



# Notes from the Bilge



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March 2020

Newsletter of the Lake Champlain Chapter of the Antique and Classic Boat Society, Inc.

Steve Pond, President

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## President's Message

**I am writing** to you at the end of February and it's raining in Burlington. This is always the hardest time of the year to think about boating unless you are heading to points south. As you read this, I have submitted the forms to the Coast Guard for permits to hold our 2020 Boat Show on July 25<sup>th</sup> so summer IS coming!

The workshops this winter have had their delays due to weather and (a good thing for Michael Claudon) too much work. Our next get together will be March 7<sup>th</sup> at Tumblehome Boatworks for a combined effort with the Adirondack Chapter members. Rueben and Cyndy Smith have monthly get togethers and we will join the Lake George members in their Warrensburg shop. We also have another workshop the following weekend, March 14<sup>th</sup>, at Spencer Boatworks in Bloomingdale, NY. This will be hosted by Chris Woodward, our favorite guideboat builder from Saranac Lake. Watch for emails from Sue Haigh with more details.

The 2021 Boat Show Planning Committee has also had weather disruptions. We have a rescheduled meeting on March 12<sup>th</sup> to discuss concerns surrounding conflicting schedules on the waterfront for the 2021 ACBS Show. At this point there will be overlap at the end of the week as Grace Potter's Grand Point North Music Festival is scheduled for the same weekend as the ACBS Show. We will keep everyone posted on our discussion.

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## New Member

### Fritz Tegatz

**I grew up** in the Midwest with a love of boats. Unfortunately, I was the only one in my family that felt that way. As a result, my exposure to boats was limited to summer camps and whatever was available to rent on a meager budget. Power boats were not typically available for a youngster to rent so I learned to sail small boats.

When I graduated from Purdue, I chose the west coast to start my career in engineering, partly because of the job opportunity and partly because California sounded cool; the beach, mountains, cars, and of course boats and the ocean. Shortly after moving, I started hanging around the yacht clubs as available crew for racing. This satisfied my boat needs for years. You could get all the benefits of time on the water without the cost. At some point, I got married and moved inland for any number of reasons. The commute to the beach was now too much to do on a regular basis. On a weekend trip to the Colorado River, I was introduced to the world of performance boats. For those of you who have gone 100mph on water, you know there is nothing like the sensation of speed on the water. Three performance boats later, my wife and two boys moved to Vermont. California was getting to be a good place to be from.

Lake Champlain is a wonderful lake for boating. All the various destinations, marinas, restaurants, beautiful scenery, etc. made me think about finding a boat suitable for overnight stays. The inconsistent lake winds led me away from sail boats to cruisers. My grandparents lived a block from Lake Winnebago in Wisconsin. I still remember the row of Owens and Chris Craft cruisers I passed on my walk to the beach. I swore at the time I was going to get one of those...

*continued, page 2*

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## 1960 Mayscraft 34 Express Cruiser



I found *Rag Top* (originally *Running Fox*), a 1960 Mayscraft, for sale on Lake St Clair. It was at the manufacturer, Mayea Boat and Aeroplane, and I had to have it. Sixty days later (July 2016), the truck arrived at Point Bay Marina and into the water it went. *Rag Top* spends the long winters in my barn here in Charlotte getting all the attention an old wood boat needs. Upholstery, engine rebuilding, paint, and of course varnish. I just turn on Jimmy Buffett and start sanding away. It could very well be a boat yard in the Florida as long as I don't look out the window. Which reminds me- I have some extra space in the barn. Will trade space for varnishing. 

### President's Message—continued

The final subject has to do with the solution to our Treasurer's vacancy on the board. At this time, my wife Betsy has temporarily agreed to handle the bookkeeping duties that Rich Butler was responsible for but we need to find a permanent solution soon. If you would like to become more involved in the Chapter and think the Treasurer's position would be a good fit, please reach out to me or one of the other board members to express your interest. It would be greatly appreciated!

Our next formal get together will be the Spring Meeting and Dinner on May 2nd at Anthony's in Plattsburgh, NY. Invitations will be sent prior to the event. Hope to see everyone there. And remember to save the date - our annual Boat Show will be July 25<sup>th</sup> at the Burlington Boat House.


Don't lose faith – the lakes will thaw and the smell of fresh varnish will take the place of wood smoke soon!



# Opinion . . .

## *Rudder*, winter 2020

The winter *Rudder* arrived in my mailbox the last week in January. I usually read it cover-to-cover and the winter issue was no exception. The *Summary of Chapter Roundtable* at the 2019 annual meeting held in the Clayton, NY caught my eye. We are not the only chapter dealing with membership and volunteer issues. I thought there were some very good suggestions offered and I encourage you to read the article if you have not already done so..

Dan Gyoerkoe also devoted his space in *Rudder* to a discussion linking membership and volunteerism. It touched a raw nerve for many reasons but of immediate concern is the LCACBS need of someone to step up and volunteer to function as treasurer. The treasurer position has been vacant since late last summer – and still no volunteer. Without a treasurer, Steve and Betsy Pond are adding that to their many other LCACBS duties. Let's give Steve and Betsy the break they deserve and take the job of treasurer off their plate. 




## 2021 Sponsor Development Report

I am pleased to report we are making slow but steady progress towards realization of our 2021 ACBS Annual Meeting and Boat Show budget. As of March 1 2020, we have achieved 56.7% of our goal. The troops continue to solicit a generous public.

