

The Ash Breeze

Journal of the Traditional Small Craft Association

Teaching Middle Schoolers to Build Boats

IN THIS ISSUE

Haven 12½ - is the boat
building me?

Sam Manning, Marine
Illustrator

Summer Event Recaps



VOLUME 39, Number 3 • Fall 2018 • \$4.00



The Ash Breeze (ISSN 1554-5016) is the quarterly journal of the Traditional Small Craft Association, Inc. It is published at Mariner Media, Inc., 131 West 21st Street, Buena Vista, VA 24416.

Communications concerning membership or mailings should be addressed to: PO Box 350, Mystic, CT 06355. www.tasca.net

Volume 39, Number 3

Editor:

Andy Wolfe

andy@marinermedia.com

Editors Emeriti:

Richard S. Kolin

Sam & Marty King

David & Katherine Cockey

Ralph Notaristefano

Ken Steinmetz

John Stratton

Dan Drath

Ned Asplundh

The Traditional Small Craft Association, Inc. is a nonprofit, tax-exempt educational organization that works to preserve and continue the living traditions, skills, lore, and legends surrounding working and pleasure watercraft with origins that predate the marine gasoline engine. We encourage the design, construction, and use of these boats, and we embrace contemporary variants and adaptations of traditional designs.

TSCA is an enjoyable yet practical link among users, designers, builders, restorers, historians, government, and maritime institutions.

©2018 by The Traditional Small Craft Association, Inc.

TAB Layout Design: Karen Bowen

Cover ©Andrew Wolfe

Sailing into the fog, NIP is a Caledonia yawl designed by Iain Oughtred, 19'6" LOA, and owned by Peter Gottlund of Kuntztown, PA. It was built by Geoff Kerr of Two Daughters Boatworks.

President's Message

Steve Brookman



With apologies to Mr. Dickens, I'll open with saying I think these are the best of times for our organization. There isn't a lot of good news in the world these days, but for the TSCA, we're doing quite well, thank you. Earlier this summer, we surpassed the 1,000 mark for national members, and Facebook followers are growing, with over 3,800 members. We should be pleased by the level of enthusiasm as demonstrated by our recent council election. In most years, the election is a formality, with three volunteering to fill the three open positions. This year we had eight candidates! Thanks to all who offered to serve and hope you will join the council next year. I'd like to congratulate and welcome aboard our three new National Council members: David Wyman, Downeast Chapter, Carl Weissinger, Delaware River, and Sam Shogren, Oregon Coots. And to thank Bud McIntire, Bob Miller, and Ken Workinger for serving their time on the council.

The council approved a board of directors to serve this year: you'll have to put up with me as president for another year. Susan Wallace has volunteered to serve as vice-president, David Fitch as secretary, and Bill Meier will once again continue as our treasurer, John Weiss as membership, and Andy Wolfe as *The Ash Breeze* editor.

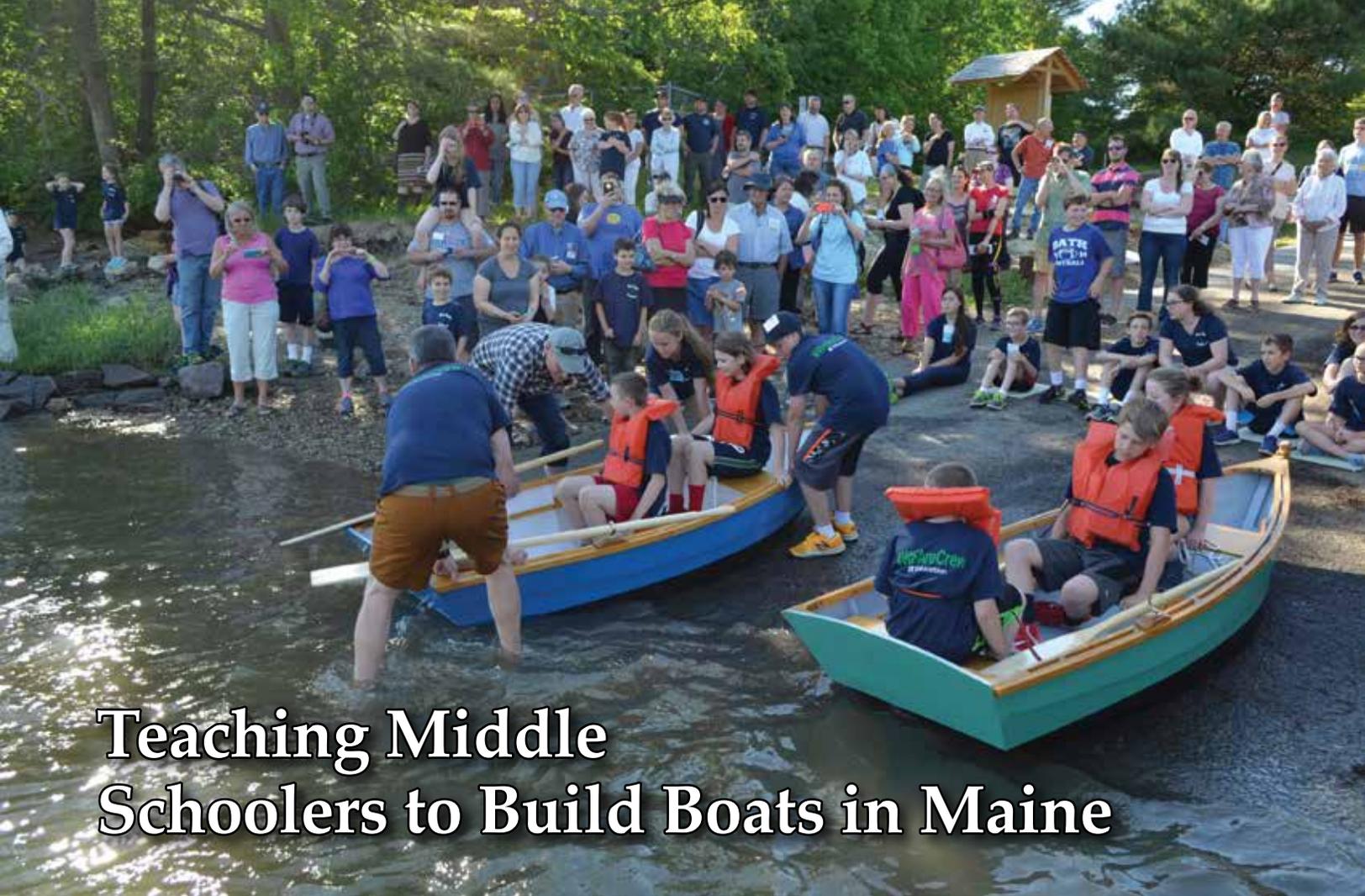
I've mentioned that we should find ways to engage the younger generations and get them on the water with us. Most of you are well aware that we're heavily weighted on the geriatric portion of the age curve. We now have a new chapter that breaks that mold. The Brooklin Skiff Club (that's Brooklin, Maine, see the article in this issue) came about when Eric Blake approached me asking if the TSCA could help find insurance for his kid's boat building and on water boat programs that have been featured in his Off Center Harbor video series. The solution was to form a new TSCA chapter that will focus on youth programs. We hope to be able to use this as a model for others. And there is another chapter forming in the East—a New Hampshire/Vermont group is in the process of organizing.

I have just sailed back to Blue Hill after participating in the 13th annual Small Reach Regatta. We had a record number of boats participate, 62, and our most challenging weather ever, with heavy winds and storms one day and some pretty dense fog on others. It is the Maine coast after all. Seeing the fleet appear and disappear ghosting in the light airs while working our way to Pond Island was special. Having the island emerge from the fog right where it was supposed to be was reassuring, and soon after, the curtain was raised, and we were in bright sunshine with an unobstructed and spectacular view of the Downeast coast. That's what messing about in small boats is about.

By the time you're reading this, the 1st Annual Maine Small Craft Celebration will be happening soon. I hope you have it on your calendar,

continued on page 15





Teaching Middle Schoolers to Build Boats in Maine

by Rebecca Roche

For more than 20 years, Maine Maritime Museum's Discovery Boatbuilding program has taught local middle school students how to build classic small crafts using traditional tools and techniques. Over the course of a school year, these students spend one full day each week at the museum's Boatshop, beginning with a tool orientation and safety training. From there, the students hone their tool skills—first by building a three-legged stool, then a carpenter's toolbox, and finally a half-hull model of the skiff they will be constructing. Once complete, students move on to begin the construction of two flat-bottom skiffs. During the 2017–2018 school year, the Discovery Boatbuilding program received generous support from a TSCA John Gardner Fund grant.

