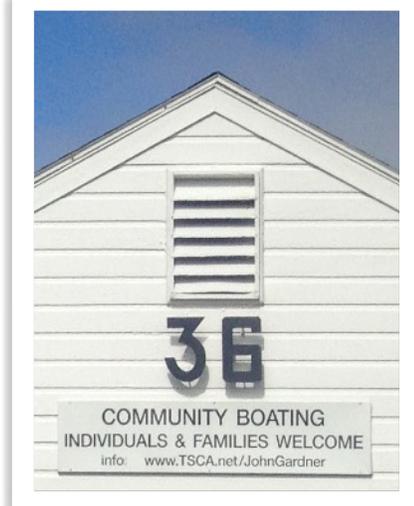


JGTSCA



John Gardner Traditional Small Craft Association

Welcome to the John Gardner Chapter of the Traditional Small Craft Association

Visit us at the Community Boat House: Building #36 UCONN Avery Point
1084 Shennecossett Rd, Groton, CT 06340

Summer Maintenance on Rowing Craft
at UCONN Avery Point Boat House Building 36

Next Meeting: In Person Meetings will resume as Feasible
Rowing and Sailing gatherings occur during the three seasons with special programs and visits planned throughout the year. All are welcome.

Local: www.facebook.com/JGTSCA and <http://www.jgtsc.org>
National: www.TSCA.net

News from around the Chapter

Welcome to the John Gardner Chapter of the Traditional Small Craft Association! Visit us at the Community Boathouse, Building #36, on the University of Connecticut’s Avery Point campus in Groton, CT. We invite you to attend one of our gatherings, go for a row, a sail or get involved in our next boatbuilding project.

Report on John Gardner Small Craft Workshop 2022



This year we were back teaming with both WoodenBoat and Mystic Seaport Museum as part of the WoodenBoat Show on the weekend before the Fourth of July and we took full advantage of that partnership. We piggy-backed on to their Skills Demonstrations held all day every day at the Seaport Shipyard as well as the Speaker Series held in the Seaport’s fully equipped audio-visual Masin Room in the Seaport’s new North Entrance Building (“The Wave”) where our own Ben Fuller and David Cockey let a lively historical and technical discussion on “Peapods of Maine”. Ben later led tours of the Seaport’s Small Craft Hall, emphasizing the peapods in the Collection as well as other interesting boats along the way, many which he was involved in collecting.

MATT MCKENZIE RETURNS FROM A MORNING ROW/SAIL WITH HIS EXPERIMENTAL SCRIM LUGSAIL

Back at Australia Beach, this year's emphasis was on the Boats and their stories, freely shared whenever we gathered. This fit with the Seaport's recently opened exhibit "Story Boats: The Tales they Tell". Located in the Collins Gallery in the new North Entrance Building. The exhibit has selected small boats from dugout canoes to kayaks to small yachts from the Collection suspended from the ceiling, lining the walls as well as mounted on the floor, each with a specific story to tell. Well worth a visit.



Signing up for the Small Craft Workshop allowed participants access to Australia Beach both before and after hours to launch and retrieve boats as well as to the entire WoodenBoat Show for all three days, a bargain at \$40 or only \$20 if a Museum member. To encourage families, youth rates were half those rates. We had 20 people signed up specifically for the Workshop with many others joining in as Seaport Members or WoodenBoat Show attendees. We managed to launch and retrieve most boats from Australia Beach, even Ben Fuller's Dory "Topsy" on its special trailer. Steve Mack took advantage of the Seaport's offer to launch his period accurate New Haven Oyster Skiff by forklift at the Shipyard. Others launched at the dirt ramp upriver under the I-95 Bridge or at the more civilized ramp down river next to the Daniel Packer Inn. Car-toppers like Bill Meier's and our Natoma Skiffs were hand launched at the old Isham Street boat ramp just south of the Seaport Shipyard. With a little preplanning all were accommodated with many hands to help.

