

# *The* Ash Breeze

Journal of the Traditional Small Craft Association

## Handcrafting Your Boat's Fittings

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Youth Building Program**

**Building a Sloop of War in Buffalo**

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at the WoodenBoat Show**



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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. It encourages the design, construction, and use of these boats, and it embraces contemporary variants and adaptations of traditional designs.

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

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Cover Photo: © Benjamin Mendlowitz, Courtesy of *Calendar of Wooden Boats*

# President's Message



I hope you enjoy the color issue of the magazine. We hope to continue in all color in the future if finances allow. Be sure to share this issue with other potential members to draw them in to our organization. As always we encourage you to submit articles for the *Ash Breeze*. What better time than the present to see your article published, with color pictures.

We ask for nominations for three council seats coming up. We encourage you to nominate someone, even yourself, to contribute to the organization.

We will again be joining Mystic Seaport and *WoodenBoat* magazine to encourage participation in the Small Craft Meet during the WoodenBoat

Show which is held at Mystic Seaport in June. What a fantastic place for a Small Craft Meet especially during the WoodenBoat Show. Mystic Seaport is the wooden boat mecca in the eastern United States, and when you combine it with the WoodenBoat Show, you are in heaven.

Please consider attending the show and, if you can, bring a boat to the Small Craft Meet. The boat livery will be open and free of charge. We also need volunteers for an hour or two during the show to man the TSCA booth. Please consider giving your time to help. This is a great opportunity to keep the John Gardner Small Craft Meet alive and meet with your fellow boat enthusiasts.

—Tom Shephard

## Cape May Maritime Museum

The Cape May Maritime Museum hosted an open house, in early February, to view their new boat shop. A 26' Monomoy Surf Boat is in the shop and is their first rebuilding/restoration project. When the Surf Boat is finished it will be used for lifesaving demonstrations of the 1876 era. A replica station is planned to be built at Sunset Beach.

The boat shop is located at 664 Sunset Blvd. near Cape May Point, NJ, on the property of Kevin and Sandy Maloney.

The day included a short field trip to Sunset Beach to view the future Life Saving Station. On a clear day if you look due west from this site the Brandywine Light is visible at a distance. The Museum is waiting daily to hear if

they will become the stewards of the Light House.

For more information visit <http://www.capemaymaritimemuseum.org> or contact George Loos, 609-846-4812.



*The Maritime Museum Restoration Team has been hard at work restoring the Museum's two monomoy lifesaving boats, purchased last year from the Merchant Marine Academy in Kings Point, NY.*





# OffCenterHarbor.com Turns One!

by Bill Mayber



A little more than a year ago, a group of classic boat lovers here in Brooklin, Maine, launched a new website, OffCenterHarbor.com (OCH), dedicated to the proposition that videos hold the power to illuminate the world of traditional boats that we love so dearly.

Since then it's been a great romp for members of OffCenterHarbor.com.

"We've come a long way in a short time, from the early days dreaming up the concept of OCH on the dock in Center Harbor...our 'field office,'" says co-founder Eric Blake, who is a boatbuilder at Brooklin Boat Yard.

So far, we've produced 85 high-quality videos, assembled a team of leading experts in the field we call Guides (25 so far) who write blogs (150 so far) on everything from small boat design and construction to camp-cruising to how to get kids involved on the water, and more.

As long-time professionals in the field, we were blown away by the clarity and energy that well-produced videos can bring to classic boating. Build it (or film it in this case) and they will come, we reasoned. And they did come, by the thousands, to join in the experience as members of OffCenterHarbor.com.

"After a couple years of producing videos together, our team is in a sweet groove. It doesn't hurt to have Maynard Bray giving commentary while Ben Mendlowitz gets his chase boat in just the right spot at just the right moment," adds co-founder Steve Stone.

Along with videos showing small boat sailing, how to scull, and sliding seat rowing, TSCA members are sure to appreciate the 20-part series on how-to-build the Fox Double Paddle Canoe with Bill Thomas. And a new series showing how-to-build the 19'5" Caledonia Yawl is scheduled to get underway this spring with Geoff Kerr as the instructor.

Other videos in the pipeline that are certain to be of interest to *Ash Breeze* readers: oar making at Shaw & Tenney,



Top: Haddy Sunset  
Above: Camera on the dock

tips on paint and varnish, and more back room tours of the small craft collection at Mystic Seaport with the ultimate insider Maynard Bray.

All focused on the watery delights available to a boy or a girl (or even grandpa) in a lovely little boat.

