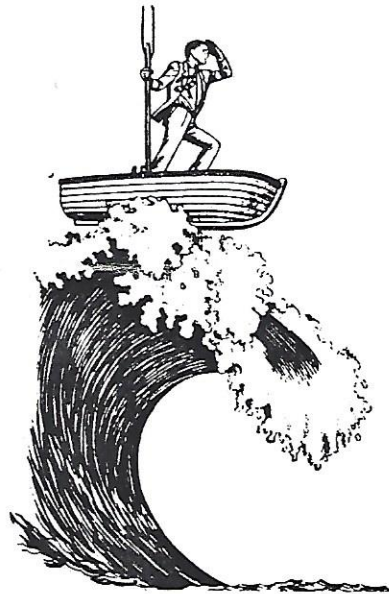


BRIGHTWORK

THE NEWSLETTER OF THE FINGER LAKES CHAPTER ACBS

Volume I Issue I

November 1989



OFFICERS

President - Syd Marsden (315) 253-7505
Vice Pres. - Jim Brennan (315) 446-1023
Treasurer - George Zeth (315) 568-6096
Secretary - Bill Young (315) 568-9352

BRIGHTWORK is published quarterly by the
Finger Lakes Chapter ACBS.

Editor: Bill young (315) 568-9352

Staff: Scott & Sue Buehler (315) 834-6303

WELCOME ABOARD ...

Welcome to your chapter newsletter!
BRIGHTWORK is certain to be a surprise to most of you, but what a great surprise!

The idea for a regularly published newsletter for the Finger Lakes Chapter has been the result of talking to many people in other chapters and even on the national level of ACBS. Everyone we spoke to felt that a regularly published newsletter is a very important link in a successful, active chapter. It's a great way for members to communicate: the Officers to members, members to the Officers and members to members if you like.

BRIGHTWORK will be an educational tool with articles about past and future chapter activities, special reports by members who were able to attend events that other members could not, and columns on technical or special-interest subjects. There will also be a calendar of upcoming events, so you can make sure you know where to be when there's a chapter activity.

What do we need from you - our members? INPUT! This is your newsletter, and it needs everyone's contribution. You could write a technical article, or share a boating experience from the summer. You could write about what you would like to see in the newsletter, and stir up lots of great ideas! Perhaps you could be the newsletter photographer, or write one of the columns. Whatever it is, the most important part is your participation.

BRIGHTWORK will be published quarterly, which means that the next issue is due out in January 1990. There will be a next issue, and one after that, and one after that... it will be much more fun and interesting if we work on it together! Sharpen your pencils, dig through all those boat pictures you have for a great one, and join us. We think BRIGHTWORK will just get better and better. We hope you enjoy this issue and we will look forward to hearing from you soon. WELCOME ABOARD!

Bill Young, Editor

UPCOMING EVENTS ...

FLC MEETING: There will be Finger Lakes Chapter meeting on Sunday, November 19, 1989 at John Ford's home in Union Springs. It will begin at 2:00pm. This is an important meeting that all members should plan to attend. There will be a vote on the proposed slate of officers for 1990-1991, and the 1990 calendar of events will be set up. John will give us a tour of his restoration workshop and barn, which he says has some "goodies" we'll all want to see. We will have a variety of appetizers and "munchies" to make the afternoon more enjoyable. To go along with them will be coffee, hot chocolate and cider too. We understand that later in the afternoon Syd Marsden has been persuaded to give a tour of his barn which is also in Union Springs. This will be our final meeting for the year - please come and participate!

Directions to John Ford's home from Syracuse, Auburn and East: Rt. 5 West to Rt. 34 South. Rt. 34 South to Rt. 34B - you will pick up 34B in Fleming. Stay on Rt. 34B (heading South) for approximately 2 to 3 miles. Turn right onto Number One Road from 34B. John's house will be on the left. Look for a large house with a pond and barn. It's set back off the road, but it's easy to see.