The boatbuilding curriculum is comprehensive and traditional. Students begin by lofting the skiffs, then building sets of molds and setting them up on the building form. Each week, students break into teams to build the individual components of the boats (stems, transoms) and begin figuring out the shapes of the planks. The skiffs are always built using lapstrake planking and Maine cedar. Usually, they are built

with four planks on a side, which gives students plenty of practice spiling, planing, cutting gains, and bunging knots. Around 99 percent of the wood used in the Discovery Boatbuilding program comes from donated logs that the Boatshop mills on a borrowed sawmill, under the leadership of Maine sawyer veteran Fred Kahrl.

A defining feature of the curriculum is that the students learn and participate in every step of the boatbuilding process. Once the boats are planked, students attach a plywood bottom and begin working on fitting out the interior. All sanding, priming, and painting is done by the students, as is fabricating tricky pieces such as quarter knees and the breasthook.

As the longest-running educational program at Maine Maritime Museum, and the longest running middle-school boatbuilding program in the state, Discovery Boatbuilding students learn about the history of traditional small craft, as well as the maritime history of the region—dating back to the construction of the first Maine-built ship, the *Virginia* in 1607. Along with this historical context, the STEM fields (science, technology, engineering, and math) are vital to

continued on page 8

Top: West Bath, both skiffs.



Sam Manning - Marine Illustrator

by John Silverio

Sam has had a long and productive connection with traditional small craft. His exceptional illustrations have filled the pages of books and magazines for over 50 years. He has built, rowed, and sailed small craft all his life. He has also lectured at the Rockland Apprentice Shop and taught hand tool courses at the WoodenBoat School.

His interest started as a boy floating whittled models on his family's New Hampshire farm pond in the 1930s. During college at Bowdoin in Brunswick, Maine, he and a friend, Don Loomis, salvaged an old dory, half buried in the sand, rebuilt it, and rowed and sailed it to Prince Edward Island in the Canadian Maritimes during summer vacation. It was quite the adventure. They got a tractor portage from a farmer, were given warm meals by interested families, and hitched a ride on a steamer to help make it back in time for classes.

Sam was in Mystic in 1975 when the TSCA was born. A conference was called, officiated by John Gardner, along with others including Pete Culler and Ben Fuller. It seemed that the Coast Guard and some boat manufacturers were hoping to pass some regulations governing small craft, particularly regarding stability and live load capacity. Traditional small craft didn't fit their preconceptions. They thought that broad box-like boats would be safer for the unskilled people who were streaming into recreational boating. John and the group



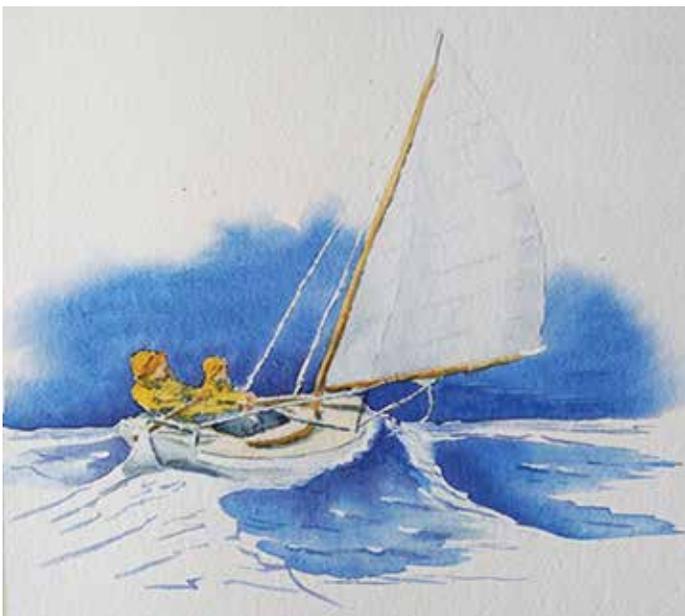
explained the sea worthiness of narrow round bottomed rowing and sailing boats. They made an impression and the Coast Guard eventually made an exception for traditional boats. They quickly became a lobbying group supporting the interests of traditional small craft builders,

designers, and enthusiasts and organized chapters to spread the message. We owe them all our gratitude.

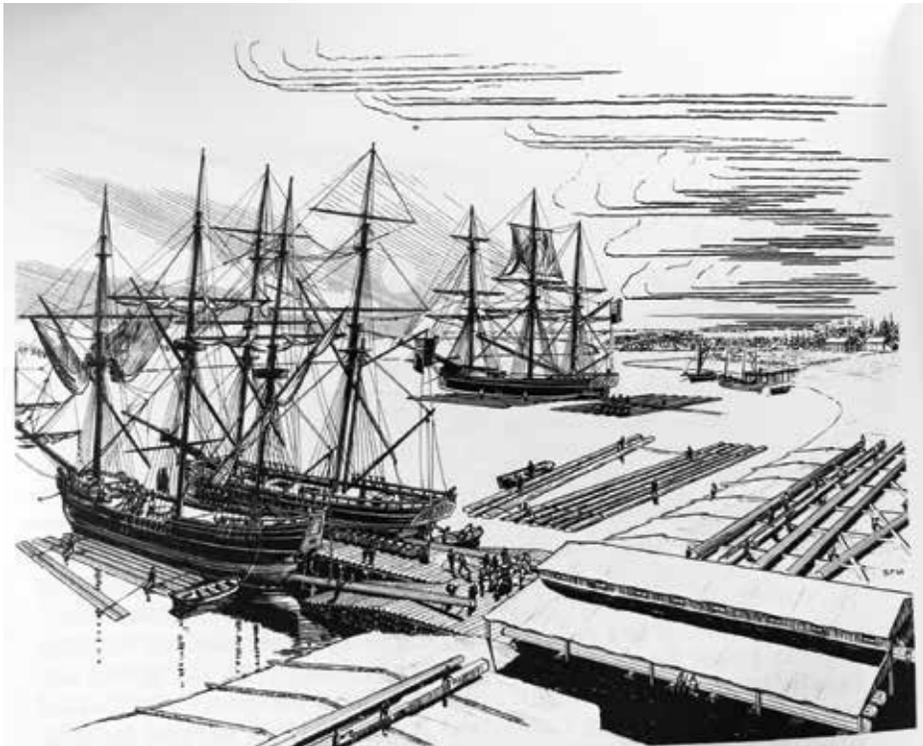
Sam and his wife Susan were also there to help in the forming of our Maine Downeast Chapter.

John Gardner asked Sam to illustrate the *Dory Book*. He did 137 illustrations showing the history of the dory and how to build a dory. In the 60s and 70s, he was doing illustrations for *Small Boat Journal*, *International Marine*, and *National Fisherman*. Publishers wanted ink drawings on vellum because they reproduced better, so Sam studied and mastered the techniques. He studied the works of Rockwell Kent, Gordon Grant, and CW Jeffery's, well-known illustrators at the time. In all, Sam went on to illustrate 12 books in full, 8 partially, 22 notebooks, and at least 101 articles for *WoodenBoat* magazine alone. A large collection of his drawings is permanently housed at the Penobscot Museum in Searsport, Maine. Thanks go to Maynard Bray for helping make the arrangements with the museum.

Hand drawing and hand building of traditional wooden boats are inextricably connected in Sam's visual world. His ability to bring to life scenes from the past and his knowledge of boat construction combined with an ability to draw clearly will be forever outstanding in the history of marine illustration.



Drawing by Sam Manning



**SEAWORTHY
SMALL SHIPS**

WOODEN POND MODEL KITS

SKIPJACK COASTER

DRAKETAIL

MODELS THAT REALLY SAIL
RUBBER BAND & SAIL POWERED KITS

Seaworthy Small Ships
Dept A, PO Box 2863
Prince Frederick, MD 20678
800-533-9030
seaworthysmallships.com
Catalog Available \$1.00

CHESAPEAKE BAY MARITIME MUSEUM | ST. MICHAELS, MD | 410-745-2916



Plan your visit today!



Full calendar of and more at cbmm.org

2018 FESTIVALS & SPECIAL EVENTS

★ **Antique & Classic Boat Festival and Arts at Navy Point**
Friday to Sunday, June 15–17

★ **Big Band Night**
Saturday, June 30

★ **Watermen's Appreciation Day**
Sunday, August 12

★ **Charity Boat Auction**
Saturday, September 1

Boating Party Fundraising Gala
Saturday, September 8

★ **Mid-Atlantic Small Craft Festival**
Saturday and Sunday, October 6 and 7

★ **OysterFest and Edna Lockwood Relaunch**
Saturday, October 27

★ = Reduced admission for CBMM members



Building the Haven 12 ½: Part 1

Am I building a Haven 12 ½ or is the Haven 12 ½ building me?

by David A. Fitch

Nearly all of my friends ask me the same thing regarding the building of the Haven 12 ½: Why am I building this boat, and what do I plan to do with it? On the surface, the inquiries seem simple enough, but the answers turn out to be somewhat complex. I tell them all that I am not sure why I am building it, nor do I have any idea what I plan to do with it. I know how to sail a boat, yet I have no plans to ever set foot in this boat or to ever sail it.