TSCA members can watch several videos for free and also receive a code to join OCH at a discount here: [www.OffCenterHarbor.com/TSCA](http://www.OffCenterHarbor.com/TSCA)



# Nina

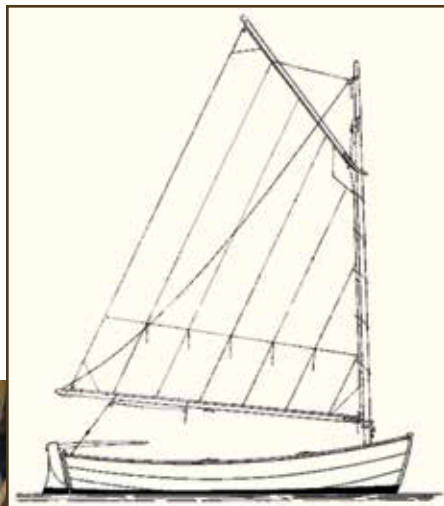
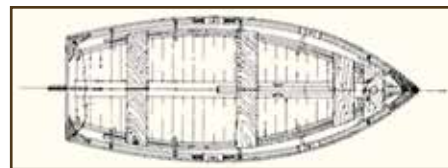
## An 11-Foot 4-Inch Flat-Bottom Sailing Skiff

There is a lot to be said for simplicity. *Nina* is a most practical and useful type of boat. Despite her modest dimensions—from her flat bottom to the tip of her unstayed mast—*Nina* is very much of a little ship.

She is an excellent craft in which to learn to sail—as well as to learn to become a seaman aware of the ways of wind and weather. She is a boat that will sail safely in rough, windy weather—in confidence and with lots of fun. When the wind is more than she can handle in safety and comfort, a small outboard engine will urge her along in good style. How much more practical it is for a youngster to learn the ways of the water in such a boat than to use a “skimming dish” rigged with hiking slings and all the complications of far too many of today’s “youth training” boats used by yacht clubs.

*Nina*’s dimensions are 11 feet 4 inches overall with a breadth of 4 feet

7 inches and 4-1/2 inches of draft. *Nina* will carry a cargo of two heavy persons nicely, or three average-size youngsters. Possibly among the best of her features is the fact that she can be built by an amateur or professional boatbuilder for a modest amount of money. Quarter-inch waterproof plywood can be used for her underbody and topsides, which is true for many of the flat-bottomed hulls.

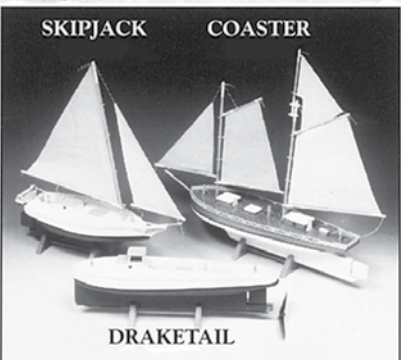


*JGTSCA members reviewed the sail plan for the next chapter building project*

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## The USS Trippe

### A Replica War of 1812 Armed Sloop

*by Roger Allen, Director, Buffalo Maritime Center*

*Some of the boat building projects undertaken by TSCA members and organizations are bigger than others... Here's one that all of us can participate in with a little cash and our good wishes for their success.*

*—Andy Wolfe*

A replica of the War of 1812 armed sloop *USS Trippe* is now under construction by the Buffalo Maritime Center at their shop in the Black Rock section of Buffalo, just a few yards away from the location of the naval station where the original vessel was outfitted for its role in Commodore Oliver Hazard Perry's fleet at the Battle of Lake Erie in September 1813.

The *Trippe* replica is being built on a beautiful Paul Gartside Bristol

Channel Cutter type hull (design # 109). She is 30' on deck with a 28'8" LWL. The beam is 10' with a 5'9" draft at 18,000 lbs displacement, plus the deck mounted six-pounder swivel gun.

As drawn *Trippe* will have 640 sq. ft. of sail with a gaff and a gaff topsail. There's some variety of selection for the fore triangle. The donated hull was carefully strip planked with 3/4" cove and bead mahogany. She's been getting diagonal and horizontal cold molded western red cedar veneers over the planking. The plan is to encapsulate the hull with fiberglass and epoxy. The original design had a nicely proportioned trunk cabin but in keeping with her new role as a circa