Directions to John Ford's home from Rochester and West: Rt. 5 East through the Montezuma Wildlife Refuge across the canal bridge to flashing light. At the light, turn right onto Rt. 90 South. Follow Rt. 90 into Union Springs. Just east the Post Office, turn left onto Center Street. Stay on Center Street for approximately 2 miles. Center Street will turn into Number One Road at the village limits. John's house will be on the right. Look for a large house with a pond and barn. It's set back off the road but it's easy to see.

JANUARY 6, 1990 - ANNUAL CHAPTER MEETING-

Dinner at the Seneca Falls Elks Club.
Mark your calendars now - more information to follow in December.

THE TECHNICAL SIDE OF ... VARNISHING

EDITOR'S NOTE: While brainstorming for ideas for the contents of BRIGHTWORK, it was suggested that a technical column would be something very useful to all of us. Members are certainly welcome and encouraged to contribute articles to this column. We need your restoration experience! The article that appears in this issue was taken from Epifanes Gloss Varnish - a newsletter published by Mitch Lapoint's Classic Boat Connection.

BLISTERING: Causes: A) the application of varnish over a surface containing excessive moisture or solvent. B) Inadequate film thickness, permitting moisture to pass through. C) Varnishing on a sun heated surface, trapping air as it expands out of the pores of the wood or moving the work out into the sun just after varnishing. D) Sometimes a varnish which dries too quickly will trap its own volatile agents in the film.
Cure: sand and refinish.

BLOOMING: A whitish appearance on the varnish surface caused by the finish absorbing moisture while drying.

CHECKING: Shallow hairline cracks which develop in varnish due to uneven shrinkage through the cross section of the film layers. Causes: A) Insufficient drying time between coats. B) Excessive heavy coats. C) Adding wrong materials to varnish. D) Recoating a previously checked surface.
Cure: sand down through the checked layers.

CRAWLING: The material appears to creep away from certain spots, leaving them uncoated. Causes: water, low temperature, excessive viscosity, grease, gas, silicone, unsanded surfaces.

CRYSTALLIZING: Rough surfaces caused by lack of fresh circulating air, gas fumes which reduce the oxygen content of the air, or by a cold draft blowing on the film before it is dry.

DULLED FINISH: Imperfectly dried under coats, porous undercoats, excessive thinning of varnish, exposure to dew or moisture while still wet. Hint: Do not

varnish at the end of the day, as dew forms as the temperature drops during the night.

LIFTING: When a finishing coat, being applied over another coat, softens and raises the undercoat in irregular wrinkles. This effect is also known as "raising". Caused by too short a drying time between coats, the use of too strong solvents in the top coat, or use a top coat that is incompatible with lower coats and acts like a paint remover.

ORANGE PEEL: Causes: moisture in wood, incompatible coats, varnishing over dirt, grease or oil, improper surface preparation.

PEELING: Causes: moisture in wood incompatible coats, varnishing over dirt, grease or oil, improper surface preparation.

WRINKLING: Corrugations in the finish caused by the surface drying too quickly, leaving the underside wet. Caused by an extra thick film deposited in an irregular manner or rapid temperature changes from warm to cooler.

SURFACE PREPARATION: Begin sanding with a coarse paper, working your way toward 100 grit. Paper finer than this will not leave enough surface texture to fill with filler stain. An air file will get the job done the fastest, and will fair out wavy or gouged planks remarkably well, but must be handled carefully, or damage will result just as quickly. These units run about \$120. A less expensive alternative would be an orbital finishing sander. Never use a disc sander! Final sanding is done by hand with a long block (about 18 inch). Small blocks (quarter sheet), will cause dips in your work, and should be avoided. Wipe down with alcohol before staining.

STAINING: Use the correct color filler stain for your model boat. Filler stain is a thick paste and is thinned with mineral spirits prior to use. Paint it on thickly and quickly, there is no need

LOOKING AFT ...

to rub it in. It may take two people to do this quickly enough. Try to stain one whole side of the boat before the stain starts to dry. It will begin to have a dull look in spots as it sets up. Rub with burlap: one person rubbing vigorously with the saturated pieces of burlap, and a second person, (rubbing very lightly), following behind with fresh pieces of burlap to pick up the excess. If you allow it to become too dry, it will be very difficult to rub out.

