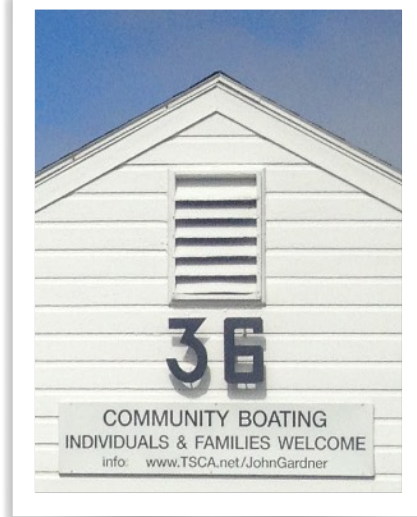


JGTSCA



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

Upcoming Gatherings: Friday evenings at our Community Boathouse for Hands-on Boat Building & Repair. Holiday Potluck details forthcoming. Ditto next Quarterly Meeting. Solstice Row on the Mystic River Friday 12/20 at 3 pm at the Stafford Street put-in; Watch website www.jgtsc.org/events for updates.

Rowing and Sailing gatherings occur during 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

The Fall Colors Row/Paddle



The colors were nice, the sky was partly cloudy, the breeze was puffy and provided showers of leaves and acorns.

Attendance was Dan, Kate and our friend from Boston, Karin.

A beautiful day. Dan and Kate Nelson

Upcoming Events:

Thank you John Hacunda for maintaining our Website! Visit often - keep up to date.

- * **Friday Evening Gatherings at the Avery Point Boathouse 5 pm to 7:30 pm:** Work on individual boats and Maintenance on Club Dorries - and help Aiden complete his rehab of an original John Gardner built dory. Coordinate with Phil Behney, John Unverzagt and Matt Mckenzie
- * **December Potluck** - Watch <http://www.jgtzca.org/events.html> for details: Ian & Ellie are arranging.
- * **Next Quarterly John Gardner Chapter Meeting** - Watch the website for details; could be combined with our December Potluck.
- * **Solstice Row:** Our Annual Solstice Row on the Mystic River is currently planned for Friday December 20th at 3 pm at the Stafford Street put-in where we keep our dories alongside a garage. Watch website www.jgtzca.org/events for updates.

Have an idea for a Row, Sail or an interesting place to visit? Contact Phil Behney flipbeh@gmail.com Ian Bradley at iggbradley@gmail.com or Matt McKenzie at matthew.mckenzie@uconn.edu to set up a row or interesting day trip and add it to our website's upcoming events.

News



This report from Phil Behney on our participation on UCONN's second annual Messabout: "As part of the outreach efforts of the [Connecticut National Estuarine Research Reserve](#), Messing About in Boats was made possible through collaboration with [Connecticut Sea Grant](#), Project Oceanology, The John Gardner Chapter of the Traditional Small Craft Association, New London Currach Rowers, UConn Department of Marine Sciences, [UConn Avery Point's Waterfront Program](#), and UConn Avery Point campus.

Here is the link to UCONN's article. We are mentioned as well as pictures from John Hacunda"

[A Second Year of Messing About in Boats at Avery Point - UConn Today](#)

Their website: <https://estuarineresearchreserve.center.uconn.edu>

Follow UCONN's Sea Grant's gatherings and excursions!

Lead Article:

Old School Lug Rigs by John Gearing

There is an old saying that goes “if you want a new idea, read an old book.” With that thought in mind, consider some of the material in Dixon Kemp's 1878 edition of “A Manual of Yacht and Boat Sailing.” Kemp found the lugsail to be most in favor for rowing and sailing boats up to 20 feet LOA, and devoted many pages to them, among which one finds the following:

Tiller as mizzen boomkin: W. Baden-Powell (elder brother of the founder of the Boy Scouts) suggested that for small boats with lug rigs, if the tiller were extended aft for two feet beyond the rudder stock and used as a boomkin for a small mizzen sail, putting the helm over when tacking would sheet the mizzen to weather, where the wind would swing the stern to leeward and rotate the boat quickly onto the new tack.

