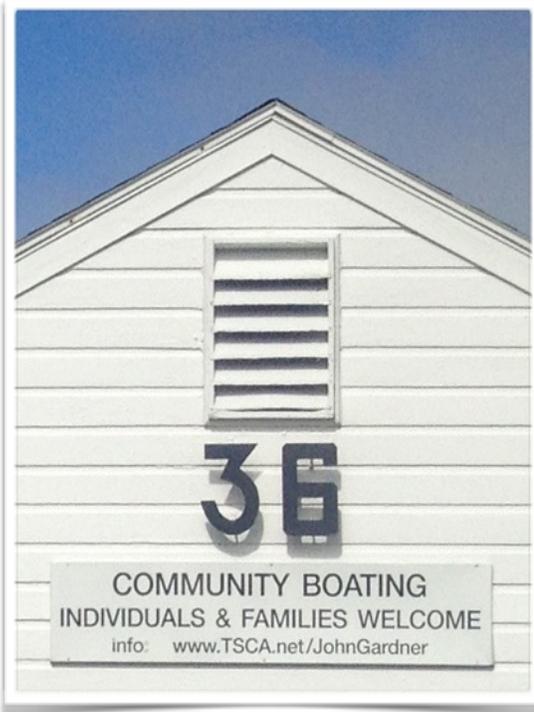


# JGTSCA

John Gardner Chapter  
of  
Traditional Small Craft  
Association



**Friday, May 5, 2017  
Potluck at 5:30PM, Meeting  
to follow  
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.jgtsc.org](http://www.jgtsc.org)

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

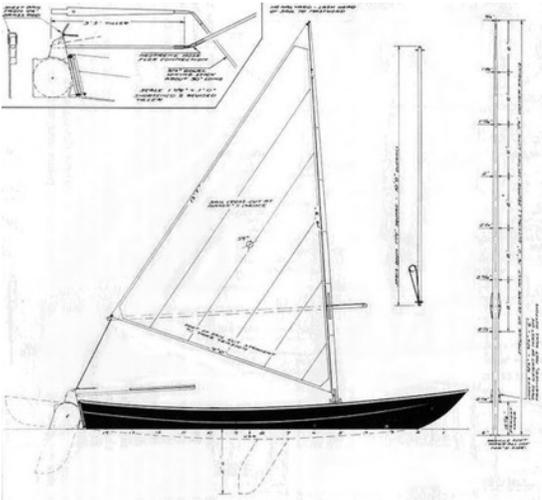
## Traditional Rig of the Month: The Sprit Boom Rig



*John England's "Hanna Banana" on the Piankatank River, Urbanna, Virginia*

Last month we investigated the Peak Sprit Rig. Now, to the second Sprit Rig, the Boom Sprit. This Sprit acts like a boom in that it keeps the clew (aft end of the sail) back from the mast, but with one big difference: the sail is not a right triangle. It is triangular, but the tack (the lower end of the luff, up against the mast) is lower than the clew (the aft point of the sail). This does two things which are wonderful in a small boat sail: one, the foot of the sail acts like a vang, holding the clew down, keeping it from rising and twisting the sail (which is a problem in a leg-o-mutton or gaff rig - ask about my catboat which does not have a vang, just a heavy, head-cracking boom). Second, as you can see in the following drawing, the boom is higher than in a conventional leg-o-mutton sail, lessening the chance of a banged head.

As with the Peak Sprit rig, the Sprit Boom is attached to the boom with a snorter. It can be as simple as a loop around the mast run down through a notched end of the Sprit then up to a cleat or a complicated as a small block and tackle to easily increase or decrease the tension in the sprit. I prefer the latter for both Peak and Boom Sprits, with the block and tackle (a small gun tackle) line run down the mast, through an deadeye bolted to a thwart and ending at a cam cleat. This allows me to change the shape of the sail while underway without running forward to adjust the snorter.



*"Sail Plan of Sprit Boom Rig - Phil Bolger's 'Gypsy' (owned by author - drawing courtesy of Phil Bolger and Friends)"*

For example, I tighten the snotter (and the sail) if it is windy, loosen for more shape if in a light breeze or if running downwind and wish to trap more air.

OK, what are the disadvantages of a Sprit Boom Rig? Why do we not see it on the latest Lasers? Well, it is not deemed as close-winded, although I would argue that for a same sized sail. It does look clunky and no one will believe you when you tell them you notice no difference in performance between tacks, where on one or the other the sprit boom creases the sail. I notice no difference when trolling for snapper blues outside the breakwater, but perhaps the other fishermen are not as competitive. From a small boat standpoint, there is one other disadvantage to the Sprit Boom Rig: the mast is as long or longer than the boat. This means it will stick out either forward or aft when striking to row. This can get in the way in a double ender but is not much of a problem in our dory skiff with its nice broad transom on which to slide the end of the mast. We use the Peak Sprit Rig in the double ended peapod which has a shorter mast.