SEALING: Allow the stain to dry 2-4 days before sealing. Seal with a sanding sealer, such as Pettit #2018 Clear Sealer. The Naptha in these products causes deeper penetration than just using thinned out varnish. These products are extremely hazardous to your health and you MUST WEAR A MASK AND have maximum ventilation. Use 2-5 coats, don't use sponge brushes, as they will pull the stain out of the wood. Use a bristle brush, and a minimum of strokes. Do not sand between coats.

VARNISHING: When applying new varnish over traditional marine varnishes, clear epoxy resin, or clear urethane, was the old surface down with soap and water before sanding. Wipe down with denatured alcohol and clean rags between every coat. Do not wipe down with mineral spirits as mineral spirits will dull the characteristic high gloss. Sweep your varnishing room the day before, allowing time for dust to settle. Hose the room down before varnishing, being careful not to wet the boat. When brushing varnish: Thin 1st coat 50%, 2nd coat 25%, 3rd coat 15%, and additional coats 5-7%. A badger hair brush works well for your final coats. Load the brush with just enough varnish for one stroke. The most glossy finish will be achieved by a minimum of brush strokes. Do not wipe the brush against the side of the can, as this will introduce air bubbles in your work. If you punch some holes in the rim of your varnish can, the varnish will have less chance to crystallize in the rim, and eventually find its way into your work.

FLC SHOW - Finger Lakes Chapter held their annual Antique and Classic Boat Show July 28th thru July 30th at Emerson Park on Owasco Lake, Auburn. There were 36 boats registered for judging and several others on land display. Riggs Smith from the Shipyard Museum at Clayton headed our judging committee along with Scott Buehler, Steve Wikstrom and John Ford. We would like to thank these judges for the excellent job they did. Awards were given:

Best of Show: Governor Earle owned by John Clarke; Best of Show Runner up: Our Toy owned by Erwin Haitenberger; Craftsmanship 1st Place: Reflections owned by Dick Newcomb; Craftsmanship 2nd Place: owned by Dick Sherwood; Pre WWII Runabout: Shady Lady owned by Jim Brennen; Post WWII Runabout: Sonja owned by Ralph Bush; High School Launch: Governor Earle owned by John Clarke; Slow Speed Launch: Cuthbert owned by Bruce Marsden; Rowing Craft: Summer Memories owned by Jeff Schwenke; Reproduction: Hackercraft owned by Bill Morgan; Outboard Boat & Motor owned by John Vyverberg.

Late Saturday afternoon following the awards presentation, many of the boats enjoyed a leisurely cruise down Owasco lake, while others drove to Christy's. Everyone enjoyed a good dinner and great company that evening. All of the Antique boats docked in front of the restaurant certainly added to the waterfront scenery enjoyed by anyone dining at Christy's that evening. It was a perfect summer evening to cruise back to Emerson Park after dinner which was enhanced by a spectacular view of the stars above. We

thank those who participated in our show this year and look forward to our 1990 show.

FLC PICNIC: On Sunday, September 24, members of FLC gathered for our annual family picnic. It was a brisk fall day, with lots of sunshine. Most of us gathered indoors to have a bowl of clam chowder - a most welcome addition to a fall picnic. We did grill hot dogs outdoors just to make it an "authentic" picnic! Although no formal meeting was held, everyone did lots of talking about the past summer's events and the activities yet to come. We hope to see even more members at next year's picnic!

CLAYTON SHOW: The first weekend in August always finds a large percentage of FLC members heading up to Clayton, NY for the annual Antique Boat Show at the Shipyard Museum. This year found everyone looking forward to the show with extra anticipation - not only because it was the show's 25th anniversary - but also because it was the much publicized beginning of "Commuters '89": a gathering no one wanted to miss. Additionally, no one went home disappointed over the quality and quantity of antique and classic boats to be seen. It was a great gathering of wooden boats, and the commuters were really outstanding. Billed as the aquatic thoroughbreds of the wealthy American entrepreneurs of the 1920s and '30s, they were as magnificent to look at today as they were when in the service of their affluent owners.

