



An old English proverb says, "Living well is the best revenge." Bill Olmsted bought *Best Revenge*, a 1955 Chris-Craft 25' Continental, in 1987 from Chris-Craft dealer Charlie Cross, who had done much restoration work on it. Bill wasn't sure what to look for, so he took Charlie's advice that Bill was getting a boat Charlie was sure he would like. Bill had leaned towards a runabout, but has discovered, as he's grown older, that utilities are much more versatile and user friendly than runabouts. *Best Revenge* has been a great user boat, lots of room and really comfortable.

The 41st Annual Antique Boat Show takes place in the village of Hammondsport on New York's Keuka Lake. This show featured Canadian-built boats, a water-skiing exhibition, and a Wine Country chapter member who dressed up as Popeye to entertain the kids and distribute candy bars, and greet curious golden retrievers.

Nearby municipalities contain vineyards, and wineries and grape-packing have played a major role in the economy. Pioneer aviation engineer and pilot Glenn Curtiss was born in Hammondsport, where he built several types of aircraft, and the first seaplanes, which were tested in Keuka Lake.

Bruce Phillips purchased this boat in Port Carling, Ontario, in 2014. The Greavette is from 1936, the year of his birth. He loved Canadian boats and had previously purchased a 1957 Shepherd. It wasn't so much that it was a Greavette but more because it was built in 1936.

It was in rough shape when he discovered it. After two years of restoration

by Jim Cooper of Holiday Harbor, its first show was the Wine Country Classic Boat Show on Keuka Lake in the summer of 2016.

"I was fortunate to spend some time behind the wheel during that show. Dad passed in 2020 and I, his daughter Lynn Phillips Ramsey, was the lucky recipient of *Legacy 36*. It boasts a mahogany deck with cedar sides. I named it *Legacy* as it came from my dad, who taught me about boating.

"I have two daughters and a granddaughter who will become owners one day; super excited about the female legacy. My daughters are boaters. It's time to get the 2-year-old up to speed!

"The first time we had it out, my youngest daughter, who had just graduated college, was relegated to the third seat. With the barrel-like back, any rough water soaks that passenger. She was shocked and chooses not to ride in that seat anymore."



Wine Country Classics on Keuka Lake In New York

Photos by Lisa Cavanaugh





Olive Oyl is a 1908 Fay & Bowen Special 26' Special. John Rendemonti had always admired the Fay & Bowen boat and searched the internet for the brand as a diversion. He found one on a website brokering fiberglass yachts. She had a Universal utility four and hadn't run in a decade or more. The former caretaker had passed many years before and storage had been lost. She looked sound so John and Joyce took a shot and brought her home. The keel had suffered some abuse over its long life and Max Mattoun put on a new keel and garboard planks, and freshened up the fore-deck. Otherwise she retains all of her original boards, seat boxes, finished and unfinished bulkheads and ceilings. The interior wood is all original. She is now powered by a 1923



Fay Bowen 4 cylinder 15 hp motor. The name *Olive Oyl* is because of her shape, long and lean, and she cuts through the water effortlessly.



The late Richard Duchossois, a prominent American businessman and philanthropist, made his name as the founder of the Duchossois Group. Mr. Duchossois custom ordered a 1999 Boesch 680 Costa Brava Special with an aft cockpit to seat eight to be the starboard tender aboard his 165' motor yacht *Blue Moon* which was launched in 2000. Hence the name *Tender to Blue Moon*.

In 2013, the 680 was donated by Mr. Duchossois to the Antique Boat Museum in Clayton, having accrued only 176 hours. Joe and Ellen Lagasse found her on consignment at Antique

Boat America in January, 2020 and instantly fell in love. Joe left a deposit the day he saw her in person and they returned later in the spring to pick her up.

Even though she only had 176 hours and ran well during sea trials, salt water and time had taken its toll. Cosmetically she just needed a good cleaning and some TLC. Joe does all of his own work, and it took the summer of 2020 to replace the intake manifold, exhaust manifolds and risers, fabricate a new exhaust system and go through all of the deferred maintenance items.

Their first time out on Keuka Lake was August of 2020, but a leaking fuel pump brought that first trip to a quick end. Joe replaced the fuel pump and tracked down a few electrical gremlins caused by changes made to the original wiring. Working with the Boesch factory, he was able to restore the wiring back to the factory configuration and the boat has run flawlessly since.

One of the most surprising things about owning this boat is that all of the factory parts and fittings are still available from Boesch, which Joe did not know when they bought her! The new Boesch 710 model is almost identical to the now 25-year-old 680. And mechanically, parts for the engine and gearbox are all available at reasonable cost. Since the boat used cold molded mahogany construction, for a wooden boat she is also very easy to maintain. Our 680 does enjoy climate controlled storage, and she gets cleaned as soon as she comes off the lake, but she's been a joy to care for.

Walt and Wynn Herrmann's 1939 Gar Wood 19' Deluxe was originally purchased as a birthday gift for a Chicago banker. It was kept at Long Lake, Wisconsin, for thirty-three years before the banker gave it to his landscaper. The landscaper traded it for a snowmobile and the boat was stored behind a service station. Walt, stopping for gas, spotted the boat, inspected it and determined it was in good condition. \$300 closed the deal.



