

# ANTIQUE BOAT MUSEUM'S 61ST ANNUAL ANTIQUE BOAT SHOW & AUCTION

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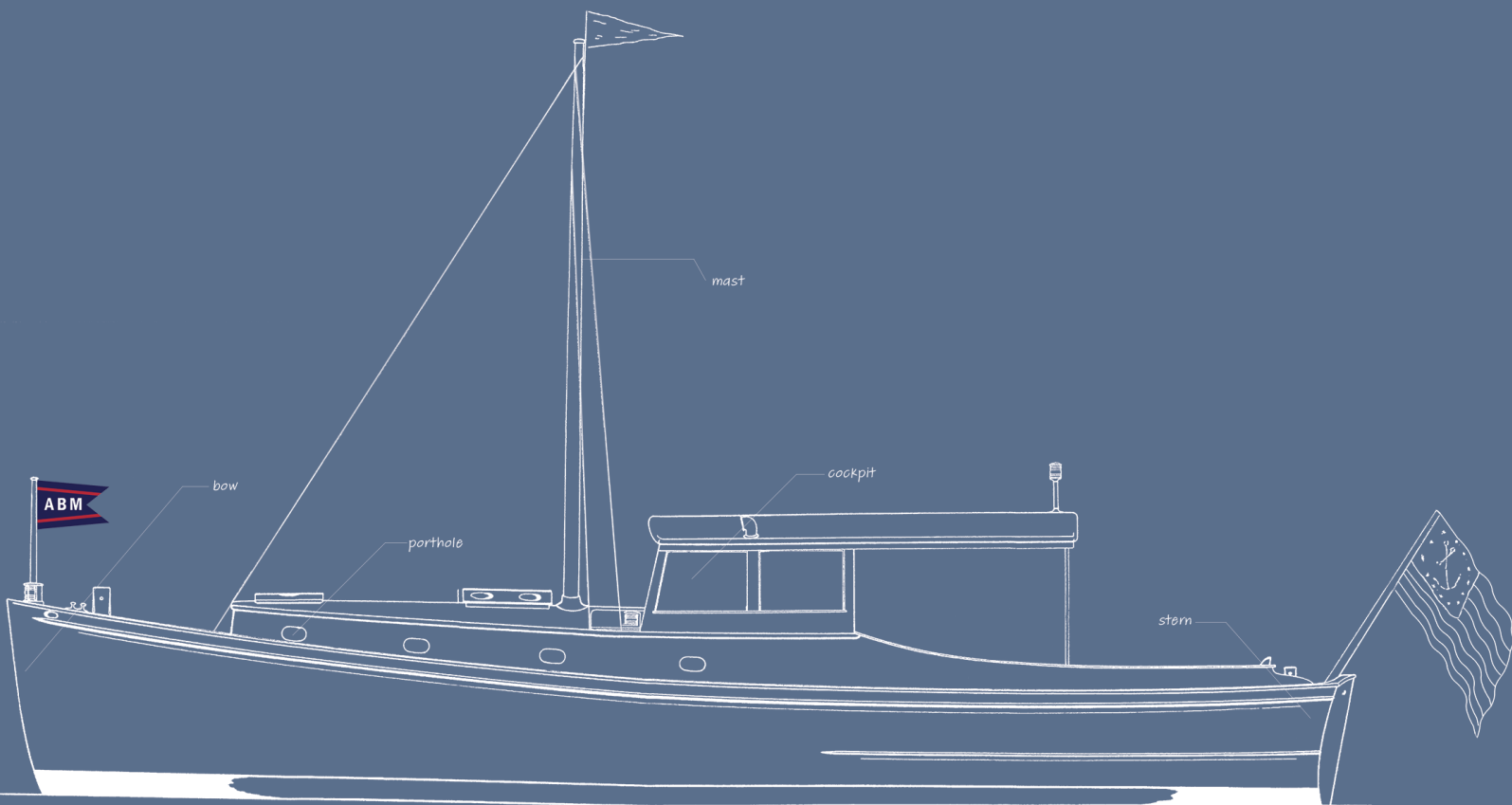
Date:

August 1-3, 2025

## CELEBRATING 150 YEARS OF LYMAN BOATS

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

Phone: 315.686.4104



LYMAN BOAT WORKS - SANDUSKY, N.Y.  
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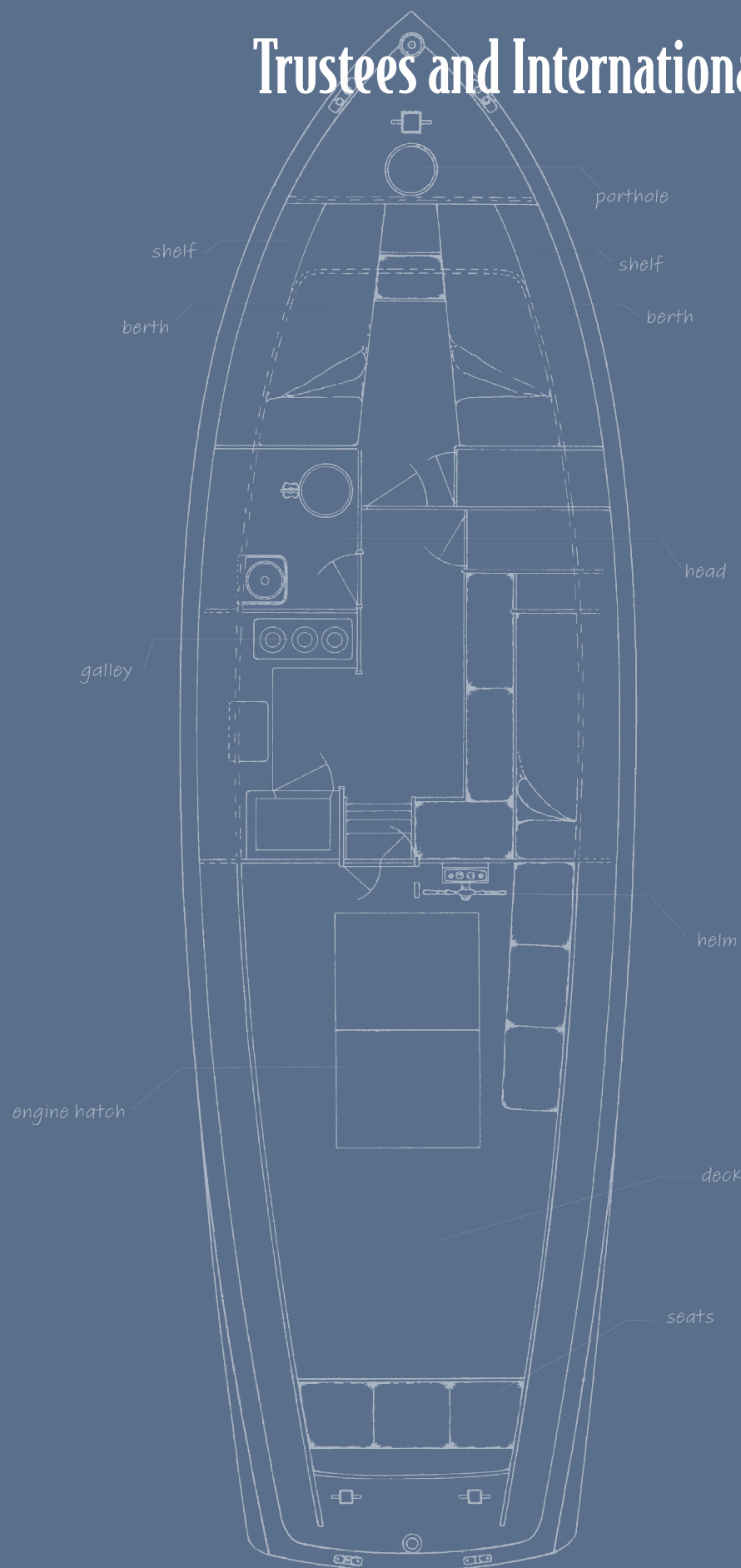
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# Welcome! And Welcome Back!

## From the Executive Director

The Antique Boat Museum is excited to host another "Clayton Boat Show" for all new and returning boaters, spectators, judges, vendors, volunteers, Trustees, staff team members, Museum members and *Friends*! This year's show is especially important because it falls among several celebrations for some real Museum milestones!

Firstly, 61 years as the longest, continuously running boat show in the nation! Then we have the 30th Anniversary of our *Friends of the Museum* program. When the program started there was a hope to get twenty or so people to give at the \$1000 level. Today we have over 300 *Friends of the Museum* and nearly fifty of the original *Friends* who have given generously every year for thirty years straight! Wow, and thank YOU!

Another milestone is seen as you approach the museum campus this year. There is a dramatic change on the corner of Riverside and Mary Streets. The new boat shop is taking shape and will open in mid-September. It will be a new home for our Master Boatwright to care for and maintain the Museum's permanent collection of boats, In-Water Fleet and Education Fleet boats, engines and motors.

Just in time for another significant milestone, we are proud to



Rebecca and Coastie at this year's  
1000 Islands Family Free Day

serve as the venue for the boat show for the 50th Anniversary of the Antique and Classic Boat Society's Vintage Boat Week and Annual Meeting as the society celebrates 50 years.

That's just a few of the bigger highlights. We have also been hitting new heights all season with field trips, programs, lecture series, our digitization project, which as of last week had over 140,000 pieces from the Matthews Boat Company processed; the list goes on. It's amazing what the "small and mighty" ABM Staff Team has accomplished this year alone!

For our boat show participants and the hobbyists that make up this wonderful world of recreational boating, I'd like to share the news of a new perpetual event launching on 15 August 2025: Bob Speltz Day. Celebrating the man who authored the book series, *The Real Runabouts*, this new annual one-day event will bring attention to the library and archival collections at the ABM. It is, in part, sponsored by the Land-O-Lakes Classic Boat Club, a chapter of ACBS.

We can't have a boat show without boats and boaters! Thank you for being here and thank you for taking the time to be a part of this very special boat show on the St. Lawrence River. The Antique Boat Museum is truly grateful for your interest and support!

Happy Boating!

*Rebecca Hopfinger*

# Antique Boat Museum Staff

Executive Director: Rebecca Hopfinger  
Administrative Assistant: Matt Perrin

Controller: Stephanie Enghusen  
Accounting Clerk: Norma Zimmer

Maintenance & Operations Manager: Todd Stauber  
General Maintenance Worker: Nick Parmigiani  
Seasonal Maintenance Assistant: Jonathan Wild

Museum Educator: Molly Voth  
Education Intern: Leo Greene

Sailing Instructor: Lily Gray  
Sailing Instructor: Colin Treatman-Clark  
Sailing Instructor: Matt Treatman-Clark  
Assistant Sailing Instructor: Max Jarvis  
Assistant Sailing Instructor: Sarai Jarvis  
Waterfront Crew/Gallery Attendant: Finley O'Neil

Advancement Assistant: Sarintip Contreras Ramos

Curator/Collections Manager: Caitlin Playle  
Archivist: Shannon Buchal

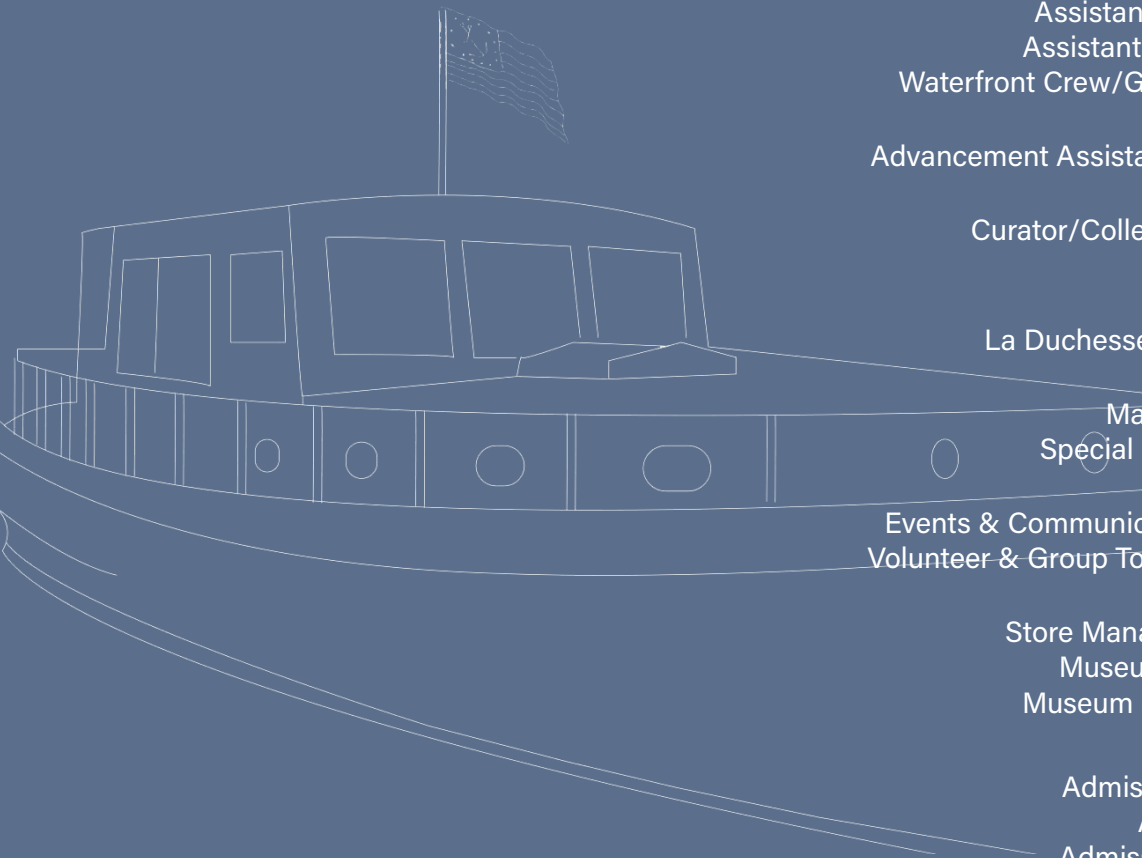
La Duchesse Interpreter: Chris Hennessey

Master Boatwright: Adam Stanis  
Special Projects Supervisor: Bud Gray

Events & Communication Coordinator: Jess Gould  
Volunteer & Group Tour Coordinator: Amy Denesha

Store Manager: Lainie Calhoun-Bouchey  
Museum Store Clerk: Bonnie Barden  
Museum Store Clerk: Maggie Crumbley

Admissions Clerk: Peyton Enghusen  
Admissions Clerk: Molly Keefe  
Admissions Clerk: Rachael Hargrove  
Admissions Clerk: Nolan Hennessey





# Thank you!

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*Unofficial ambassador of 1000 Islands:*

Mike Cole (downtown parade announcer)

## CONTENTS

ABM Trustees .....	2	New Exhibits.....	60
Message from the Director.....	3	ABM Boats at the Show.....	63
ABM Staff Team .....	4	<i>La Duchesse Goes to Kingston</i> ....	71
Celebrating Lyman Boats .....	6	ABM Builder in Residence .....	74
Schedule of Events .....	8	Marketplace Vendors.....	76
Building the Future .....	10	2025 ABM Raffle .....	82
Boat Show Sponsors .....	12	2025 Boat Show Judges .....	84
Bob Speltz Day.....	14	<i>Friends of the Museum</i> .....	88
<i>Friends</i> 30th .....	15	In-Kind Friends.....	93
Boat Show Entries.....	17	Become an ABM Volunteer .....	93
The Future of Boating.....	58	Our River of Trustees .....	94

# CELEBRATING THE LEGACY OF OF LYMAN BOATS WITH "DOC LYMAN"

*By Jess Gould*



The Antique Boat Museum is honored to welcome renowned Lyman Boat historian, restorer, and author Tom Koroknay—better known as “Doc Lyman”—to this year’s 61st Annual Boat Show & Auction for two exclusive forums on Saturday, August 2nd, beginning at 11:00 AM. These presentations promise to be a highlight of the weekend, offering rare insight into one of America’s most beloved wooden boat manufacturers.

