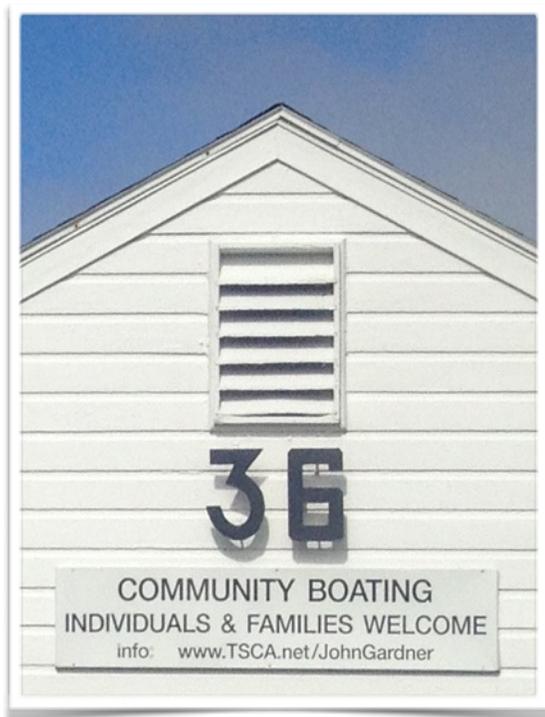


JGTSCA

John Gardner Chapter
of
Traditional Small Craft
Association



**Friday, March 5, 2017
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>

Traditional Rig of the Month: The Peak Sprit Rig

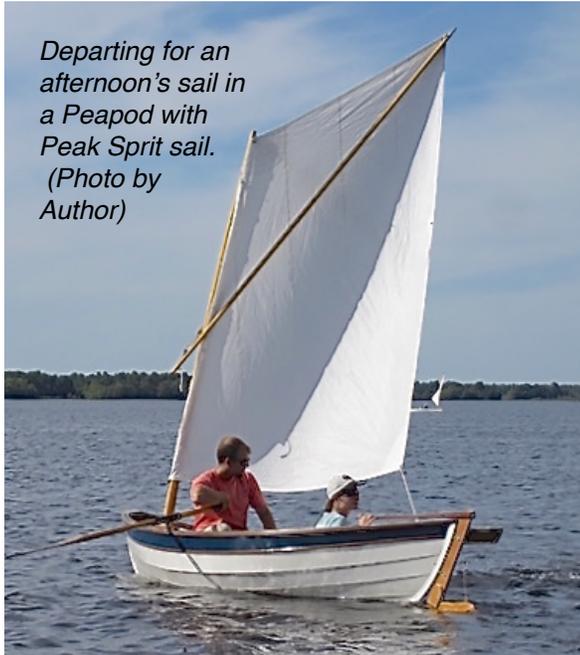


Continuing in the vein from last month's Rig of the Month, instead of a Boat of the Month, this month we have another rig, the lowly Sprit Rig, a mighty comedown from last month's storied Schooner Rig. Lowly as in low center of effort, low as in not high in choice on the racing circuit but easy to rig and simple to build. And if you are an Oar and Sail type, easy to stow in the boat, out of the way of center seated rowers. No wonder this rig was the choice of fishermen and small boat handlers the world over since Vikings first stretched a bed sheet over a couple of spars.

First of all, what is a Sprit Rig and what is a Sprit? A Sprit is a spar that holds out a corner of a sail, either poking up the peak of a four cornered sail (think the shape of a gaff rig) or out on a clew (the lower aft corner) of a triangular sail. Their function is similar to that of a gaff on a catboat rig or a boom on a triangular leg-o-mutton (marconi) sail except that the Sprit, when rigged, is not tied to the head of the sail, as is a gaff, nor tied to the foot of the sail, as on a right triangle leg-o-mutton. This makes it quicker to rig and easier to disassemble when coming alongside a larger vessel, so they are often used in dinghies. Just loosen its tightening line (called a "snotter" - I have no idea why) and the spar comes free. The flapping sail can then be rolled window-shade wise from the clew towards the mast, then lashed to the mast, or what I usually do, just wrap the sail around and around the mast. Since these rigs are small, the mast and sail can then be just lifted out of its step and laid down in the boat.

