden*



1953 Johnson Catalog - ABM Archives

**1955**

PRESERVED  
ALUMINIUM  
LESS THAN  
20 HP

**Tootsie**

**#52**

**19' Chris Craft Runabout**

Powered by: *1940 Chris Craft M*  
*6 cyl 130 HP*

Owner: *Ross Myers*



**1940**

PRESERVED  
CLASSIC  
RUNABOUT

*favorite waters*  
Knight Lake, PA

#53

## Spindrift II

1929

RESTORED  
ANTIQU  
CRUISER

46' Elco Flat Top

Powered by: *Twin 1980 Perkins Diesel 6.354  
6 cyl 130 HP*Owner: *Doug Reicher*

*Spindrift II* was built for Judge Harold R. Medina who owned her for close to 40 years. She is believed to be the only 46' twin screw ever built by Elco. *Spindrift II* has been the subject of several spectacular mishaps. In the 1938 hurricane, she was carried to the twelfth green of the Westhampton Country Club. In 1950, as the result of a light failure at the entrance to Nantucket Harbor, she ran onto a submerged jetty and sank. In 1961, while at anchor in Moriches Bay, she was struck by a runabout, lost three feet of her bow, and sank. During winter 1980 while in storage, the shed collapsed due to snow load, destroying the after-canopy, and crushing the air horn on the deckhouse roof. Despite all her mishaps, both the interior and exterior of *Spindrift II* are substantially unchanged. She is truly a well-preserved piece of history.



*favorite waters*  
St. Lawrence River

#54

## Della Louise

1959

RESTORED  
CLASSIC  
UTILITY

23' Lyman Sleeper

Powered by: *GM V8  
250 HP*Owner: *Ray Glenn**1960 Lyman ad from the ABM Archives*

*favorite waters*  
Chesapeake Bay

# Monitor

#55

## 38' Hutchinson Launch

Powered by: *1940 Chrysler  
6 cyl 110 HP*

Owner: *Richard Calabrese Jr.*

*Monitor* was built in 1906 for Frank O. Lowden, governor of Illinois and son-in-law of George Pullman. Lowden's wife Florence inherited Pullman's island and Castle Rest when her father died in 1897. The couple spent their summers at Castle Rest and eventually commissioned *Monitor* from Hutchinson Boat Works, of Alexandria Bay. At 38-feet,



*Monitor* is the longest privately-owned launch built by Hutchinson. At one point, she served as a taxi from a secret gambling hall. Under unknown circumstances, the *Monitor* eventually sank. For many years, she sat at the bottom of the River at Ina Island's boathouse. One day, the grandson of the boathouse owner spotted something shiny in the water. He jumped in and discovered that shiny object was the windshield of *Monitor*. In the 1990s, Richard Calabrese Sr. bought *Monitor* and reunited it with Castle Rest, which he purchased from Florence Pullman Lowden some 20 years earlier.

1906

PRESERVED  
HISTORIC  
LAUNCH



*favorite waters*  
St. Lawrence River

# Morris Paddling Canoe

#56

## 16' B.N. Morris Paddling Canoe

Owner: *Mark Giovannetti*

This canoe has special "D" shaped spruce gunwales.



1912

PRESERVED  
HISTORIC  
PADDLING  
CANOE

*favorite waters*  
Oswego River

#57

## Peterborough Canadian Canoe

1940

PRESERVED  
ANTIQUÉ  
PADDLING  
CANOE

16' Peterborough Canoe Company    Owner: *Mark Giovannetti*  
Canadian



*favorite waters*  
Oswego River

#58

## Pilgrim Keuka Lake Trout Boat

1920-30

ANTIQUÉ  
ROWBOAT

12' Charles Pilgrim  
Keuka Lake Trout Boat

Owner: *Mark Giovannetti*



*favorite waters*  
Oswego River



## Remember Wenn

#59

**20' Lyman Runabout**

Powered by: *1937 Chrysler Crown M-2*  
*6 cyl 97 HP*

Owner: *David Wenn*



*Remember Wenn* is a factory preserved boat with the original engine. She is a great ride, not fast but stable.

**1937**

PRESERVED  
ANTIQUÉ  
RUNABOUT

*favorite waters*  
Ausable River

## Gus' Minion

#60

**17.5' Chris Craft Ski Boat**

Powered by: *1976 Chris Craft 305K*  
*8 cyl 200 HP*

Owner: *Gus Lombardi*

The current owners drove to Elkhart, IN in 2005 to pick up this boat having bought it from the original owner's son without seeing it in person. Over the last 16 years they have repaired and restored items in need as well as used the boat regularly on Central NY waters. The boat is fun to cruise on as well as swim off of and tube behind. The boat is named *Gus' Minion* due to its bright yellow color reminding the owners' young son (Gus) of the Minions in *Despicable Me*. *Gus' Minion* is a fun Fiberglass Classic Ski Boat which has won a number of awards at ABM's Annual Boat Show. Gus was just 6 years old when he started participating in the ABM shows with this boat and he looks forward to participating every year he can.



**1976**

PRESERVED  
LATE  
CLASSIC  
SKI BOAT

*favorite waters*  
Oneida Lake  
Skaneateles Lake  
St. Lawrence River



#61

## Chris Craft Commander

1969

RESTORED  
CLASSIC  
UTILITY

*favorite waters*  
Onondaga Lake

**19' Chris Craft Commander** Powered by: *1969 Chris Craft 327  
8 cyl 210 HP*  
Owners: *Elaina Pirro & John Lombardi*

The current owners acquired the boat in 2001. After the husband made a number of wrong turns and finally admitted he was lost the couple came upon this boat painted cherry red with a large gold stripe with the exhausts coming off the engine facing the wrong direction. This particular model of boat was a staple in the covered boat shed at Bonnie Castle Marina in the late 1970s/early 1980s. The wife immediately recognized the model as one she and her brother would see and wish they owned. To make amends for getting lost, the husband agreed to purchase the boat and the couple restored it over several years. This boat is a joy to drive and the exhaust sound is music to the owners' ears!

Only 101 hulls of this type were built in 1969. This is hull #40 which was originally delivered to Shark River Hills Marina in Neptune, NJ on March 29, 1969.



#62

## Sacajawea

1910

PRESERVED  
HISTORIC  
ROWING  
SKIFF

**16' Double Ended Rowing Skiff** Owner: *Eric Tech*



*Sacajawea* has a unique design and her original spoon bill oars and bronze hardware. She was restored in 1995 and is 90% original.

*favorite waters*  
Delaware River

**ENGINE: 1923 Elto****1917 Ford****#63****1923 Elto Rudder Twin****2 cyl 3 HP****Owner: Allyn Hetzke Sr.**

Originally a touring car, the back seat of this Model T was removed and a pickup bed was built and added after a beam in the barn fell on it. Displayed on the back is a 1923 Elto Rudder Twin with oars and fishing poles as if ready for a day out on the River. This Elto model has no tiller and instead had ropes that were laid along the gunwales and used to steer and control the boat. It also needs a hotshot battery to ignite the gas. Walt Peeters restored this motor and Tim Nielson restored the Model T.

**1917 Ford Model T****Owner: Allyn Hetzke Sr.****1923**

**PRESERVED  
ALUMINIUM  
LESS THAN  
20 HP**



*favorite waters*  
St. Lawrence River

**Whiskey Plank****#64****21' Lyman Utility****Powered by: 1963 Ford Interceptor**  
**8 cyl 165 HP****Owners: Mike & Sue Lyford**

As lovers of the ABM we have bought and sold several boats at the auctions over the years. Our 1962 Lyman was purchased at the 2019 Auction after which we had work done to preserve her at St. Lawrence Restoration. *Whiskey Plank* was just put in the River July 15, 2021 and we love her already.

**1962**

**PRESERVED  
CLASSIC  
UTILITY**



*favorite waters*  
St. Lawrence River

#65

# Woodstock

**1958**

PRESERVED  
CLASSIC  
OUTBOARD  
BOAT

*favorite waters*  
Wanagsink Lake  
Lake Marie Louise

**16' Thompson Runabout**

Powered by: *1959 Johnson*  
*2 cyl 35 HP*

Owner: *James Andersen*

*Woodstock* lives near the original Woodstock site.



#66

# Cupcake

**1941**

PRESERVED  
ANTIQU  
RUNABOUT



*favorite waters*  
St. Lawrence River

**16.5' Gar Wood Deluxe Runabout**

Powered by: *1941 Chrysler Ace*  
*6 cyl 85 HP*

Owner: *Joseph McBride*



The first of only eleven barrel bow/  
barrel stern 16.5' runabouts built.

# My Bette

#67

18' Chris Craft Cobra

Powered by: *1955 Chris Craft Marine  
KBL 6 cyl 131 HP*

Owner: *David McEwen*



*My Bette* was originally delivered to Wilson Chris Craft Sales in Rehobeth, DE in 1955. She sat in the showroom for two years before being sold to a local person. She wound up at the Philadelphia Seaplane Port and was purchased by an owner there in 1961. He brought her to Canandaigua Lake, NY until 1966. *My Bette* was purchased by the next owner that year and remained on Keuka Lake, NY until I purchased her in 2015. She was restored and completed in May 2021. The KBL engine was rebuilt by me.

## 1955

RESTORED  
CLASSIC  
RUNABOUT

*favorite waters*  
Canandaigua and  
Keuka Lakes

# Hacker Runabout

#68

19' 2" John Hacker Design  
Runabout

Powered by: *1968 Buick  
6 cyl 110 HP*

Owner: *Raymond Maule*

Built by the original owner in Florida who intended to build and sell boats of this design. He only used it two times. I purchased it at the 2009 ABM Auction.