A handy rule of thumb for calculating lugsail area: multiply the length of the sail from the tack to the peak earring by the length from the clew to the weather earring (“throat” in modern usage). Dividing the result by 2 gives a close approximation of the sail area.

Sizing lugsails: Kemp's observations of the wide range of small boats with lug rigs found that their sail areas were generally in proportion to their LOA x Beam, and ranged from about 1.0 to 4.0. He gives an example of a “cruising” gig of 17' LOA and 5' 6” beam (resulting in 93.6 square feet) carrying 90 square feet of canvas, while a racing boat of 14' LOA and 5' 3” might carry 180 square feet of sail.

On mast length, sail shape, and slinging the yard of a lugsail: Mast length according to Kemp was largely driven by the shape of the lugsail. Rather than the flat-headed sails common today, round-headed sails, cut to a convex curve, were standard in Kemp's day. When bent to the yard, the “roundness” caused the sail to be flatter, and induced a slight, visually pleasing, curve to the yard. Kemp advised that yards slung close to their mid points should have a great deal of roundness and peak in their sails. Flat-headed sails on yards slung lower than their amidships point often have a tendency to sag to leeward. Kemp using high peaked, well-rounded sails, with the yard slung at a point 1/10 the yard's overall length from the yard's mid-point.

A lugsail's “balance”: Kemp advised that for a balanced lug rig, only about 1/7 the foot of the sail should be forward of the mast. Greater amounts can lead to the boat refusing to come into the wind and spill the sail in response to a squall.

The “Split Lug”: This is a lugsail in two parts. That part of the sail before the mast (as in the balanced lug) is a separate piece of canvas, and is sheeted like a foresail. The remainder of the sail works like a standing lug.

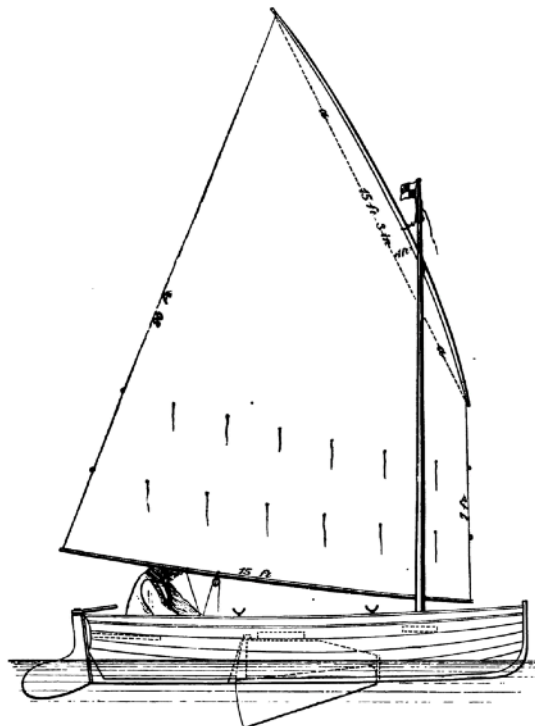
The “Sprit-Gunter” rig: While Kemp discounted the sliding gunter rig, arguing that this rig cannot match the balanced lug in terms of handiness, spar weight, safety, and overall effectiveness, his book devotes several pages to a discussion of the hybrid “sprit-gunter” rig advocated by W. Baden-Powell. Baden-Powell's goal was a cruising rig for small craft that combined a tall sail with a short mast for going under bridges, less weight aloft when reefed, and spars that fit inside the boat. Plate VIII and its accompanying description provide details of this innovative rig. To picture the rig, first imagine a typical sliding gunter set-up with mast and top-mast. Now, imagine a sprit that extends from just below the top-mast fitting to the peak of the sail. There is no snotter used. Rather, another metal fitting, similar to a gooseneck, secures the lower end of the sprit. This set-up yields a larger, taller, sail than the

