

JGTSCA

John Gardner Chapter
of
Traditional Small Craft
Association



**Friday, November 4, 2016
Potluck at 5:30, Meeting
at 6:30PM
Avery Point Boat House**



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.jgt sca.org

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



Elf Drawings and photos courtesy of Oughted Boats at nisboats.com

Traditional Boat of the Month: Norwegian Faering

In honor of the Norwegians arriving in a longship at the Seaport this month, this month's TBOM is the Faering, by Iain Oughtred, his first, the 15' Elf. Nic Compton in his book, "Iain Oughtred, a Life in Wooden Boats", states that Iain does not make any great claims for her sailing ability under sprit rig, but he was very impressed by her performance under oars, particularly in rough seas. Faerings were originally built without benefit of plans; the builders instead relied on rules of thumb handed down from one generation to the next. Iain Oughtred waited 20 years as a designer before tackling such an iconic traditional design but you can see from the lines that he got it right. Until recently, there have been very few plans available for an amateur or non-indigenous builder.

Iain's faerings, as well as the Shetland yoles which followed, use modern materials, high grade marine plywood and epoxy, to build a watertight hull that can live on modern trailers as well as swing to a mooring. He gets a lot of shape out of three planks to a side (all the way from keel to sheer). The ends have uplifted stems crying out for dragon heads to be attached and canted frames called "rongs" to stiffen bow and stern.

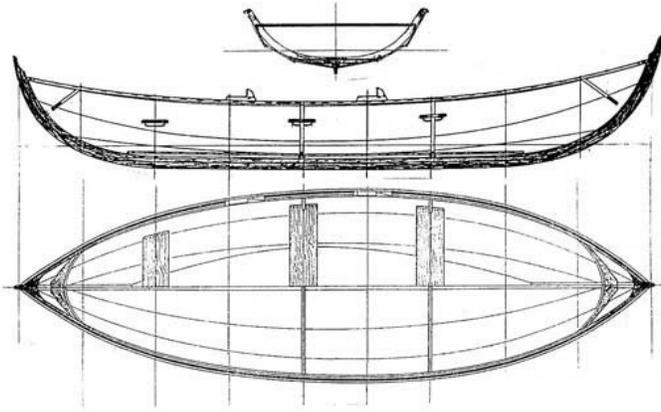
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ELF

design

no. 72

LOA: 15'-0" 4.57m Beam: 4'-5" 1.34m Weight: 140 lbs 65 kg Sail: 53 sq ft 4.9sq m



Type: Norwegian faering Optional Rig: balanced lugsail Capacity: 1 to 3

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They ship four oars, of course (Faering means "four oared"). The thwarts on Elf are a bit close; if the oars persons get even a bit out of sync, kidney punches are involved, as my son-in-law and daughter can attest. But this boat really goes and is sooo seaworthy.

As with many of Oughtred's designs, Elf evolved into other designs. The 15' Elf morphed into a 16'-6" Elfyn which was in turn adopted for traditional planking to become the Galloway Faering and another solid timber design, his 100th, the Woodfish which was built by Adrian Morgan in Ullapool.

All I know is that the Elf in the photograph showed up at our dock up at the Lake skippered by some ship's captain who courted my daughter, the

