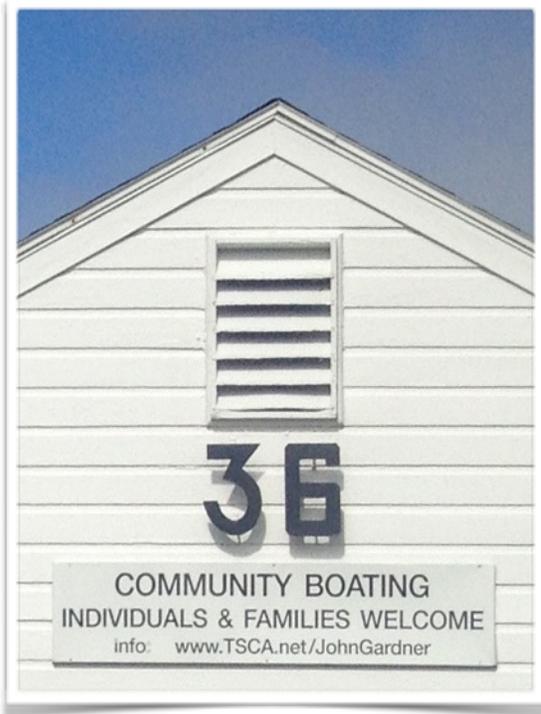


JGTSCA

John Gardner Chapter
of
Traditional Small Craft
Association

Traditional Boat of the Month: “Captain Hook” a Small Whitehall Type Pulling Boat



The ultimate stability of her round bottomed hull fares CAPTAIN HOOK well when visitors find themselves in a wake thrown up by the schooner WILLIAM BASSETT gunning to make a Rte 1 bridge opening in 2011 (Sharon Brown photograph).

This month's small Whitehall type Pulling Boat is about as far as you can get from last month's pickup truck Banks Dory. It is as sleek and rounded as the water taxis which plied the waters off Whitehall Street in New York or the Port of Boston in the late 1800's, delivering ships' chandlers, owners and buyers from shore to ship and back. They had to be fast, easy to row and weatherly in a harbor chop. We are fortunate to have an excellent first person report from member Sharon Brown on the history of these, not just rowing, but Pulling Boats. She then goes on to describe the "heady time for traditional small craft" in the mid-70's. We think you will enjoy her perspective as well as introducing you to the Livery boat which called "Captain Hook". Note that member Rob Pittaway drew the lines for this peppy little boat back in January 1976.

CAPTAIN HOOK, a Sweet Little Hull in Context

CAPTAIN HOOK, an 11'11" x 3'10" round bottom pulling boat from Maine, is available for visitors to Mystic Seaport's Boathouse to row from mid-May through mid-October. Built as a replica in the John Gardner Boat Shop by Barry Thomas and Wade Smith she was launched in the summer of 2000 and has already served 15 years on the Mystic 1920 River. The original model built ca.1920 was used by staff and Boathouse customers for 25 years before

Next Meeting April 1st, 2016 at
Avery Point Boathouse
Potluck to start at 5:30 pm with
meeting to follow 6:30 pm
Activity: Refinish and Re-leather
Oars; Continue New Dory Build



Welcome to John Gardner Traditional Small Craft Association. Visit us at the Community Boat House, Building #36 at the University of Connecticut Avery Point. We invite you to attend one of our meetings, go for a row, or get involved with our next boatbuilding project.

www.jgtasca.org

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

retirement to the Rossie Mill, where she is available for research and appreciation by boatbuilders and historians. Found in Southport, she was restored by her owner Richard W. Conant in 1973 and donated the following year (see Bray, M., B. Fuller, & P. Vermilya, "Mystic Seaport Watercraft Catalog," 2001; Accession number 1974.472). She is of a type once common along the Maine shoreline used for general transport and recreation with characteristics from the working Whitehall models of Boston and New York which were common from the 1870's through the early 1900's, and subsequently used by waves of summer folk vacationing from major metropolitan areas.