How about combining the two sprit rigs? Ah, I was waiting for that. Great idea; it solves the problem of a Peak Sprit Rig sail ballooning out when going downwind and all the spars still fit inside the boat, good for trailering as well as switching to oars. Roger Crawford uses such a rig on his very successful and fun to race Melonseed. It does add a bit of complexity having two snotters but on a 12 foot boat they are never far from hand. Why are they not used more often? Phil Bolger once designed a light three masted schooner, all sprit rigged with two sprits per sail and boasted that there was no spar that he could not set himself, and that was when he was of an age approaching ours. There is the issue of complexity and lots of tweaking involved, but that's the fun of sailing, is it not?

So we have come to the point where we have a good small boat sail supported by easily handled, adjustable spars. How come we often see it on bigger boats as an auxiliary sail? For all the reasons above, plus their smallness makes them easy to handle, particularly as mizzens for yawls. High heeled sprit booms hold sail shape in the highest winds as well as providing a handle to grab to pivot the sail for wind vane steering; handy to have if caught in irons. The sheet often runs through an eye on the end of a boomkin, as on a Caledonia Yawl. In a blow, with no stays or cleated halyards, the whole rig can be picked up and laid low. At the other end of the boat, a stick-up sprit-boom foresail can be set on a forward tilted mast as seen on Chesapeake Crab skiffs. Ruel Parker has a stick-up on one of his sharpies. It was fun to watch him sail it at one of the Mid-Atlantic Small Craft Festivals. It gets a jib out there for balance, air flow is focused to the mainsail (kind



*Combined Sprit Rig with both peak and boom sprits on a Melonseed (photo by author)*

of) and no high tension fore stay is required which would stress the boat.

A third use is as a small sprit boomed topsail. Usually reserved for big fishing schooners, one was seen on a Cape Cod flattie at the Small Reach Regatta, more for conversation than effect, I think, but she sure did fly coming home in the afternoon southwesterly. You see sprit booms on mizzens for Ketches, too; they will stand without twisting, which is important in a Ketch. These are often sheeted to the top of the rudder.

Sails can be made from Sailrite kit or home designed in Dacron or poly tarp. Put your curves mostly up against the mast with maximum draft

about one-third up the luff, say 2 inches for an 8 foot luff, and minor curves, say an inch or so, the same one third out, for peak and foot. Use flexible batten to mark the sail. Consult a sailmaking text or experiment. The Polytarp website will get you started. Our home-made sails have flourished for 30+ years, one we laid out ourselves and one a Sailrite kit.

All in all, Sprit Rigs are great rigs for the small boats we row and sail. Next time you are thinking of a sail rig for that new (old) Whitehall you just bought, think Sprit.

Respectfully Submitted,  
Mr. Cleat

Mayflower at the Mystic  
boat yard with frame for  
weather cover. *Photo  
courtesy of Mystic  
Seaport*



## 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 Marlinespike 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 Dories
- ◆ 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 or June:** Farewell Row for Dragan Harald Harfagre, Mystic River - date TBD
- ◆ Alan Barton's surfboard project in shop
- ◆ Spring Row to Mamicoke Island date TBD

**JUNE:**

- ◆ **Sunday, June 4th:** Potluck at 12:30pm with meeting to follow.
- ◆ Meeting Activity: Small Boat Navigation for Fisher's Island Sound
- ◆ Alan Barton's surfboard project in shop
- ◆ **June 30th - July 2nd:** John Gardner Smallcraft Workshop: Wooden Boat 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?
- ◆ **Saturday, September 16?** 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 12:30pm, New London's Custom House
- ◆ **Meeting and Presentation to follow**
- ◆ 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.*

## JGTSCA Outing Report Sunday 19 Feb 2017 IYRS Newport, RI and Sachuest NWR Boatshop-ing

On a sunny, unseasonably warm recent Sunday in February, eight sporting members of the John Gardner chapter of the TSCA met up in Newport to make an informal visit to the International Yacht Restoration School (IYRS) to satisfy and stir our natural inclinations toward all things carvel and clinker. A treat for the eyes, the nose, and the spirit, it was.