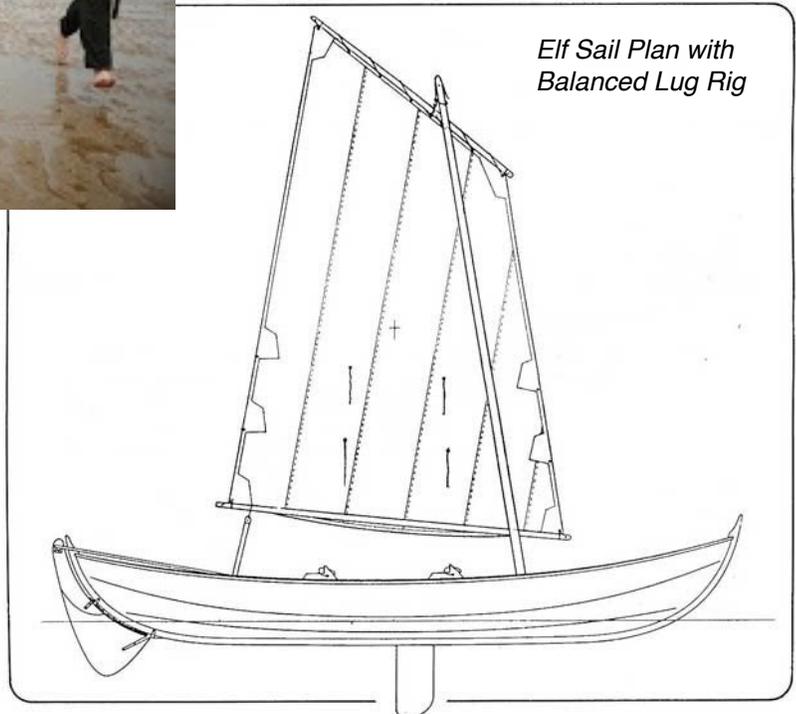
Things you can do with your Faering: go Viking, as these enactors in Ullapool Village, Scottish Highlands



local judge came by, married them after which the boat took them off and rowed them around the lake. If one shows up at your dock, watch out!

Fair Winds,
Mr. Cleat

Elf Sail Plan with Balanced Lug Rig





Gentlemen Never Sail To Windward?

A Reflection on the JGTSCA Row, Paddle, Sail Outing of 23 July 2016

Written & illustrated by Dane Rochelle

Another wonderful day on earth! And a vacation day to boot! Free!! And look at that sky... clear and brilliant!!! Jazzpurr (the cat) luxuriates in the patch of sunshine working its way slowly - almost imperceptibly - across the floor and furniture and straw mat he has of late taken a serious liking to. Such grace and dignity. His fur becomes the sunshine itself. The two are, poetically, almost indistinguishable. He is our ball of furry sunshine, tail tapping to *Blue In Green*

as it emanates from the stereo speakers. Miles, to go.

And look at those leaves atop the tall trees! They're already flicking about in nervous anticipation. Can't quite make out what time signature they are following... my eyesight isn't that good. What was once better than 20/20 is creeping closer and closer to 50/50 these days. The breeze at the shore should already be alive, and thanks to those little leaves, I have seen the wind.

After breakfast and showers, unrushed we patter about a bit and get the trailer ready to go to pick up *Papa*, our 15' CLC Skerry, newly refinished this season in a nice Brightside Seattle Grey for the outer hull and thwarts, Bristol Beige for the rest of the

interior, framed by varnished gunwales. Precise, white painted diamonds on the thwarts give it that little touch to set things off with a reserved elegance without getting too, too precious. At least that's what WE think. By September, the hot summer sun will have been baking all that nice varnish off quite effectively, but this morning it sure is looking nice. That baked off varnish will simply be a good excuse to get to work messing about with boats again this winter, that middle-aged Boat Shop Fantasy coming true.

All hitched up and walk-around complete, we are cleared for departure to the southeast, headed for the coast. The old trailer's bearings aren't smoking yet. That's good. It bounces over the wrinkles in the roadway behind our old Saab every now and then, but behaves itself. It serves duty carrying not just Papa, but also Beachcomber (our ancient Whaler) and Jazzpurr (our ancient Handy Cat) throughout the season as needed, and even a few non-boat related tasks now and then, uncomplainingly. Maybe it deserves a name too. Hmmmm. This will require thought... and time. Lots of time. Winter 'Boat Shop Fantasy' time...

Roundabout 11:00am, we Eager Outing Participants, John Gardner Traditional Small Craft Association members all, join up at the Club boat shop overlooking the mouth of New London Harbor late this beautiful and breezy Saturday morning. Ellie put today's gathering together, and deserves all the credit for that, as well as thanks I think for the hot dogs and hamburgers! The wannabe mostly-vegetarian in me fails again, and I add a generous portion of mustard and ketchup to the assembled abomination that

tastes so delicious, following up with some of Captain Dan's very healthy and hydrating watermelon chunks, and Steve's homemade Seafood pie. We brought squash salad. Phil showed up fashionably late, sans any food to take my mind off my recent carnivorous regression. A double dark chocolate something-or-other woulda been kinda nice... Phil.