Eleven years after her launch and still in great shape, Boathouse volunteer Joe DeGange prepares to secure CAPTAIN HOOK for the night (Sharon Brown photograph).

In 1974, John Gardner was in the thick of his small craft research at Mystic Seaport and investigating among other topics, the development of the Whitehall and construction details of the four-oared gig AMERICAN STAR replica, GENERAL LAFAYETTE. In May he and Naval Architect Rob Pittaway made a presentation on the history and construction of the Whitehall, and in June, at the Small Craft Workshop, John and Dick Conant were members of a panel discussion concerning boat building education, which included movers in the field of traditional small craft like Leo J. Telesmanick, Lance Lee, Jonathon Wilson, and Ed Lynch, the Museum's curator. With Ben Philbrick at John's side, GENERAL LAFAYETTE was well underway on the strong back by September.

Much of the Whitehall work was fueled by a long and fruitful correspondence between John and then Adirondack Museum colleague, Kenneth Durant. Their association commenced in May of 1958 when Durant wrote John at his Saugus home with questions precipitated by reading microfilm of John's *Maine Coast Fisherman* columns on the Whitehall in the NY Public Library. Durant, researching the origins of the Adirondack Guide Boat of his youth, thought there might be a tie in with the Whitehall, and he recognized John as a kindred spirit. Durant was instrumental in helping track down the AMERICAN STAR outside Paris, and at John's urging, Durant donated his Whitehall materials to Mystic Seaport's G.W. Blunt White Library in 1971. Their rich collaboration continued until his untimely death in November 1972.



CAPTAIN HOOK framed out on the backbone in 1998 with floors, thwart risers, and the sheer strake fastened (Sharon Brown photograph).

CAPTAIN HOOK joined the museum watercraft collection during a heady time for traditional small craft and the replica represents a solid tradition of museum scholarship. She is a delight to row, having characteristics of a Whitehall such as her plumb stem, wineglass transom, and full length keel. Her overlapped and beaded sheer strake of oak may indicate her ancestry was closer to the Boston Whitehall type. She tracks in a straight line, keeping her course, and yet is easy to turn and maneuver in tight quarters due to her modest length. She is fitted with bronze patent swivel oarlocks and her sculling notch makes her a favorite to demonstrate prowess at single-handed propulsion. Two rowing stations allow for a variety of position options for up to three persons, and she is best rowed with 7' leathered

oars, straight bladed or spoons. Her name attracts attention and her saucy black hull, paint accents, and carriage, spellbinding for some couples. The subject of boats and people is continuous. R. W. Conant's grandson Ames manages sales of the Conant Planking Clamp among the kit of many boatbuilders and reviewed in *WoodenBoat* (127:100 Nov-Dec 1995). A classic photograph of GENERAL LAFAYETTE taken not long after her 1975 launch at the Small Craft Workshop shows Philbrick, Thomas, Pittaway and John pulling on the oars before the museum waterfront (75-12-92F2A, J. Deupree Photograph, Mystic Seaport Museum). CAPTAIN HOOK is the last boat built in the John Gardner Boat Shop by Barry Thomas.

Treat yourself to a long row in CAPTAIN HOOK from the Seaport Boathouse on the Mystic River and indulge your thoughts within view of the inspiring shoreline.

Swedish Watercraft

By Sid Whalen



These photos of Swedish watercraft were taken over twenty years ago in the harbor of Stockholm and its archipelago. Seafaring Scandinavians, Swedes maintain their traditional smallcraft themselves in the long, dark winter months. Picture families at work in their barns and boathouses, like Jim McGuire's operation at Mystic Seaport.