Being a Sunday mid-morning, Thames Street was pleasantly uncrowded and unhurried, and nearby parking wasn't the problem it sometimes can be at busier times. As the members arrived, curiosity in hand, two youthful IYRS students also arrived, conveniently for us, opening the front doors to the shop and with smiles graciously inviting us to step inside and take a look around. We as graciously accepted, stepping through the front doors to immediately be greeted by the invigorating fragrances and visual-textural pleasures of a boat shop alive with the peculiar sort of excitement only seemingly delicate copper-riveted cedar planks and rabbited oak stems, newly bunged garboards and clamped sheerstrakes can elicit. This is a boat shop in fine form.

Following friendly greetings, the group headed up onto the mezzanine to survey the scene below us on the shop floor. Beetle Cat hulls populated about half the far side of the floor, as seems usually to be the case, while what looked like a Herreshoff Fish class hull started the next line of projects in process, fresh putty filling the screw holes in its planking. Adjacent to that stood what looked like another sailboat hull, judging by the centerboard slot visible at its inverted midsection.

Finally, at the southernmost end of the shop floor stands a rebuild of a full keeled, single-screw and rudder, Hinckley launch. This particular boat will be given fore-and-aft 'stick' steering, as the original had. Direct stick-to-rudder linkage makes for more immediate steering response in conjunction with a single screw, and makes for more confident maneuvering in a 'launch' operating environment than a geared-down wheel might provide, and can help make a small rudder boat almost as responsive as an outboard fitted boat, albeit with a few peculiarities of its own.

Our curiosity about this hull led us to inquire of IYRS student "Josh" as to the type of boat and history of the project. Josh very helpfully gave us a few tidbits, but then deferred to "Terry" (Theiri?) to provide us with what would turn out to be an in depth brief on the project. Seems the boat began life many years ago as a commission for a client in Stamford, Connecticut, later migrating to Mystic, after which point it ended up in IYRS's hands for restoration.

As it stands now in the IYRS shop, it is essentially a new boat. Its original, and pretty far gone, full length keel hung securely suspended a few feet above the inverted Hinckley's new hull for reference during the rebuild. Our impromptu, enthusiastic host "Terry" explained, as with most of the boats which process through the shop,

that this project had been fully measured, photographed, lofted and documented as a means both of preserving the boat's biography and of teaching the students the intricacies of boat restoration.

One very eye-catching and interesting feature of this hull is the 'tunneling' of the hull above the propeller and rudder. Though not a distinct tunnel per se, the hull tucks up as it proceeds laterally in from the waterline toward its intersection with the keel, forming something of a lobed transom at the end of the tunnel's run fore and aft. This would seem likely to provide some potential improvement of the thrust developed by the propeller, and perhaps enhancement of the effectiveness of the rudder, by virtue of containing, to

some degree, the flow of water between the bottom of the hull and the water column beneath it. With me just short of being an expert, and occasionally one oar short of a rowboat, this would doubtless be better left to the professional engineers to speculate on, so we will leave it for others to pick away at perhaps.

Suffice to say, the design certainly wasn't done just for looks, as it would be hidden under water much of the time, and the complexity of the shape is pointless unless meant to improve the fluid dynamics in some meaningful way. Sounds reasonable anyway, and a nerd like me loves a friendly technical debate now and then. Any takers?

We spent perhaps an hour in the shop altogether, absorbing the rich atmosphere and appreciating, each in our way, the excitement of our synapses the visit helped stimulate. Our time included also a short stroll through the drafting and lofting rooms just off the second floor mezzanine. Though drafting is a skill this writer has some training and experience in, lofting is a bit of a mystery still to him, though it seems clear that lofting is a significant and essential link between the scale drawing of a boat, and the realization of its full-size form, at least when it comes to what we usually consider 'traditional' boatbuilding techniques. Flatiron skiffs and Viking ships notwithstanding, it might be fair to say that most of the 'traditional' boats we see around these here parts probably involved significant lofting in their realization. Lofting is something akin to wizarding for many of us, the uninitiated masses. Woodenboat School here I come! Or maybe IYRS! If only I could make the time... In any event, a mystery still exists for me. Thank goodness I haven't run out of them just yet!

### Coronet Like A Whale

With great anticipation, we entered into this adventure to IYRS this beautiful day in high hopes of spending some time alongside the immense almost-restored hull of the yacht Coronet. Designed by William Townsend and built in 1885, it sits on blocks on what appears to be a stone pier, right behind the IYRS main shop and right on the waterfront, protected by its purpose-built enclosed shelter.

Several previous visits have provided glances for Yours Truly to see some of the progress of this hull as it came back to life after essentially a near complete tear down. Much of the structure of the boat is new, the original simply being too far gone to be incorporated in the rebuild. What remains original, however, is the bulk of the interior cabinetry and other trimmings which graced its interior in its prouder days.