Refueled and revitalized, we get moving, packing up the shop and rolling off to today's event site, namely the Poquonnock River at Bluff Point State Park. Captain Dan launches out of the softball field on South Road, and meets us paddling, as the rest of us launch off the edge of the parking lot at Bluff Point. Dave and I slip Papa into the river, followed by Ellie and Steve and Ellie's canine companions, Ronan and Freya, in Ellie's CLC Skerry *Ophelia*. Phil shows up with his blue double-ended outrigger'd rowing machine, and alas we all head out for the half-mile run to a little sand spit on the airport side of the river across from the main Bluff Point trail and shoreline.

The southwesterly headwind is a bit stiff, and the rowing thereby a tad labored, so we stick close by the windward shore to take advantage of the wind shadow behind the trees and marsh grasses. We brought along the stout 'working' oars today, and left the longer spoon-bladed Shaw & Tenney's at home, and so our disadvantage in this headwind is exacerbated, but this isn't a race after all, and competition isn't the order of the day. Quite the opposite in fact. We look back from our advanced position to see *Ophelia* catching up with *Papa*, two sets of oars gesticulating above *Ophelia*'s black hull, suggesting for a moment, from this distance, a scene resembling Washington

crossing the Delaware, or perhaps Hornblower returning to the *Indefatigable*. Captain Dan and his kayak divert into a little inlet along that western windward shore, and we follow along in *Papa* until the inlet narrows to a point making rowing a cramped endeavor. Dan's kayak and paddle are less limiting in this condition, so he continues further to explore its headwaters, then returns.

We remove back to the mouth of the inlet and continue on. *Ophelia* and her crew, and Phil in his speed machine, have passed us and appear to be headed for the sand spit located about half way out along the river's western edge. In a few minutes, we all convene there for a little conversation, beach-combing, swimming and general lazing-about after our strenuous exertions of the last twenty minutes or so. Don't want to overdo it.

Ellie takes Phil's blue racer for a short test run accompanied by Freya, as Ronan jumps in swimming after them, to be rescued preemptively by Phil. I then give Phil's boat a try, launching from a full stop, with one stroke hitting hull speed judging by the bow and stern waves and trough in between, the mechanical advantage, light weight, and the fineness of the hull along with my enthusiasm and curiosity making for a quick, if awkward and uncoordinated, short run. My reasonably adept rowing skills are tuned to 'work boat' technique, more so than rowing shell precision. Phil made it look easy.

Phil then takes *Ophelia* for a run across the river to meet up with two friends who decided to hike out along the Bluff trail instead of take to the water. I think this was simply a good excuse to take Ellie's Skerry



for a test drive, and a very defensible initiative. We understand. Upon his return, Phil beaches *Ophelia* on the windward side of the spit, its form and aspect begging for artistic record in the early afternoon sunlight sparkling off the wide water surface behind it. I absorb the scene into my senses and memory for the next few minutes, hoping it will stick long enough to propel a watercolor into existence somewhere down the line.

Our time at the sand spit comes to an end after maybe an hour. Ellie and her crew head back to call it a day, along with Phil. Captain Dan chooses to continue on to explore a route through the marshes to the southeast along the eastern shore, while Dave and I take *Papa* slowly to windward to make the outer beach to our south. It's slow going for us against the headwind, especially with the short oars, but we keep plugging away until we reach the beach and the underside of *Papa's* bow gently touches the sand. There's some leftover paint waiting back in the shop!

I step out to put my feet in the water and to hold the boat while we rest for a few minutes. I look over toward the airport runways and tower, and recall the days some years ago now when my passions entailed doing short-field landings on the

very Runway Two-Three we were now floating *Papa* off the windward end of. My joy in playing with wind and wings is now just as richly satisfied under the stout rig of our catboat or behind the blades of our oars, as under the wings of a Cessna.

