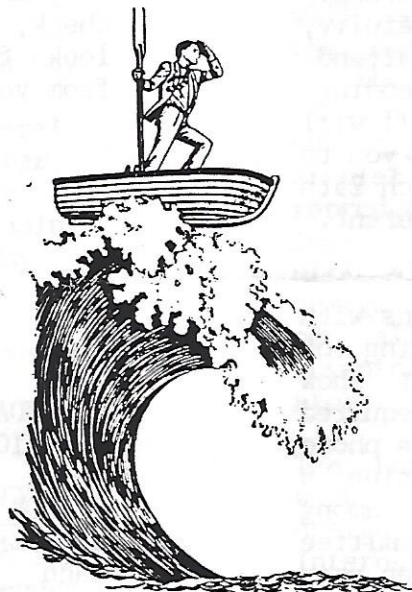


BRIGHTWORK

THE NEWSLETTER OF THE FINGER LAKES CHAPTER ACBS

VOLUME II ISSUE I

MARCH 1990



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FROM THE PRESIDENT

As I write, it's a rare, wonderful sunny winter day here in Central New York with the thermometer almost reading 60°, and it feels like Spring! A quick look at the calendar reminds me it is February, and not quite Spring yet. By the time the next issue of BRIGHTWORK is published, the weather will be warmer and we will all be hard at work on boats getting them ready to go in the water and participate in all this Summer's activities.

The officers of FLC have been hard at work to make 1990 an active, busy year for our members. Check out the calendar of events in this issue, and notice how many events there are. I strongly encourage you to look at it carefully, mark your calendar, and plan to attend. Every event listed is worth attending. Some are old, some are new.....all will be good. In particular, I urge you to attend our general meeting on March-25th in Auburn at Close & Brady's Restaurant.

We have spent the last two months involved in detailed negotiations with the HarborFest Committee regarding the possibility of our annual boat show being held there. It has required several trips to Oswego, countless phone calls back and forth, and writing a formal proposal with a budget among other things. The HarborFest Committee and the city of Oswego have been very helpful, informative, and supportive whenever needed. They are very enthusiastic about hosting our show. A very large majority of details have been worked out at this writing, and our Show will be held at the Maritime Foundation, Oswego in conjunction with HarborFest - July 27-29th. We will have a corporate sponsor and a budget to work with this year. We are hoping to have antique boaters participate from across the Northeast and Canada which will give both the Show and HarborFest an international aspect.

In order to make this year's show successful, I need your help. Each and every one of you. There is something for everyone to do, so don't think

you're not needed. You are! Please attend the March 25th meeting when we will be setting up boat show committees, and getting started. It will be hard work, but I guarantee it will be fun and rewarding. You'll be glad you participated.

I would like to thank each and every one of you who attended the Annual Dinner meeting. We all had a good time, and seeing so many of you there was great. I'd also like to thank those of you who offered your help and support - I'll see you March 25th! If you need to reach me for any reason - even just to talk - you can find me at (315) 834-6303. I have an answering machine which I always check, and I always return calls! I'll look forward to seeing you or hearing from you soon. Thanks for your help!

Susan Buehler

CALENDAR OF FINGER LAKES/WINE COUNTRY
CLASSIC BOATS' EVENTS

EDITOR'S NOTE: As part of ongoing efforts to have joint participation in each chapter's activities, we will publish both LFC and WCCB's calendar of upcoming events in each issue of BRIGHTWORK. We encourage members to attend. Mark your calendar and attend as many of these events as possible. See you there!

March 10 - Wine Country/Finger Lakes
Joint Workshop at Glenn
Young's Restoration Shop in
Newark. Time and other
details to be announced.
Event hosted by WCCB.

March 21 - Wine Country Classic Board
Meeting - Antique Inn, Penn
Yan. Dinner at 6:30pm,
meeting to follow. All
welcome.

March 25 - Finger Lakes General Meeting-
Close & Brady's Restaurant,
211 Clark St., Auburn at
1:00pm. Call Susan Buehler,
834-6303, if you need
directions. Boat Show to be
discussed - plan to attend!