The economic impact of the 2021 gathering is difficult to quantify. However, it is estimated to be in the \$500,000 - \$750,000 range. It is gratifying to work with the civic minded citizens and businesses that are committed to making the 2021 effort a reality.

As enthusiastic members, you can help connect the sponsorship committee with your friends and acquaintances who may be able and willing to contribute to this effort. Feel free to contact the following members for any assistance .

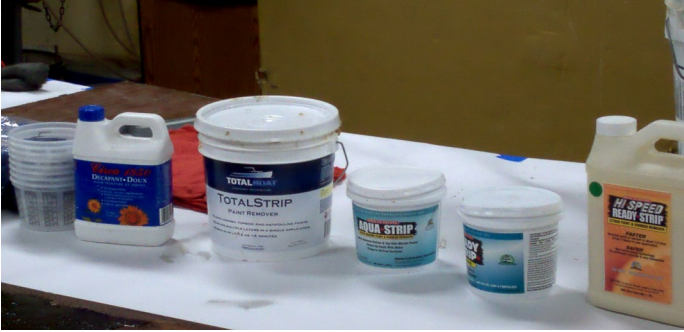
John Dupee, Susan Haigh, Steve Pond, Bill Truex, Holly Weber 



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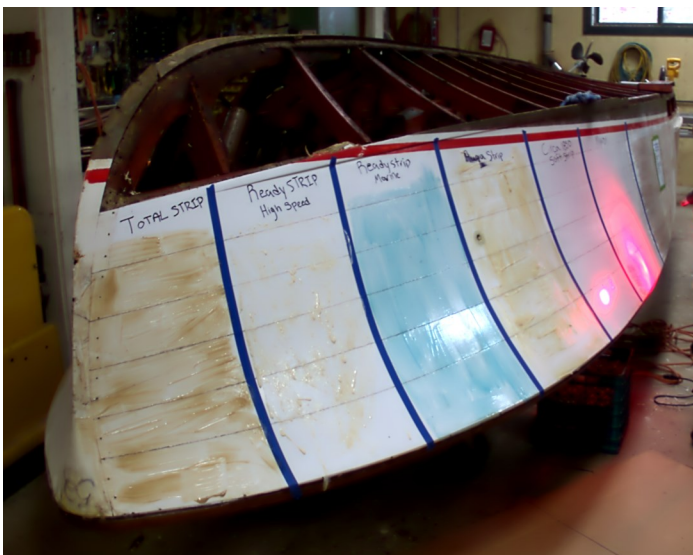
## Snake Mountain Hosts Strippers



**Saturday**, February 1, Snake Mountain Boatworks hosted a LCACBS stripping workshop. The author of this article is exercising admirable restraint by avoiding the inexhaustible puns that lend themselves to a report on a workshop devoted to stripping.

Our genial host provided coffee, pastries and hands on stripping experiences. Michael had taped off five sections of a hull – each section received a different brand of chemical stripper. Myndy Woodruff used a sixth section to demonstrate the use of a heat gun in stripping paint. The attendees took turns scraping the different sections and evaluating the products effectiveness.

It was a fun and informative gathering. Members had not gathered since early December and used the occasion to update their relationships as well as their stripping expertise.



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# The Good Penny

By Myndy Woodruff

**My wife** Kate was chatting with a nurse in Montpelier, Vermont and disclosed our old boat habit. Everybody has an old boat story. It just so happened that this nurse had an old Penn Yan Boat and motor that had been hanging for decades in her stable. It had been her father's treasure, occasionally used for fishing on Groton Pond. Would I like to see it? Do bears pee in the woods? Yup! The boat and motor were as represented... hanging and covered with decades of stable grime. i.e. Perfect condition to this Penn Yan enthusiast.

We struck a deal and Larry Asam helped bring it to my shop. Cleaned up, Penny was found to be a Cartop in great condition, needing only cosmetic renovation. I am grateful to TJ Amato for supporting the surviving Penn Yan Boats. TJ provided Cartop and Penn Yan Boats logo decals and correct Chinese Red and Penn Yan Green paint. He identified the year as 1952 from the serial number found on the stem: WXH527662. The renovation was an easy patch and paint project. Seats and interior got three coats of Ephifanes gloss and the exterior got the correct paint. Penny was much admired at the



Kate knew I had a soft spot for Penn Yan Boats. I grew up on Owasco Lake, one of New York State's Finger Lakes. Penn Yan Boats was on Keuka Lake, another Finger Lake. In 1957 I had a good summer job and was able to buy a new Penn Yan Swift! We had many happy adventures in *Swift*. The Cartop models were lightly built with canoe type construction. I think the idea was that a wife could load the boat onto the car top and her husband could then go fishing. They were produced from 1936 until 1960. The cedar strip and oak hulls were soaked with a penetrating fungicide and then covered with canvas. The canvas then got a coat of Plastron, an epoxy like hard durable surface. All this for about \$150 at your local hardware or sporting goods store. Like many wood boat builders, Penn Yan did not transition well to the fiberglass era. I read that the buildings had fallen into disrepair and were slated for demolition. But the memory lingers on... 



Spencer Boatworks Show in Saranac Lake. Now the question... should it go to our already crowded waterfront or hang from our cottage's ceiling? The rowdy vote was for a hanging. History repeats. Kate even likes it there. Now how do I tell her that we have the perfect matching 1952 3 hp Johnson ready to go in the corner?