

Mainsheet

Newsletter of the Delaware River Chapter, TSCA

December, 2006

Next Meeting: December 5
The Annual Christmas Party:
Café Gallery, 219 High Street,
Burlington, NJ. 7 PM start; 7:30 Dinner.
Phil Maynard's film, *Sandbaggers*, is to
be the presentation.

Please note the new location. Checks for \$30 per person
should be sent to Ron Gibbs, 107 Orchard Road, Paoli,
PA, 19301.

Directions from South Jersey: Interstate 295 to Exit 47B,
onto Route 541 North for three miles, Route 541 becomes
High Street in Burlington. Café Gallery is the last building
on the right.

From North Jersey: New Jersey Turnpike to Exit 5, turn
left on Route 541 North for four miles, becomes High
Street.

From NJ River Towns: Take Route 130 North to
Burlington, turn Left onto High Street from the left lane of
Route 130 (High Street is the second traffic light past
Liberty Toyota). Take High Street for four blocks.

From Shore Points: Take a Westbound highway to I-295
or I-195 to the NJ Turnpike and follow directions above.

From Philadelphia: take I-95 North to Exit 40 (Bristol).
Turn Right, onto Route 413-South, for 2.5 miles to the
Burlington-Bristol Bridge. After crossing the bridge, cross
the railroad tracks and turn left onto Broad Street. Take
Broad Street three blocks to the third traffic Light at High
Street. Turn Left onto High Street.

From Bucks County: Take I-95 South to Exit 40 (Bristol).
Follow Philadelphia Directions.

From northern and western suburbs: Take PA Turnpike-
East to NJ. Take Exit 6A to Route 130 South for 4 miles to
High Street.

(609) 386-6150

For anybody who is not worn out by our Chapter Christmas
dinner, the Philadelphia Wooden Boat Factory is having
their annual Christmas Party, Wednesday, December 13.

November Meeting

The November Meeting was well attended. The presenta-
tion was a lecture by Frank Stauss on the building of his
Adirondack Guideboat. He bought the kit at Mystic, during
the John Gardner Weekend, and brought it home on top of
his car in a long Sonotube. There were also several boxes
for ribs, seats, and other short parts. The decks and wales
were cherry; planking, red cedar; and ribs, laminated
spruce.



Frank mounted the building jig on casters so he could
move Mary's car and use the whole garage whenever she
wasn't looking. (You wouldn't want to get epoxy on the car.)
He built the boat upside down, bending the cedar strips
around molds.

Planking to the middle was easy, but then he began to
need to use stealers, to ease the bending, or the strips
would begin to explode as they were edge-set into position.
Frank had been forewarned by the builder's manual, and
with frequent telephone calls to the kit maker whenever
there was a crisis, he managed to make a beautiful boat.



Once planking was complete, Frank coated the outside with six-ounce fiberglass and three coats of epoxy before turning her over. Then he added the furniture and strengthening structure to the inside while the hull rested in slings. Three coats of epoxy on the inside kept the strips in place, but it would have been too hard to line the inside with fiberglass, because of all the ribs.

Frank said he was glad he made the Guideboat, but it was a lot of detail work. He isn't yet ready to do it again.

From the Meeting Minutes:

November 7: MASCF this year was wet, cold, and good. Pete Peters won the single sail division of the sailboat race in OBADIAH. Mike placed second in the three legged race (only three boats). Greg de Cowsky organized the chantey sing. It was lots of fun. Next year we need an audience.

Reelected to office were:

President Frank Stauss
Vice-president.....Pete Peters
Treasurer Ron Gibbs
Secretary Tom Etherington

Roger Allen and the Florida TSCA are building a fleet of strip plank Melonseeds. Materials cost, including trailer, \$3500. They recently built one out of builder's foam they bought at Home Depot.

The Pennsylvania Historical Commission has recently contracted for another Durham Boat, replica of the boats Washington used to cross the Delaware. They gave the job to a boatyard in Maine. If you feel the job should go to a local boatbuilder, write protests to the Commission and to local newspapers.

Chuck Sutherland reported he applied for a \$1000 grant from BOAT/US to print and distribute copies of his hypothermia pamphlet. The grant was applied for through the National TSCA and would be used to print 7500 copies which would be distributed by the 24 local chapters.

The Maurice River Row on October 21 went from the Causeway Bridge to Matt's Landing.

From front door-to-front door, the whole trip took close to 12 hours. Along the way they saw otters and the wreckage of the few dredge boats that are left.

Gypsy Journey

When I made the trip to view Jim McKelvey's Sharptown Barge, he mentioned that he also had a Bolger Gypsy that he would be willing to give to someone who could promise it a good home. I love that design and was pleased that Dave Soltesz said he wanted the boat.

Frank Stauss, Dave, and I drove down to Fairlee Creek on the Eastern Shore to pick it up. Tom Shephard is usual

company for such trips, but he was busy at work and couldn't get the time off. It was a good trip although everybody was sorry that Jim wasn't home so they could tour his shop. He has a lovely home right on the water with lots of boats and launch ramps that make any backyard builder very envious.