April 7 - Wine Country Dinner Meeting -
Hilltop Restaurant, Penn Yan.
Tony Mollica, who's knowledge
of Gar Wood boats is
extensive, is the scheduled
guest speaker. Plan on
dinner at 6:00pm.
Tony's presentation about
8:00pm. Hilltop is located
at the south edge of Penn Yan
on Rt. 54 South. More
details to follow.

April 21 - Finger Lakes Annual Work Day
at the Shipyard Museum,
Clayton - 10:00am. General
meeting will be held after
work ends. Wine Country
members are welcome to join
us. This event hosted by
FLC.

April 26 - Wine Country Board Meeting -
Time and place to be
announced.

May 19 - Finger Lakes/Wine Country
Joint Dinner meeting.
Tentatively plan to hold this
event at Crow's Nest, Geneva.
Guest speaker and details to
be announced.

WANTED: Attractive, eligible woman with
good sense of humor. Must own an
antique or classic wooden boat in great
shape. Must enjoy scraping, sanding,
painting and varnishing.....Please send
picture of boat.

ACBS NATIONAL QUARTERLY BOARD MEETING:

ACBS's first quarterly board meeting of
1990 was held in Long Beach, California,
on February 17, 1990. Scott Buehler was
in Long Beach on a business trip and was
able to stay to represent Finger Lakes
at both the Chapter President's Round
Table and the Board of Directors
meeting. He worked hard, and brought
back an excellent detailed report of the
meetings, the highlights of which are as
follows.

LOGO/BURGEE COMMITTEE REPORT: A new
burgee design was presented to those
present for consideration and approval
by the Logo/Burgee Committee. The
recommended design was approved and will
be: 1) A swallow tail shape, which is
traditional burgee shape. 2) The colors
will be navy, white, and red which are
the most traditional nautical colors.
3) The burgee will have only the letter
"A" on it, which is the first letter of
our organization's name. 4) It is a
simpler design which will be easy to
reproduce, enlarge, or reduce without
loss of detail. 5) It is the original,
official ACBS burgee design. 6) The
design is already currently being used
on all levels, including a larger
inventory of ship's stores items in
stock.

The Logo/Burgee Committee is continuing
work on an official ACBS logo-type
design to represent the ACBS
International. The goal is to have a
design that has no reference to any one
country, which caused quite a discussion
- more on this at the next board
meeting. Anyone is welcome to submit a
design to ACBS.

Of interest to a lot of us here in the
Northeast and Canada was the Logo/Burgee
Committee's decision on the status of
the Crossed Flags. The committee
decided that Canadian chapters should
decide on their own if they wish to keep
the swallow tail burgee with the
Canadian Maple Leaf. It would not
replace the A burgee, and would be a
symbol that they are Canadian members of
ACBS International. It may be crossed
with the "A" international burgee to
show that Canada is one of the countries
included in the club. However, the
cross of burgees will not be used to
represent the entire organization.

RUSTY RUDDER REPORT: Mary Herwig reported that the Rusty Rudder is planning to go to a magazine format eventually. Due to how widespread the staff is, a new editing procedure is being used to make editing more efficient. Cookie Melrose resigned as the Chapter News Editor, and Pat Galven has been named as her replacement. A request has been submitted to the U.S. Postal Service for a second class postage rate for the Rusty Rudder.

CHAPTER COMMUNICATIONS: Peter Bailey chairs this committee and reported that the 1990 ACBS Directory will be going to press in a month. He requested all chapter information be promptly submitted if it hasn't been already. A new addition to this year's directory will be a photo of a boat selected from each chapter's membership to represent the chapter in the directory. Syd Marsder's Misty Memories will represent FLC in the 1990 directory.

BUDGET COMMITTEE: Jim Holler reported that the ACBS budget is sound and in the black.

ANNUAL MEETING: Bill Munro updated the 1990 annual meeting in Mackinac Island, September 27-29, 1990. He strongly suggests that anyone interested in going fill out the Early Bird Special card enclosed in the Winter Issue of the Rusty Rudder recently received. By submitting your \$30/per person registration fee prior to May 31, 1990, you will receive a packet of information now. This packet includes a 1-800 number for airline fares that can net as much as 40% off regular coach fare. There are also a limited number of rooms, so taking advantage of early registration is suggested.

