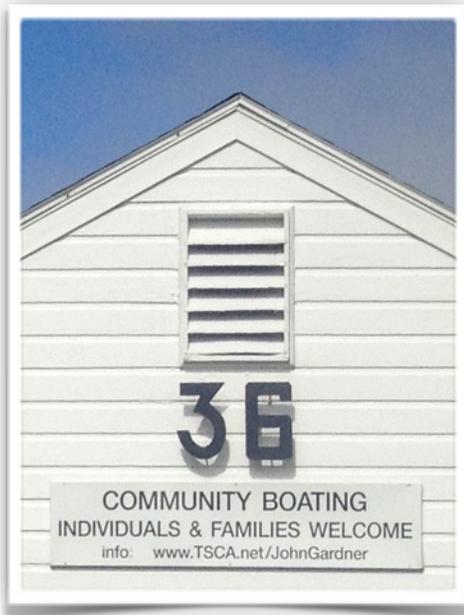


JGTSCA

**John Gardner Chapter
of
Traditional Small Craft
Association**



**Welcome to John Gardner
Traditional Small Craft
Association.**

Reminder: **our next monthly meeting at Avery Point is Friday, November 6th with Pot Luck starting 5:30pm and meeting to follow at 6:30pm**

Whether you have an interest in traditional boatbuilding, messing about in small boats, or helping to preserve our maritime heritage come join us and share the camaraderie of kindred minds.

We invite you to attend one of our meetings, go for a row, or get involved with our next boatbuilding project.

VISIT US AT:

The Community Boathouse is Building 36, at the University of Connecticut at Avery Point or

**<https://www.facebook.com/JGTSCA>
www.jgtasca.org**

Traditional Boat of the Month: “The Chesapeake Bay Skipjack”



Bow shot of Rebecca T. Roark

The Skipjack is the last remaining craft in Chesapeake Bay actively harvesting seafood under sail. As such she is beloved by Chesapeake Bay people and a symbol of their connection to the history of the Bay. To find Skipjacks you must go to the Eastern Shore, as folks down there call it, to see, and if you are lucky, catch a ride on one of the remaining few. Your Editor and Publisher were fortunate to wander by the docks at Tilghman Island, Maryland just as Captain Wade Murphy was leading visitors aboard the Rebecca T. Roark. Needless to say, they hopped aboard and had a delightful sail as Captain Wade, an accomplished raconteur, gave a history of the craft as well as an opinion on the current state of the oyster fishery, it's management or the lack thereof.

Sail only dredging for oysters dates back to 1865 when the Maryland legislature passed one of the country's earliest conservation statutes, prompting development of the Skipjack. The concern was over-harvesting by steam dredges, still a concern today as the annual harvest is down to only 1 percent of a century ago. Sail only dredging remained in effect until 1967 when it was modified to allow power dredging from Skipjacks two days a week, hence the addition of power push boats. Then in 1999 the law was completely overturned allowing power dredging from regular work boats. As Captain Wade explained, the controversy goes on. At stake is the concept of a wild fishery; the alternative is private leases for aquaculture.

Christopher White, author of "Skipjack: the Story of America's Last Sailing Oystermen" suggests in a letter to the editor of the

Continued on Page 2



Baltimore Sun that perhaps the answer lies with some combination of sanctuaries, wild beds in public domain and some areas for oyster farming. Meanwhile, Captain Wade was planning to up-rig and go dredging oysters starting October 1st under sail and/or power.

So what kind of vessel evolved from all this? What was needed was a burdensome vessel that had sufficient sail power to pull a dredge over shallow oyster beds and carry a full load of oysters a distance to market. New Haven Sharpies were faster but designed to hand tong oysters. Also their markets were much closer to their grounds. Flat bottomed skiffs evolved to include some dead rise ("Vee") in their aft quarters and were called Hampton Flatties, but tended to pound in the Bay chop. Hence the Skipjack's Vee bottom from fore to aft. Another type was tried, the Bateaux, which had a Vee (or "file") bottom but were

narrow and double ended, so not sufficiently burdensome. The bateaux name, however, stuck; Skipjacks are often referred to as "two sail bateaux".

