



Notes from the Bilge



www.lcacbs.com

April 2024

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

Holly Weber, President



Photo L Asam


President's Message

As we begin an exciting new year filled with possibilities, I would like to take a moment to thank all of the Lake Champlain Chapter members for the opportunity to serve as President. My goals center around listening to your requests and focusing on what works as a group. While we await the thrill of skimming over the waves and listening to the roar of our restored engines motoring along Lake Champlain and elsewhere this summer, please take a look at the adventures we have lined up. From a BBQ at Bridge View Marina, a Shipwreck ROV tour, an overnight on Lake Memphremagog, and a rendezvous at Valcour Island, to our annual BTV boat show with the Donzi club as our guests, we have something for everyone. Come join the fun!

At this point it is best not to speculate who might bring home the Excellence in Boating Award, AKA: the Pink Elephant trophy this year. An award of dubious distinction presented in the form of a massive pink elephant head trophy, this award is presented to someone who has some sort of boating mishap. I feel it is relevant to recommend Snake Mountain's spring workshop for boat readiness on May 18th to avoid displaying this pink tusked treasure as a bow ornament any time soon

As many of you know, we are utilizing the groups.io platform where you will find club communication's and our interactive calendar. Joining our LCACBS email group will keep you in the know for all LCACBS events and emails. It is free to join and while there is no need to be an ACBS member, (Heck, you don't even need a boat!) we encourage you to join for wider access to other chapter events and to a truly impressive library of boat restoration

continued page 2

Follow us on 

Contents

President's Message	1
International Cruise	2
Canals & Canal Boats	4

Editor's Note:

Excepting a submission by Gene Porter which updates us on the *Lois McLure*, this issue of *Notes From the Bilge* focuses on Lake Memphremagog. A rendezvous is planned for the lake in August encompassing both side of this international body of water. You will find a brief history of the lake, things to do, lodging as well as a guide to both Canadian Customs and US Customs in this issue. It may see a bit early but to insure your lodging the advance planning is necessary.



POINT BAY MARINA

A Full Service Marina

802 425-2431

www.pointbaymarina.com

email: pbm@gmavt.0net

Presiden's Message *continued*

In closing I would like to ask for all fun people with great ideas to please step up. All of us here at LCACBS share a fondness for vintage watercraft and meeting up to share connection's and knowledge. We lend a helping hand and continue to be a solid group even in the face of challenges and loss over the past few years. While I will continue to meet with other local boat groups and ACBS chapter presidents to collect new ideas and get our name out there it is ultimately your information and support that will continue LCACBS's forward momentum. Chime in any time and your response will be met with the highest regard (no matter how bad your yankee swap gift was this year).

Lake Memphremagog

By Gene Porter

Jay Ancel has assembled the following detailed description of what will surely be a highlight of the summer boating for those who participate. I am personally chagrined that I have spent so much time on the waterways of the northeastern US and have never paid due attention to Magog. It turns out, as you will read, that there are a great many similarities between this Lake and our Lake George to the south in terms of size, history, mining, logging, steamboats, and baronial land development. I can hardly wait.

Also of interest, particularly to American students of the French and Indian War, the eastern shore of Lake Memphremagog was the escape route taken in the fall of 1759 by Robert Roberts' surviving Rangers after their successful retaliatory torching of the French/Indian village of St Francis down the St Lawrence valley from Montreal, from which so many lethal raids had been launched against English farm families in the Connecticut River Valley in previous years.

Jay's inputs cover the detailed need for attention to passports and customs requirements. To be strictly legal US boats should fly the American flag on the stern when in Canadian waters, not the American yacht ensign, but the chance of this being a problem is miniscule.

Please let Jay and Holly know if you tentatively plan to participate. ###

Lake Memphremagog Rendezvous

Join us for a memorable International Rendezvous Saturday August 17th and 18th. Put in would be at the Newport Gateway Center from 10:00 am to 11:00 am. Then a short motor to the outer docks at the Eastside restaurant with lunch on the lower waterside deck reserved for our use.