Hoisting the Gypsy on the trailer was a quick job. The boat is light and my trailer is already set up to carry a Gypsy. Dave bought us lunch on the way, and we made the trip without any problems. We even made tentative plans for a trip to Ireland to go sailing some day. One more boat goes to a good home.



Jenny and Andy have a New Project

Over a year ago, Steve Gensheimer, a friend, asked if we were interested in a wooden boat. He called it a knock-about, which pricked our interest. It turned out to be a B.B. Crowninshield Dark Harbor 17½. There were two problems. She was located on an island in Maine, and we were second in line to buy her.

As we were waiting for our chance at the boat, we decided to take the ferry to North Haven, in August 2005, to see her condition. The boat was tucked in an upper lot, behind a small shed with trees and undergrowth trying to consume her. A full restoration was clearly in order, but we couldn't help but be stricken by her graceful lines.



Even though the boat was not yet ours, we started to research turn of the century one-designs and their construction methods. In October, we heard the other interested party had decided to restore her. Disappointed, we began to debating the merits of building a knockabout from scratch.

In March 2006, Steve called with the news the first buyer had backed out and we were in the running again. Not hesitating, we said we would take her and began the lengthy planning process to determine how two people, with a rowhouse in Philadelphia and a small hatchback, could bring a 3500 pound boat back from a Maine Island.

Steve suggested we could rebuild the boat on land adjacent to his studio in Stockton, NJ and Tom Shephard started hunting for used flatbed trailers. In the meantime we bought six jackstands off of Craigslist. Finally settling on a stripped-down boat trailer, Andy cut one leg off of each stand, learned to weld plates to their feet, and attached the stands to the trailer. A coat of spray paint later, the trailer looked almost professional and we only needed an SUV to tow it.



After delicate negotiations between a truck rental company, the Maine State Ferry Service, and Foy Brown, owner of the boatyard on North Haven, we would settle on October 31 as a day to bring her off the island. We went out to North Haven to find the boat waiting in Foy's Travellift. She was quickly lowered onto the trailer, and strapped down while Jenny and her mother dismantled the winter cover.

Finished by twelve, we rushed to the ferry terminal and were able to squeeze onto the 12:30 ferry back to Rockland.



After a nine hour drive from Jenny's family home to Stockton, (during which time Andy didn't breathe) she arrived safely in her new home, having received the admiration and thumbs up from drivers along the way.



Durham Boat Controversy

The November 7 edition of the Burlington County Times announced that the Pennsylvania Historic Museum Commission made plans to build a new Durham Boat. These are the flat-bottomed, forty-foot freight boats that George Washington used to transport troops across the Delaware for his surprise attack on the Hessians at Trenton. "We would like to have another boat to add to the scope of the event and to be able to have more re-enactors," the paper quoted. That is fair enough, but Tom Shephard took exception to the announcement that the \$100,000 vessel would be built by Paul Rollins of York, Maine. Tom made the following reply:

I am disgusted to hear the Pennsylvania Historic Commission decided to build the new Durham Boat in Maine. As President of the Traditional Small Craft Association, nationally and locally, I am aware of a number of professional wooden boat builders in the tri-state area. Our wonderful Independence Seaport Museum at Penn's Landing has a working boatshop. The Philadelphia Wooden Boat Factory is a non-profit organization that works with inner city youth. Neither of these was approached to submit a proposal. The Historic Commission speaks of its work as educational; what better place to have our children educated than to have the boat built in a public place or local museum where the whole process can be incorporated into an educational experience. Local sawmills can cut local wood, and the boat doesn't have to be shipped down from Maine. Lastly, how does everybody feel about shipping tax dollars out-of-state? You "missed the boat" on this one.

In the shop

Wendy Byar has built two Tuckahoe Tens. Her boats must be short to fit the elevator.

New members:

John Friend with his Marsh Cat. Ian MacNeil has a new Duck Trap Wherry.



A collection of visual memories of Tom Jones was on display at the Buck Tavern wake in Corbin City, NJ

Goodbye to Tom Jones

Four years ago at a local library, *Low Resistance Boats* came to my attention. One particular boat caught my eye, the Tuckahoe Ten (above). She is a sweet looking little sailing craft with a unique set of design parameters. It was meant for a single person (who sits comfortably as in a kayak) and to be simple to rig and to sail. At a hull weight of forty pounds, she is easy to throw on top of a car. Construction is seam taped plywood with six panels. Tom described how he arrived at the lines by scrutinizing classic sailing dinghies, how to build her, how to rig her. And in the book he included photos, lines, construction drawings, and offsets! Here was everything to build her.