BEN FULLER SHARES MODIFICATIONS TO DORY "TIPSY" TO FELLOW DORY OWNER DICK SLEEPER

While lots of sea stories were exchanged at the beach or at our booth, the real fun occurred on the water. Matt McKenzie led the morning rows in his recently rehabilitated White Dory, leaving at 8 am on Saturday on a tour upriver with plenty of time upon return to attend Ben Fuller and David Cockey's "Peapod's of Maine" talk. Sunday morning's row was down river, under the Mystic River highway bridge, recently rehabilitated for its 100th anniversary, and the Railroad Bridge a little further on down ending at Six Penny Island opposite Noank on the west side of the river. Our sandy spit of yesteryear is slowly eroding away but going to Sixpenny gives us nice tour of the Noank waterfront as well as the classic yachts on moorings, one of which is an original Dunkirk Boat, one of the Small Boats that evacuated British troops from Dunkirk early in the Second World War.

Another example of close cooperation was our relationship with the Seaport's Boat Livery. New leader Nick Parker has the Boathouse fleet in fine shape with fresh putty and paint, lovingly applied by fellow volunteers throughout the winter. New to the fleet this year is a 19 ft. Gardner Dory, perfect for a family of five with two rowing. Dion Dory, Gardner's design from Fred Dion's molds, is back in service as were three Catboats to sail and a fleet of flat bottomed skiffs for beginners to row. Nick graciously shared life jackets and offered boats for before-hours river rows. Fees were waived which added to the activity level resulting in a record number of "rentals".



THE SEAPORT'S BOAT LIVERY BOATS WERE SPIFFED UP AND READY FOR THE BIG WEEKEND

The school ship "Conrad" was available Friday and Saturday nights for \$20/person/night of which a number of our participants availed themselves. Weather was warm and clear so a number of sleeping bags found their way out on deck. Saturday evening we organized an offsite Potluck Dinner (thank you Peggy Vermilya for the potato salads and the Cockey's for that fine Maine micro-brewed beer).



OLIVER BLACKWELL (8) GIVES MOM LIZ A RIDE WHILE CHARLOTTE (10) GIVES DAD ADAM A RIDE

A big thank-you to the behind the scenes Seaport staff who provided the floating docks, a tent, staffed the "Conrad" and ran the computers to check us all in. A special thanks to Sarah Clement, Waterfront Programs Administrator who guided us through all this starting last January and to Nick Parker who was so welcoming at the Seaport Boathouse Livery. Throughout the weekend, as well as before and after, fellow participants stepped up to assist to do the nuts and bolts work to make this all happen. The Club Dory handlers: Brian Cooper, the Blackwell family for delivery and John Hacunda for returning them to Mystic Shipyard East. To Matt McKenzie for leading the morning rows as well as filling in at the Booth and elsewhere. To the Booth sitters who were the faces and people who show-goers first met, then stayed to talk boats and learn about TSCA. Carl Kaufman anchored the booth to great acclaim which gave him the opportunity to tell the story of his Nick Shade designed Mystic River Wherry, suspended on supports alongside. Brian Cooper staffed the booth on Friday and helped set up the site and the beach. The Mystic Seaport Ship Modelers were gracious in sharing the use of

Australia Beach as were the Chesapeake Light Craft folks when doing their demos. To Sharon Brown for her photos. The list goes on because all who attended helped in significant ways, both materially and in spreading the word about TSCA.



STEVE MACK'S NEW HAVEN OYSTER SKIFF TAKES ADVANTAGE OF AN AFTERNOON BREEZE

What about next year? We look forward to continuing our close teamwork with WoodenBoat and Mystic Seaport Museum. We would like to publicize our standing invitation to staff and participants to join us nearly morning rows before starting their daily routines and perhaps join us in some late afternoon sails. The more small boats on the water the better. How about an after-judging splash for the "I Built It Myself" boats? Perhaps they could join us on a Sunday afternoon Parade out past the Lighthouse and back? Send us your ideas. See you next year.

This Month's Quotes:

"We don't have to be helpless consumers, when we can still be craftsmen." Roy Underhill
Or, as his wife Jane puts it, "He is either very self-reliant for very cheap - I can't decide which."

Fond memories of early Small Craft Workshops.