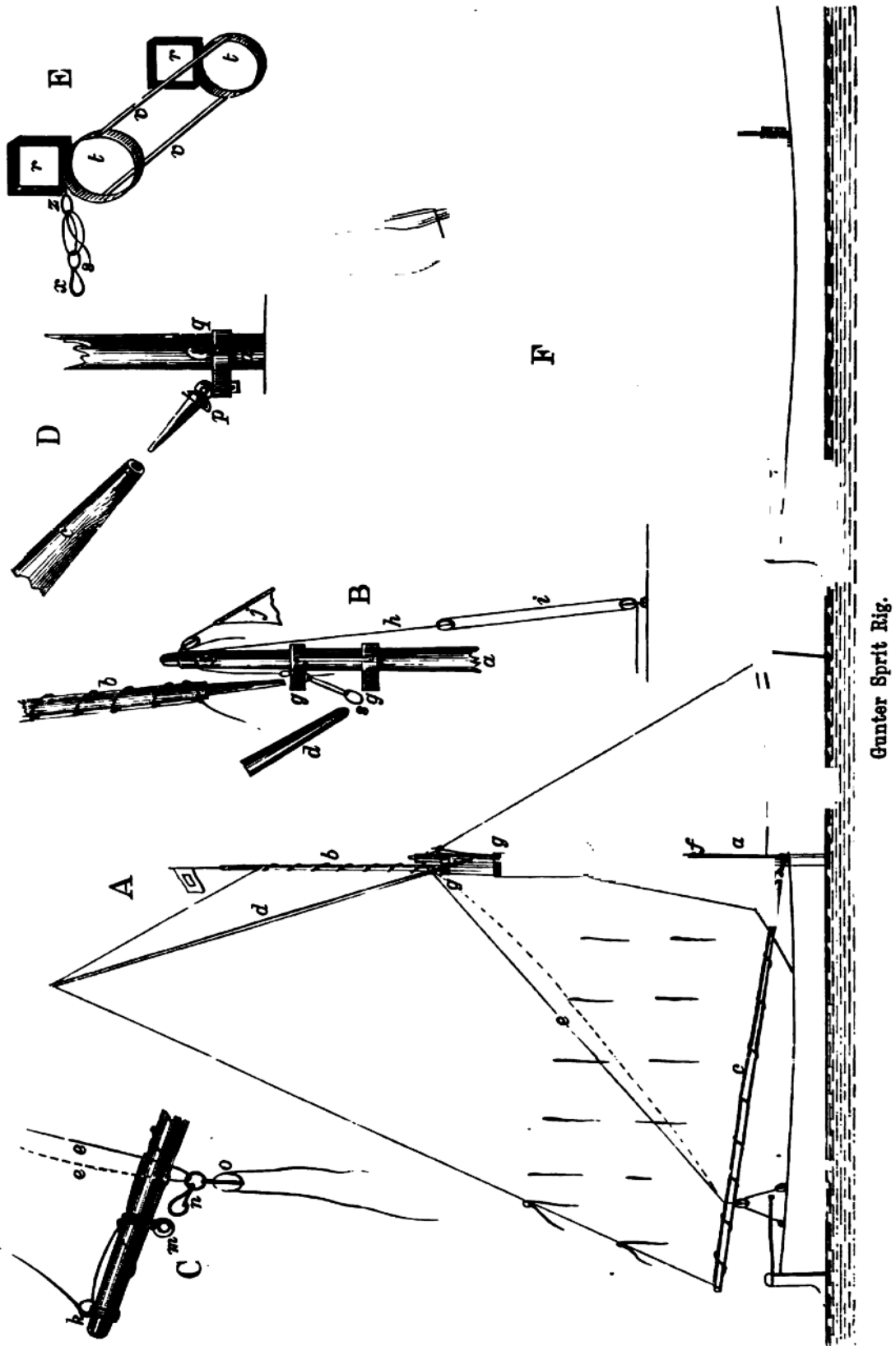
plain gunter rig could accommodate, yet avoids the long sprit that would be required in a straight sprit rig.