After lunch we would parade past the City walkway for viewing by Newport residents. From the parade we would motor the approximate 30 miles north past picturesque shoreline, islands, inlets and view of the Abbaye de Saint-Benoit-du-Lac monastery.

Upon arrival in Magog, we motor a short distance to reserved slips at the Marry Club Marina on the Magog River, Then a short walk to Le Chateau du Lac which will be reserved for our exclusive use. A catered dinner of French Canadian locally sourced dishes will be catered at the Chateau dining for our camaraderie and dining pleasure.

After a night spent in one of the eight elegant rooms with private baths a full breakfast will be provided. Members would then be free to explore the waterfront promenade, shops, parks and galleries, returning to Newport on your own schedule.

Le Chateau du Lac website is lechateaudulac.com where more information can be found.

If interested and you have questions, you can call me, Jay Ancel at 802 793 2304 or email at jay.ancel2@gmail.com

If you want to join us you should call Nicole at the hotel (819) 868-1666 to reserve a room, (the entire Hotel will be held for us) If she doesn't answer try (819) 847-4039. They are undergoing some renovations and Nicole is in and out.

She would need a credit card number to hold the room. No charge would be made until registration on August 17th.

One of the rooms has two queen beds so if two or four people wanted to share a room this room could accommodate..

If more than eight rooms are needed Nicole could arrange for them nearby. She could provide extra room registration. Room rates at her hotel would be about \$190 US. Dinner would cost between \$40 and \$50 per person Canadian (\$30 to \$40 US.)

Attached is information about border crossing and a Lake narrative provided by Thom Latta who lives on a peninsula we will pass.

Reservations should be made soon so that we can hold the hotel and make further plans.

Jay Ancel 802 793 2304

Please let me and Holly know if you are planning to come. ###



Thank You Volunteers



Auberge Chateau du Lac





Northfield

SAVINGS BANK

Business

Personal

Mortgages

Investing

Tom Latta notes about the Lake, Its attractions and history

Lake Memphremagog, originally known as Mamlabegwok, an Algonquian word, means “at the big waters”. The Abenaki, a Native American people whose homeland includes Lake Memphremagog at its center, are just one of the Algonquian speaking nations.

The South Bay of Lake Memphremagog is where the international lake has its beginnings. In an unusual phenomenon, three rivers flow north into the bay. The Black and Barton rivers are two that form a diversified wetland, now a state wildlife refuge, before entering the lake. The third river, the Clyde, enters the bay on the eastern side. Lake Memphremagog became the main waterway route for the Abenaki and later for the white man to the Connecticut River, southern New England, and to the Atlantic.

Lake Memphremagog is 32 miles long with 20 islands with varied and interesting stories. Some carry legends while others are Indian campgrounds, favorite landmarks, or fishing spots around the lake. Only 5 of the islands are in the United States. Province Island is the largest, but only a third is in the US due to the international boundary.

Province Island, with the international boundary going through the south end, and is owned by a company in Canada has been stocked with Pheasant for annual hunts for its people.

There have been numerous steamships plying the waters of the lake from 1850 on. The first was the *Mountain Maid*, launched on June 27, 1850, in Georgeville, QC. It was 105' long and could carry cargo and up to 250 passengers. It sailed daily from Magog to Newport with stops in Georgeville, Knowlton Landing, the Owl's Head Mountain House, and other docks along the lake. It was co-owned and piloted by Captain George Washington Fogg, who had previously run a horse-ferry between Georgeville and Knowlton Landing on the opposite shore. Aboard the *Mountain Maid*, Riah Jewett, a prominent character told his spellbinding stories. Stories about Lake Memphremagog's sea serpent earned him notoriety. No amount of reasoning could change his mind about the serpent; indeed, he could give the date and time of all his encounters with the sea serpent, known today as Memphre. The *Mountain Maid* operated until 1892.