## Meet the Man Behind the Legacy

An Ohio native and third-generation woodworker, Tom Koroknay has spent over four decades restoring and preserving Lyman Boats. He is widely considered the world’s foremost authority on the boatbuilder. Tom is the author of *Lyman Boats: Legend of the Lakes*, a definitive work chronicling the company’s 98-year history, published in 2004 using many of the original factory documents and photographs he acquired in 1988.

In that same landmark year, Tom seized a once-in-a-lifetime opportunity to purchase the remaining Lyman Boat Works factory tooling and archives. This included jigs, templates, molds, and machines—much of which he still uses today in his restoration shop, Lyman Boat

Works, continuing the tradition of craftsmanship and authenticity that Lyman is known for. He also owns the intellectual property rights to the Lyman name and has been instrumental in preserving and promoting the brand’s enduring legacy.

Tom has provided historical materials and expertise to leading maritime institutions including the National Museum of the Great Lakes, Chesapeake Bay Maritime Museum, The Mariners’ Museum, and right here at the Antique Boat Museum, where he first presented in 1992.



*Tom Koroknay*

## FORUM ONE

11 AM

### **The History of Lyman Boat Works**

This engaging session offers a deep dive into the origins, growth, and cultural significance of the Lyman Boat Works. Using rare photographs and archival content from his personal collection and book, Tom will trace the story of this iconic builder from its beginnings in Sandusky, Ohio, to becoming a household name among wooden boat enthusiasts across the country. Fans of Lyman and wooden boat history alike won't want to miss this rich, visual storytelling experience.

## FORUM TWO

12 PM

### **Tooling & Mass Production Techniques of Lyman**

The second presentation reveals the industrial genius behind Lyman's production model. With firsthand knowledge and the actual tooling in his possession, Tom will walk attendees through how Lyman Boats were mass-produced post-World War II using a combination of hand craftsmanship and industrial innovation. This talk includes a fascinating look at the company's jigs, patterns, and machinery, offering a rare technical perspective on how these boats were made—and how they're still being authentically reproduced today.

### **A Legacy Continued: New Lyman Boats at the Show**

We're also thrilled to share that Nate Sublett of Chippewa Boat Works will be at this year's show, showcasing the new line of Lyman Boats being hand-built in Ohio. Under license from Lyman Boats LLC, these vessels represent a seamless continuation of the Lyman tradition. Visitors will be amazed by the quality, craftsmanship, and attention to detail in these boats, which stay true to the original brand's look, feel, and performance.

Learn more  
about Tom and  
his work

at

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

# SCHEDULE OF EVENTS

## Thursday, July 31 EXHIBITOR WELCOME DAY

### 8:00 AM–6:00 PM

Exhibitors Check-in  
*Mary Street Shop*

### 10:00 AM–5:00 PM

Museum is open to all visitors

### 5:30 PM–6:30 PM

Welcome Reception for Exhibitors & Vendors\*  
*Small Craft Building, Gaffney Porch*

### 6:30 PM–8:30 PM

Sunset Cruise for Exhibitors & Vendors\*  
*Meet in the ABM Tent at 6:15 PM*

## Friday, August 1 OPENING DAY

### 9:00 AM–5:00 PM

Boat Show & Marketplace open to the public

### 10:00 AM–5:00 PM

Lou Smith Library open  
*Haxall Building, 2nd Floor*

### 10:00 AM–4:00 PM

- Ride the River Boat Ride\*  
*(departs every 30 minutes—purchase tickets at Boat Ride Booth)*
- Walk-through Tours of *La Duchesse*
- Row a Skiff!  
*Small Craft Building, Skiff Livery*
- Children's Activities  
*ABM Tent*

### 10:00 AM–5:00 PM

Bronze Casting Demo with Master Boatwright, Adam Stanisiz  
*EJ Noble Historic Stone Building*

## Friday, August 1 continued

### 1:00 PM

Forum: Mark Hill, Owner of 4th Coast Fours, "Driven by Design: A Historical Look at Scripps Motors"  
*Robert O. Cox Theatre, Haxall Building, 1st Floor*

### 1:00–4:00 PM

Don Doeblar Collections Storage Facility Open  
*1031 East Line Road*

### 4:00 PM

Forum: Chief Judge Todd Rissberger on Judging Procedures  
*Robert O. Cox Theatre, Haxall Building, 1st Floor*

## Saturday, August 2 SHOW DAY & AUCTION

### 8:00 AM

- Row for Donuts  
*Small Craft Building, Skiff Livery*
- Judges' Meeting & Start of Judging  
*Education Center, 2nd Floor, Haxall Building*

### 9:00 AM–5:00 PM

Boat Show & Marketplace open to the public

### 10:00 AM–5:00 PM

Lou Smith Library open  
*Haxall Building, 2nd Floor*

### 9:00 AM–12:30 PM

Youth Judging Program\*  
*Sponsored by Hagerty*

## Saturday, August 2 continued

### 10:00 AM–4:00 PM

- Ride the River Boat Ride\*  
(departs every 30 minutes—purchase tickets at Boat Ride Booth)
- Walk-through Tours of *La Duchesse*
- Row a Skiff!  
*Small Craft Building, Skiff Livery*
- Children's Activities  
*ABM Tent*

### 10:00 AM–5:00 PM

Bronze Casting Demo with Master Boatwright  
Adam Stanisiz  
*EJ Noble Historic Stone Building*

### 11:00 AM

Workshop: Paddle Painting with John Miller III\*  
*ABM Tent (\$20 members / \$25 public)*

### 11:00 AM

Forum: Doc Lyman, "The History of Lyman Boat Works"  
*Tony & Jim Lewis Boardroom, Haxall Building, 2nd Floor*

### 11:30 AM–1:30 PM

*Friends of the Museum Luncheon*  
*Small Craft Building, Gaffney Porch*

### 12:00 PM

Forum: Doc Lyman, "Tooling & Mass Production Techniques of Lyman Boats"  
*Tony & Jim Lewis Boardroom, Haxall Building, 2nd Floor*

### 1:00 PM

Antique Boat Auction Begins  
*Auction Lot*

### 1:00–4:00 PM

Don Doeblor Collections Storage Facility Open  
*1031 East Line Road*

## Sunday, August 3 AWARDS CEREMONY & PARADE

### 9:00 AM–2:00 PM

Boat Show & Marketplace open to the public

### 10:00 AM

Brunch\*  
*ABM Tent (\$25)*

### 10:30 AM–11:30 AM

Awards Ceremony  
*ABM Tent*

### 10:00 AM–12:00 PM

Walk-through Tours of *La Duchesse*

### 1:00–4:00 PM

Don Doeblor Collections Storage Facility Open  
*1031 East Line Road*

### 12:00 PM

Boat Show Finale Parade  
*Along the Clayton Waterfront*

The Boat Show concludes following the parade.  
The Museum remains open until 5:00 PM.

#### ***Important Notes:***

Events marked with an asterisk (\*) require pre-registration or ticket purchase.

Schedule subject to change. Please visit [abm.org](http://abm.org) for updates.



# BUILDING THE FUTURE

## Campaign to Build the ABM Boat Shop A Thousand Islands Resource

*By Jess Gould*



The Antique Boat Museum has evolved into a national institution that makes substantial economic and cultural contributions to Clayton, the North Country Region, and the preservation of North America's recreational boating heritage. The new boat shop will provide dedicated spaces to meet the demands for professional repair of our

permanent collection. But even more importantly, it will expand the Museum's educational impact by creating a setting for year-round classes, potential apprenticeships, and collaborations with higher educational institutions. And, the new shop will be an integral part of the visitor experience, too.





With \$3.5 million fundraising goal, we are grateful for the dedicated contributions from our Board of Trustees, ABM's International Advisory Council members, and a generous lead gift. The Museum broke ground on the construction of our new shop last October. The shop will focus on the care and maintenance of our permanent boat and engine collections and will house the Museum's full-time year-round Master Boatwright, Adam Stanisz. With additional contributions from our members and *Friends*, just over \$4 million has been raised in gifts and pledges. The Campaign continues as we look to complete related projects such as comprehensive landscaping, visitor parking, new tools and equipment for the wood shop and engine rooms, and interpretive exhibits to enhance the visitor experience within the new building.

A giant Thank You if you've already made a gift, and a gentle nudge to those who might consider making a difference in this campaign for the new boat shop! At next year's Boat Show, we look forward to having demos and workshops as part of the Show's program offerings.



*Don't Forget  
to VOTE!*



**People's Choice Award**

People's Choice ballots will be handed out at Admissions and should be returned to the ballot boxes in the lobby.

**All votes need to be placed by  
4:00 pm on Saturday.**

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25-WO-01128 (04/25)

# *Antique Boat Museum Announces Inaugural* **BOB SPELTZ DAY**

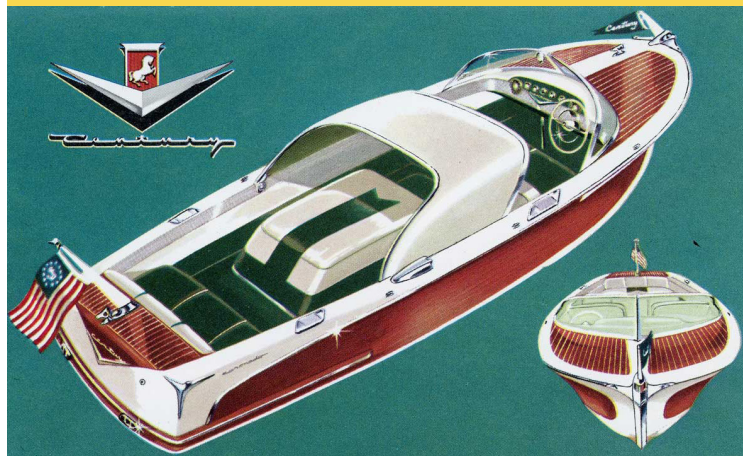
August 15, 2025, 10 AM to 5 PM



Bob Speltz Day will bring attention to the archival collections that researchers and museum patrons may not be aware the Museum has and will celebrate the major contributions Bob Speltz made to the world of wooden boat history.

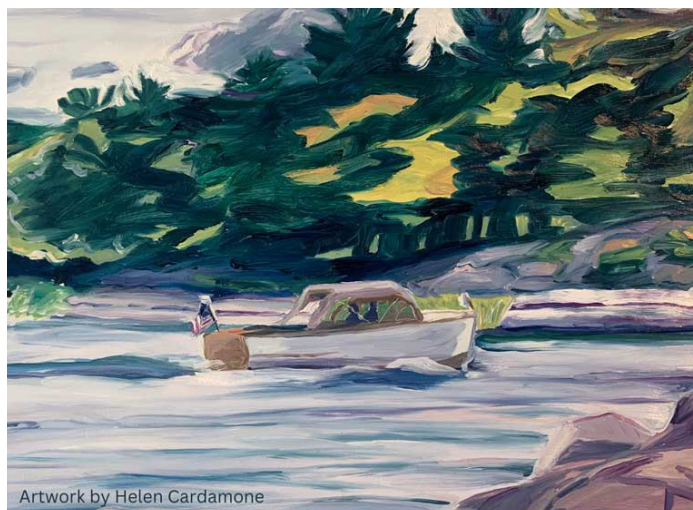
A special thank you to the Land-O-Lakes Classic Boat Club, Chapter of ACBS for generously supporting this new annual event at ABM.

## *ANTIQUE BOAT MUSEUM'S* **62nd Annual Antique Boat Show & Auction**



Featuring *Century* Boats!

**SAVE THE DATE!**  
**July 31-Aug 2, 2026**



Artwork by Helen Cardamone

**AFTER ADMIRING THE BOATS,  
COME ON OVER AND  
EXPERIENCE THE THOUSAND  
ISLANDS ARTS CENTER'S MULTI-  
MEDIA EXHIBITION:**

## **ALONG THE RIVER'S EDGE**

An exhibit of original art by regional artists.

Showing July 12-August 12

314 John Street, Clayton  
TIArtsCenter.org  
315.686.4123





On behalf of the ABM Trustees, Staff Team and Volunteers, we thank you, our *Friends*, for making a significant difference in this special museum.



*Rebecca Hopfinger presenting Carl Mammel (right) his Hall of Fame Award with Tom Juul (left), 2024.*



*The Annual Friends Cruise held in 2017 was on the Rideau Canal and Dows Lake in Ottawa, Ontario Canada.*



*ABM Annual Friends Cruise members, 2024.*



*The official launch of the \$2000 and up Friends level was held in July 2008 at Allan Newell's island in Chippewa Bay.*



*Kathy Cross, Richard Stout, Jane Mong, Rob Cassell, and Matt Perrin on Flat Top in Whitefish Chain of Lakes Minnesota, 2024.*

# 2025 BOAT SHOW ENTRIES

## CLASSIFICATION BASICS

### PRESERVED, RESTORED, OR RESTO-MOD

**Preserved boats** retain at least 60% of their original deck and topside materials and are rebuilt using original methods and materials.

**Restored boats** have less original material or use modern construction methods, but still reflect the original boat.

**Resto-Mods** are vessels 25+ years old that have been restored with non-original parts or technology, emphasizing creativity, function, and craftsmanship.

