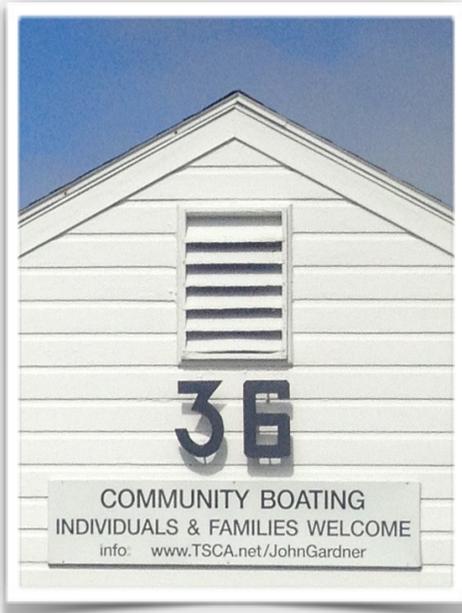


# JGTSCA

John Gardner Chapter  
of  
Traditional Small Craft  
Association



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

**Reminder:** Our next meeting is **Sunday, December 6th, 2015** at the New London Maritime Society Custom House Museum, 150 Bank Street, New London, Ct 06320. **Potluck** to start at 12:00 pm **Meeting** at 1:00 pm and **Program** to follow at 1:30 pm. *Program presented by Susan Tamulavich, Executive Director, speaking about recent activities at the Museum, including acquisition of three lighthouses.*

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](http://www.jgtasca.org)

## Traditional Boat of the Month: “The Adirondack Guide Boat”



*Guide boat in water, Photo courtesy of Woodward Boat Shop*

They say you haven't lived until you experienced the full force of a guided fishing expedition in the great North Woods. The guide hands you a fully rigged fly rod, carefully rows in towards a slight riffle and skillfully nets your flashing lake trout. Later, back at camp, he expertly sautés it over an open fire while regaling all with tall tales and stories. Next morning, while you finish your morning coffee, your guide quickly breaks camp, stows it all in the slim, sleek little rowing boat and cheerfully rows to the next hidden camp spot on an adjacent lake. A short portage, or carry, is between lakes. You may be asked to carry your own pack, this being an outdoor adventure, after all, while your trusty guide lifts the light little boat onto his shoulder yoke and hikes alongside, all the while identifying trees and telling stories about hunting the elusive whitetail deer.

The Adirondack Guide boat is a beautiful while thoroughly practical evolution of a boat to fit the above scenario. It is long and lean, narrow for its length and burdensome while still remaining light enough to carry. Quite a combination; it was very specialized, even in its day. Today, rowing one immediately brings a smile to one's face. It glides effortlessly across the water, handles a lake chop with aplomb and is fast. And your favorite passenger gets luxury treatment, leaning back against the caned backrest, enjoying the view and occasionally correcting course with a long beaver tail paddle.

Traditionally, the guide boat was built around natural crooks of red spruce root with eastern white pine planks. The curve of the roots were selected to match the turn of the bilge and the clear, even grained pine boards were easily shaped by hand. Planks were skillfully overlapped 1/4" with winding bevels to make a watertight fit. As the boat evolved, the ribs and planks became

watertight fit. As the boat evolved, the ribs and planks became thinner and both planks at the seams were beveled to make a very light, smooth skinned boat. Capable of carrying up to a thousand pounds, by 1860 the boats weighed only about 80 pounds.

Why the emphasis on light weight? The Adirondack dome has been likened to a high altitude swamp. There are thousands of lakes, ponds, rivers, streams and wetlands, all of which are interconnected, requiring carrying boats and gear over eskers, around Rapids and over beaver dams to get to a lake. The longest stretch between Old Forge and Saranac Lake is 15 miles along Long Lake before you get to Raquette Falls. The average clear stretch is only four or five miles between carries along the 90 miles of waterway, including eight miles of carries.

Early boats, descended from river bateaux, were heavy and cumbersome. Birchbark canoes, preferred by the Native American guides tended to leak and required much maintenance. Some early photographs show Whitehall boats in fleets of guide boats, but were heavy to portage. Guide Boats may have evolved into double enders, but are European in construction, not native canoes. They are built up from a narrow, flat bottom. Frames are attached with self tapping wood screws, which became available in the 1840's, and planks attached with machine cut clenched tacks, which became available in the 1870's. The bottom plank, only eight inches center width tapers in an oval to one inch at the ends. It has minimal rocker while the planking has substantial sheer, making a seaworthy craft that tracks well. The boat is very tippy when lightly loaded, but stiffens considerably when loaded.