By Warren Sherburne

Dear Bill,

You asked for comments about past workshops. Attached are things that stand out in my memory. Hope you find them entertaining. Warren Sherburne

(The random insertion of photos is totally mine - Editor)



At the second workshop, Peter Van Dine brought two of his latest small boats, his 12' Sweet Pea and his 16' Marigold. These are single layer Fiberglas double ended dory types with ventilated rails and seats of teak. Super lightweight with floatation built in – the Sweet Pea under the seats in the ends and the Marigold in the double bottom. I fell in love with them and the next year I tracked them down and bought the Marigold for my father to use as a tender for his C & C 30 sloop. Apparently Peter has long arms because I had a problem reaching from the seat to where the oarlocks are placed. We found out that even though we got compliments on it, it was so light (65 pounds) it didn't tow well. In a following sea it would come surfing past the sloop with the danger of ramming us in our stern. After many years I sold it to a gentleman from Long Island.

Some years later I met Paul Ericson who brought his V-bottom plywood pulling boat 'Skal'. He later wrote an article published in 'WoodenBoat' magazine about it. He said it

was designed by Don Rosencrantz who had spent some time as a model maker for the design department of Elco. Paul had crafted some of the prettiest spoon bladed oars I had ever seen. They had spruce shafts with two-piece mahogany blades joined so that they formed a natural cupped shape. Paul said he took on the building of 'Skal' as a way to get to know his father better. The design was later used as a basis for two lengthened versions by Ken Bassett, a 19 footer he named 'Firefly' and a beautiful 22 foot double. Ken still sells plans for either of these.



Still later, Golden Era Boats of Noank showed up with a beautiful extreme Whitehall type pulling boat called The 'Stonington Pulling Boat'. It was 16 feet overall, slender, with plumb stem and beautiful wine glass transom, Fiberglass, with sliding seat, outriggers and teak trim. It was designed by Rob Pittaway, who at that time was semi-retired and consulting for the seaport. The original was glassed up with the chopper-gun method and weighed 120 pounds. Too much for me to cartop. But I had fallen in love again. The year I first encountered it at the workshop, it was raining on and off as so often was the case, I was wearing my brand-new dinghy-racing one-piece foul weather suit. Since I am somewhat broad without being tall, I had to get an XL size to be able to close it around my tummy.

Unfortunately, the manufacturers assume that all sailors are built like Tarzan, so the extremities were a bit long for me. The whole thing was bright orange and I looked like the Great Pumpkin. Anyway, I had the cuffs cinched tight over my rubber boots. The workshop was being held at the north green by the NYYC clubhouse that year. The pulling boat was on the grass and I was down on one of the floating docks trying to get a good photo of the boat along her shapely length. I kept backing up to get the right perspective and I backed right off the float. Down I went, but I caught myself with my elbows on the dock and saved the camera. When I climbed back up, the fancy foul weather gear had kept me totally dry.



The next year, Golden Era had a booth at the Boston Boat Show and they had a new model made with Kevlar and weighing only 65 pounds with a Piantedosi Row-wing drop-in monorail unit. That's when I bought it. I was living in a ground floor apartment with sliding glass doors and the pulling boat lived in my living room in front of the TV. I kept it for years putting many hundred miles on it and recently donated it to the Lake Sunapee Rowing Association. The design is still being marketed by the Alden Ocean Shell company with slight modifications.



At another early workshop, Pete Culler brought his very slim dory style pulling boat 'Otter'. Culler would row it around the river sitting bolt upright steady as the rock of Gibraltar. However it was truly an expert's boat and tippy as hell. I got to try it and spent a very nervous time in it. Somebody else with more muscle than brains took it out and gave a mighty heave on those super-light oars and broke one of the delicate outriggers. Pity.



Many of the early workshops were attended by Bart Hawthaway. At one, down at the south end by the Joseph Conrad, my dear friend, who attended most all of the workshops with me, got to try Bart's Greenland Kayak. He said he didn't realize how tippy it was and found himself upside down so quickly that the first thing that tipped him off was he was watching his glasses drifting towards the bottom of the river in front of his eyes. He did a wet-exit and swam back to the floats where Bart showed him how to empty the water out of the kayak by rocking it back and forth end to end upside-down on the edge of the dock. My friend also noted that at these workshops a person standing on the dock dripping, soaked head to toe

elicited no particular notice from other attendees. It was almost expected. I learned a lot from Bart by standing behind him on the dock and listening carefully as he bellowed at people out on the river. I am shy and didn't want to be pointed out to the whole workshop for doing something incorrectly. Later I figured out that there was no malice in his shouting. He really just wanted to see his favorite activity done properly.