I've given considerable thought to the why and what questions as I toil away with the starting sequences of building the boat. I have been a woodworker most of my adult life. Furthermore, I have been a boater since I was a kid on Chautauqua Lake in New York. However, I never connected the two until one day about three years ago, I attended a Paddle Fest on the lake where I was living in South Carolina. One of the presenters was a man named Donald Rausch. He was a salty old dog who had been in and around boats of all sizes all his life. He was presenting his program of teaching

young men to build wooden boats. I remember listening to his presentation, and it was as if someone had turned on a light in my head, and it got brighter and brighter as he spoke. No, he was not dressed in a white robe offering fish and bread, but I was captivated nonetheless. I approached him about taking an old man into his program, and he welcomed me in.

That was the beginning of my boat building fascination, correction, obsession. Over the next three years, I finished four boats, one in his program and then three more on my own. They were all fairly simple boats to build. One was a 10-foot row boat, a 5x10 designed by Sam Devlin. One was a hybrid kayak, a Wood Duck Hybrid 10, for which I purchased plans and materials from Chesapeake Light Craft. One was a Chester Yawl, again from Chesapeake Light Craft. However, it was the first boat that I built under Donald's tutelage that got me hooked. It was a Spindrift 10 designed by Graham Brynes at B&B Yacht Designs. The Spindrift is a stitch & glue design, but from it, I learned all the basic boat parts and nomenclature, many of the tools and techniques of boat building, basic lofting and a budding appreciation for the art of boat building.

Why I picked the Haven 12 ½ as my next boat comes from a fascination with the designs of Nathaniel Herreshoff. I truly believe his designs are the reason people refer to boats as "she."

Woodduck 10 hybrid



Spindrift 10



The curves and the fairness of the lines can only be matched by those of a beautiful woman. The other reason I selected this particular boat is that this is the only Herreshoff boat that my shop will accommodate. Yes, I know Joel White actually designed the Haven, but he was working for Herreshoff at the time and designed it to satisfy a customer request for a trailerable shallow draft version of the Herreshoff 12 ½.

Donald suggested to me that I lacked the skill sets necessary to build the Haven, but I was not to be denied. I felt that I was ready to move up from the stitch and glue process to a more traditional from the ground up building process. I am forging ahead with the understanding that I will have to acquire the necessary skill sets along the way.

I am a YouTube freak, so I've been picking up many skills there. I read a lot of books, which has been very helpful, but I think that big thing that put me over the top was spending two weeks at the Wooden Boat School working on the final stages of reconstruction a Hereshoff 12 ½. If you want to build wooden boats, you must go to the Wooden Boat School. The experience for me was almost overwhelming. Being there working with an instructor, Eric Dow, an accomplished boat builder in Brooklyn, ME, the association with other classmates possessing varying levels of experience, and the school staff itself all helped to create a powerful learning experience. I also observed other classes being conducted at the school as time would allow. I came home confident that I could accomplish the task of building a Haven 12 ½. The challenge may be the major part of the answer to Why and What.

Building a boat like the Haven requires more than just the basic carpentry and wood working skills. It requires developing an understanding of the wood species that are suitable for boats. Knowing how to read the grain in wood, the principles of steam bending, sharpening your cutting tools, working with marine glues and solvents, and locating sources of wood are just some of the basics required.

In the next article, I will begin to describe the stages of construction from the perspective of the novice boat builder. I will address the numerous hurdles regarding reading and understanding boat plans, understanding the available instruction materials, and wood sourcing.



*Top: 5 X 10
Bottom: Chester Yawl*



SHAW & TENNEY
MAINE CRAFTED SINCE 1858

Makers of the world's finest
wooden oars and paddles.

Visit Us Online
SHAWANDTENNEY.COM



Middle Schoolers

continued from page 3

understanding boat construction, and students see first-hand how these subjects have real-world applications.

Students have access to the museum's collection of artifacts and historic shipyard buildings, which provide a wealth of opportunities for students to explore the state's maritime history outside of the shop. In addition to boatbuilding instruction, the program curriculum incorporates tours of the exhibit galleries, demonstrations at the museum's active blacksmith shop, and visits to a local saw mill to observe and understand how logs are cut for boat lumber. In recent years, students made an annual trip to the sawmill of John Morse in Phippsburg to cut cedar logs. The Morse family had been operating a sawmill on the riverfront property since the early 1800s. Along the way, students learn about the origin of the tidal mill, that fluffy cedar sawdust cut from a wet log is called "hair," and quite possibly may see a bald eagle that has a nest on the property.

The Boatshop and museum campus have the unique distinction of encompassing the grounds of three historic shipyards where hundreds of large schooners and ships were built in the 19th and early 20th centuries. The opportunity to explore the former shipyard site and step inside the original buildings enhances the students' experience and gives them a sense of perspective. While working on their 12-foot skiffs, students look out the window at a life-size sculpture of the *Wyoming*, a six-mast sailing schooner, and the largest wooden sailing vessel built in America (1906).

Each year, the students gather to celebrate their successful completion of the program with a community-wide and community-driven launch ceremony. A brass plaque affixed to the inside of the transom lists the boatbuilders, the year, and a carefully chosen name. Past favorites include *Seawing Dragon* and *Rusty Red*. When time permits, students are selected to work with a volunteer to carve a "figurehead" or scrollwork onto the outer stem. These carvings, along with the plaque, personalize and permanently commemorate each group's



work. After the launch, the boats are raffled off or sold—often to the parents of the participating students—to support future funding for the program.

Since its inception, more than 400 middle schoolers have graduated from the program. Many are the second or third family member to go through Discovery Boatbuilding. These students graduate with a greater understanding of traditional small craft heritage, and perhaps more importantly, with a greater sense of confidence and pride. Year after year, students report what a truly amazing experience they have had. As Rosa Atienza said, "Boatbuilding has opened my knowledge to things outside of a classroom, making it one of my favorite experiences." Student William Rines said, "I feel honored to be in boatbuilding, and I feel very privileged that Woolwich School can do this because most people don't get opportunities like this." Angus Brown said he was grateful that students have an opportunity to participate in such a rare program. He added that boatbuilding or woodworking may be an area he hopes to pursue among other future plans—"it's another option for when I make that decision," he said.

One recent Discovery Boatbuilding class consisted of 10 girls and 5 boys. Teaching the history of what was traditionally a male-dominated field to a group of mostly females was particularly poignant and not lost on the students. Naomi Cummings-Tremblay noted, "Boatbuilding taught me how to use tools I never knew existed." Elizabeth Schotten said, "Boatbuilding is a great experience because it shows you that by working with others you can achieve amazing things." Natalie Emerson reported that "I learned a lot this year and I can't wait to use my new skills after the Boatbuilding program."

Students are not the only ones who recognize the importance of the Discovery Boatbuilding program. Pamela Sperry, former principal of South Bristol school, and a founder of the program in 1995, said, "I cannot stress strongly enough my belief that the Maine Maritime Museum Boatbuilding



continued on page 15





Warren Rivers Chapter Update

by Rock Singewald

It has been a busy spring and summer for our chapter here in Warren, Rhode Island. We held our second annual Learn to Row/Small Boats Day at the town beach in early June, and it was a big success. We had more people participate than last year, and for most of the morning, all 20 boats were out on the water. We had lots of first time rowers and best of all, lots of kids. Once again, Riley Hall's dinghies made from one sheet of plywood were a big hit with the smaller rowers. Ron Rantilla's front rower boats were also popular, and we were able to fill our multi-oared gigs and dory for trip after trip. Our chapter members did a great job of instructing and encouraging young and old to get in a boat and have some fun.

We took our 6-oared pilot gig *Cady* up to Providence, Rhode Island, for the inaugural Narragansett Bay Regatta. This was a 10-mile race for any and all types of boats. Our intrepid crew of Curtis Betts, Christine Wallis, Carol Meeker, Sam Butterfield, Marguerite Vigliani, Jim Allen, and myself braved the 90-degree temperatures for a sweaty but fun race, and we were proud to uphold the honor of traditional rowing craft!

In July, members Mary Evans and Riley Hall led a group to Maine for a two-week training camp for the US team in the Atlantic Challenge international competition. The races this year were held in Antrim, Northern Ireland, and while the US crew was training in Maine, our Bantry Bay gig *Loyaute* was on its way via container to Antrim. The crew joined *Loyaute* later in the month and had a very successful campaign, winning the Seamanship Award and placing first in Navigation and second in Sailing. *Loyaute* is now heading to Belfast, Maine, to become part of an expanded Atlantic Challenge program there. We will miss having her on the Warren River but know she will continue to be a worthy vessel for all who row and sail her.

We are facing another loss as well, as Riley Hall is moving to Gig Harbor, Washington, to take on a new job at the Harbor History Museum. He will serve as the restoration/preservation specialist leading a group of volunteers on the *Shenandoah* project. The *Shenandoah* is a 65ft wooden fishing vessel built in Gig Harbor in 1925, and Riley will be stabilizing and restoring the vessel in such a way as to best fill her roll as a permanent on-shore exhibit. We wish him well but are sorry to see him go.