The Dipping Lug: Dismissed by Kemp as being old-fashioned, dangerous, and unsuitable for small craft, the dipping lug's sail is set to leeward of the mast, while its tack is fastened to the stem or to a point on the weather bow. To change tack traditionally required that the sail be lowered so that the spars could be shifted to the new leeward side of the mast and the tack re-fastened. Kemp described a proposal aimed at making dipping easier and faster by use of a topping line made fast to the yard at the throat, and a tripping line leading to the tack, with a sketch provided, but he preferred the balanced lug as no dipping was required. Prolific French small-boat designer Francois Vivier provides a discussion of different rigs on his website, in relation to his experience owning and sailing his Youkou-Lili design, a hybrid of a Swampscott dory and an oselvar. Vivier reports that he tried a sprit sail sloop rig, a standing lug sail, and a dipping lug on Youkou-Lili. He found the dipping lug to be the best performing of the three due to the sail always standing clear of the mast. As for dipping, he reports that it "can be done within seconds with practice." The building instruction for the dipping lug version of Youkou-Lili describes using two tack lines (one on either bow), and describe in detail how to come about quickly, raising the tantalizing possibility that adding the topping line described by Kemp might be a further improvement.

The foregoing are just a few of the many "new" ideas that may be found in Kemp's "old" book. It is freely available as a Google book, and on the Internet Archive. Might not a few of them be of use to today's traditional small craft sailors? John Gearing

A Balanced Lug:





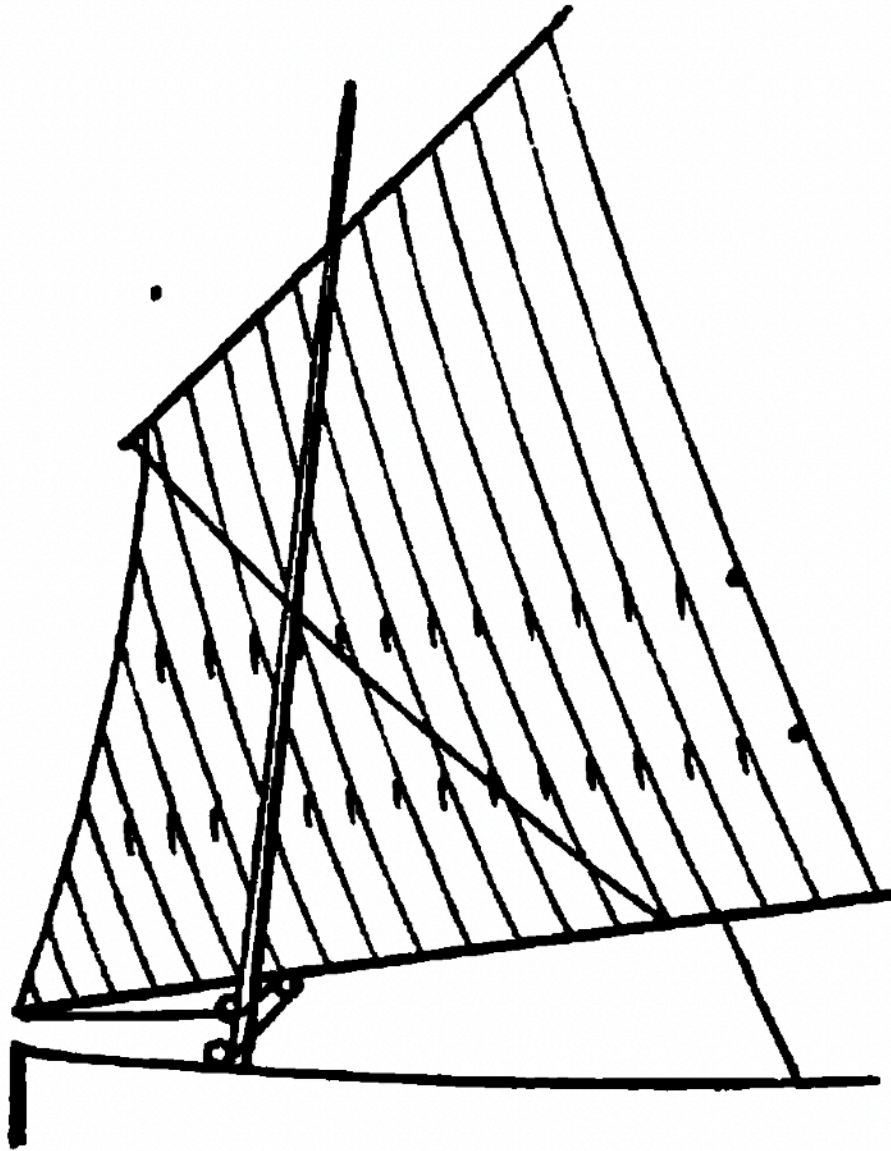


FIG. 107.

A proposed method for tacking a dipping lug rig without the need to lower sail. This utilizes a topping line and tripping line. The illustration shows the tripping line leading aft through a system of blocks, ostensibly to allow the tack to be drawn aft of the mast so that it may be shifted to the other side of mast when coming about. I confess I find it difficult to understand, looking at the illustration, how this arrangement of blocks would work to meet the goal. Also, while a dipping lug's tack is sheeted either to the stem or to the weather bow, this illustration shows no provision for sheeting the tack.

