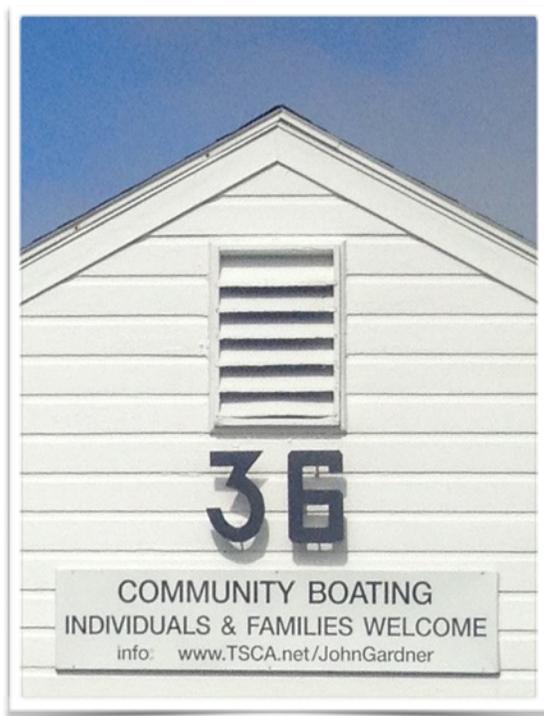


JGTSCA

John Gardner Chapter of Traditional Small Craft Association



Next Meeting: Friday, May 6th at Avery Point Boathouse

Potluck: Starting at 5:30pm with Meeting to Follow

Activity: Gail Ferris to Speak on her kayaking adventures in Alaska in the Academic Building Room 106 (Just beyond the Student Union)



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>

Traditional Boat of the Month: Woods Hole Spritsail Boat



Photo courtesy of messaging-about.com

This month's Traditional Boat is a bit chunky, with a simple work boat rig but for a young family going for a sail, the most popular boat in the Seaport's livery. She is stable, has no head knocking boom and, surprisingly, scoots right along. She is a boat developed for inshore fishery along the south coast of Cape Cod; if caught in contrary currents in light air, she rows well, if out in a steep shop, cuts through the waves and, if necessary, quickly and easily raises or lowers her rig. Quite a lot of boat in only thirteen feet!

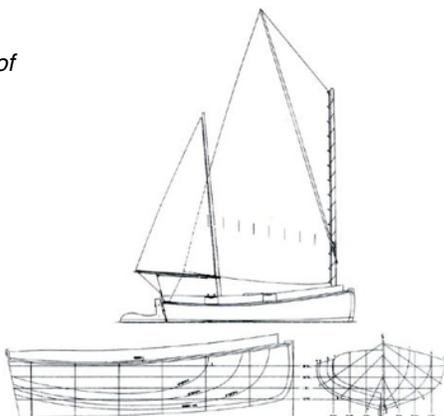
Compared to the ubiquitous Catboat, she is a bit slimmer for rowing, has more freeboard for rough waters and has a peak sprit instead of a gaff rig. Why a sprit rig? Good question. At the turn of the last century, the sprit rig was the choice of small support boats all along the coast. It is quick to rig: just poke the sprit spike into the loop at the peak and tighten up on the snotter. Why call it a snotter? I do not know; its origin is lost in the annals of time, but it pushes upwards on the sprit to lift the peak of the sail to lessen its curvature or slacks a little to allow a bit of belly, say, if you are heading downwind. I would go so far as to add a little gun tackle to its downhaul and run the line back underneath the thwarts to a cam cleat to save going forward to make adjustments. Very handy when racing. But I get ahead of myself.