We are all looking forward to doing some more racing this fall, and we hope to host a second small boat event here in town as well.



John Gardner Grant

In 1999, TSCA created the John Gardner Grant program to support projects for which sufficient funding would otherwise be unavailable. Eligible projects are those which research, document, preserve, and replicate traditional small craft, associated skills (including their construction and uses) and the skills of those who built and used them. Youth involvement is encouraged.

Proposals for projects ranging from \$200 to \$2000 are invited for consideration. Grants are awarded competitively and reviewed annually by the John Gardner Memorial Fund Committee of TSCA, typically in May.

The source of funding is the John Gardner Memorial Endowment Fund. Funding availability is determined annually.

Eligible applicants include anyone who can demonstrate serious interest in, and knowledge of, traditional small craft. Affiliation with a museum or academic organization is not required. Projects must have tangible, enduring results that are published, exhibited, or otherwise made available to the interested public. **Projects must be reported in *The Ash Breeze*.**

Program details, applications, and additional information:

tsca.net/john-gardner-fund/



"To preserve, continue, and expand the achievements, vision and goals of John Gardner by enriching and disseminating our traditional small craft heritage."

Life Members

• Dan & Eileen Drath • Jean Gardner • Bob Hicks • Peter T. Vermilya • Sidney S. Whelan, Jr.

Benefactors

• Norm Greisen • Samuel E. Johnson • John Weiss

Generous Patrons

• Roger B. Allen • Harold C. Appleton • Kim Bottles • Willard "Bill" Bradley • Steve Brookman • Lee Caldwell
• Dusty & Linda Dillion • William Edwards • Ben Fuller • Greg & Naomi Grundtisch • Arthur Haberland • Colin O. Hermans
• Samuel Huber • David Kavner • Thomas E. King • Richard S. Kolin • William Kornblum • Christophe Matson
• Scott Morgan • Richard Peterson • Ron Render • Bill & Karen Rutherford • Bob Shipman • Donald "Rock" Singewald
• Leslie Smith • Lawrence Sorenson • Benjamin B. Swan • Reagan Tucker • Andy Wolfe • Joel Zackin

Sponsor Members *

• Rodney & Julie Agar • Thomas Avgeris • Ellen Barrett • Donald Betts • Michael C. Bill • Lee Bjorklund
• Kent & Barbara Bleakly • R. Fairlie Brinkley • Robert C. Briscoe • Michael Burwell • Richard A. Butz • John S. Calhoun
• Charles Canniff • Nathan Carey • John W. Carlson • Keith S. Cheveralls • Karl Christoffers • Steve & Gladys Clancy
• David & Katherine Cockey • Lee & Linda Conrad • Brandon Cooke • Paul DeRoos • Russell Dewey • Dick Dodson
• Sam & Debbie Elufson • Paul Erickson • Tom Etherington • Cricket Evans • Frederic Fischer • Richard & Susan Geiger
• Gerald W. Gibbs • Roseann & David Gode • David & Emily Green • Lawrence Haff • Jeffrey Hallock • Dick Hamly
• Mr. & Mrs. R. Bruce Hammatt • Bryan Hammond • Tom Hawkins • John A. Hawkinson • Paul Hayslett
• Robert & Jill Hazard • Allen Head • Peter Healey • David Helgerson • Peter Hendrickson & Nancy Temkin
• Dean & Susan Herring • Martin Heyman • Kevin W. Holmes • Thomas Jarosch • Clifford F. Johnson • Sally Johnson
• Walt Kangas • Bruce Keefauver • Harvey Kerstein • Andrew Kitchen • David Kowall • Paul LaBrie • David & Sally Lawrence
• Jack Lawrence • David Lenowitz • Kent Lewis • Robert Lister • Chelcie Liu • Owen X. Loprinze • Jonathan & Ellen Lovell
• Robert Macks • Michael Martin • Pete & Susan Mathews • Michael McClure • Bud McIntire • George "Mack" McKinney
• Jonathan McNally • William Meier • Bruce Miller • Errol Miller • Mike Moore • Grigg Mullen • Mason C. Myers
• Alexis P. Nason • Phil Nuccio • John Palenchar • Andrew Pisarczyk • Robert Pittaway • Peter Redston • Nathan Rome
• Chauncy Rucker • Richard "Jeff" Saar • Ron Schermacher • Richard Schubert • Irwin Schuster • Paul A. Schwartz
• Clayton Seelgen • Howard Sharp • Gary & Diane Shirley • Charles D. Siferd • Michael A. Smith • John E. Stambaugh
• Zach Stewart & Annie Sommerville • John R. Stilgoe • Bill Stirling • John P. Stratton, III • Daniel Streeter
• Robert E. (Bub) Sullivan • John E. Symons • Robert Thompson • Cary Tolman & Pat Stefani • Thomas N. Tomlin • Jim Tolpin
• Richard Traficant • Don Traut • Larry Wachowski • Chris Wick • Christopher Woodward • George & Diana Woodward
• Richard C. Wolfe • Steve Wright • Ronald Wurst • David B. Wyman • Bob Zolli

* Please join these and other Sponsor Members and Advertisers (shown throughout this issue) in supporting TSCA!

Lou's Boat

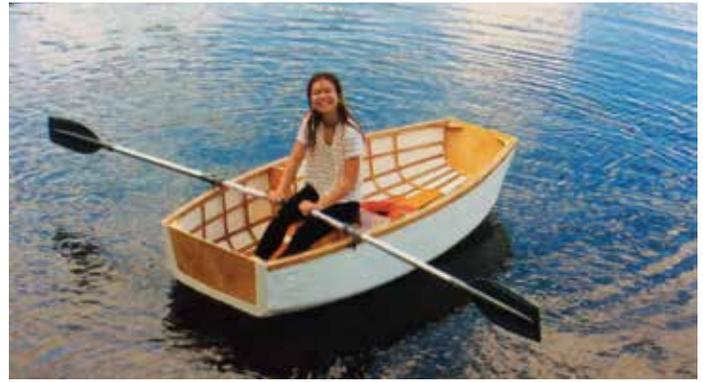
by Louis E. Daehnke

I needed a new boat! My old Sear's aluminum jonboat, which was a gift from my wife in 1964, was losing its rivets and had gaping holes in its corners. I searched the internet and lots of magazines, and finally settled on a boat called a Stasha, designed by an outfit in England called Woodenwidget. Having practically zero experience in building anything, I scouted around and located a man who agreed to build a Stasha for me; all I had to do was purchase the plans and pay for the material needed. So, I purchased the plans and had them sent to my builder. A few weeks later, I received an email stating that he decided the task was more complicated than he had anticipated, and therefore, he was not going to build my boat.

Any sane person, with such a lack of skills needed to perform the task, would have given up and just written off the price of the plans. Well, I'm not sane, so in September 2016, this 82-year-old embarked on a task about which he knew nothing. My first problem came about because the Stasha was a nesting dinghy, and I really didn't want a nesting dinghy. So, I learned how to loft and modified my dinghy. I learned a good bit about lofting, so I got past hurdle number one.

Next came actually using the tools. It started with building the strongback. I couldn't get the drill bits to make holes in the battens, so I headed to Harbor Freight and bought a new set of bits. They didn't work any better. Finally, my son informed me that I had the drill set on reverse.

So, I got through with the strongback and even got through mounting the station molds. I fought my way through making the notches for the keel and the stringers, and then, the magical moment came. I was going to use epoxy, for the first time ever. The keel was going to be first, so I put gobs of thickened epoxy in the three slots (fore, aft, and middle station molds), clamped it down in the mid-section, and similarly in the aft section, but by the time I got to the fore section, the



Lou's granddaughter, Tyty, in Lou's boat, Beyond. September 2017 at Pohick Regional Park, Lorton, VA

epoxy was rock hard. I had to wait until the next day to chisel out the hard epoxy and redo the slot. Another lesson learned!

But more lessons to come. The building directions call for the use of a heat gun in order to bend and install the ribs. Since I had modified the Stasha, I had also decided to beef her up a bit with larger dimension ribs. They didn't take kindly to bending. The heat gun only served to scorch them, so after cracking a few ribs, I looked for a better way and found it. STEAM! Not a single rib cracked after sitting in my makeshift steam box for about half an hour. I thank the powers that be for giving me EARLEX.

The learning curve did not end there, I still had to deal with using heat tape to attach the Dacron cover, and then came the varnishing and sanding, and varnishing, and sanding, etc.

Anyhow, what started out as an adventurous project in September 2016 ended up as a really nice little dinghy in September 2017. She rows so easily, is very responsive to what you want her to do, and yet tracks straight as an arrow as long as the rower does his/her part. She literally skips over the water like a butterfly in flight.

The really astonishing thing is not the boat but the pleasure I got while working on her and the feeling of satisfaction when I saw what I could accomplish.