If you were a fisherman in the 1880's and had no set of plans, what would you tell your builder you wanted? Chapelle quotes M. V. Brewington, Jr.: "The greatest beam is one-third of the length on deck, and is located between one-half and two-thirds of the length on deck abaft the stem. The width of the transom is about three-quarters of the greatest beam. The flare of the sides varies from 2 to 3 inches for each foot of depth amidships. The mast's step is located one-fifth or one-sixth of the length on the waterline abaft the stem and the mast rakes at about 75 degrees, the masthead coming over the point of maximum beam. The length of the mast is equal to the length on deck plus the beam. The length of the bowsprit, outboard, is equal to the greatest beam. The length of the boom is equal to the length of the hull on deck. The centerboard is one-third the length on deck and placed in the middle third of the aforementioned length." There you have it, builders and modelers. Commence building. If you must have a set of plans go to figure 117 of Chapelle's American Small Sailing Craft for a particularly fast version designed for an oyster pirate who dredged only after dark and needed speed. He also changed the boat's name when it became too well known.



Why so much rake to the mast? Probably two reasons: one, it allows the mast to be stepped further forward thereby increasing deck space and secondly, keeps the center of effort of the sail plan pretty much in the same place fore and aft as the sail is reefed, which with Skipjacks, is often. Other refinements include a centerboard mounted in a slot so it hangs down below the hull a bit to assist sailing in shoal waters. With a bit of fishing about, this slot also allows removing the centerboard from inside boat.

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Continued from Page 2



While the Vee bottom started in Revolutionary times when Benedict Arnold specified some dead rise in the ends of his double ended gunboats on Lake Champlain and Clapham added some Vee to the ends of his Nonpareil Sharpies, the most successful and long lasting Vee bottomed vessel has been the Chesapeake Bay Skipjack. They are chunky and heavy with their substantial yellow pine scantlings so do not make good yachts but are great fun for an afternoon sail to "drudge" up some oysters. Give Captain Wade a call and go for a ride whenever you are down Tilghman Island way.

Fair Winds,
Mr. Cleat

October Outing:

In a recap of our visit year before last, but this time at high tide, our John Gardner TSCA group launched at the Grand Island ramp in Old Lyme into the confluence of the Connecticut, Black Hall and Lieutenant Rivers. It was a brisk fall morning after an overnight freeze. Maple trees were ablaze with color. The invasive Phragmites had been cut from the marsh so we could clearly see both Saybrook lighthouses to the west of us. Seabirds, gulls and perhaps one faraway eagle soared above as lesser yellowlegs ran along the edge of the marsh.

We rowed the long leg upstream against wind and current to Watch Rock Preserve before turning to coast back down, pass the launch ramp and continue to a sandy point to get out and stretch our legs. The nesting terns had long departed so Ellie's two pups had a fine time sniffing about. We, in turn, found some beach treasures including joined oyster shells and a lump of coal dropped from a passing barge. Back into the boats, we rowed and paddled the short leg back up stream to take out at the launch ramp. It was time for lunch!

Participants included Bill and Karen Rutherford, Ellie Czarnowski and her two sea dogs, George Spragg and his friend Rita as well as Bill Meier and his wife Kris. Our small craft included the Rutherford's Doug Hylan peapod, Ellie Czarnowski's CLC Skerry "Ophelia", Bill Meier's John Gardner Peapod and Kris Meier's beautiful strip planked kayak. George Spragg's forward facing rowing boat trailer, unfortunately, threw a wheel on the way down so he and Rita rode with Ellie and Bill. Ellie made George row part of the way...

We lunched at the Morning Glory Restaurant in Old Lyme at a table outside on the banks of the Lieutenant River. We all agreed next year perhaps we should do this in September when it is warmer, but all enjoyed this October's fine fall colors. Then it was time to trailer home and put the boats away for the season. It was a fine season-ending row.

Very respectfully submitted,
Mr. Buntline



Outboard Build:

Brian Mitsch, a member of our JG TSCA Chapter, shows up every once in a while to give Andy and George a hard time. He brings us a boat build from the small engine side of the house. He describes his boat as similar to a "Cocktail Racer", but with more modern lines. He explains that the original stock outboard boats were really just Cocktail Racers.

Brian is a member of the Antique Outboard Motor Club, an international organization focused on collecting old outboard motors and preserving their history. See www.AOMC.org. Many of their local club members show up at Mystic Seaport for the small engines display.