First, let us go through a day in the life of a fisherman from Wood's Hole. His first challenge in departing his anchorage in Eel Pond is making it under the roadway bridge at the end of the pond. You guessed it: he drops his rig, if he even bothered to put it up at all. But it is easy since the single mast once in its step way forward in the eyes of the boat is just walked up and clipped into the forward vee of the coaming. It is just a galvanized hasp; the yacht types with bronze clips will come later. Then he sets his sprit and sails out to the grounds for a day's work. If no early breeze he furls the sail and sprit against the mast and rows. Since the sprit rig is not super weatherly he really prefers rowing out in the morning stillness and riding back home, downwind or on a reach.

The afternoon southwesterly may work up a chop against the incoming tide but the very shapely hull of the little boat handles it well. Upon returning to Eel Pond he will again strike the rig, pass under the bridge and pick up his mooring. This is where it gets interesting: there is a second, smaller mast step in the center thwart. This proved a bit confusing to the builders of the first replicas. They found it cumbersome, to say the least, to try to sail with the small mizzen up. It turns out that the mizzen is a steadying sail intended for use at the mooring, not when underway. All in all, a very clever, well thought out little boat.

Its small size and ease of handling was not lost on the summer visitors who started coming to the Cape in the 1890's. As told to Bob Baker, who found three of the early examples in 1969, by Mrs. John E. White, "The wealthy summer residents took note of them and in no time decided it would be fun to arrange a race among the fishermen that included cash prizes for the winners." "The races were great fun," she said, "and before long, the summer residents wanted boats of their own to race and by 1897 the Woods Hole Yacht Club had been established." Mrs. White was E. E. Swift's grandniece and had inherited the boats. E. E. (Eddy) Swift, a builder and cabinetmaker, had built the boats with meticulous precision from half models he carved himself. His boats did quite well in the races. His first boat, "Spy", placed first in the Sprintsail class (the other being the Catboat class) on the fourth of July, 1898, the Club's first Regatta. It was a five mile run out into Vineyard Sound's brisk southwesterly which moderated to light breezes upon return. She was followed two years later by her successor, "Susie" who won the Commodore's Cup in 1900.

Image
courtesy of
Mystic
Seaport
Plans



The Crosby's built a more workboat version of the Woods Hole Sprintsail boat named "Explorer". She has a flatter, more burdensome shape as well as the signature Crosby half-dovetailed frame ends. She was nearly destroyed in the 1938 hurricane, was rebuilt in the 1960's and is now in the Seaport's Small Craft collection. James Kleinschmidt drew her lines in 1961; Steen Kokborg traced them in 1962. These drawings provided the opportunity for Sylvester Costelloe and John Gardner to build a replica in the Gray (now John Gardner) Boatshop at Mystic Seaport. Launched in 1973 she is named "Sandy Ford" after Syl Costelloe's home town of Sandford, Ireland. She is a fixture in the Boatshop livery fleet - see a photo of her in this issue's Boatshop section. Come in starting May 21st and take her for a sail.

What does a Woods Hole Sprintsail Boat have to offer us modern boaters? Well, for one, these boats are fun to sail as well as safe. Take the kids (or grandkids) out for a ride, secure inside the high coamings and pack a picnic basket for a lunch along a deserted beach. Row home if you have to, secure that neither you or those young ones will get hit in the head with a boom. True, the complex shape will be difficult to carvel plank, so we may request professional assistance. Locally, in 1997 Taylor and Snediker built a replica of Swift's unfinished 1913 boat for John McLaughlin who often sailed her on the Mystic River. For those of you who save every issue of "Messing About in Boats", look up Sharon Brown's August 15, 2000 account of going for delightful afternoon sails with Mr. McLaughlin and this two terriers along the Mystic River.

For those of you who would like to pursue this further, the particulars are 13'4" x 6'0" with a draft of 12" board up and 26" board down (great for exploring shallow waters). Plans are available from Mystic Seaport for both E. E. Swift's designs as well as the Crosby "Explorer". Swift's unnamed boat that was left unfinished upon his brother's death is on display in the red Small Craft building alongside the "Conrad". "Spy", as well as the barn in which she was built, is on display at Woods Hole Museum. And "Sandy Ford" will soon be in the water at the Boathouse Livery. Come observe and enjoy this perky little boat with the simple sail.