Seeing this boat (ship...) in its skeletal form was akin to being in the presence of the assembled bones of a blue whale. It is a giant. 'Big-boned', 'massive' and 'substantial' are terms one could rightly use to describe it. At 131' LOA, 190' sparred length, and considering this yacht in its heyday possessed a marble staircase, these adjectives are hardly hyperbole.





To see something like a ship or a house in such a rudimentary, skeletal form is a treat and a moving experience, invoking a sense of the thing as a 'living thing'. In a sense, it is such a thing. Perhaps we see something of ourselves, or of our kind, in the things we make, as extensions of our 'Selves'. Neat idea, and one perhaps better left for contemplation a few months from now under the sun-filled glow of freshly raised canvas and a creaking gaff, reaching down the Sound, eastbound for Newport.

Unfortunately, this day, we found ourselves unable to gain access to the Coronet shop. A sign on the door told us it was closed for the winter, and no one with the requisite authority was on site to change the situation, so we were out of luck on that score. Disappointed, but not disheartened! we hope conditions in future will afford us another chance perhaps to see her and wish her good tidings and good luck on a deserved new lease on life!

### **Cats, And Cradles**

Alas, being small craft people anyway, we had plenty to keep our attentions engaged. Alongside the Coronet shop sits a much smaller building, against which leans a stack of pretty rough looking Beetle Cat hulls in need of some serious TLC. This is what the Beetle Cats in on the shop floor looked like before the students and instructors started their rebuilds, but rough as they are, indeed because of that roughness, they are perfect vehicles for learning the multitude of skills needed to restore such beauties back to useful, fulfilling service, inspiring young and old alike to gain insights into themselves and the world around them, while benefiting from the particular joys and lessons only small boats can offer us.

On the opposite side of this boatyard stands a rack three or four levels high, also populated with Beetle Cat hulls-in-waiting, and alongside this rack, a pair of sleek wooden racing sloop hulls, supported by blocks and jack stands, paint peeling and seams showing. And, next to these, another Fish class hull, blocked up and under winter cover. More learning and teaching opportunities awaiting lucky IYRS students in the months to come, I suspect, and a satisfying treat for my eyes, as a 'card carrying' wide-eyed boatyard bum who can't seem to get enough of old boatyard scenes, devoid of the pristine polishedness of a franchise yard. I love it! No insult intended to those Big Yards; just a wistful reflection on a seemingly passing time once far more prominent in this soul's experience, and gladly savored when still encountered.

## Sachuest For The Rest Of Us

Our IYRS visit coming to an end, and our appetites beckoning, six of us break for lunch and conversation at one of the local establishments on Thames Street, no Thai required, but certainly preferred. The remaining two of the group seem to have made for silent running, whereabouts unknown at this time. We learn later that the Sirens at the steps of a local Irish pub tempted them in.

Suitably refurbished, we 'big six' say good day to one another, as my companion and I join up with the other member couple, who, by the way, drove all the way down from upstate Connecticut for today's outing. Together, we enjoyed a 3 mile jaunt around the Sachuest National Wildlife Reserve headlands at the mouth of the Sakonnet River, itself a few miles and only a few minutes east of downtown Newport. The weather remained generously cooperative, and afforded us a most pleasant hike around the headland, with clear and dramatic views northward up and along the Sakonnet River and its adjoining shorelines, as well as across to Sakonnet Point and lighthouse, 2.7 nautical miles distant. A light sea mist softened the view a bit, no doubt stirred up off the ocean by the lively southwesterly breeze. Or maybe my prescription has changed again. No! It's the mist. Must be the mist!

Hike ended, we finally go our separate ways. My crewman and I drive up along the west shore of the Sakonnet to scout out landings for future small craft outings, and come by some good finds. This'll make for a nice day out, oy t'inks! The Narragansett Bay area waters offer up so many opportunities for small craft outings.

Summer is coming up. Stay tuned for reports back from these future outings, fellow Coots!

Yours truly,  
*R. Transom*

## Andy Davis' Boat Flip

Progress on my "project" has been slow since my garage isn't heated and it's been pretty cold out there. I figured I'd flip the hull and start working on the bottom. The problem is how to do that in a confined space. So I got a little creative with an engine stand and poppet. take a look at the attached pics.

I'm looking forward to the wooden boat show.



