



Notes from the Bilge



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March 2021

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

Steve Pond, President

President's Message

I can see light at the end of the proverbial tunnel. While writing this on the last day of February, I was able to get my first Covid-19 vaccine shot. I'm thankful to finally get my first shot and it gives me hope that as the rest of our boating community gets vaccinated, we can get back to some sort of normalcy soon. The days are noticeably longer and Lake Champlain has open water in Burlington. Spring is in the air and so is the hope for better boating days ahead.

Looking towards summer, I know a few people are aware that we are planning to hold our annual boat show at the end of July. We're excited to announce that we have decided to try our show at the new Burlington Harbor Marina on July 31st. This will give us a chance to work with this venue as a trial run for the 2022 ACBS International Meeting & Boat Show.

Early discussions with the marina owners seemed quite favorable and they are very excited to work with us. One big advantage in using this venue is their floating breakwater system makes for a very pleasant environment. It can't negate the wind but the wave action is pretty much eliminated therefore any weather we may experience will be much easier to handle. Also, due to the marina layout, we will be able to have the boats all in one area, unlike the Boathouse where some boats end up on the South T-dock and feel disconnected from the rest of the show. There also may be some social gathering options available due to their association with a local food truck. As the details become more concrete, I will pass them along. We will let everyone know by email what the final arrangements will be and will send registration forms electronically as well as by mail. Information and registration forms will be available on our website too so remember to check our site often. Of course, we

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remember to check our site often. Of course, we will follow whatever guidelines and restrictions set by the State of Vermont in hosting this event.

On a sad note, we lost two club members over the past six months. Bill Aldrich, a long-time Board member, passed away a few weeks ago after a long struggle with health issues. Carol Woodward passed away last fall after a lengthy battle with dementia. Fred Woodward has agreed to take Bill's place on the Board. We welcome Fred to the Board and thank him for stepping up to fill the vacancy.

Spring is just around the corner and the smell of varnish and paint will soon be in the air. Hopefully group gatherings can return to a waterfront near you. Until we meet again, stay safe and healthy.

Steve Pond
President

Being on a boat that is moving through the water, it's so clear. Everything falls into place in terms of what's important. ~ James Taylor

continued—next column

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Reprinted from Soundings Magazine, 1/2021


Pat Wells, one of the founders and the guiding spirit behind the Antique & Classic Boat Festival, passed away on December 9 at age 84.

In 1983, she was part of the Boston Educational and Marine Exchange when the group was looking for a way to bring the public back to an abandoned waterfront. The idea was raised to have an antique boat show. The first year, as the Boston Antique and Classic Boat Regatta, saw 22 vessels. From there, under Pat's guidance, what is now the Antique & Classic Boat Festival has gone on for 38 years (with time out for a couple of hurricanes and the 2020 pandemic). It has honored (and been honored by) such luminaries as Olin Stephens, Llewellyn Howland, and Jon Wilson.



Editor's Note ~

As noted elsewhere in this issue (Page 3), the planning for the 2022 ACBS Boat Show is on-going.

Notes From the Bilge will feature ads promoting those organizations committed to sponsoring the event. Please patronize these organizations when you have the opportunity. In addition, **Burlington Harbor Marina** is very handy for dockage and fuel on the Burlington waterfront. They will be host of the 2022 ACBS Annual Meeting and Boat Show. Please support them, as well as our other advertisers, as they support LCACBS. 



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Update — 2022 ACBS Show Planning

As most members know by now, our Chapter is hosting the 2022 ACBS International Annual Meeting and Boat Show (having slipped from 2021 because of the virus threat). As usual, responsibility for the events is shared between the Chapter and ACBS International Headquarters. The Chapter is well along in gaining sponsor commitments for our share of the expenses.

A recent meeting of the Coordinating Committee, led by co-chairs Bill Truex, and Gene Porter concluded that good progress was being made. ACBS has signed contracts for slips at the new marina, and for rooms at the nearby hotels. A Chapter team, led by Sue Haigh and Catherine Hughes, has produced and distributed an excellent video that highlights our show as centered on The "**Great Warpath**" of North American History. (<https://acbs.org/2022-international-boat-show/>). Other publicity planning is underway, including invitations to owners who displayed boats at previous International shows, articles in *Rudder* and other publications, and a presentation at the forthcoming September 2021 Meeting and Show in Coeur d'Alene Idaho.