### CLASSIFICATION

**Historic** - Built prior to 1919

**Antique** - Built 1919–1942

**Classic** - Built 1943–1975

**Late Classic** - Built after 1975.

*In 2025, the Late Classic period ends in 2000.*

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

### CLASS

#### Power Boats

Runabout	Cruiser
Launch	Commuter
Utility	Yacht Tender
Racer	Steam/Naptha
Outboard Boat	Sail Boat w/ Auxiliary
Dispro	Workboat

#### Non-Powered

Sail w/o Auxiliary	Sailing Skiff
Sailing Canoe - Decked	Rowing/ Racing Shell
Sailing Canoe - Open	Rowboat - Tender, Dinghy, Sharpie, Pram, Dory, etc.
Paddling Canoe	
Adirondack Guideboat	
Rowing Skiff	

#### Engines & Motors

Aluminium, less than 20 HP

Aluminum, 20 HP or more

Brass

Racing

Unmounted Inboard



*Owner's categorization will be accepted unless the judges find cause to determine otherwise, in which case the Chief Judge's determination will be final.*



# SPINDRIFT II

## # 1

### 1929 46' Elco Flat Top

Owner: Doug Reicher

Engine: Twin 1980 Perkins Diesel 6.354  
6 cyl 130 HP

*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 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.

## 1929

ANTIQUE

CRUISER

# LADY GIBRALTAR

## # 2

### 1932 20' Gidley Boat Company Ltd.

Owner: Patrick Keefe

Engine: 1932 Buchanan Buchanan Jr  
4 cyl 57 HP



## 1932

RESTORED

CLASSIC

LAUNCH

## # 3

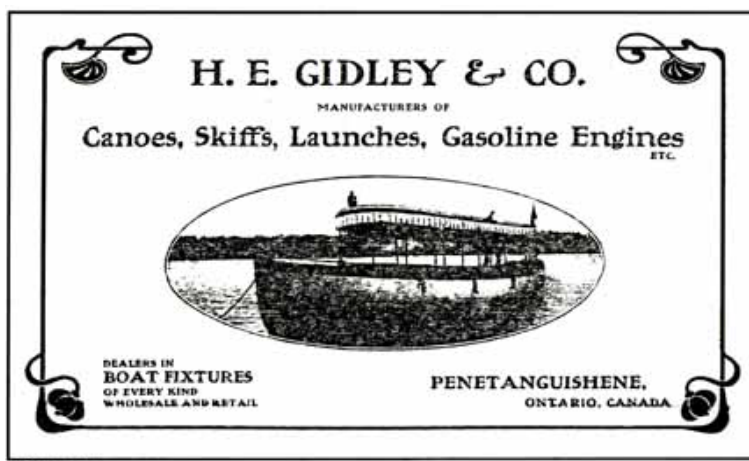
## ALICE

1927

PRESERVED  
CLASSIC  
UTILITY

## 1927 20' Gidley Boat Company Ltd

Owner: Maureen Allen

Engine: 1932 Buchanan Midget  
4 cyl 25 HP

Catalogue No. 3

## # 4

## BEST REVENGE

## 1955 25' Chris Craft Continental

Owner: Bill Olmsted

Engine: 2011 Fordcraft 489  
8 cyl 500 HP

1955

CLASSIC  
UTILITY

Various projects, over the years by Doug Nichols, John Frey and Jim Commisso. Recent extensive restoration by Tommy Segond. When Charlie Cross 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 and I took the plunge and the rest is history. I first



had *Best Revenge* in the water in the Spring '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 '94, *Best Revenge* has become something of a fixture at the ABM Show.

# MISS LONDON II

## # 5

**1939 24' Greavette**

Owner: **Andreas Reissmann**

Engine: 1961 Cadillac Crusader 390  
8 cyl 325 HP

*Miss London* is a mid-World War II production boat.



## 1939

ANTIQUE  
RUNABOUT

# HARPOON

## # 6

**1941 18' Cliff Richardson**

Owner: **Andreas Reissmann**

Engine: 1941 Kermath Sea Prince 100  
6 cyl 100 HP

*Harpoon* was built as a twin engine runabout for Louis Silverwood. Only 2 were built with this transom.



## 1941

ANTIQUE  
RUNABOUT



## # 7

1941

RESTORED

ANTIQUE

UTILITY

*MISS NANCY*

## 1941 16' Lyman

Owner: Gene Porter

Engine: 1941 Gray Marine  
4 cyl 75 HP

*Miss Nancy* is the last surviving Lyman small utility that was built before World War II. She was restored by Androscoggin Wooden Boat Works.



## # 8

1939

RESTORED

ANTIQUE

UTILITY

*SCRUFFY*

## 1939 17' Chris Craft

Owner: Joe Rosenfeld

Engine: 1940 Chris Craft K  
6 cyl 85 HP

*Scruffy* was delivered new to Clayton in June of 1939 and is 100% owner restored over 15 years, including woodwork, finish, and upholstery.



# JUBILEE

# 9

## 2021 22' Hacker

Owner: Philippe Bougie

Engine: 1957 Chris-Craft 383  
8 cyl 365 HP

Built by owner. *Jubilee's* engine comes from my grandfather's 1957 Chris-Craft.



2021

CONTEMPORARY

RACER

# FAMILY TREASURE

# 10

## 1959 15' Lyman

Owner: Daniel Tobey

Engine: 1958 Evinrude Big Twin  
2 cyl 35 HP

This Lyman was my father's boat back in the 1950s and 1960s. I am happy to keep it maintained, hopefully for future generations. This Lyman is mostly all original.



1959

PRESERVED

CLASSIC

OUTBOARD

BOAT

## # 11

*LASTING IMPRESSION***1967**PRESERVED  
CLASSIC  
RACER**1967 16' George Wolcott**

Owner: Rob Garratano

Engine: 1967 Chevrolet/Chris Craft 283  
8 cyl 250 HP

## # 12

*JANE VALERIE***1930**RESTORED  
ANTIQU  
RUNABOUT**1930 20' Chris Craft**

Owner: John &amp; Kim Kadimik

Engine: 1967 Chris Craft 327 8 cyl  
210 HP

*Jane Valerie* is Hull #50 out of 291 Model 100s built. More than 85 years after she was built in Algonac, Michigan, 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.



# BLACK KNIGHT

## # 13

### 1933 24' Hutchinson

Owner: Michael Cregg

Engine: 1933 Chrysler  
125 HP

*Black Knight* is a limited production model from Hutchinson.



## 1933

PRESERVED

ANTIQUE

RUNABOUT

# MISS COMET

## # 14

### 1949 26' Mr Ocha/Monty O'Shea

Owner: Michael Cregg

Engine: 1949 Chrysler Twin 350 8 cyl  
350 HP

*Miss Comet* is a very unique and special performance runabout. She was designed by Naval Architect, Monty O'Shea, and built in Michigan between 1945-1949. 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 350hp Chrysler Hemi engines equipped with 4 2-barrel carburetors each. In its early days,



the boat was reported to reach speeds between 80mph and 100mph! *Miss Comet* was the featured boat in issue 97 of *Classic Boating Magazine*. *Miss Comet* was the previous winner at Lake Tahoe and Clayton including Best of Show, Best Engine, People's Choice, Youth Judges best of show and best runabout.

## 1949

PRESERVED

ANTIQUE

RUNABOUT

# 15

*LA TÈ DA***2010 33' Garwood Baby Gar**

Owner: Jim Hendler

Engine: 2023 Garwood Marine  
Supercharged 8 cyl 1100 HP*La Tè Da* is the four-time award winner of the Chippewa Yacht Club's 1000 Islands Cup.

# 16

*SUMMER BREEZE***1958 17' Chris Craft**

Owner: Harry Gedicke

Engine: 1958 Chris Craft KLC  
6 cyl 131 HP**1958**PRESERVED  
CLASSIC  
RUNABOUT

# THE ARK

## # 17

### 1915 26' L. E. Fry Launch

Owner: Jim Holden

Engine: 1945 Chris Craft B  
4 cyl 60 HP

My great grandfather purchased *The Ark* used in 1925. It has been in the same boathouse ever since.



## 1915

HISTORIC

LAUNCH

# BAD GIRL FROM MAINE

## # 18

### 1973 23' Lyman Sportsman 24

Owner: Spencer Ludington

Engine: 1972 Chrysler LM-318  
8 cyl 225 HP



The boat is named after my wife, Anne, who is from Maine. It is the title of the book her sister gave me when we got engaged. The boat is kept at Mexico Point, New York. She rides like a dream and is low maintenance. Owned since 1995, it is our daily driver traveling the southern and eastern shores of Lake Ontario.

## 1973

PRESERVED

CLASSIC

UTILITY



## # 19

**1967**CLASSIC  
UTILITY*SERENITY***1967 27' Lyman Cruisette**

Owner: Randy Fletcher & Heidi Szonn    Engine: GM 350  
8 cyl 230 HP

*Serenity* was originally owned by Ithaca College for the coach of the crew team.



## # 20

**1958**RESTORED  
CLASSIC  
UTILITY*ORION***1958 23' Lyman**

Owner: Larry and Kym Asam                      Engine: 1957 Grey Marine 136  
6 cyl 136 HP



Purchased from Spencer Boat Works in Saranac Lake. Restoration took 600 hours between 2010-2012. New decks were added in 2018.

# CODY BROOKE

## # 21

### 1959 20' Chris Craft Sportsman

Owner: Michael Schillizzi

Engine: 1959 Chris Craft 283 M  
8 cyl 185 HP

## 1959

CLASSIC  
UTILITY

*Chris ★ Craft*

# JEDZIE BOAT

## # 22

### 1954 15' Lyman Runabout

Owner: Stephen Wolak

Engine: 1954 Johnson Sea Horse  
2 cyl 25 HP Electric Start

## 1954

PRESERVED  
CLASSIC  
OUTBOARD  
BOAT



*Jedzie Boat* is all original. New bottom paint in 2022. Original motor was restored in 2023. Launched in 2023 for the first time in over 20 years. Ran like new. Interior and topside refinished in 2025.

## # 23

1970

RESTORED  
CLASSIC  
UTILITY*LAST ONE*

## 1970 22' 2" Lyman Runabout

Owner: Dix Wolcott

Engine: 1970 Chrysler M273  
8 cyl 210 HP*Last One* is the very last (S-1146) in her desirable model line to be produced by Lyman.

She underwent an extensive above the waterline restoration in 2017, which included solid teak decks. The chrome and instrumentation are original. The engine is also the original Chrysler Marine V8-273. In 2022, the entire bottom, including the stem and keelson, was replaced.

## # 24

1967

PRESERVED  
CLASSIC  
CRUISER*FREE BIRD*

## 1967 29' 6" Lyman Express Cruiser

Owner: Brian Bettinger

Engine: 1967 Twin Chrysler 318 cu in  
8 cyl 225 HP

I have owned and maintained *Freebird* since 1997. The previous owners were the Staud family of *Rum Running* fame. It could be the 1967 advertising brochure.





## BOAT ENTRY

# 25

**1962 18' Lyman**

Owner: Peter Candlish

Engine: 2023 Yamaha  
4 cyl 70 HP

Restoration completed in 2024 by Chris Cushman, Androscoggin Boatworks in Wayne, Maine.


**1962**

RESTORED

CLASSIC

OUTBOARD

BOAT

*CU*

# 26

**1980 16' Boston Whaler**

Owner: Todd Rissberger

Engine: 1979 Chrysler

*CU* has been in my family for a long time. Used as a work boat for fishing, water skiing, and general fun, it's a great family boat. We all grew up with it. Introduced my kids to boat operation with it. It was a 13' Sport Model. I have always had big ideas for this boat. Now it is mine. I had to make it a Resto-Mod and rekindle my Chrysler Outboard fetish from long ago.

**1980**

RESTO-MOD

LATE CLASSIC

OUTBOARD

BOAT

## # 27

## CANOE ENTRY

1962

PRESERVED

CLASSIC

PADDLING

CANOE

## 1962 11' Old Town

Owner: Todd Rissberger

A friend of mine, Jeffrey Munson, had this nice Old Town canoe at his camp, proudly hanging from the ceiling for many years. He passed away. Now I am the steward of this wonderful 50# canoe. It was painted red when Jeff got it. He changed it to green because he found green paint under the red. He liked green much better. Jeff thought that green was the original color. I recently secured the build sheet and painted it back to red as the build sheet indicated. I'm duking it out with him, posthumously, over the color. I win and I like red better!



## # 28

## SEA DEUCE

## 1959 21' Century

Owner: Nick Arnone

 Engine: 2000 Crusader 385  
 8 cyl 385 HP

My grandparents bought the Coronado for me when I was 8.



# WATER DANCER

## # 29

### 1952 23' Hacker Craft

Owner: Steven Winter

Engine: 2025 MercCruiser 3.0l Tks-  
Plus 4 cyl 135 HP

Discovered 1996 in Ohio cornfield, *Water Dance* was fully restored to original specs in 2007 (3500+ hours) in Frisco, Colorado. Re-powered & varnished 2025 by Mike Davis & Steve Albright, Clayton, New York.



## 1952

RESTORED  
CLASSIC  
UTILITY

# DOT CALM

## # 30

### 1955 15' Lyman

Owner: Erick Heise

Engine: 1954 Johnson Seahorse  
2 cyl 25 HP

Our Lyman has been in our family since its original purchase in Alexandria Bay, New York, in 1955. It has spent all its days on the Saint Lawrence River and Lake Ontario.



## 1955

PRESERVED  
CLASSIC  
OUTBOARD  
BOAT



# 31

*DOROTHY ANN***1970**

RESTORED

CLASSIC

UTILITY

**1970 26' Lyman**

Owner: Dennis Kuhn

Engine: 2013 Crusader Captain's Choice  
8 cyl 300 HP

# 32

*RUM RUNNER***1982**

LATE

CLASSIC

RUNABOUT

**1982 24' Grand Craft**

Owner: Ed Andrews

Engine: 1982 Chris Craft 350  
8 cyl 250 HP

## ENGINE ENTRY

# 33

## 1937 Evinrude Fisherman Twin 4.4 HP

Owner: Jeffrey Walshe

This motor is unique as it has a brass lower unit, some say it was for saltwater use.



1937

RESTORED

BRASS

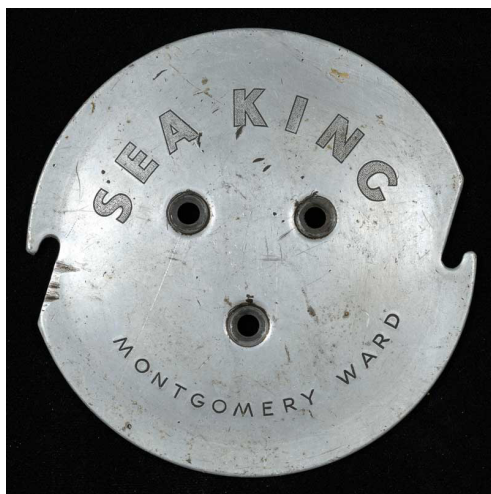
## ENGINE ENTRY

# 34

## 1946 Montgomery Ward Sea King Midget single 1 HP

Owner: Jeffrey Walshe

This motor was manufactured by Evinrude for Montgomery Ward. Cost was \$26.95, and it weighed 15 lbs.