I got to meet Myron Young from Long Island. Over the years, he built and brought several really nice boats. The first was built to seaport plans. It was the Herreschoff Pulling Boat. Myron added a waterski skeg to aid in tracking. The second was a lovely double-paddle canoe. He built into the stem a large stainless ring explaining that if someone put it bow first into something hard, he didn't want his boat to be the first to suffer. The third was a pulling boat to the Ken Bassett 'Liz' design. He later adapted this one to forward-facing rowing with articulated oars. This was beautiful to row out on the river but was murder to bring into the dock as everything was counter-intuitive to maneuvering the oars. It took a lot of very fast thinking.



On a side note about forward-facing rowing. At a WoodenBoat Show later, I saw a super example of fine engineering. Quietly displayed on the north green was a pulling boat with a forward-facing rig made of nicely machined blue anodized aluminum. With all internal gearing, not only did the set-up reverse the pull on the inboard part of the looms to the outboard shaft and oar blades, but it also allowed feathering of the oars correctly. Amazing! I

asked the guy at the display for more information. He said it was his brother who designed and made the prototype. He gave me a website to learn more. Unfortunately, the brother couldn't get enough interest to finance going into production and the website went defunct. Again, what a pity. But then, think of how many oarsmen there are in the general population and how many of them are interested in facing forward.

One year, a young fellow showed up with a lovely live steam powered radio controlled model tugboat about 3 ½ feet long which he proceeded to have tow him in a small kayak around the river.

Another early year, an enthusiastic gang from the Chesapeake Maritime Museum showed up with a Chesapeake Bay Log Canoe. They sailed it around in the river showing off its speed and how it was kept upright using movable planks set crosswise to hike out on. They eventually capsized it and then demonstrated how to right it again by pulling out the pole masts.

One year another young fellow who had taken the trouble to apprentice to a traditional boat builder in Japan to learn how barrel boats are made brought one he had made when he got back to the USA. He demonstrated how they are propelled by standing facing the direction you want to go and reverse sculling in front of you and pulling the boat up to the sculling oar.

Speaking of sculling, another fellow brought his self-built plywood double-ended dory painted grey and named 'Mocking Gull'. He had been doing much research into different forms of sculling and had developed several specialized sculling oars from yuloh styles to a



self-feathering oar. He wrote an extensive article published in *WoodenBoat Magazine*. A gentleman from the mid-west wrote me asking about single-oar propulsion. I explained about yulohs used in the far east and referred him to the movies *Shogun* and *Enter the Dragon*, both depicting excellent examples of yuloh propulsion. I also mentioned the *Mocking Gull* article and suggested he check into the annual sculling competition held in Nassau, Bahamas. All small boat propulsion in the Bahamas is done with a single oar.

After the workshop had moved to the Australia beach, someone brought a miniature skiff, obviously made for a child weighing less than 50 pounds. It was so well done that I had to have my friend kneel down and put his hand on one of the oars when I took its picture to prove its actual size – less than 5 feet long.

One of the innovations I picked up on along the way was on a small sailboat. Instead mast hoops or lacing to hold the sail to the mast, this person used carefully trimmed nylon cable ties. No binding going up or down, No maintenance.

Another great memory is an example of some really fancy seamanship. I watched a fellow bring Paul Erickson's *Skal* in to the dock with a cool maneuver. He aimed the boat stern first directly at the dock about two boat lengths off. Then he got some good stern way on and just before he was about to hit the dock, he gave a mighty pull on one oar and spun the boat a quarter turn and slid it sideways to just kiss the dock perfectly lined up beside the dock. I'll bet that took a lot of experience.

I have many prints of pictures I took at various workshops over the years of anything I found interesting – construction details, pretty boats,

occasionally, pretty girls. I'll have to scan them into my computer to get them in transmittable format. I hope you enjoyed these memories.