After a moment's rest at the outer beach, I hop back into the bow of *Papa*, as Dave gets comfortable in the stern thwart. With this breeze strong as it is, we agree to let Aeolus's gift do most of the

work on the downwind leg. *Papa* being a double-ender, with a skeg under its tail, I set up with a steering oar in the bow, and we send the stern 'forward' to lead us downwind. The skeg does well affording us some bite on the water, allowing us to steer off the wind up to about twenty degrees before stalling out and mushing sideways. With a little planning ahead, we manage to get most of the way back to the parking lot in this manner, with a little nudging from the steering oar on the tighter stretches.

The windage on the boat and on our seated torsos combine, allowing us to make an indicated ground speed, according to our Garmin GPS, peaking at times in the heaviest breezes, of 2.6 knots, with more reliably sustained ground speeds in the 1.8 knot range most of the rest of the way, all



this against a slight outgoing tidal current. This made for a nice, gentle sightseeing ride back to the lot, and reminded me of my eight-year-old self 'sailing', with great

enthusiasm, a salvaged shipping-pallet raft downwind into West Cove, circa summer 1975, with an old sheet and broomstick and clothesline rig contributed by my grandmother. The raft's

rudder was a piece of delaminating oriented-strand ply mounted on a single rusting door hinge, and there was no 'skeg' to give any bite on the water. It was straight down-winded, that raft, but with the world being more or less spheroidal, I saw no pressing need to beat to windward anyway. Summers were longer then.

It was late afternoon by the time we and *Papa* had arrived back at the haul out. Captain Dan had disappeared for the day. *Ophelia* and her crew and Phil's blue wonder were long gone too. We loaded *Papa* back on the trailer, snugged things down, and headed home, comfortably exhausted and satisfied adventurers, both of us.

JGTSCA

Membership Meeting – UConn Avery Point Campus Boathouse

Friday, 10 07 2016 6:30 pm

Introduction of Members, Welcome Guests and New Members

Bill Armitage, Steve Barton, Phil Behney, Jim Clark, Tom Clark, Ellie Czarnowski, Jim Friedlander, Karl Kaufman, Dan Nelson, Rob Pittaway, Dane Rochelle, Bill Rutherford, Karen Rutherford, George Spragg, Andy Strode, David Tang, Peter Vermilya, and Kathy Weinberger.

Minutes from February meeting

Members present unanimously voted to accept the Minutes for 09/09/2016 as posted on the JGTSCA Website. See online at: <http://www.tsca.net/johngardner/about.htm>.

Treasurer's Report

Treasurer Ellie Czarnowski reported a closing balance of \$6,005.82 for the period ending 09/15/2016. for the period as of 09/09/2016 in the JGTSCA checking account in the Chelsea Groton Savings Bank. Members present unanimously voted to accept the Report as presented

Old Business

1. Celebration of New South West Dory built by Dan Nelson.

Bill Rutherford congratulated Dan on his successful build of his South West Dory. Dan reported that he has successfully used the boat both locally and on Lake Winnepesaukee. Dan thanked both JGTSCA for the use of the shop and Andy Strode for his help in the build.

Dan has a complete photo-documentation of his build process and will post his images online and notify the membership of the link to them.

2. 9/17 Event for Oar and Sail.

Dan Nelson and Bill Rutherford had a completely informal unorganized row/sail event on 9/17, launching from Bayberry Lane.

3. Oct 2 2016 Wood River Paddle

Dan Nelson reported that the paddle on the Wood River was successfully completed by 4 people in 3 boats. The boats were launched at the Bradford put-in on RI Route 216. The paddlers headed upstream along the Pawcatuck River through what is described as “wild” and “remote” country in several paddle-sport guides. Andy Strode reported that he rowed much of the way facing forward. “Many snags” he said.

4. Boat rack at Mystic Shipyard East/Club Dorries

Although no firm date is set for completion of the racks, Phil Behney reported that part of the needed lumber is on hand.

