

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.jgt sca.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.

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> for a map of the Launch

Site and <https://portal.ct.gov/-/media/DEEP/Misplaced-Files/bluffpointpdf.pdf> for a map of the Poquonnock River as it winds alongside Bluff Point State Park on its way to Bushy Point Beach. Email [Bill Rutherford](mailto:Bill.Rutherford@ct.gov) for further information and/or let him know you are coming.

“Slipper” by Ian Clough

So there I was, putting sail away on the Catboat when this sleek, fast, lapstrake boat flashed by sporting a reefed lugsail. “Hi, Bill”, they called; It was Ian Clough and his girl friend out for a breezy Sunday afternoon sail. “Nice four sided sail” I shouted back as they disappeared up the harbor. I know Ian and his Dad, Doug, as Sunfish sailors in the Wednesday Night Race series. Ian, again, took home the Sunfish trophy so I was surprised to see him in a traditional lap strake boat sporting a lug sail. Particularly, since the week before I saw him single handing a skimming rocket of a boat that in addition to a jib, sported a spinnaker set from the cockpit (including a running bowsprit). I just had to find out more about that white lap strake streak that blew by me. What follows is our back and forth as Ian explained. (Ed.)



Ian’s first email: “My dad built it, I steal it. He did a good job. We’ve been meaning to build buy new spars for it, those are just a random old mast and cut down Sunfish sticks.”

“The design is an unofficial Chesapeake light craft skerry. The model is a Raid and it comes with no instructions. It’s available by special request. The changes are the deck and I believe it’s wider. My dad changed a few other details on it as well to meet his wants.”

My reply: “Yes! I thought I recognized it as a Skerry. Wonderful boat and the expedition model is such an improvement with its deck, stowage and centerboard! And if it did the 6000 mile

Great Loop, it sure can handle Fisher's Island Sound." And of course, I added: "A few notes, additional photos and included improvements would be welcome..."

To which Ian graciously replied, "The boat is a CLC Skerry Raid (Expedition Skerry). My Father built it to the plans for the most part and calls her "Slipper". He omitted the out-wales for cleaner look. The hull, inside and out was all fiber glassed with epoxy. The inside of the boat was hand painted with an Epifanes two part paint. The outside was all sprayed with Epifanes two part. The boat is set up primarily as a sailboat but retains the oar locks and you can uncomfortably sit on the center board trunk to row as needed. The bow chock is a sunfish grab handle."

"The boat is sporting a temporary rig that consists of Sunfish cast-off yard and boom on a mast cut down in size from a yard off the boat we built in high school. The plan has always been to buy a set of carbon spars from C-Tech but we've been too busy with other projects to complete this, and for the moment the spars on it are working just fine. The forward compartment is big enough to swallow four full size folding chairs and a few small bags. In the cockpit there is plenty of room for a pair of generous day bags. The rear compartment is big enough for two or three day packs. This boat has made many trips ferrying beach going sailors to and from Sandy Point and back over the last few years. Hopefully we finish it soon but at the moment it's been getting too much use. The boat sails well, but as you might expect, not super weathery, especially in light air. Once the wind picks up to 7 or 8 knots she comes into her own."

I've sent you a drop box link to additional photos."





Ian's photos were many, to which I replied, "Wow! What a well documented build! Thank you for sharing! And your description is spot on. My congratulations to you and your Dad.

We have some fellow "Lug-Nuts" in our group. Would you share a bit about the sail? Is it a CLC standard? It looks larger....We have some folks fooling around with lug sail shapes and sizes. What were your thoughts when "fitting the sail to the Sunfish spars"? Just curious.

Thanks again. A great example of the fun we can have with traditional shaped boats and modern materials!"

To which Ian replied, "The sail was purchased through CLC, they used a sailmaker in New York State that mailed it to us. We were super lazy and just used sunfish clips to attach the sail. I'd hand tie them if doing it again or on the final product. The head, throat, tack and clew all could use an additional tie to the yard and boom as they are only held on by their respective outhauls; that should help the shape. The halyard goes through mast head, through a loop on the yard and is then tied to the throat. This captures the yard as the halyard is tightened. This arrangement seems common on Goat Island skiffs, but two things I don't like, it tweaks the shape of the sail at the throat a bit and it leaves the yard very free as you raise it. I think tying it off to the yard would be a better arrangement. There is a choker set up from the mast to the



boom but this was just tossed on it and needs to be finalized. The choker in my limited experience is very important to upwind work and really changes the shape of the sail. I would like to work out a better arrangement than the current one for this important control line.