From all this, you correctly note that sprit rigs are for small boats. Our kind of boats. Oar and Sail, where we may switch between rowing and sailing a couple of times during the day - row out in the windless morning, sail back before the afternoon southwesterly. Also, technically, it is difficult to maintain the shape of a sail once you get up towards 100 sf. or so. Plus, on

big boats with big sails, the sprit gets pretty large and long and unwieldy unless you leave it up all the time and brail it to the mast like the old Thames River barges. Brailing is simply putting a horizontal loop around the sail about one-third of the way down and snugging both the sail and the sprit up against the mast. For us small boaters, this is a handy way to quickly reef when coming full stream downwind into a dock.



*Departing for an afternoon's sail in a Peapod with Peak Sprit sail.
(Photo by Author)*

So let's look at the two types of Sprit Rig, the Peak Sprit and the Boom Sprit. Let's start with the Peak Sprit, it is easier to understand from the photo. The luff (the leading edge) of the sail is attached to the mast, usually laced but sometimes tied with individual ties to each luff

case one breaks loose (if it is that windy, you should not be out there). Regardless, it doesn't matter since the luff usually stays in place as the sail is wrapped around the mast at the end of the day. I know, some people will want to get fancy and put the luff on steam-bent mast hoops so the sail can be reefed, but remember, these sails are best as small sails so just take the sail down if it gets too windy. If you do reef a Peak Sprit sail, most folks usually roll it up from the bottom, tying the foot of the sail with reef ties up a foot or so on the sail. That is how Roger Barnes (remember him from the "Dinghy Cruising Companion") does it on his 15 ft. oar and sail boat, then scrambles forward to lower the whole rig as he shoots under one of those quaint stone arch bridges in Cornwall. Suffice it to say, he's the first one to the village pub.

All that being said, the major disadvantage to a peak sprit rig is that it is somewhat difficult to reef. The few times I have been excited out there in a long reach bay is when the wind rises and I am too lazy to row or admit that I can't sail. That's when I sail in standing with water just under the thwarts. The other disadvantage is that with the foot (lower edge of the sail) being loose, the shape of the sail becomes less than totally efficient anywhere off the wind. In fact, I carry a whisker pole to hike out the clew (after corner) of the sail when going downwind in the Wednesday night races - maybe that's why they give me such a large handicap. The flip side is that with no boom, there is no low spar to whack me in the head when jockeying about.

Next issue we'll take a look at The Boom Sprit Rig"

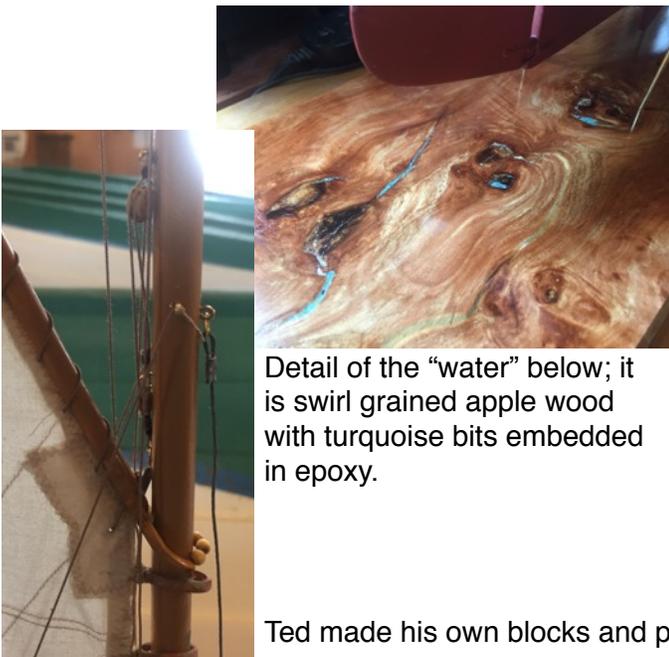
Respectfully Submitted,
Mr. Cleat

The Mayflower being supported by her deck beams preparatory to major repairs to frames (futlocks) and lower hull. Photo courtesy of Plymouth Plantation. Watch progress through a live webcam on their website <http://plimoth.org/mayflowerLive>