Two club dories are at Mystic Shipyard East and one is on a float in Wequetequock Cove. Members are welcome to use these boats, but should be sure to fill out the use-log at MS East so that the Club can keep a record of the use of these two boats. There is no log at Wequetequock Cove.

1. **Shop Queue**

Now in the shop: the replacement dory and Steve Barton's rebuild of his kayak.

Progress continues on the replacement dory with principal effort provided by Bill Armitage and Phil Behney.

Steve reports that his deck is made and that the wood and patterns for the rest of the parts are in the shop. He may need member help when it comes to his boats frames.

Once the replacement dory is no longer in the shop, two member projects can be accommodated. The remaining names on the que are Phil Behney, Bill Rutherford, Bill Armitage Alan Barton and Jim Friedlander. Dan Nelson can build his oars whenever.

Jim Friedlander said that he could donate a thickness planer to the shop. It is, however, powered with a 220 motor and the shop is wired with 110. Steve Barton volunteered to see if a 110 motor he owns would be suitable for the planer.

Bill Rutherford called for suggestions for future Club build projects.

New Business

2. **Tour of local boat shops.**

Dane Rochelle said he had contacted Tommy Thompson about a Club tour of his boat shop.

Tommy is most willing to comply but is in the process of moving his shop into a new building.

Karl Kaufman volunteered to maintain contact with Tommy and to arrange a tour when Tommy is back in full operation.

The Dave Snediker shop, the MPG shop, and Mystic Shipyard were also discussed.

3. **Annual December Holiday Party**

The tentative date for the Holiday Party is 12/04/2016, with a pot-luck lunch at 12:30 followed by a speaker. The suggestion was made that the speaker this year might be a member of the UCONN Avery Point faculty who would speak on some aspect of the environment. Ellie Czarnowski volunteered to work with Syma Ebbin.

If available, the Branford House on the Avery Point campus might be the venue this year.

4. **Disposal of club dory JANE**

Prompted by the advisability to keep the surroundings of the Shop in good order, members present voted unanimously to offer the dory JANE, gratis, to Russ Smith for use in his youth rowing program. The boat is named after his wife.

5. **Block Island School 18 foot sharpie**

Karl Kaufman said that an 18 foot sharpie was still available for pick up – free - from the owners, the Block Island School. The boat is in as-is condition and will require work. Karl said there was a trailer that would go with the boat but that he was not knowledgeable about the trailer's road worthiness.

1. Nominations for JGTSCA Officers for 2017

Nominations are needed for Vice-President and for Secretary.

Next Meeting: Friday, November 4th. Potluck at 5:30, Meeting at 6:30 pm. UCONN Avery Point Boat shop.

Motion to Adjourn

The Meeting was adjourned at 7:14 pm.

Respectfully submitted,

Peter T. Vermilya, JGTSCA Secretary

Sail away

Loralynn Buono of Bay Shore and her son Thomas, 11, let the wind do the work as they relax on Great South Bay at Heckscher State Park in East Islip yesterday.



The new owners enjoying our "Nina".

JAMES CARBONE

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 January 18th
Start Replacement Dory Build

February:

Meeting Friday, February 5th at 5:30 pm with Meeting to follow
Continue Replacement Dory Build
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
Replacement Dory Build continues
Continue John Symon's Runabout Refinish

April:

Meeting Friday, April 1st Potluck at 5:30 pm with Meeting to follow
Continue Replacement Dory Build
Continue John Symon's Runabout Refinish
Pine Island Cleanup with UCONN Environmental Group April 14th 10 am to 2 pm

May:

Meeting Friday, May 6th Potluck at 5:30 pm with Meeting and Gail Ferris presentation to follow.
Continue Replacement Dory Build and complete John Symon's Runabout Refinish
Spring Row to Mamicoke Island May 15th: meet at GSMB Groton Side Boat Ramp at 9 am

June:

Meeting Sunday, June 5th Potluck at 12:30 pm with meeting to follow.
Meeting Activity: Row from Bayberry Lane.
Start Dan Nelson's SW Dory Build and Continue Replacement Dory Build
John Gardner Workshop at WoodenBoat Show at Mystic Seaport June 24th -26th