## President's Letter:(aka tweets of unusual length)

Hi Everyone:

Earlier this year I asked our webmaster, John Hacunda, to research a method for JGTSCA members to interact more efficiently. He has set-up a Google Groups account for us named "JGTSCA". This will be our online forum for sharing information about events, outings, boat projects, items for sale/exchange, advice on equipment or techniques, and whatever other scuttlebutt that floats your boat. Using the group will allow all invited members to read postings, and those members that have a gmail account will also be able to post questions, comments, and replies. If you don't have a gmail account, it is easy to get one, even if it is solely for the purpose of being a group member.

You will receive, from me, an invitation to join. Once you respond, and I approve, then you will be part of the group. No doubt there will be an initial learning curve and it will take some time to get all to participate but I hope that this can help coordinate activities, maximize shop use, and increase member participation, especially for folks that find it difficult to attend work sessions and meetings.

I am a newbie to Google Groups so when we start to "test drive" this system any tips from those with experience, posted on the JGTSCA group forum, would be welcome.

Let's give it a try.  
Thanks, and let's go boating!  
Dan Nelson

**“Only the Guy who isn’t rowing  
has time to rock the boat.”**

**Jean-Paul Sartre**

*“The little Blue Book of Sailing Wisdom” Edited by  
Stephan Brennan*

## John Gardner Chapter Meeting Minutes:

Friday, 07 April 2017 6:30 pm

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

Dan Nelson, Dane Rochelle, Ellie Czarnowski, Bill Rutherford, Bill Armitage, Phil Behney, George Spragg, Kate Spragg, David Tang, Jim Clark, were present.

### **Minutes from March 2017 meeting**

Members present unanimously voted to accept the Minutes for 05 March 2017 as posted on the JGTSCA Website. See online at: <http://www.tasca.net/johngardner/about.htm>

### **Treasurer's Report**

Treasurer Ellie Czarnowski presented her Report for period 05 March 2017 through 07 April 2016. Members present unanimously voted to accept the Report.

### **Old Business**

**1. Communications initiated with UConn** since March 2017 meeting regarding the relationship between JGTSCA and UConn have been very positive, and there that UConn is supportive of our long-standing use of the Boathouse building. UConn's representatives in these meetings have in fact expressed considerable interest in continuing and further developing this relationship. Ideas to this end include Pine Island Cleanup, Earth Day events, UConn's 50<sup>th</sup> Anniversary celebrations, and Student Internships involving the Club.

### **2. 2017 Woodenboat Show and Small Craft Workshop 30 June – 02 July 2017:**

- Bill Rutherford and Dan Nelson met with Shannon McKenzie of Mystic Seaport, who urged that the Club keep accurate records of attendees to the Workshop, including Members, Guests, and others partaking in the Small Craft proceedings at this year's Woodenboat Show
- 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/>
- Event will include "the usual things" we have come to expect in recent years, including group morning rows up and down the river throughout the weekend, presentations, and skills demonstrations by members
- 32' Gantry Gig may attend from the Bristol RI TSCA chapter
- Naval Architect David Wyman is expected to attend and present at the Workshop
- Members are encouraged to consider offering presentations and further ideas for the event for consideration
- Phil Behney is primary organizer for bringing and returning the Club Dories to and from the weekend event; other Members' assistance will be gladly accepted and much appreciated
- Club member and Schooner Brilliant volunteer Dane Rochelle will be supervising the operation of Brilliant's tender Afterglow at various times throughout the weekend, in conjunction with the Small Craft Workshop, facilitating interested Workshop attendees' enjoyment of this beautiful and very well maintained little vessel, for short excursions and rowing experiences on the river during the Show; Afterglow deserves to have fun along with all her fellow Small Craft on a weekend like this! Come help put a smile on her face!
- Saturday night BBQ at Bill and Karen Rutherford's residence after the conclusion of Saturday's Show events, to enjoy delicious food, music, good cheer and camaraderie

### **3. Pine Island Cleanup will be 11am – 2pm Thursday 13 April 2017, with a cookout commencing at noon**

- Waiver forms will be required for persons participating on UConn vessels

- Ellie will be bringing hot dogs and burgers for the cookout
- Dan will be bringing the grill

**4. Dan Nelson is considering/organizing a potential Club Mess-about for 13 May 2017;**

- Members are encouraged to bring their boats or join up with other members. Food and grill thoughts as well!
- Google Groups test-drive to commence for Club event notification use; members should see upcoming emails from Dan Nelson and/or John Hacunda (resident Club IT Consultant)

**5. SHOP QUE:** Club Dories to shop for maintenance; Alan Barton's surfboard materials have arrived, and Alan and Steve will be working on their respective projects concurrently; Nelson/Rutherford Oar Project concluding successfully; Behney Whitehall project will be moving out of shop in near future as well

**6. Club Members extend a big THANK YOU! to member John Hacunda for donation of fridge to shop equipment inventory**

**New Business**

**1. Phil Behney voiced interest in instigating a row from Dock Road in Uncasville south to Mamacoke for a visit, then hauling out at the Streeter Launch in Groton**

- Dane Rochelle reiterated interest in instigating several summer events, including: a visit to the Herreshoff Museum in Bristol, RI which opens 29 April 2017; a Club Mess-about at Great Island, Old Lyme; and potential row/sail/paddle outings further afield toward Narragansett Bay and perhaps beyond, pending member (and organizer) gumption levels and reality checks as the season progresses.