Breaking News: Ted Stanton's Breck Marshall

One Tuesday, out of the blue, in came Ted Stanton with his completed model of the Breck Marshall. We knew he had been working on a model of the Catboat that he himself had sailed for many years at the Seaport, but had not seen the completed boat. It is a beauty, a scratch-built plank on frame model true to the original in every respect, even to proportional scantlings so its weight is an exact proportion to the real boat. Ted used the plans and construction details from Barry Thomas' book on building the original Breck Marshall, which was built in the John Gardner Boat Shop, just across the way. Ted's wife, Judy, sewed the sail, getting the up and down seams just right.



Detail of the "water" below; it is swirl grained apple wood with turquoise bits embedded in epoxy.

The completed model on its stand. A real credit to her Captain and Builder.

Ted made his own blocks and parrel beads for the detailed rigging.

John Gardner TSCA 2017 Calendar

JANUARY:

- ◆ **Friday, January 8th:** Potluck at 5:30pm with meeting to follow
- ◆ **January 23rd:** Board Planning Meeting
- ◆ Continue Replacement Dory Build
- ◆ Workshop Gathering, every Friday at 6:30pm at Avery Point Community Boathouse (all year)

FEBRUARY:

- ◆ **Friday, February 5th:** Potluck at 5:30pm Meeting to follow
- ◆ Continue Replacement Dory Build
- ◆ Bill Armitage's Guidebook in shop

MARCH:

- ◆ **Sunday, March 6th:** Potluck at 12:30pm with Meeting to follow
- ◆ **Meeting Activity:** Small Boat Rigging and Marlinpike Skills
- ◆ Replacement Dory Build finalizes
- ◆ Phil Behney's Whitehall in shop

APRIL:

- ◆ **Friday, April 7th:** Potluck at 5:30pm with Meeting to follow
- ◆ Start Maintenance/Repair Existing Dorries
- ◆ Phil Behney's Whitehall in shop
- ◆ Pine Island Cleanup with UCONN Environmental Group mid April, 10pm to 2pm

MAY:

- ◆ **Friday, May 5th:** Potluck at 5:30pm with Meeting to follow
- ◆ **May ,** Farewell Row for Dragan Harald Harfagre, Mystic River - date TBD
- ◆ Spring Row to Mamicoke Island date TBD Meet at GSMB Groton side boat ramp at 9am

JUNE:

- ◆ **Sunday, June 4th:** Potluck at 12:30pm with meeting to follow.
- ◆ Alan Barton's surfboard project in shop
- ◆ **June 30th - July 2nd:** John Gardner Workshop: WoodenBoat Show, Mystic Seaport

JULY:

- ◆ No Meeting planned
- ◆ Alan Barton's surfboard project completes
- ◆ Lake Row - Powers Lake? - NE Connecticut? Sail and Oar

AUGUST:

- ◆ No Meeting Planned
- ◆ Jim Friedlander's Build in Shop?
- ◆ Salt Water Row - Barn Island to Sandy Point or Seldon Creek on the Connecticut River?