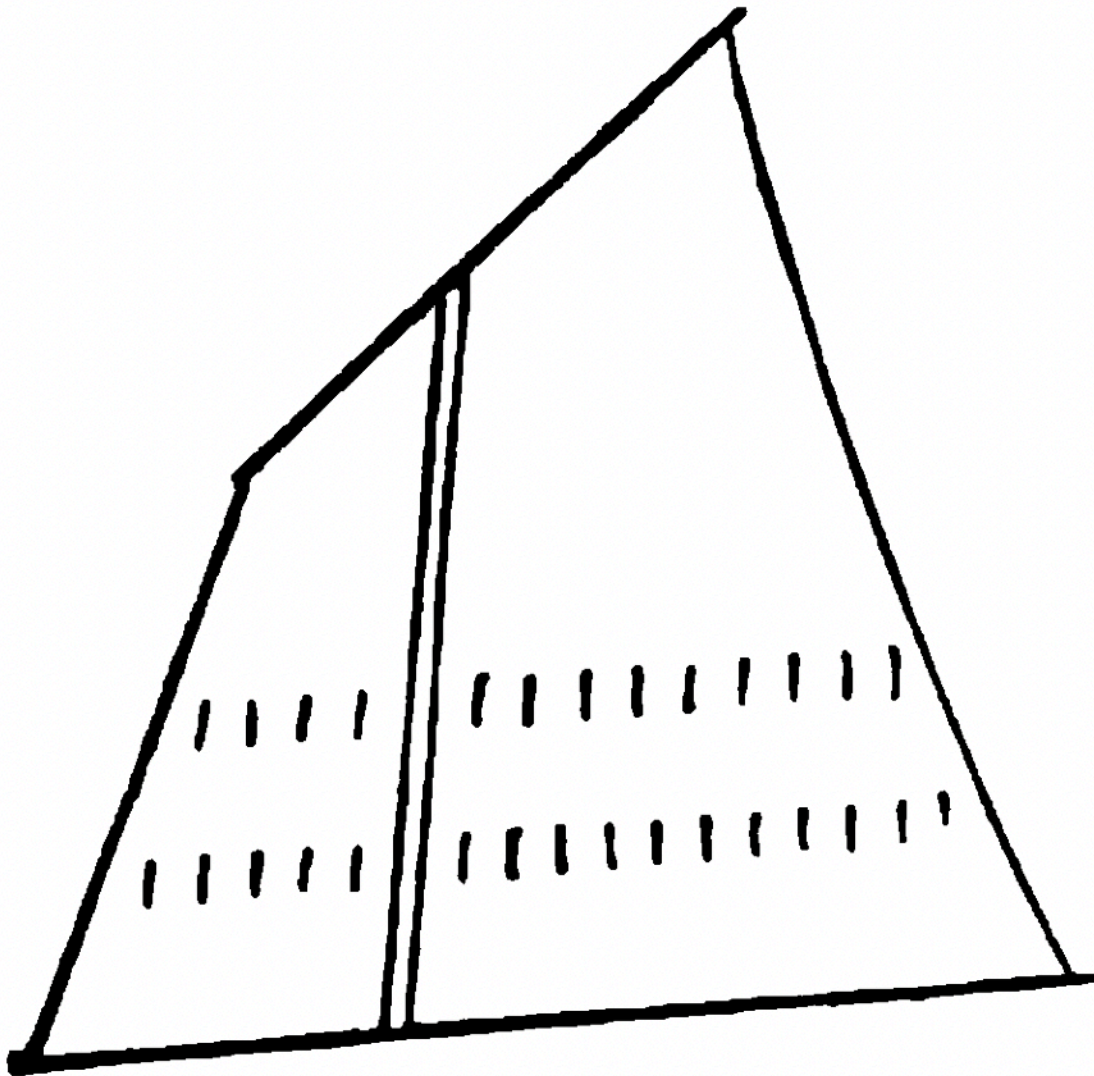


FIG. 119.

Illustration of a “split lug.” This involves a lug sail in two parts. The part before the mast is sheeted as a foresail.

Thanks to John for researching and sorting through all the arcane technical language and then transmitting it via modern electronics, all the while confined to his couch nursing a swollen knee. Oh, and Google meanwhile fighting off a cyber attack...Thanks for a great effort. John's is a fine example of efforts put forth on behalf of the Chapter while operating remotely. (Where exactly is Niskayuna, New York, anyway?). See you next JG Workshop, John, if not sooner. (Ed.)

Avery Point Boathouse

The Gardner Dory's Return! This just in from Matt McKenzie: “Hi All, Aidan has finally finished up all that pesky “I need to establish my life’s career” nonsense and was hoping to get back to the truly important matters: finishing and launching his Gardner dory (law school applications, I mean really—how hard can they be?).

He and I spoke and he was hoping to get it into the shop for us to help him “get ‘er dun” in a month or two. I know we have some work on the club dories to finish, but I have not heard anyone else asking for shop space (but correct me if I am forgetting).

My committee work for the semester is wrapping up so I am more available to help with those efforts now. And we need to make the Susan Holland’s berth more manageable (I would like to see her stored upside down on rolling saw horses under where she used to live, so that she would be easier to roll out and use).

Would mid-December be a reasonable time for us to finish up on the club dories done with some extra help? Can some of the work be handed off to me so I can maybe loop some students into the projects during the school days? That had worked in the past.

How does all this sound?” Contact matthew.mckenzie@uconn.edu or Dan Nelson dkenelson@att.net

Mystic Seaport Boat Livery



Boathouse Volunteers and Staff celebrated with an end of season sail on the Museum’s recently rebuilt New Haven Sharpie. There was a bit of a breeze - note almost everyone heading to the high side. One report: “She really accelerates in the gusts”

It’s not all putty and paint; we volunteers take breaks as well. Contact Mary Kohler, Volunteer Services Manager and join: mary.koehler@mysticseaport.org or <https://mysticseaport.org/join-old/communities/volunteers/become-a-volunteer/>

Quotes

Got time for a couple quotes? How about the German saying: “God loves a little unevenness but not much.” [Gott liebt ein wenig Schief, aber nicht viel or similar words.] from carver and historical furniture builder Peter Follansbee.