*continued on page 15*







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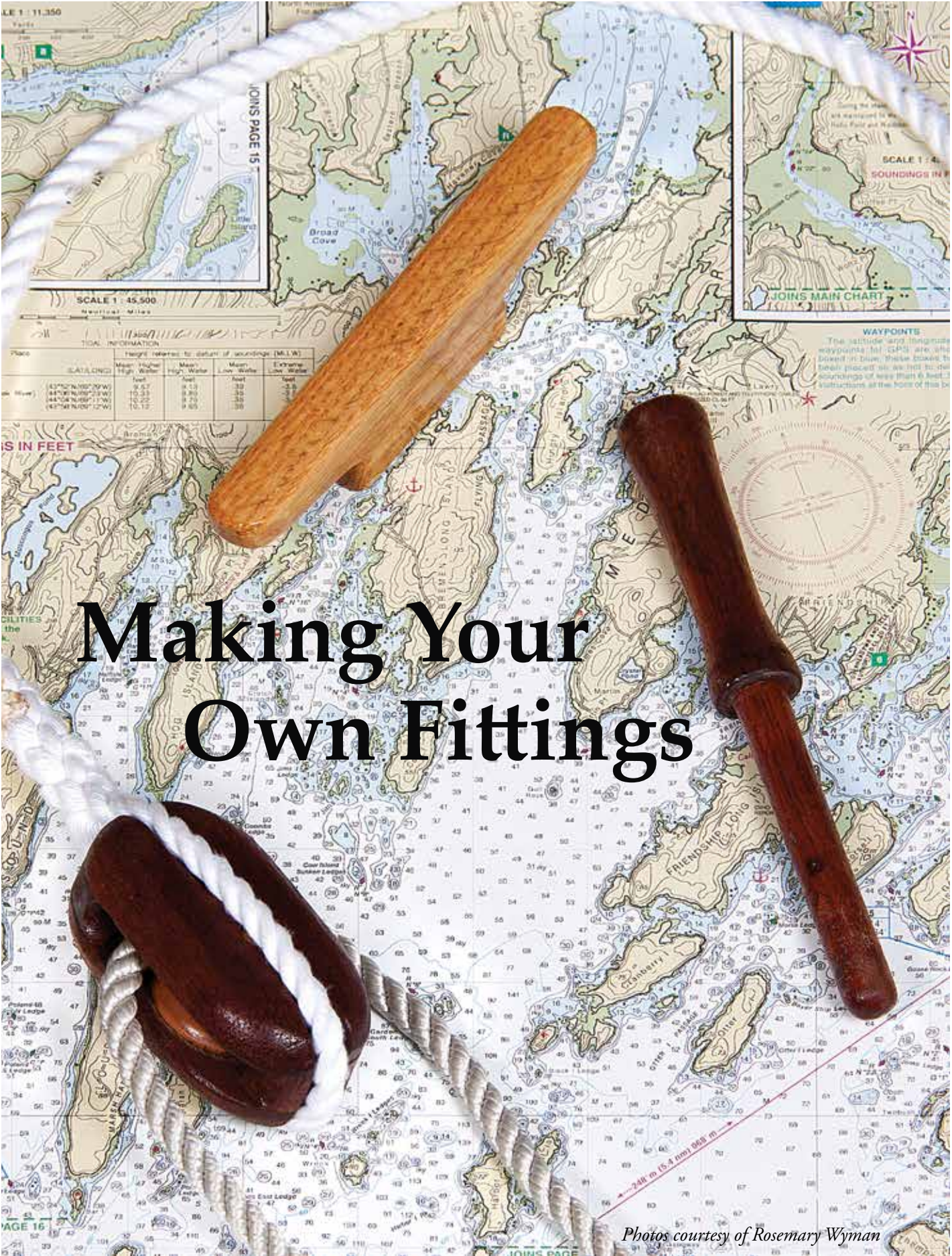
Today, we're helping grow a new generation of boat lovers. Through the Hagerty Youth Judging program – part of our *Operation Ignite!* youth initiative – we're sparking kids' passion for wooden boats. And if all goes as planned, their lifelong love of classic boats will keep the wooden boating community strong for generations to come.

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# Making Your Own Fittings

*Photos courtesy of Rosemary Wyman*





# Part 1: Wooden Fittings and Three-Strand Line

by David Wyman

Traditional small craft, regardless of hull construction, always look best when they are outfitted with wooden blocks and cleats rove with three-strand line. Some production traditional small craft are rigged with modern stainless steel hardware and braided lines, all of which function well but such modern gear just looks out of place and cold on a beautifully designed and built traditional rowing/sailing boat. But with the wood varnished and the line spliced, you have rigging to be proud of!

Wooden fittings are relatively easy to make if you have a little bit of woodworking skill, and the more you make such fittings, the better your skills become. Most any hardwood can be used for making fittings; I like mahogany and oak, which are available at many lumber yards. Wood cleats are the easiest to make. A good alternative to a cleat is a belaying pin that can be installed in a drilled hole in a thwart and removed when not in use. Wooden blocks are wonderful to look at and a little more challenging to make but still within the ability of most traditional boat enthusiasts. In addition to making these basic fittings, you can also make a wooden boat hook that is both useful and will float if dropped overboard. When making spars for a small traditional boat, soft wood such as spruce, fir, or pine, which also can be found at lumber yards, can be used. When you add wood jaws and wood mast hoops to the rig, the result is beautiful and functional.

When you make your own fittings, in addition to improving the appearance of your boat, it will be easy for you to experiment with different ways of rigging your boat to make it easier to sail and/or improve its performance. By making a few new fittings and splicing a new line, you can have a new main sheet



*The Main Sheet made of rope and wooden blocks on the author's Canoe Yawl Island Lady with friend Steve Brown at the helm. Note that the lines are tied around the boom instead of using metal fittings.*

arrangement with more mechanical advantage that just feels good to use.