## 1998

CONTEMPORARY  
RUNABOUT

*favorite waters*  
Chesapeake Bay

#69

## Mountain Thunder

1941

RESTORED  
ANTIQUÉ  
RUNABOUT**25' 6" Gar Wood  
Custom Runabout**Powered by: *1941 Scripps 302  
12 cyl 350 HP*Owner: *Antique Boat America*

Only 2 of these 25' 6" triple cockpit custom runabouts were built in 1941 making it an exceptionally rare boat. 1937-1941 marked Gar Wood's true "design perfection", building some of the most beautiful boats in production and setting a standard for all other competitors. With heavily crowned decks, rounded covered boards, and pronounced bow flare, the 1941 models are unmistakable. This example has been meticulously restored and is powered by a Scripps V-12 engine; one of the most expensive marine engines of the time.



This "trophy fleet" model is ready to be enjoyed by a discerning collector.

#70

## Luella

2008

CONTEMPORARY  
LAUNCH**30' Peter Freebody  
Victorian Launch**Powered by: *Twin 2008 electric motors*  
Owner: *Antique Boat America*

This piece of elegance is a Victorian Launch made by Peter Freebody of England. The boat is a one-of-a-kind launch with bronze hardware made from casting ties from the 1800s. It is not a replica but influenced by three other launches incorporating the best from each boat. The boat was custom built and shipped to the original and current owner. The boat has twin helm steering stations and is wired with a sound system. The boat features an enclosed area as well as fringed canopy over the bow area. The boat has



been extremely well cared for and all aspects of the boat were handcrafted from teak.

## Miss Comet

#71

26' Monty O'Shea  
Custom Raceboat

Powered by: 1949 Twin experimental  
Chrysler Hemi 8 cyl 700 HP  
Owner: Mike Cregg



*Miss Comet* is a unique and special performance runabout. She was designed by Naval Architect, Monty O'Shea, and built in Michigan between 1945-49. She is built entirely of her original laminated Honduras mahogany. The unique bottom design features 2

planing-steps and a forward rudder for directional control at speed. Power comes from a pair of 350 HP Chrysler Hemi engines equipped with 4 2-barrel carburetors each. In its early days, the boat was reported to reach speeds between 80 and 100 mph! *Miss Comet* has a well publicized history. She was the featured boat in issue 97 of *Classic Boating Magazine*, as well as being featured in Bob Speltz *Real Runabouts* Series. *Miss Comet* is a multiple award winner, including winning the Thunderbird Award for most unique boat at the 1998 Lake Tahoe Concours D' Elegance. She now resides in her new home in Alexandria Bay NY.

1949

PRESERVED  
CLASSIC  
RACEBOAT

*favorite waters*  
Erie Canal

## Arrivederci

#72

30' Reets Boatworks/  
Riva Super Aquarama

Powered by: Twin 2018 Ilmor 6.2 L  
8 cyl 430 HP  
Owner: Adam Retersdorf



*Arrivederci* is a very maneuverable boat with bow and stern thrusters. She is fun to drive.

2018

CONTEMPORARY  
RUNABOUT

*favorite waters*  
Chesapeake Bay

#73

## Pullman

**1950**RESTORED  
CLASSIC  
UTILITY**26' Hutchinson Utility**Powered by: *1980 Chrysler M360*  
*8 cyl 250 HP*Owner: *Andrew Robb*

*Pullman* was originally commissioned and owned by the Pullman family of Pullman Railroad Car Company.



*favorite waters*  
Housatonic River

#74

## Geraldine

**1945**RESTORED  
CLASSIC  
LAUNCH**United States Coast Guard  
Converted Whaleboat**Powered by: *1980 Universal Atomic Four*  
*4 cyl 30 HP*Owner: *Joe Sabo*

*Geraldine* is a unique boat as a former USCG motor whaleboat that was converted to a launch. She was found by the previous owner in a farmer's field in the Saint Marys River area of Michigan between Lake Superior and Lake Michigan and rescued from the burn



pile. The nearest Coast Guard facility is a lighthouse on De Tour Reef near De Tour Island. *Geraldine* was most likely a tender for the lighthouse when the Coast Guard maintained and manned the Great Lakes lighthouses. Now retired, *Geraldine* enjoys spending her summers entertaining our friends on Tupper Lake in the heart of the Adirondack State Park.

*favorite waters*  
Tupper Lake



# ABM Boats at the Show



## Cicada

### 1928

RESTORED  
ANTIQUÉ  
RACER



*favorite waters*  
St. Lawrence River

**33' Gar Wood Baby Gar**

Powered by: *Liberty V-12 500 HP*  
Donor: *Richard A. McGinn*

*Cicada* is one of 8 Baby Gars known to still be in existence of the 68 built between 1922-1929. Built in 1928 as *Davey Jones* for Caleb Bragg, owner of *Baby Bootlegger*, *Cicada* sank in Long Island Sound in 1938 and was resurrected by Bill Leiber and Jack Kraemer. *Cicada* set speed records in the early 1950s at the Harwood Trophy races around Manhattan Island.



## Zipper

### 1974

RESTORED  
CLASSIC  
COMMUTER



*favorite waters*  
St. Lawrence River

**42' Staudacher Yacht Company  
Commuter Yacht**

Powered by: *Twin Crusader V-8s*  
*8 cyl 255 HP*  
Donor: *Louise S. Stroh*

*Zipper* was designed for the Purdy Boat Company. Though designed in the 1930s, the boat was never built. In 1974, brewery magnate John W. Stroh finally commissioned Staudacher



Yachts to build her. While remaining faithful to the original design, Staudacher utilized modern construction methods and gave *Zipper* a strong, “screwed and glued” double-planked hull with vertically-scarfed mahogany planking on steam-bent oak frames. *Zipper* is a commuter yacht, emblematic of a type from the 1920-30s.

## *Pardon Me*

### 48' Hutchinson Boat Works Custom Runabout

Powered by: *Packard V-12  
Marine Engine*

Donors: *Jim & Tony Lewis*

*Pardon Me* is one of the most memorable runabouts ever built. Commissioned by Charles P. Lyon of Chippewa Bay in the 1000 Islands, she was designed by Hacker and built by the Hutchinson Boat Works of Alexandria Bay, NY. Work began on *Pardon Me* before the design was actually completed. After more than 30 years away from the St. Lawrence River, *Pardon Me* returned in 1983 to ABM's Annual Antique Boat Show and became a part of the Museum's collection in 1986 thanks to the generosity of Jim & Tony Lewis.



**1948**  
RESTORED  
CLASSIC  
RUNABOUT



*favorite waters*  
St. Lawrence River

## *Gadfly*

### 33' Hutchinson Boat Works Sedan Commuter

Powered by: *Pleasure Craft V8  
8 cyl*

Donor: *Margaret H. Wallace*

Built in Alexandria Bay by Hutchinson Boat Works, *Gadfly* spent her early years in the 1000 Islands before being moved to Michigan. This sedan commuter returned to the River in 1994 when she was donated to the Museum. As part of the Museum's In-Water Fleet she



has provided hundreds of Museum patrons with the opportunity to enjoy traveling on the River in the secure comfort that is the embodiment of her style. Her large planing hull seems to disguise the cruising speed that swiftly propels this grand boat to her destination.

*Ian Coristine photo*

**1931**  
RESTORED  
ANTIQUE  
COMMUTER



*favorite waters*  
St. Lawrence River

## Idyll Oaks

### 1924

RESTORED  
ANTIQUÉ  
LAUNCH



*favorite waters*  
St. Lawrence River

**28' Hutchinson Boat Works  
Launch**

Powered by: *Chrysler Ace 93 HP*  
Donors: *Dan & Lynn Morrow*

*Idyll Oaks* is a very special boat in the Museum's collection as the boat whose restoration led to the first Antique Boat Show and subsequently what would become today's Antique Boat Museum. Built by Hutchinson Boat Works of Alexandria Bay, NY, *Idyll Oaks* possesses the traditional lines that made the St. Lawrence River launches so popular with their soft-riding displacement hulls. She was restored by Gary Scherb of Old Time Boat Company in time to reprise her lead role at the 50th Annual Antique Boat Show in 2014.



*George Fischer photo*

## HaPike

### 1941

PRESERVED  
ANTIQUÉ  
COMMUTER

*favorite waters*  
formerly  
Lake Pend, ID

**30' Gar Wood Commuter**

Powered by: *1940 Scripps 302  
840 CI Flathead V12*  
Donor: *Anita Dowsett*

*HaPike* is unique as the only Gar Wood commuter of 13 produced still in existence as well as being the only one sold to a private individual. She was purchased by the mayor of Sandpoint, Idaho, Pike Moon and his wife Hazel. Hazel Moon chose the Gar Wood commuter over a two-story home in the 400 District of Sandpoint because 'she was not that great of a housekeeper and would rather have the boat and be outside.' During the Moons' ownership *HaPike* hosted VIP Navy personnel during WWII and Bing Crosby on a fishing trip.



Purchased from the Moon family by Laurie and Anita Dowsett in 1983, *HaPike* was restored by Northwest Classic Boats in Auburn, CA.

## *Miss Thousand Islands III*

**30' Hacker Triple Cockpit  
Runabout**

Powered by: *Mercury 8.1L 385 HP*  
Owner: *Antique Boat Museum*

In the early 1980s Morgan Marine on Lake George purchased the rights to the legendary Hacker name and began building new boats from original designs. The Hacker Boat Company carries on with this tradition at their shop in upstate New York. Hacker Craft is one of the most recognizable names amongst wooden boats today and it is the Museum's pleasure



to provide visitors to the Museum the experience of the joy and excitement of a speedboat ride every season on *Miss Thousand Islands III* and the preceding *Miss Thousands Islands* and *Miss Thousand Islands II* through the Ride the River program.