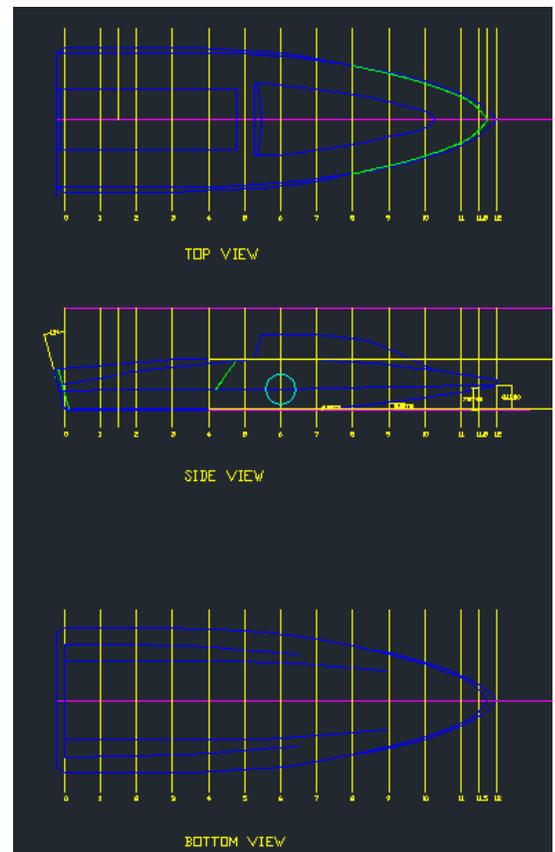
We appreciate Brian sharing this article in response to our request for club member articles on what's a-building. Keep them coming!

Frankie's Kid II (10-3-15)

During the winter of 2014 plans were developed for a new APBA (American Power Boat Association) stock outboard race boat to meet the "D" Class specifications. For many years I have raced in a smaller racing class using a 25 CI Mercury racing outboard motor. My goal was to design and build a new boat that would be paired up with an old school Mercury "D" Class outboard motor that was being built from the ground up. The thought was that since I would be retiring from boat racing in a few years, the boat and motor combination would fit in well with the antique outboard motor clubs that I belong to. The boat design was laid out on the 2D CAD taking into account the best features of previous boat designs and incorporating some new features as well. The boat was designed in a manner to meet the minimum dimensions required for the class.

Specifications:

- Length – 11' – 7" @ bottom of transom to bow stem
- Overall Width – 48"
- Running Surface Max Width – 26"
- Weight – Approximately 170 lbs fully rigged without motor and driver



The materials of construction were poplar for the stringers and battens, a white oak chine rail, and Okoume mahogany plywood for the skin. A 6 oz fiberglass reinforcement was applied with a marine epoxy; 2 layers on direct bottom and 1 layer on the sides. All joints were glued with epoxy glue and either stainless steel screws or retaining staples were used to secure while the epoxy set.



Main stringer construction.



Bulkhead frame construction.



Framed on jig awaiting outer skin.



Adding 6mm bottom to frame.



Two layers of 2mm were required to create the round chine's.



“Engineering” the bow stem.



Skin'd boat pulled from jig.



Bottom prepared for fiberglass/epoxy coating.



Fiberglass/epoxy covered bottom.



Finished bottom after sanding and painting.



Hull prior to decking.



Fully decked.



Completing finish work.



Installing fuel tank and hardware.



Completed boat running at 70MPH during Top O Michigan Race.



Turning a corner in the river at Top O Michigan.



Fully restored 44 CI, 50+HP Mercury Race Outboard.
Restored to 1960 styling.

The boat turned out to be a good match for the older Mercury Outboard motor. During the first race it was found that the boat could be very competitive with boats powered by some of the newer Mercury and Tohatsu motors. Some ignition gremlins were prevalent during the second half of the year that prevented top race finishes. But like all racing, there is always next year!

John Gardner Chapter
of TSCA
Officers for 2015

President: Ellie Czarnowski

Vice President: Bill Rutherford

Secretary: Peter Vermilya

Treasurer: John Symons
Web Page: John Hacunda

VISIT US AT:

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www.jgtsca.org

John Gardner Chapter TSCA
UCONN Avery Point Club House
Regular Business Meeting
October 2, 2015
Draft Minutes

JGTSCA Vice-President Bill Rutherford called the Meeting to order at 6:40pm.

Introduction of Members

Members Bill Rutherford, Peter Vermilya, John Symons, Bill Armitage, Dan Nelson, Jim Clark, Rob Pittaway, and Carl Kaufman were present.