For rigging on a small boat, 3/8-inch diameter line has adequate strength and is about the smallest that is easy on your hands. All of the drawings that will be included in future articles on fittings are drawn for 3/8-inch diameter line. If white rope is used, it can be made more traditional looking by coloring with diluted latex paint.

If you are building a new boat or having one built, consider using all wood blocks and cleats that you make yourself. Wooden fittings on a new boat not only improve the look of the boat but

modern hardware made of plastic and stainless steel come with a substantial price tag. While strength is certainly a consideration, the stress on traditional small craft rigs is relatively small (except for very high performance rigs), so wooden fittings are quite adequate.

In my next article I will provide a drawing of a good cleat with a detailed description of how to cut one out, finish it, and install it.



*Left: A Wooden Block, Cleat, and Belaying Pin made with simple hand tools by the author. Above: Thole Pins in place of metal Oar Locks make a handsome addition to this Dory built by the 7<sup>th</sup> and 8<sup>th</sup> grade students at Adams School in Castine, Maine.*





## The Philadelphia *Factory One Design*

by Brett Hart, Executive Director

My mom took me sailing for the first time when I was six. The boat might have been called a Sea Snark, but I don't really remember. I do remember that it was made of Styrofoam; more like a soda cooler than a yacht. I do remember being terrified. The fear, it turned out, was fleeting.

Back on the dock, away from the threat of sharks and shipwrecks, I eyed the boat with a now familiar longing; I wanted more.

Rewards are not earned by staying within boundaries. In order to grow you must seek both success and failure beyond your comfort zone. I repeat this to our students all of the time. These students are boatbuilders. They are soon to be sailors too. They are as smart and instinctive as anyone I've met. They make us laugh, and humble us with the stories of their everyday life.

Me: "And your dad, where does he live?"

Student: "In the neighborhood."

Me: "Do you see him ever?"

Student: "Na, not for about a year."

They are also as poor as you can be in an American city. Many eat breakfast and lunch at school, funded by federal dollars. Their dinner, they have with us at the shop. The Philadelphia Wooden Boat Factory (PWBF) has become their safe haven in the dangerous hours between school and sleep.

In 2011, the organization piloted its first sailing program using restored lightning-class sailboats. The boats, weighing close to 700 pounds, proved too large for their inexperienced crew. Our staff, fearful, never allowed the students to push the boats to their limits. If you've never pushed a boat, than you really don't know what it's capable of. We needed a new approach.

I found it in the fall of 2012, after reaching out to boat designer Antonio Dias of Narragansett, Rhode Island. In 2002 PWBF founder Geoff Mckonly and I built a 14 foot day-sailer designed by Tony. *Small*, a lapstrake wooden boat,

evoked pine tar and hemp but sailed like a carbon fiber and epoxy racer. I knew Tony could design a boat to fit our unconventional needs; the *Factory One Design* was born.

In his blog, *Boats for difficult times*, Tony discusses "our evolving relationship with boats." As a designer, author, and artist, he has been able to see that PWBF's mission and programs are at the core of that evolving relationship. "It's about our relationship with the world and with each other," he writes. Wooden Boat Factory's kids from urban neighborhoods "don't fit into our customary boating categories; they wouldn't have a relationship with boats in the ordinary way of looking at things. The *Factory One Design* connects them to the traditions of craft, to doing something difficult and well."

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*In order to grow you  
must seek both success  
and failure beyond your  
comfort zone.*

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Poverty takes its toll on teenagers, sometimes in hidden and misunderstood ways. Our programs encourage collaboration, healthy risk-taking, long-term follow-through, and resilience. Tony was able to create a design that will help us build these intangible skills because he believes in our mission. After a preliminary visit to our shop in Philadelphia, Tony returned to his drafting table. Two months later he returned with plans for the *Factory One Design*, and stayed for a week to work with twenty-four of our teenagers lofting the first three boats.

The *Factory One Design* is a cedar-on-oak lapstrake racing sailboat that will be both built and sailed by teenagers enrolled in the Boat Build and Sail Program. The teens are spending twenty-six weeks with us this winter constructing the three boats, and the entire summer out on the Delaware River pushing them to their limits. The first three will be launched in June. We plan a fleet of ten to fifteen to be built in the coming three to five years.

The boats are halfway planked; we're a little behind. Will the students pull it out and be ready for launching? It remains to be seen. But that's real. That's the world we live in; things are uncertain, require grit and determination, and the risk of failure always looms. When we push ourselves beyond our comfort level, when we test our resiliency, we give our mind and spirit the opportunity to grow. I'm looking forward to the ride.



*The sail plan for the Factory One Design*

## New major exhibit opens May 11 at CBMM— Navigating Freedom: The War of 1812 on the Chesapeake

A new major exhibit entitled “Navigating Freedom: The War of 1812 on the Chesapeake” opens Saturday, May 11 at the Chesapeake Bay Maritime Museum (CBMM) in St. Michaels, MD. This exhibit explores the impact of the War of 1812 on the people of the Chesapeake—black and white Americans, militiamen, Baltimore merchants, and British sailors who found opportunity or misfortune amid the conflict. Their diaries, artifacts, portraits, and articles reveal their personal stories, and the ways the War of 1812 on the Chesapeake challenged American ideas about freedom.