**2005**

CONTEMPORARY  
RUNABOUT



*favorite waters*  
St. Lawrence River

## *Snail*

**33' Gar Wood Baby Gar**

Powered by: *Liberty V12 400 HP*  
Owner: *Antique Boat Museum*

The 37th Baby Gar, *Snail* was built for Life Savers Inc. Company president Edward J. Noble. Local legend has it that Noble offered a large reward for any boat on the St. Lawrence River that could beat *Snail* in a race. In 2019, *Snail* was documented by HABS/HAER, her engine was refurbished by Larry Turcotte, and some wood restoration was completed by St. Lawrence Restoration as part of a recommissioning for in-water display at the Museum.



*Kent O. Smith Jr. photo*

**1926**

RESTORED  
ANTIQUE  
RACER



*favorite waters*  
St. Lawrence River

## Teal

### 1989

PRESERVED  
LATE CLASSIC  
RUNABOUT



*favorite waters*  
St. Lawrence River

**28' Gar Wood Custom Boats  
Triple Cockpit Runabout**

Powered by: *1996 454 GMC OMC  
Marine Conversion*

Donor: *J. Richard Munro*

Based on Gar Wood's 1938 triple-cockpit runabout, *Teal* is an ideal in-water boat for the Museum. Riding in *Teal* is like stepping back in time with all of the security of a modern craft. Riders can enjoy the soft ride and handling characteristics that made Gar Wood boats famous throughout the world.



## Suwanee

### 1909

PRESERVED  
HISTORIC  
RACEBOAT



*favorite waters*  
St. Lawrence River

**31.5' L.E. Fry Light Speed Launch**

Powered by: *Volvo 100 HP*  
Donor: *Robert Cox*

*Suwanee* is a custom-built "light speed launch" built by L.E. Fry and Co. in 1909 for W.H. Owen of Utica, NY. The contract for her construction specified the design to be created by L.E. Fry & Co., with her length to be just within the A.P.B.A. 32-foot class limit. Mr. Owen, a summer resident of Thousand Island Park on Wellesley Island used *Suwanee* to pick up groceries in Clayton when he wasn't racing her. After Mr. Owen died in 1955, *Suwanee* was purchased by Bob Cox, who enjoyed her on the River and in Florida for many years before



donating her to the Museum in 1996.

## *Wild Goose*

**40' Hutchinson Boat Works  
Launch**

Powered by: *Chrysler V8*  
Donor: *Cleveland E. Dodge &  
Joan Dodge Rueckert*

If *Wild Goose* has a familiar silhouette, it may be because she has been an ambassador for the Antique Boat Museum as the boat in the ABM logo for over 30 years. She was built by the Hutchinson Brothers boatyard in Alexandria Bay, NY in 1915 as a high-speed launch for island commuting. Her original owner, Frederick Lovejoy, named her *Onondaga III* and used her to ferry passengers to and from his home in Westminster Park on Wellesley Island.



In 1928 the boat was purchased by Cleveland E. Dodge of Grindstone Island and Wild Goose Island and renamed *Wild Goose*. For over seventy years she served as a family launch for the Dodge family, who loved and carefully maintained the boat throughout its life.

**1915**

**RESTORED  
HISTORIC  
LAUNCH**



*favorite waters*  
St. Lawrence River

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# *Footloose and Fancy Free*

## Recommissioning at the Antique Boat Museum

If you have visited the Antique Boat Museum in the past several years and toured The National Motor Boat Show exhibit located in the Cleveland E. Dodge Memorial Launch Building you have no doubt noticed *Footloose and Fancy Free*, our unique 1937 25' triple cockpit runabout. As a one-of-a-kind custom boat, *Footloose and Fancy Free* is one of the great treasures of the Museum's permanent collection. She represents the genius of legendary boat designer John Hacker and the extraordinary craftsmanship of one of the finest custom builders of the early 20<sup>th</sup> century, the Fitzgerald & Lee Motor Boat Company of Alexandria Bay, New York.

*Footloose* is one of Fitzgerald & Lee's best-known runabouts of the period. She was a custom design by John Hacker with rounded covering boards, extreme barreling at the transom, mahogany windshield brackets and barreling of the bow. She was completed in 1937 and donated to the Antique Boat Museum in 1987.

Originally named *Messenger*, she passed through several owners before eventually winding up in the coastal waters of Florida. Her varnish color is unusual in that it is lighter than most, likely due to the strong sun of the tropic waters. Her craftsmanship is second to none and she remains one of the most popular boats in the museum collection.

After careful consideration the Museum designated *Footloose and Fancy Free* as a Special Project boat in 2020 and began a conservative recommissioning process for limited in-water educational use. One large part of this project was repowering the boat with what would have been her original engine, a Scripps 302 V-12.

**1937**

**28' Hacker designed, Fitzgerald & Lee Triple Cockpit**

Powered by: *Scripps 302 V12*

Donor: *Patrick F. Taylor*



## RESTORED ANTIQU RUNABOUT

Click the link below to explore some of this wonderful boat's journey with Museum staff and 4<sup>th</sup> Coast Fours of Waddington, NY.



# A Full Moon Rising



*Full Moon* is a 1937 twenty-eight foot Hutchinson Hardtop Sedan, also known as a Commuter, as their most common usage was commuting to the owner's "cottage" in the Thousand Islands. It is believed that John Hacker designed them for Hutchinson. Commuters were also frequently used by the wealthy to carry the elegantly dressed to festive dinners/events on other islands, where windless/wetless riding conditions were considered necessary to prevent disturbing the ladies' extravagant hairdos! Although Judy and I will not need to commute to such glorious events as in the days of old, we were sure that the enclosed hardtop would come in handy during long moonlit (*Full Moon*) runs on the river.

Judy and I bought *Full Moon* during the early spring of 2009 because we needed a larger, St. Lawrence River-compatible boat, as we expected to move from Ottawa to Brockville in the spring of 2012 (became Dec 2013 due to construction delays). Naturally, based on the available Marine Survey, inspections and discussions

with people familiar with the boat for many years the boat only needed a "little work", or so I thought. Five! years of reasonably steady work later..., the boat was finally ready for re-launching in the summer of 2014. As an aside, we had an ongoing "bet" with the Developer, a fellow wood boater, regarding which would be ready first – the boat or the condo: he won, but only by 6 months!

The following brief history of Hutchinson Boat Works was edited from a much longer article written by Bonnie Wilkinson Mark in 2007 for *Thousand Island Magazine*. Bonnie is the great granddaughter of Bert Hutchinson, one of the original company founders. The full article can be read at: <http://www.thousandislandslife.com/BackIssues/Archive/tabid/393/articleType/ArticleView/articleId/587/Hutchinson-Boat-Works.aspx>

"George and James Herbert (Bert) Hutchinson started Hutchinson Brothers Boat Works circa 1902 in rented facilities on Sisson Street, in Alexandria Bay, New York. From 1902 to 1964, Hutchinson's constructed well over 250 boats. These craft ranged in size from

19 feet (utility) to 48 feet (runabout), with 28-foot runabouts being the most common size in the earlier years and 22-foot and 26-foot stock, utility boats being the most common size in the later years. Hutchinson's constructed many different types of boats over the years, including houseboats, launches, racing boats, cruisers, runabouts, sedans, utilities, and boats for the war effort. Although Hutchinson used many different engine types in the early years as manufacturers made performance improvements, in the 1930s they began using Chrysler Marine engines.

During the 1930s Hutchinson began constructing sedan boats while they were building runabouts and utilities. These boats ranged in size from 28 feet to 40 feet in length and had a hard top, generally with bench seating underneath the hard top, preferably on the left hand side, and sometimes with wicker chairs instead, as in *Full Moon*. They included an aft exterior cockpit and were finished "bright" inside and out.

Of all the sedan boats that were constructed, the 28-foot sedan was the most popular model built during the mid to late 1930s. There are currently nine of the original fifteen 28-foot sedans built still in existence, located throughout the United States and Canada. These "special mahogany sedan type motor boats" were built of "bright" finished Mexican mahogany inside and out, with chromium plated trimmings, different interior seating configurations as per the owners' requests, and with all cushions manufactured from the then-new Dunlopillo rubber-based foam, which was covered with genuine leather. A powerful engine such as the straight 8 Chrysler Royal in *Full Moon* was generally installed, giving the boats a speed of over 30 mph."

I would be remiss if I did not tell you at least a few stories of *Full Moon's* history. First of all, the name: in spite of temptations to believe the name has something to do with rum running by moonlight, the real reason is much tamer: the 3rd owners, Rod Taylor and Tom Bovenzi, named her *Full Moon* when they purchased her in the late 1960s, as they liked to take her out at night under the "light of the *Full Moon*".

A more interesting story comes after the Dollinger family (the original owners) deeded her to St. John Fisher College in Rochester, NY when Fr. Patrick Braden, CSB, an ex-navy priest, was the President (becoming the 2nd owner). It seems that the monsignor just loved using the boat. He mainly used it on the Erie Canal, which was a less than satisfactory place to run a planing hull due to its speed limits and may have led

to his later decision to sell her. After some years the President felt that it was becoming impractical for the college to retain the boat, thus decided to sell it. Before it was sold, it is rumored that she was placed on top of a large bonfire being built to celebrate a pending College Halloween event. Fortunately she was spotted and purchased by Rod Taylor and Tom Bovenzi before the fire was lit! They paid \$6,000 on condition that the boat was removed from the campus within 2 days.