With regards to the Sunfish spars, they seem to work. There are two ways to cut a lug sail, one way for stiff spars and one way for flexible spars. How was this sail cut? Good question, but it seems to sail well on the Sunfish spars so the specifications we came up with for carbon fiber spars should we ever get around to buying them, was to match them for flexibility (we'll actually have to go down in diameter to match flexibility and still have a wall thickness that will not be excessively fragile).

There are my random thoughts for the evening.”

My over-wrought reply was, “Very interesting, Ian. Thank you for the level of detail!

This may be of interest: Doug Fowler who does the sails for CLC, recommended to Rod Johnstone when Rod was building his recent design “Cool Cat” in the same garage where he built the original J-24 was the following: "For lug rigs, support both ends of the top spar and hang half the sail area in pounds from where the mast will be and measure the deflections

along the spar every foot or so. Cut that curve in the top of the sail.” I would think that you’d want to add a little curve to the head of the sail as well, say an inch for every 3 feet of spar length located 1/3 of the way from the throat, but that’s just me....

But for the expense of carbon fiber spars, that sail you have sure looked good when you went flying by....

Thanks for the info. Appreciate it. I’ll include in the newsletter we are currently putting together. Look forward to seeing more of this boat in person. Fair Winds.”



Notes from the Avery Point Boathouse

by Matt McKenzie

News from the shop:

Aside from **Roberta's magnificent work on her shellback "Mouse"**, and **Phil Behney repairing and relaunching the club dory with a cracked floor**, the shop seems to have been pretty quiet. Last week, however, Phil received word from his Avery Point intelligence network that there was activity at the shop. It turns out, **Ian, Cookie, Johann (prospective member), and Matt got together there to catch-up after the summer, to get Susan Holland up onto her rack, and clean up the wood racks and the horror-hole at the back of the shop.** All were accomplished with significant sweat, but only restrained profanity.

Looking forward, the shop will be busy again this fall. **Matt plans to hold "shop hours" for Avery Point students, as well as any and all interested, from 2-4pm after his classes on Tuesdays and Thursdays.** There is also discussion of resuming **Friday afternoon shop sessions should a project present itself.**

On **one Thursday in early October** yet to be determined, local neighbor and **UCONN Professor of Asian History, Alexis Dudden will be bringing her students around to get them on the water.** With numbers around 25, Matt will likely bring over the two club dories from Mystic, as well as White Dory, to help facilitate short rows at the Avery Point Beach.

We also have **some projects pending:**

- **Dan Nelson wants to begin a CLC Nesting Pram** after next June's WoodenBoat Show/ Small Craft Workshop: he has dibs on a berth for that starting after WoodenBoat.
- **Ian Bradley has been threatening to apply for a Gardner Grant to build of a sailing canoe, but Matt STILL AWAITS** Ian's plans/proposal as of this writing. Harrumph!
- **Dan also mentioned a rescued Cape Dory 10** that might want restoration
- As an exercise for students in lieu of an ongoing project, **Matt will loft out on paper (or try to) a Dion Dory from Gardner's Dory Book.**
- Finally, Matt will be spearheading the **rebuilding of the shop's front steps and the procuring and installation of replacement windows to complete the building overhaul** from last spring. With a shift in facilities leadership at Avery Point, he wants to hold off until that relationship is secure before moving ahead.

We have space this fall for projects, so please let Matt know if you want a berth.

At the Mystic Seaport Museum Boat Livery

Summer is for Sailing, right? This summer the crew at the Mystic Seaport Museum Boat Livery put the finishing touches on a few of the oar and sail boats, rigged them and took them sailing. Come try one yourself! With admission they are available for free. Choose from either of two Beetle Cats, a 15 ft. Fisher Cat , or one of the rowing/sailing dories. One end of the docks is reserved for sailing dories; come by and do some “comparison sailing” and choose your favorite. Act soon; they go to a weekend only schedule starting next week...