1946

RESTORED

ALUMINUM

LESS THAN 20

## # 35

## ENGINE ENTRY

## 1938 Montgomery Ward Sea King 447 single 1.8 HP

Owner: Jeffrey Walshe

This motor was manufactured by Evinrude for Montgomery Ward.



## # 36

## ABU

## 1954 15' Lyman

Owner: William Clark

Engine: 2022 Tohatsu 25  
3 cyl 25 HP

*Abu* was named after my dad's favorite Stoney Island, Lake Ontario fishing lure. Purchased in 2022 from second owner. Extensive restoration completed in 2013 by Chris Cushman



at Androscoggin Boat Works, Wayne, Maine. Re-powered with a Tohatsu 4-stroke in 2023. Complete brightwork completed in 2024 by Mark Giovanetti and Andy Derby at Itchy Dog Boatworks, Fair Haven, New York.

## 1938

RESTORED

ALUMINUM

LESS THAN 20

## 1954

PRESERVED

CLASSIC

OUTBOARD

BOAT



# MAEFLOWER

## # 37

### 1966 28' Lyman

Owner: Robert Gault

Engine: Twin 2010 Crusader 350  
8 cyl 300 x 2 HP

Total reconstruction with major upgrades to materials and design, Originally the *Leota C*, purchased at ABM's Antique Boat Auction.



## 1966

RESTORED  
CLASSIC  
UTILITY

# LOON

## # 38

### 1955 20' Chris Craft

Owner: James Hartman

Engine: 1955 Chris Craft MBL  
6 cyl 158 HP

Great river boat, has always been maintained. I am the 5th owner of the boat.

## 1955

PRESERVED  
CLASSIC  
UTILITY

*Chris ★ Craft*

## # 39

## HAPPY DAYS

1955

PRESERVED

CLASSIC

UTILITY

## 1955 18' Lyman Islander

Owner: Tom Asher

Engine: 1954 Gray Marine 620  
4 cyl 60 HP

We purchased *Happy Days* on the Jersey Shore in 2021. Prior to 1986 she had been kept in Maryland. Always maintained in pristine condition, we have only needed minor engine repairs and fresh paint or varnish. A perfect boat for exploring the 1000 Islands.

## # 40

## CANOE ENTRY

## 1895 16' Peterborough Canoe

Owner: John Miller



This is a Rib & Batten 16' 34" Painted Basswood Peterborough Paddling Canoe with a motorcycle headlight. 8' double bladed paddle. Eugene Hardendorf folding canoe seat. When our parents were dating in 1950, they would ride his Harley Davidson motorcycle to the family cottage. We would mount the headlight and battery onto the canoe's deck. They would paddle across the bay and dance into the evening. The headlight would get them back to the cottage safely.

1895

PRESERVED

HISTORIC

PADDLING

CANOE

# RUNNING WILD

## # 41

**1923 32' Hacker**

Owner: Don Textor

Engine: 1918 Liberty 12  
12 cyl 550 HP

*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

# ENDEAVOR

## # 42

**1914 16' Morris Canoe and Boat Co.**

Owner: James Clearwater



**1914**  
PRESERVED  
HISTORIC  
PADDLING  
CANOE



## # 43

*ENCHANTRESS***1916**

PRESERVED

HISTORIC

PADDLING

CANOE

**1916 17' Hugo John Anderson**

Owner: James Clearwater



## # 44

*HEAVEN ON A SUNDAY***1963**

RESTORED

CLASSIC

UTILITY

**1963 18' Century Sabre**

Owner: Ray &amp; Ann McDowell

Engine: 1963 Gray Marine 327 Amc  
8 cyl 238 HP

Only 58 Sabres were built in 1953, and she is one of the few built with optional tops. Orange was the feature color for 1963 Sabres. 1963 is the only year with bucket seats and center console.



# BOAT

## # 45

### 1968 14' Glastron Jetflite

Owner: Shawn O'Connor

Engine: 1973 Mercury 850  
4 cyl 85 HP

*Boat* has been in the family since 1969. It's a fast, fun and very cool family heirloom.



## 1968

PRESERVED  
CLASSIC  
OUTBOARD  
BOAT

# TOO CUTE

## # 46

### 1935 14' Penn Yan

Owner: Ric & Wendy FetrIDGE



Purchased in Clayton at the flea market. She was just too cute to not bring home.

## 1935

PRESERVED  
ANTIQUE  
ROWBOAT

# 47

## MISSY 3

1955

PRESERVED

CLASSIC

UTILITY

## 1955 14' Chris Craft Sportsman

Owner: Pat McCollum

Engine: 1955 Johnson RDE25  
2 cyl 25 HP*Chris ★ Craft*

# 48

## ENGINE ENTRY

1935

ALUMINUM

LESS THAN 20

## 1935 Johnson A75 2 cyl 4.5 HP

Owner: Fran Secor





## ENGINE ENTRY

# 49

1940 Johnson AT10 2 cyl 5 HP

Owner: Fran Secor



1940

ALUMINUM  
LESS THAN 20

## ENGINE ENTRY

# 50

1940 Johnson HA-15 2 cyl 3 HP

Owner: Fran Secor



1940

ALUMINUM  
LESS THAN 20

# 51

## ENGINE ENTRY

1929

RESTORED

ALUMINUM

LESS THAN 20

## 1929 Evinrude Fastwin 2 cyl 14 HP

Owner: Stephen Fox

The tiller handle including twist grip mechanism was rebuilt from scratch.



# 52

## ENGINE ENTRY

1951

PRESERVED

ALUMINUM

LESS THAN 20

## 1951 Martin Motors Martin 40 2 cyl 4.2 HP

Owner: Stephen Fox



# REMEMBER WENN

## # 53

1937 20' Lyman

Owner: David Wenn

Engine: 1937 Chrysler M2  
6 cyl 97 HP

Very rare, very original.



## 1937

PRESERVED

ANTIQUE

UTILITY

# PEACOCK LADY

## # 54

2004 29' Damariscotta

Owner: Bob Ciasulli

Engine: 2004 Steyr Turbo  
6 cyl 236 HP

## 2004

CONTEMPORARY

CRUISER





## # 55

*MY FIRST WOODY***1967**

PRESERVED

CLASSIC

UTILITY

**1967 17' Century**

Owner: Alex Brockway

Engine: 1967 Ford 352 Windsor  
8 cyl 255 HP

This boat had sat in a private museum for about 30 years before I purchased it in the summer of 2024. I swelled the bottom, and it was ready to go. The boat is fully original, with no modifications—it's just as it was back in 1967. It also sits on a fully restored 1952 Wiltse Bros. trailer that is one of a kind.



## # 56

*GOLDEN GIRL***1976**

PRESERVED

LATE CLASSIC

UTILITY

**1976 19' Century**

Owner: Alex Brockway

Engine: 1976 Chrysler 360  
8 cyl 250 HP

I bought this boat in 2023, and it needed a complete interior. I installed an entirely new interior and replaced all the rotten wood. The boat won the Best Century award at the Hammondsport Boat Show in the summer of 2024. It also comes with all the original paperwork that came with the boat. This made an awesome first restoration project for me and my father. It also sparked my interest in wooden boats—now, as a 17-year-old who grew up on the water loving old boats, I have two wooden boats that I'm passionate about and proud to own.

# SEA RIDER

## # 57

### 1973 53' Hatteras

Owner: Leon Rider

Engine: 1973 Detroit 87VIN  
8 cyl 385 HP

Never ending life project. A true labor of love.



## 1973

RESTO-MOD  
CLASSIC  
CRUISER

# VAGABOND

## # 58

### 1909 40' Consolidated

Owner: Sam Wilson

Engine: Elco 40



## 1909

PRESERVED  
HISTORIC  
COMMUTER

# 59

*AIR BORNE***2020**CONTEMPORARY  
OUTBOARD  
BOAT**2020 15' Raveau**Owner: **Walter Shicko**Engine: **1959 Mercury 58a**  
4 cyl 45 HP

Boat is patterned after a 1959 Raveau which I bought, took apart and used pattern and some original ribs to build the new boat.



# 60

*DEARIE***1951**CLASSIC  
UTILITY**1951 20' Lyman X-Model #1007**Owner: **Clay Kolle**Engine: **Interceptor**  
8 cyl 190 HP

The X-Model 20 ft. was produced for one year, June 1950–July 1951. A total of 19 were produced and this is one of two delivered to St. Lawrence Sales and Service in Clayton, New York.



# SERENITY

## # 61

### 1967 25' Lyman Cruisette Hardtop

Owner: John Chalk

Engine: 1967 Crusader  
8 cyl 250 HP

*Serenity* has always been in the Chalk family. She originally belonged to the DEC of Cape Vincent, New York. The transom was cut out and restored and *Serenity* was given new decks.



## 1987

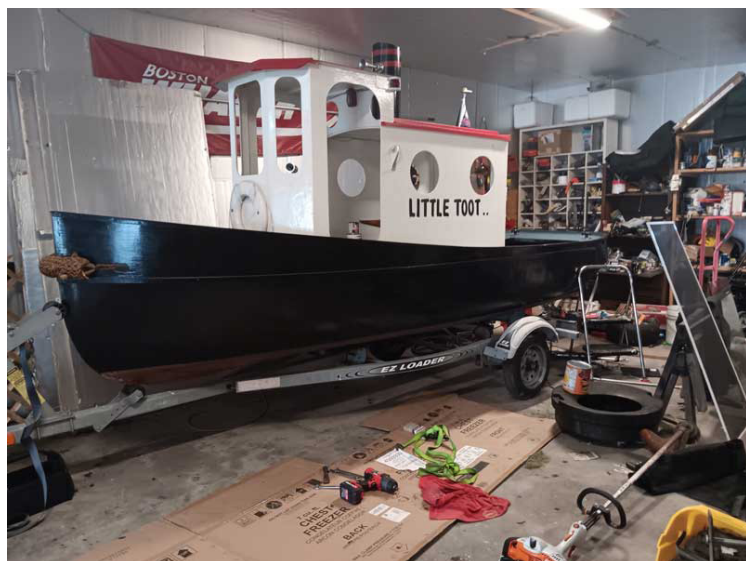
RESTORED  
CLASSIC  
UTILITY

# LITTLE TOOT

## # 62

### 1960 5' Homemade Tugboat

Owner: John Chalk



## 1960

CLASSIC  
WORKBOAT

## # 63

*REAL CLASS V***2014**CONTEMPORARY  
RUNABOUT**2014 28' Gar Wood Streamliner**

Owner: Pat Carter

Engine: 2014 Ilmor MV8  
8 cyl 430 HP

Family-owned and operated since 1969, Gar Wood Custom Boats specializes in the construction and restoration of legendary Gar Wood boats. Today, the Turcotte Brothers continue the tradition, building a limited number of boats to ensure each one meets the brand's legacy of craftsmanship. As stated in a 1937 Gar Wood brochure, "while Gar Wood runabouts and utilities are standardized... every one is built and finished to custom standards of quality."

## # 64

*LIVING THE DREAM***2022**CONTEMPORARY  
RUNABOUT**2022 28' Gar Wood Streamliner**

Owner: Josh Skolnick

Engine: 2022 Ilmore  
8 cyl 570 HP

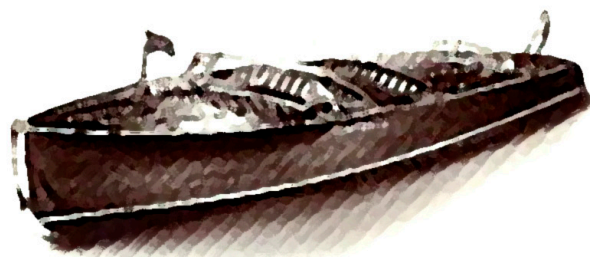
# *CARRIE JO BELLE*

**# 65**

2024 28' Gar Wood Streamliner

Owner: Tim Barbor

Engine: 2024 Ilmor MV8570  
8 cyl 570 HP



**GarWood.**  
C U S T O M   B O A T S

**2024**

CONTEMPORARY

RUNABOUT

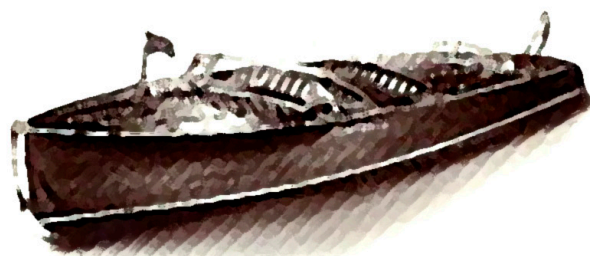
# *ISLAND GIRL*

**# 66**

2025 28' Gar Wood Streamliner

Owner: David Essig

Engine: 2025 Ilmor  
8 cyl 430 HP



**GarWood.**  
C U S T O M   B O A T S

**2025**

CONTEMPORARY

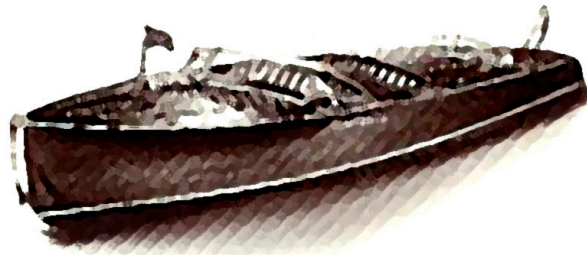
RUNABOUT



# 67

*AMERICAN HONEY***2017**CONTEMPORARY  
RUNABOUT**2017 28' Gar Wood Streamliner**

Owner: Greg Urbanik

Engine: 2017 Marine Power  
8 cyl HP 550

**GarWood.**  
CUSTOM BOATS

# 68

*KNAVE***1953**PRESERVED  
ANTIQUE  
OUTBOARD  
BOAT**1953 15' Lyman Boatwork**

Owner: Jack Benoit

Engine: 2023 Yamaha  
25 HP

Came with the cottage we bought in Thousand Islands Park. Mike Corrigan in Gananoque did the restoration. Clayton Marina installed the motor.