Although less glamorous, an important part of *Full Moon's* history was introduced by the first owners, Les Dollinger, a Rochester travel executive, and his son Rick, a past New York State Senator. In 1949 they replaced the original V-drive Chrysler engine with the existing straight eight Chrysler Royal located midship. The main reason for this relocation was to give the boat a better attitude across the water and to make the boat more sea-kindly in a beam sea. This work also involved a reconfiguration of the rear cockpit and seating. All of this work was completed by the Hutchinson's Boat Works factory.

The Dollingers' originally named the boat *Paraplue*. It is believed that this name was prompted not only by its sedan configuration but also by its incessant wetness when in a chop on the open water of Lake Ontario near Rochester, NY (where they lived and sometimes ran the boat). Interestingly, their private island, Long Vue, which is just west of Alexander Bay, remains the only artificially created island on the river, and when they sold her, *Paraplue* was the last boat remaining in their boathouse. Her original name and port of hail plates were strangely made of plastic. Tom Bovenzi gave them to the Dollinger family a number of years ago as Rick Dollinger wanted them as a remembrance of his grandfather, and are believed to still be in their house in Pittsford.

In 1992 the 4th owners, Peter and Francis Rossmassler purchased *Full Moon*. He and his family were wonderful owners with a home on Grindstone Island where they used her extensively every summer and kept her during the season in their boathouse. The Taylors became good friends with the Rossmasslers and frequently enjoyed their hospitality aboard and ashore several times, usually about boat show time in Clayton. The Taylors discovered, based on their experiences aboard the boat, the huge difference in her sea-kindliness when in the Islands versus offshore in Lake Ontario, and this experience reinforced to them the genius of her lines for the place for which she was intended to run, the Thousand Islands.

Judy and I are the 5th owners, having bought her in the early spring of 2009. The following story of *Full Moon's* Rising is about her lengthy restoration that has returned her to her original glory. *Full Moon* is now based in Brockville, Ontario.



*Full Moon as she looked when the Saunders found her.*

## The Story of *Full Moon's* Rising:

When we first saw *Full Moon*, the boat was dirty, full of junk and had a very poor uneven plywood floor, yet had reasonably good varnish. The chrome and upholstery for the most part were poor but serviceable for the near term, and all the original hardware and gauges were there. It appeared to be an easy “restoration/preservation”, as the planking was and still is 98 % original, including the bottom; and all the original hardware, including the factory banjo steering wheel, optional spot light on the roof, and gauges, were there. ACBS considers *Full Moon* to be “Preserved” due to its high level of originality.

My original intention was to clean up the boat, replace the unsafe floor, tune up the motor and put her in the water, with the rest of the required work being completed in future years. However, as with all “best made plans of men and mice”, the devil is in the details and unknowns. When we removed the floor from in front of the motor forward, which was screwed and glued down and thus not visible before the boat was bought, we found that the main stringers (large central framing supports running from end to end (20+ feet) that the motor, framing ribs, etc are attached to) were rotted to the point that they could be pulled apart with your fingers in several places.

Several ribs were also broken. Naturally, this condition affected the entire structural integrity of the boat, as all framing and ribs are attached to these 2 supports. This “revelation” changed everything (budgets, timelines), as the “structural integrity” of the boat had to be restored before putting it in the water. Oh well, as they say, “in for a penny, in for a pound” (or 2 or 3!).

The question was: what to do? Traditionally, the motor would be removed, the boat would then be turned upside down, the bottom removed, and then new stringers & framing would be installed along with new ribs. The bottom planks would then be reinstalled (probably with new wood), the boat reassembled and refinished. This process is unbelievably costly and thus not the approach I was willing to take, especially when the original bottom wood planking on *Full Moon* was found to be in very good shape after the many layers of bottom paint were scraped off.

My restorer and I pondered the situation for a while and finally concluded that if we supported the boat properly, we could replace the stringers and broken ribs from the “inside” (one at a time) without turning over the boat or removing the bottom planking. We could do this because the stringers were bolted right through the bottom wood of the boat, thus making the stringers removable with minimum damage to the ribs and bottom wood. We also decided that the ribs could be replaced without steaming them to achieve the required shape, if we installed them by building up thin strips of oak (1/4”) that were “cold bent” to shape via following the existing bottom planking, then gluing & screwing them in place one strip at a time to form ribs of the correct strength and shape. Such ribs resemble “plywood” when complete. An “old timer” told us about this method. It is notable that of all the boat restorers and knowledgeable people we talked to, no one had heard of or has undertaken either of these tasks as described above.

The good news is that upon execution, our methods to restore the structural integrity of the boat worked as planned. All the framing is now back together and the boat is straighter and stronger than it ever was. As it turned out only the front 2/3 of both stringers had to be replaced; the existing stringers from the motor back were solid and thus we used them as the “base line” for placing and leveling the new stringers and framing. A side but important result of our method is that we were able to discover that the weakened original stringers had allowed the boat to seriously

*cont.*



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September 10, 7:30pm. \$10/\$15/\$20 (Side/Center/Premium)

This project is made possible with funds from the Decentralization Program, a regrant program of the New York State Council on the Arts, with the support of Governor Andrew M Cuomo and the New York State Legislature, and administered by the St. Lawrence County Arts Council.

### **JERROD NIEMANN: COUNTRY**

September 17, 7:30pm. \$45/\$50/\$55 (Side/Center/Premium)

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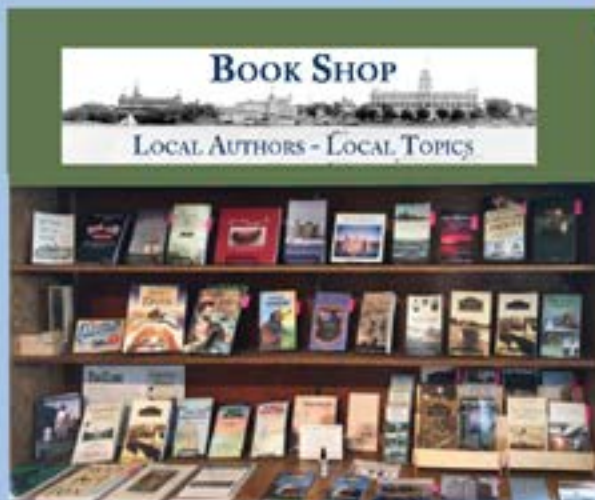


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“hog” (sag) from the middle forward (bad news for handling if left uncorrected!). The front of the boat had to be literally jacked up 1.5 inches via the keel so that the existing ribs/framing would touch the newly installed, level stringers (e.g. when installed level, there was an 1.5 inch space between the stringers and the ribs at the front, tapering to zero by mid boat). This jacking action straightened the entire boat such that the original topside lines and fairing visibly came back into shape. The rest of the structural integrity work mainly involved installing the new ribs as described, installing appropriate bracing, scraping, sealing and repainting the bottom planking, cleaning and painting the entire inside below floor level. An interesting tidbit is that other local restorers have come to look at what we have done so they can copy the procedures – the cost and time savings are that great.

It was now 2011, two years after we started and we were finally ready to design, make and install the teak floor panels – the original “major” job that I had planned for the boat, not to mention undertaking all the traditional preservation tasks that are required for any first class boat restoration (motor, upholstery, chroming, wiring, varnishing, etc.). We expected that the boat would be ready that summer and had the upholstery done, but as it turns out, we were off a few years...

Since 2011, much has happened. Most importantly, I had to change restorers after two more years of minimal refinishing effort by the first restorer. It became clear that he was not up to the tasks at hand, but was extremely good at making promises and talking a good line. An expensive lesson learned re not choosing the right restorer in the first place, leading to much work getting redone to make it right.

My new restorer, Ken Wykes of Wykes Boat Works, Harlem, Ontario, turned out to be amazing. Ken had to redo a lot of work to get everything straight and true. He also completed the vintage wiring, installed the Drake rebuilt vintage motor, installed the rollup windows, adjusted the teak flooring panels so they fit properly, revarnished the boat and installed all the original rechromed hardware and original gauges. He completed all this work in just over a year, which was a great relief for Judy and I.

Thus, after 5 years of waiting, praying and paying, *Full Moon*, was finally ready for launching in July, 2014. Given the volume of work required and last minute surprises, we barely made the Manotick Classic Boat Club show in late July and still faced some issues. The most critical was that the boat had not yet swelled up, so it took on water continuously, and

*cont.*

the generator was not charging, even though it had been rebuilt, so the pumps would die. Additionally we could not maneuver the boat properly because the rudder appeared to be too small and was limited in its turning radius, leading to constant frustration (and marital discord) when trying to dock. After the Show weekend, both of these conditions were fixed. As it turns out, there was a wire loose in the rebuilt generator, which caused it not to charge. The rudder linkage was modified to provide more turning which cured the problem. Over the rest of the summer the boat was broken in and then prepared for the September ACBS International Show in Skaneateles.

The ACBS show was a full-blown affair with over 125 boats from all over the United States and Canada being judged at the gorgeous Skaneateles Country Club. Many of these boats were very high end, one offs, or historically significant. All were dressed to the nines for the show. Although *Full Moon* was looking her best and we received many compliments, Judy and I assumed



we had no chance for any of the awards. At the Award Dinner, when the “Best Preserved Antique Utility” award was announced, we were in shock – we won a lovely crystal vase award! It appears that all our hard work, angst and wait were worth it. Now she can let her hair down and become simply a user boat.





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# The Judges

## Chief Judge Brian Gagnon

Returning as Chief Judge for 2021, Brian Gagnon has enjoyed the classic boating hobby since the mid-1970s and has owned and/or restored many different boats over the years including a Chris Craft U22, 19' Dee Wite split cockpit, Gar Wood Ensign, Lyman outboard, Chris Craft Racing Runabout, Ventnor Utility, Gar Wood Sedan and a 20' Chris Craft fiberglass Sportsman. He has served ACBS in all national positions except Treasurer and is the past President of the Mid-Atlantic Chapter. He and his wife Ellen live in Moorestown, NJ but have homes at Lake Hopatcong and in The Villages, FL. The best thing about the hobby is the wonderful friendships he and Ellen have forged over the years.