In 1867, a far grander steamship was launched in Magog. Built at enormous expense and considerable trouble, the *Lady of the Lake* has come to symbolize

the heyday of steam navigation on Lake Memphremagog. In fact, the steamer serves as the logo of the City of Newport. The construction of the ship took place on two different continents and involved dozens of laborers. Her engine and two boilers were built in Montreal, but her hull was built in Scotland and had to be shipped in sections across the Atlantic. Upon arrival, these sections were shipped to Sherbrooke by railway and then onto Magog by teams of horses, where all the parts were finally assembled by crews from Montreal and Scotland. The *Lady of the Lake* was launched in Magog amid much fanfare in 1867, the year of Confederation. It was the property of Canadian shipping tycoon Sir Hugh Allan, whose estate, Belmere, just north of Molson Island was one of the finest on the lake. The 167' steamer, which sailed twice daily, making stops at the villages and landings up and down the lake, and licensed to carry up to 666 passengers. During the steamer's second season, Sir Hugh Allan hired veteran Captain George Washington Fogg of the *Mountain Maid*, to operate his boat. Fog would captain the boat until 1884. In 1885, the steamer was purchased by the *Connecticut and Passumpsic Rivers Railroad* to provide excursion tours to the railway passengers who were staying at the Memphremagog House, a luxury hotel in Newport. The Steamer would make regular trips to Owl's Head and other points on the lake. Eventually, the steamer was sold to the *Canadian Pacific Railway*. Its schedule synchronized with train intervals and departures in Newport and Magog at opposite ends of the lake. No pains were spared to have everything first-class. It remained in service until 1915 and was towed to Magog in 1917 to be scrapped.

The last of the old-style commercial steamers on Lake Memphremagog was the *Anthemis*, which was launched in 1909. Considerably smaller, only 100', it was propeller driven (as opposed to paddle wheel) and could carry up to 300 passengers. For a few years the *Anthemis* and the *Lady of the Lake* ran between Magog and Newport. Unlike the *Lady of the Lake*, the *Anthemis* stopped on demand at some of the larger private wharfs according to the owner E. G. Penny, of Georgeville. The *Anthemis* carried passengers as well as cargo. But with improvements to the local road system and increased use of cars and trucks, the need for boat transportation diminished. Towards the end of its career in the 1950's, the *Anthemis* operated increasingly as a tourist excursion boat. ###

Canals and Canal Boats

By Gene Porter

This year marks the 200th consecutive season of navigation along New York's Canals. As Members will recall, we celebrated the Champlain Canal segment's 200th anniversary with our cruise up from Albany in 2022 before the start of the highly successful ACBS Annual Meeting and Boat Show at Burlington.

But many members will also remember, and some help build, the historic Canal Schooner *Lois McClure*. That unique example of a major transportation method on the early canal system has been retired from duty on Lake Champlain and will be now a featured educational display in 2024 at the Canal Society's Port Byron NY public educational FACILITY. While the Chapter does not plan a cruise to the site, members may want to include a visit in their summer travel plans.

From the Canal Society's announcement in October...

The Canal Society of New York State today announced plans to permanently display the *Lois McClure*, a full-scale replica canal boat, at the Old Erie Canal Heritage Park on the New York State Thruway in Port Byron, NY beginning next spring.

The historic replica was built in 2004 at the Lake Champlain Maritime Museum in Vergennes, Vermont and was constructed from designs based on documentation of 1860s-era canal boats found on the bottom of Lake Champlain. The *McClure* is typical of vessels that traveled through the Park's historic Erie Canal lock in the decades after its 1853 completion.

Before being retired by the Maritime Museum earlier this year, the *McClure* had served as a touring educational platform on the New York State Canal System and adjoining waterways for nearly 20 years and had visited communities from Lake Champlain to New York Harbor to the Finger Lakes and Western New York.