Those are the highlights of the meeting, although there were other committee reports. Susan and Scott Buehler will be attending the next Board of Director's meeting in Mystic, CT, April 27-29, 1990. BRIGHTWORK will include their report in the following issue in order to keep you updated on ACBS activities on the national level.

BOAT SHOW UPDATE: Since the Annual Dinner Meeting, when the general membership discussed and voted to pursue moving our annual Antique Boat Show to Oswego, NY, to be held in conjunction with that city's waterfront festival called HarborFest, much has happened!

Susan Buehler and Bill Young met with a committee of HarborFest shortly after the Annual Dinner Meeting. Different aspects of both our show and HarborFest were discussed, we toured the show site, and negotiations began in earnest! HarborFest is a very well-organized, well-run event, and had very specific procedures for us to follow. A proposal was written, submitted, and has been approved by the HarborFest Board of Directors.

With the help of City of Oswego Waterfront Director, Greg Neal, and Oswego Maritime Foundation President, Dick Pfund, we will have dockage for 40 to 45 boats in-water this year, plus a large, nice area for land display. Dockage is a problem in Oswego just like everywhere else, but the good news is that there is a well-planned dockage expansion plan in place which will provide more dockage each year.

On February 11th, the Steerage Committee, set up at the Annual Dinner Meeting, met for the first time and reviewed all information regarding the FLC's show site being in Oswego and voted that this year's show site will be at the Oswego Maritime Foundation on July 27, 28 and 29, 1990 in conjunction with HarborFest.

As president of FLC and someone who has been working hard on this, I can tell you there's much to be excited about! HarborFest's Director, Mary Auraktos, has been most helpful, and her knowledge and expertise have been very much appreciated. Special thanks to Greg Neal and Dick Pfund for all of their help so far.

There are lots of details still to be worked out, but things are coming together quickly so we can all get down to work to make this a memorable show. Some highlights:

- We have a dorm reserved at Oswego State for accommodations during the show. Dorms are used by many people for events throughout the summer in Oswego.

There are basically 3 motels available and their rooms are already reserved for HarborFest. Prices are great with breakfast available at the dorm. The dorm is one mile from the show site.

- An excellent restaurant called "The Captain's Lounge" is not far from the show site. The restaurant not only has good food, but a great nautical theme to it. The banquet room has been reserved for our Saturday night dinner. Entertainment is being looked into for after dinner.

- Shuttle buses stop at the show site throughout the day which will allow all show participants to have easy access to all HarborFest events across the city.

- The steering committee has set up the necessary committees in order to have a well-run show. We need PEOPLE, PEOPLE, PEOPLE to help on all committees in order to make this show run smoothly. Please attend the March 25th general meeting at Close and Brady's Restaurant in Auburn at 1:30 p.m. when we will have a full boat show report and sign people up for committees. There will be complete show information at the meeting.

LOOKING AFT: FLC enjoyed two workshops in the Fall of 1989. The first, held in October, was a joint workshop hosted by Wine Country Classic Boat Club at Glenn Young's Restoration Shop in Newark. A total of 60 people enjoyed a very informative seminar on canoe building instructed by the Heritage Canoe Club. The seminar was followed by lunch, lots of talk, and poking around Glenn's incredible shop. We all wish we had half the tools Glenn has! Our thanks to WCCB for hosting such an informative, fun afternoon.

In mid-November, FLC and John Ford hosted an open house at John's newly finished restoration shop outside of Union Springs. The weather was far from cooperative, but those of us that made it had a relaxing afternoon filled with checking out John's projects he was working on, some great chili, and lots of good camaraderie.

The first weekend in January 1990 saw FLC enjoying its Annual Dinner Meeting

held this year at the Seneca Falls Elks Club. Thirty-one members attended and a great time was had by all. A special thank you to member, Bill Young, who was responsible for making all the arrangements with the Elks Club. He definitely put a great deal of effort into everything and it showed.

The installation of officers for 1990-91 was held, and our new officers are as follows:

| | |
|-----------------|---------------|
| President: | Susan Buehler |
| Vice President: | Dick Sherwood |
| Secretary: | Bill Young |
| Treasurer: | George Zeth |

Significant strides were made in organizing a calendar of events for 1990. Be sure to look at it in this issue to know when dates for upcoming meetings, workshops, and other events through May will be held.