July:

No meeting planned
Continue Dan Nelson's SW Dory Build and complete Replacement Dory Build
JGTSCA Regatta & Picnic Sunday July 23rd at UCONN Avery Point - Sail and Oar - Ellie Czarnowski

August:

No meeting planned
Continue Dan Nelson's SW Dory Build

September:

Meeting Friday, September 9th Potluck at 5:30 pm with Meeting to follow
Complete Dan Nelson's SW Dory Build
Salt Water Row - Bluff Point

October:

Meeting Friday, October 7th Potluck at 5:30 pm with meeting to follow
Steve Barton's 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
Nominations are needed for Vice-President and for Secretary.
Steve Barton's boat in Shop
Tour local shop - Member's or Professional

December:

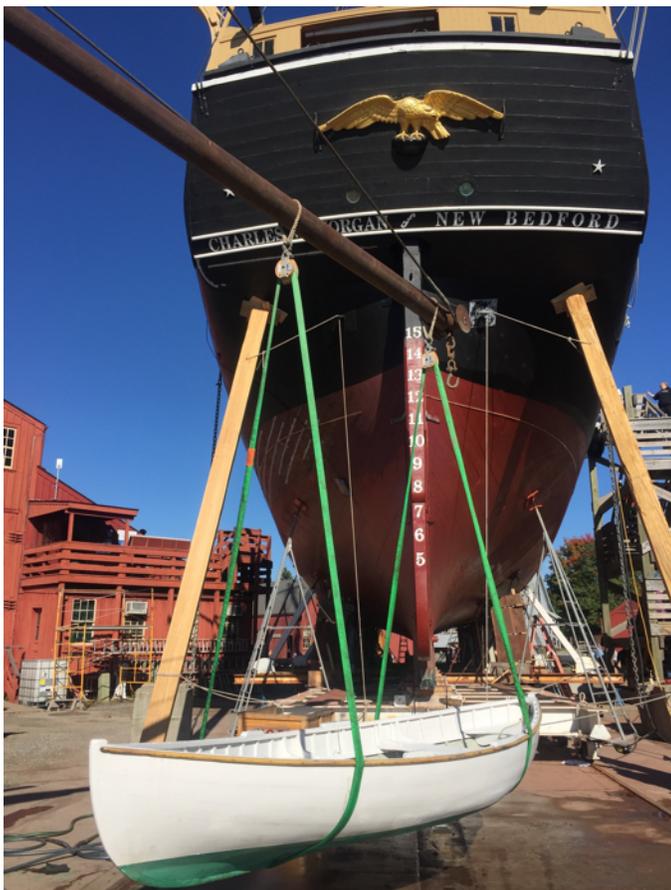
Meeting Sunday, December 4th Pot Luck Holiday Party at **New London's Custom House**, at 12:30 pm
Meeting Activity: Presentation by **Syma Ebbins**, Professor of Maritime Studies at UCONN

View from the Side Deck:

We hope you enjoyed the reports of all the activities in this newsletter. Wow, what a busy summer! Starting with our John Gardner Small Craft Workshop the last weekend of June, Ellie Czarnowski's Oar and Sail Regatta in July as reported in words and watercolors by Dane Rochelle, August saw Dan Nelson's Southwest Dory out the shop door, September saw it sailing in company off Bluff Point and in October Dan led a paddle along a quiet segment of the Pawcatuck River. We certainly have an active group. Keep up the good work; as leaves start to fall, be thinking of places to explore next summer, or perhaps an interesting boat shop to visit this fall and winter.

Upcoming, we look forward to Syma Ebbin, Professor of Maritime Studies at Avery Point speaking to us at our annual Holiday party at New London's Custom House Sunday, December 4th. Potluck starts at 12:30 pm; always a good time; don't miss it!

Fair Winds and Enjoy your Winter Maintenance,
 Bill and Karen Rutherford



Livery Peapod all spiffed up for winter storage, in the shadow of the Morgan



The Visiting Viking Ship Draken Harald Harfagre