In time for the Bicentennial of the Erie Canal in 2025, the *McClure* will be displayed as part of a land-based exhibit on the Society's historic canal channel at the Old Erie Canal Heritage Park. ###

Darling's Boatworks



802-425-2004

Restoration • Repairing • Refinishing • Transport

~ • ~

George Darling

P.O. Box 32, Ferry Road

Charlotte, VT 05445

gdarling@gmavt.net

George@darlingsboatworks.com

Thank You
Volunteers

Customs Crossing on Lake Memphremagog

Canada going to the US For returning to the US, you'll need to load the CBP ROAM app on your phone, set up an account and login, fill out the boat and passenger info and file a float plan. It's preferable to input the boat and passenger info into the app when you create the accSpring Launch Edition President's Letter As we begin an exciting new year filled with possibilities, I would like to take a moment to thank all of the Lake Champlain Chapter members for the opportunity to serve as President. My goals center around listening to your requests and focusing on what works as a group. While we await the thrill of skimming over the waves and listening to the roar of our restored engines motoring along Lake Champlain and elsewhere this summer, please take a look at the adventures we have lined up. From a BBQ at Bridge View Marina, a Shipwreck ROV tour ,an overnight on Lake Memphremagog, and a rendezvous at Valcour Island, to our annual BTV boat show with the Donzi club as our guests, we have something for everyone. Come join the fun! At this point it is best not to speculate who might bring home the Excellence in Boating Award, AKA: the Pink Elephant trophy this year. An award of dubious distinction presented in the form of a massive pink elephant head trophy, this award is presented to someone who has some sort of boating mishap. I feel it is relevant to recommend Snake Mountain's spring workshop for boat readiness on May 18th to avoid displaying this pink tusked treasure as a bow ornament any time soon. As many of you know, we are utilizing the groups.io platform where you will find club communication's and our interactive calendar. Joining our LCACBS email group will keep you in the

US going to Canada: The US / Canadian border is marked with buoys out in the middle of the lake about 4 miles north of Newport. Customs dock locations are on the westside, a white building on top of a yellow dock, and on the eastside on the Cedarville cement dock to the Northeast of Province Island. There's a phone inside the building on the west side and a phone within a yellow case on the dock at Cedarville. Or, you can call Canadian Customs from your cell phone. They prefer you to be tied up at the dock when you call, but I hang off the dock and call from my cell phone. Sometimes there might be extensive wait times for them to pick up. Don't hang up, you'll lose your place in line. If you've never been through the Canadian border in your boat, they will ask for boat registration info along with passport or Nexus info on each passenger. The good thing is once your boat and passenger info is in the system, they will retain it so you won't have to give the info again. With Nexus, and if everyone onboard has Nexus, you can call ½ hour to 6 hours ahead and tell them your intent, give them the boat and passenger info and tell them what time you will be at the Customs dock. Then, once you get to the dock at the appointed time, and if no one is there, you can continue on your trip without calling. The number for Canadian Customs is 888-CANPASS They normally answer it in Hamilton Ontario. They will ask where you are coming from. The customs on the west side is called Highwater Customs, Leadville Dock on Lake Memphremagog in Quebec. The customs on the East side is known as none as Quai de Cedarville on Lake Memphremagog in Quebec.

Basin Harbor Resort & Boat Club



Celebrating summer since 1886 . . .

SPECIALIZING IN
RESTORATION
AND SALES



Timeless Boats
TICONDEROGA, NEW YORK

Sales, Service, Reconditioning & Restorations

1080 Wicker St. Ticonderoga NY 12883
(518) 480-7043 Timelessboats@gmail.com

www.timeless-boats.com





We save wood boats!

Our preservation work meets the highest standards of craftsmanship.

Ask about our Fixed-Price True 5200 No-Soak Bottom



1938 Chris-Craft 19' Custom Runabout, Flyin' By,
won Best of Show 2017 LCACBS Classic Boat Show

Cell: 802.734.1019

**Online: SnakeMountainBoatworks.com &
[Youtube.com/snakemtboatworks](https://www.youtube.com/snakemtboatworks)**

**Shop: 7080 Weybridge Rd, Weybridge, VT 05753
Email: Michael@SnakeMountainBoatworks.com**