SEPTEMBER:

- ◆ **Friday, September 8th:** Potluck at 5:30pm with Meeting to follow
- ◆ Jim Friedlander's Build in Shop?
- ◆ Salt Water Sail - Bluff Point

OCTOBER:

- ◆ **Friday, October 6th:** Potluck at 5:30pm with Meeting to follow
- ◆ Jim Friedlander's Build in Shop?
- ◆ Fall Colors Paddle - Wood River in Rhode Island? Dan Nelson to lead

NOVEMBER:

- ◆ **Friday, November 3rd:** Potluck at 5:30pm with Meeting to follow
- ◆ Jim Friedlander's Build in Shop?
- ◆ Tour local shop - Member's or Professional

DECEMBER:

- ◆ **Sunday, December 3rd:** Pot Luck Holiday Party at New London's Custom House, at 12:30pm
- ◆ **Meeting Activity:**
- ◆ Next boat in queue into shop
- ◆ Possible Visit to Newport Mansions

Note: See also our Calendar on <http://www.tsca.net/johngardner/schedule.htm> which includes additional events of general interest including Boat Shows, competitive Rows and gatherings like Sail Boston and Sailfest New London.

Upcoming Chapter Events:

Winter-weather-permitting:

We are planning to go visit the IYRS Thames Street Newport facility Sunday 19 February 2017. For those who would like to join us, plan on meeting up at the IYRS parking lot at 1030am. We then plan to enter the IYRS shop building and see what they are up to with boat work, drafting and lofting, then try to tour the Coronet rebuild nearer the waterfront.

<https://iyrs.edu/school-of-boatbuilding-and-restoration/>

This will be an unguided/self-guided visit, and we will let our curiosity lead the way. We have done this many times before, and anticipate a worthwhile visit, as the shop personnel routinely have an open-door policy and are always inviting to interested and curious visitors.

Following our visit, we will likely be ready for lunch. Nearby Thames Street offers a few good eats (Thai and Irish Pub for example). If the group wishes to enjoy grub together, we can come to friendly terms on a location no problem. However, if a few really feel strongly about pizza while others really prefer Thai, and simply cannot come to agreement, no problem too :)

After munchies, we may make a short trip across island to Sachuest NWR for a pleasant hike, or maybe even head 20 minutes up to Bristol and visit Blithwold mansion. Never been there.

So, join us if you like. Check in with me via email (danerochelle@yahoo.com) to give us some idea how many of us there might be, if you can take the time that is. Otherwise, hope to see some of you there.

"IF WEATHER IS SO BAD THAT DRIVING IS DANGEROUS, A SNOW-DATE WILL BE ARRANGE FOR ANOTHER DAY TO VISIT IYRS. BASICALLY, IF SNOW IS FALLING OR IS ON ITS WAY THAT DAY, SUCH ALTERNATIVE PLANNING CAN BE ASSUMED. THE TRIP WILL BE RESCHEDULED. IT IS WINTER. THESE THINGS HAPPEN. DON'T WANT ANYONE GETTING HURT. "

Please note that the IYRS parking lot may be off limits to visitors. As such, parking along Thames Street or another side road may be necessary. Allow yourself a few minutes to locate a spot. The back streets of that area of Newport are usually a pleasant walk.

Also, Blithwold mansion grounds, for those curious about that, are open this time of year. The mansion... not so much. That opens in April. If mansions are your thing. Either you can see the outside and grounds at Blithwold, or there might be a couple of other mansions somewhere near Newport to enjoy... Does anyone know if there are mansions in Newport? Hmmmmm...

Sachuest NWR will likely be our destination for a post-repast... waddle. Barring miserable rain, or horribly freezing temps, we will have a go at that most likely. Welcome to join us for a view of the Sakonnet River.

Regards, Dane

JGTSCA IYRS outing links:

IYRS Boatbuilding and Restoration, Newport RI:

<http://iyrs.edu/school-of-boatbuilding-and-restoration/>

SACHUEST Nat'l Wildlife Refuge:

https://www.fws.gov/refuge/Sachuest_Point/visit/plan_your_visit.html

BLITHEWOLD estate:

<http://www.blithewold.org/>

President's Notes: Dan Nelson

In January we had a half a dozen members in the shop and now were able to fit the inwales into the new club dory, do the final prep on the interior and paint it a nice buff as well as varnish the thwarts. Steve Barton moved his kayak out, the frames being ready for assembly.