1. Minutes for the September 10, 2015 meeting

The Minutes for the 09/10/2015 Meeting, as published on the JGTSCA Website, were unanimously adopted.

http://www.tsca.net/johngardner/minutes_sep15.htm

2. Treasurer's Report

Treasurer John Symons reported that the JGTSCA Chelsea Groton bank balance was \$4357.62 as of 9/2/2015. Income for the month was \$80.00 from 1 single \$20.00 membership and the sale of excess NINA lumber for \$60.00. There were no expenses. The Treasurer's Report was unanimously accepted.

3. Old Business

a. Membership report.

Sandy D'Esopo has renewed his membership (\$20.00)

b. NINA, Club building project.

At September's Business Meeting members were requested to suggest names for the NINA build. At this point only one name has been suggested. All agreed that this item should remain on the agenda.

Bill Rutherford requested that John Symons put together a list of NINA expenses for the next meeting.

Bill also suggested that one criteria for choosing a future club project should be the project's marketability.

Carl Kaufman will look at the NINA molds after the meeting.

c. Fleet Report and Club Fleet Maintenance.

Phil Behney is in the process of installing two seat risers in Club Dory #2 (presently located in the Club Shop). Dory #2 is the last of the three Club Dories to receive maintenance for this season.

Two dories should be ready for use on October 24th (see "7. 2015 Activities" below).

d. Shop Queue

The queue is: John Symons, to be followed by Phil Behney, Dan Nelson, and Bill Rutherford.

e. Replacement Dory

Discussion of the thickness of the plywood for the replacement dory was postponed for the next business meeting.

a. Table Saw Maintenance

Bill Armitage presented two options for a blade guard for the club's table saw. Members are urged to familiarize themselves with both options. Discussion will continue at future meetings.

1. Delta 34-976 Deluxe Uniguard Table Saw Blade Guard:

http://www.amazon.com/DELTA-34-976-Deluxe-Uniguard-Table/dp/B0000223C8/ref=sr_1_fkmr0_1?s=hi&ie=UTF8&qid=1443896555&sr=1-1-fkmr0&keywords=1.%09Delta+34-976+Deluxe+Uniguard+Table+Saw+Blade+Guard

http://www.amazon.com/DELTA-34-976-Deluxe-Uniguard-Table/dp/B0000223C8/ref=sr_1_fkmr0_1?s=hi&ie=UTF8&qid=1443896555&sr=1-1-fkmr0&keywords=1.%09Delta+34-976+Deluxe+Uniguard+Table+Saw+Blade+Guard

http://www.amazon.com/DELTA-34-976-Deluxe-Uniguard-Table/dp/B0000223C8/ref=sr_1_fkmr0_1?s=hi&ie=UTF8&qid=1443896555&sr=1-1-fkmr0&keywords=1.%09Delta+34-976+Deluxe+Uniguard+Table+Saw+Blade+Guard

2. A generic PSI Woodworking TSGuard Table Saw Dust Collection Guard:

http://www.amazon.com/PSI-Woodworking-TSGUARD-Table-Collection/dp/B0006FKJ0U/ref=sr_1_fkmr0_1?s=hi&ie=UTF8&qid=1443896830&sr=1-1-fkmr0&keywords=1.%09PSI+Woodworking+TSGuard+Table+Saw+Dust+Collection+Guard

http://www.amazon.com/PSI-Woodworking-TSGUARD-Table-Collection/dp/B0006FKJ0U/ref=sr_1_fkmr0_1?s=hi&ie=UTF8&qid=1443896830&sr=1-1-fkmr0&keywords=1.%09PSI+Woodworking+TSGuard+Table+Saw+Dust+Collection+Guard

http://www.amazon.com/PSI-Woodworking-TSGUARD-Table-Collection/dp/B0006FKJ0U/ref=sr_1_fkmr0_1?s=hi&ie=UTF8&qid=1443896830&sr=1-1-fkmr0&keywords=1.%09PSI+Woodworking+TSGuard+Table+Saw+Dust+Collection+Guard

http://www.amazon.com/PSI-Woodworking-TSGUARD-Table-Collection/dp/B0006FKJ0U/ref=sr_1_fkmr0_1?s=hi&ie=UTF8&qid=1443896830&sr=1-1-fkmr0&keywords=1.%09PSI+Woodworking+TSGuard+Table+Saw+Dust+Collection+Guard

(You may need to paste these URLs in your browser or go directly to Amazon.com)

Bill has prices of \$306.01 for #1 and \$199.95 for #2. Bill mentioned that a new Grizzly brand cabinet saw goes for around \$750.00.