Small craft, big fun at Mid-Atlantic Small Craft Festival XXXV October 6–7

On October 6–7, 2018, the Chesapeake Bay Maritime Museum will host one of the nation's largest gatherings of small boat enthusiasts and unique watercraft at the Mid-Atlantic Small Craft Festival XXXV. During the festival, CBMM guests can marvel at the craftsmanship and innovation used in traditional and contemporary small craft while enjoying the museum's waterfront campus and indoor and outdoor exhibitions. Hundreds of amateur and professional boatbuilders and enthusiasts come from all over the region to display their one-of-a-kind kayaks, canoes, and other traditional small craft.

The Mid-Atlantic Small Craft Festival is free for CBMM members and children 5 and under, otherwise admission is good for two consecutive days and is \$15 for adults, \$12 for seniors, and \$6 for children ages 6 to 17, with all museum exhibitions open throughout the event. Hours are 10:00 a.m. to 5:00 p.m. on Saturday, October 6, and 10:00 a.m. to 2:00 p.m. on Sunday, October 7. For more information and to register visit cbmm.org/mascfparticipants or call 410-745-2916.



The 2018 John Gardner Small Craft Workshop Report

by Bill Rutherford

We tried some new things this year...some worked, and some morphed into different than planned. What worked? Well, free sailing at 4 pm Friday and Saturday afternoons worked well, and a plein air sketching and watercolor class held on the adjacent lobster shack dock was very popular. What morphed? Well, the idea was to hold a rowing workshop open to the public with many and varied types of rowing boats available to try, but instead of a formal workshop, it became more of a one-on-one introduction of individuals to boats in which they were specifically interested.

We kept the tried and true: morning rows (up the River Saturday, down the river Sunday), tours to view the original small craft in the Seaport's Small Craft Hall, hands-on crafts and ongoing skills demonstrations and presentations, all of which went extremely well.

Carl Kaufmann had on display his brand-new hand-built Graeme King racing wherry, built of 1/8" cedar strips covered by 1 oz. glass and weighing only 42 pounds. Carl rowed it up the river bright and early Friday morning and could be seen throughout the weekend explaining its construction and use. Bill Meier had on display, as well as later in the water for demos, his fixed seat John DeLapp Natoma Skiff. In addition, Tom Hepp had on display his nesting boats, which later became the topic of a Saturday afternoon presentation. Tom's presentation drew interest as he explained the evolution of his

design from the first two-piece to the three-piece nester that he paddled on the morning rows.

Brian Cooper's on-going skills demonstration this year involved making a spare set of oars for his new fabric-on-frame Whitehall rowing boat, as well as shaping spars for a future sail rig. Brian also ably led our morning rows from his new Whitehall rowing boat, giving his usual beautiful strip-planked sea kayak a rest.

Pete Peters joined us this year from the Delaware River TSCA to lead us in making traditional rope fenders as well as lending his lilting tin whistle to after dinner music sessions. Pete carefully prepared starter sets of lines to weave the rope fenders, showed us how, and then patiently corrected our continuing twists and turns as we made miniature fenders. "Teach a man how to fish, and he can make his own full-sized fender" (or something like that).

Clay Seelgen came all the way up from the Florida Gulf Coast TSCA to kick off the weekend with a presentation on underwater foils, our daggerboards and rudders, not the ones under the latest America's Cup boats. Clay professed to not being acquainted with the mathematics of NACA foils, but the end result of his practical approach appeared very close to theory. He further shared how he reinforced his blades with carbon fiber, making them amazingly stiff. Then through explanations of how stiffness and shape assist windward

Late afternoon activity at the Beach.



Boats gather Friday afternoon at Australia Beach Docks.



ability, he entertained us with some real life sea stories of increased pointing ability and speed.

At the other end of the weekend, early Sunday afternoon, Ben Fuller gave us an in-depth presentation on the Sprit Rig and how to rig it for easy, effective use. He brought out the peak spritsail rig for the Seaport Boathouse's Culler Good Little Skiff, laid it out on the float adjacent to the boat, and proceeded to rig brailing lines, downhauls, halyard keepers, and the like, all the while explaining the history and use of the rig. This all was very helpful as more of us are now using the rig, and the building and sailing of a Good Little Skiff is planned by our local chapter.

The real surprise occurred late afternoon Sunday, after Ben had left for his popular hands-on tour of the originals in the Small Craft Hall. It was always a fun time as he recalled the where and when of personally collecting many of the small craft. The surprise was the immediate success of Capt. Suz's sketch and watercolor class. Who knew we had so many amateur and professional artists in our group? Or, for that matter, the passing show-goers? Captain Suzan Wallace traveled all the way from the North Carolina Maritime Museum in Beaufort where she specializes in bringing art, both nautical and fine art, out on the water in boats both large and small.

Suzan and her able assistant Nancy Mendes set up an easel, started drawing and painting, and drew an instant crowd. They had preped watercolor paper on small boards ready for participants to start sketching and water coloring. Folks kept hanging around until closing time, asking questions and working on their art. This activity dovetailed nicely with our JG TSCA President, Dane Rochelle's, concept of branching out TSCA activities to include arts and skills other than just the building and use of boats.

All too soon, it was time for Phil Behney and crew to come take the JG TSCA dories and modified Herreshoff rowing boat, the *Susan Holland*, on down the river to their Mystic Shipyard-East home. Participant boats started to melt away as Steamboat Sabino's 5:30 whistle blew as she backed out on her last daily run. Tents folded, and we started planning next year's workshop. Add us to your calendars; come and see what new things we will try.

A special thanks to WoodenBoat for sponsoring the Seaport Livery's small craft for the weekend, to Shannon McKenzie and Sarah Clement of Mystic Seaport who worked tirelessly behind the scenes, and to all the volunteers who staffed our booth, shared stories, and most importantly, their boats to make this Workshop such a success.

Top: Saturday morning row participants at the I-95 Bridge; not shown are Bill Sterling in his Peapod and Pete Peters in his Delaware Ducker who made it all the way to the head of the Mighty Mystic

Middle: Sunday morning Down-River Rowers ashore at Mason's Island.

Bottom: Brian Cooper rounding a spar for his new fabric-on-frame Whitehall.

Insert: Dane Rochelle and Captain Suz (Suzan Wallace) compare watercolor sketches after her plein air class.



Calendar of Events

Maine Small Craft Celebration

September 22–23, 2018
Portland Yacht Services
100 W Commercial Street
Portland, ME 04101

Marshal Beach Row & Sail

September 28–30, 2018
Miller Boat Launch
Tomales Bay, CA, 23240 CA-1
Marshall, CA 94940

6th Annual Wellfleet Rowing Rendezvous

September 29, 2018
12:00 PM – 4:00 PM
Mayo Beach, Wellfleet, MA 02667

Small Craft Adventure on the Mississippi Gulf Coast

October 2 – October 7, 2018

Wharf Rats Row & Sail

October 6, 2018
8:00 AM – 5:00 PM
Point San Pablo Yacht Club
700 W Cutting Blvd.
Richmond, CA 94804

Mid-Atlantic Small Craft Festival

Oct. 6–7, 2018
St. Michaels, MD

Beaufort North Carolina Maritime Museum's Fall In-The-Water Meet

October 13, 2018
8:00 AM – 5:00 PM
Gallants Channel
172 West Beaufort Road
Beaufort, NC 28516

Delta Meadows Row

October 26–28, 2018
Wimpy's Marina
14001 W Walnut Grove Road
Walnut Grove, CA 95690

Wet Turkey Row & Sail

November 24, 2018
10:00 AM – 5:00 PM
Miller Boat Launch
Tomales Bay, CA, 23240 CA-1
Marshall, CA 94940

Visit tsca.net to stay current on TSCA events and happenings



AT THE COLUMBIA RIVER
MARITIME MUSEUM
ASTORIA, OREGON
503.325.2323

the
BARBEY
Maritime Center

BARBEYMARITIMECENTER.ORG

Middle Schoolers

continued from page 8

program is a model for education in the 21st century. It provides students an opportunity to apply the skills (both academic and social) they are learning in the classroom to a real-life setting."

Each class is staffed by the Boatshop manager, who serves as the lead instructor, and between four and six adult volunteers. Mostly retired, the volunteers come from all walks of life, and many have had careers in engineering, architecture, the military, teaching, and medicine. Each has some knowledge of boatbuilding techniques, with the only stipulation being to stay one step ahead of the students. Almost all volunteers have three or more years of experience working with the classes, so they are able to really provide the leadership needed for such a complex project. By the end of the year, the class becomes a family, with students and volunteers bonding and creating an ideal work environment.

The mission of the Discovery Boatbuilding program is to use the construction of traditionally built boats to encourage confidence, empowerment, teamwork, and problem solving. While fostering a long-term interest in boatbuilding is not the primary goal, some students do go on to study or work in related fields. Multiple graduates have ended up at Maine Maritime Academy, and an early graduate now works at Electric Boat in Connecticut, where she leads a team of mechanical engineers.