The exhibit also has several interactive components. CBMM partnered with Washington College’s GIS lab to generate a 3D virtual flyover of the Battle of St. Michaels, as well as maps highlighting the cultural landscapes of the area. Additional stories, research, and activities will be shared with the public beyond CBMM’s campus through an interactive online exhibit, curriculum materials, teacher workshops, and a series of public programs for all ages.

This special exhibit runs through 2015 and is free for CBMM members or with museum admission. For more information, call 410-745-2916 or visit [www.cbmm.org](http://www.cbmm.org).



*“Admiral Cockburn burning & plundering Havre de Grace on the 1st of June 1813.”* Attributed to William Charles, circa 1813. Hambleton Print Collection. Reprinted with permission from the Maryland Historical Society.





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# New Home for *Ruthie*

*Edited by Andy Wolfe*

We get a fair amount of email at the *Ash Breeze*, and this particular letter tells a small craft story that many of us will appreciate. It was a long email and the short course is they have a wonderful boat that needs a new home. I've edited and extracted, and pulled in some photo's, so read on and enjoy.

*Email from Rob Hallett, somewhere near Pittsburgh, PA:*

Dad was a lifelong, serious hobbyist. He tended to build on past skills, really get good at something, and move on to something new. He furnished our house with early American antiques, and most of them were in near firewood condition when he started the restorations. He restored an old Comet sailboat and a canoe. Dad built an amazing model of the *Constitution* based on his own research and photos of the original and a kit that he mostly ignored. He taught himself to sew and made kites that are displayed in the Smithsonian. In his last years, he taught himself to carve birds that look real but don't fly away.

My father took a class with John Gardner in the late sixties and then built a 14' Spirit Whitehall from Gardner's plans and lots of additional input from Gardner. He built the Whitehall in about the middle of that progression of hobbies. It was his biggest project. He hauled most of the wood from Maine to Wilkes Barre, PA, in one trip on the roof rack of a very robust diesel Mercedes sedan.

Dad essentially disappeared into the garage for a few years while I was in college and really built a wonderful boat. Dad carved "Ruthie" on a nameplate for the transom in a lame attempt to make it up to my mother Ruth. He sailed a lot in Maine and Pennsylvania and some in Virginia. Then the boat was in garages in several homes for almost thirty years.

When Dad died, my two brothers and I decided to share the boat. My youngest brother took it to his house on the lake near Cleveland. He never put it in the water. *Ruthie* stayed in his garage, and his car was out in the snow. He moved to Las Vegas (with the boat) and died after a couple years.

When my brother Martin and I saw the boat in Las Vegas it still looked like a piece of furniture, but there was signs that the years and the dryness hadn't been good for it. We had *Ruthie* hauled back to Pittsburgh on an enclosed luxury car carrier and put it in my garage.

Martin and I both love to sail and love Dad's boat, but we are cartop boat people and neither of us lives near sailable water. I kayak in a plastic ocean kayak that is way too heavy and not wood. I am just about ready to build a twenty-five pound skin-on-cedar-and-ash-frame kayak. I am Dad's son. I cut the ash from my own trees and visited the designer in Oregon. Martin is a wooden canoe guy.

We want Dad's boat to get back to the water. Our worst fear was that we would sell it to someone with a dream but without the skills to bring it back to life. We decided to have



*Above: Rob's dad, Robert, and Ruthie*

*Right: Interior of refurbished Ruthie*



it restored before sale. By some great stroke of luck, Patrick Hopkins has an excellent wooden boat shop near Pittsburgh. We put the boat in the water in a small lake and, sure enough, it leaked like a sieve. The real problem was the seam at the keel and garboard planks. Amazingly, Patrick's dad had a set of plans for the boat.

Reading the plans, with lots of respect for Gardner, Patrick felt that part of the problem was that my dad faithfully followed those plans, and the connections, especially at the centerboard trunk, were less than ideal. In the end, Patrick essentially rebuilt the boat using my dad's good original construction while improving on everything.

The drying over the years had cracked ribs and planks in a several places. Patrick repaired planks, replaced ribs, rebuilt the centerboard trunk framing, and improved on the keel to garboard plank connections in the original build. He finished the spars that Dad had just oiled, probably at Gardner's advice, and refinished or repainted everything else.

So now we have a classic boat that is in some ways better than new, has great backstory, and can be enjoyed right away. It is advertised in *Wooden Boat* online at

<http://www.woodenboat.com/14-john-gardner-designed-spirit-whitehall-1> and will also be in the next print issue of *Wooden Boat*.