*Guide boat under construction at Adirondack Museum*

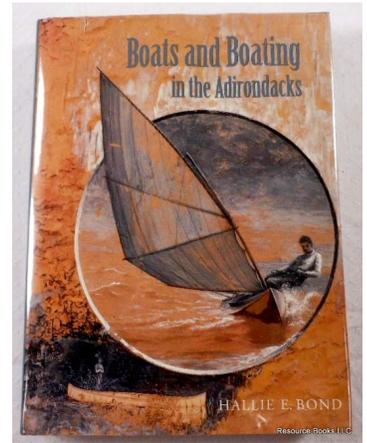
Some early guide boats had small elevated transoms similar to a Pilot Gig, but served no purpose so most became double ended. The boats could be paddled; the guides hand carved and decorated the tops of their long handled paddles. Oars were made of Maple for strength and pinned in oar locks so they could be quickly dropped to land a fish. The oars were of necessity short as no outriggers were used so to increase leverage the handles are overlapped inboard. Rowing them requires some practice but after you bang your knuckles a few times you figure it out.

Want a new one? guide boats are being built in the traditional manner at the Adirondack Museum in Blue Mountain Lake as well as in a handful of small boat shops like the Woodward Boat Shop in Saranac Lake. These are beautiful boats in red spruce frame, white pine or Northern White Cedar planking and Black Cherry trim. A more modern approach, if not quite so historically accurate, is equally gorgeous in strip plank over laminated spruce frames with cherry trim and Maple oars. Steve Kaulback of Adirondack Guide boats in Vermont has designed and built a fleet of cedar strip planked Guide boats as well as replicas in Fiberglass and Kevlar. Chris Woodward's website is [guideboats.com](http://guideboats.com) and Steve Kaulback's website is [adirondack-guide-boat.com](http://adirondack-guide-boat.com).

While the Great Camps no longer offer a fleet of Guide boats manned by knowledgeable guides, the boats row on. A fleet of them compete the weekend after Labor Day every year in the 90 Mile Adirondack Classic race from Old Forge to Saranac Lake. I have rowed them in places as far flung as the Piankatank River in Virginia to Lake Natoma, a wide spot in the American River near Sacramento, California. The Adirondack Museum has the widest collection and sells plans; Hallie Bond's "Boats and Boating in the Adirondacks" provides historical information (see review in this newsletter). Closer by, Mystic Seaport has examples by Grant, Cole, Parsons and Blanchard Guide boats in the Small Craft Hall as well as available plans. The Grant-built "Virginia" 16' X 3' 6" at 64 pounds was documented extensively by John Gardner in Kenneth and Hellen Durant's "The Adirondack Guide-boat". It is said that an experienced builder with patterns in hand could construct one in 200 to 250 hours...

# Book Review:

**Book Review: "Boats and Boating in the Adirondacks" by Hallie E. Bond,** The Adirondack Museum/Syracuse University Press, 1995, \$34.95 available from the Adirondack Museum or Mystic Seaport Bookstore, 234 pages, 357 illustrations, paperback binding.



This is a book I heard about for many years and took the opportunity to purchase while at the Adirondack Museum in Blue Mountain Lake. What a great read! I parceled out chapters while reading at our summer lake camp. A perfect setting to transport back to a hundred plus years when boats were the main source of transportation through the North Woods.

I expected it to be mostly about my main interest, Adirondack Guide boats, but found it a fascinating progression from birchbark canoes to outboards with stops for steamboats along the way. The Durant's "The Adirondack Guide-boat" would be a better choice for Guide boat details but the exploded view of Guide boat construction in Chapter 2 of the Hallie Bond book and the lines drawings of Cole and Parsons Guideboats in the Appendix were well worth the purchase.

Hallie Bond was at the Adirondack Museum from 1983 to 2012, first as Education Director and then as Curator. She is also well known as the initiator of the "No-Octane Regatta", an annual gathering in June of carry-in people-powered boats in beautiful downtown Blue Mountain Lake.

This book grew out of the permanent exhibit of the same name. The book starts off with an antique-looking map of Adirondack Waterways which is handy reference when various lakes are referred to in the text. After a forward by the then-Director Jacqueline Day and the requisite acknowledgements, including her husband, Mason Smith (see his creative Adirondack Goodboat design), is an Introduction by Phillip Terrie, author of "Forever Wild, a Cultural History of the Adirondacks" who introduces the twin threads of watershed and recreation, the yin and yang of development in the Adirondacks.