Each year presents a fresh opportunity to get students excited about working hard, working patiently, and seeing a sometimes tedious project through to its glorious outcome. The success of the program is evident, given its long history and the willingness of generous donors to keep the program alive over multiple decades. The museum is grateful to the TSCA John Gardner grant, and we hope our program and its mission reflect the spirit of the TSCA and all that it does to preserve, promote, and protect traditional small craft. Our students thank you!

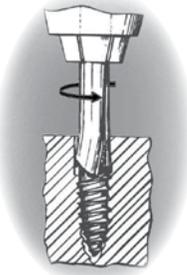
Pres. Messages

continued from page 2

September 22–23, in Portland, Maine. There will be a lot of TSCA boats, among others, there to look at and play with. It's hard to beat boating in Maine in the fall.

I hope you've had a good summer with some great sailing adventures. We'd like to hear about them as there is always room in a future *Ash Breeze* edition for your stories.

UNSCREW-UMS™ *broken-screw extractors*



Remove broken screws and other fasteners. Hollow tool uses the stub as a guide.

T&L TOOLS

Phone: 860-464-9485

Cell: 860-460-2212

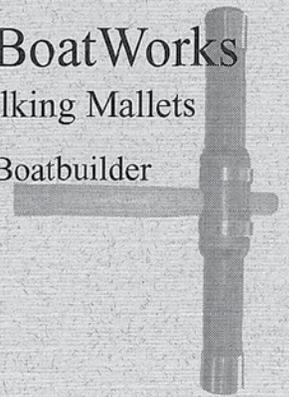
www.tltools.com

BaggyWrinkle BoatWorks

Black Mesquite Caulking Mallets

Stephen Kessler - Boatbuilder

5283 West Sunset Drive
Lake Oswego, OR 97035
Cell # 503-816-9992
skessler1@mac.com



You Can Do It

Beautiful
Kits Ready
to Build



Sail
Row
Motor

10–20'

chasesmallcraft.com
207-602-9587 • boatkits@gmail.com



Active TSCA Chapters



Bayfront Maritime Center TSCA

Richard Eisenberg
40 Holland St., Erie, PA 16507
814-456-4077
rich.eisenberg@bayfrontcenter.org
www.bayfrontcenter.org

British Columbia Chapter

Quill Goldman, 2529 North Road,
Gabriola Island, BC VOR 1X5, Canada
250-247-9646
barefootwoodenboats@shaw.ca

Brooklyn Chapter

Jim Luton, 570 20th St.
Brooklyn, NY 11218
917-971-7544
jim@canopystudios.com

Buffalo Maritime Center

Greg & Naomi Grundtisch
256 Iroquois Ave., Lancaster, NY 14086
716-681-1315
grundy@fantasiadesign.com

BushcraftCanoeist Chapter – Louisiana/ Mississippi/Alabama Gulf Coast

Jude Miller, 337-548-0610
jude.miller@bushcraftcanoeist.org

Cape Cod Chapter

Bill Stirling, 11 Naushon Circle
Centerville, MA 02632
508-790-0098
sstirling@comcast.net
Bob Lister, 126 Donegal Circle
Centerville, MA 02632
508-420-1718
boblister98@yahoo.com

Cleveland Amateur Boatbuilding and Boating Society (CABBS)

Ed Neal, 4079 Porter Rd.
Westlake, OH 44145
440-871-0334
4edneal@gmail.com

Connecticut River Oar and Paddle Club (CROPC)

Jon Persson, P.O. Box 281
Old Lyme, CT 06371
860-434-2534
jonpersson7@gmail.com

Crystal River Boat Builders (CRBB)

Bill Whalen, 4539 N Grass Island Ter.
Hernando, FL 34442
352-344-5482, wandacanoegmail.com

Delaware River TSCA

Tom Shephard
482 Almond Rd., Pittsgrove, NJ 08318
tsshep41556@aol.com
www.tasca.net/delriver

Downeast Chapter

Steve Brookman, 117 Parker Point Rd.
Blue Hill, ME 04614
239-822-1318
Steve@DowneastTSCA.org
DowneastTSCA.org

Floating The Apple

Adina Taylor, 1225 Park Ave, Ste C10
New York, NY 10128
212-564-5412
floatingtheapple@earthlink.net

Florida Gulf Coast TSCA

Michael Jones, 4721 16th Ave N.
St. Petersburg, FL
727-560-5782
fgctasca@gmail.com
mj.woodwork@gmail.com

Friends of the North Carolina Maritime Museum TSCA

Brent Creelman, 315 Front Street
Beaufort, NC 28516
252-728-7317
maritime@ncmail.com

John Gardner Chapter

Dan Nelson
U of Connecticut
Avery Point Campus
1084 Shennecossett Road
Groton, CT 06340
860-535-3623, dkenelson@att.net

Les Cheneaux Chapter

Mike Jellison
906-630-1230
jellison_ml@centurylink.net

Lost Coast Chapter—Northern CA

Michael Stewart, 32100 N Harbor Dr.
Ft. Bragg, CA 95437
707-367-1346
mikeystewart@gmail.com

Lower Columbia River Chapter

Allen Bennett
262 State Route 409
Cathlamet, WA 98612
805-208-7335
allenbennett@centurytel.net

Michigan Maritime Museum Chapter

Pete Mathews, Sec'y
PO Box 100, Gobles, MI 49055
269-628-4396
canoenut@bcwildblue.com

North Shore TSCA

Nathan Burgess
28 Ronaele Road
Medford, MA 02155
northshoretasca@outlook.com

Old Bay Club (Chesapeake Bay, VA)

Eddie Breeden, 3001 Winterfield Rd.
Midlothian, VA 23113
(804) 615-4413
oldbayclub@gmail.com

Oregon Coots

John Kohnen
PO Box 24341
Eugene, OR 97402
541-688-2826
jkohnen@boat-links.com
<https://groups.io/g/oregoncoots>

Patuxent Small Craft Guild

Brian Forsyth, 13464 Lore Pines Lane
Solomons, MD 20688
443-804-6439
brforsyth@comcast.net

Pine Lake Small Craft Association

Sandy Bryson, Sec'y
333 Whitehills Dr.
East Lansing, MI 48823
517-351-5976
sbryson@msu.edu

Puget Sound TSCA

Claire Acord, President
whidbeyboatpainter@gmail.com
Marty Loken, Secretary
PO Box 216, Nordland, WA 98358
360-316-1557, norseboater22@gmail.com
E-mail forum: tsca-puget@yahoogroups.com
www.tscapuget.org

Ralph Middleton Munroe Chapter

Barnacle Historic State Park
Coconut Grove, FL 33133
John Palenchar
john@palenchar.net
7641 SW 65th Place
South Miami, FL 33143
305-666-9588 (h), 305-803-1653 (c)

Sacramento TSCA

Todd Bloch
122 Bemis Street
San Francisco, CA 94131
415-971-2844
todd.sb@comcast.net



South Jersey TSCA

George Loos
53 Beaver Dam Rd.
Cape May Courthouse, NJ 08210
609-861-0018
georgeowlman@aol.com

Southern California Small Boat Messabout Society (Scuzbums)

Annie Holmes
San Diego, CA
annieholmes@mac.com

St. Augustine Lighthouse Chapter

Brendan Burke
81 Lighthouse Ave.
St. Augustine, FL 32080
904-838-8813
bburke@staugustinelighthouse.org

Texas Boatcrafters and Messers

Mack McKinney
159 Albrecht Rd.
Center Point, TX 78010
830-370-8488
mack@woodnboats.com

Thames River Chapter

Russell Smith
6 Drawbridge West
Gales Ferry, CT 06335
860-536-1113
fruzzy@hotmail.com

TSC Raleigh

Dean Herring
494 Darius Pearce Rd
Youngville, NC 27596
919-632-5915
dfharing@aol.com

Warren Rivers (Rhode Island) Chapter

Rock Singewald
10 Taylor St.
Warren, RI 02885
443-980-5601
rock9@mindspring.com

Chapters Organizing

"Twin State" NH/VT Chapter

Nate Carey
Grantham Boatworks
P. O. Box 27
Grantham, NH 03753
603-863-2915
granthamboatworks@myfairpoint.net

Good Boats, Good People

WoodenBoat Show 2018, Mystic Seaport

by Pete Peters

It's not about the same old boats; it's about the same old good people.

Without a doubt, this is a Wooden Boat enthusiasts candy store. One tries not to be overwhelmed and panicked by all the pretty boats and the myriad of vendors against the back drop of the Museum of America and the Sea. Our region was well represented by A Cat Ghost, Silent Maid, and Chesapeake Light Craft (check out their teardrop camper trailer on their website).

