

Niagara Frontier Antique & Classic Boats, Inc.

47TH ANNUAL BOAT SHOW



Featuring Club Restoration Project
1962 Duke - Lady Cameron II

September 12, 2026

10:00AM – 4:00PM

Sandy Beach Yacht Club

1851 Winter Rd., Grand Island, NY 14072





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The Niagara Frontier Chapter of the Antique and Classic Boat Society, Inc.

Welcomes you to

THE 47th ANNUAL ANTIQUÉ AND CLASSIC BOAT SHOW

Featuring Club Restoration Project:
1962 Duke - Lady Cameron II

September 12
Sandy Beach Yacht Club
&
Sandy Beach Park Club

Schedule of Events

9:45 am	Opening Ceremony
10:00 am	Show open to Public
11:00 am	Kid's Activities through 3:00 pm
1:00 pm	Seminar Series – Sandy Beach Yacht Club
3:00 pm	Basket Raffle Drawing
4:00 pm	47 th Annual Boat Show concludes

Thank you for joining us



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Welcome!

Niagara Frontier Antique and Classic Boats welcomes one and all to our 47th annual boat show at Sandy Beach Yacht Club (the best kept secret on the Upper Niagara River) and the adjacent Sandy Beach Park Club.

On behalf of the Boat Show Committee, Board of Directors and Chapter Members, I thank all who brought boats for exhibit, the vendors, the officers, directors and members of the both the Sandy Beach Yacht Club and Sandy Beach Park Club for use of their beautiful facilities and grounds, the folks at Printed Image for their printing expertise and all the volunteers who help make this happen and especially to all of you who visit our show.

Thank you all for attending and enjoy the show!

Sharon Dickinson, Chairperson

Show Committee & Officers

Rocky Nagel – President
 Sharon Dickinson – Chairperson; Vice President
 Jennifer Frederick Kelly – Registration; Treasurer
 Steve Rubach – Recording Secretary
 Elaine Rubach – Membership; Corresponding Secretary
 Pat Murphy – Sound; Director
 Andy Chudy – Docking/Land Displays; Director
 Tom Rusert – Director
 Craig Perkins - Launch/Retrieval; Director
 Pete Lane –; Director-at-Large
 Michelle Potter – Director-at-Large
 Mike Schalberg - Director-at-Large
 Doug Benz – Director-at-Large
 Alan Frederick – Director Emeritus
 Gene McGinnis – Launch & Retrieval
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 Aurelia Chudy – Kid's Camp
 Joe Pendolino – Announcer
 Phil Sullivan – Sterling Engine

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Author: Unknown



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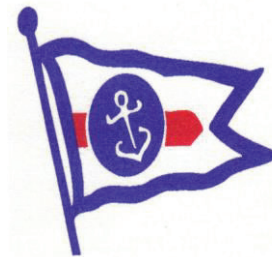
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thank the following for their partnership,
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*Our Hosts:
Sandy Beach Yacht Club
Sandy Beach Park Club*



Special Thanks to

**The Choir from the Charter School of Applied Technology
for its participation in our opening ceremony**

Joanna Dickinson for her participation in the 9/11 tribute

Gene McGinnis for his expertise launching and retrieving boats

Anchor Marine for use of its tractor

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Sandy Beach Yacht Club

By P/C Bob Schmidt (now deceased)

On 10 December 1938 a small group of Kenmore and Grand Island residents formed a club whose purpose was "to promote" the friendship of its members, maintain a club house, dock and boat houses at Sandy Beach for the benefit of its members, to acquire a knowledge of aquatic sports, and for entertainment and pleasure".

A constitution incorporating Sandy Beach Yacht Club was accepted on 16 March 1939. On 4 May of that year the first lot was purchased. The fact that they were able to build a clubhouse, small dock and plan a regatta, which was held on 25 July, is a tribute to the tenacity of purpose of those early members.