## **The chapters are as follows:**

Chapter 1: Of Bark and Bateaux. This Chapter starts with Samuel de Champlain joining the Algonquin Indians to go fight the Iroquois and in the process discovering a lake which would later be known by his name. This chapter includes a nice perspective drawing of an elm or birchbark canoe including a "close pin" to keep the sides together before sewing the bow. Throughout are period prints, paintings and photographs which capture the feeling of the times.

Chapter 2: The Lake Their Only Path. This Chapter covers both the Guide boat and River Bateau, which was used for logging drives on the rivers. Included is a detailed perspective drawing of construction of a Guide boat.

Chapter 3: The Way It Looks from the Stern Seat. This Chapter takes you into the life of a Guide, the first lodgings for sportsmen and introduces the idea of escape from the industrialized world. Included are early photographs by Seneca Ray Stoddard and a Davis engraving of jack lighting for deer.

Chapter 4: in this Chapter the tourists arrive to "take in the scene which blended so many natural harmonies". By the 1880's steamboats were plentiful, including a 68 footer with double decks on Schroon Lake. Ruston makes his appearance, issuing his first catalog, a circular, in 1877 of "portable sporting boats and canoes".

Chapter 5: The Feather Weight and the Backwoods. This Chapter introduces Nessmuk, the outdoor writer who popularized "going it alone" in the wild who ordered a 17 pound canoe from Rushton and cruised it 550 miles the summer of 1880, writing up the trip for other "Outers" in "Forest and Stream". Rowing and paddling became the purpose rather than just a means of transportation. The detailed perspective drawing in this chapter is of a 14 foot Rushton lapstreak row boat, a replica of which hangs in the Mystic Seaport Boathouse.

Chapter 6: The Knights of the Paddle. A new type of canoe enters: the decked sailing canoe, more yacht than the lightweight hunting canoes. The American Canoe Association was born at Lake George in 1880. They held races, handed out trophies and went on outings, picnics and week long travels. W. P. Stevens was there and became the canoeing editor of "Forest and Stream". Women entered canoeing with their own races and encampments which soon became the centers of social activity.

Chapter 7: To Suit Every Taste. Summer visitors appear here as railroads and steamers increased access. In 1886 one could board an evening train in New York City and arrive in North Creek in time for breakfast, then ride by stagecoach to The Prospect House in Blue Mountain Lake in time for a late lunch. Sumptuous hotels proliferated. Clinton Crane designed a 32 foot one design sailboat, the "Idem" class, one of which is in the museum. St. Lawrence River skiffs and Whitehalls began to be seen on Lake George. It was a golden age.

Chapter 8: Rag boats in the Wilderness. The Panic of 1883 brought an end to the gilded age but a new canoe was catching everyman's fancy, the wood-canvas canoe. Rushton considered them inferior to his solid wood lap streak canoes but recreational paddlers appreciated the wood-canvas canoe's low price, stability, romantic aura and great dependability. Owners of canoes could send their canoes ahead by rail; others could rent them when they got there for a "free life in the open".

Chapter 9: The Triumph of Internal Combustion. In 1910 the "Doris" had her old boilers and "clumsy machinery" removed and a 45 hp Fay and Bowen motor installed. Boats like the "Doris" provided access to hotels and private camps but also were an end unto themselves as they gave guided tours of their respective lakes. Faster and lighter engines were developed and hull shapes changed as speeds increased. This chapter has a very clear graphic explaining wave shape as hulls evolve from full displacement to full planing.

Chapter 10: Kickers and the Keen Edge of Enjoyment. As John Gardner observed, "You could stick a gasoline engine in any old tub. Such craft didn't have to be hydrodynamically perfect any more." The perfection of the outboard motor in the 1920's elevated the trend. Visitors would bring their own detachable rowboat motors from Ole Evenrude with encouragement from Bess Evinrude to "Don't row! Throw your oars away."

Chapter 11: Hot-Rudders, Trailer-Sailors, and the Wooden Boat Revival. In the 1950's as the nation recovered from the Depression and World War II, pleasure boating picked up again and new construction methods fueled a boom in recreational boating. Bill Hoffman, chief tool engineer with Grumman, built an aluminum canoe half the weight of his old wood-canvas model while the state Conservation Commission publicized their state-owned canoe routes. My favorite photo in this chapter is John Gardner carefully taking off the lines of a Grant Guideboat which he later published in "Outdoor Maine" in 1960.