**2. UCONN Earth Day** Friday 21 April 2017, campus Green 1130am – 0130pm; rain location at nearby Student Union; Setup at 1100am; Volunteers welcome!

**3. UCONN 50<sup>th</sup> Anniversary** 15 October 2017? Club volunteers needed to attend table and open shop

**4. Bob Chapin has donated plane and handsaw “tills” (tool racks) to the Club shop; Thank you Bob!**

**5. Club's June meeting will be on Sunday 04 June 2017;** to include a Shop Orientation for members; bring Potluck items as usual *AND* an interest in partaking in a Small Boat Navigation theme as suggested by Dan Nelson recently; bring your tools, instruments, ideas, questions, anecdotes, expertise and enthusiasm to bear for this riveting potluck-workshop event! Sextants? Compasses? Backstuffs? Sunstones? GPS? Apps? Charts and Charting? True/Magnetic? Variation/Deviation? Required lighting? Radio Communications? Rules of the Road? Deductive Reckoning? Got Stars? Seat-o-the-pants or Trust Your Instruments? Which shall it be? Too much work? Nonsense! It's fascinating. Bring your curiosity, experiences, lessons learned, and toys to play with. Share what you know... or don't know. Fear not!

**Next Meeting:**

Friday 05 May 2017, 1730h

**Motion to Adjourn:**

The meeting was adjourned at about 1930h.

Respectfully submitted,

Dane Rochelle JGTSCA Vice President, standing in for JGTSCA Secretary Steve Barton

## Upcoming Events:

### **Mystic Seaport Activities (visit [mysticseaport.org](http://mysticseaport.org) for details and how to register):**

- Music of the Sea Classes run Saturdays for the month of April
- Direction By Magnetic Compass Class April 29th at the Planetarium
- Jon Wilson's "The Restorer's Journey" screens April 30th in Olde Mystic Cinemas.
- Easy Introductory Celestial Navigation Class May 6th & 7th at the Planetarium.

- Boating with Tides and Tidal Currents Class May 20th at the Planetarium

### **Mystic Seaport Ship Modelers:**

- Ocean Beach Ship Model Conference, **Saturday, April 29th** from 10 am to 3 pm at the Port n' Starboard Convention Center, 1225 Ocean Avenue, New London, CT 06320
- **Saturday, June 24<sup>th</sup>** (tentative date), MSSM Ship Model Show and Demonstration, at Mystic Seaport. Contact Greg Gathy ([gsgathy@gmail.com](mailto:gsgathy@gmail.com)) if you plan to bring a boat.

*"Viking Ship on Seaport Lift Dock - photo courtesy of Mystic Seaport"*



### **UCONN Coastal Perspectives Lecture Series:**

- May 9, 2017 at 7:30 pm in the UCONN Avery Point Auditorium: Liz Cunningham, Author: "Ocean Country, One Woman's Journey from Peril to Hope in Her Quest to Save the Seas" based on her recent book, "Ocean Country", an adventure story, a call to action, and a poetic meditation on the state of the seas.

## Thoreau's Boat:



The following is an excerpt from Kenneth Best's, UConn Communications, March 14, 2017 interview with UConn geology professor Robert Thorson who explains that Henry David Thoreau was much more than an essayist and a philosopher, redefining the well-known author as a scientist and boatman. The photo shows a replica of Thoreau's best-known boat, Musketaquid, named for the Algonquian word for 'grassy plain,' used to describe the area that became the town of Concord. (Photo by Juliet Wheeler).

Robert M. Thorson is a professor of geology and columnist for the Hartford Courant. His second book on Henry David Thoreau, *The Boatman: Henry David Thoreau's River Years*, will be published next month by Harvard University Press, coinciding with the year-long bicentennial of Thoreau's birth. He spoke with UConn Today about Thoreau's life in the Concord River Valley after the writer left his house in the woods, which inspired his best-known work, *Walden, or Life in the Woods*.

Q. Thoreau's reputation is as a literary writer and not a scientist. How have you found the science in his work and focused on that where most others have not?