**Ed Andrews** is a lifelong boater. He is a current and past Commander of the Lake Hopatcong Sail and Power Squadron, Vice President of the Mid-Atlantic Chapter, a Director of the Lake Hopatcong Chapter ACBS, and is on the ACBS Board. Ed has owned his current 1951 Chris Craft Holiday for almost 25 years. A constant student of the hobby, Ed has read almost all material available and done extensive research into the construction and maintenance of these craft. His original restoration of the Holiday was done in his garage much to his wife's chagrin. Thorough research has taught him to analytically look at each boat and fairly assess the originality and condition of the vessel.

**John Howard**, a retired engineer, resides with his wife Janet in Amherst, NY and Tavares, FL. John joined the Niagara Frontier Chapter in 1976 and is a past Chapter President. He was first elected Director of ACBS International at the 1999 Annual Meeting in Red Wing, MN. He served as an ACBS Director, Vice President, and President. He chaired several committees including Awards, Headquarters Operations and Judging. He has been judging boat shows since 1983 and has been Chief Judge at many shows including the Antique Boat Museum and the first two ACBS International shows. John currently enjoys a 1978 Aristocraft 19.

**Peter Hunn** asked for a battered 1928 Johnson outboard for his tenth birthday. As the proud owner of a plywood rowboat, he envisioned its potential beyond oars. He admits the old motor topped his gift list primarily because, at \$15, it was a lot cheaper than the new Mercury 6-hp he'd hinted about unsuccessfully the year before. That dull little Johnson model A-35 turned out to spark Hunn's lifelong fascination with vintage outboards and served as a starting point for a collection of old kickers and the authoring of about a dozen publications on the subject, including three editions of *The Old Outboard Book*. A high school administrator and former owner of several local radio stations, Hunn also teaches broadcasting courses at the State University of New York at Oswego. He and his wife, Carol, live in a riparian home in Fulton, New York. Wafting over the little dock in their front yard, sounds of old outboards can sometimes be heard.

**John Kadimik** is from Lake Hopatcong, NJ. He is a longtime restorer and collector. He and his wife Kim are former owners of Northwood Boat Works. Besides Clayton, John has judged at many boat shows including the Finger Lakes, Skaneateles, Southern New England, and Gull Lake ACBS International Show.

**Bill Loveland** is a Rochester, NY resident. He has served as President of the New York Chapter of the Antique Outboard Motor Club. He is a fifth-generation cottager of Fineview on Wellesley Island here in the 1000 Islands and grew up among boats and motors while having a love for the history of the region instilled at a young age.

**Frank Mallin** built his first boat when he was only 16 years old. Since then boats have been his passion. Frank has owned a 1955 Chris Craft Continental as well as a 1956 Deluxe Runabout. He has also worked on many other boats and is currently working on restoring a Chris Craft Kit boat. Always on the water, Frank's experience is unrivaled. Frank is an active member of the Mid-Atlantic as well as Lake Hopatcong Chapters of the ACBS.

**Frank Miklos** has nearly 30 years' experience in antique boat research and restoration. Frank is the coauthor of *Classic Century Powerboats* and in the past has been the newsletter editor for the Century Club's *Thoroughbred*. For many years, he was active with Century Boats. Frank developed standard judging guidelines now used at Century Boat Club National Boat Shows.

**Bo Muller** has been involved with wooden boats since riding in his grandfather's GarWood in the early 60s, Mechanical Engineering degree in hand. Bo took a professional detour in 1982 to restore antique boats with his wife Kathy. Muller Boatworks has specialized in restoring and building antique mahogany runabouts and racing boats ever since. Bo has been involved with the ACBS and ABM for over 30 years.

**Todd Rissberger**, his wife Lisa, son Curtis, and daughter Carsyn live in Lake Placid, NY. Todd has been actively restoring and servicing classic boats in the area for over 25 years. Todd has been a judge at the Boat Show for the last 5 years. He enjoys returning to Clayton every year to share his expertise and expanding knowledge of classic wooden and fiberglass boats and to help

preserve the heritage of 'all aspects' of antique and classic boating for future generations.

**Dan Shaver** has been around boats his entire life. Growing up and spending summers at his family's cottage on the St. Lawrence River, Dan's love for wood boats began at an early age. Until the late 1980s when his father purchased the first fiberglass boat in the family, their main source of transportation between the island property and mainland was a 1955 20' Chris-Craft Utility. This love of wooden boats has led to the purchase of several project boats over the years, keeping things very busy in the shop. Dan resides with his wife Julie and their boys Jacob and Matthew in Clayton, NY and are members of the Thousand Islands chapter of the ACBS.

**Mike Shaver** has spent summers on the St. Lawrence River his entire life. This started a lifelong affair with boats of all sizes, mostly wooden. He still owns two of the family classics from the mid 1950's. Skills learned from family friends and professionals have allowed him to do a great portion of the maintenance and repairs on his several vessels. He lives in Oswego, NY and works as a mechanical technician at Inficon in East Syracuse, NY. He volunteers at the Minetto Fire Department, The H. Lee White Maritime Museum, the Antique Boat Museum and the Oswego Music Hall. He has recently started racing stock outboard boats with his son Dan and grandsons Jake & Matthew.

**Rod Taylor** was first inspired to collect and restore antique boats by visits to the Adirondack Museum and later, to the old Shipyard Museum here in Clayton. While restoring and exhibiting numerous antique canoes, Adirondack Guide Boats, and Trout Boats, he also owned a Lyman Runabout, a Hutchinson Sedan, and a 1911 Glass Cabin Gentleman's launch. His judging career began in the late 1990s and has included shows at Clayton, Gravenhurst, Buffalo, and ACBS International shows at Coeur d'Alene and Skaneateles.

**Tom and Larry Turcotte** are the owners and operators of Gar Wood Custom Boats in Brant Lake, NY. They each have over 40 years of experience restoring antique boats and building new Gar Woods. They strive to create watercraft that are as thrilling to drive as they are to look at.

**Wes Van Dine** is from Canton, CT and Tavares, FL. He is on the Board of Directors of the Southern New England Chapter and previously was a member of the International Judging Committee. He has been Chief Judge at the Antique Boat Museum show in Clayton, NY and the Southern New England, Finger Lakes, and Wine Country shows. He has also judged at Clayton, Southern New England, Wine Country, Niagara Frontier, Bay State Woodies, Sunnyland, Toronto, and ACBS International Shows. Wes has a broad knowledge of antique and classic boats as evidenced by his extensive collection.

**John Vyverberg** has spent summers his entire life at Keuka Lake where messing around with boats and motors were an integral part of his existence. He has been a Wine Country member since 1984 and has had a wooden Chris Craft in the water every year since 1988. He's judged boats at Clayton, the Niagara Chapter, the Finger Lakes Chapter, the Harvey's Lake Chapter, and Wine Country including several years as chief judge. When asked how many boats he owns, he'll tell you "Too damn many!"

**David Wenn** runs an independent restoration shop called Remember Wenn in Upper Jay, NY. David has been involved with wooden boats for at least 40 years and does this work from April to November. In the wintertime, David is a full time alpine ski coach. His expertise is wide ranging but he especially enjoys small craft mahogany runabouts, utilities and Lymans.

## Power Boats

Runabout  
Launch  
Utility  
Racer

## Outboard Boat

Dispro  
Cruiser

## Commuter

## Yacht Tender

## Steam/Naptha

## Sail Boat w/Auxiliary Workboat

## Non Powered

## Sail w/o Auxiliary

## Sailing Canoe - Decked

## Sailing Canoe - Open

## Paddling Canoe

## Adirondack Guideboat

## Rowing Skiff

## Sailing Skiff

## Rowing/Racing Shell

## Rowboat - Tender, Dinghy, Sharpie, Pram, Dory, etc.

## Engines & Motors

Aluminium,  
less than 20 HP

Aluminum,  
20 HP or more

Brass

Racing

Unmounted  
Inboard Engine

**Historic** - built prior to 1919

**Antique** - built 1919 - 42

**Classic** - built 1943 - 75

**Late Classic** - built after 1975.

**Contemporary** - a wooden boat  
built in the last 25 years.



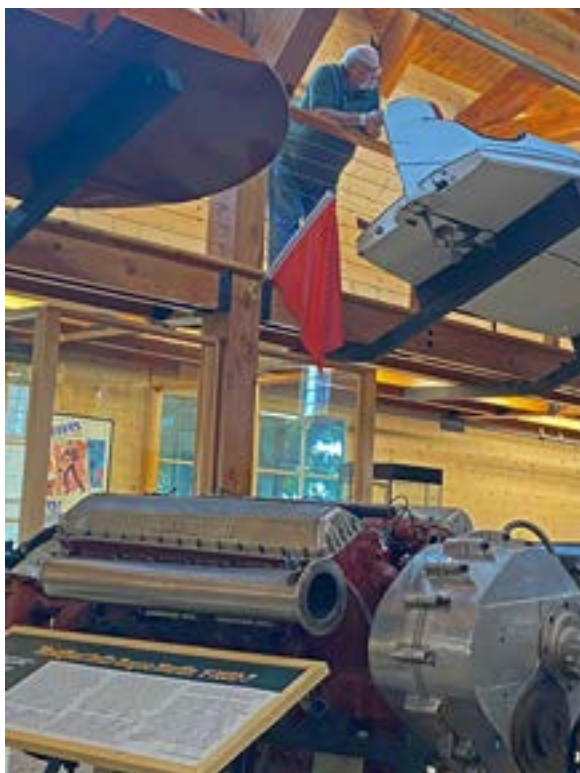
*J.P. Boyer  
ARTIST*

# EXHIBITS

## QUEST FOR SPEED GETS A FACE LIFT

An old favorite at the Antique Boat Museum received a new graphic design and face lift in 2021. Our *Quest for Speed* exhibit in the Morgan Building was originally installed in 2008 and this season received brand new updated signage and informational panels.