# KaRaT

## # 69

### 1929 38' Elco

Owner: Ray Saunders

Engine: 1973 Ford-Lehman  
6 cyl 120 HP



*KaRaT* is a two-cabin fast cruiser built by the Electric Launch Company (Elco), renowned for crafting elegant vessels for elite clients. A sister ship to the one used by Charles Lindbergh on his 1929 honeymoon, *KaRaT*—formerly *Queenie*—has undergone a full keel-up restoration. Her gleaming mahogany, polished brass, and upgraded mechanical systems make her both a showpiece and a comfortable cruiser for the 1000 Islands and beyond.

## 1929

RESTORED  
ANTIQUE  
CRUISER

# BOAT ENTRY

## # 70

### 2023 16' 6" Lyman Boatworks

Owner: Nate Sublett

Engine: 2022 Mercury  
50 HP



This is a new Lyman. Professionally built in 2022 by Chippewa Boat Works in Seville, Ohio. This boat was the production prototype and won the Gold Award for a Contemporary Classic at the 2025 ACBS Chesapeake Bay Show in St. Michaels, Maryland.

## 2023

CONTEMPORARY  
OUTBOARD  
BOAT

## # 71

## BOAT ENTRY

2024

CONTEMPORARY  
OUTBOARD  
BOAT

## 2024 16' 6" Lyman Boatworks

Owner: Nate Sublett

Engine: 2023 Mercury  
60 HP

This boat is a New Lyman built by Chippewa Boat Works in Seville, Ohio. This boat recently won Best in Show for Professionally Built Boats at the Wooden Boat Magazine Show at the Mystic Seaport Museum in Mystic, Connecticut.

## # 72

## ENGINE ENTRY

## Wonder 1 cyl 3 HP

Owner: Syd Marsden

PRESERVED  
UNMOUNTED  
INBOARD

**THE WONDER**  
**ENGINE OF QUALITY**

GASOLINE OR KEROSENE

Single Cylinder.....	2-3-5-6-10 H.P.
Double Cylinder.....	6-10-12-20 H.P.
Three Cylinder.....	9-15-30 H.P.
Four Cylinder.....	20-24-40 H.P.

Every engine guaranteed for five years. Get a Wonder and you have the best engine with the most power for the least money. Get our 1913 proposition before you decide on any engine. Send today for our new No. 50 Cat. Complete with all particulars, illustrations and data covering our great line.

Send to-day. Great proposition for agents. Easy terms.

**THE WONDER MANUFACTURING COMPANY**  
258 TALLMAN STREET SYRACUSE, N. Y., U. S. A.



# ALGONQUIN

## # 73

### 1934 30' Hutchinson

Owner: Kathy Muller

Engine: 1950 Chrysler M-47  
6 cyl 120 HP



A Thousand Islands boat previously owned by a family from Round Island. She's our favorite cruising boat, and we've explored the Hudson River to NYC and north to Montreal and the Canadian waters.

## 1934

ANTIQUE

UTILITY

# CURRENT AFFAIR 3

## 74

### 2003 27' Gates Andreas

Owner: Frédéric Dumaine

Engine: 2001 Crusader  
8.1 cyl 454 HP



## 2003

CONTEMPORARY

POWER BOAT

75

*LIME & TONIC*

1974

CLASSIC

## 1974 19' Lyman Sebring

Owner: Al Hetzke

Engine: 1974 Chris Craft  
8 cyl 200 HP

*Lime & Tonic* was bought new in 1975 from a Lyman dealer next to the Rochester Yacht Club. The dealer was struggling to sell her as all of the members of the Rochester Yacht Club were sailors. I saw her and had to have her. The family refers to her as the chocolate Lyman because of her paint job and chocolate brown interior.



76

*HOCUS POCUS*

1974

CLASSIC

UTILITY

## 1947 22' Lyman Sportsman

Owner: Marc Hetzke

Engine: Gray Marine

*Hocus Pocus* is a solid mahogany Lyman with an engine of the same type that Guy Lombardo used. Her ride is like a limo in the front and a raceboat in the back.



# LIL WEASEL

77

## 1950 13' Lyman Outboard

Owner: Al Hetzke

Engine:

My father was pipe fitter and he and his buddies referred to themselves as weasels. When I was little, I got my father's friends would call me Lil Weasel because of my father's job and the Lyman was subsequently named *Lil Weasel* as well. *Lil Weasel* won Best Lyman at the 1996 Antique Boat Show in Clayton. At the time her engine was a 1948 Johnson. I was eight years old and with my father when he bought the Johnson. I still have that Johnson and the entire family has used it over the years including the grandkids.



1950

CLASSIC  
OUTBOARD  
BOAT

# PRIVATE ISLANDER

78

## 1953 18' Lyman

Owner: Robert Marshall

Engine: 1953 Gray Marine  
4 cyl 60 HP



All original, builders certificate confirms boat and engine. This is the 8th Lyman I have restored. (Still own 5 of them). My father's first boat was a 23' Lyman back in the 1950s.

1953

PRESERVED  
CLASSIC  
UTILITY



79

*THE PARAGON*

1929

ANTIQUE

RUNABOUT

**1929 26' Chris Craft**

Owner: Mark Kryzanowski

Engine: 1932 Scripps  
12 cyl 316 HP

Restored by the renowned Mayea Brothers Boat Works and re-powered from its original Scripps 202 to a 302.

*Chris ★ Craft*

80

*HALCYON*

1930

ANTIQUE

RUNABOUT

**1930 24' Sea Lyon**

Owner: Mark Kryzanowski

Engine: 1930 Chrysler  
100 HP

This boat used to be a mail boat here in the 1000 Islands.

## BOAT ENTRY

81

**1954 18' Lyman Islander**

Owner: Robin &amp; David Lucas

Engine: 1954 Grey Marine  
60 HP

This boat was given to Robin by a friend in 1981. They restored it for their wedding and have been using it as their daily driver on Grenell Island.


**1954**

PRESERVED  
CLASSIC  
UTILITY

## PYWACKET

82

**1948 23' Lyman**

Owner: Robin &amp; David Lucas

Engine: 1948 Chrysler Crusader  
8 cyl 60 HP

We have had the boat of over 30 years. We needed a bigger Lyman than our 18' with 3 kids to go back and forth to the island.


**1948**

RESTORED  
CLASSIC  
UTILITY

# WHAT DOES THE FUTURE OF BOATING LOOK LIKE?

*By Molly Voth, Leo Greene, and Caitlin Playle*



*From left to right: Rebecca Hopfinger and Molly Voth take delivery of ABM's new electric safety boat from Andy Gregware. The boat was generously donated by Northern Marine.*

“Boating” at its core is entirely reliant on two key elements: boats and water.

As simple as that seems, given ABM’s location on the St. Lawrence River, we know how important a healthy waterway is to protecting the beauty and wonder of the 1000 Islands and in maintaining recreational boating.

The ABM has been working to reduce our ecological footprint through more sustainable programs over the last several years in an effort to uphold the Museum’s mission of preserving the history of the St. Lawrence River. In 2024, the generous donation of an electric safety boat by Northern Marine Inc. brought the Museum even closer to greener boating and keeping the River healthy!

In terms of propulsion throughout the marine industry, huge strides have been made in the past few years to make alternative-powered vessels more readily available. Electric engines, pressurized hydrogen-powered engines, solar-powered engines, and many more have all made their way onto the consumer market. These pushes for sustainability are all driven by the same desire to conserve waterways in order to keep boating culture alive.

In 1904, Monaco hosted one of the first large-scale powerboat races, which began a tradition of high-octane racing. *Dixie II*, who now sits in our William J. Morgan Building, was one of the winners of the Gold Cup race in Monaco in 1909 at an astonishing 36.6 mph. From that point for-



ward, gas and diesel engines only got bigger and faster, trying to beat speed records. In 2014 the Yacht Club de Monaco (YCM) introduced “Solar One,” a pioneering initiative promoting sustainable maritime solutions. This groundbreaking effort gave rise to the Solar Class, which commenced competing in Monaco that very year. As these solar-powered vessels raced through Monegasque waters, they represented a substantial move towards eco-friendly boating and underscored Monaco’s dedication to leading the way in sustainable maritime sports. In the years following, Monaco strengthened its dedication to sustainable maritime innovation by launching the Monaco Energy Class. This class was designed to spearhead future propulsion systems, serving as a platform for teams to showcase their pioneering projects. That said, reducing reliance on fossil fuels is only one way to minimize the environmental damage done through maritime congestion. Another way is to take a step back from propulsion and look at how boat hulls are designed.

Recent advancements in hull design also play a crucial role in shaping the future of boating. Just as propulsion systems have evolved, naval architects and boatbuilders are rethinking hull shapes to reduce environmental impact. Innovations like hydrofoil-assisted hulls, catamarans with wave-piercing bows, and air-lubricated hulls are helping vessels move more efficiently through the water, reducing fuel consumption and minimizing wake, which protects fragile shorelines and aquatic habitats.

Some designers are experimenting with biomimicry, studying how marine animals move through water to create more hydrodynamic hulls. Others are focused on using computational fluid dynamics (CFD) to test and refine designs digitally, drastically cutting down on material waste during prototyping.

Another growing area of innovation is the use of

recyclable and bio-based composites for hull construction. Traditional fiberglass hulls are difficult to recycle, often ending up in landfills after their usable life. New materials, such as flax fiber composites or recyclable thermoplastics, offer promising alternatives that reduce both production emissions and long-term waste.

These significant advancements in propulsion methods and hull design are invigorating but we must ask, which is the most structurally stable, corrosive and UV resistant, easiest to maintain, lightest weight, and economical? Most importantly which offers the least damage to the environment?

The answer is we don’t know yet.

Asking these questions will push for the development of new materials, hull shapes, and designs.

All of these innovations have the potential to aid in waterway conservation. As a side effect, innovations will add to the story of recreational boating and the story of 1000 Islands; thus, adding to the stories the Museum tells for generations to come.

Visit Northern Marine's website at <https://www.northernmarineinc.com/>



*Molly Voth taking the electric safety boat out.*

# NEW EXHIBITS

## RACING THE WIND

*On a day when the wind is perfect, the sail just  
needs to open and the world is full of beauty.*

- Rumi

For millennia, people have sailed the Earth's waters, relying on wind-powered vessels for exploration, trade, and transportation. As steam and motorized ships emerged in the nineteenth century, sailing gradually shifted from a necessity to a pastime. The wealthy elite of Europe and North America began racing large yachts for sport, forming exclusive clubs that set the foundation for competitive sailing. By the early twentieth century, advances in boatbuilding and materials made sailing more accessible, and the rise of small-boat sailing in the 1920s brought the sport within reach of the middle class. This newfound accessibility fueled the demand for affordable, versatile sailboats, paving the way for both organized racing and casual community regattas.

This exhibition explores the two sides of the coin: "fleet" and "community" racing. In fleet racing, all boats are built to the same specifications, ensuring that victory is determined by skill rather than differences in equipment. Popular modern one-design classes sailed at ABM include the C420, Sunfish, and Optimist. The origins of these boats can be seen in the International 14 and Snipe classes, among others in this exhibition. In contrast, community regattas are exciting and diverse spectacles, where everything from vintage wooden sailboats to modern high-performance cruisers can share the starting line. The Penn Yan sailing tender, Dyer Dink and other sailboats seen here would be seen in such events alongside each other.



*Dragon class sailboats await the start of the fifth race in the O'Keefe Great Lakes Championship held at the Clayton Yacht Club in 1960. Photo taken by Gilbert A. Milne.*

## INNOVATIONS IN DESIGN

*Although boats are primarily utilitarian objects, their functionality should not be divorced from their appearance or the level of craftsmanship involved in their construction.*

- N. Lyles Forbes, *Suggestive Curves*

The contours, materials, and composition of boats reflect innovative developments in the history of recreational boating. The innovations may have been driven by a desire for better movement through water or more power or a change in aesthetics. The choices made to value certain attributes over others, such as speed over carrying capacity,

guide a builder in determining the eventual shape and look of a boat. This exhibit explores design innovations throughout boating history in four areas: hull design, methods of power, materials used, and style. *Innovations in Design* is on view in the Cleveland E. Dodge Memorial Launch Building.



One look at this exclusive new Chris-Craft "sports car" of the waterways and you'll want it! Fresh, daringly new styling, from the one-piece, reinforced deck to the sleek canted fins, give the Silver Arrow a look of action even standing at the dock. And when you cast off, the power-packed Chris-Craft V8 engine will deliver speeds up to 40 mph. A honey for water skiing. Removable ski tow (optional extra) fits the rangelight socket.



### Chris-Craft 19-FT. SILVER ARROW

SPECIFICATIONS	18' Continental	18' Capri	19' Silver Arrow
Seating Capacity	6	6	5
Beam	6' 6 3/4"	6' 6 3/4"	6' 5 3/4"
Draft	18 1/2"	18 1/2"	20 1/4"
Freeboard, forward	28"	28"	30 3/4"
Freeboard, aft	22 1/4"	20 3/4"	24 1/2"
Lift Ring Spacing	14' 5"	13' 9"	15' 0"
Bottom, double-planked (Philippine Mahogany outer planking)	11/16"	11/16"	11/16"
Hull Sides, batten-seamed	Philippine Mahogany 1/2"	Philippine Mahogany 1/2"	Spruce 7/16" fiber-glass covered
Battens, Philippine Mahogany	1/2" x 1 1/2"	1/2" x 1 1/2"	1/2" x 1 1/2"
Forward Deck, Side Decks	Mahogany, stained and varnished	Mahogany, stained and varnished	Reinforced molded fiber-glass
Stern Deck	Vinyl	Vinyl	Vinyl
Cockpit Floor	7/8" x 2 3/4"	7/8" x 2 3/4"	7/8" x 2 3/4"
Fuel Capacity: gallons	20	20	20
Shipping Data:			
Weight (lbs.)	2300 - 2545	2327 - 2572	2770 - 2860
Length	18' 10"	18' 10"	19' 0"
Height (Dom.)	62 3/4"	62 3/4"	65 1/2"
Height (Exp.)	51"	51"	55"

Engine Compartment	Sound-insulated
Engine Mounts	Rubber
Exhaust System	Water-cooled
Fastenings	Brass or bronze
Fender Rail	Stainless-steel capped
Fuel Line	Copper tubing
Hardware	Brass or bronze—chromium-plated
Rudder	Manganese bronze
Shaft Log	Brass, self-aligning
Shaft, propeller (Continental and Capri)	Bronze—turned, ground, and polished
Shaft, propeller (Silver Arrow)	Monel—turned, ground, and polished
Steering	Worm-and-pinion type, rod to rudder
Strut	Manganese bronze

*The Chris Craft Silver Arrow as seen in the 1958 catalogue. From the Marion Clayton Link Archives.*



# ABM BOATS at the SHOW

## RIDE THE RIVER BOAT TOURS

Enjoy a scenic ride aboard  
*Miss Thousand Islands III or Teal!*

Each tour accommodates up to six passengers and departs every 30 minutes from the Museum's floating docks.