The book is supported by an extensive Notes section, a Catalog of Boats in the Adirondack Museum Collection, many with photographs, a list of Boatbuilders active in the North Country prior to 1975, an Appendix of boat plans: paddling canoes, sailing canoes, a Rushton rowboat and the Idem one design sailboat, a Glossary of boatbuilding terms, a Bibliography and an extensive Index.

This book is bright and breezily written so will be an entertaining winter read as well as a future reference. It is a fine summary of the waves of boat design that washed over the Adirondacks from the 1820's on, as well as a window into the social history accompanying these interesting boats.

Respectively submitted,  
Padeye

# Around the Boat Shops

The decks are cleared at our **Avery Point Community Boathouse** to commence a new build. "Nina" is upside down outside under a tarp, snugly awaiting the first snow. The latest rehab'd dory is out the door and on its way to its winter home at Mystic Shipyard East. That leaves a wide open space in the middle of the floor to scarf sheets of plywood for the new dory build. Captain Dan Nelson is leading the effort with Phil Behney assisting and Bill Armitage ordering the plywood. They are offering members the opportunity to place an order with their order and build a dory on their own. The panels can all be scarfed at one time with our jig and laid out with the templates while the floor space is still open. A dory requires 3 1/2 sheets of plywood. Once this step is complete you can take home your pieces and complete a dory on your own. Anyone interested please contact Bill as soon as possible.

**Home workshops** are gearing up for the winter building season. Peter Vermilya is ready to start planking his Delaware Ducker. Carl Kaufman is erecting frames for his "Maude and Emeline", an Atkin flat bottom motor skiff. George Spragg is dreaming of a nice, stable double paddle canoe. And after warming up on the new club dory, Captain Dan Nelson is planning a CLC Southwester dory for both power and sail. Looks like a busy winter full of lots of sawdust.

At the **Mystic Seaport Boathouse** the Chaisson dory "Fly" has been freshly painted and is ready to move outdoors to the Boat Shed. The Whitehall "Sharon" and Riverside Yacht Club sailing dinghy "Fenwick" are already there, but "Skye", a Culler butt head skiff, and "Helen Packer", a Seaford skiff, are still inside receiving their seasonal putty and paint. In the John Gardner Boat Shop the museum's Beetle Cats are being repaired, refinished and readied for next season. "Lisa" received a few new ribs and a repair to a rub rail which necessitated a new canvas deck. She just moved outside under a new canvas cover. "Elvira" moved in to receive her freshening up while "Lil' Babe" remains upside down, having her bottom refastened. It is stacking up to be a busy winter as we gather around the welcome warmth of the pot-bellied stove.



*Steve Tulka and Buck Lawton bottom painting Helen Packer*



*Ed Rothman and Ted Stanton refastening "Lil' Babe's" planks*

**Notice of Solstice Row from Phil Behney:** Tuesday December 22 is the first day of Winter, but since it is a work day and not everyone is comfortable with rowing after dark I am planning our annual Solstice row for Sunday December 20 at 2:30 pm. Please meet at Mystic Shipyard East at least 15 minutes early to help with launching and prep, The club has orange PFD's, but the law requires PFD's to be worn after October 1st, so you may want to bring a more comfortable vest type ( I have few extra's I will bring also). Remember safety is everyone's responsibility. We will choose the row direction depending on conditions on that day. We will return, stow away the boats, and equipment, then meet at the "Harp and Hound" in downtown Mystic at about 4:30 pm. where anyone who did not want to row can join us for good company and good cheer.

# JGTSC Regular Business Meeting

UConn Avery Point Campus  
Boathouse

Friday Nov 6, 2015 5:30 pm

## **Meeting called to order at 5:50pm by President Ellie Czarnowski**

### **Introduction of Members, Welcome Guests and New Members**

Present: Ellie Czarnowski, John Symons, Dan Nelson, Andy Strode, Marissa LaCoursiere, Bill Rutherford, Bill Armitage, George Spragg, Peter Vermilya, Jim Clark.  
Special welcome was given to our new member Marissa.

### **Minutes from October meeting** – See online at: <http://www.tsca.net/johngardner/about.htm>

A motion to accept the Minutes of the October 3<sup>rd</sup> Regular Business Meeting as published on the JGTSCA Website was accepted unanimously.