Come view the outstanding Gold Cup and Harmsworth Trophy winner *Dixie II* as well as record setting hydroplanes, some new interactive attractions and even more!



New Guy Lombardo Panel for Quest for Speed.

## Guy Lombardo

World's Fastest Bandleader



World's Fastest Bandleader may be one way to describe Guy Lombardo. Guy won the first race he entered, a marathon from Atlantic City to Cape May, in 1942. He had considerable success that first year, winning 21 of 22 races in the 225-cubic inch class.

In 1946, he purchased the Adolph Apel (Wernor Boat Works) designed *My Sin*, renamed her *Tempo VI*, and won the Gold Cup that same year. In 1948, Lombardo and *Tempo VI* set a new straightaway record for Gold Cup class boats at 113.031 mph; only the second time a "G" class boat broke 100 mph. Another attempt to break Gar Wood's United States unlimited hydroplane record was unsuccessful due to a combination of weather and mechanical failure.

Surviving a major wreck in 1948, Guy continued to race *Tempo VI* through 1953. A new boat, *Tempo VII*, was brought out for the 1955 season with Denny Foster driving; the duo won 5 major events that year.

By the mid 1950s Guy's racing career was essentially over. However, he made one last attempt to break the World Water Speed Record. A jet-powered aluminum boat was

designed and built by Les Staudacher and named *Tempo Alboa*. While being test-driven by Staudacher, she crashed at 200 mph. Following repairs, and with concern for her internal structure, the next tests were conducted via remote control. Good thing too, as she exploded on hitting 250 mph; there had indeed been internal damage to one of the sponsors that couldn't be seen due to the way the boat was constructed.

A hydroplane enthusiast for some 60 years, Guy Lombardo certainly seemed to enjoy himself - in just about every photo of Guy in or near a race boat, he's sporting a big grin.





## Speed Kings

# Join Us!

Abiding generosity in the form of Membership, *Friends of the Museum*, Annual Giving, volunteering, restricted donations and planned giving are critical in sustaining the mission of this Museum.

Learn how you can support the work of the Museum of today, but also ensure its place in the world for future generations.

**GIVE**

**VOLUNTEER**

**JOIN**



## What's New with *La Duchesse*?



### *New Upholstery and a Familiar Sculpture Adorn ABM's Iconic Houseboat*



2021 visitors have been able to see our most recent restoration efforts on *La Duchesse* including brand new fabrics and upholsteries gracing the original dancing deck furnishings on the second level of the Museum's largest collection object.

Originally built by George Boldt in 1903, *La Duchesse* was purchased after his death by E.J. Noble and then purchased by the McNally family in 1943. After they acquired her, the McNally family invested a great deal of time and money into *La Duchesse* which served as the family summer residence just off of Wellesley Island for over 50 years.

Since the arrival of *La Duchesse* in 2005 the Museum has undertaken an extensive restoration and preservation program to interpret the boat as the McNallys would have in the mid-20th century.

The new outdoor fabrics used on the dancing deck furniture were sourced with the assistance of Interior Designer Jenny Brown of Chicago and the upholstery work was performed by Carulli's Custom Upholstery of Syracuse, NY.



While visiting *La Duchesse* you may notice a new sculpture located in the second floor living area. The new sculpture is a reproduction of Frederic Remington's *The Bronco Buster* loaned to the ABM by our friends at the Frederic Remington Art Museum in Ogdensburg, NY.

Andrew McNally had a similar reproduction of *The Bronco Buster* that he proudly displayed on *La Duchesse* in the summer and in Chicago every winter. Historically, *The Bronco Buster* would have been displayed where the Steinway Art Case piano currently sits as the piano was not on board during the McNallys ownership of *La Duchesse*.

The ABM is proud to partner with the Frederic Remington Art Museum to add another level to the interpretation to one of our most unique and beloved boats.

## Documentation of *Comet* Makes Plans Available

Charles S. Parker was a well-known boat designer and automotive engineer whose interest in fast boats and their design began in the early 1920s when he began converting aviation engines and putting them in raceboats. *Comet* was built in 1926 for Mr. Parker and was originally powered by a Hispano Suiza Aero engine. Parker raced her on the St. Lawrence River, where he won eight championship trophies. She was rumored to have raced and beaten ABM's Baby Gar, *Snail* (Acc. #1998.006), but this is not confirmed.

*Comet* was built by Stanley Boat Works in Cape Vincent, New York. Stanley built skiffs, powered guide boats, and runabouts. This is the only Stanley boat in the Museum's collection. During WWII the government attempted to turn Stanley Boat Works into a PT boat plant, but Stanley refused and the boat shop was shut down through most of the War.

The raceboat was eventually sold to Winford Fox of Watertown and as a result was renamed *The Fox*. This name is still visible on the port side. Fox ran her on the St. Lawrence River and on Cranberry Lake. The boat was re-powered in the 1930s with a 120hp 6 cylinder flathead marine engine.

In the summer of 2017, boatbuilder Kenney Bassett came to ABM to work with one of the few remaining Stanley built boats in existence; *Comet*. Although her hull is unfinished and incomplete in places, *Comet* was not in the Stone Building to be restored. *Comet's* significance to ABM lies in her rarity as a Stanley boat and her hull which remains in original condition; an impressive feat for a ninety-two year old boat!

In a conservational effort to document this historic boat, ABM had the lines drawings added to the Museum's archives which will preserve the boat's history for future generations.

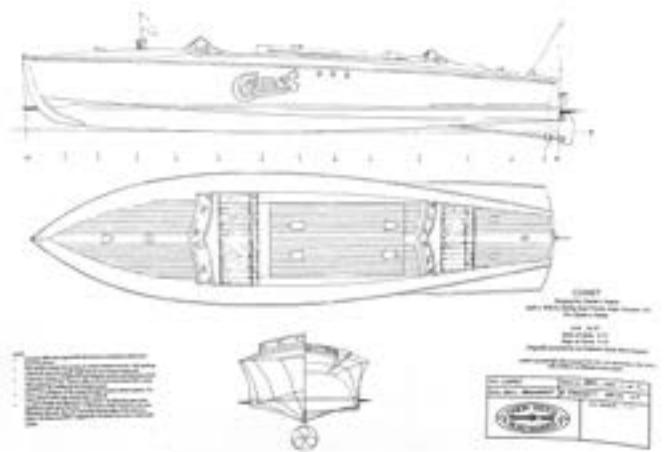
*Comet as she appears today, prepping for transport.*



<b>Year:</b>	<b>1926</b>
<b>Length:</b>	<b>26'</b>
<b>Beam:</b>	<b>6'</b>
<b>Original engine:</b>	<b>Hispano Suiza Aero</b>
<b>Builder:</b>	<b>Stanley Boat Works</b>
<b>Donor:</b>	<b>Roger Hamblin</b>
<b>Accession #:</b>	<b>2003.008</b>



*Comet at speed with her original name.*



*First sheet of the Comet plans*

*If you want to build a replica or just appreciate the pleasing lines of Comet, plans are the perfect way to own your own piece of history! Plans and offsets are now available for purchase, shipping additional: \$250 members, \$275 non-members. Plans are available in the Museum Store and online.*





# Antique Boat Auction

(Virtual Edition)

**August 2<sup>th</sup> through 1:00 PM on August 7<sup>th</sup>**

A limited virtual auction opened for bidding August 2<sup>nd</sup> and will remain open until 1 PM on August 7<sup>th</sup>. The link below will take you to the virtual auction page.

Auction items will be available for viewing on ABM's campus for the duration of the Virtual Auction

Regular admission rates apply to view the auction items.

All bidders will need to register to be able to place bids.

**VIRTUAL AUCTION LINK**



A banner with a blue border. On the left, there is a white shopping bag icon with a blue outline and the text 'abm.org' inside. To the right of the icon, the text 'SHOP OUR ONLINE STORE' is written in a bold, blue, serif font. Below this, the text 'Purchase Your Favorite ABM Gear!' is written in a smaller, blue, italicized serif font.