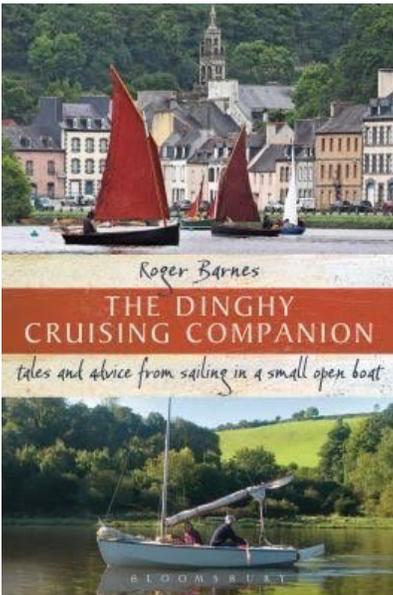
islands (there are hundreds) in the archipelago. I can only say that gleaming varnish, fresh paint, spotless canvas, and smiling faces spoke of pride and pleasure.

Swedes seem to be partial to double ended hulls. There were many, typically with bright finish. Among Stockholm's many cultural and architectural highlights is the VASA, a 17th century warship preserved intact in 100ft. of ice cold freshwater when she rolled over and sank at her launching.



Lacking knowledge of their nomenclature, I lack captions to these pictures, taken from a boat that delivered summer commuters, freight and mail to

Book Shelf:



There is just one more book I recommend you read before dashing out to the shop to spiff up your traditional craft for summer: Roger Barnes' "The Dinghy Cruising Companion", subtitled "tales and advice from sailing in a small open boat". Actually I read it last summer and rationed myself to a chapter

a night to try and make it last. As I sat in a lakeside cottage it made me feel as if I were cruising the coasts of England and France on both sides of the Channel in a fourteen foot plus boat, dropping the standing lug rig to slip under old stone bridges and tie up along a village quay in time to make it to a local pub for supper.

Roger's boat is François Vivier's Ilur design, a chunky little boat for oar and sail, seaworthy enough to make it to Ile of Sein at the far western end of France and roomy enough for two to spend the night. What makes the book fun is that Roger intersperses tales of his trips with dollops of good, solid information that you will want to incorporate into your own boat. He is President of the English Dinghy Cruising Association, the exploits of which you may have read in "Messing About in Boats". These guys (and gals) get into their boats and GO!

We were fortunate enough to be camp mates just across from John Hartman and his Ilur at last year's Small Reach Regatta. Clint Chase, his builder who supplied the kit, joined him as well as John's wife who loves to sail the boat. What an interesting craft with its long oars stowed under the fore and aft floorboards, its quick release mast collar and loose footed, lug sail, so easily reefed.

OffCenterHarbor.com and WoodenBoat have some interesting videos of John and the boat as we cruised to various offshore Maine Islands.

"The Dinghy Cruising Companion" does not concentrate on just one boat however: we are introduced to the Ness Yawl, Drascombe Lugger, Seil (a rowing François Vivier design), Norseboat 17.5, BayRaider, a Hitia 17 Catamaran, a Wayfarer Dinghy, Welsford's Navigator, Matt Layden's Paradox, and the English Mirror, among others. Lots of boats. And lots of gear. The Equipment Appendix alone is worth the price of admission with its Recommended Equipment for Sheltered Waters, for Coastal Waters, for Sleeping Aboard, General Gear, a Tool Box, Other Box, a Cook Box (Cuisine) and Food Box (Cambuse), Navigation Box, Personal Box, Clothes Bag, Night Bag, Oilies Bag and Normally Worn (lots of layers). No wonder Roger's boat has substantial freeboard.

And each set of gear is described in the text as well as where to stow it and still be able to see the chart lashed down on top of it all. The book is loaded with good ideas whether you cruise beyond Fisher's Island Sound or just pop out to Sandy Point for the afternoon. One idea is a cushion that flips up from a side thwart to sit atop the rail, in case the wind pipes up. Another section shares a calculation for oar length, the result of which, by the way gives you an oar longer than what we are used to; Roger calculates both inboard length and outboard length resulting in a 10 1/2 foot oar for his boat with a 5 1/2 foot beam, a bit longer than the 8 1/2 foot oars more common on this side of the pond.