### **Treasurer 's Report**

John Symons, JGTSCA Treasurer, reported that Income for the month of October was \$15.00, expenses were \$00.00 and that the current, 11/06/2015 bank balance was \$4357.62. A motion to accept the Treasurer's Report was accepted unanimously.

### **Old Business**

1. 2015 Membership Dues report
  - a. John Symons reported a membership check was received from Karl Kaufmann during the month of October for total revenue of \$15.00  
Bill Armitage reminded members that if a new member paid for a membership in October or later in a given year that their dues would also pay for their membership for the following year.
2. NINA
  - a. List of expenses  
John Symons reported that he is working on developing a list of NINA construction expenses. This list will aid in setting an eventual sale price for the boat. A motion to consider selling the boat in the Spring was unanimously accepted by members present. Bill Armitage made the point that the Club has a tradition of building a boat as a club project and then selling it soon after completion. This avoids the problem of long term storage.
  - b. Give the boat a name.  
Members also agreed not to give the boat a name at this point.
3. Fleet Report and Club Boat Maintenance
  - a. Phil Behney reported that he is rowing the dory "JANE" to work and storing the boat on the club trailer when it is not in the water. The boat leaks badly and will be replaced by the next club boat building project.
  - b. Dory #2, DONNA, is in the club house and is ready to be used.
  - c. The dory named LOUISE is being stored on a float in Wequetequock Cove and is available for club member use.
  - d. All the club dories will be stored for the winter at Mystic Shipyard East.

4. Shop queue
  - a. No change: Club dory, John Symons, Phil Behney, Dan Nelson, Bill Rutherford
5. Replacement Dory – discussion on thickness of the plywood
  - a. Members present agreed that the sides for the replacement dory for the JANE should be 6mm Okoume plywood and that the bottom should be 9mm. Bill Armitage agreed to purchase sufficient plywood for the project on behalf of the club.
6. Table saw maintenance – two options for blade guard: a Delta Deluxe Uniguard and a PSI Woodworking TSGuard sawdust collecting.
  - a. Because the cost of an acceptable table saw blade guard would be over \$400.00, Bill Armitage agreed to research the possible purchase of a suitable new table saw instead of the new blade guard.

#### New Business

1. Accepting nominations for Club officers:
  - a. Members were encouraged to consider nominations for Vice President, Treasurer, and Secretary. The election will be at the December 6<sup>th</sup> meeting.
2. Member contributions to the annual December meeting meal
  - a. The meeting will begin at 12 noon Sunday December 6 and will be held at the Custom House Museum on Bank Street in New London. Lunch will begin at 12 Noon followed by the meeting around 1pm. The lunch will be pot luck. Phil Behney will bring a spiral ham. Members are encouraged to contact Ellie Czarnowski with a description of what they plan to bring. 24 people usually attend. Susan Tamulavich will give a presentation on the history of light houses.

#### AOB

1. A second club trailer.
  - a. George Spragg made the case for a second club trailer to be used for NINA. Perhaps a second trailer could be obtained for around \$2-300.00. Members present agreed that an e-mail should be sent to all members requesting a donation of a used trailer. Phil Behney will formulate the email and Ellie Czarnowski will circulate it. The donation would be tax deductible.
2. Shop stationary sanding machine.
  - a. Phil Behney commented on the woeful condition of the club's stationary sanding machine. Bill Armitage agreed to research sanding machines along with the table saws.
  - b. Members present agreed on the need for orientation sessions for all members on the operation and maintenance of all the Clubs stationary power tools. The first session will take place in January.
3. Requirement for Club event notices.
  - a. John Hacunda made the point that all club sanctioned events should include the statement that participants need to comply with the safety requirements issued by the CT DEP. He particularly mentioned the requirement for people who use small open boats after October 1<sup>st</sup> to wear life jackets. John Hacunda will write the statement.
4. TSCA National insurance for JGTSCA official events.
  - a. Bill Meier recently researched the requirements for JGTSCA events to be covered by the event insurance carried by the National TSCA. He found: The TSCA National maintains an event liability policy through Gowrie Inc. This insurance covers individual chapter events as long as the event has been publicized to chapter members in advance by web, email, newsletter, or meeting minutes. The policy covers all participants, whether chapter members or guests, and the

boats they use in the event. It does not include hull coverage for the boats. If an event venue demands a certificate of insurance, Gowrie will issue it after reviewing the event particulars. John Weiss is the go-to person for contact with Gowrie. John Weiss says that Gowrie has a turnaround time of 1-2 days.