Please note: Boarding requires stepping down into the boat. Step height may vary throughout the season due to fluctuating St. Lawrence River water levels.

Tickets are available at the Boat Ride Booth, located to the right of the main tent.

# MISS THOUSAND ISLANDS III

## 2005 30' Hacker Triple Cockpit Runabout

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

# FLAT TOP

## 1955 30' Chris-Craft Semi-Enclosed Cruiser

Powered by:

Twin Chris Craft M 6 cyl

Donor:

Alan Jackson

The Chris-Craft Semi-Enclosed Cruiser models from the 1950s offered passengers a boat that was roomy, fast, and well-suited for a full day on the water. *Flat Top* was owned by country music star Alan Jackson who chose the name as a reference to the flat top steel-string acoustic guitars he commonly uses. *Flat Top* is one of just 36 of these boats ever built by Chris-Craft. The boat was used and stored on Lake Chautauqua, in western New York, by its original owner. In 2002, Jackson purchased the boat in poor condition and transported it to Tennessee to undergo extensive restoration work at Hickman Wooden Boat

Works in Woodbury. Under the craftsmanship of Travis Hickman, *Flat Top* was revived through a nearly 3-year restoration project, leaving no details untouched. *Flat Top* now features pristine woodwork and artistry, both interior and exterior, while retaining its original look and is a handsome addition to the collection of the Antique Boat Museum.



## 1955

RESTORED

CLASSIC

CRUISER



## TEAL

### 1989 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.

**1989**

PRESERVED  
LATE CLASSIC  
RUNABOUT

## TANGO

### 1992 14' Stur-Dee Catboat

Donor: Rick & Anne Casali

Stur-Dee Boat Co. is located in Tiverton, Rhode Island and is owned and operated by Heidi Reid. They build several different designs, which were created by Heidi's father, Ernie Gavin. The company builds the Amsbury Dory, Harbormaster Dinghy, and a rowing skiff in addition



to the Catboat. When Ernie passed away, Heidi took over the company, and has worked hard to maintain the reputation that her father had for making honest, seaworthy boats. Heidi's daughter McKenzie, has worked alongside Heidi for a number of years building Stur-Dee boats. As far as the donor is aware, they are the only mother/daughter boatbuilding team in the US.

**1992**

LATE CLASSIC  
SAIL W/O  
AUXILIARY



# ZIPPER

## 1974 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.

## 1974

RESTORED  
CLASSIC  
COMMUTER

# BEST DAY EVER

## 1929 16' Herreshoff 12½

Donor: Digel Family

*Best Day Ever* (hull #1095) was built for William Caleb Loring, an Associate Justice of the Supreme Court of Massachusetts. After passing through the hands of several owners, she was donated to the Herreshoff Marine Museum (HMM) under the name of *Pooka*. In 2014



when HMM was downsized their fleet, *Best Day Ever* was purchased by Jeff Digel. Jeff brought her to his family's 1000 Islands property so she could be enjoyed on the St. Lawrence River. After Jeff passed away, his family donated *Best Day Ever* to the Antique Boat Museum so she could be enjoyed by the Museum's many visitors. Alongside *Silhouette*, *Best Day Ever* can be seen underway during the sailing demos at the Boat Show and at our Free Tuesday Night Community Sailing & Rowing sessions.

## 1929

RESTORED  
ANTIQUE  
SAIL W/O  
AUXILIARY

# GADFLY

## 1931 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.



# FOOT-LOOSE & FANCY-FREE

## 1937 28' Hacker designed, Fitzgerald & Lee Triple Cockpit

Powered by:  
Scripps 302 V12

Donor:  
Patrick F. Taylor

Custom designed by John Hacker, *Foot-loose & Fancy-Free* is one of Fitzgerald & Lee's best-known runabouts. She represents the design genius of John Hacker and the extraordinary craftsmanship of one of the finest custom builders of the time and a boat worthy of every visitor's careful study and appreciation. Commissioned by Alfred Bourne of Dark Island,



*Foot-loose* was originally named *Messenger*. Her name was changed to *Foot-loose & Fancy-Free* in the 1940s by a later owner. As a one-of-a-kind custom boat, *Footloose* is one of the great treasures of the Museum's permanent collection and we're delighted to have her back in the water for special exhibition following her recommissioning.

**1931**  
RESTORED  
ANTIQUE  
COMMUTER

**1937**  
RESTORED  
ANTIQUE  
RUNABOUT

# COQUINA

## 2008 12' IYRS Beetle Cat

**Donor:** William Kaiser



*Coquina* was a first-year student project boat at the International Yacht Restoration School (IYRS). First-year students work on rebuilding and restoring Beetle Cats because they require students to show an in-depth understanding of boat shapes, rigging, and materials. In addition to the restoration work, students measure the boats, loft the lines, and create a scale lines plan and half model. After their completion and test sail the first-year built boats, like *Coquina*, are then auctioned or sold to the public. In *Coquina's* case she was purchased before the students even began work on restoring her because the buyer had a very specific hull color in mind. Her iconic blue/green makes her a bright addition to the ABM Education Fleet.

**2008**

CONTEMPORARY

SAIL W/O

AUXILIARY

# SILHOUETTE

## 1915 16' Herreshoff 12½

**Donor:** Alden T. Bryan

At age 66, accomplished naval architect Nathanael Herreshoff constructed the Buzzards Bay 12½ footer in 1914 after designing a series of America's Cup victories. The boat has been in production ever since through various companies and is considered one of the



finest small boats of all time. *Silhouette* (hull #771) was built in 1915 for Daniel Bacon, a member of the Seawanhaka Corinthian Yacht Club in New York. Originally named *Quest*, her sale price was \$550. *Silhouette* was fully restored by Pendleton Boat Yard, Islesboro, Maine between 1998 and 2000. She was purchased and donated in 2015. *Silhouette* and the Museum's second Herreshoff 12½ *Best Day Ever* can be seen underway during the sailing demos at the Boat Show and at our Free Tuesday Night Community Sailing & Rowing sessions.

**1915**

RESTORED

ANTIQUE

SAIL W/O

AUXILIARY



# SEAGULL

## 40' Lyman Custom Cruiser

Powered by:  
Perkins 6 cyl diesel

Donor:  
Don Doebler

*Seagull* is one of only four custom carvel-planked cruisers built by Lyman Boat Works during the Great Depression—a rare and ambitious departure from the lapstrake construction that made Lyman famous. *Seagull*, was built in 1935 for Wade Dauch at a reported cost of \$6,850. Though officially listed as 38 feet, she measures 39'10" and



weighs 12 tons. After two early owners, she returned to Bill Lyman himself, who cruised the Great Lakes extensively aboard her. Her enclosed deckhouse was added around 1938 by a previous owner, adding to her distinctive look and story.

Visit the Don Doebler Collections Storage Facility to see *Seagull*.

# EGRET

## 1957 18' Lyman Runabout

Powered by:  
1957 Gray Marine 6-100

Donor: Galliard Schmidt



Lyman Boat Works introduced the 18' Inboard Runabout in 1955. Built at a time when the Lyman plant was operating at a very high capacity, *Egret* was probably completed inside of a week. She was delivered to Mercier Marine in Clayton in 1957. The Schmidt family who donated the boat to the Museum had it restored prior to donation. They also christened the boat "Egret," but did not paint the name on the transom.

**1935**

PRESERVED  
ANTIQUE  
CRUISER

**1957**

RESTORED  
CLASSIC  
UTILITY

# LYMAN BOAT

## 1932 17' Lyman Runabout

**Powered by:**

1950 Chris-Craft B 6 cyl 60 HP

**Donor:**

Fred Wein

In 1932 Lyman was way ahead of other builders of the Depression era, offering a practical runabout style that could serve many boating purposes. As well as its moderate price, the boat was practical, easy to operate and had strong appeal for the whole family. Major builders like Gar Wood, Chris-Craft and Hackercraft were still building fancy runabouts as their sales plummeted and orders were cancelled month after month. Lyman's sales dropped as well, but their models were plain and practical allowing the company to maintain a reasonable level of production in spite of the Depression. This boat is an excellent example of the type of boat able to survive the hard times brought on by the Great Depression.



**1932**

ANTIQUE

RUNABOUT

# LYMAN BOAT

## 1957 13' Lyman Outboard Boat

**Donor:** Jack Lynett

This 1957 Lyman outboard boat (hull #46328) is still in the original factory shipping crate it was shipped in to Eaton Marine Sales in Ohio. It is one of two crated Lyman's that were found in a barn in the upper peninsula of Michigan. A booklet explaining insurance was found under the rear seat as well as wired together oarlocks attached to a cross member rib.



In the 1950s Lyman was at the height of its prosperity, producing as many as 5000 boats a year, with the outboard models becoming increasingly popular. In 1957, Lyman offered five different 13' outboard models ranging in price from \$320 to \$445. These included the Leader (with and without forward deck, Outboard Runabout, Fisherman, and Angler.

**1957**

PRESERVED

CLASSIC

OUTBOARD

BOAT

# LYMAN BOAT

## 1952 CLASSIC OUTBOARD BOAT

### 1952 15' Lyman Outboard Runabout

**Powered by:**  
Evinrude Speedifour

**Donor:**  
Jack Wells

Lyman historian Tom Koroknay reports that the 15' Outboard Runabout model was considered to be the "workhorse boat" of the Lyman line. It became the volume leader in Lyman's boatbuilding history and was often referred to as their "small big boat." Among its positive characteristics for a boat of its length was marvelous stability providing excellent safety and security in choppy seas. This model was extremely popular on the St. Lawrence River and on most of the larger inland lakes where boating and fishing thrived. In 1952, it was the most popular outboard runabout of all



American boatbuilders. In Clayton, New York, the designated Lyman dealer, Mercier's Shipyard, was for several seasons the largest volume dealer in the entire organization.

# LYMAN BOAT

## 1957 RESTORED CLASSIC OUTBOARD BOAT

### 1957 16.5' Lyman Outboard Runabout

**Powered by:**  
1957 Johnson Javelin 35 HP

**Donor:**  
William Streets

The 16 ½' Outboard was added to the Lyman fleet in 1957 as a middle size between the 15' and 18' models. It was rated for up to 60 HP, 20 more than the 15' model. Initially made as an open model, as the 15' model had been, a stern deck and well for the outboard motor were added in later models.



This is one of the earlier versions, made in 1957 and purchased from Kimbrell Marine in Syracuse, New York. It has a convertible top, forward helm, and mahogany windshield. The construction is very typical for Lyman: plywood lapstrake over bent frames, with a mahogany plywood foredeck and mahogany frame windshield.





# *La Duchesse* Goes to Kingston

*By Caitlin Playle*

Every fall, the vessels of the In-Water Fleet are inspected for any needed maintenance and other repairs as they come out of the water for the winter. Any needed work is then carried out over the winter so the vessels are ready to go when launched in the spring for a new season of providing experiences aboard an antique wooden boat. While we crawl into her hull below decks every couple of months to check for any obvious leaks, *La Duchesse's* size prevents us from doing any in-depth inspection and maintenance externally and internally as we can't pull her

out of the water easily. In order to fully inspect *La Duchesse* we must take her to a dry dock, a narrow basin that can be flooded and drained of water as needed. For us, the closest dry dock to us is Davis Dry Dock in Kingston. Going to dry dock is a large, complex undertaking which we do every ten years and involves the coordination of five different entities and prayers to the weather gods. The entities involved are: the Museum itself, a towing company, Davis Dry Dock, U.S. Customs, and Canada Border Services Agency.



*La Duchesse, pushed by Seaway Marine Group's Seaway Patricia, approaches the LaSalle Causeway.  
Photo by Mike Hill, Aerosnapper.*

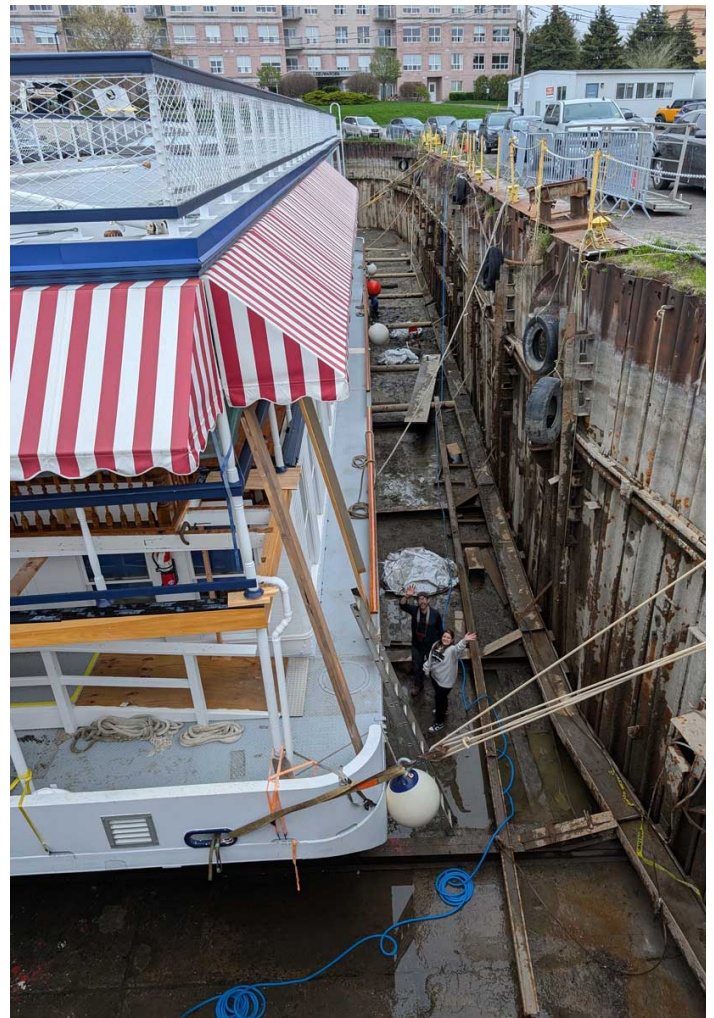


To enter Davis Dry Dock, we had to pass through the LaSalle Causeway to enter Kingston's inner harbor. The LaSalle Causeway crosses the Cataraqui River which is the southern entrance to the Rideau Canal. Our 2025 trip was further complicated and required even more coordination due to the 2024 structural damage to the Bascule Bridge which allowed marine traffic through the LaSalle Causeway. The Bascule Bridge was replaced with a modular bridge which could be removed and reinstalled periodically to allow marine traffic to travel through the main navigation channel. The tug *Radium Yellowknife* comes down from Toronto to move the modular bridge for marine traffic on specific days set by Transport Canada and Public Services and Procurement Canada. This spring, there were just three days (April 19th, May 3rd, and May 17th) that the causeway would be open and *La Duchesse* would be able to make the transit if we wanted to open for guided tours Memorial Weekend. So, first step was to make sure Davis Dry Dock would be available and the next was to find out which towing company was available those same days.