And Woodworker Gary Rogowski writes, “But when I practice, when I forgive myself for being human, I can return to the work so much faster. Perfection kills the spirit. It makes me suffer when instead I should be happy for this work.”

Recent Meeting Minutes:

John Gardner Chapter of CA

Quarterly Business Meeting

October 6, 2024

President Ian Bradley called the meeting to order 1:16PM

Members present: Ian Bradley, Philip Behney, John Hacunda, Peter Vermilya and guest speaker Arnold Chester

1. Secretary's Report:
 - a. The Minutes for the last Business Meeting on July 7, 2024, were accepted unanimously without further comment.
2. Old Business:
 - a. Club dories:

Phil Behney reported that good progress was being made on reconditioning the dories. John Unverzagt has been heavily involved and his efforts are most appreciated. One dory is in the shop, two more await attention.
 - b. "Messin About in Boats"

On September 13th UConn & CT NERR(National Estuary Research Reserve) held the event "Messing About In Boats" on its Avery Point campus.

Phil Behney, Ian Bradley, Ellie Czarnowski, John Hacunda, Matthew McKenzie, and new member James Weitlauf were involved in helping attendees learn to row.

JGTSCA received good exposure in local newspapers for its participation which was much appreciated both by the individual participants and by UCONN.

Fuller coverage of this event will be in the upcoming JGTSCA Newsletter.

3. New Business

a. Pawcatuck River Fall Foliage Row

- i. Dan Nelson will lead the Fall Foliage Row on the Pawcatuck River again this year. Saturday October 26th, with the 27th as a rain date. Put in time is 10am. If both days are rained out, then the row will be on the following weekend, which day to be determined by the weather. (providing we still have some leaves).

Meet at the Bradford Boat Launch in Bradford, RI.

b. Mystic Boat Rack

- i. Phil Behney reported that the JGTSCA boat rack next to Mystic Shipyard East (Stafford Street) needed to be either replaced or rebuilt. The location gives good rowing access to Mystic, Noank, or Stonington. It also is the take off point for the Solstice Row.

c. Solstice Row

- i. Phil Behney will lead this year's Solstice Row on the Mystic River. Tentative plans include launching Friday evening, 12/20/24, at the Stafford Street site at 3 or 4pm or the following Sunday morning, 12/22/24, at 8 or 9am. Meet at the put-in at the east end of Stafford Street in Mystic. See the JGTSCA Newsletter and website for further information as it unfolds.

d. December Meeting

- i. Ian Bradley and Ellie Czarnowski are working on a final location for the December Potluck. Further information to follow in the Newsletter and Website

4. The Meeting was adjourned at 1:50.

Respectfully submitted,

Peter Vermilya, JGTSCA Secretary

The Latest on our Website:

Scuttlebutt News: (Click “More” on the top far right on the Home screen)

The Biscayne 22: Arnold Chester described his experience building the Biscayne 22 at a the Sunday, October 6th Quarterly meeting of the John Gardner Chapter of the Traditional Small Craft Association.



The Biscayne 22 is a classic mahogany runabout. Plans are available from Glen-L: <https://www.glen-l.com/Biscayne-22/products/726/>

Thank you John Hacunda for the photos and report.

Mystic Seaport Museum Activities



Fall Lecture Series: Maritime Makers

Two lectures remain in this three-part lecture series that explores captivating stories of maritime experiences brought to life via the imaginations of skilled artists and makers. Learn [more](#).

November 14 | 7:00 p.m.

“Creating a Dugout Canoe: Entwining Cultural Traditions and Rituals” with Sika Foyer

December 12 | 7:00 p.m.

- “The Survival of CIRRUS: A Maine Icon Reaches Home” with Thomas Townsend and Ken Murphy

Newfoundland Dog Training

Saturday, November 9 | 10:00 a.m.–3:00 p.m.

Indigenous Art Fair

Saturday, November 16 | 10:00 a.m.–4:00 p.m.

Wood Carving: Incise Letter Carving

Monday, November 18 | 5:30–7:30 p.m.