Louis Rendimonti found his 1950 Chris-Craft 18' U-18 on Craigslist in 2022. The second owner resided on a lake in South Dakota. Due to an illness, it became too much for him and he sold it to a neighbor. The new owner was a novice with wood boats and had a young family. Soaking it took too long, so he brought it to a restoration shop for brokerage. Louis took a shot for \$10,000 and had it transported to his South Carolina lake home. It was better than he expected. It has 100% original wood, and the motor, with very few hours, was completely redone by the second owner. *Wooden it Be Nice* runs like a clock and is solid.

We'n Sea, a 1956 22' Shepherd, belongs to Thom and Karen Love. Karen's grandfather acquired the boat in the mid 1960s, using it regularly on Lake Huron. The Loves bought it from him in 1986, using it there during summer vacations. Before bringing it to the states, they had the finish freshened, the motor checked, and the color of the upholstery and flooring changed by Butson Boats in Port Carling. Thom maintains the paint and varnish on his own, with two exceptions. Encounters with an unseen dock structure and a hidden rock required the help of a professional for bottom and side plank replacement. Other than that, *We'n Sea* is original and used regularly on Keuka Lake.





MISS-LED was delivered in 1956 to Rocky and Marcia Nagel's close friends, the Edward Atwill family of Buffalo, New York. The boat was named, and continues to be named, for the three Atwill daughters, Lynn, Elaine, and Donna. It was the fastest, sleekest boat in the bay. Many a young kid, including Rocky, learned to ski behind the rumbling Gray, petrified to venture outside that enormous, churning wake.

The Nagels acquired the boat from the Atwills in 1982. After a little varnish and chrome polish, the hull was filled to the floorboards, water pouring out faster than the hose could keep up. Fortunately, the bottom didn't fall out. "Not to worry," says Eddie, "It runs and floats just fine." So, off we go, pulling the boat on a yard trailer down the road to the Buffalo Canoe Club with a rope tied to the bumper of our station wagon.

Two hours later, with the battery dead and boot stripe nowhere in sight, the only thing keeping *MISS-LED* semi-afloat were a couple of half inch lines stretched from the Canoe Club dock to her shiny chrome horsehead lifting rings. "Not to worry," says Eddie. Nothing a tune-up and

a little caulk can't fix. Right!

When enough became more than enough, Zeke Zeisz, a retired boatwright from Richardson Boats, was consulted on the prospects of restoring *MISS-LED* to her former self. "Not to worry," says Zeke. With still vivid memories of sinking at the Canoe Club dock, we embarked on a two-year restoration project in the Niagara Frontier ACBS boat club workshop.

Zeke was a master at finding new things to fix. New bottom lined with 1/8th inch marine plywood and plenty of Sika-Flex (Zeka-Flex); new transom; half the frames; part of the stem. The list of tasks kept growing. Relunched in the summer of 1997, the Gray fired the first time, the water stayed in the lake, and the *MISS-LED* was ready for the next generation(s).

The Nagels continue to enjoy running the Coronado each year during the summer months as we have for the past four decades. Today they leave the water skiing to their children and grandchildren. Rocky is happy to report that today's kids still experience a certain anxiety when cutting across the wake behind that big rumbling Gray!



Anita was delivered new to Lake Hopatcong in 1965. John and Kim Kadimik bought it from the original owners, their family friends, about ten years ago. It's a completely original boat that John refinished over the past couple years. He does all of his own restoration work as a retired professional restorer. *Anita* is in regular use by their family and on Sundays can often be found acting as part of the Race Committee for sailing races on Lake Hopatcong.



Mike Sidel's 1956 Chrome Fiberglass Duofoil 15' Flying Fish was built by George Hertel. It was described in the Hertel catalog as a composite of the two fastest boats in the world. The forward part used the design principles of *Slo-Mo-Shun*, North America's fastest, safest high speed boat. The rear was modeled after the English Bluebird, Europe's fastest and safest. The fenders copied the Cadillac Eldorado design and were handcast duraluminum.

Hertel began with chrome fiberglass duck boats and fishing boats. As recreational boating became more popular, he expanded.

Made in the Shade is John Coffman's wife's boat, and she has no problem letting people know that. The Coffmans already had one wooden boat in the water and two more project boats, but Beth loves the styling and comfort of the sedans. When they heard one was possibly for sale in North Carolina, they made the trip to talk to the owner. Mr. Leonard was 90 and thought it was time for a new caretaker for the sedan. The boat was in great shape but hadn't been in the water for many years. Beth always saves money for her next automobile but with a chance to buy

the sedan, she said she would drive her old car longer and use her car savings for the boat. Though it was hard for Mr. Leonard to let the boat go, seeing Beth's enthusiasm for the boat prompted his decision to sell it to her.

The Sedan is still powered by its original Hercules "M" engine producing 130 Horsepower and still sports most of its original interior. Only a few planks have been replaced to keep it seaworthy. *Made in the Shade* is lovingly used often on her home waters of Smith Mountain Lake, Virginia. ☞