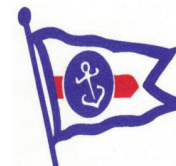
Following World War II, the first of seven or eight additions (including the present 1988), was started. Over the years three additional pieces of property have been added.

There have been many fleets of different classes of sailboats competing at the club and in many area regattas. Presently the races are between several sizes of auxiliaries. Powerboats have competed in Predicted Log and other contests.

There have been two catastrophes, major or minor depending on who has to fix them. A new dock, built in the spring of 1963 was wiped out by an ice jam in the winter of 1964. Rebuilt in its present general form by August 1964. In November of 1969 a fire severely damaged the interior. A blessing in disguise. We were able, with the insurance money, to gut and refinish the interior following one motif.

A chronological listing of events does not illustrate the real Sandy Beach. Our history is one of dedicated, hardworking people, sound financial planning, and camaraderie unmatched in any club anywhere. It is a club where volunteer members designed and built most of the physical plant; continue to maintain it, all with a minimum of professional help. All paid for from current income or interest-bearing bonds purchased by our members. At the same time, dues and fees have been kept at a nominal level and unlike most clubs there has never been an assessment.

So that, in brief, is the legacy you have inherited. Hopefully our present members, and those in the future will continue in the same manner as those who preceded us.





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Sandy Beach Park Club

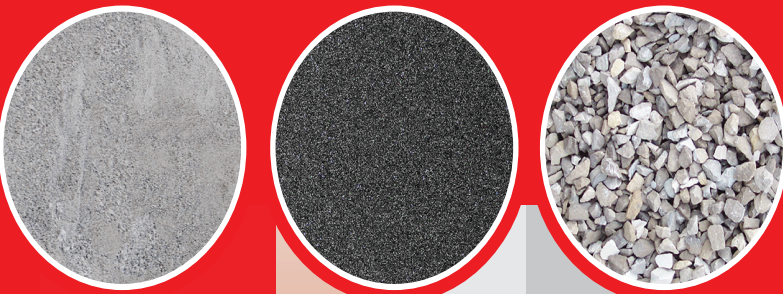
The Sandy Beach Park Club located at the north end of the Sandy Beach neighborhood on Grand Island, New York, was established in 1943. Owned, managed and enjoyed by the residents of the neighborhood, the park is unique by design and continues to provide hours of year-round rest and relaxation on the shores of the Niagara River. A beach that extends into a protected swimming area is always a draw on warm summer days and the water slide is a hit with the kids. Boat slips and a launch are available to the membership and offer boaters excellent access to some of the best recreational areas of the Niagara River.

Regular events including a community picnic, movie nights, birthday parties, weddings, baptisms and more bring life to the park almost every weekend in the summer.

Bird watchers and nature lovers will find a special place at the park watching migratory ducks, herons, osprey and a number of water birds. We continue to be amazed at the flora and fauna attracted to our park and welcome them as part of the experience. The park was recently certified as a wildlife habitat by the National Wildlife Federation as a result of our work planting, landscaping, and caring for the park in a way that supports the needs of wildlife.

The day-to-day management of the park is overseen by a Board of Directors elected by the membership. This group of volunteers manages a budget to complete special projects, perform regular maintenance and generally insure the park remains an asset to the entire membership.





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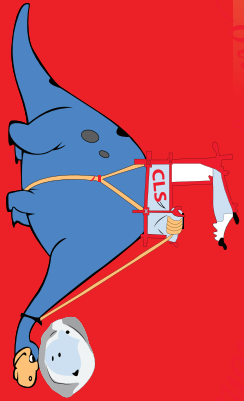
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Chapter Project

Lady Cameron II By Carl (Rocky) Nagel

In June of 2024, I was approached about a “wooden boat” located on an island on Lake Joseph, Muskoka, Ontario. The island had been sold as part of an estate. The boat was in a boathouse and was not included in the sale. The estate was anxious to find the boat a new home. It floated, and the motor ran. A potential donation to the Chapter was proposed if the boat could be moved quickly. Hummm . . . Wooden Boat, Runs and Floats and on an Island in Muskoka. So far, so good.