Respectfully submitted,
Mr. Cleat

Sid Whelan's "Boat Building at Old Fort, Quebec 2002"

On the north shore of the St. Lawrence River, near where the river enters the Atlantic at the Strait of Belle Isle, between Newfoundland and Quebec, lies the village of Old Fort, Quebec. It was settled in the 1890's by immigrants from the Channel Islands, French Huguenots who became British subjects. It's a village of fishermen, and it's isolated. Electricity first came to Old Fort Bay in the 1970's. Before that, they canned their meat, vegetables and fruit. Supplies still come by boat along the coast from Sept Isles once a week, and are delivered to the retailers. By January the Strait of Belle Isle has frozen over, so people stock up with supplies to last until May.

Close to the village is the mouth of the Old Fort River, and in August of 2002, my Navy friend Jack and I fished for salmon and brook trout, guided by Harvey Fequet, one of fifteen boat builders in the village of Old Fort. The Fequets pronounce their name "Fakey". English and Protestant (Anglican) church traditions dominate. They drop their H's. A fishing hole is "ole", home is "ome" etc., but otherwise they did not have a Cockney accent.

Harvey traps in the winter. We came across one of his fox traps: a frame of sticks covered with foliage, and a leg hold trap underneath. He traps Arctic fox, gray fox, mink, ermine, otter, beaver, marten. I imagine fisher as well.

Harvey's dad was a lobsterman and built his own workboats, passing on those skills to his sons. In the 1970's he leased the Old Fort River to accommodate fresh water fisherman such as Jack and me. The river's source is a lake about twenty miles from its mouth, and there's no road or trail along the river, which broadens and deepens into several large lakes, hence the need for boat transportation. The Fequets' guest camp is on one of the lakes, and it took us over an hour every

morning by outboard motor to reach the river linking the lakes. We were fly fishermen, not interested in trolling the lakes.

Harvey builds at least two types of boats for use on the family's leased water. He selects spruce in the forests north of their camp for planking, stems, and frames. The frames are sawn and steamed. The planking on the larger design (17' length, 7' beam, 2 1/2' deep midship) is clinker lapped. The planking is full length. The skiff design originally had a narrow transom, but the introduction of outboards led to a broad, square stern.



The second design has a punt bow, shallow draft, and is used in the shallower sections of the river and lake system. Carvel planking. Both types are stationed conveniently on the river and lakes for use at the end of each portage. They remain at the stations year round, which must shorten their lives. When they give out after six or seven years, the boats tend to be abandoned, and new ones take their place. The larger skiff weighs 1,000 lbs., so I can understand the house keeping issue. Because there are no roads north of Old Fort village, the boats are snaked down (or up) the river

with lines, in high water. Rotting hulls dot the bushes.