As many of you know, there are myriad details involved in planning for such an event. In addition to boat slips and hotels, plans are in the works for local events, including a Chapter-hosted Welcome Reception aboard the *Ticonderoga* at the Shelburne Museum that will kick off the events for early arrivals on Labor Day. This will be followed on Tuesday by other local excursions, including a sortie across the Lake and historic tours in Essex and/or Plattsburg. On Wednesday Sept 7th 40 boats, augmented by attendees cars, will be welcomed at the **Basin Harbor Club** for lunch and a tour of the Maritime Museum. A Thursday evening dinner cruise and history lesson on the *Spirit of Ethan Allen* is planned in coordination with the other ACBS Annual Meeting events.

Many members of the ACBS don't consider themselves owners of their boats. They think of themselves caretakers of the classic boats that they consider pieces of history.

Also in the works is planning for special displays of a few historic Lake Champlain boats, including boats that raced here within memory of some of our older members; car and trailer parking; waterfront and hotel shuttles; an Auction; a regatta for vintage sailboats; a boat display on Church Street; and possibly a vintage car show, if waterfront arrangements can be worked out.

In addition to the local events highlighted above, the Chapter is leading the preparations for two four-day "Pre-Event" river cruises, each with about 25 boats. One will start at Montreal and proceed to Lake Champlain via the St Lawrence and Richelieu Rivers and the Chambly Canal. The other will start in historic Kingston New York and proceed to the Lake via the Hudson River and Champlain Canal. Both will be led by experienced vintage boating "adventurers".

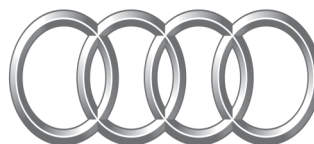
As noted above, there are many moving parts to the preparations for this important event that will cement Lake Champlain's place in North America's vintage boating panorama.

Much of the success of the Show will be determined by the volunteers from both sides of the Lake that are being organized by Chapter President Steve Pond. He will need a fair amount of help to make all of this work, so please step up and offer him your services.

~ Gene Porter



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Annual Meeting
and Boat Show to
be held in
Burlington,
VT**

Crossing the Bar

I met **Bill Aldrich** in 1968. He was a new salesman hire at the Xerox Corp. I was a salesman for Xerox in Vermont. Our mutual manager in Boston called and told me he was sending a new hire up to Vermont and among my other duties, I was to “show him the ropes” and get him headed in the right direction. I was admonished, “Don’t let him fall in love with Vermont!” I was eminently successful with the first task and failed miserably on the second task.

When Bill moved to Vermont his first residence was a condo in Montpelier. He eventually moved to Burlington and set up residence at 18 Elm Terrace – now owned and occupied by Steve and Betsy Pond. He eventually settled in Shelburne.

As time passed, both Bill and I elected to leave Xerox behind and strike out on our own. Bill became a partner in *The Buyer’s Digest*. He later sold and became a very successful rep for Web Press, selling presses to newspapers – both dailies and weeklies.

Almost from the beginning, the leisure time was frittered away on boats – buying, selling and consulting with each other over the latest acquisition. Once Bill had settled on buying a boat, he never had buyer’s remorse and had a tendency to keep his selections through thick and thin. Bill owned *Miss Magic* for more years than some of you readers have graced the surface of the earth. Over the years, he also acquired a Boston Whaler – “Little Miss Magic” and recently a 19’ side-steer 1951 Lyman Islander from Ed Hackett.

As most of you know, Bill was fastidious in his care of his boats. When *Miss Magic* arrived at Indian Bay, Essex, North Beach or the annual boat show she always passed a white glove inspection. Bill was influential in my decision to purchase a Lyman in 2010. Wooden boats were not new to me. I had owned wooden sailboats in the past. But Bill was ever-present looking over my shoulder offering advice on rot abatement, varnish brand, paint manufacturer, etc. When Bill needed to get out of the house during the summer of 2020, he would inevitably appear, with his caregiver, at LCYC - surveying the harbor.

Bill’s daughter, Alexandra VanBreen, inherited her Dad’s enthusiasm for boats. She will now care for *Miss Magic* and we should welcome her into our group at a time of her choosing.

Bill passed on January 28 after a long and losing battle with a number of maladies. He was mentally alert right up until the end.

I will miss my friend of 53 years and I am sure many of you will also.