**Not all products are available online . . .**

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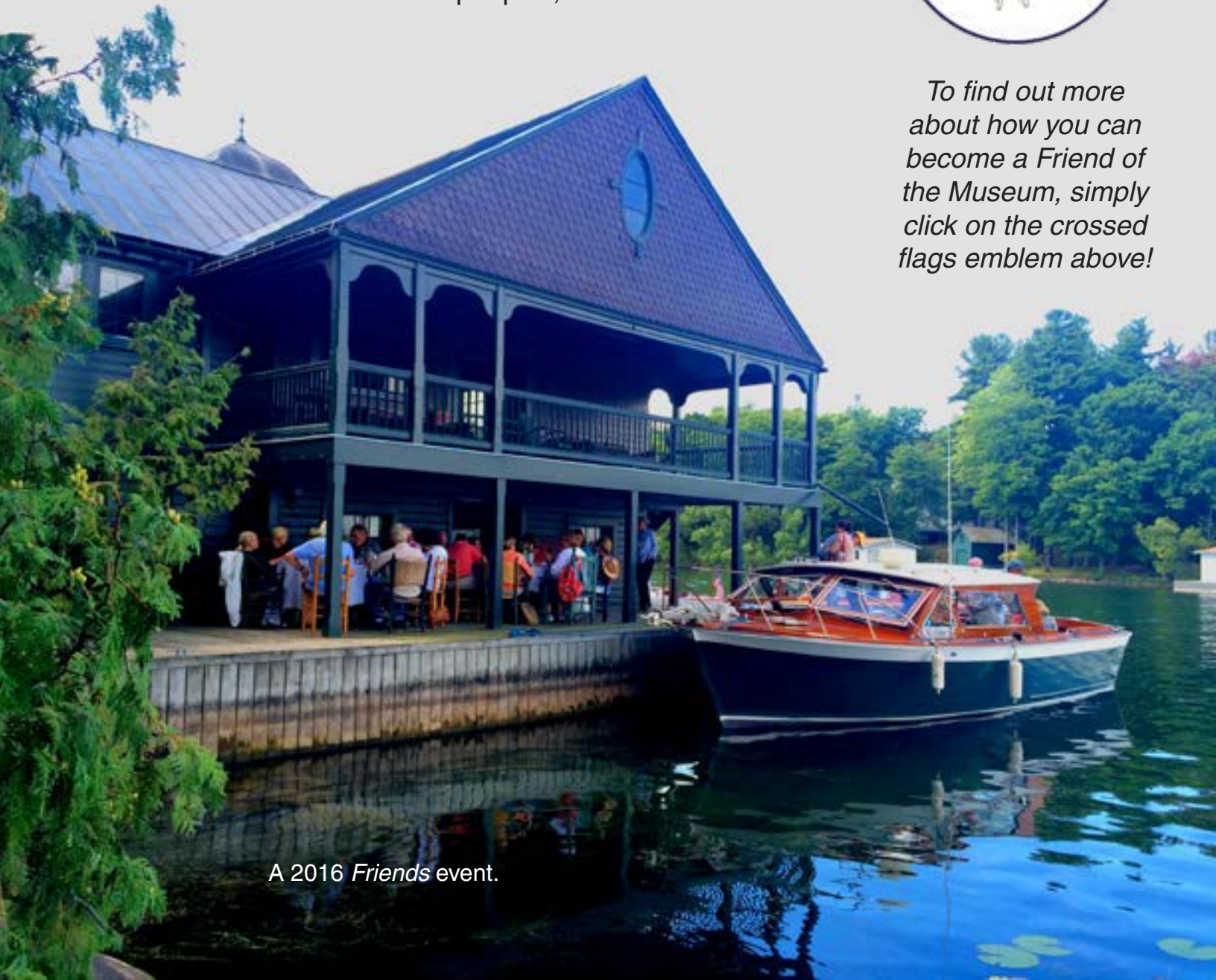
# Have you thought about becoming a Friend?

The Friends of the Museum's strong tradition of giving has helped to transform a small town museum into one of the largest freshwater boating museums in the world. Annual contributions made by our *Friends* support the ongoing development of our Collections, Education Programs and infrastructure.

We show our appreciation to these stalwart supporters often, and in a variety of ways. We invite them to special museum events and unique *Friends Cruises*, recognize them with beautiful half-hull plaques, and lots more.



To find out more about how you can become a Friend of the Museum, simply click on the crossed flags emblem above!



A 2016 Friends event.

# FRIENDS OF THE MUSEUM

*The Trustees and Staff Team extend a very special thank you to all our Friends who so graciously and generously support the mission of this truly exceptional Museum.*

*In the fall of 1994, the Museum inaugurated the Friends of the Museum Annual giving Membership Program at the \$1,000 level. New Friends were asked for a 10-year commitment and today, 27 years later, we have 78 Friends who have been with us since the very beginning! Since then the circle of support has widened with many of the \$1,000 Friends moving upward to the \$2,000 level. Levels of \$5,000, \$10,000, and \$25,000 have been created for recognition and are generously funded. Regardless of level, the Friends Program is a vital source of annual revenue that directly impacts our daily operation. Special thanks are owed to the late Martin Zonnenberg who conceived of the idea, and to the late Bill Danforth, John MacLean, and others who helped to make it a reality.*

*Most of all great thanks to our many Museum Friends:*

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### *Friends since 2003*

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### *Friends since 2005*

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*List reflects membership renewed for the current year as of July 15, 2021*

## \$1,000 and \$2,000 Level

**Bold indicates Friends at the \$2,000 level**

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 Clayton Lions Club 95-21  
*In Memory of* David Coffin 95-20  
 Community Bank of N.Y. 95-96, 09-19, 21  
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 Potter 95-12, 14-15, 18-20  
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**Maria & Mark Purcell** 95-01, 06-21  
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***In Memory of* Jeanne & Peter Remington** 95-05, 07, 11-21  
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   Frances & Peter Rossmassler 95-21  
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**Lee Smith *In Memory of* Lou Smith** 95-21  
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**Dan McCollister & Jackie Sanson** 97-18, 20-21

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**Zoe Fearon *In Memory of* Ada May & Bob Fearon** 99-19, 21  
**Suna & Rusty Giglio** 99-21  
**Peggy & Jim Pontious** 99-21  
**Betsy & Rick Schaffer** 99-01, 05, 09-21  
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**Abra & Jim Wilkin** 00-12, 14-21

*Friends since 2001*

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 Fred Morey 01-02, 04-21  
 Tara & Emery Prior 01-21  
**Judy & Eric Mower** 01-21  
**Jim Scott** 01-21  
**Anne & Philip Wehrheim** 01-16, 18-22

*Friends since 2002*

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 Dennis Dorsey 02-21  
 Barbara Maddocks & Stephen Swain 02, 04-21  
*In Memory of* **Meredith & Jim Brown** 02-21  
**Carol & Dave Richardson** 02-21  
**Antique Boat America *In Memory of***  
**Peter Mellon** 02, 04-05, 07, 09-11, 14, 17, 19-21

*Friends since 2003*

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 Patricia Carpenter *In Memory of* George Carpenter 03-21  
 Ann Johnson-Kaiser 03-06, 09-19, 21  
 Patricia & Jerome LaLonde 03-21  
 Signe & Jim McGowan 03-21  
**Charles Cripe *In Memory of* Ruth Cripe** 03-21  
**Tish & Roger Hamblin** 03-13, 15-20

*Friends since 2004*

ACBS International 04-21  
 Gail & Bob McMahan 04-21  
 Undersea Images, Inc. 04-17, 19, 21  
 Carol & David Wood 04-21  
**Heidi Crow & John H. Campbell** 04-21  
**Sally & John Cardamone** 04-12, 14-21  
**Susan & William Bach** 04-05, 07-09, 16-21  
**Gar Wood Custom Boats** 04-21

*Friends since 2005*

Laurie Liechty & Bob Bach 05-12, 14-21  
 Tish Cook *In Memory of* Blair Cook 05-21

Nicki & Hayes Danforth 05-09, 11, 21  
 Phyllis & Michael Deruytter 05-20  
 Kathy Elliott *In Memory of* Mike Elliott 05-21  
 Janet & Rick Gregware 05-21  
 Gail & Brent Richardson 05-17, 19, 21  
 Lynn & Bruce Taylor 05-21  
**Sandra & Bob Ciasulli** 05-13, 15-21  
**Jenny & Kermit Sutton** 05-17, 19-20

*Friends since 2006*

Micki & Don Koenke 06-21  
 Deer Island 06-12, 14-21  
 Susan & Don Persett 06-21  
 Patricia & Rick Tague 06-21  
**George B. Duke** 06-16, 21  
**Fletcher Foundation, Inc. - Bob & Ann Fletcher, Jim Moore & Julie Fletcher-Moore** 06-21  
**Kathy Gaffney *In Memory of* Jamie Gaffney** 06-21  
**Barbara & Michael Little** 06-09, 12-19, 21  
**Linda & Jeff Reid** 06-21

*Friends since 2007*

The Atkinson Family, Carleton Island 07-21  
 Daniel French 07-08, 12-20  
 Hagerty Classic Marine Insurance Agency 07-16, 20-21  
 Michelle Collie & Gil MacLean 07-11, 17, 21  
 Candace & John Marsellus 07-25  
 Jody & Mark Martino 07, 09-21  
 Donna & Jerry Schneeberger 07-10, 12-21  
 DealMaker Auto Group 07, 21  
**Linda & Don Blauvelt** 07-21  
**Rita & Kevin Parks** 07-21

*Friends since 2008*

J. Scott Ferry *In Memory of* Bill Ferry 08, 16-20  
 Kimberly & Scott Kempton 08-21  
 Ann Marie & Chester Massari 08-21  
 Sandra Rosecrans 08-10, 12-21  
 Gaffney Foundation 08-21  
**Paula & Terry Reid** 08-12, 14-21

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Johanna & Harold Hambrose 09-15, 17, 19-20  
 Karen & Stanley S. Hubbard 09-11, 13-18, 20-21

*Friends since 2010*

Donna & Bruce Rapp 10-20  
 Charlene & Jim Tyler 10-21  
 Lisa & Joseph Weber 10-20  
 Kimberly Weibert *In Loving Memory and Honor of*  
 Kevin M. Hart 10-20  
**Pat & Calvin Carter** 10-16, 18-20  
**Marlene Hajal-Mouaikel & Cyril Mouaikel** 10-21

*Friends since 2011*

Jane Carver & Ron Cooper 11-21  
 Nicola DaBica *In Memory of* Linda DaBica 11-15, 17-21