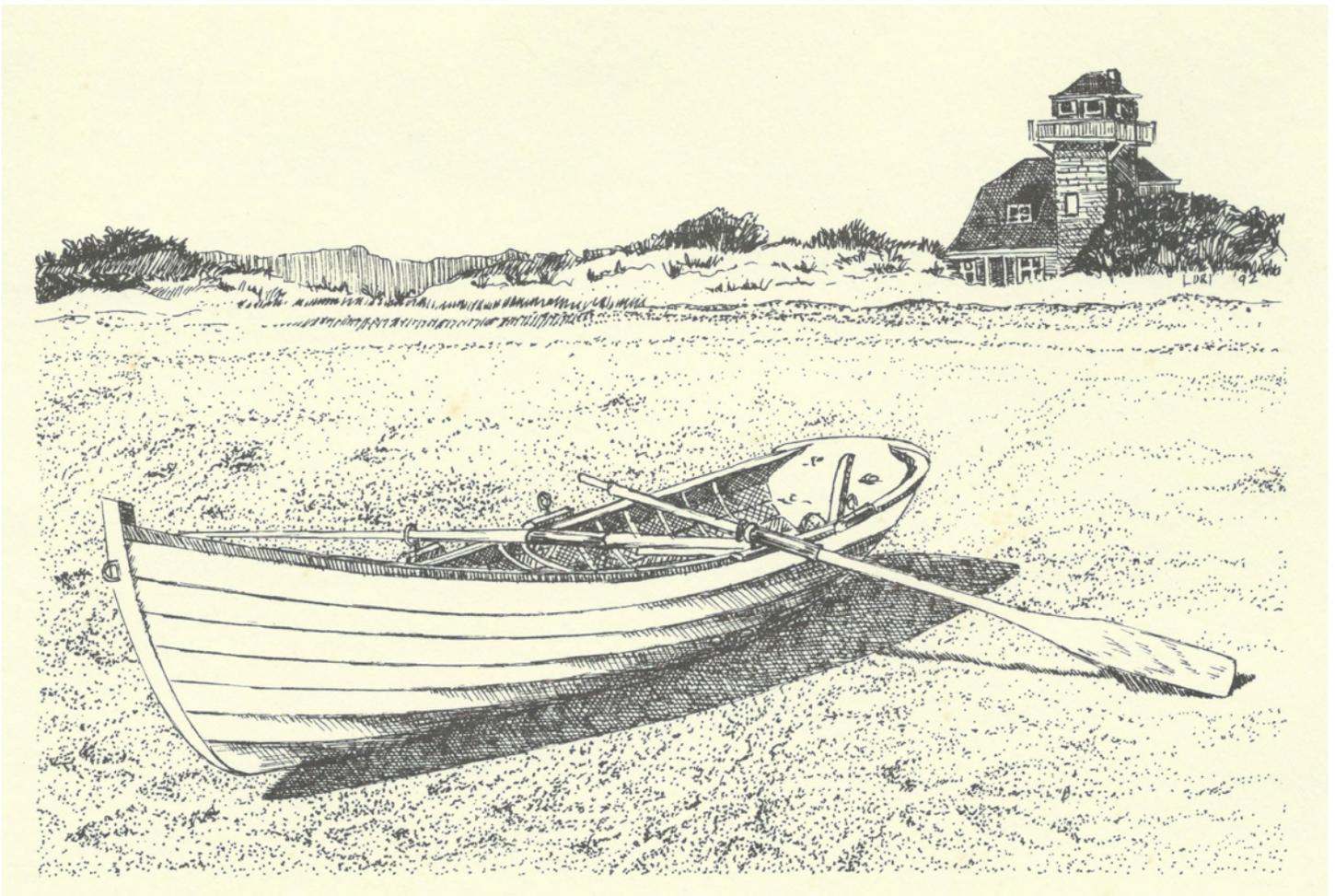
Harvey uses galvanized nails. The nails through the strakes are clenched on the inside. He builds the larger skiff in eight days.

The stem, counter knees and counter post are all cut from spruce roots, which are dug out along with the stumps and sawed into flitches like Adirondack Guideboat stems and frames. Fequet does not age his planking and root stock, and there no scarfs on a 17' hull.

Some of the trees in the forests north of Old Fort Bay apparently have 30" butts. I asked him if the supply is limited by latitude (tree line), but he said the good selection extends for 80 miles or so north. Again, no roads, so they must haul all that over the snow and ice in winter by tractor.

