

The Ash Breeze

Journal of the Traditional Small Craft Association

Building America's Whaling Boats

IN THIS ISSUE

Family Boat Building in Texas

How to Make Your Own Cleats

CBMM Summer Boat Shop Programs

Lug Rigs for Everyone



VOLUME 34, Number 2 • Summer 2013 • \$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 34, Number 2

Editor:

Andy Wolfe

andy@marinermedia.com

Advertising Manager:

Mike Wick

mikewick55@yahoo.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. 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.

©2013 by *The Traditional Small Craft Association, Inc.*

Cover Photo: ©Rosemary Wymann

President's Message



As I write this letter I am looking forward to the WoodenBoat Show at Mystic Seaport and our annual Small Craft Meet. Hopefully, many of our members will take advantage of the combination of a boat show and an active participation on the water. As in the past, the boat livery will be open and free to participants giving members a chance to try out a variety of boats.

In a previous message I threw out some ideas for expanding our membership by reaching out to young people in the Boy Scouts and other organizations. Another idea has come to my attention. A number of schools are showing an interest in the St. Ayles Skiff Project. These skiffs are ideal for groups of kids to get out on the water. Several schools in South Jersey, where I live, are currently ordering kits. This could be an opportunity for the local TSCA Chapters to get involved helping with

the building and possibly picking up a few new members.

This is my last message since my council term is complete. It has been an honor to serve the TSCA these past three years. We currently have three council members waiting to be approved by vote. Nominated to serve three-year terms are: Russell Smith (CT), Ned Asplundh (PA), and Andy Wolfe (VA). You will receive an electronic ballot by email very soon. We are still searching for a new treasurer to replace Chuck Meyers. I want to thank Chuck for his work as treasurer over the years. I also want to thank Andy Wolfe, and his staff at Mariner Media, for his continual superb job on the *Ash Breeze*. I look forward to it getting better and better. Remember we need articles from the membership. And, as always, thank you to John Weiss for his continual work as membership coordinator.

—Tom Shephard

Praise for the Color *Ash Breeze*

“Most impressed with the presentation of the *Ash Breeze*. It has become a real quality publication.”

—Stuart K. Hopkins

“Congratulations, what a wonderful publication, it looks great. Receiving the *Ash Breeze* alone is now worth TSCA membership dues.”

—David Wyman

“What a beautiful publication. Great paper and color! So far I have read everything at least twice.”

—Robert Hallett

Send us your comments. Also, send us your stories and pictures, so that you too can be featured in the *Ash Breeze*.



Working Together for America's Last Whaling Ship



by Darrah Foster at Independence Seaport Museum

It's an exciting time in the national boat building community—the last surviving whaleship and oldest commercial vessel in America is under complete restoration by Mystic Seaport Museum. The National Whaleboat Project is supporting this effort with ten whaleboats being built by nine organizations in seven states. The new whaleboats will accompany *Charles W. Morgan* on her 38th voyage to various New England ports in 2014.

The partnering organizations include Alexandria Seaport Foundation, the Apprentice Shop, Beetle Boatshop in partnership with New Bedford Whaling Museum, Gannon & Benjamin Marine Railway, Great Lakes Boat Building School, Independence Seaport Museum, Lake Champlain Maritime Museum, Lowell's Boat Shop, and Rocking the Boat.

The National Whaleboat Project reached out to local schools offering students a hands-on experience building a whaleboat.

continued on page 4

Top: Whaleboats under construction at Independence Seaport Museum, Philadelphia, PA.



Whaleboats

continued from page 3

Independence Seaport Museum's President and CEO, John Brady, said, "We love the idea of working with Mystic Seaport Museum on the *Morgan* restoration project. It fits into our mission and gives us the opportunity to partner with local schools and expand our STEM (Science, Technology, Engineering, and Mathematics) program."

With this project, each organization faces project challenges while building the whaleboats. Organizations working with students to build the whaleboat are tasked with teaching students while trying to accomplish set benchmarks in a timely manner. Rocking the Boat's Executive Director, Adam Green, explained, "The heart of our challenge has been doing complex work with high expectations working with a group of high school students. The project requires an enormous level of commitment on their part."

Building a whaleboat is something the Beetle Shop knows how to accomplish. They were the original builders of the Beetle Whaleboat. James Beetle designed this boat in New Bedford, Massachusetts, in the mid-to-late 1800s and was found on most whaleships. Boat builders Bill Sauerbrey and Manny Palomo took the lead on this project. "Being a part of this project brought us back to our original roots as whaleboat builders, and allowed us to share that history. The Beetle Shop was originally located in New Bedford, the "Whaling Capital" of the world in its heyday," said the Beetle Shop's Office Manager, Michelle Buoniconto.

Each organization is excited to be a part of the *Morgan*'s restoration effort. Lowell's Boatshop Workshop Manager, Graham McKay, said, "We took on this whaleboat project to be a part of an amazing national effort, while at the same time, establishing our own apprentice program for local high school students."

The restoration of the *Charles W. Morgan* has brought organizations and workshops together from all over the country to help her begin a new life. "Not only is this a very

interesting project for our apprentices that are steeped in American history, but also great to have the honor to take part in a national effort to support the *Morgan*," stated Alexandria Seaport Foundation's Workshop Manager, Howell Crim. The ten whaleboats will complete her outfit by swinging from her davits, but her future depends on continual preservation.