A. When I read *Walden* for the first time, I heard the limnology, the hydrology, the physicality, and the micrometeorology, all of that. Yet you don't find it in the text of *Walden*. If you go below it into his journal and correspondence, however, you find there is a lot he is understanding but is threshing away. Thoreau writes more after 1854 [when *Walden* was published] than he did before that, but it went into his journal, which didn't get published until 1906. When scholars edited his journal, they left out the highly technical parts that wouldn't have interested the literati, who were all English literature people. They were the ones who founded the

Thoreau Society, the oldest and largest organization devoted to an American author. But when I searched the full transcripts of his original journal, the quantitative, physical content was there. It turns out that the journal before and after *Walden* was mostly about the river. When I went back and re-read the early journals, they were infused with nautical language from the Greeks, Shakespeare, and from the Norse. When you take the last 10 years of his mature life, he went to the river two and a half times more often than he went anywhere else, based on tallies of 7,000 passages. It was more important [to him] than any other place to go. He was a boatman more than he was a woodsman.

Interested in more? Visit <http://today.uconn.edu/2017/03/woods-onto-river/> and subscribe to UConn Today's News@Me for free and receive email updates that are customized to your specific preferences and interests.

**"Photo from Phil Behney of heavy traffic on his commute"**



## Around the Shops:

**At UCONN Avery Point:** the real Professor Jones, the person, visited the UCONN Avery Point Boathouse and saw his namesake, "Prof. Jones", the dory. He was pleased with the recognition and immediately launched into a remembrance of John Gardner, Pete Culler and, of all folks, Pete Seeger, present at the creation of the Traditional Small Craft

Association. Heartily recommended is Professor Jones' book, 'Backwaters' (W. W. Norton 1979) particularly Part Two, "Rowing Workshop" wherein he recounts a row up the river through the fog with two interesting characters, The Harbormaster from Noank and The Shipcarver, blowing a brass foghorn and overtaking fiberglass boats on their way to the first John Gardner Rowing Workshop (see me if you can't find a copy - ed.). Prof. Jones, the boat, is resplendent in new green paint ready for final touches: foot stretchers (by Phil Behney and Bill Armitage), nameplate (by Karen Rutherford) and logo ([JGTSCA.org](http://JGTSCA.org)) on the side.

The new dory has moved off center stage; alongside is Dory #3, "Louise" who, hardware removed, is getting a scraping and sanding prior to paint to be ready for her trip up the River to this year's John Gardner Small Craft Workshop. Feel free to stop by Friday nights and spiff up "Louise" and her sisters.

Nearby, young Alan Barton is starting assembly of his traditional small craft (solid wood) surfboard kit. Nice to have some younger folks building in the shop. Meanwhile, Barton Pater, Steve, is setting up Fold Boat frames on a keel plank with visions of being afloat by summer.

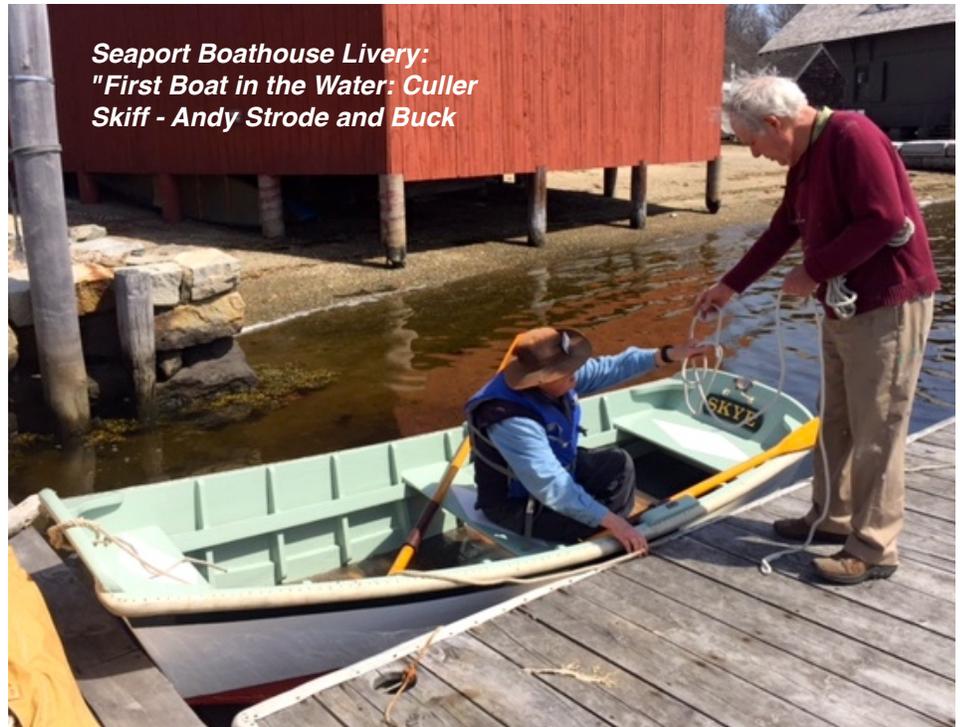
**In Home Shops:** Peter Vermilya reports there is progress on his glued-lap Ducker; the winter saw the mast step installed and rabbets faired, plank lines laid out and stock



