



# Notes from the Bilge



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September 2019

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

Steve Pond, President

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## President's Message

Another summer is in the books. This year's weather seemed closer to normal. The 90-degree days were limited and after a wet start in June, the following months were warm and dry, allowing things to dry out. For sailors there was just the right amount of wind. I noticed the Whistling Man Friendship sloops were out frequently and always impressive to see gliding across the horizon.

Our July Boat Show was blessed with perfect weather this year. It was warm but at least the parade proceeded without any major weather issues. There were a noticeable number of Cruisers participating in the show this year ranging from Howard Romero's 1928 Antique Cruiser "Lotte" to the newly qualifying Late Classic 1988 Bayliner "Voyager". Several participants from neighboring states won awards: GEM, a 1956 Chris Craft Sportsman from Norwalk, Connecticut and Best of Show Paradox of Fay & Bowen, a 1932 Faybow Boat from Paradox Lake, New York.

I would like to acknowledge Holly Weber and daughter Emily for bringing the LCMM long boat to the show. Getting younger people involved in a hands-on boating activity added variety and excitement to the show. Dinner on the courtyard at the Marriott was wonderful. As usual the food was delicious, the weather perfect and we had the opportunity to spend time with several new members.

Our final rendezvous is rapidly approaching and will be at The Red Mill Restaurant at Basin Harbor on Sunday, September 8<sup>th</sup>. An email went out recently asking for RSVPs. If you haven't responded, please do so now! Due to the

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## Strutting our Stuff

The 2019 LCACBS Boat Show was promoted by our friends, advertisers and the weather. Twenty six ACBS members exhibited their boats ranging from a 1896 16' Adirondack Guideboat to a 1928 Lake Union Cruiser. The docks surrounding the Burlington Boathouse were teeming with LCACBS members, enthusiasts, advertisers



and tourists. The enthusiasts and the tourists peppered the owners with questions about their boats. How old is she? How long have you owned her? Did you do all the restoration yourself?

The owners responded with questions of their own. Where are you from? Why are you here? Would you like to go for a ride? People from as far away as San Francisco and as close by as South Burlington attended. Owners from Connecticut, New York, New Hampshire and Maine participated in the event.



The day began with sunshine and moderate temperatures. As the day wore on, it became very warm. The Adirondacks then generated a squall of intimidating proportions

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## Small Boat Exchange

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### Boat Show continued from page 1

just before the scheduled boat parade. Undaunted, the boat parade remained as scheduled as the skipper's witnessed the squall dissipate before their eyes.

The boat parade provided the public and photographers a view of the old and restored vessels underway. Subsequent to the boat parade, three boats strutted their stuff outside of the breakwater to the delight of the cameras.



Thanks to all who participated. A special thanks to all of the advertisers who supported this annual event. Please make an effort to support them.



## 2019 Awards

People's Choice Award—Steve Detweiler, 1921 Old Town Canoe

Best in Show—Jim & Karen Bowen, 1932 Faybow, *Paradox*

Pulling Boat Class—Trudy Otis, 1894 16' Guide boat

Runabout Class—Peter Hubbard, 1956 17' Chris Craft Sportsman, *Gem*

Utility Class: Ashley Sullivan, 1956 26' CC Sea Skiff, *Lucy*

Cruiser Class: Howard Romero, 1928 48' Lake Union Dreamboat, *Lotte*

Outboard Class: Dan Tobey, home built Lil Rascal 1994 16' Ken Basset design, *Lil Rascal*

Best Lyman: Susan Haigh, 1949 13.5' *Ninnyfish*

# A Cautionary Tale

LACONIA, N.H. (CBS) – Investigators are trying to determine what caused a boat to explode at Weirs Beach on Lake Winnepesaukee in Laconia, New Hampshire, on Saturday afternoon.

The 1993 25-foot Formula Powerboat had just finished refueling at the Winnepesaukee Pier. After multiple attempts to start the boat, the boat exploded, then caught fire. Six passengers were on board, and they jumped into the water and were hauled to safety by witnesses.

“It was definitely scary. There [were] boats coming in all over the place, and the marine patrol were flying across the lake, and the fireboat was already there,” said witness Kerry Brooks Cannistraro. “There was a lot of smoke.” Two boaters dragged the boat to the middle of the lake for safety. Laconia and Gilford fire departments arrived and worked together to put out the fire.

“The boat had caught on fire at the dock, and somebody had pushed it out into the lake, so it would be away from the gas station,” Cannistraro said.

“They were about 40 or 50 yards, and it was – I would say surreal to see it because I haven’t seen a boat fire on that lake, and I’ve lived here and gone out on the lake my whole life,” said witness Sofia Spanosspanos.