VOLUNTEERS STEVE TELSEY (AT THE HELM) AND JOHN MALMROS ON THE FIRST SAIL (THANKS TO JIM MORROW FOR THE PHOTO)

The big news is the relaunching of “Sandy Ford”, the replica Woods Hole Spritsail boat that has been a-rebuilding for the last 4 or 5 years. He followed Walter Ansel to WoodenBoat School a number of times, received new oak coaming by our Shipwrights and relaunched with fanfare to re-enter the Boathouse fleet. Woods Hole Spritsail boats were single or double handed fishing boats out of Woods Hole, Mass. (see our May 2016 “News” for details) which until 1940 had a low stone arch bridge over the entrance. This necessitated dipping the mast when entering or leaving, which is facilitated by a single collar forward to hold the mast which pivots in its step to coast under the bridge. Robert Baker of Newport researched the type in the 70’s, building a replica which is up in the Rossi Mill collection. Ours is a replica, in workboat finish but we could not bring ourselves to paint the brand new coaming so that is varnished. The rig is a peak spritsail with a loose foot which makes it a family-friendly livery boat.



Two of the oar and sail dories also took flight this summer: “Morsel”, John Gardner’s sailing version of a Chamberlain skiff (our “Raven”) and the “Alpha” Dory, a recently donated 21 ft. Beachcomber-Alpha John Gardner design (see Chapter 18 in the “Dory Book”). It has been a while since we sailed “Morsel” so it took a bit of searching to locate the rig and a bit if experimentation to put it all together. It worked fine...

STEVE TELSEY AND LARRY TYTLA ASSEMBLE “MORSEL’S” JIB AND BOOMED PEAK SPRIT RIG



The “Alpha” Dory was a bit more of a cipher since the rigging we have is different from that shown in the Dory Book but our “Rigger” Volunteer Steve Telsey, ably assisted by Volunteers Larry Tytia and John Malmros figured it all out, including the continuous line tiller system. These boats were the Lasers of their day, competitively raced north of the Cape in the 1890’s by a crew of two only to be replaced by Class boats after the turn of the century. A fine example of a workboat morphing into a pleasure boat.

BOATHOUSE SUPERVISOR NICK PARKER TAKES HER FOR HER FIRST SAIL

News from National:

We have a new Treasurer! Welcome to **Patrick Mertaugh** of Choptank Boatworks in Preston Maryland. Our local Member **Bill Meier** served in that position for over ten years. Thank you, Bill, for your years of service. Not only did you usher us into the computer age with your reports but showed us trends, kept our Non-Profit designation safe and still found time to build beautiful boats and be involved locally. We look forward to seeing more of you on the water.

Our National TSCA mailbox is here in Mystic (we started here, right?). Andy Strode picked up the mail for years (thank you, Andy, for that and much more over the years). Bill Meier then volunteered to pick up the mail himself, which basically involves visiting the mailbox once or twice a week, sorting membership renewals to send to Chapter Coordinator John Weiss in Seattle and business info to our Treasurer. **We could use a person to volunteer to pick up and sort the mail.** Please consider this opportunity to serve National. Let me (Bill Rutherford) know if interested. Thanks.

Three separate attachments from National accompany this Newsletter to your mailbox: July's Final National Council and Officer's Meeting Minutes and August's Draft. Our next meeting (on Zoom) is Wednesday, September 21st at 8 pm EST. Let me (Bill Rutherford) know if interested in attending and I will share the Zoom link. The third attachment is John Weiss' Annual Report on TSCA Membership & Activities. The numbers are all there but one in particular to share: our **Membership in 2022**, bouncing back up from Covid, **is currently 965 Members**, very close to our highest ever. Keep spreading the word.

And this from our friends up in the Cape Cod Chapter:



Quotes of the Month:

“The more boats you build, the less lumpy they get.” Pete Culler

“So, you’re making your first boat. Paint a dark color.” John England

View from the Side Deck:

On this sunny late summer afternoon the ferries are accompanied by a fleet of sail. Hope you are one of them. Please remember our **Oar/Row/Sail gathering 10 am September 17th** at Burrows Field/Peruzzotti Boat Launch to enjoy the smooth but breezy water behind Bushy Point at the mouth of the mighty Poquonnock River. And please consider **volunteering to pick up our National TSCA mail** at the Mystic postoffice.

Enjoy the last week of summer! Keep those cards and letters coming, folks...

Bill & Karen Rutherford

We leave you with this beautiful **photograph by Member Sharon Brown:**



Stonington Harbor, an excellent place to sail for traditional and modern small craft, Peter Vermilya in the classic Beetle Cat POUSETTE and NESS students having a blast in the latest, a Hartley 12 (Sharon Brown Photograph).