4. New Business

a. Middle Atlantic Small Craft Festival

Bill Rutherford reported that the festival was cancelled because of Hurricane Joaquin.

- b. JGTSCA Newsletter:

There will be a November Newsletter. Bill Rutherford requested that members send him any news that was fit to print, even if it's twenty five words or less. Images, if available, are most welcome.

5. AOB Captain Dan Nelson is looking for suggestions for a boat to build in the Clubhouse when it is his turn to build a personal project. It should be about 14 – 16 feet in length, used under oars and sail, and be light enough to be easily trailerable. He will be looking at the Atkins plans site.

6. Correspondence No report this month.

7. 2015 Activities

8. October:

October 24th (Saturday): **A row on the Lieutenant River** in Old Lyme, with lunch afterwards at the Morning Glory Café. Launch at the Smith Neck launch ramp. Time: 10am.

Ellie Czarnowski rows on **Powers Lake** in East Lyme almost every Saturday and Sunday morning and would welcome fellow rowers. A foliage row is a possibility.

November: Suggestions welcome.

December: December 6th – **Annual JGTSCA dinner** at the Customs House, Bank Street, New London. Susan Tamulavich will speak.

9. Motion to Adjourn A motion to adjourn was unanimously voted at 7:25pm

Respectfully submitted,
Peter Vermilya, JGTSCA Secretary

Around the Boat Shops:

Good news! Our old molds from the "Nina" build are being put to good use: **Carl Kaufman** has trimmed them down a bit and is ready to set them up to build Atkin's "Maude and Emeline", "A Smart, Able and Low Powered Fishing Skiff" as the Atkins describe it. About 14 feet long, a bit slimmer than "Nina", flat bottomed for stability and shaped for a moderate outboard, she should make a fine, stable tender for Carl's large sail boat when in Block Island harbor. Carl plans on plywood lap streaks and bottom. He had to promise Pat Atkin "not to stretch her" before she would send Carl the plans. This build should provide Carl a nice break from racing shells and guitars. He has already lofted the lines to pick up the stem and transom.

The Mystic Seaport Boathouse Livery and John Gardner Boat Shop have been busy this summer with rentals and repairs. The Beetle Cats had a full racing season on Tuesday nights. The volunteer PILOTS worked a busy weekend,

rowing the Livery boats to the Shipyard where the big forklift pulled them and flipped them so more PILOTS volunteers could scrub bottoms, flip them again and then haul them across campus and temporarily store them until the regular winter volunteers can carefully fix, putty and paint them in readiness for next season. Two Beetle Cats are in the John Gardner Boat Shop: "Lisa" is getting a new canvas deck (a team of six pulled the canvas tight while others stapled) and "Lil' Babe's" top sides are turning from red to her original white as she gets refurbish



PILOTS cleaning Boathouse Boats



Sid Whalen re-installing "Lisa's" letters



John Symons and Bill Armitage with dory

Bill Meier is progressing well with rebuilding his 1920's launch. He has replaced the keel and garboards. The transom is next and possibly another plank or two. At 14 feet it is just right for Bill and Kris' evening tours of the Mystic River. Original power was gasoline; to re-power, he is considering electric. A beautiful, classic shape.



Bill and his launch

Meanwhile, back at the **Avery Point Boathouse**, **Phil Behney and John Symons** have completed the rehab of a Club dory. The paint was barely dry when this photo was taken. Note the completely adjustable center seat. Plenty of options for one, two or three, whether they are rowing or not.

Book Review:

"**Gear List of the Golden Moon**" by Dick Callahan from Harbor Seal Press, Juneau, Alaska, \$16, 84 pages including Appendixes, available from the WoodenBoat Store.