Because *La Duchesse* is technically a barge having no engine, we worked with Seaway Marine Group to tow her to and from Kingston. In preparation for the trip, the small and fragile artifacts were packed up and brought into the Haxall Building for storage while the furniture was braced to prevent any slidding. We also had to get Trip in Tow survey done to ensure that the trip could be undertaken safely. *La Duchesse's* size means that we are restricted to making the trip in winds of 10mph or less (hence prayers to the weather gods). We were originally scheduled to make the trip to Kingston and Davis Dry Dock on April 19th but a constantly shifting weather forecast that finally settled on winds of 15-20mph+ meant that we had to postpone

until the causeway's next open day of May 3rd. We were incredibly lucky that there was no one else on the schedule to enter Davis Dry Dock after us.

On May 3rd the weather was on our side and we had perfect conditions for the trip to Kingston. Once *La Duchesse* was secured in Davis Dry Dock and the basin was drained, the work needed to complete her ten-year maintenance and inspection commenced. *La Duchesse's* hull was pressure washed, scrapped of any zebra mussels, and inspected for rust patches and any other damage before her bottom was given coats of new bottom paint. Ultrasonic testing was done in a number of spots to check the thickness



*Molly Voth and Adam Stanisiz can be seen standing next to La Duchesse in Davis Dry Dock.*

of the steel plates that form *La Duchesse's* hull. We passed with flying colors! If areas of particularly thin steel had been found, those plates would have been replaced. *La Duchesse* has 20 anodes attached every few feet on her hull to protect it from corrosion caused by electrolysis (to learn more about electrolysis and see how steel corrodes in water visit *Innovations in Design* in the Cleveland E. Dodge Memorial Launch Building). The anodes were removed, cleaned, inspected, and reinstalled. Two were replaced with new anodes. After two weeks, all work was completed (no additional work was required

past the routine maintenance needed every ten years), and *La Duchesse* was refloated ready to return home.

The weather cooperated once again for a smooth trip home on May 17th. Mike Hill, a Canadian documentarian known as Aerosnapper, captured *La Duchesse's* departure from Davis Dry Dock on May 17th with his drone.

Check out the video he made here: <https://www.youtube.com/watch?v=aDD-ljefKQ8>.



*One of the Davis Dry Dock's workers cleaning La Duchesse's hull. Photo by Mike Hill, Aerosnapper.*



## ABM's 2025 Builder in Residence: Julius Faubel and the Legacy of *Comet*



*Julius at work in the E. J. Noble Historic Stone Building*

The Antique Boat Museum's Builder in Residence program is once again proud to host model boatbuilder Julius Faubel of Munich, Germany, whose remarkable craftsmanship and deep respect for traditional methods bring new life to old stories. Now in his second year as Builder in Residence, Julius is continuing his detailed work on a 1:10-scale model of *Comet*, a 1927 Stanley runabout and one of the rarest vessels in ABM's collection.

*Comet* was originally designed for Charles S. Parker, a well-known automotive engineer and boat designer whose fascination with fast boats began in the 1920s. Parker made a name for himself by adapting aviation engines for use in raceboats. In 1926, he commissioned Stanley Boat Works of Cape Vincent, New York to build *Comet*, which he raced with great success on the St. Lawrence River—claiming eight championship trophies. It was even rumored (though unconfirmed) that *Comet* once outran ABM's own Baby Gar *Snail* (1998.006) in a race on the River.

Stanley Boat Works, operated by brothers Roy and William Stanley, was known for producing high-quality skiffs, powered guide boats, and runabouts. During World War II, the government attempted to convert the shop into a PT boat

manufacturing facility, but the Stanleys refused, choosing instead to shut down operations during most of the war. Today, only a handful of Stanley boats are known to survive, and *Comet* is the sole Stanley-built vessel in ABM's collection.

After Parker, *Comet* was sold to Winford Fox of Watertown, New York, who renamed her *The Fox*. She continued her life on the water, running between the St. Lawrence River and Cranberry Lake. The name "*The Fox*" remains faintly visible on her port side.

Due to her rarity and largely original condition, *Comet* will never be restored. Instead, ABM has worked to preserve her legacy through documentation and reproduction. In 2017–2018, boatbuilder Kenny Bassett took her lines and performed minor stabilization work. These plans have since been used by several individuals to build reproductions—Julius's scale model included.

What makes Julius's work so exceptional is his devotion to traditional techniques. A former software integration engineer, Julius began building models as a way to balance a demanding career. He creates every piece of his models—including metal hardware—by hand, relying not on kits but on the same methods used by full-scale boatbuilders. In addition to model building in retirement, he remains professionally active as a project engineer for the Royal Bavarian Porcelain Manufactory and mentors young apprentices in his field.

This season, Julius is also developing prototype plans for small sailboat model kits, which may eventually be integrated into ABM's youth programs—offering hands-on learning alongside our summer sailing lessons and camps.

Be sure to visit Julius in the E.J. Noble Historic Stone Building to see his work in progress and learn more about the story of *Comet*—a remarkable boat and the legacy she inspires.



# Having Fun?



There's never been a better time to be an ACBS member! Join us for Chapter-sponsored events, often close to home, promoting fun, learning, and camaraderie among vintage boating enthusiasts.

**WWW.ACBS.ORG**



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# 2025 MARKETPLACE

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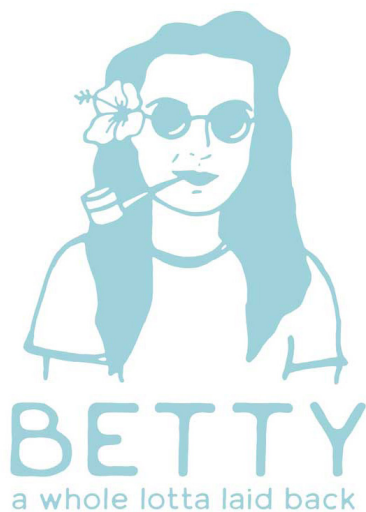
## *AMERICAN SPORTING AUCTIONS*

**AMERICAN  
SPORTING  
AUCTIONS**

Fine decoy and sporting collectibles auction house previewing highlights from our upcoming September 20th auction—featuring exceptional fish carvings, early paddles, canoe seats, regional antique decoys, and decorative bird carvings.

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**Patrick  
Leary**

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We are delighted to raffle off a model sailboat built by Julius Faubel,  
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The model is a free sailing pond yacht design that is part of the continuing tradition of model sailboats on the Grand Bassin in Paris's Jardin du Luxembourg. These sailboats can be rented and sailed on the Grand Bassin today for half-hour increments. For this model, Julius eliminated the topsail, and the ballast weight for the keel was cast in bronze at the Museum.



The winning ticket will be drawn during our  
Small Craft Festival, October 11th.

Tickets can be purchased by scanning the QR  
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**1 FOR \$5; 5 FOR \$20**







## Summer/Fall 2025 schedule

For ticket pricing, more information, and to purchase tickets, go to our website ([www.ClaytonOperaHouse.com](http://www.ClaytonOperaHouse.com)), call the box office (315-686-2200), or stop by the box office (Tues-Fri 11am-5pm)

### MANDY GONZALES - BROADWAY

"In the Heights," "Wicked" & more!  
August 7, 7:30pm

### THE STEELDRIVERS

August 9, 7:30pm

### TOM RUSH WITH MATT NAKOA

August 13, 7:30pm

### THE WORLD FAMOUS GLENN MILLER ORCHESTRA

August 21, 7:30pm

### AN EVENING WITH JAKE SHIMABUKURO

August 23, 7:30pm

### THE LIGHTFOOT BAND

August 27, 7:30pm

### MOONDANCE - VAN MORRISON TRIBUTE

August 28, 7:30pm

### YOUNG DUBLINERS

September 13, 7:30pm

### LIVERPOOL LEGENDS

Beatles Tribute

September 20, 7:30pm

### SERIAL KILLERS WITH DR. SCOTT BONN

October 3, 7:30pm

### THE BRIGHTON BEAT

Jazz in the Classroom

October 4, 7:00pm

### MARK NIZER - 4D MAGIC SHOW

October 17, 7:00pm



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# The JUDGES

## CHIEF JUDGE TODD RISSBERGER

Todd Rissberger, his wife Lisa, son Curtis, and daughter Carsyn live in Lake Placid, New York. Todd has been actively restoring and servicing classic boats in the area for over 30 years. Todd has been a judge at Clayton for the last 11 years, with 2025 marking his fourth year as Chief Judge. He enjoys returning to Clayton every year for the boat show to share his expertise and expand his knowledge of classic wooden and fiberglass boats and to help preserve the heritage of 'all aspects' of antique and classic boating for future generations.

**ED ANDREWS** is a lifelong boater and a life member of the United States Power Squadrons. He currently serves as Vice-President of ACBS International. Having grown up on and around boats, he has owned his current 1951 Chris-Craft Holiday for over 30 years. A constant student of the hobby, Ed has read almost all the material available and done extensive research into the construction and maintenance of these crafts. Ed has served as a judge at the ABM for the past seven years as well as having judged shows for the Mid-Atlantic, Chesapeake, and Lake Hopatcong Chapters.

**AUSTIN BERNDLMAIER** is a resident of southern New Jersey. A fresh new judge aged 23 years, he has grown up traveling across the country going to boat shows and meeting fellow marine enthusiasts. Some of his fondest memories are of riding in his grandfather's Chris Craft Holiday. He currently serves as the recording secretary for Mid-Atlantic ACBS. You might see his drone flying overhead taking videos for the chapter's website. He is very grateful to have been included in this year's roster, among so many knowledgeable boaters.

**RANDY FLETCHER** is a year round Clayton, New York, resident. He is the current President of the Thousand Islands ACBS Chapter and a retired Lineman of 44 years. Randy was re-introduced to wood boats in 2006 with a visit to the Antique Boat Museum. He and partner Heidi Szonn have trailered their boat to ACBS Shows in Maine, Virginia, Lake George, Niagara, Finger Lakes, and Wine Country. Randy started judging in 2012 and has judged at the Wine Country Classic Boats, Niagara Chapter, and Thousand Islands shows. His favorite part of judging is talking with the owners.



**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 was Chief Judge at the Antique Boat Museum show for 6 years and at the ACBS International Show for two. He has served ACBS in all national positions except Treasurer and is a current Director of the Mid-Atlantic Chapter. He and his wife Ellen live in Moorestown, New Jersey and part-time residents at Lake Hopatcong, New Jersey and The Villages, Florida. The best thing about the hobby is the wonderful friendships he and Ellen have forged over the years.

**MURRAY GOULD** resides in Manotick, Canada where he has been actively involved with antique boats for over 25 years. He has served as a judge at many shows in Eastern Canada and Northeastern United States and enjoys the continuing role of Chief Judge at the Ottawa International Show. He has served as head of the ACBS Judging and Classification Committee and is instrumental in the revisions of the ACBS judging format.

**DUNC HAWKINS** and his wife Sharie reside in Collingwood, Ontario and have a cottage on Lake Muskoka, also in Ontario. Dunc has been involved with the ACBS Toronto Chapter since the early '90s, has served on the Board as President and is currently a Director-at-Large. He joined the ACBS International Board in 2000 as a Director and re-joined in 2010 serving as Director, Vice President and President – the latter in 2013. Dunc has judged at ACBS International Boat Shows since 2003 and has also judged at many shows including the ABM show in Clayton and at

Toronto and Niagara Frontier shows annually. Dunc and Sharie currently enjoy boating in their 1922 Matheson long deck and 1954 Greavette Dispro in Muskoka.

**JOHN HOWARD**, a retired engineer, resides with his wife Janet in Amherst, New York and Tavares, Florida. 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, Minnesota. 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.

**PETER HUNN** asked for a battered 1928 Johnson outboard for his tenth birthday. 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 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 recently retired high school administrator and former owner of several local radio stations, Hunn also taught 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.

**JOHN KADIMIK** is from Lake Hopatcong, New Jersey. 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 Finger Lakes, Skaneateles, Southern New England, and Gull Lake ACBS International Show.

**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** is a member and past president of Allegheny Chapter ACBS in Southwestern Pennsylvania, as well as a member of the Sunnyland chapter in Florida. He has 40 years' experience in antique boat research and restoration and is coauthor of *Classic Century Powerboats*. He is an original member of the Century Boat Club and

is a past editor of the Century Boat Club's *Thoroughbred*. He has been judging since 1985 and developed standard judging guidelines that are now used at Century Boat Club National Shows. In addition to the Century shows and Clayton, Frank has judged at Keels & Wheels, Concours d'Elegance, Smith Mountain Lake, Buckeye Lake, Conneaut Lake Classic, and many other local and regional shows.

**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 wood 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, New York, 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 wood. He still owns two of the family classics from the mid-1950s. 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 winters in Oswego, New York and spends summers on Murray Isle in the 1000 Islands. He recently retired as a mechanical technician from Inficon in East Syracuse, New York. He volunteers at the Minetto Fire Department, The H. Lee White Maritime Museum, the Antique Boat Museum and the Oswego Music Hall. He races stock outboard boats with his son Dan and grandsons Jake & Matthew.

**SCOTT SMITH'S** interest in old boats and motors runs deep as the son of the late marine historian and former Antique Boat Museum director, Riggs Smith. With interests ranging from collecting & repairing vintage outboard motors, model boat building, and occasionally racing in APBA's stock outboard division, to restoring his family's 1936 twin cockpit Phelps and Cornell runabout, he keeps himself busy with numerous projects year-round. Scott and his wife, Janel, live in Fishers Landing, New York, with their sons Liam and Gavin.

**HEIDI SZONN** resides in Clayton full time with her partner Randy Fletcher. She was born and raised on Irondequoit Bay in Rochester, New York, growing up with her Dad's wood boats for 45 years. She started docking for the Clayton show at the ABM and soon became dockmaster for the show. Heidi served as



dockmaster for the ABM show for years. She was also dockmaster for the Hammondsport and Alex Bay shows. That is how she got to know about wood boats and motors. Along with Randy they own a 1967 Lyman Cruisette, 2006 22' Garwood speedster and a 1947 Garwood Ensign. This is her third year as a judge at the ABM show.