Photo by Larry Asam

Last two stanzas of

Crossing of the Bar

By Alfred Lord Tennyson

*Twilight and evening bell,
And after that the dark!
And may there be no sadness of
farewell,
When I embark;*

*For tho' from out our bourne of
Time and Place
The flood may bear me far,
I hope to see my Pilot face to face
When I have crost the bar.*

BURLINGTON HARBOR MARINA



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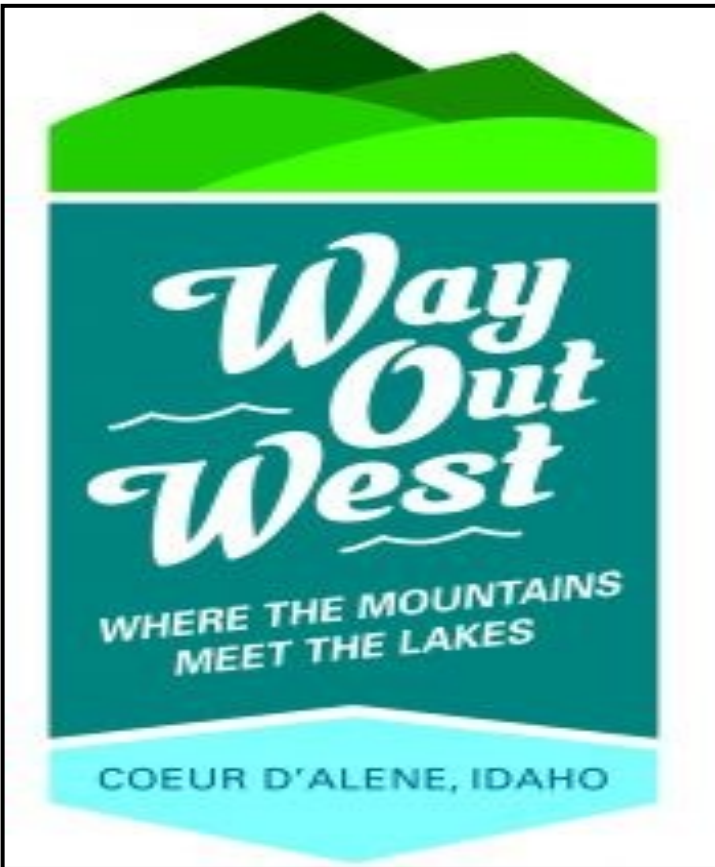
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*Only the guy who isn't rowing has time
to rock the boat.*

Jean-Paul Sartre

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Burlington, Vermont**

Attention Fuel Shoppers

(Reprinted from *Soundings*, January 2021)

As newly elected officials descend on Washington, D.C., marine-industry lobbyists armed with a new set of data are hoping—after years of trying with the Environmental Protection Agency—to get better consumer warning labels about the dangers of ethanol-blended fuels that can wreck marine engines.

“It’s been a long time coming,” says Callie Hoyt, director of federal government relations for the National Marine Manufacturers Association. “We knew that the E15 label was pretty inadequate, and we’ve been engaged with the EPA over the years, and for a long time now have been urging them to take steps to do more about this misfueling crisis.”

The new data that the NMMA has in hand is from a survey released in early December, done in conjunction with the American Motorcyclist Association and the Outdoor Power Equipment Institute. The survey was created after a nationwide Harris Poll in early 2020 showed that a majority of consumers believe the small, orange E15 warning labels on gas pumps are inadequate, and that the government should do more to protect consumers.


Thus, the new NMMA survey was designed to give the government ideas about how to do more. It included prototypes for E15 warning labels that might be more effective than the label in use today. Respondents were more than four times as likely to prefer a different design. By huge majorities of 77 percent to more than 80 percent, respondents said that red is the best color for a warning label, and that visual icons are more effective than text-only warnings. “What we’re trying to show is that there are very basic steps that can be taken to inform consumers,” Hoyt says. “It doesn’t have to be costly or complex.”



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be held in Burlington, VT

David Kennedy, government affairs manager for BoatU.S., agrees that the current label is ineffective. To make clear what consumers actually need to be protected, he compares the current situation that boaters face with E15 at the gas pump to the days when cars made the transition from leaded to unleaded gasoline. “They actually changed the size of the fuel nozzles so you couldn’t put leaded fuel into a car that was made  for unleaded fuel. It was a physical barrier,” he says. “Well, what about a keypad design where you have to confirm that you’re putting this into something that it’s going to damage? There are ways to get at this.”