Now, those of you who have entertained donation boats in the past know that all is not always as it is described. A little investigation identified the boat as a 1962, twenty foot Duke Playmate powered by a 95 hp six cylinder Buchanan. Named for the island she called home, “Lady Cameron II” had spent the last forty years housed in her boathouse on Cameron Island on Lake Joseph. Again, so far so good. A few more conversations and several supporting photographs were all that we needed. This was clearly an opportunity that warranted a road trip to Muskoka!

On an early Friday morning in mid-June, Tom Rusert and I, trailer in tow, headed across the border and north on route 400 for the four-hour trip to Foot’s Bay on Lake Joseph. We were to meet the executor of the estate and a son, Terry, of the family who had owned Cameron Island. We were greeted at the dock and headed out for the twenty-minute ride to Cameron Island. On the ride over, Terry shared the history of the island and his forty year memories growing up on the Duke. It was a difficult conversation for him. We eased around a point and idled up to the dock near a weathered, rustic boathouse. The main “cottage” was visible up the hill to the right at the end of a trail of raked pine straw. We took the trail fork to the left down the hill toward the boathouse, stopping outside the closed side entrance door. Now for the reveal!

Neither of us were sure of what to expect as Terry swung open the door. What I remember was just silence. Tom and I just looked at each other. It was hard to contain the enthusiasm. Here was the Duke, her hull and decks gleaming as if freshly varnished. Her turquoise interior glowing in like new condition. Terry climbed on board, pulled the choke and turned the key. It started! At this point, we looked at each other and just started to laugh. This was not what we expected.

After a brief tour of the cottage, it was time for a ride. Terry drove, guiding

us through a multitude of beautiful islands. Lake Joseph is in the heart of “Cottage Country”. We didn’t see many cottages. What we did see were some of the most beautiful homes and residential compounds either of us had ever seen, many built over one hundred years ago. The Duke was running well, her lapstrake hull cutting smoothly through the chop. Terry throttled up and the Buchanan responded. A few backfires, and the temperature gauge started to rise a bit, probably just needs a tune-up and new water pump impeller. We returned to the island and tied her up for the night. The bilge pump seemed to be working fine – and often.

We spent the night at the cottage and woke early for the return cruise to Foot’s Bay. The boat ran well and looked great! We docked and pulled her onto the trailer. Still good. To this point, we hadn’t seen anything below the water line. We headed out, and after a somewhat harrowing tow down Route 400 and the QEW and stopping only at US Customs at the Lewiston-Queenston Bridge (amazingly,



Lady Cameron in the water

we had all the necessary paperwork), delivered the boat to the NFACB boat shop at the Buffalo Maritime Center, Buffalo, NY. Now, we could take a closer look. --Tom wondered aloud what all that caulk was hanging down from the planks. And why were there strips of plywood covering some of the bottom boards? Was that a “hog” in the keel? Were those rotted, broken stringers really made of pine? On closer inspection, we would soon find out.

Following is a brief summary of the two-year Lady Cameron restoration project from July, 2024 to July 2026.

Our first task was to assemble a team. All club members were invited to participate, no experience required. The result was a group of fifteen volunteers, give or take a few over the life of the project. Core members of the group included Jeff Witkop, Ron Root and new club members Peter Ostermeier and John Skrzypczyk.

All interior components of the boat were removed: seats, floorboards, windshield, gas tank, engine and lots of miscellaneous parts. The boat was then rolled so that we could then assess the condition of the hull, ribs and bottom planks. The following is a summary of the main issues discovered and actions taken to correct the problem.