[jrweiss98020@comcast.net](mailto:jrweiss98020@comcast.net)

(The above paragraph is excerpted from the 2/3/2013 JGTSCA Minutes)

5. Shirts and hats;

- a. Bill Rutherford announced that he has a very limited supply of national TSCA hats and shirts available for sale a very reasonable prices.

6. Mystic Shipyard East storage:

- a. Ellie Czarnowski announced that George Spragg has fixed a broken window in the building used to store equipment located at Mystic Shipyard East. Kudos to George!

**Correspondence**

1. UConn mailbox

No correspondence reported

**2015 Activities:**

Nov – suggestions are welcome

Dec 6<sup>th</sup> 12:00 – Annual dinner at The Customs House, speaker Susan Tamulavich

Dec 22 – Winter Solstice row and meet at the Harp and Hound in Mystic. Time TBA

**Motion to Adjourn**

The Meeting was adjourned at 6:54

Respectfully submitted,

Peter Vermilya, JGTSCA Secretary

---

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:

<https://www.facebook.com/JGTSCA>

[www.jgtsca.org](http://www.jgtsca.org)

Newsletter: Bill and Karen Rutherford

# Powers Lake Outings

By Ellie Czarnowski  
Old Lyme, CT  
16 November 2015



Powers Lake in East Lyme, CT is a great spot to enjoy the fresh air and foliage and spend some quality time with one's own thoughts or with someone else.

There are no houses on the lake, Yale has a summer camp at the southwest corner that is in operation from June through September.

Mother and I and the dogs became regular rowers of Powers Lake in 2004, the year the JGTSCA boat club members helped me build the Chesapeake Light Craft Skerry, AKA Ophelia. We could be found there taking turns rowing the perimeter just about every fair Saturday and Sunday from May through October. One year some friends and I launched under a blue moon. In recent years I have been there in November on a warm sunny day.

Besides the Yale visitors taking out the kayaks and now SUPs and a couple of fishermen here and there you can have the lake to yourself. It is becoming more popular with the kayak crowd, but they are usually just 1 or 2 together. There is a large primitive boat launch with plenty of parking. It is a clean and quiet location with an 8 mph speed limit.

You will find osprey, kingfisher, a cormorant pair, eastern kingbird, great blue heron and this year we were kept company by a spotted sandpiper. I read there is an eagle nest out there, but I have never seen an eagle in all the time I've spent there.



Top right: Freya and Ronan 2014

Left middle: 2014

Right middle: Mom and Skerry before oar leathers and floor boards (2004)

Bottom: 2015 looking north



## View from the Side Deck

It is a dark and blustery night after a spate of warm, clear weather over Thanksgiving. Now we are getting back down to what November is supposed to be like, and already it is December. Looking out to sea, the New London and Ledge lights blink in their set cadence as a set of running lights from the high speed ferry go quickly by with the bulk of the ferry blocking the house lights of the opposite shore. The Thames is busy tonight.

As we come to the end of our year, remember our Holiday party this coming Sunday at the Custom House in New London. Pot luck starts at noon, a quick meeting at 1 pm to elect officers for the next year then at 1:30 pm Susan Tamulevich, Executive Director of the Custom House Maritime Museum, will tell us more about those lighthouses. It will be a fun afternoon. See you there.

The Mayflower II is on her way back to Mystic Seaport for the second phase of a multi-year preservation to replace the half-deck area as well as working on the tween deck and topmost rigging. Stay tuned for some opportunities for public engagement during the winter. Upcoming events at the Seaport include the 70 minute Lantern Light plays which run weekends through December 20th. They will be baking apple pie in the coals of an open hearth at the Buckingham-Hall house on December 12th and 19th; call and sign up for the "seasonal short" program. On December 17th the Adventure Series features Niki Sepsas speaking about the Aurora Borealis. Then plan to attend 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.

Planning ahead, assuming you will have had enough Christmas Carols to last you a while, save February 6th for an evening of Bluegrass right here in southeastern Connecticut: 5 pm at LaGrua Center in Stonington Borough. Will be a real change from the classical music usually presented there. Pull on your boots and head on over.

Meanwhile, Happy Holidays from our family to yours. See you next year.

Best Regards,

Bill Rutherford, Editor  
Karen Rutherford, Publisher