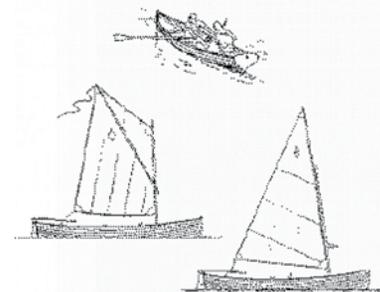
The point of this article is not the boats but the good people. Bill Rutherford, with the help of many volunteers, greeted and facilitated the event of the TSCA. Immediately, it was a community of friends. Morning sails with 10 rowing crafts, rowing with the tide (SMART row= Salty Mariners Always Rowing with the Tide), workshops led by Brian Cooper, oar making, Ben Fuller, sprit sail tuning, me, and rope fender making attracted crowds (well 15 people) from bystanders on Australia Beach. Andy Wolfe and his son Connor's enthusiasm can best be described as VISA's commercial says, "PRICELESS."

The highlight was the generous potluck, front porch singing, and playing at the Rutherford's Saturday night. In true TSCA style, we all signed up for something to bring, shopped at the local supermarket on the way, and had a feast. Playing on the front porch, singing sea songs, and drinking beer in old Stonington was pretty special.

Next year, it's not the pretty boats but the same good old people.

I'm going again.

Photo: Pete Peters calling all to knot tying with the moan of a conch shell.



Ian Oughtred Acorn 15 for sale

Meranti 1088 ply over sassafras and Oak, Glued Lapstrake hull

Built in Ludington MI, in 2013

Full sprit rig and Hwy trailer

Located in NW Florida Asking 3800.00

850 832 9164

Ocean31@bellsouth.net





drathmarine

<http://drathmarine.com>

1557 Cattle Point Road
Friday Harbor, WA 98250

Mole got it right...

MACKINAW WATERCRAFT, LLC



Strip-built Canoes, Kayaks, Rowing Boats, Paddles and Strip-built Boat Building Lessons
Grand Ledge, Michigan

Allen@MackinawWatercraft.com 517-449-6458 www.MackinawWatercraft.com

The Smaller the Boat
The **Bigger** the
Adventure

Small Craft Advisor magazine focuses exclusively on small boats and sailing. Don't miss the next issue!

One-Year (6 issues) Subscription: \$29.95 U.S.

800-979-1930 or www.SmallCraftAdvisor.com

PO Box 1343, Port Townsend, WA 98368

WoodenBoat

Please take time to stop in and enjoy the gardens, fields and waterfront of

WoodenBoat Publications

- WoodenBoat Magazine
- WoodenBoat Books
- WoodenBoat School
- WoodenBoat Store

Open to the public winter, spring, summer & fall

41 WoodenBoat Lane 207-359-4651
Brooklin, ME 04616 www.woodenboat.com

Travels on one of America's little known inland waterways

Gunkholing on the 1,500 square miles of California's scenic Sacramento - San Joaquin River Delta

G U N K

B O O K

Journals, Drawings and Photography by Todd Bloch available at:

<http://www.blurb.com/b/714093-gunk-book>



Learn How to Teach Math with Boats!



Framing Square Math
Bevin's Guide to Boat Building Math
Afternoons in the Boatshop

Available in Paperback and PDF Ebook

BUY YOUR COPY TODAY FROM:

Mariner Media (paperback and ebook)
marinermedia.com/product-category/boat-math/

or

WoodenBoat Store (paperback only)
woodenboatstore.com/category/boatbuilding

MICHIGAN MARITIME MUSEUM

260 Dyckman Avenue
 South Haven, MI 49090

269.637.8078

800.747.3810

michiganmaritimemuseum.org

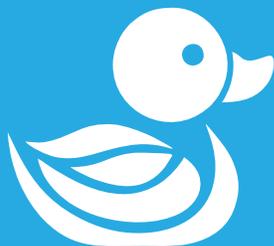


J. D. ENGLAND
can Co. - wa

ATLANTIC WHITE CEDAR

HCR Box 337, Urbanna, VA 23175
 (804) 758-2721

HATCHES
 EPOXY
 GLASS CLOTH
 HARDWARE
 NAV LIGHTS
 CLEATS
 TOOLS
 BOAT PLANS
 BEACH ROLLERS
 ROPE
 PAINT



DUCKWORKS
 BOAT BUILDERS SUPPLY
WWW.DUCKWORKSBBS.COM

Oarsman Marine Tallow Products

Swanson Boat Company

"Why settle for second best?"

Specializing in products and services for the traditional oarsman. Our goal is to enhance your rowing experience. Give us a call or e-mail.

Rodger C. Swanson,
 Proprietor



Our "custom fit" approach includes plans, design/build, oars, hardware and accessories tailored as a unified package to best suit your needs.

(860) 299-6502 E-mail: rodgerswanson412@comcast.net

www.oarsmanmarinetallow.com

420 Broad Street, Windsor, CT 06095



SITKA SPRUCE
 WESTERN RED & YELLOW CEDAR
 DOUGLAS FIR
 BEAD & COVE
 TEAK
 MAHOGANY
 PURPLE HEART
 BENDING OAK
 20' ASH
 MARINE PLYWOOD
 ECOPOXY

All sizes shipped anywhere



EXQUISITE BOAT LUMBER

1-800-667-2275 Sidney, BC, Canada

www.westwindhardwood.com | jan@westwindhardwood.com



Heritage Coast Sailing and Rowing

Promoting Community Boat Building, Sailing and Rowing on the Heritage Coast of Michigan

989-460-2642 • www.heritage-23.org

Come sail and row on beautiful Tawas Bay



EMERALD

Marine Carpentry



J.A. STEWART
OWNER & SHIPWRIGHT



360-293-4161 703-30th Street Anacortes, WA 98221
emeraldmarine@earthlink.net



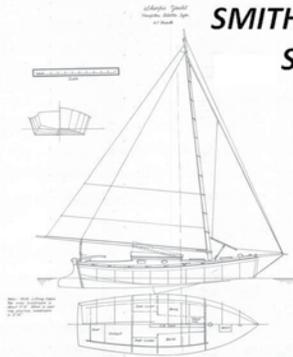
PINE ISLAND CAMP

Founded in 1902, Pine Island is a boys' camp that focuses on worthwhile outdoor activities. We have 13 wooden boats in use daily. No electricity on our island in Belgrade Lakes, Maine.

Contact Ben Swan: benswan@pineisland.org

www.pineisland.org

SMITHSONIAN BOAT AND SMALL CRAFT PLANS



The Smithsonian has hundreds of boat and small craft plans from the publications of Howard I. Chapelle; the 1937 Historic American Merchant Marine Survey; Harry V. Sucher's *Simplified Boatbuilding* volumes, and many others.

The 2014 edition of our 253-page catalog of boat & ship plans, the *Ship Plans List*, is available for \$20.00. For information, search "boat plans" on the Smithsonian web site <americanhistory.si.edu>.

T-Shirts, Sweatshirts, Tote Bags and more; featuring Ratty's beloved quotation and one of the original illustrations from ***The Wind in the Willows***.

Join us in expressing Ratty's sentiment to the world!

For more information...

There is nothing—absolutely nothing—
half so much worth doing



as simply messing about in boats.

The Design Works

9101 Eton Road, Silver Spring MD 20901

301-589-9391

www.messingabout.com

Modern High-performance Open Water Rowing Craft



Middle Path Boats

Andre de Bardelaben - Designer

P.O. Box 314
Edinburg, PA 16116

724-652-4448
www.by-the-sea.com/middlepathboats

Specializing in Small-Craft Sails

www.dabblersails.com

dabblersails@gmail.com

Ph/fax 804-580-8723

PO Box 235, Wicomico Church, VA 22579

Stuart K. Hopkins, Sole Prop.



Michael Jones

St Petersburg Florida

Joinery for yachts
Small craft design/build

727.560.5782

jonesboatworks.com



The Barnacle Historic State Park
Coconut Grove, Florida

John Palenchar, john@palenchar.net





*Building small
rowing, row/sail,
and expedition
boats for over
20 years on
Cape Cod, MA*

170 Old Chequessett Neck Rd., Wellfleet, MA 02667
508-349-2383, info@oldwharf.com, oldwharf.com



CANOE SAILOR

Chuck Sutherland & Marilyn Vogel
2210 Finland Rd, Green Lane, PA 18054
canusailor@yahoo.com
canusail.org



Thad Danielson Boats

Thad Danielson, builder, designer, consultant
42 French Rd
Cummington, MA 01026
thaddanielson@comcast.net
413-634-5339
www.thandanielsonboats.com

Adventures Every Day!



Explore four acres of exhibits: shipwrecks, archeology, antique boats, blacksmith shop, on water adventures, courses, workshops and more!



Lake Champlain
MARITIME MUSEUM

lcmm.org
(802) 475-2022
4472 Basin Harbor Rd.
Vergennes, VT 05491



OFF CENTER HARBOR . COM

A growing collection
of high quality
videos and blogs
that bring you
inside the world
of traditional boats.