Further Feedback

If you recall, Art Poole of Melfa, Virginia, way down south of the Maryland line on the eastern shore of Chesapeake Bay, wrote to correct Mr. Cleat who called the transom of a Sea Bright Skiff “heart-shaped” when it is in fact “U shaped”. Mr. Cleat apologized in writing on a card with a drawing by our esteemed Publisher. Mr. Poole replied using a card with the above drawing by Lori Poole of a lovely Sea Bright Skiff (or is it a Beach Skiff - can't tell from this angle). Inside the card, Mr. Poole accepted the acknowledgement and went on to say, “I grew up on the Jersey Shore, worked for Charles Hankins (the last Sea Bright Skiff Builder), competitively rowed surf boats for 20+ years and ended up building a few. So, I guess I have quite a history. Again, thanks for the interest - Art” and he went on to complement our Publisher’s artwork. We in turn complement Lori’s artwork and wish them well as they are perfectly placed right between beautiful Chesapeake Bay and the Atlantic surf.



“Seabright Skiff on Beach courtesy of Lori Poole”

JGTSCA

Membership Meeting – UConn Avery Point Campus Boathouse

Friday, April 1, 2016 6:30 pm

Introduction of Members, Welcome Guests and New Members

Bill Armitage, Steve Barton, Phil Behney, Jim Clark, Ellie Czarnowski, Tom Jannke, Karl Kaufman, Dan Nelson, Rob Pittaway, Bill Rutherford, Andy Strode, John Symons, Peter Vermilya, were present.

Minutes from February meeting

Members present unanimously voted to accept the Minutes for 3/6/2016 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 March 2nd through April 01, 2016. Members present unanimously voted to accept the Report which is attached to these Minutes. Ellie has sent membership cards to JGTSCA members who do not regularly show up for meetings. She now has a bank card for the JGTSCA account at Chelsea Groton Bank for use at the automatic teller machine (ATM). Ellie is working on the NINA expense report.

Old Business

1. Status of New Dory Build

Vice President and Lead Builder Dan Nelson reported that the side panels have been glued and fastened to the transom and joined at the stem, the next step is to install the chines..

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. All members 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. Part of the necessary lumber is in the shop, Phil will soon obtain the rest.

3. Second club trailer – licensing

Bill Rutherford reported that it will be necessary to present the trailer to the State as a “home built” trailer with a trip to Willimantic for inspection being necessary.

4. Table Saw Repair

Andy Strode reported that the motor for the shop table has been repaired. Chapter thanks go to Brian Mitsch for a successful reinstallation.

5. Shop Queue

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

Bill Armitage reiterated his request to reserve time to work on his Annapolis wherry during his school spring break. He estimates his project will take about a week.

New Business

1. Pine Island Clean Up

Ellie Czarnowski reported that 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. All JGTSCA members are welcome to help in the Island clean up. Members will need to sign a release form if they go to the island in a UCONN boat

and should show up at the dock behind the Project Oceanology building, sharply at 9:30 am.

Ellie Czarnowski is point person for the lunch and can use member help – especially for manning the grill. To help, members should show up at the Club House at 10 am. The event is usually over by 1:30.

2. Mamacoke Island Row

The Club row to Mamacoke Island is scheduled for Sunday May 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). The row usually lasts for three hours so bring your own lunch. Phil Behney is point person for this event. See:

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

3. John Gardner Small Craft Workshop/WoodenBoat Show

This annual event is planned for the weekend of June 24-26 at Mystic Seaport Museum.

The usual early morning rows up and down the Mystic River will take place, as well as workshops and demonstrations. Thad Danielson is already scheduled to either give a presentation about Albert Strange and a Strange designed boat that Thad is planning to build or to talk about his Mower dory. Not to be missed.

JGTSCA dories will be on hand for rowing. If members don't go to the WoodenBoat dinner in honor of John Harris of CLC fame, they will be welcome at the justly famous barbecue hosted by Bill and Karen Rutherford at their house in nearby Stonington.

Registration forms for the John Gardner Small Craft Workshop are on line at Mystic Seaport's website. Registration includes the workshop and admission to the WoodenBoat Show for the weekend.

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

4. Gail Ferris presentation

Gail Ferris, famous to readers of Messing About in Boats and to long time attendees at the Small Craft Workshop for her Greenland kayaking adventures, will be back in Connecticut this Spring.