Letter Press Paper Crafts: Holiday Cards

Saturday, November 30 or December 14 | 12:30–3:30 p.m.

Lantern Light Village



DECEMBER 6, 7, 13, 14, 20, 21, and 22

Community Carol Sing



Mark your calendars - The 77th Annual Community Carol Sing will be December 22nd which usually starts at 2 pm.

Museum Hours:

Late Fall Schedule: November 4–December 29

Full Museum Open Thursday–Sunday; Exhibits open 10:00 a.m.–4:00 p.m.; Grounds close 5:00 p.m.

- Exhibition Galleries
- Whaleship *Charles W. Morgan*
- Seaport Village
- Henry B. du Pont Preservation Shipyard

Special holiday hours: December 30–31 and January 2–5 (CLOSED January 1)

Full Museum Open Daily. Exhibits open 10:00 a.m.–4:00 p.m.; Grounds close 5:00 p.m.

- Exhibition Galleries
- Whaleship *Charles W. Morgan*
- Seaport Village
- Henry B. du Pont Preservation Shipyard

Mystic Seaport Ship Modelers:

October 14th Meeting Notes: We had a great meeting with 15 members and two new people in attendance. (see attached photos). This was our last day downstairs in the John Gardner Building. It was a great summer of showing off our models, meeting and talking to hundreds of visitors and we even managed to run some of the RC models on the water. Just a quick recap we had the room open 92 days between May 11 and October 6 for about 590 hours. We also supported the Wooden Boat Show, The Sea Glass Festival, The Antique Engine Show and the Antique Car Show. Thanks to everyone that provided models and staffed the John Gardner Building. We had over 100 models on display for most of the summer.

Our next meeting will be held on November 9th at 10 am, in the John Gardner Building, upstairs. Gene McNatt

From the Mailbag



•Eric Speth's report w/ photo of CT Estuary outing via email 9/9/24:
Good Morning Bill

Thank you again for sharing the paddle invitation on the Connecticut River. Friday Sept 6th I enjoyed exploring by kayak the marshes and estuarine area of the river. It was a beautiful afternoon, and the paddle was led by a very knowledgeable guide and staff of the Connecticut Sea Grant and Connecticut National Estuarine Research Reserve. Attached is a photo of the group paddling through a narrow section of the marsh.

Regards, Eric

Captain of the Susan Constant,
Jamestown, VA

Currently in Mystic Seaport
Shipyards for refit...



Photos/Artwork

An early Holiday Card, courtesy of Karen Rutherford: Buy one at the Mystic Congregational Church Elegant Tea Thursday, Noon to 4 (opposite the roundabout by the Civil War Solder on East Main Street). Or copy and print this image on card stock and send to your friends...

Remember your Dues: Send \$15 to Ellie Czarnowski for

LOCAL CHAPTER JOHN GARDNER TSCA dues: Or Join & Renew Online www.JGTSCA.org or Mail to the following:

JGTSCA Treasurer

Community Boat Building #36

UCONN Avery Point Campus

1084 Shennecossett Road, Groton, CT 06340

\$35 for NATIONAL TSCA MEMBERSHIP (remember, they pay our event Insurance and mail us the magazine the "Ash Breeze") Join and Renew Online at www.tasca.net and receive a copy of the "Ash Breeze".

Advertisements

Boats for Sale:

Dane Rochelle's Dory: danerochelle@yahoo.com email for a series of photos.

Looking for a Home:

A Mystic Seaport designed Three plank canoe - in primo shape.. Simple, car top-able

A Rob Pittaway light weight skin on frame double paddle canoe. Early Winter special deal! If interested, email Bill Rutherford at smallcrafter@gmail.com View from the Side Deck

View from the Side Deck:

That's it for this issue, folks. Please send us your latest photos, adventures, ideas and suggestions. Look forward to seeing everyone as we gather for the Holidays.

Bill and Karen Rutherford at smallcrafter@gmail.com