Warren Sherburne

(Warren couldn't make it down to this year's Workshop and these are only a smattering of the photos he sent - if of interest I will gladly further share - Editor)

Upcoming Events



Mark your Calendar for Saturday, September 17th for our annual Oar & Sail Outing. We will depart Peruzzotti Boat Launch at Burrows Ball Field at 10 am with a plan to return by 2 pm. A nice mid-day row/ sail in a breezy but flat water part of the Poquonnock River in behind Bushy Point. We will row under the Amtrak bridge and between the two old trolley line abutments alongside the airport. If sailing, there is a nice beach on the east side to stop and rig. Paddlers and rowers will continue on and be the first ones to the beach. 140 South Road, Groton, CT 06340. Visit <https://maps.groton-ct.gov/StockMaps/PERUZZOTTI.pdf>

Also listed on our [JGTSCA.org](https://www.jgtsc.org) Events Page:

Conquer the Current

Sat Aug 6th 8:30am - 12:30pm

67 Main St, Essex, CT 06426, USA [map](#)

August 6, 2022 - The Connecticut River Museum's 5th annual downriver paddle 9 mile racing regatta benefits the Museum's education programs. This is a One Way Race - Point A to Point B. Registrants must find their own rides to/from each location.

This fun race/ regatta is open to all non-motorized, safe, and seaworthy paddle craft including but not limited to: canoes, kayaks, stand up/ prone paddleboards, rowboats, surf skis, shells, currachs, OC's...

Date/ Times: August 6, 2022 8:30AM to ~12:30

Start- Eagle Landing State Park (Gazebo), 14 Little Meadow Rd, Haddam, CT 06438 Finish- In front of the Connecticut River Museum, 67 Main St, Essex, CT 06426

Registration Fees: \$60 per solo vessel, \$80 per multi-person vessel. For more info visit <https://ctrivermuseum.org/events/conquer-the-current-paddle-regatta-2022/>

For Sale:

Wooden Sailboat Rig: 36 ft. mast, 13 ft. boom and 7'3" jib boom. V. good condition. plus sails, long shaft British Seagull outboard and 17 ft. Old Town Canoe. Contact David at 781-861-8981, Lexington, MA. Original notice sent Ellie Czarnowski.

Rushton 15-1/2 ft Pulling Boat: Estimated build year around 1910's. Kept in shed for many years following a restoration in '86. Featherlap construction w/ all hardware, some broken

frames and loose fasteners in 2012 after acquisition. Condition good otherwise. Call Bryan Hammond 860-705-5458. Please leave voicemail.

Pittaway Fabric on Frame Double Paddle Canoe: Two separate owners, \$300 each. Contact Bill Rutherford for owner's contact information.

Sid Whelan Donates John Gardner Resolution to JGTSCA



Be it resolved that the Federal Boat Safety Act of 1971, as presently interpreted and implemented by the United States Coast Guard assisted by the Boat Safety Advisory Council, in the regulation of unpowered traditional small craft, namely classic rowboats, canoes and small sailboats, improperly restricts, impinges upon, and potentially endangers the rights of builders and users alike, and in consequence be it further resolved that we favor the amendment of this act to exempt aforesaid traditional small craft from arbitrary and unjustified regulations currently imposed under this Act, or inherent in it.

Approved unanimously by participants at the Guideboat Builders' Conference held January 24 - 26, 1975, at the Adirondack Museum, Blue Mountain Lake, New York.

A big Thank You to long time member Sid Whelan for donating the above framed resolution paired with a photograph by Rob Pittaway of a Guideboat on the St. Regis River. As it hangs in our clubhouse it will be a reminder of the reasons TSCA was established and the need for constant vigilance to keep the freedoms we have.

From the Side Deck:

The first adage is, "Never Leave the Boat". But if you do, make sure you can get back in again. Don't ask me how I know. A big thanks to Bill Mills who came by in his Peapod, dipped the rail and rolled me in, after a long time trying to leverage myself up and into the outboard (the transom step was too high) and swinging under the hull on a foot loop. Recommendation: now the the water is warmer, find a nice, shoaling beach, swim out to your boat and try to scramble aboard. Don't capsize the boat (it is amazing how much water they hold). Just try to get back in. Suffice it to say, my next purchase will be a short ladder with hooks on the ends to drop over the gunwale....and a lower step on the sailboat rudder....

Be safe out there while enjoying the dog days of Summer. Fair Winds, Bill & Karen