Friday, February 3rd, we had a lightly attended session starting with a simple pot luck followed by a brief meeting. The monthly meeting minutes will be available soon.

Bill Rutherford obtained and delivered the Alaska Yellow Cedar from Liberty Cedar www.libertycedar.com so he and I can each build a pair of John DeLapp designed ten foot oars.

Bill Armitage has finished the folding outrigger installation on his guide boat. When weather permits, we will move Bill's boat out and make way for Phil Behney's Whitehall.

The club replacement dory, PROFESSOR JONES, had the outside of the hull sanded and a coat of primer was laid on. This Friday we will apply the first of two coats of 'hunter green'. The second coat will be applied on the 17th and the interior will get it's final coat on the 24th. After that, a few details (make foot braces & linseed oil the outwale) and some varnish and the PJ will be finished.

While I have you here, I would like to put a **THEME** on our next monthly meeting - **SUNDAY, March 5th**, with pot luck at 1230, a brief meeting at 1330.

I think a session related to "**Small Boat Rigging and Marlinespike Skills**" would be good. This won't be a "class" with an instructor, but, a session where anyone with skills and knowledge can share with those that want to know more. We can review knots, splices, needle & palm whippings, ornamental and decorative rope work, sewing and repairing sails, 3-strand rope, double-braid eye splicing, leather work, strengths of materials & hardware, pulley systems, terminations and handling small diameter wire etc. If you have a rigging project for your boat, then bring it and we can work on it. Personally, I am looking to learn more about knots that are used in slippery line, like mono filament fishing line, and modern materials like Spectra and Dyneema and used in stunt kite control lines.

So bring your tools, books, illustrations, data sheets, practice rope, needles, palms, fids, spikes, grommets sets, speedi-stitchers, leather, canvas. Bring a completed item(s) to exhibit. Bring some rigging from your boat to repair, revise or replace. Bring questions and we will see if we can find answers. Bring a smart phone so we can google things too!

Finally, bring a friend, a spouse and things to share, both edible and intellectual.

Dan Nelson
dkenelson@att.net



Photo Courtesy of Mystic Seaport

JGTSCA
Membership meeting- UConn Avery Point Campus
Boathouse
 Friday, 01/06/2017 6:30 pm

Introduction of Members, Welcome Guests and new members

President Dan Nelson opened the meeting at 6:30.

Attendance: Phil Behney, Bill Armitage, Jim Roof, Dave Tang, Ron Reinhart, Leigh Reinhart, John Hacunda, Rob Pittaway, Alan Barton, Peter Vermilya, Jim Clark, Ellie Czarnowski, Dane Rochelle, Bill Rutherford, and Nicholas Alley.

Minutes for January Meeting

Alan Barton substituted for Steven Barton as secretary. Members unanimously voted to accept the minutes for 01/06/2017 as posted on the JGTSCA Web. See online <http://www.tsca.net/johngardner/aout.htm>.

Treasurer's report

Treasurer Ellie Czarnowski emailed in her report for period ending December 15, 2016. The closing balance was \$5,989.12. Ellie's report was unanimously accepted as reported.

Old Business:

1. **Boat Rack:** Bill & Karen Rutherford, Dave Tang, Dane Rochelle, Phil Behney and Steve Barton gathered at the Mystic sShipyards East across the tracks by Mystic train station, for the successful installation of the club's new Boat Rack.
2. **Solstice Row:** after questioning the integrity of the weather and seeing to the completion of the Boat rack a window of opportunity presented itself. Participating in the Row was Dane Rochelle, Dave Tang, Phil Behney and Steve Barton. To shake off the cold Rowers adjourned to the Harp and Hound.
3. **Thickness planer:** Larry Magee, Steve Barton and Jim Friedlander are working to make it operational.
4. **Shop Queue:** club boat "Professor Jones", Bill Armitage, Bill Rutherford, Alan Barton, Jim Friedlander and Phil Behney. The building of the club dory the "Professor Jones" will continue but once completed the club's focus will be on the other club dories that are in need of some TLC. Steve Barton has completed the first stage of his boat and will wait until spring to complete the assembly of his fold boat. Phil Behney has decided to wait, leaving Bill Armitage as the next person in the queue. Bill Rutherford will be building a set of oars and Dan Nelson will join him to build oars for his boat.