Thanks for letting me tell the story to people who will understand it. If you know of someone who will enjoy *Ruthie* and would like an old boat that isn't a project, pass this on. They could contact me for even more information.

—Rob Hallett

rob.hallett@verizon.net







# The Avery Point Dory Story

*by Phil Behney, JGTSCA President 2013*

The original club dory was a basket case that Russ Smith had bought from someone in Noank, CT, for not too much money; this was probably around 1999 or 2000. The boat was patched up, put into service right away, and given the name *Beater Boat*. We named her this because she was used hard and showed it; she wasn't pretty but everyone who rowed her fell in love.

After a few years we decided to copy the boat so we built the first boat using 3/8 ac plywood. We are still using this boat along with three others—two of which were built with money from a John Gardner grant. Bill Armitage applied for and received this grant to build two boats in an after school program at Clark Lane Middle School in Waterford, CT, where Bill continues to teach.

Two other dories were built at our club boat house on the Avery Point campus of the University of Connecticut. These boats were built as practice so Bill could develop a curriculum for his after school program. The "Clark Lane" boats were added to our fleet bringing us up to five dories; one of the prototypes was eventually sold to offset costs bringing us down to four boats.

The JGTSCA continues to maintain and use these four boats. Since these boats are unique we have dubbed them "Avery Point Dories." They are much bulkier than a Gloucester

Gull, and we have not found any other dory that is exactly like ours. These boats continue to be used hard by our members and many other organizations including Groton Girl Scouts, Ship Dragon Sea Scouts, Ledyard Parks and Recreation, Groton Maritime Academy, and the Ledyard High School swim team.

About six or seven years ago one of the dories was badly damaged in a freak wind storm which provided an opportunity to try an experiment that member Larry MaGee



*Top: Sea Scouts use the dories for clean up projects on and around Pine Island. Right: Ship Dragon Sea Scout carries a full load of debris with the Avery Point Dory*





had been pushing for. We decided to convert the damaged boat into a double rower which at fifteen feet six inches was cutting it a little close for an efficient double. The conversion worked out so well that we decided to convert all four boats, the last of which we are just now completing. This gives the club a great deal of versatility with these boats, they can still be rowed as singles or doubles meaning eight people can row in one group.

The other beautiful feature of these boats is their ability to be stacked inside of each other; we can put all four boats on one trailer or in the back of a full size pick-up truck and head out to places far and wide. Our dories have been rowed in the Blackburn Challenge (Cape Ann Rowing Club, Gloucester, MA), Head of the Weir (Hull, MA), Essex River Regatta, Slocum River Regatta, and many others. We believe there have been eight Avery Point dories built to date and the original was refurbished a few years ago by Rob Pittaway and Cameron Taylor. Cameron still has the original and uses it on the Connecticut River near his home in Deep River.



*Friday was a full house, and we still managed to get some work done on the dory, along with hot dog eating and discussion. We glued and screwed the new inwales and installed blocking to hold the oarlock keepers.*



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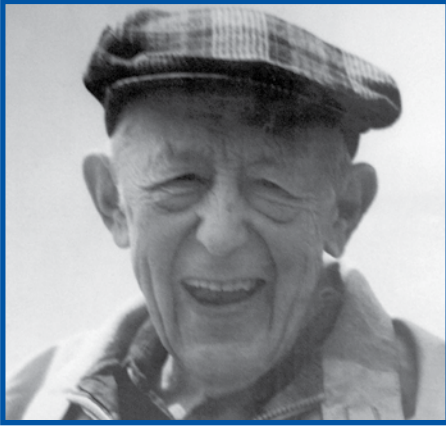
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# John Gardner Grant



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

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 semiannually by the John Gardner Memorial Fund Committee of TSCA, typically in May and

October. 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 which 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:

[www.tscanet.net/gardner.html](http://www.tscanet.net/gardner.html)

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# John Gardner Workshop

## June 28–30 at Mystic Seaport

The John Gardner Workshop will again be held at the **WoodenBoat** Show in Mystic Seaport on Friday, Saturday, and Sunday, June 28–30, 2013, from 9 a.m. to 5 p.m. This year in addition to having a booth to acquaint show attendees with the TSCA there will also be demonstrations of skills that enhance the traditional small boat experience. The boats of the Mystic Seaport Boat House will also be available at no charge for show participants to use. We are hoping for a continuous back drop to the show of traditional small craft in action on the river.

All TSCA members are encouraged to bring a boat and join in the fun. Launching and parking details will be sent out later.

At 8 a.m. on Saturday and Sunday morning there will be a cruise in-company open to all workshop

attendees. We will gather at the Australia Beach at 8 a.m. and cruise up river or down river to Mason's Island.

Workshop participants can again stay onboard the Joseph Conrad on Friday and Saturday nights.