Below the Waterline

Bottom Planks Most planks were either cracked, split, loose or decayed. Patchwork repairs over the years attempted to use plywood and large quantities of caulk, as evidenced by the long caulk stringers hanging from the seams. All planks were removed and replaced with new clear red cedar. The lapstrake construction required removal of clench nails, rivets and caulk securing the laps. A “multi-tool” with carbide blade was used to cut each nail or rivet between planks. 3M 5200 and PM nuts were used to refasten the planks. Two coats of CPES followed by two coats of 2000E primer and two coats of copper bronze bottom paint were applied after installation.

Keels The outer keel was hogged, cracked and broken, as was the inner keel. Both were re-fabricated in white oak and reinstalled.

Bulkheads Both pine bulkheads exhibited significant rot and were refabricated and replaced with larch.

Ribs / Frames Duke boats of the fifties and early sixties were generally constructed with a “round” chine. As a result, the ribs acted as the frame, providing strength and determining the shape of the hull. The section of each rib above the floorboards were in good condition. The lower portion of most ribs suffered significant damage and were treated with CPES. Rather than replace the ribs, one-inch strips of white oak were cut to length and “sistered” to the original ribs from the keel to the floorboards. This technique worked well, maintaining the shape and strengthening the hull.

Above the Waterline

Refinishing The hull was in remarkably good condition requiring only a light sand and the application of two coats of Petit “Captains” traditional marine varnish. The upholstery, chrome and canopy were in like new condition. That’s it! Beautiful!

Additional work completed:

Water pump rebuilt
Throttle / Choke assembly separated
Rudder assembly adjusted and reinstalled
Steering assembly adjusted and reinstalled
Buchanan six-cylinder motor tuned and detailed

On July 11, 2026, almost exactly two years after the start of restoration, the Lady Cameron II was relaunched at Rich Marine in Buffalo, NY. Many members of the restoration team were there to cheer as she slid into the water. Congratulations to the team for a very successful and rewarding restoration project!



Removing the Interior



Rolling Lady Cameron II



Duke Interior



Chapter Members At Workshop



Jeff says "What's That?"



"Get Me Out Of Here!"



Instrument Panel



Launching at Rich Marine



Lady Cameron II returns home for a visit



Installing New Ribs



Sizing Up The Keel



Maiden voyage on the Niagara River

46th Annual Boat Show Award Winners

The Captains attending the 46th Annual Boat Show selected their favorite boat in the following categories:

<u>Runabout</u>	Pam & Craig Perkins 1947 27' Chris Craft - "Wait for Me"
<u>Utility</u>	Niagara Frontier Antique & Classic Boats, Inc. "Half Boat"
<u>Cruiser</u>	Eileen Flaherty 1970 31' Chris Craft - "Avalon"
<u>Fiberglass</u>	Sarah & Drew Miller 2003 25' Chris Craft
<u>Outboard Boat & Motor</u>	Elaine Rubach 1956 14' Elgin - "Tini"
<u>Made on Niagara Frontier</u>	Aurelia Chudy 1960 16' Cayuga
<u>Non-Powered Boat</u>	Buffalo Maritime Center 2020 - 2025, 73' Custom Built replica: "Erie Canal Boat <i>Seneca Chief</i> "

Congratulations!!

46th Annual Boat Show Special Award Winners

Boat Furthest Traveled – From Burlington, New Jersey

Jay Pew
1961 16' Moulded Products, Whirlwind – "Ray's 1st"

Oldest Boat

Brad Rauch
1928 24' Chris Craft Model 3 – Triple "Hannah B"

Buffalo Launch Club - Commodore's Award

Gail & Dickie Pisa
1957 19' Chris Craft Capri - "Classic II"

People's Choice

Jay Pew
1961 16' Moulded Products, Whirlwind – "Ray's 1st"

Junior Judging – 1st Place

Bob Umhauer
1954 15' Schweizer – "Driftwood"

Congratulations!!



Best Wishes from the Laborers'
Union Local 210 for a Successful
2026 Boat Show



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