According to the New Hampshire State Police Marine Patrol, two juveniles and one woman were treated for minor cuts and bruises. A 67-year-old male passenger was taken to Lakes Region General Hospital and was treated for a broken rib and minor cuts.

According to the Laconia Fire Department, the fire did minor damage to two other boats, a sign and a dock boat.

The boat was owned by Jason Johnson, 39, of Derry. The estimated damage is about \$30,000.

# Action Photos

Your editor has long been an advocate of promoting LCACBS by publishing photographs of our members underway and enjoying their boats. As mentioned earlier, after the boat parade, some skippers joined the Photo Boat outside of the breakwater for some action shots. See two of those photographs below. ~



*Lucy*



*Gem*



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## An Integral Part of the Lyman Machine

**Tony Giovagnoli** wasn't a Lyman, but the boat works of the same name was part of his family.

The Giovagnolis lived around the corner from the Sandusky boat works where his dad, Marino, served as plant supervisor. Tony, now 93, worked during summer breaks from high school and college, and returned to Sandusky in 1950 to work full-time building wooden boats at the factory on First Street.

"We designed the boats to be completely seaworthy and safe," said Giovagnoli during a recent interview in his Perkins Township home. "Mr. (Bill) Lyman did all of the design work while he was living. When he passed away in 1952, I took over."

Giovagnoli became an influential part of the Lyman team, playing a key role in keeping the design of the Lyman boats functional in his 26 years as a full-time worker at the First Street plant. Much of his work can still be seen in the many boats in the Sandusky area and beyond.

"I designed about 26 different hulls, the largest being a 35-footer. Every time I made a new model, I made a scale half model out of wood so I could see the shape if I wanted to change it. Having that model to look at made sure I was in good shape."

In addition to the models, Giovagnoli came up with a numerical chart he used to keep every design proportionate.

"I went back and looked at the other boats that we already built and came up with what I called a table of factors and coefficients so you could design a family of boats," he said. "By family, I mean every boat would be equal in seaworthiness based on this table of factors."

That chart used all the best qualities of the wooden hulls he designed, based on length, depth and center of gravity of the clinker design. The design method, also known as lapstrake, features a hull made of overlapping wooden planks.

"I didn't come up with the table of coefficients until I had been there for quite a while and had designed about 26 different boats," Giovagnoli said. "I figured it would be a good thing to have a record of all this on a sheet of paper that I could look at and use to design any other boat I wanted."

Giovagnoli, who serves as historian of the Lyman Boat Owners Association, graduated from Sandusky High in 1944 and went to the United States Merchant Marines Academy in Kings Point, N.Y., before serving in the Merchant Marines until the end of World War II. He then went to the University of Michigan, earning a degree in marine engineering and naval architecture in 1950, then went back to work full time at Lyman.

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## Upcoming Events

9/8/19 Rendezvous ..... Basin Harbor Club, VT

9/13/19 Vintage Race Boat Regatta ..... Wolfeboro, NH

9/20/19 ACBS Annual Meeting .... Alexandria Bay, NY

10/5/19 LCACBS Annual Meeting .... Basin Harbor, VT

TBD LCACBS Holiday Party ..... Burlington, VT

The Lyman Boat Works, founded in Cleveland by Bernard Lyman and his brother Herman, started building rowboats for liveries along the Cleveland lake- and riverfront in 1875. The factory moved to Sandusky in 1929 and survived the Great Depression by building a variety of custom cruisers and sailboats.

Bill Lyman, Bernard's son, turned the business into the premier manufacturer of wooden boats in the 1940s and 50s. Giovagnoli's efforts helped keep the wooden designs churning out through the 1950s and 60s. The factory produced up to 5,000 boats a year and employed 200 workers.

"Tony was the one who designed the new style," said Tom Koroknay, author of the book, *Lyman Boats — Legend of the Lakes*. "When they switched over from the old-style barrel-back hull to the new style, he told me they literally worked day and night, seven days a week, 24 hours a day to make that changeover. To do that, you had to change the hull and then change all the jigs and fixtures, so he had to design all of that stuff."

"I've got all the Lyman archives, all the records and all the blueprints and he is just all over everything from the late 50s to the end, so he was very significant in the design of the new style."

Lyman use both outboard and inboard designs. The outboards had the motor hanging off the bow, while the inboards used engines that were placed in the hull. The bigger units also trim tabs as an extra control to smooth out the ride.

"The center of gravity was just a couple of inches ahead of the center of lift," Giovagnoli explained. "That kept the bow down, and if you wanted to rise up, they had the trim tabs on the back of the stern that would make the bow go up. It was an extra feature you could buy as an accessory. We had a lot of people who liked that feature."

"The 26-footer was the most popular boat of all. It had a toilet in the front and berths where you could sleep under the deck. Back then, you could buy a 26-footer, fully equipped for \$4,000. They are still around and still sell."