Attendees will be asked to help with the workshop either manning the booth at Australia Beach for a two-hour period and/or giving a demonstration of some skill such as sail rigging, sculling, boat building, hardware making, etc. If you have a skill that you would like to demonstrate at the show please volunteer. Demonstration should last about an hour and will be held at 11 a.m., 1 p.m., and 3 p.m. each day. To sign up to man the booth or demonstrate a skill use the registration form available



from Mystic Seaport or contact David Wyman at david@dwymanpe.com or call 207-326-9406.



*Above: TSCA boats on Australia Beach  
Top: Sunday morning at Mason's Island*

## Trippe

*continued from page 4*

1811 merchant vessel, converted for use as a "sloop of war," she'll have a flush larch deck with an open hold where two benches serve as fighting platforms for musket wielding Marine sharpshooters. There is also that six-pounder swivel gun set just aft of the mast to scare off would be assailants.

The boat is the product of a consortium of maritime organizations in and around Buffalo, New York. The work is being done at the Buffalo Maritime Center (BMC), but it is decidedly not our project. Her lead carpenter is local Yachtsman/historian Kevin McCarthy. He is assisted by very dedicated volunteers who signed on to get her launched, rigged, and firing her cannon at the dastardly British Canadians who intend to finally take control of Lake Erie in September of 2013. Our BMC crew is providing all of the help we can.

Anyone in the vicinity is invited (encouraged) to come work on her in an effort that is every bit as desperate as the original effort back when the war of 1812 was being waged. Re-enactor/sailors are also being recruited.

If you want to be financially supportive of a patriotic effort to represent the United States in a re-enactment of a most pivotal moment in this county's

*continued on page 18*







## The Down East New Year's Day Row

*by David Wyman*

Imagine the perfect—bright, clear, and brisk—winter morning in coastal Maine. This was the day that members of the Down East Chapter made our New Year's row before our first meeting of the year. With eight boats put into the water with about twice as many members taking part, Camden Harbor was the perfect place to launch and row for both safety and visual surroundings. It was also a great place to practice our rowing skills and exercise winter muscles against a freshening breeze coming out of the north.

At our following meeting we discussed winter rowing safety as well as planning for the year's events and gatherings. With an overall goal of exploring new and scenic venues for rowing/sailing in our great state, we agreed on a row on Lake St. George in the spring, sailing/camping at Warren Island State Park in early summer, participating at the John Gardner Small Craft Workshop at the Mystic WoodenBoat Show in late June, and attending our annual fall meeting in Portland. The highlight of the year as usual will be the Small Reach Regatta in August, which this year will be held in Muscongus Bay at the Hog Island Audubon Camp. For interested traditional small boaters, further information about our chapter or events can be obtained from Jack Silverio ([jsarch@midcoast.com](mailto:jsarch@midcoast.com)) or David Wyman ([david@dwymanpe.com](mailto:david@dwymanpe.com)).

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# June 22 Classic Boat Show and Small Craft Festival

South Haven, Michigan



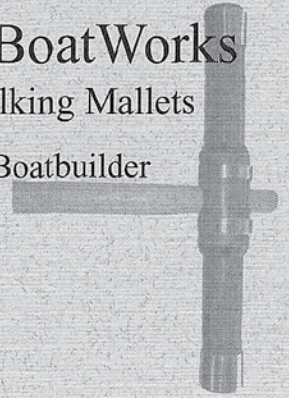
The 32nd annual boat show at the Michigan Maritime Museum will be held afloat and on shore in conjunction with South Haven's HarborFest and through the sponsorship of the Museum's TSCA Chapter. Classic and traditional small craft—row, paddle, sail, and motor—will be featured with demonstrations throughout the day as well as toy boat building for kids. For more information and registration forms, contact the museum at 260 Dyckman Ave., South Haven, Michigan 49090, Tel: 269-637-8078, or go to [www.MichiganMaritimeMuseum.org](http://www.MichiganMaritimeMuseum.org). Send questions to boat show coordinator, Sandy Bryson, at [sbryson@msu.edu](mailto:sbryson@msu.edu).

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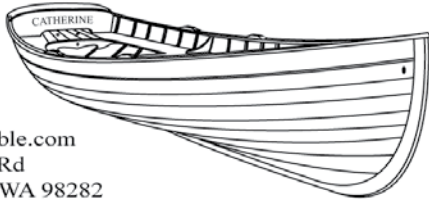
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# Trippe

*continued from page 15*

history, you are asked to send dollars to help finish her in time! Check out the campaign here:

<http://www.indiegogo.com/projects/uss-trippe-replica-war-of-1812-armed-sloop>

BMC needs \$90,000 to complete the USS *Trippe*. Money raised here will be used to seek matching grants from foundations and other funding agencies. Please contribute if you can. If not, you can still help by spreading the word.