The book is written in English, the King's English, which takes a little getting used to. For example, when camp cruising, remember to bring your head torch and adjustable spanner as well as the boat's proof of documentation (registration) and proof of insurance, all good ideas. Mixed in are good sea stories, many of which are humorous, including a not so chance meeting with a commando in battle dress; I will not spoil the story but floodlights and an off limits slipway (boat ramp) were involved. All in all a great read that you will come back to time and again.

Respectfully submitted, Padeye

JGTSCA

Membership Meeting – UConn Avery Point Campus Boathouse Sunday March 6, 2016 1:30 pm

Introduction of Members, Welcome Guests and New Members

Ellie Czarnowski, Bill Rutherford, Peter Vermilya, Andy Strode, Bill Armitage, Rob Pittaway, Phil Behney, Karl Kaufman and Brian Cooper were present.

Minutes from February meeting

Members present unanimously voted to accept the Minutes for 2/6/2016 as posted on the JGTSCA Website. See online at: <http://www.tsca.net/johngardner/about.htm>

Treasurer's Report

Treasurer Ellie Czarnowski presented her Report for 12 February through March 2nd, 2016. As of 3/6, there are 22 members who have paid their 2016 dues.

Members present unanimously voted to accept the Report which is attached to these Minutes.

Members also unanimously voted to reimburse Dan Nelson for \$45.05 which he spent to bring the Shop first aid kit up to standard.

Ellie is working on the NINA expense report.

Old Business

1. Status of New Dory Build

Bill Armitage reported that the transom, the side panels, the midsection mold, and the chines have been built and the next step is to assemble these parts.

Work on the dory is ongoing on Friday nights at the Avery Point Clubhouse. The work sessions usually run from 6:30pm to about 8pm. You are invited to take part.

2. Boat rack for holding dories at Mystic Shipyard East

Phil Behney reported that he will be putting the rack together when the weather ameliorates.

Bill Armitage and Phil Behney are working on a new oarlock system for the dory fleet. The system may involve round oarlocks which will be captured on the oars by turksheads. The oarlocks may go into ½" nylon sleeves which in turn will be permanently inserted into 5/8th inch holes. This system will be quieter, involve less slop, and result in fewer lost oarlocks. They intend to possibly retrofit the dories with multiple oarlock locations to allow for greater flexibility in locating the rower, thus improving trim.

The motor for the shop table saw is broken. Members present authorized Andy Strode to spend that amount of money he thought was reasonable to get the motor repaired.

3. Second club trailer – licensing

Bill Rutherford reported that his and Dane Rochelle's progress finding the newly donated trailer's registration was proving to be difficult. It may be necessary to present the trailer to the State as a "home built" trailer with a trip to Willimantic being necessary.

4. Purchase of a plank for light house dock (100 dollars)

Ellie Czarnowski reported that she had cut a check to the New London Custom House Museum. The money will go toward a plank on a new access walkway to the Museum's New London Harbor Lighthouse.

5. Shop Queue

The shop queue is: the replacement dory, John Symons, Dan Nelson, Phil Behney, Bill Rutherford and Steve Barton. Once the dory is no longer in the shop, two member projects can be worked on at the same time.

New Business

1. Upcoming activities: review Calendar

Bill Rutherford presented a calendar of scheduled events which is attached to these minutes. In addition:

March: The Mystic Model Club will host a one-day show, 3/19, 10am to 4pm, on the third floor of the Stillman Building at Mystic Seaport featuring a wide range of model ships and boats. The Maine Boatbuilders show is scheduled for 3/18 – 20 at the Portland Yacht Services facility in downtown Portland. The boats are mostly wood. A superior boat show.

April: The annual Pine Island Cleanup day is scheduled for Tuesday, April 12. The event is run by staff and students from the UCONN Avery Point campus. You are welcome to help but you will need to sign a release form if you go to the island in a UCONN boat. The event generally runs from 10am to around 11:30 followed by lunch at the JGTSCA shop provided by the Club. Ellie Czarnowski is point person for the lunch and can use member help – especially for manning the grill..

Members present authorized Ellie to spend up to \$100.00 for food.