**Avery Point Boatshop:  
"Dory Prof. Jones"**

scarfed, router jigs built, articulated benches built, but now it's time to turn to Spring commissioning of the "fleet". Bill Meier continues mixing electricity and water in his effort to electrically power a 1920's gasoline launch - looking at the engine he took out, the electricity is probably safer. George Spragg is starting the mast for his new catboat (birds-mouth, of course - lots of hose clamps required), Andy Strode assisting. Shops are busy as snow melts, grass turns green and the wind clocks around to the southwest.....

**At the Seaport Boathouse Livery and John Gardner Boat Shop:** of the thirty-plus boats in the Livery, all but a few are primed and painted, ready to launch on Pilots Weekend, the first weekend in May. Finishing touches are going on the Beetle Cats in the Boat Shop: Li'l Babe, (we found the brass apostrophe for her name) and a new cockpit cover for "Leo J. Telesmanick". Three boats are currently in the Boathouse putty and paint room: "Morsel", John Gardner's sailing version of a Marblehead skiff (Chapter 27 in his Dory Book), the beautiful New York Whitehall "Sharon" and the Gardner modified Herreshoff pulling boat "Green Machine", built by Long Island TSCA's Myron Young. And already in the water are "Skye", a Culler butthead skiff, "Mary", a flat-bottomed skiff, and "Gideon Manchester", a flat-bottomed motor skiff to Mr. Manchester's own design (he was a West Mystic builder of livery skiffs) as built in 2011 by Stonington's Bill Mills.



*Seaport Boathouse Livery:  
"First Boat in the Water: Culler  
Skiff - Andy Strode and Buck*



*Seaport John Gardner Boat Shop: "Fresh Varnish on Beetle Cat Coming -  
Jeff Undercoffler"*

## View from the Side Deck:

A light southwesterly breeze in across the mouth of the river as warm(er) air turns to fog as it comes shoreward. Skies are cloudy and the air is cool, but sounds of activity come from inside the Boathouse as boats are being readied for summer. The new dory, "Prof. Jones" has been completed and pronounced good by its namesake. The other dories are being rotated in and out of the shop for their routine spring maintenance, all except the one that Phil Behney rows to work across the Thames on nice (and not so nice days).

It has been a busy winter with new pairs of oars being built (Dan and Bill), old oars refinished (Andy, Rob and others), strips ripped for a birds-mouth mast (by George and his new bride), new floors and floorboards for a Thayer Whitehall (Phil Behney), new folding oarlocks for a Guideboat (Bill Armitage), fresh frames for a Fold Boat (Steve) and now in shop, our first surfboard (Alan Barton).

But we are do-ers as well as builders. Check our Calendar and Website for upcoming activities: rows, outings, freshwater and saltwater sails. Note also our Google Group that Dan Nelson set up with the help of John Hacunda; the intent is that it be a real time means to communicate spur of the moment sails or rows as well as a repository for event photos and sharing of information. Thanks, Dan and John!

Another big thanks to Ellie Czarnowski for putting on a great cookout for the UCONN students who participated in this year's Pine Island Cleanup. Dan Nelson and Steve Barton assisted at the grill and kept everyone smiling. The turnout was larger than usual with 18 students combing the shoreline. Photos are posted on the JGTSCA group site.

Based on the success of the knot-tying workshop at our March meeting, Dan Nelson plans a Small Boat Navigation workshop for our Sunday, June 4th meeting. Bring your charts, Eldridge tide tables and, oh yes, a compass and we'll trade ideas to keep track of where we are when out in Fisher's Island Sound in today's fog.

And it's not too early to start planning for our John Gardner Small Craft Workshop in conjunction with WoodenBoat weekend. The Notice to participants is up on the Seaport site with registration form soon to follow.

See you at our next meeting May 5th with Potluck starting at 5:30 pm, meeting follow.

Fair Winds,  
Bill & Karen Rutherford