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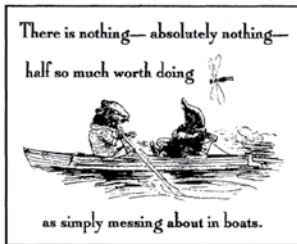




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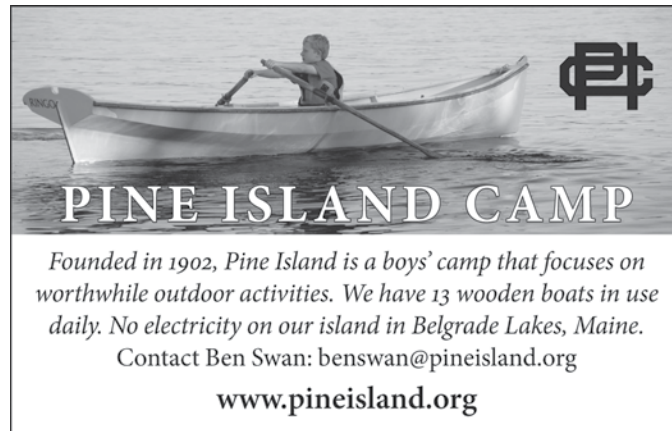
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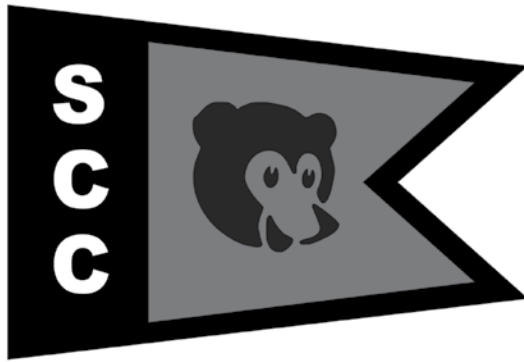
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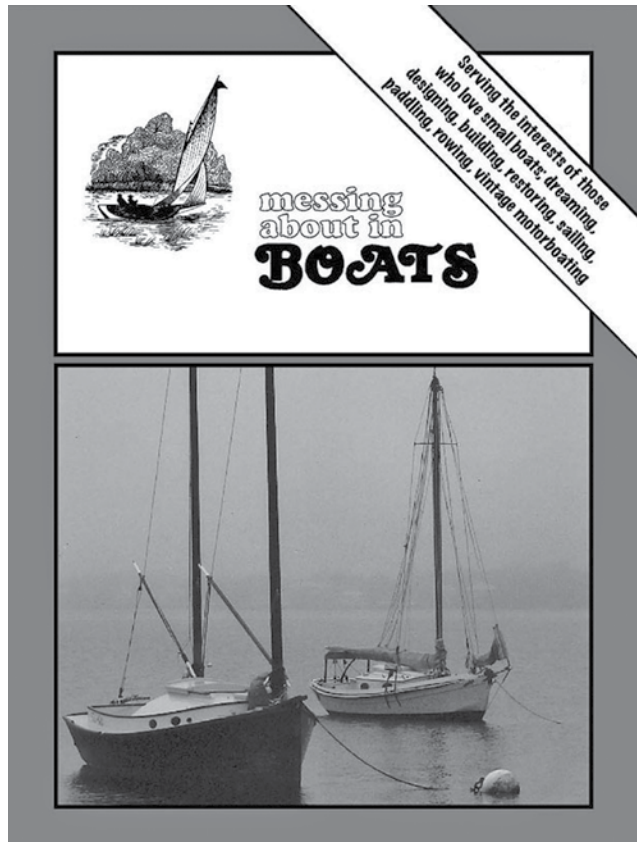
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## The Ash Breeze

Summer 2013, Volume 34, Number 2

**Editorial Deadline: May 1, 2013**

**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: [mikewick55@yahoo.com](mailto:mikewick55@yahoo.com) or [andy@marinermedia.com](mailto: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.*

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Volume	Year	Issue
Newsletter .....	1975–1977 .....	1,2,3,4
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3 .....	1979–1981 .....	1–9
4–5 .....	1982–1983 .....	1,2,3,4
6 .....	1984 .....	1,2,4
7–19 .....	1985–1997 .....	1,2,3,4
20 .....	1998–1999 .....	1,2,3
21 .....	1999–2000 .....	1,2,3,4
22 .....	2001 .....	1,2,3
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32 .....	2011 .....	1,2,3

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[www.southeastUSBoatShow.com](http://www.southeastUSBoatShow.com)
- April 26-28** Annapolis Spring Sailboat Show  
Annapolis MD  
[www.usboat.com/spring-sailboat-show/home](http://www.usboat.com/spring-sailboat-show/home)
- April 18-21** Bay Bridge Boat Show  
Stevensville MD  
[www.usboat.com/bay-bridge-boat-show/home](http://www.usboat.com/bay-bridge-boat-show/home)
- July 19-21** Lakeside Living Expo  
Gilford NH  
[www.lakesidelivingexpo.com/](http://www.lakesidelivingexpo.com/)
- Oct 3-6** US Power Boat Show  
Annapolis MD  
[www.usboat.com/us-powerboat-show/home](http://www.usboat.com/us-powerboat-show/home)
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