New Business

Dane suggested a trip to Newport RI for a tour of *IYRS* (International Yacht Restoration School) to see the progress the school has made on the Historic 1893 racing Yacht the Coronet. Dates will be confirmed by e-mail

There was a review and discussion of the 2017 activity calendar. Details will be worked out over the course of the year.

Motion to adjourn: 7:40pm

Next Meeting: Friday, February 3rd. 5:30 Potluck, meeting at 6:30pm. UCONN Avery Point

Near Term Upcoming Outside Events:

There are lots of activities out there; here are some in the near term that may be of interest:

UConn Avery Point Coastal Perspectives Lecture Series: on February 21st “An Overview of Mystic Aquarium’s Animal Rescue Program”, **March 7th** A Better South? Port Towns as Cosmopolitan Beachheads After the Civil War” and **March 21st** “Journeys with Costeau and the Crew of Calypso”, all at 7:30 pm in the UConn Avery Point Auditorium

Mystic Seaport Ships Modelers Meetings:
February 18th and March 18th, 10 am to noon in the Campbell Room, at the lower level of the Planetarium at the Seaport. Come to learn a few tricks of the trade, share a model under construction or just admire the fine work of others.

Seaport Activities: (visit mysticseaport.org for details and how to register)

Scrimshaw Collection tour February 15th from 10 am to 11 am at the Collections Research Center; There are nearly 1,400 pieces of scrimshaw in the Museum’s collection, ranging from engraved teeth and tusks to pie crimpers and ivory tusks.
March 16th at 1:30 and 7:30 pm at Latitude 41, Elma Burnham, skiff captain, will share her experiences as a salmon fisher in Bristol Bay, Alaska, home to the world’s largest wild salmon run.
Model tour March 22nd at 10 am at the Collections Research Center; there are approximately 2,000 models in the Museum’s collection, almost evenly split between full models and half models.

April 30th, Jon Wilson, Mr. Woodenboat, will be at the Seaport for a screening of the documentary about his cruise with WoodenBoat and its effect on the wooden boat revival, “The Restorer’s Journey”. The afternoon program will open with a screening of Warwick Tompkins’ “A Lifetime at Sea”, followed by opening remarks and screening of “The Restorer’s Journey”. Q&A with Jon Wilson will follow. Call 860.572.5331 to register. Members: \$20, Non-members: \$25; it’s a ways off, but is expected to sell out, so you heard it first here....

Parade of Sail

**Boston Harbor
Saturday, June 17, 2017
9:00 AM – 3:00 PM**

The Grand Parade of Sail will highlight the day’s activities as vessels parade in flotillas from Broad Sound into the main channel of Boston Harbor turning at Charlestown, before proceeding to their assigned berthing areas. Public viewing of the parade will be spectacular from Castle Island, the Seaport District, the Boston Waterfront, East Boston, the North End and Charlestown.



For Sale
Brand New “Jon Boat”
12’ x 32” at Chines
Handcrafted of Wood for Rowing and
Fishing; fits in pickup truck
\$350
Call George Spragg
(860) 271-1866

Around the Shops

Things have been busy at our

UCONN Avery Point Community Boathouse.

Steve Barton completed fabrication of new frames for his Klepper Fold Boat which, upon completion, will no longer fold but rather be rigid. Next steps are to assemble the frames in the living room of his apartment and measure for planking. Actual planking to follow in a later Shop Time. It will be similar to Washington's Axe: the frames will be replaced, the hull made rigid and a new deck installed, but it will still be a Fold Boat...