E-15 FUEL

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BOATS



LAWNMOWERS



OFF ROAD VEHICLES

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E15 WILL CAUSE DAMAGE TO YOUR ENGINE**

Five Gals and Fred, a 27-foot Fay & Bowen Long Deck



When I was a boy, my brother and I spent a great deal of time on Lake George at my aunt and uncle's camp there. I will never forget the parade of elegance that began at dusk most every night. Silently, or almost so, when compared to a Chris Craft, a number of old launches would slip out for an evening cruise. One of the boats was a 27-foot Fay & Bowen Long Deck Launch. I was impressed with how it made so little wake, and how its bow majestically sliced through the water. It was such a beautiful boat with superb lines. Later I realized that these old folk's regattas may have been the first booze cruises.

Reality Sets In

I prowled around and soon discovered that the only one I could afford was grey wreck. I bought a beauty for \$4,500. Experts told me that hull numbers could be found all over the boat, on the keel, or chine, the gas tank mount, under the seats, the engine hatches, etc. These places had all been rebuilt, rotted or crushed. At first no hull number was found. There had been a jack placed between the keel and the ground. Snow load and rot had combined to drive the keel upward past the chine and the chine rail. The remaining wood was a mess. There was a huge hole in the hull. There were places one could see from port to starboard.

One winter day I went to a chapter work shop in Ticonderoga. There I met two really experienced guys, Bob Melrose and Henry Jordan. Bob was the marketer, and Henry was the blood and sweat. I knew instantly that these were my guys.

continued—next column

Victory Snatched from the Jaws of Defeat

I decided to go ahead with the restoration, without a hull number. On the morning of delivery to Melrose Marine, I chose to clean things up. I found a curved stick with the numbers 696 on it. It looked like it had been a hatch support. There was another identical stick still on the boat, screwed to the inside of the hatch. I unscrewed it and found the letters 696 unweathered!

Henry released the stresses in the hull by cutting all athwart ship pieces added on the original hull. Then Henry and Bob installed 54 steam bent white oak ribs, in place of 108 joined at the keel. These were fastened with 4 or 5 Fasteners per rib in whatever of the remaining wood would accept a screw. After installation of a new rib, Henry would look down the Hull To make sure it was fair. Then 1/4 inch Okume and fore to aft planks bedded in 3M's 5200. The hull work was finished with the exception of the propeller shaft hole, which I was personally scared to death to attempt. Bob and Henry to the rescue! After this she was installed in my barn where she received a Chrysler Ace engine, 14-foot drive shaft, sole, ceiling, new steering, wiring, hardware, and umteen coats of varnish.





By Jamie Rogers

As a young child spending my summers on Silver Lake with my family, water activities were always a part of the day. Three canvas canoes were used throughout the summer months, one solid red, another solid blue, and a bright yellow sail canoe. Over time these boats fell into disrepair, perhaps due to the introduction of aluminum canoes, perhaps due to declining interest, or perhaps a combination of the two. It wasn't long before these canoes required two people at all times, one to paddle, and the other to bail. Eventually, they were placed under the family camp with future dreams of reviving them some day.

Truth be told, if it were not for my good friend Steve Detwiler, that bright yellow sail canoe would still be lying upside down in the dry dirt under the Rogers camp. I told Steve, who knows his way around woodworking and boat restoration, about these canoes. We looked them over and decided to form a very informal partnership and restore the now dull yellow sail canoe. The canoe made the 32 mile trip from Silver Lake to its new home in Steve's shop in Lake Placid, New York. Over the next two and half years the canoe was worked on during the fall and winter months in between ski days at Whiteface. Today, that bright yellow sail canoe lives on the shore of Mirror Lake in the heart of Lake Placid. We hope you are able to meet our canoe at the 2022 ACBS International Boat Show in Burlington, Vermont where she will be celebrating her 101st birthday.

1921 Old Town Canoe

Below is the write the up that Steve put together for her boat shows:

The canoe was shipped from Old Town by rail to the J&J Rogers Co. in AuSable Forks, NY, on July 19, 1921. The boat was one of three Old Town canoes that were used by the Rogers family's camp located on Silver Lake, NY. Circa 1939 the canoe was set-up for sailing and it sailed on Silver Lake into the 60's. The canoe was "rescued" from beneath the Rogers camp in 2014 and underwent preservation by the current owners in Lake Placid. Stems, planking and deck tips required repair. Thwarts and a new front seat were patterned from the originals. All ribs, the rear seat, gunwales, decks, the floor rack, mast and rudder are original. Seat caning was by co-owner J. Rogers. Sailing hardware is primarily from Classic Marine of the U.K. Leeboard angle braces were manufactured by Springfield Fan Centerboard Co. The custom "tanbark" sail is by sailmaker Douglas Fowler. Yellow paint by Kirby Paint Co. was selected to match the original.





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