Visit the following website
for a 10% discount
on membership:
www.OffCenterHarbor.com/TSCA



Gaco Oarlock. New double safety version. Invented and made in Australia.

New tough copolymer will last indefinitely as the oarlock revolves around the pin. Unique profile reduces friction and wear on the oar. Retaining pin gives greater security. Comes with 10mm hardened 316 SS pins and 4 sockets, or with sleeves fitted to the pin for 1/2" sockets. 7/16" sleeves are available online at: www.gacooarlocks.com

Oarlocks available from Fisheries Supply

Gerard Crowley has a team rowing around Ireland for charity (www.rowaroundireland.com). He writes about the Gaco oarlocks: *Hi John. We've hit some pretty rough seas and wind over tide situations along the NE corner and northern coasts of Ireland and the rowlocks are absolutely brilliant and great comfort from the fact that they always stay in position. I'll write you a great endorsement on them when finished.*



The APPRENTICESHOP

est. 1972

A School for Traditional Boatbuilding and Seamanship

Experiential education programs in traditional wooden boat building and sailing.

Two Year Apprenticeships

Twelve Week Internships

One week, Evening & Weekend Workshops

Adult & Youth Sailing Lessons

www.apprenticeshop.org



ROB BARKER

Wooden Boat Building
and Repair

615 MOYERS LANE
EASTON, PA 18042



Flat Hammock Press

5 Church Street

Mystic, CT 06355

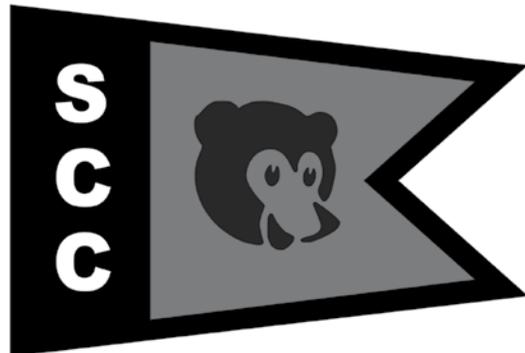
860.572.2722

fax 860.572.2755

www.flathammockpress.com

Stephen Jones, Publisher

steve@flathammockpress.com



SEBAGO CANOE CLUB
Brooklyn, NY
www.sebagocanoecub.org

messing about in **BOATS**

Monthly we arrive in your mail with interesting articles from our readers about dreaming of, designing, building or restoring, sailing, rowing, paddling and adventuring in small boats. Plus readers' letters, Bolger on Design, featured columnists, advertising from boatbuilders, restorers, and suppliers of plans and material for small boating, and free subscriber classified ads.

60 Pages — 12 Issues/Year

\$8 Trial Subscription (3 Issues)

\$32 Subscription (12 Issues)

SEND FOR FREE SAMPLE COPY

Messing About in Boats

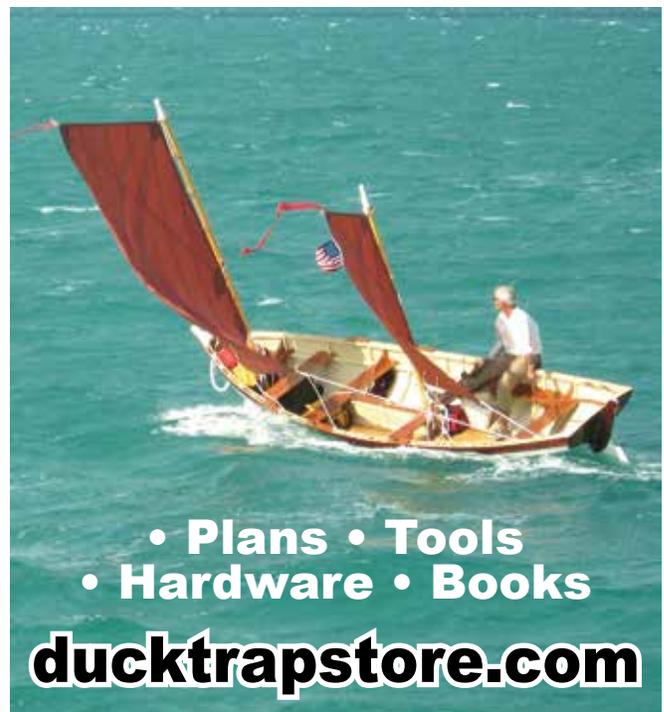
29 Burley St., Wenham, MA 01984

www.messingaboutinboats.com

Bob Hicks, Editor & Publisher



**Everything you've come
to expect from
Duck Trap and more.**



• Plans • Tools
• Hardware • Books

ducktrapstore.com



TSCA MEMBERSHIP FORM – Join and Renew Online at www.tsca.net

- | | | |
|--|--|---|
| <input type="checkbox"/> New Membership | <input type="checkbox"/> Membership Renewal/Upgrade | <input type="checkbox"/> Change of Address |
| <input type="checkbox"/> Individual/Family, USA: \$25 annually | <input type="checkbox"/> Sponsor: \$50 annually | <input type="checkbox"/> Sponsor with ad: \$75 annually |
| <input type="checkbox"/> Individual/Family, Outside USA: \$35 | <input type="checkbox"/> Patron: \$100 annually | <input type="checkbox"/> Corporate Sponsor with ad: see below |

Enclosed is my check for \$ _____ made payable to TSCA.

Chapter member? Yes No Which Chapter? _____

Name _____

Address _____

City _____ State/Prov. _____ Zip/Postal Code _____ Country _____

E-mail _____

Photocopy and mail to: Secretary, Traditional Small Craft Association, Inc., PO Box 350, Mystic, CT 06355. Or go online to tsca.net/member_join.html

Note: Individual and Family Memberships qualify for one vote and one copy of each TSCA mailing.

Family Memberships qualify all members of the immediate family to participate in all other TSCA activities.

The Ash Breeze

Winter 2018 Volume 39 Number 4

Editorial Deadline: November 1, 2018

Articles: *The Ash Breeze* is a member-supported publication; members are welcome to contribute. *We strongly encourage you to send material electronically.* Send text in an e-mail message, or as an MS Word attachment. Send photos as e-mail attachments, in TIFF or JPG formats, as large and/or as high-resolution as possible. Please give captions naming people, places, and to whom photo credit should be given. You may also submit photographic prints, clean line drawings or *typewritten* material by U.S. Mail. *Please contact us IN ADVANCE if you must submit handwritten text, or material in another word processing or image format.*

E-mail to: andy@marinermedia.com.

The editors reserve the right to refuse publication of any material deemed not to be in the best interest of the TSCA.

Advertising Annual Rates: (four consecutive issues of *The Ash Breeze*). Effective July 1, 2018

- Sponsor, with 1/8 page ad\$75
- Corporate Sponsor: 1/4 page\$150
- Corporate Sponsor: 1/2 page\$400
- Corporate Sponsor: full page\$600
- Corporate Sponsor: back cover\$600

Members' Exchange:

Text only: 50 words or less, free to members. \$10 additional, per photo.

TSCA Wares

Ash Breeze Back Issues: Original/duplicated at \$4 each, plus postage.

For issues before 2011 contact

Flat Hammock Press

5 Church Street, Mystic, CT 06355

860-572-2722

For issues 2012 to current contact

Andy Wolfe

540-264-0021

andy@marinermedia.com



Caps: Our navy blue TSCA caps feature a 6-panel design made with 100% brushed cotton, and a brass grommet and adjustment clasp. \$20

T-shirts: preshrunk cotton/polyester blend, light gray with TSCA logo and stylistic black artwork by Barry Long on the back. Sizes S, M, L, XL, and XXL. \$20

Sea Bag: high quality 600d poly-canvas, 11 inch (diameter) and 20 inches tall. It features a drop-bottom zippered pocket, an adjustable webbed sling carrying strap with single carry handle, and a roomy open main compartment with drawstring rope and webbed clip closure. \$29.95

2018 Calendar: 8-1/2" by 11" (opens to 11" by 17") wall calendar. Now \$13!

Order at www.tsca.net/shop

Time to renew?

Help us save time and postage by updating your membership *before* we send you a renewal request. Cut out or photocopy the membership form **at the top of this page**, complete it and return it with your renewal payment to the Secretary, PO Box 350, Mystic, CT 06355. Or, you may send the **address portion of the back cover** with your payment.





The Traditional
Small Craft
Association, Inc.
P.O. Box 350
Mystic CT 06355

CHANGE SERVICE REQUESTED



Join our “Traditional Small Craft Association” Facebook group!



adirondack-guide-boat.com

TSCA Members

Check our Instock Specials
on New & Used Boats

Free Custom Cherry Oars and
Free Oars Bag

with New Boat Purchase
when you enter your
Membership Number.



6821 Rte 7 S.
N. Ferrisburgh, VT 05473
802-425-3926
guideboat@agbboats.com
Like us on Facebook at
facebook.com/guideboat1