Meanwhile, **Bill Armitage** has completed installation of a classic pair of cast bronze, folding, rowing outriggers on his on his beautiful John Gardiner (yes, that is the correct spelling - look him up on guideboat.ca and see photos of Bill racing a 21 footer as well as Andy Strode and George Spragg assisting in its construction; it went on to win every major east coast rowing race in 2007 and 2008). Bill's current boat is the 16 foot version, modeled with modern CAD software after Grant's "Ghost" and built with plywood panels. Bill rowed a similar boat the length of the Erie Canal, camping out with lock-tenders along the way.



All this has been going on alongside the "Club Dory", a replacement dory for an aged member of our fleet. It is to be named for **Professor Steve Jones**, a mentor and guiding light of our chapter who recently retired. In recent weeks the dory saw a newly designed seat system installed, gunwales installed as well as the interior and exterior sanded and painted. We hope to honor Professor Jones with a Spring launch.

Home Shops are busy. **Peter Vermilya** is busy planking his Delaware Ducker, as temperatures permit. **George Spragg**, assisted by **Andy Strode**, has finished planking and is fairing a strip planked 14 foot Catboat, similar to the one George already has; George is happiest when he has a build underway. Give him a call and purchase a 12 ft Jon Boat he built on spec - will help pay for fairing compound. See Ad elsewhere in this Newsletter.

Bill Meier, our esteemed National TSCA Treasurer, who has a garage stuffed full of beautiful traditional boats he built sends in this report on his latest effort, a re-build of a 1920's launch:

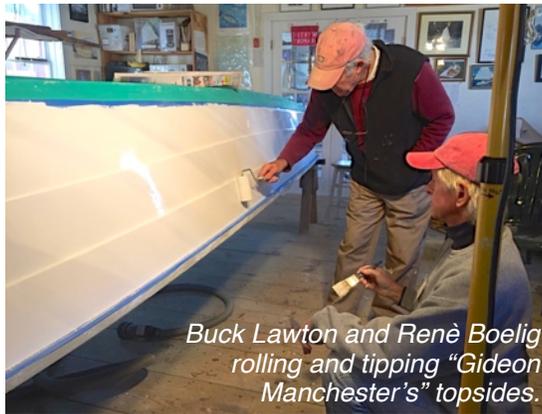
"Since I'm writing about boat stuff this evening I thought I'd give you an update on the Mathis launch project. The boat has been reframed and refastened and now I'm working on the design of the electric motor and belt drive reduction system to replace the inoperable Palmer inboard. The plan is to use a 2hp (1.5 kW) motor running off of three 100Ah lead acid batteries to drive the existing 10x6 propeller. Keeping the weight (and cost) down has been a challenge but I think I have a reasonable plan. I'm now in the process of finalizing the shopping list. The goal is to have it operational for the WoodenBoat show this summer. Wish me luck." Bill Meier 1/26/17

Around the Shops, *continued*

And this report in from **Jim Friedlander** who is spending the Winter in sunnier climes:

"Greetings to all TSCA members. The weather here in SW Florida has been beautiful since we arrived about three weeks ago. All I need is a TSC to sail. Hope to build one over the next few months, or at least start one. I will let you know of any progress. If anyone has suggestions on materials for building a Goat Is. Skiff I would be interested in knowing. I may have a bit of difficulty acquiring marine ply in this neck of the woods. Happy New Year."

Volunteers under the able tutelage of staff **Jim McGuire** and **Max Maxwell** have been busy in Mystic Seaport's Livery Boathouse, working their way through the sail and oar rental fleet; most are replicas, many built in the Boat Shop. Putty and paint is the order of the day but many were built in the '80's and '90's so are in their 30's. A few of the Beetle Cats are turning 40. Since last issue, "Gideon Manchester", the outboard powered flat bottomed skiff used for search and rescue of wayward Livery patrons, has been refurbished, including a new name board and registration letters/numbers.



Buck Lawton and Renè Boelig rolling and tipping "Gideon Manchester's" topsides.