She may be willing to give a presentation on her present kayaking adventures near Sitka, Alaska, either at the May JGTSCA business meeting or at the John Gardner Workshop/TSCA Annual Meeting in June. Peter Vermilya will work with her on this.

5. Discussion of June Picnic/July Regatta

Ellie Czarnowski made the point that what with the presently scheduled June 5th picnic, the June 23-25 John Gardner Workshop, and the July 23rd Regatta, that the calendar was perhaps too full and that the Picnic and the Regatta should be combined. After discussion, members present concurred. Although no hard date was set for this combined event, a Sunday in July, was suggested. It might include a 12:30 potluck picnic, followed by a 1:30 business meeting, with the rest of the afternoon spent sailing or rowing.

Any Other Business**1. Oar leathering**

Rob Pittaway discussed the progress he has made and the techniques he has used in leathering almost all of the JGTSCA oars that needed new leathers. Further supplies are on order. Members present were most appreciative of his efforts.

2. Polyethylene tubing offer

Tom Jannke reported that he has a large supply of 6 mil Polyethylene tubing on hand suitable for use as a “steam box” which he is willing to share with members who have a legitimate need. Squashed flat, the tubing is 5 inches wide. Tom does business at T&L Tools, famous for his Unscrew-Ums, broken-screw extractors. www.tltools.com.

3. Annual Meeting Speaker

President Bill Rutherford called for suggestions for a speaker at the December 2016 Annual Meeting. He thought that someone representing the Marine Environmental Programs at UCONN Avery Point would be excellent. Ellie Czarnowski will follow up on this with Syma Ebbin. The UCONN/Avery Point Coastal Perspective Lectures were suggested as a possible source of speakers. <http://marinesciences.uconn.edu/lectures/>

Post Meeting Program/Activity

Work on the dory

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

Next Meeting:

Next meeting is May 6th at the UCONN Avery Point boathouse with a potluck at 5:30pm followed by a Business meeting at 6:30pm

Motion to Adjourn

The Meeting was adjourned at 7:30pm

Respectfully submitted,

Peter T. Vermilya, JGTSCA Secretary

John Gardner Traditional Small Craft Association Chapter Calendar for 2016:

January:

Meeting: Friday, January 8th: Potluck at 5:30 pm with meeting to follow

Board Planning Meeting: Monday, January 18th

Shop Activity: Start Replacement Dory Build

February:

Meeting: Friday, February 5th at 5:30 pm with Meeting to follow

Shop Activity: Continue Replacement Dory Build

Queue: Start Symon's Runabout Refinish

March:

Meeting: Sunday, March 6th Potluck at 12:30 pm with meeting to follow

Meeting Activity: Repair, Refinish and Re-leather Oars

Shop Activity: Replacement Dory Build continues

Queue: Continue John Symon's Runabout Refinish

April:

Meeting: Friday, April 1st Potluck at 5:30 pm with meeting to follow

Shop Activity: Continue Replacement Dory Build

Queue: Continue John Symon's Runabout Refinish

Pine Island Cleanup: Thursday, April 14th 10 am to 2 pm: with UCONN Environmental Group

May:

Meeting: Friday, May 6th Potluck at 5:30 pm with meeting and Gail Ferris presentation to follow.

Shop Activity: Continue Replacement Dory Build

Queue: John Symon's Runabout Refinish

Spring Row to Mamicoke Island: Sunday, May 15th: meet at GSNB Groton Side Boat Ramp at 9 am

June:

Meeting: Friday, June 3rd Potluck at 5:30 pm with meeting to follow.

Shop Activity: Complete the Replacement Dory Build

John Gardner Workshop at WoodenBoat Show at Mystic Seaport, Friday, June 24th -26th:

July:

No meeting planned

Queue: Start Dan Nelson's SW Dory Build

JGTSCA Regatta & Picnic at UCONN Avery Point - Sail and Oar - Ellie Czarnowski, Sunday, July 24th?