Linda & R. Latanae Parker *In Memory of*

Mary Lee Reeder 11-21

Margaret, Douglas & Jeffrey Reese *In Memory of* Lee Reese 11-21

Cami Riley & Phillip Rubenstein 11-21

Jamie Drinkwater Stockton & Dick Stockton 11-16, 18-19, 21

Hacker Boat Company 11-12, 21

**Brian Mark** 11-13, 15-21

#### *Friends since 2012*

Pat & Dick Alexander 12-21

Cindy & Jim Bower 12-16, 18-21

Catrine & Peter Charron 12-21

Clipper Inn, Lisa & Mike Simpson 12-21

Mary Nell Dolan & Rob Dolan 12-21

Cynthia & Gregory McLean 12-15, 17-21

Lauran & Daniel Throop 12-15, 19-20

St. Lawrence Canvas, Susan & Ted Mowers 12-21

**Anonymous** 12-21

#### *Friends since 2013*

Terry Wright & Steve Bull 13-19, 21

Margaret Whitfield & Gordon Crowe 13-21

Howard Hanna Real Estate Services 13-20

Debbie & Kent Humphries 13-21

Robin & David Lucas 13-21

Kathy & Bo Muller 13-20

Karen & Joseph Rulison 13-17, 19-20

Sharon & Jim Sherman 13-21

Shumway Marine 13-21

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Lynn Thommen & Bill Brauninger 14-18, 20-21

Evelyn & James Harmon and Family 14-20

Liz & Tony Mollica 14-21

William Ravenel 14-15, 17-20

James Simmons 14-21

John Sposato 14-21

Joe Zimmerman 14-21

Wood Boat Brewery 14-21

**Nancy Dodge** 14-21

**Eileen & Michael George** 14-21

**Diane & Larry Kingsley** 14-19, 21

**Suzanne & David Lipman** 14-21

**Stephanie & Andrew Textor** 14-21

**Anonymous** 14-20

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Colin Farmer *In Memory of* Katherine Textor Farmer 15-21

Kelly & Kevin Lewis 15-20

Mary Carol & Thomas Mark 15-20

Mary Jo & Robert Rockell 15-21

Charity & Jeff Senecal 15-20

Annette & Kent Strobel 15-20

**Mary & Jim Cole** 15-21

**Donald Holmes** 15-20

**Molly & Darden MacWade** 15-21

**Reggie & Bruce Watkins** 15-21

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Debra Kay & Joseph Bennett 16-18, 21

Tracy & Michael Coene 16, 21

North Country Orthopaedic Group 16-20

Billie Jo & Michael Radecke 16-20

Marjorie Snelling & Len Caldwell 16-21

W. Leonard Waddingham *In Memory of* Barbara Waddingham 16-21

George Sperry Marine Surveys 16, 20-21

**George Mesires** 16-17, 19-21

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Kristy & John Buck 17-20

Judy Clark 17, 19-21

Marlene & Kevin Hale 17-21

Frances & William Hudson Jr. 17-20

Mary-Alis & Brian Kelly 17-21

Nicole Sarett & Alfred Kettell Jr. 17-21

Mary Jo Champion & Arthur Mack 17-21

Sarah Miller & Ian Miller 17-19, 21

Deborah Johnson Newcomb & Robert Newcomb 17-19, 21

Michelle & Michael Paciorek 17-20

Casey & Marcus Rice 17-20

Gail & Wes Van Dine 17-21

Jane & Hugh Dixon Wolcott 17-20

Clayton Rotary Club 17-21

**Mammel Foundation** 17-21

**Alison & Andrew McNally V** 17-20

**Denise & John Rifenburg** 17-21

**Caroline & Bradford Schwalm** 17-20

#### *Friends since 2018*

River Mechanical 18-19, 21

Shari and James Freyer Jr. 18-21

Gabrielle & Alec Johnson 18-19, 21

Jenny McCloskey & Mike Townsend 18, 20

Kimberly & Patrick Murphy 18-21

**Nancy & Bill Kibler** 18-21

**Mairead O'Sullivan & Arthur Landi** 18-20

#### *Friends since 2019*

Michelle De Mist & Dave Bortner 19, 21

Mary Ann & Timothy Colbert 19-21

Kim & Michael Fegeley 19

Kathleen Karenko 19-21

Kristen & Bradley Kranz 19-20

Tina & Tim Palmer 19-20

Penny Partlow *In Memory of* Ralph Partlow 19

Emily & Kevin Wood 19-21

Julie & Guy Zoller 19-21

Superior Lawn & Property Services 19-21

**Cathy & Marty Gardner** 19-21

**Peg, Kelly & Steve Hale** 19-21

**Helen & Clinton Textor** 19-20

*Friends since 2020*

Eleanor Bick 20-21  
 Debora & George Cox III 20-21  
 Norma J. Richards & William G. Dakin 20-21  
 Amy & Ben Foster 20  
 Laura & Michael Heinrich 20  
 Nancy & John Johnston 20-21  
 Christy & Gray MacLetchie 20  
 Joe Quigg *In Memory of* Maxine Quigg 20  
 Ann Rodenbeck 20  
 Brian Dudley - John R. Dudley Construction 20  
**Peggy & Bob Cleary** 20-21

*Friends since 2021*

Connie & Walter D. Ainsworth *In Memory of*  
 Walter S. Ainsworth 21  
 Anonymous 21  
 Julia & John Bongiovanni 21  
 Lauri & Larry Bousquet 21  
 Cregg Family Foundation 21

Peter L. Decker 21  
 James Decker 21  
 Linda & Dave Essig 21  
 Lee & Nigel Gardner 21  
 Heather & Andrew Jefferson 21  
 Campbell Marshall & Kieren Emery 21  
 Joseph McBride 21  
 Gloria Whittle & Stanley O'Hoppe 21  
 Wendy Santmyer 21  
 Janet & Jim Stamps 21  
 Heidi Szonn & Randy Fletcher 21  
 Linda Tack 21  
**Kim O'Connell & Tom Tresohlavy** 21  
 Carolyn & Jeffrey Weldon 21  
 Amy Linn & Robert Wierzba 21

*The Museum has made every effort to represent you and your donation correctly. If, by chance, there has been an error, please contact Christine Brown at 315.686.4104 x226 or christine@abm.org and we will gladly correct our records.*



*Join the Fun!*

## Volunteer at the Antique Boat Museum

Volunteers are vital to the success of museum events and programs. We believe volunteers bring optimism and enthusiasm, create positive energy, and share diverse perspectives that lead to enhanced visitor experiences.

The Museum strives to create environments where volunteers:

- Contribute in meaningful ways to events, programs, and on-going projects
- Reflect some of the diverse communities ABM serves
- Are valued for their unique abilities
- Are trained, mentored and supported in their work
- Have the opportunity to develop their skills and explore interests
- Are empowered to be ambassadors of the Museum

**Find out More!**



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## Our Biennial Event returns in 2022!

*A re-working of our popular Raceboat Regatta, Need for Speed will feature racing in the 1000 Islands! Join us in the Summer of 2022 to see fast boats and vintage motorcycles and automobiles. Watch [abm.org](http://abm.org) for details as they become available.*



**NEED FOR SPEED**

**2022**

**RACING IN THE 1000 ISLANDS**

Featuring **GENTLEMAN RACERS**  
including vintage **MOTORCYCLES** and **CARS!**

Antique Boat Museum 750 Mary Street Clayton NY [abm.org](http://abm.org)

The poster features a dynamic illustration of three red racing boats on a blue sea, leaving white wakes. A red buoy with a flag is visible on the right. In the top right corner, there is a circular seal for the Antique Boat Museum. The text is in a mix of bold, yellow, and black fonts.



# 2021 Boat Show *Exhibitor Listing*

<b>Boat Name</b>	<b>Exhibit #</b>	<b>Boat Name</b>	<b>Exhibit #</b>
1923 Elto/1917 Ford	43	Miss Annie	10
Arrivederci	47	Miss Comet	47
Best Revenge	9	Miss TI III	53
Boat	26	Monitor	39
Chris Craft Commander	42	Morris Paddling Canoe	39
Chris Craft Triple Cockpit	22	Mountain Thunder	46
Cicada	50	Mr. Breeze	29
Comet/Gray Rock IV	21	My Bette	45
Cupcake	44	No Way	11
Della Louise	38	Pardon Me	51
E.S.W.	30	Peterbotough Canadian Canoe	40
Elegant Lady	26	Pilgrim Trout Boat	40
Eleganza	19	Portabella	20
Evinrude 4201 ENGINE	16	Pullman	48
Evinrude 4334 ENGINE	16	Razzle Dazzle	12
Evinrude DD ENGINE	24	Real Class V	32
Evinrude RBM MA ENGINE	17	Remember Wenn	41
Excelsior	22	Rodeo	14
Feather	29	Rumba/1940 Chevy	21
Full Moon	33	Running Wild	9
Gadfly	51	Running Wild ENGINE	11
Geraldine	48	Sacajawea	42
Ghost Rider	12	Sailing Canoe	15
Gus' Minion	41	Sea Deuce	20
Hacker Runabout	45	Snail	53
HaPike	52	Sophisticated Lady	18
Heaven on a Sunday	25	Spindrift II	38
Ho-Li-Chit	31	Summer Breeze	34
Hustler	14	Susan	10
Idyll Oaks	52	Suwanee	54
Jane Valerie	13	Teal	54
Jazz	31	That's Her	24
Johnson CD-12 ENGINE	37	The Ark	18
Johnson JW-11 ENGINE	19	Thompson Cartopper	15
Johnson QD-15 ENGINE	37	Toots	30
Just for You	32	VIB	25
KaRaT	33	Vieux Chat	23
Knot Again	17	Vieux Chat ENGINE	23
Liquid Asset	13	Whiskey Plank	43
Luella	46	Wild Goose	55
Mercury 850 ENGINE	27	Woodstock	44
Miss Algonac	27	Zipper	50



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*Thanks!*

This Digital Boat Show Publication would not have been possible without the cooperation and support of our exhibitors, marketplace vendors, and sponsors.

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