The weather was beautiful: hot and sunny. Some of us even left the show site for a swim in the river on Saturday afternoon. It was most refreshing.

It has been rumored that FLC members organized and participated in the 2nd annual shopping cart races held Saturday night - on Clayton's Main Street. Wonder who was there?! We'll try to make a more accurate report of this event next year. Someone suggested Jim Brennan's name for reporter ??????.....

When the awards were announced Sunday afternoon, Finger Lakes was a proud chapter! Members who received awards were: Syd Marsden - Dispro; Bill Feikert - Custom Launch; Jeff Schwenke - Rowing Craft. Congratulations to everyone!

ACBS ANNUAL MEETING ... On a gorgeous fall morning, Friday, September 29th, Scott and I put our daughter, Vicki, on her school bus and headed for Bonnie Castle Resort in Alexandria Bay, NY, site of the 1989 ACBS Annual Meeting. We arrived full of anticipation of a weekend filled with mahogany boats, old friends, new friends yet to be made, attending seminars, the annual meeting, and just having fun.

We weren't disappointed! Shortly after our arrival, we found ourselves driven to Clayton to the St. Lawrence Restoration Company for a very quick look around before we were picked up at the dock for a ride back to Bonnie Castle on "Zipper" - the 48 foot commuter owned by the Shipyard Museum. It was a beautiful fall day, and we had a most enjoyable ride.

Upon our return, we found Bill Young had arrived and we had to discuss all the things we wanted to do and/or not miss over the weekend. That evening, we enjoyed dinner in the Home of the Stars, the highlight of which was the entire ACBS group gathered for dinner singing a resounding rendition of "Happy Birthday" to Bill.

After dinner, we went to listen to an excellent presentation of the history of Hutchinson Boat Works given by Bonnie Wilkinson, the great-granddaughter of Bert Hutchinson, the co-founder of Hutchinson Boat Works. Bonnie's

presentation was most informative and was highlighted by interesting slides. We were glad we took the time to attend.

Saturday morning found the three of us busy compiling a chapter report over breakfast for Bill to present at the annual meeting. The annual meeting was well attended. There were officer's reports, reports on some forthcoming changes in the membership renewal forms, the computerization of the Rusty Rudder, and the Ship's Store. There were 20 chapters represented by reports, and it was very interesting to hear about the other chapters' activities.

The Michigan Chapter is hosting the 1990 ACBS annual meeting at the Grand Hotel on Machinac Island, Michigan. They gave a brief report on room availability, transportation, and prices to date. Sounds like a great time not to be missed!

After the meeting on Saturday, we headed for the docks, where the Thousand Island Chapter provided about a dozen wooden boats to ferry people between three island homes that were open to tour. The sun was bright, the river beautiful, and we were off for an afternoon of sight-seeing. We visited Estrillada first - a big home on its own "mini" island, complete with a view of the St. Lawrence from all sides. Magnificent! The boat house contained several old boats, including an unusual Hutchinson that was completely restored and used daily.

Our second stop was Casa Blanca on Cherry Island, the huge restored summer home of Edith and Albert Amsterdam. Edith Amsterdam gave us a lively tour of her incredible home. The grounds were inviting to stroll, and the waterfront/boathouse area was a very active place. Tony Mollica had collected several Garwoods, many of them rare boats, and all of them a feast for the eye. We spent a leisurely visit here which included checking out the boathouse with its cute apartment upstairs, and another Garwood downstairs.

We left Casa Blanca for a quick trip to La Duchesse - a 110' House Boat built in 1904 and owned by Andrew McNally of Rand McNally map fame. It was not impressive from the outside, but this two level floating home was most impressive from the inside. From the full size brass fireplace, to the gilded ceilings, antique furniture and oriental rugs, La Duchesse is a grand home that floats.