**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. He has also been chief judge at the Finger Lakes Chapter Show.

**RICK TERRY'S** passion for wooden boats began as a teenager when he landed a summer job at a Marina where he was required to drive a 38' Ditchburn daily as a cruise boat and water taxi, a job he would like to have back today! After graduating from Engineering school, he married his sweetheart, Karen. Next came his second love, a 32' Ditchburn from a bankrupt hotel. He invested with Ed Skinner when Ed purchased Duke Marine Services whose business was wood boat repair and restoration before they were recognized as antiques. It was Karen who pointed out a U22 for sale in the paper, and a collection started. In retirement, he built a 25' boat designed by Mike Windsor and has restored the U22 with some professional supervision and assistance. He entertains the 'thought' of reducing his modest collection. Rick is a Past President of ACBS Toronto and has served for 6 years on the ACBS International Board of Directors and as Chair of the Judging Committee.

**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, Connecticut, and Tavares, Florida. 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, New York, 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.

**ANDREW VAN SLYKE** resides in Lake Placid, New York, and grew up spending summers on Big Moose Lake, near Old Forge. Surrounded by boats all summer, Andrew started a job at the local marina at age 14 and spent 6 years working while developing a strong passion for boats. To learn more, Andrew would purchase and repair outboard motors to resell in order to learn skills he could apply at work. Andrew currently works for Judge David Wenn and alongside Chief Judge Todd Rissberger during the summer months restoring and maintaining wooden and fiberglass crafts. Todd and David have been pivotal in guiding Andrew and continuing to develop his passion in boat work. Andrew is the owner of a 1952 16' Century Resorter and a 1970 Correct Craft skier. He is currently studying mathematics and mechanical engineering at St. Lawrence University.

**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, New York. 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.

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 Molly & Darden MacWade 15-25

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Billie Jo & Michael Radecke 16-24  
 Bobette & Steele Reeder 16-19, 23-25  
 Debra Kay & Joseph Bennett 16-18, 21-24  
 Theresa Stolz & Bruce Baird 16-20, 22, 25

***Friends since 2017***

Blake Ruddock 17-18, 22-25  
 Casey & Marcus Rice 17-24  
 Clayton Rotary Club 17-25  
 Deborah Johnson Newcomb & Robert Newcomb 17-19, 21-25  
 Gail & Wes Van Dine 17-25  
 George Mesires 16-17, 19-22  
 Jane & Hugh Dixon Wolcott 17-25  
 Kristy & John Buck 17-24  
 Marlene & Kevin Hale 17-25  
 Mary Jo Champion & Arthur Mack 17-25  
 Mary-Alis & Brian Kelly 17-25  
 Michelle & Michael Paciorek 17-24  
 Nicole Sarett & Alfred Kettell Jr. 17-25  
 Sarah Hirschey Miller & Ian Miller 17-19, 21-25

***Friends since 2018***

Gabrielle & Alec Johnson 18-19, 21-23, 25  
 Jenny McCloskey & Mike Townsend 18-19, 20-21, 24  
 Kimberly & Patrick Murphy 18-25  
 River Mechanical 18-19, 21-25

***Friends since 2019***

Clayton Marina 19, 23-24  
 Emily & Kevin Wood 19-25  
 Judy Clark 17, 19-24  
 Julie & Guy Zoller 19-25  
 Kristen & Bradley Kranz 19-26  
 Mary Ann & Timothy Colbert 19-25  
 Michelle De Mist & Dave Bortner 19-20 21-23  
 Tina & Tim Palmer 19-21, 24

***Friends since 2020***

Christy & Gray MacLetchie 20 22-23, 25  
 Debora & George Cox III 20-24  
 Laura & Michael Heinrich 20-21 23-24

***Friends since 2021***

Anne & Rick Casali 21-24  
 Cregg Family Foundation 21-25  
 Darlene & Peter Decker 21, 25  
 Heidi Szonn & Randy Fletcher 21-24  
 Janet & Jim Stamps 21-24  
 Jennifer Curley Reichert & Paul Reichert 21-24  
 Joseph McBride 21-23, 25  
 Julia & John Bongiovanni 21-24  
 Lauri & Larry Bousquet 21-25  
 Linda & Dave Essig 21-25  
 Linda Tack-Rawls & Patrick Rawls 21-25  
 Maria & William Bonisteel 21-24  
 Stephen Brown 21-24  
 Wendy L. Hendler-Santmyer 21-25

***Friends since 2022***

Amy & Glen Marks 22-24  
 Heather Hayes 22-23, 25  
 Jennifer & John Uustal 22-25  
 Joan & John Hession 22, 25  
 Mary & Will Hentschel 22-24  
 Michelle & Frank Smith 22-25  
 Nancy Taber & Michael Stemen 22-25  
 Rosalind & Christian Magnuson 22-25  
 Shirley & Michael Claudon 22-25  
 Wendy & William Nolan III, 22-25

***Friends since 2023***

Allied Motion 23-24  
 Bill Wisneski 23-24  
 Curt Gardali 23-24  
 Elaina Pirro & John Lombardi 23-24  
 Harry Steven Jennison 23-25  
 Leslie & Alexander Carman 23-25  
 Linnet Tell-Waldron & Warren Waldron 23-24  
 Nicole Benoit & Andrew Greene 23-25  
 Pamela & Charles Dougherty 23-25  
 Rose and Dave Missert 23-24  
 Vicki & Mike Quigley 23-25  
 Watertown International Airport (ART) 23-25

***Friends since 2024***

Alexandria Murphy 24-25  
 Bill Cahart 24  
 Emily & Stephen Keleher 24  
 Erin & Kevin Peryea 24  
 Jacob Digel 24  
 Jane & Bob Bistry 24-25  
 Jane Simpson 24  
 Jodi Lee Denman & Dennis Kuhn 24-25  
 Juliet & Michael Bluestein *In Memory of* Robert  
 Osbourne Cox 24-25  
 Kimberly & John Delaney 24-25  
 Mark Weldon 24  
 Mary & Billy Heyman 24  
 Patricia Constable 24-25  
 Patti & Marshal Linder 24-25  
 Susan & David Stilley 24  
 Susan & James Cox 24-25  
 Tom Trovato 24  
 Tyna Slocum 24-25

***Friends since 2025***

Alicia & Bob Boardman 25  
 Clayton Guides Association 25  
 Deborah Barnes 25  
 Fran & John Rosinski 25  
 Lucinda Stanton & Family 25  
 Nancy & Philip Amsterdam 25  
 Susan & David Williamson 25  
 Susan & Mark Congdon 25

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*Your gifts of products, time and services play a BIG part in helping the ABM achieve our goals in several areas.*

*Last year's in-kind gifts span from donated items, time & supplies to support our educational programs and signature events as well as expertise & services for our In-Water Fleet.*

*We would like to recognize and highlight those individuals and businesses who have made their in-kind donation to the ABM in 2025. Your generosity has enriched what we do, thank you.*

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***Volunteer at the Antique Boat Museum!***

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

- 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

# Our River of Trustees

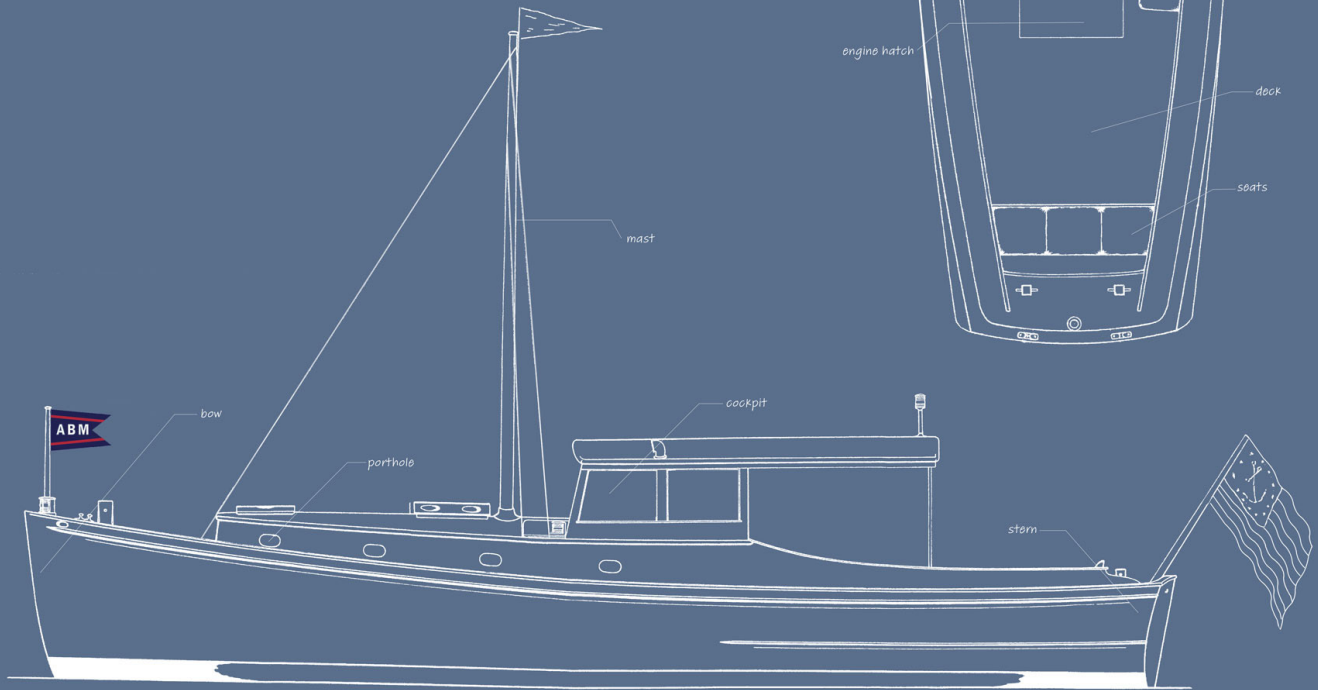


Ames, Donald 2000-2019	⚓	Graves, James 1971-1975	
Bannister, Edward 1971-1974		Hager, Frederick H. 1990-2012	
Bradley, John M. 1975-1978		Hall, Daniel C. Jr. 1975-1978	
Buker, Michael 1989-1993		Hambley, James 1971-1975	
Buker, Rex 1979-1980		Hampton, Robert 1994-2000	⚓
Cantwell, Doris 1971-1975		Hart, Marvin 2004-2017	
Carter, John 1979-1994		Haxall, Bolling W. 1971-1979	
Cerow, Gordon D. Jr. 1971-1975		Hayes, Stephen E. 1984-1985	
Clark, Deborah 1982-1992		Heady, William 1971-79, 1993-1996	
Coffin, David 2000-2002		Herrick, Harold 1971-1975	
Collins, Mort 1979-1985		Hinerth, Nancy 1979-1980	
Cooper, Lisette 2008-2012	⚓	Hirschey, Lee 2007-2015	
Costantino, Mary Elaine 1979-1982		Honeywell, Dennis 1979-1980	
Cox, Robert O. 1969-1999		Horr, Robert G. 1971-1975	
Cramer, Gordon 1979-1982		Huck, Jerry 1986-1993	
Culver, Michael 1979-1982		Hungerford, Helen 1979-1983	
Dee, Vincent 1971-75, 1982		Johnson II, Harold B. 1983-2024	
Dembs, Marcy Robinson 2005-2011		Johnson, John B. 1971-1975	
Dickey, Ervin 1979		Kattel, Edward 2003-2009	
Dier, Evelyn 1970-1974		Kenyon, Dale 2003-2006	
Dodge, Cleveland E. Jr. 1979-1997		King, Ronald 1981-1982	
Dodge, Norton 1979-1996		Kirch, Gary 1980-1981	
Doebler, Donald 1997-2004		Knowlton, David 1979-1989	
Fallon, Richard 1982-1984		Kranz, Phillip 1979-1992	
Feikert, William 1993-2005	⚓	Leavery, George 1975-1979	
Fitzsimmons, Michael 1997-2000	⚓	LeFevre, John 1986-1994	
Foster, Judith 1994-2014	⚓	Levy, Esther 1971-1975	
Frauenheim, Jack 1986-1991		Lewis, James P. 1971-1975	
Gaffney, Miller 1979-1989		Lewis, Lorraine E. 1975-1994	



Loew, David 1971-1975		Simpson, John 2009-2016	⚓
McNally, Andrew III 1979-1995	⚓	Smith, Brewster 1987-1989	
McNally, Edward 2002-2015		Smith, Jeremy 1998-1999	
Mercier, Gilbert B. 1975-1979		Smith, Lou 1994-2002	
Mesires, George 2016-2024		Smith, Noble 1994-1998	
Mitchell, W. Grant 1971-1975		Smith, Riggs 1975-87, 1990-1997	
Mollica, Anthony Jr. 1982-2016	⚓	Snelling, Charles D. 1975-2008	
Monteith, William C. 1975-1979		Stage, James 1971-1975	
Morgan, William 1980-2002		Stopper, Jack 1989-2016	⚓
Munro, J. Richard 1985-87, 2000-04		Strouse, Peter 1971-1975	
Newell, Allan 2004-2016	⚓	Tack, Daniel 1994-96, 1998-99, 2003-2006	
Pal, Joeseeph 2008-2024		Tague, Rick 2006-2022	⚓
Price, Donald G. 1975-1982		Tague, Robert 1991-2006	⚓
Quackenbush, Bronson A. 1979-1989		Tatlock, Ian 1992-2019	⚓
Quallen, Mark 1996-2020	⚓	Taylor, Jeremy 1979-1981	
Ranger, Michael 2002-2008	⚓	Textor, George 2010-2020	
Rawson, John 1994-2000		Trumpore, Larry 1994-2004	
Reff, Rachel 1971-1975		Turcotte, Mrs. Joseph 1979-1980	
Regan, Jr., Paul 2008-2024		Turgeon, Thomas 1967-1974	
Reinmen, Howard 1979-1980		Vroman, Jacquelyn 1971-1975	
Remington, Peter 1985-1994		Wagner, Bernice 1979-1985	
Richardson, David 2004-2019	⚓	Walker, Murray 1992-1994	
Richter, Susanne 2012-2014		Wilkins, Gary 1971-1975	
Riedel, Clark 1984-1994		Wood, Howard 1982-1984	
Rippeteau, Darryl D. 1975-1986		Zonnenberg, Martin 1994-2000	
Rowland, Ross 1984-1986			
Rubenstein, Arnold 1998-2007	⚓		
Rueckert, Joan 1997-2004	⚓		
Russell, John 1982-1994			
Schwalm, Tom 2005-2009			
Seeley, Nancy 2001-2006			
Siegenthaler, William 1994-2000			

# ANTIQUE BOAT MUSEUM



LYMAN BOAT WORKS - SANDHAT 3  
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