Bob Martin varnishing "Fenwick's" Rudder

The Dion Dory has entered the Boathouse and left with fresh, brightly colored trim. This large dory is similar to the one recently rowed from Juneau to Seattle - very seaworthy under oar or sail. A racier boat, "Fenwick", a Riverside Dingy designed by Fenwick Williams, likewise made it in and out of the 'House; it is now stored in the adjacent Claggett Boat Shed, awaiting Spring. Currently inside the Boathouse are Boston Whitehall "Elysea" and flat-bottomed skiff "Mary". Elysea got her centerboard unstuck and Mary is getting a freshly varnished transom.



Rich Traskos varnishing "Lisa's" rub rail

Beetle Cat restoration is well underway in the adjacent John Gardner Boat Shop. Catboats "Pip" and "Elvira Tucker" have made it inside and back outside, nestled close to the ground under winter covers. "Lisa" and "Skip's Star" are currently in 'Shop. Lisa was t-boned in a race last year, injuring deck and rail, plus due to age, her canvas decking needs replacement. This is our major project for the year requiring removal and replacement of hardware, rub-rails and coaming. New cotton canvas decking was obtained from Beetle, Inc. (BeetleCat.com or go visit in Wareham, MA for a new boat). The fabric was stretched tightly, set dry, carefully stapled to deck edge and given an initial thinned coat of deck paint. More coats to follow. Meanwhile, Skip's Star is getting her canvas deck edge tacked, puttied and painted. She needs a new deck covering as well, but is set to make it through for another year.



Stretching and stapling deck canvas on Catboat "Lisa": Bill Littell, Jim McGuire, Dan Nelson and Ted Stanton.

View from the Side Deck:

Today the View is mostly obscured by heavy snow as the New London Light strains to shine through the whiteness. Spring seems a ways off, but I did see my first Robin today. I hope it can survive on holly berries until the ground thaws enough to chase worms.

Inside the Community Boat-shop, I can hear the heater fan working as it pumps warm air to dry the first coat of green paint on the Club Dory. Bill Armitage's Guide-boat with its clever folding oarlock extensions is ready to move out and Phil Behney's Whitehall ready to move in, but Phil says it is hard to find a white Whitehall in the snow...maybe next week. Meanwhile, tomorrow Dan Nelson and I will try our hand at whittling a pair of DeLapp oars, or at least square up the looms.

Lots of things going on; see our Near Term Upcoming Events - something new this issue. We also include a few of UCONN - Avery Points Coastal Perspectives Lectures to add to your calendars. Our Boathouse resides in an interesting place. See also our JGTSCA Calendar for 2017 - new for the New Year, a product of our general January meeting with follow-up input from folks that would like to lead outings. See Dan Nelson if you have an idea for one; as an example, note Dane Rochelle's plan for a mid-winter visit to IYRS in Newport this coming weekend. As an extension to what we have here, John Hacunda has updated our website calendar with all sorts of outside events, competitions and shows; well worth the visit (tsca.net/JohnGardner and tap Schedule). Thank you, John, for all your efforts.

Dan Nelson's idea for March's Meeting - 1st Sunday in March, will prove to be an interesting one: bring all those loose scraps of line, those dusty knots books and a friend or companion to share your favorite bends and lashings while perhaps learning a few new ones. Truly collaborative. Sounds like fun. Save the date and those pieces of string.

And while we are planning ahead, remember our Viking sendoff in May as we escort Dragan Harald Harfagre (Dragon-boat Harold Finehair, named after the first King of Norway). We are loosely defining eligible craft as anything with at least one pointy end as "Viking". Exact date to be determined (depends when they get back from raiding Noank).

Meanwhile, work on those winter nautical projects and Think Spring.

Fair Winds,
Bill and Karen Rutherford
JGTSCA News

"The Sea, once it casts its spell,
holds one in its net of wonder forever."

Jacques - Yves Cousteau
"The Little Blue Book of Sailing Wisdom"
Edited by Stephen Brennan