Everyone met back at Bonnie Castle for a cocktail reception on the Bonnie Bell, which, by the way, is a true paddle wheeler - something Scott found fascinating. It was a pleasant ride with different views of the river than we had experienced during our tours. The ride, combined with interesting conversation and the spirits of your choice, made for a good time.

Saturday evening found about 250 ACBS members gathered for a banquet. Our table was quite a lively group. We were joined by Tammy Hagerty of Hagerty Insurance and the Michigan Chapter, and Graeme Beattie from the Toronto Chapter. Also at the table were Joe and Jim Fleming, members of the New Jersey Chapter who are involved in their father's Elco business, and Dave, who is part of the "new" Hackercraft business. We certainly had lots of interesting conversation that evening! The hours after dinner were spent engaged in more conversations around the bar, with everyone enjoying the opportunity to visit with antique boaters from all across the United States and Canada.

Sunday morning arrived full of sunshine, with the promise to be the warmest day yet. Our first stop was the docks to check in with Ken MacStephens, a new-found Toronto Chapter friend. We wanted to be sure we didn't miss a long awaited ride on his beautifully restored 35' Gilbert launch, the Charmalee II. Ken was waiting for us, so off we went on

a grand ride around Boldt Castle, complete with a few "fly-by's" past Bonnie Castle's dining room, just to make sure those partaking of brunch there knew where we were. Obviously, we had the better deal!

After brunch, Scott, Bill and I attended an informative, but very controversial, discussion on the latest ACBS proposals for changes in judging. Judging has always been, and always will be a very sensitive subject, with everyone having the "right" way to set judging standards. Scott will be writing a series of articles concerning judging. Watch for them in future issues of BRIGHTWORK.

After the judging seminar - not wanting to leave the area too early on such a lovely fall afternoon - we headed for Clayton to poke around St. Lawrence Restoration, and a few more boat rides. Before we left Bonnie Castle, we added someone to our group: John Flaherty, the President of the Pacific Northwest Chapter in Seattle, Washington. John had a flight out of Syracuse the next morning, so he was happy to spend some time in Clayton before heading for Syracuse.

At St. Lawrence Restoration, we enjoyed looking at several boats on land display, and then headed to the docks: where else?! Our first ride was on the Elco electric launch with Joe Fleming, who had sat with us at dinner the previous evening. Such an elegant boat! It is truly an experience to glide across the water when propelled by those powerful batteries. The wicker chairs, the oriental rug - the entire boat takes you back to another era. We thank Joe for sharing the Elco with us.

We returned to the dock just in time to catch a ride on "Teal" - the 28' triple cockpit repro Garwood that many of us saw

at the Clayton Show. I rode in the back cockpit: what a ride! Scott took the wheel for a while, which no doubt was his thrill for the weekend. Truly a classy boat that acted like a finely-tuned thoroughbred.

Our last ride of the afternoon was on a repro Hackercraft with Dave, who also had sat with us during Saturday's dinner. Another beautiful boat, and fast! It was a ride enjoyed by all.

On the way home, we talked boats and ACBS with John Flaherty. Upon discovering that he had no acquaintances in Syracuse, and intended to spend the night in a motel close to the Syracuse airport, we insisted that he stay at our house. John was a delightful guest and shared a wealth of information about antique boats. We thoroughly enjoyed having him stay with us, and look forward to the next time we meet.

The ACBS annual meeting was informative and fun. We found everyone to be congenial, and the camaraderie was great, and what fun on the boats! The St. Lawrence is a majestic river, and the Thousand Island Chapter did a terrific job of showing the area off at its best. We thank them for a memorable weekend, and look forward to the 1990 Annual Meeting on Machinac Island!



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Finger Lakes Chapter, ACBS
P.O. Box 362
Seneca Falls, NY 13148

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George Zeth
2729 Lower Lake Rd
Seneca Falls, NY 13148