THE TECHNICAL SIDE OF

The "nit-picky" job of lettering the name and number of a boat's transom is one which many people put off. But high costs for a professional sign painter inspire many a boat owner to be a do-it-your-selfer. It makes sense.

The first area to explore might be the various alternatives to paint and a skillful hand. There are many forms of metal and plastic letters and numbers available in most marine and general hardware stores, usually applied with screws or nails.

While these methods are easy, nothing will look as good as a well done hand-lettered boat name. Given the proper tools and a little practice, most people can master the art well enough to fool the neighbors.

Let's have a look at tools. Sign painters do not use anything which you would call a brush for this kind of job, because the end bristles of a brush can spread and run dry in a single stroke. This can be made to work in a limited fashion, but the results are shaky at

best. Even the best brush has its faults: it cannot hold and control a sufficient quantity of paint; it generally has a blunt or pointed tip, preventing it from making straight-edged strokes, and because only the tip is put to use, the pressure upon the working surface is difficult to control. The right tool for the job is a special little object that closely resembles a brush, but is used differently: the quill. It can be bought in any shop that carries sign painter's supplies, and the cost is generally under a dollar for the smaller sizes. Imported from France, they are called quills because the ferrules are made of good quills, although many are now made of plastic. Squirrel hair is mounted in the quill and held fast by a twist of brass wire; the hair, nearly 2" long, is very soft. Because most quills are imported without handles - except for the preventing, Grumbacher type - any old stick will do as a handle, whittled to fit. The size of the quill is governed by the size

of the letters chosen. Your craft's name is only meant to be read at polite distances, and you should not overdo it. A number six quill and a few larger sizes should serve your needs. To estimate the width of the stroke of a quill, wet it and bring it to a chisel edge. This is the working shape of the quill (some people try to hold that set in the hairs with a little vaseline, when the quill is not in use); the width of the stroke will be the width of the chisel edge. The squirrel hairs are springy, and if you bend them, they will spring back to their original shape; this is known as "snap."

While you are out shopping for a good quill you might also pick up a small tin of "One Shot" sign painter's enamel. It may cost a little more, but it is certainly worth it. "One Shot" comes in different colors, covers in one coat, has the proper consistency for lettering, and weathers well.

The only other basic equipment you will need is: a pencil, carbon paper, turpentine, and some rags. Make some measurements of the area where your boat's name will be, and do all your preliminary drawings on paper so that you can trace them onto the working surface with carbon paper. This allows

you to use the same drawing repeatedly in different locations. In this way all the figuring, erasing, and messing about is done on a piece of paper instead of on the side of your boat. There are books available to help you choose different letter styles and formations. If you doubt your ability to get the proportions right, use stencils, which are available in most stationery shops, but be sure to join the bridges after you have traced out your words. They are there to hold the open areas of the letters together; joining these gaps makes a much more professional-looking job.

In all cases, consider spacing. It will help you to cover up some of your other sins. There are a few rules to follow: remember that it is not the distance between letters that is equal, but the blank space, (the air) between each letter; the verticals, such as two i's, would have the most distance from each other; two o's would be closest in terms of distance and the space between words is usually equal to a capital O. Squint at your word and see if the letters are equally spaced. Remember that the gaps in your spacing will be more evident from a distance. After completing your master drawing, transfer it to the surface for painting.

If you have to resort to working directly on the boat, make sure it is done while she is hauled out. To letter a vessel that is moored even in very calm water is a task that often baffles the experts. Place your carbon black-side-down on the working surface and tape the master drawing into position. Check the placement by measuring with your tape, making sure you have it exactly where you want it. If you are working on a black surface, chalk the underside of the master drawing instead of using the carbon paper. Now, trace over the master drawing and its outline will come through on the working surface. To make things easy for yourself in the future, you should then outline the lettering on the surface by using a scribe or taping it in with the blade of a chisel. It will be much easier to follow the outline when it is time to repaint it.

For the purist who wants to test his skill lettering a relatively flat surface, here are some step-by-step instructions:

- First obtain a painted board or whatever is handy and test your quill on that.

- Make sure you are holding the quill in the proper position; it is not a pencil or a pen, and the best position is one in which it can be held firmly upright, with the handle at right-angles to your arm. Don't let your fingers take control. The direction of your line should be controlled by your wrist and arm. This may seem awkward at first but try it out and you will see that it works.