August:

No meeting planned

Queue: Continue Dan Nelson's 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

Queue: Continue Dan Nelson's SW Dory Build

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

Queue: Complete Dan Nelson's SW Dory Build

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

Queue: Phil Behney's boat in Shop

Tour local shop: Member's or Professional

December:

Meeting: Sunday, December 4th Pot Luck Holiday Party at UCONN Avery Point at 12:30 pm

Meeting Activity: Presentation by UCONN Environmental Department

Queue: Phil Behney's boat in Shop

Possible Visit to IRYS and Newport Mansions:

Coming Events:

7 pm Friday, May 6th Gail Ferris will give an informal presentation on her kayaking adventures in Alaska at UCONN Avery Point in Room 106 of the Academic Building (the building to the right as you face the new Student Union just across from our Community Boathouse). We will walk to the classroom immediately following our 5:30 pm to 7 pm Potluck and Monthly Meeting which will be held in Building 36, the Community Boating Building which is located at the end of the parking lot on the right as you enter the main entrance of the campus. Please plan to join us for both activities but do not miss Gail's first person description of paddling her skin kayak among the Polar Bears. Check out her videos and photos at <http://www.nkhorizons.com/index.htm> Note the photos of the ice off Upernavik.....Gail's low-key presentations make it sound easy but the photos tell a different story. A big thank you to Peter Vermilya for arranging this talk. Not to be missed.

This Month and Next At the Seaport:

Lighthouse and Seal Tours aboard a classic 30 foot MacKenzie motor yacht recently restored by Taylor and Snediker, Captained by Jack Spratt of Watch Hill will depart for three hour cruises **Wednesdays and Saturdays**. Proceeds are donated to the Museum.

Wednesday, May 11th, 6 pm: Roger C. Taylor hold a book signing for his "L. Francis Herreshoff, Yacht Designer" book, the first of two volumes, at the Collection's Research Center Library. You may wish to meet Mr. Taylor whose International Marine published so many books on Traditional Boats that really got the movement going.

Saturday, May 14th, 9 am to 5 pm: in the Susan P. Howell Classroom, beneath the Planetarium, a **day-long workshop on Boating with Tides and Tidal Currents**.

Thursday, June 9th through June 12th: Daytime and Evening **Sea Music Festival** concerts, performances for children and maxi workshops. National and international performers will join the Museum's Chantry Staff performing music from the golden age of sail.

Saturday, June 18th: Mystic Seaport Ship Modelers plan to hold a static and radio controlled model show and demonstration in front of the Visitor's Reception Center and in the river off the floating docks. Stop by and say hello; they are very friendly and helpful folks.

Friday, June 24th through June 26th WoodenBoat Show & John Gardner Small Craft Workshop. Sign up for our John Gardner Small Craft Workshop and receive access to the WoodenBoat venues as well as our own presentations, tours of the Small Craft Hall as well as morning rows both up and down the river. See the "Welcome Participants" and Registration Form at the end of this Newsletter. This is TSCA's big event at the Seaport for the year so please plan to bring your boat, row one of our Chapter dories, participate in presentations and introduce our activities to fellow show-goers.

Around the Boat Shops

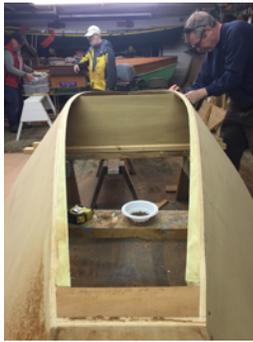
In the **Home Shops** winter builds are wrapping up and spring repairs, putty and paint are well underway. Peter Vermilya has put away his Delaware Ducker build but the mold parts are all numbered to reassemble in the fall when planking will commence. **George Spragg**, assisted by **Andy Strode**, is placing the deck on his new kayak which will feature stability as well as become a fishing platform. We always welcome George's creative ideas. Meanwhile, **Carl Kaufman** has shown us all up; he not only completed his build of Atkin's Maude and Emeline, a nice low powered flat-bottomed skiff, but he is finishing painting, ready to launch. He will use the skiff to access his larger sailboat in Block Island harbor. There may be more out there; we never really know until we see what shows up at the WoodenBoat/TSCA Meet.