I read this section of the book several times, (many times) and started knocking together molds out of scrap ply and lumber. No expenditure except for a little time spent pleasantly. Once the molds were done, I thought I might as well set them up on a strongback and take a peek. Looking over the molds, I added a half inch to the mold spacing to provide for weight of my crew. The shape looked mighty good in three dimensions, so it was time to put down the money for plywood. I already had a suitable if somewhat small spritsail.



The boat went together in the basement and looked better all the time. I named her CHIP after a Little Golden Book. Chip and Dale steal Donald Duck's model sailboat to get to an island with an oak tree full of acorns. CHIP wasn't much bigger than the model boat.

CHIP performs as Tom promised. Skipper sits in the middle with the daggerboard trunk between his knees, leans back, and sails. Even with an undersized spritsail, she moves right along feeling far larger than she really is. No need to perch on the rail, sliding the ballast (butt) from side to port or starboard is all that is required. It only takes a few minutes to throw her up on the roof rack, throw the gear into the trunk, and reverse the process at the nearest body of water. *Wonderful!*



Encouraged by fellow members of the Delaware River TSCA, I wrote to Tom. I told him how much I enjoyed the boat, listed minor changes I had made, included some photos, and thanked him for the design. He replied with a very kind and informative letter. I was looking forward to meeting Tom at some TSCA event but am now saddened to hear of him crossing the bar. Let me wish Tom, as he wrote in the closing of his letter to me, Fair Winds.

Andy Anderson



Dear Mike,

I'm enclosing a letter Tom wrote to you the day before he died. He really enjoyed his new found friendship with you and Jean, and so do I. The rowboat offer for the auction still stands, of course.

Tom had recently begun giving things away, as if he knew that his time was up. He has an extensive boating library, and nothing would please me more than for you, and John, and Tom to come and take any books you'd like. It is what Tom wanted, and so do I.

Love, Carol

Dear Mike,

Enclosed is the piece you asked for, with tender attached. We hope to see you soon, with John Guidera, to have lunch, see boats, and exchange books.

We have a rowboat for the next TSCA auction. She was described in my first boat book, and we hardly used her. She was an experiment in tortured ply and has a chine above WL. 1/8 in door skins and Doug fir gunnels produced a boat 16' by 3½', weighing 41 lbs. She's always been stowed out of the weather. Colors are black outside, and grey inside. The few times I've used her, she tracked well at cruising speed but lacked directional stability when pressed. She has one thwart; she's hanging from the rafters in my shed, right-side up. A pair of 7' oars come with her. They're Doug fir with ply blades and are leathered.

(the letter was never signed...)



John Guidera and Ed Bixby, two owners of Tom Jones' boats attend Tom's wake at Buck Tavern.

Mike,

Readers of *New Plywood Boats* will know of the melonseed that Tom Jones built for me in 1997. It is with great sadness I learned that he died of natural causes October 20, at age 72.

I first met Tom and Carol at a meeting of the Bayshore Discovery Project, in the fall of 1996 when they gave a presentation of their most-recent transatlantic passages to Portugal in one of Tom's catamarans. I mentioned I was interested in having a Melonseed built.

Within three days he mailed me a commissioning proposal, which I immediately accepted. It allowed Tom to build the boat over a year period sandwiched into travel made possible by Carol's sabbatical from her teaching job, and it

allowed me to space out the cost. Tom worked closely with me deferring to my wishes. I trusted him completely to build me a great boat, and he far exceeded my expectations.

I didn't realize at the time, but I was also getting a dear friendship, in Tom and Carol. I will miss Tom, and the chance to talk sailing. Gloria and I will continue to value Carol's friendship.

John Guidera

Boats and Gear for Sale

1970 Laser: \$700
1970 O'Day Daysailer: \$850
13' wood skiff w / 9.9hp Merc: \$1850
South Coast Seacraft 22: \$700
W / 9.9 hp Merc (4-stroke)
Mad River Explorer Canoe: \$200
Oldtown Pack Canoe: \$350
Whisp w / sail rig: \$2500
Force 5 & Sunfish hulls: Free

Contact: Jud Vogdes, (215) 568-7015, (856) 428-3716 or jfv3835@hotmail.com

Longtime loyal and active member, former President of the DV-TSCA, Ron Gryn is moving to Florida and is keen to sell an immaculate 1987 Capri 18, beam 7'7", draft 2'4", displacement 1500 pounds. This is a great big little boat that sails well and is very forgiving; a fine starter boat. Interior sleeps 2 adults and 2 children. Closed cell foam is laid throughout so she is non-sinking in case of capsize or other emergency. She is fully equipped and located at Lake Nockamixon. He is asking \$4995. For a flyer with complete details contact 215 348 9433.

In addition to the Capri 18 Ron is selling:

Maine Lobster Trap with glass top coffee table.
Sword Fishing harpoon.
19 ft Granta two man folding kayak with sailing rig.
Rubberized canvas over laminated ash frame.
13 ft Eastwind Sloop and trailer.
Six Hour canoe built of 6 mil okoume.

For full details boatmanron@verizon.net.

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Monthly Newsletter of the
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