- Stir the paint well and dip a bit out on your pallet. This can be anything from a piece of cardboard to an old tin lid. Dip the quill in the color but don't soak it. Work the hairs to a chisel edge.

- When applying the paint use the hairs so they bend near the ferrule. Don't use the tip. Stroke downward to form verticals. The top edges of the brush strokes can be sharpened by using the chisel tip in a slight horizontal cut to the left and then down. This finishing off method will take a little practice, but it may not be necessary if the quill holds a good edge.

- Again, making the curved strokes should put your wrist and arm in action, not your fingers. Letters are formed in parts. For example, the letter O is made of two opposite curved strokes, both made with downward strokes of your quill. It is seldom necessary to stroke upward and generally this is to be avoided. The letter S is formed by first making the center spine and adding the top and bottom curve, brushed left to right.

- The pressure of the hand is important for neat work. Most people steady their hand by using the knuckles of their little finger as a caster, and control the direction of the strokes with their wrist. Some signpainters use a mahlstick to steady their hand. It can be made from an old mop handle with

a rag balled around one end to protect the working surface and on which it pivots. It must be held by one hand to provide a rest for the lettering hand. Its use is a matter of personal preference, but it does prevent one's hand from smudging the wet paint.

- While you're working don't tense up - this produces a shaky line. Work smoothly and rhythmically with no hesitation in mid-stroke. Don't be afraid of mistakes; just keep a rag slightly moistened with turpentine handy. It is equivalent to your eraser and works fine while the paint is still wet. You can letter carefully without being too slow and shaky. Enamel dries within a few hours, but it would be advisable to keep the moisture off it for a day or so.

- There are lots of ways to decorate your lettering with another color such as outlining or shading. I'd advise the novice to stick to plain and simple lettering on his or her first try and save the fancy stuff for later.

Boat people are generally not the sort who can't learn new tricks, and most surprise themselves when they use the proper equipment and a little know-how.

There is tremendous satisfaction in doing the job yourself. Once it is dry, the handlettered name should last the life of the boat with some occasional retouching. And because it's a job worth doing, it's worth doing well.

"Have you weighed anchor?"

"Yeah. It hasn't gained an ounce since we left Seneca Falls."

FOR SALE

Bernie Clapp, FLC, is parting with his boat collection - Chris-Craft, Gar Wood, Century, Penn Yan, Lyman - inboards, outboards and canoes - 11 boats in all. Must see to believe and reasonably priced. Call Bernie at (315) 458-3101.

ASSISTANT EDITOR'S NOTE: As an addition to our newsletter, we would like to try to include a picture of a member's current restoration project or restored project. Find a picture you would like to have in the next issue of BRIGHTWORK and send a copy with the negative to:

Dick Sherwood
1734 Lake Road
Webster, NY 14580.

Dick also requests that a brief article or information about the picture be included.

This issue's picture comes from Bill Young who's hard at work on a 1927 Chris Craft Cadet 22' Triple Cockpit. Bill says his plans are to have this boat in the water this summer so we can all have a ride. Sounds great Bill, but we have our reservations about whether it will float at present or not - looks like "Jaws" to us! Keep working, and we'll keep checking on your progress.

EDITOR'S COLUMN: Here it is - the second issue of BRIGHTWORK. This issue was definitely easier than the first, and hopefully better. Publishing was much easier this issue thanks to Dick Sherwood and his invaluable assistance.

Dick's help now means we can get issues typed and run off in enough quantities to enable us to send all of our members copies, each ACBS chapter, and ACBS headquarters. A big milestone to those of us who worked on the last issue! A special thank you, Dick!

We do still need more input in terms of articles or a good wood boat story from your "archives" of experience that we would all enjoy. You don't have to wait until April to do it either. If you'd like to send something for the next issue now, sent it to:

Bill Young
2720 Lower Lake Road
Seneca Falls, NY 13148
(315) 568-9352

or

Susan Buehler
8334 Weedsport-Sennett Road
Weedsport, NY 13166
(315) 834-6303

We'll be glad to keep it for the next issue. We could use some new ideas. Thanks for your help!