At the **Avery Point Community Boathouse** two boats are in the shop: **John Symons'** outboard motorboat is receiving so many coats of varnish that she truly glows and our Chapter's Avery Point Dory build, a replacement for one that is a bit tired from daily commutes across the Thames River ferrying **Phil Behney** to and from work. Meanwhile, over spring break, **Bill Armitage** reconditioned an Annapolis Wherry that boomeranged back ten plus years after he built it. He did such a fine job that **Charlie Hatton** bought it before Bill could even call eBay.

Off on the side, **Rob Pittaway** has all the oars for the dory fleet leathered and ready for their final coat of varnish. The Boathouse is a busy place. We gather every Friday evening; come join us.



Dory bottom cut and set in place



Steve Barton prep'ing dory chines for bottom



Dan Nelson gluing scarf for Dory Bottom

At the **Seaport Boathouse and John Gardner Boat Shop** we are coming to the end of winter repairs, fresh paint and varnish for the Livery fleet. The carvel planked **Whitehall** (cover girl on John Gardner's first book) has had her sheer streak varnished and is out the door. **Sandy Ford** squeezed through that same door (actually she was tilted a bit) and is in for fresh topsides paint including a fresh name. The **Gardner Peapod** received new oarlock sockets (galvanized, of course - she's a working boat). Inside the John Gardner Boatshop **Beetle Cat "Wilbur Langdon"** received fresh topsides and bottom paint while outside **"Pip"** had her bottom sanded and painted in the now nicer spring weather. Also outside, winter covers were removed on the LFH ketch **Araminta** as well as the Catboat **Breck Marshall**. The smaller boats were moved out from under the Boat Shed and dispersed around the grounds awaiting their May launch. May 21st the Boathouse

opens to paying customers.....



Sandy Ford with Fresh Topsides



Karen Rutherford gives Sandy Ford back her name



Jeff Undercoffler and Ned Perkins prep Whitehall's Sheer Streak



Buck Lawton trims an Oar Repair



Mike Messick bottom paints Captain Hook

View from the Side Deck

It is a bit cold and blustery as we look out over the mouth of the Thames this evening. Spring has a way of coming and going before it arrives in force. We still turn on the heat for a bit to warm up the shop; we cannot generate heat from hot dogs alone. Or Dan Nelson's jar of peanuts. We are optimistic, though; it is May already. June cannot be far behind.

Ellie Czarnowski and her crew hosted a productive group of UCONN students from the Environmental Club on April 14th. The students made a haul of trash from nearby Pine Island while TSCA prepared lunch. Truly a team effort. We know spring is really coming when cleanup day comes around.

The **replacement dory build** is a great success. Lots of folks are getting hands-on experience in modern techniques to build a traditional small craft. As **Professor Steve Jones** retires this week (his party will be at the Boathouse) plans are afoot to name the new dory in his honor. Very fitting for a publisher and author whose first chapter in his first book is about rowing up the river to John Gardner's very first Rowing Workshop.

Please take close notice of our upcoming late spring and summer activities as we get out of the 'Shop once in a while and go for a row or sail. Come see us at the WoodenBoat Show or even better, come and participate in our presentations and behind the scenes tours.

And remember to celebrate our traditional small craft by taking one out for some fun and exercise. They will appreciate it after being cooped up in a dusty old boathouse all winter.

Fair Winds to all,
Bill and Karen Rutherford