May: A Club row to Mamacoke Island is scheduled for Sunday the 15th. Club dories will be available or bring your own boat. Boats will launch at 9am sharp at the DEP Kenneth Streeter State Boat Launch Ramp located under the Groton side of the Gold Star Bridge (access on the north side). Phil Behney is point person for this event.

<http://www.lisrc.uconn.edu/coastalaccess/site.asp?siteid=460>

June: Registration forms for the John Gardner Small Craft Workshop (6/24 - 26) are on line at Mystic Seaport's website.

<http://www.mysticseaport.org/event/small-craft-workshop/>

Any Other Business There was no new business

Program/Activity

Repair/Refinish/Re-leather Oars - Rob Pittaway lead

Next Meetings:

Work sessions on March 11, 18 and 25 at 6:30.

Business Meeting: April 1, 2016. Potluck at 5:30, Meeting to follow.

All meetings except the December Annual Meeting take place in the UCONN Avery Point Club House.

Motion to Adjourn

The meeting was adjourned at 2:25pm.

Respectfully submitted, Peter T. Vermilya, JGTSCA Secretary

John Gardner Traditional Small Craft Association Calendar for 2016:

April:

Meeting Friday, April 1st Potluck at 5:30 pm with Meeting to follow
Continue Replacement Dory Build
Start Dan Nelson's Southwester Dory Build
Pine Island Cleanup with UCONN Environmental Group April 12th 10 am to 2 pm

May:

Meeting Friday, May 6th Potluck at 5:30 pm with Meeting to follow
Continue Southwester Dory Build
Spring Row to Mamicoke Island May 15th: meet at GSNB Groton Side Boat Ramp at 9 am

June:

Meeting Sunday, June 5th Picnic at 12:30 pm with meeting to follow
Meeting Activity: Row to Bluff Point or off Avery Point Beach
John Gardner Workshop at WoodenBoat Show at Mystic Seaport June 24th -26th

July:

No meeting planned
Continue SW Dory Build
JGTSCA Regatta July 23rd at UCONN Avery Point - Sail and Oar - Ellie Czarnowski to lead

August:

No meeting planned
Complete SW Dory Build
Local Lake Row - Powers Lake or NE Connecticut

September:

Meeting Friday, September 9th Potluck at 5:30 pm with Meeting to follow
Phil Behney boat in Shop
Salt Water Row - Barn Island to Sandy Point or Seldon Creek on the Connecticut River

October:

Meeting Friday, October 7th Potluck at 5:30 pm with meeting to follow
Phil Behney boat in Shop
Fall Colors Row - Wood River in Rhode Island - Dan Nelson to Lead

November:

Meeting Friday, November 4th Potluck at 5:30 pm with Meeting to follow
Phil Behney boat in Shop
Tour local shop - member's or professional

December:

Meeting Sunday, December 4th Pot Luck Holiday Party at Custom House at 12:30 pm
Meeting Activity: Presentation TBA
Visit to IRYS and Newport Mansions

Happenings: The Mystic Seaport Ship Modelers held an excellent Meet Saturday, March 19th from 9am to 4pm on the third floor of the Stillman Building. For those of us who followed the direction of the modelers posed with examples of their craft in the entrance of the Visitor's Center to the back stairs of Stillman found a treat awaiting in the third floor conference room. This was not a static display, but a real hands-on show and tell. Models of all kinds were underway from rough and tumble radio controlled models made to ply the River's waters to exquisite full rigged ships for display. The emphasis was on "how-to" with modelers standing behind their pride and joy eager to explain how they fabricated a particular detail. These techniques ranged from patient hand work to vacuum molding multiple hulls for ship's lifeboats to the latest 3-D printing of parts for the windlass on a model of the "Emma C. Berry". The boats ranged from strip-planked schooners to plank on frame sternwheelers to a Los Angeles class submarine eerily lit with blue LED lights.