Subtitled "What to pack for coastal travel in an open boat with notes on anchoring, hazards, money and other helpful things", this small, thin volume is packed with practical advice and homespun philosophy way beyond the five page list of gear in Appendix A. Dick Callahan is a commercial fisher and diver who rowed an open dory from his home in Juneau, AK to the Center for Wooden Boats in Seattle, WA. This is not the rambling of "Computer Captains" as he calls them, but the experience of someone who has been there and done that. It is offered, not as a book of right answers but as a list of gear to help sort through options. There is a mountain of gear out there but not a lot of rowers out there to ask. Our own Bill Armitage would be a good source, based on his trip up the Hudson this summer (we hope to hear more about that in a later issue). This book is for the rest of us whether we are going for an outing, boat camping or something more strenuous like the Maine Island Trail.

Callahan had no sponsors for his trip so there are no commercials in his book. He started with the basic camping gear he already had, rain gear and "many layers wool". He then sat down with several sailors and rowers who shared their sailing and rowing experiences; to this he has added his own 1000 miles of experience.

His basic philosophy is "Our open boat renaissance is a rational, welcome and human reaction to unwholesome trends and fears in modern life". He harkens back to the time when regular people used to row and sail open boats all up and down the Eastern Seaboard and between Seattle and Alaska for the fishing season.

To us Easterners, it is interesting that this Northwestern outdoorsman chose so much of his basic equipment from the East: his boat: a 16 ft. Swampscott Dory from Lowell's Boat Shop, two pair of Shaw & Tenny oars and to grease them, Swanson's Oarsman Marine Tallow as well as a Nat Wilson sail. High praise.

The book is divided into:

- * Planning and Preparation and Head Space - from training to money. Regarding the latter, "Avoid buying what did not exist a hundred years ago, and you'll have money."
- * Choosing the Boat and All that Stuff - categories are in bold type for easy reference. An example of advice is to bore vertical holes on each side of your top mounted oar sockets for hole pins, in case your oar locks fall overboard.
- * Things to Watch Out For - including Sea Lions who weigh up to a ton and have "an attitude like an outlaw biker".
- * Route Finding and Navigation - including End of Trip where Callahan bought a beater trailer, hired a guy to tow boat and trailer to the ferry, found a fellow with a pickup and a trailer hitch who was going on the ferry where, upon docking in Juneau, his family towed boat and trailer home.

Three Appendixes complete the book: A) The Gear List of the Golden Moon, B) The Rule of Twelves to calculate depths of tide change for twelve and eighteen foot tides and C) Odds and Ends including Canadian Small Boat Emergency Gear Requirements (strictly enforced).

Quite a lot to pack into 84 pages; there is no fluff. Reading this book is a fine experience after which you wish you would be able to sit down with Dick over a beer and say, "So, did you see any bears?"

Respectfully submitted, Padeye

View From the Side Deck

It is a clear, crisp Fall day with a nice ESE breeze blowing over my shoulder and across the mighty Thames. Fall has arrived, boats are going into their tents of white or sheltered in garages. Some, flipped over, huddle under canvas coats. The time is here to prepare for winter, drink warm cider by the first fire of the season and lay in a supply of books to read by the fading light.

Hence the inclusion of a book review in this issue. Hope you like it. If you have a favorite, please share with the rest of us. If it is out of print, please pass it around and ask the person you loan it to to write us a quick review. Classics are best but there are new voices out there clamoring to be heard.

Upcoming events at Mystic Seaport: a Half Model class **November 7th** lead by Will Ansel, the Traditional Boatbuilding class, also led by Will Ansel, November 12-15th is sold out, but keep your eyes open for an early spring session, John Rousmaniere presents "Thrash to the Onion Patch - a Century of Racing to Bermuda" **November 19th** and Roger Taylor signs his first book on the life of L. Francis Herreshoff on **November 28th**. Plan ahead for the Holidays: the Community Carol Sing on **December 20th** and recover from New Year's at the Chantey Blast and Pub sing at Frohsinn Hall **January 2nd from 1 pm to 5 pm**. The spontaneous singing of sea songs in a packed hall is really something to experience.

Remember: December 6th is the **Annual JGTSCA Holiday Dinner** at the **Customs House**, Bank Street, New London. **Susan Tamulavich** will be the speaker. **Potluck** starts at **12:30pm** and **Meeting** with speaker at **1:30pm**

Meanwhile, don't forget Fish and Chips at the Portuguese Holy Ghost Club in Stonington **Fridays from 11 am to 7 pm** until Thanksgiving. Support your local fishermen!

Keep those cards and letters coming, folks.
Bill Rutherford, Editor
Karen Rutherford, Publisher