Lyman even customized its boats. "There was this guy from town, an officer from the Ferrell-Cheek foundry, who needed one that was a littler higher than normal because he was so tall," Giovagnoli said. "So, we built him a special one."

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Tony's father also custom-built boats for his family. One that ended up near his hometown in San Marino, the small, landlocked nation on the Italian peninsula.

"During one of his trips to Italy to visit his relatives, he saw a Lyman outboard," Giovagnoli said of his father. "He went aboard the boat, pulled up the floorboard and underneath he found a stamp that said, 'Built by Marino Giovagnoli.' He knew the boat was going to Italy, so he put his name on and later found it."

Lyman even produced a line of fiberglass-hull units, but ceased all production in the First Street factory in 1973.

"We couldn't compete with the glass boats," Giovagnoli said. "Every other company was building glass boats 25 years before us, so we had a lot of catching up to do and we could never catch up and build them as cheap as the glass boats were."

During its heyday, Lyman produced wooden ships in every size from a 9-foot dinghy, used with bigger vessels such as the 35-foot luxury cruiser manufactured by the firm. One of the most popular designs was the 18-foot Islander, dubbed the Volkswagen of Boats by Giovagnoli because of its popularity.

"It was our cheapest boat, a family boat," he said. "It was something anyone could afford and we sold a lot of them."

However, Giovagnoli's favorite design was the 26-foot Lyman.


"That was the best boat of all," he said. "It has all the finer qualities you'd want in a boat. You could buy a 26-footer, fully equipped for about \$4,000. They are probably worth a lot more now than when they were built."

"Lyman's are still around and people still sell them. They'll last forever if they are taken care of."

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### President's Message *continued from page 1*

number of members attending the ACBS Annual Show in Alexander Bay in mid-September, we decided not to schedule a Fall Cruise this year. Our Annual Meeting and Awards Luncheon will be held on Sunday, October 6<sup>th</sup> (not Saturday Oct 5<sup>th</sup> as stated on the calendar) at Basin Harbor as well. An email with more detail on that event will follow soon. And mark your calendars for the final event of the year – our holiday party at the St. John's Club on Sunday, December 8<sup>th</sup>!

With a few weeks left in the sailing season, I hope to see you on or near the water. ~ Steve Pond

The following is excerpted from *Scuttlebutt.com* and would probably be more timely at the beginning of the season. However, the report has just been published..

## **2018 USCG Boating Safety Statistics**

Every year, the U.S. Coast Guard compiles statistics on reported recreational boating accidents. These statistics are derived from accident reports that are filed by the owners / operators of recreational vessels involved in accidents.

The fifty states, five U.S. territories and the District of Columbia submit accident report data to the Coast Guard for inclusion in the annual Boating Statistics publication. The recreational boating statistics for 2018 have now been released.

According to the report, there were 633 boating fatalities in the U.S. last year, a 3.8 percent decrease from 2017. The report also said that recreational boating injuries were down 4.5 percent (2,629 to 2,511) in 2018 compared to the previous year.

“While these decreases are encouraging, there are still too many deaths and injuries that could be avoided through the use of life jackets and eliminating alcohol consumption while operating a boat,” said Capt. Scott Johnson, chief of the Office of Auxiliary and Boating Safety at Coast Guard Headquarters.

The Coast Guard reported that alcohol continues to be the leading known contributing factor in fatal boating accidents in 2018, accounting for 100 deaths, or 19 percent of total fatalities.

“It is heartbreaking to realize that more than 100 people could still be alive today had alcohol use been curbed,” Johnson said. “Anyone who’s spent long periods of time out on the water knows that alcohol consumption, when combined with fatigue from sun and wind exposure, will severely hinder a person’s ability to make good decisions and maintain awareness of their surroundings.”

The report also shows:

- The fatality rate was 5.3 deaths per 100,000 registered recreational vessels, which tied as the third lowest rate in the program’s history. This rate represents a 3.6 percent decrease from last year’s fatality rate of

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5.5 deaths per 100,000 registered recreational vessels.

- Property damage totaled about \$46 million.
- Operator inattention, improper lookout, operator inexperience, machinery failure, and excessive speed ranked as the top five primary contributing factors in accidents.
- Where the cause of death was known, 77 percent of fatal boating accident victims drowned. Of those drowning victims with reported life-jacket usage, 84 percent were not wearing a life jacket.
- The most common vessel types involved in reported accidents were open motorboats, personal watercraft, and motorboats with interiors. Vessel types with the highest percentage of deaths were open motorboats (50 percent), kayaks (13.5 percent), and canoes (7 percent).

The Coast Guard reminds all boaters to boat responsibly on the water: wear a life jacket, take a boating safety course, attach the engine cut-off switch, get a free vessel safety check, and boat sober.



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