They are a very out-going group in what is often an individualist's hobby and willing to share their expertise. If interested in joining email Bob Andrie at smallyachtsailor@gmail.com. Their next meeting is 10 am on April 23rd in the basement of the Seaport Planetarium. As an example of their willingness to share, they have a group build led by Ed Hill of a 3 foot plus long model of the Tug Kingston, the one up on poppets at the entrance of the museum, with teams for hull, propulsion, deck, cabin, etc. More on that in the Boat Shops section of this newsletter. What follows are a few photos of the boats from the March meet.



Around the Boat Shops:

In the **Home Shops:** winter builds are being displaced by Spring spruce-ups. **Peter Vermilya** has dismantled the frame for his Delaware Ducker in favor of getting his Beetle Cat ready for the Wednesday Night Races and varnishing bits of the big catboat. Mike Magee has moved the hull for his South Jersey Beach Skiff, completed to Smithsonian plans by Howard Chappelle, out the door, replaced by his trimaran, which he is spiffing up for sale. Anyone for a cruise to the outer islands? Email Mike at mageecarp@sbcGlobal.net

. Meanwhile, **George Spragg**, assisted by **Andy Strode**, is actually building a new boat, a beamier kayak type boat that he plans to motivate with his forward facing oars. Knowing George, it will soon be afloat. **Carl Kaufman** is also constructing, having flipped his “Maude and Emeline”, and is now finishing her out for duty commuting to his mooring in Block Island harbor.

At the **Avery Point Boathouse**: **Dan Nelson** with his team and assisted by **Bill Armitage** and **Phil Behney** have the Chapter's Avery Point Dory well underway. The transom is in place, the midships frame adjusted and the bow sewn. Epoxying joints has commenced. The bottom is next. Come on by and participate in this group build.



Peter Vermilya, Bill Armitage and Phil Behney Fitting the Transom on the New Dory



Meanwhile **Rob Pittaway** is busy leathering oars; they are looking good after being



repaired and varnished. Eight down and eight more to go; stop by and assist Rob, learning leather lacing in the process.

At the **Seaport Boathouse** the Gardner/Chamberlain skiff “Morsel” made it out the door on Tuesday, “Ellysea”, the Boston Whitehall upgraded her thole pin pads and is also complete so only putty and paint on the “Whitehall”, painted white, naturally, remains in the boathouse shop. Meanwhile, over at the **John Gardner Boat Shop** “Pip” received her polished brass letters and Wilber Langdon is receiving repairs to her deck canvas in readiness for the summer’s Tuesday night Beetle Cat races. Interior work continues on Li'l Babe's interior, the centerboard case now being caulked, repaired and painted.



Andy Strode and Steve Tulka repairing the thole pin sockets on Ellysea, the Boston Whitehall

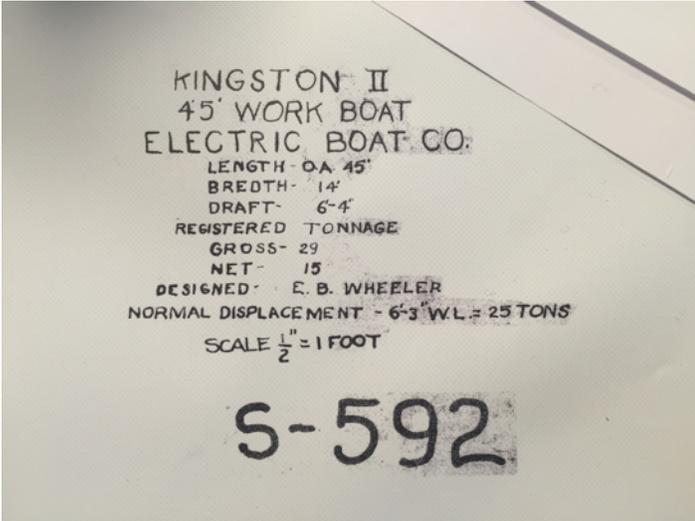


Bill Littell doing major oar repair

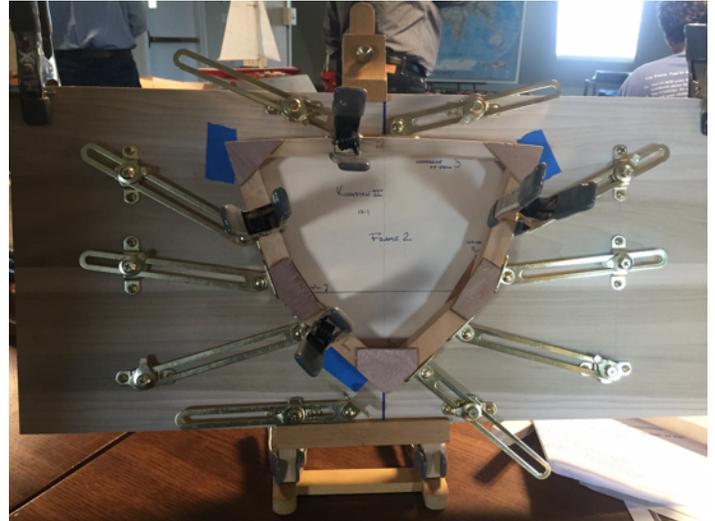


Buck Lawson, Harry Ferguson and Jeff Undercoffler pushing a refinished “Morsel” out the door

The Mystic Seaport Ship Modelers have a build underway of the “Kingston II”, the 45 foot tug which guards the southern entrance to the Seaport. Using plans found in a desk at Electric Boat, Ed Hill is coordinating hull, propulsion, deck and cabin teams as they work from newly lofted plans. Ed speaks very highly of his teams, praising their willingness to share their respective areas of expertise, allowing each to learn a bit about the others, which, after a slow start, is working out amazingly well. They welcome new participants.



Title Block from Original Plans



Ingenious Adjustable Clamp



First Frame in Place



Brilliant's Ordinance Box by Volunteer Jim Downs

The Feedback Booth:

Reader Art Poole in Mielfa, Virginia picked up our article on Sea Bright Skiffs via that fine magazine "Messing About in Boats (MIAB) and was sharp enough to pick up Mr. Cleat's slip describing their transoms as "heart shaped" when in fact they are "U shaped". I will have to speak with Mr. Cleat about that. It did not help that our esteemed editor, that would be me, confused the issue by including a photograph in the Around the Boat Shops of Mike Magee's South Jersey Beach Skiff, which does have a heart-shaped transom. As Mr. Poole correctly points out, because the Sea Bright has a box keel and the South Jersey Beach Skiff has a plank keel, the two boats will have different handling characteristics. I will request Mr. Cleat issue a retraction and hope Mr. Poole accepts my apology for any confusion this may have caused. The Editors.

Planning further ahead, our Spring Row is planned for May 15th; plan to meet at 9 am sharp on the Groton side under the Gold Star Memorial Bridge and row up river to Mamicoke Island. Should be a good warm-up for the summer season.

And to usher in Summer for sure, sign up on line at the Mystic Seaport website under Events for the John Gardner Workshop at the WoodenBoat Show June 24-25-26th. Presenters are already replying; there will be some interesting info and fun events. Sign up soon.

Meanwhile Fair Winds

Bill and Karen Rutherford

View from the Porch:View from the Side Deck:

The view this evening is no view at all; the fog has rolled in. Not even the New London Light is visible. Spring may be coming after all, as warm moist air drifts over the recently ice rimmed river. The Community Boat Shop is busy, however, with voices drifting out and sounds of saws and sanding from within. Nothing like a dory build to generate some interest.

Things to keep in mind: the upcoming Pine Island Cleanup on April 12th. In a cooperative effort with the UCONN Environmental Club, we do a Spring cleanup of nearby Pine Island, a nice place to beach a dory to get out and stretch your legs. Our Chapter puts on a barbecue lunch for participants. It is our chance to give back to both the environment and the University; please plan to participate. Festivities kick off at 10 am at the Boathouse.

Other activities around town include the Mystic Seaport Ships Modelers meeting at 10 am on April 23rd (see a report on their activities elsewhere in this newsletter).