Visit www.mysticseaport.org to find out how to donate.



Above: A high school apprentice working on a whaleboat.

Below: The Beetle name was found on most of the original whaleboats, including the Charles W. Morgan.



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





ONE-TIME HAGERTY YOUTH JUDGE,

LIFETIME

Wooden Boating Enthusiast

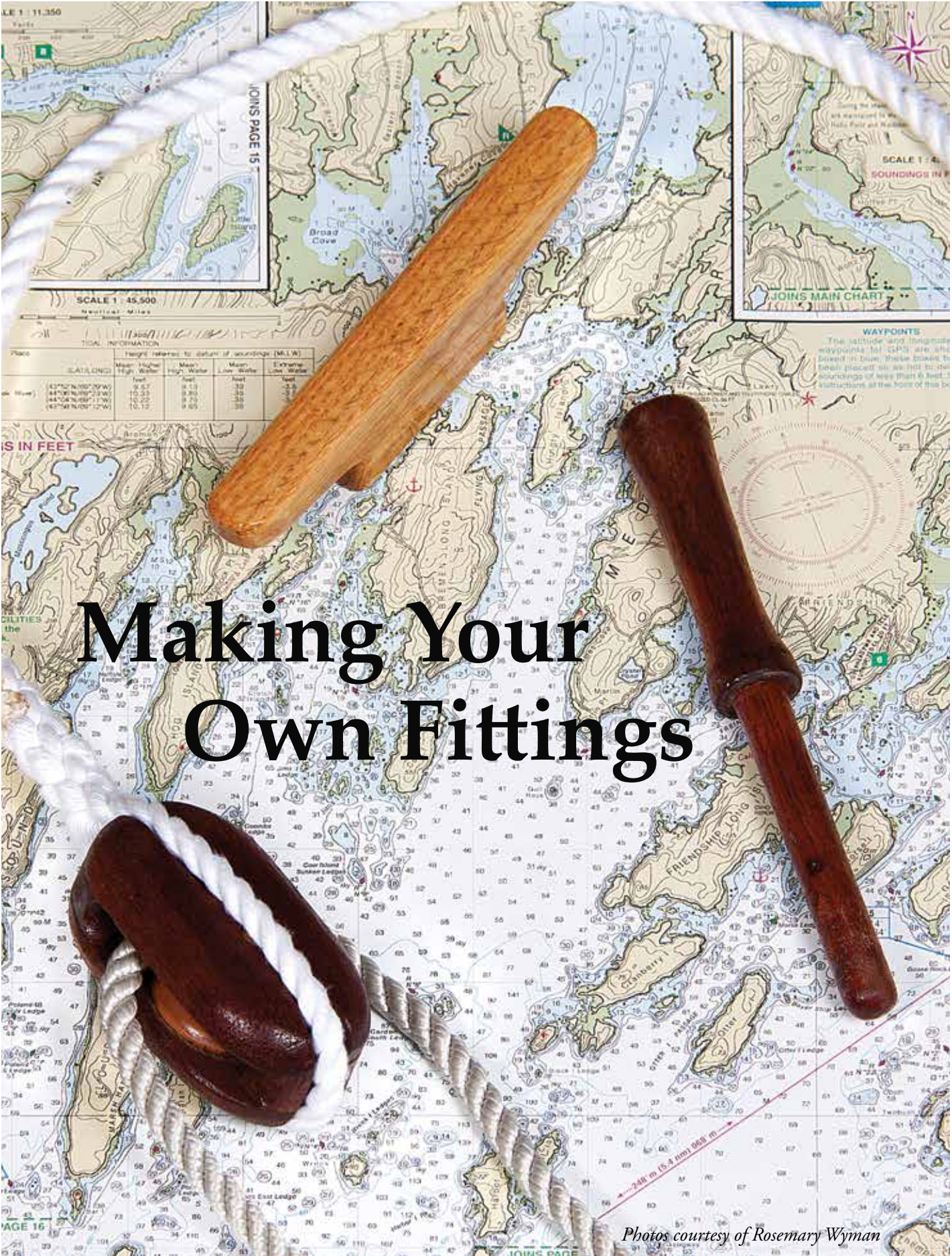
A generation ago, the Hagerty family invented Agreed Value insurance for classic boats.

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.

Your business helps sustain our many hobby support programs. Call us at **800-762-2628** or visit us at **hagertymarine.com** for a quote.

COLLECTOR BOAT INSURANCE





Making Your Own Fittings

Photos courtesy of Rosemary Wyman

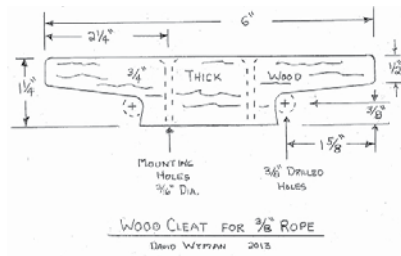


Part 2: Making a Simple but Effective Wooden Cleat

by David Wyman

Cleats are an important part of any small boat's hardware. A simple wooden cleat can easily be made with limited tools and modest skill. Cleats need to be large enough to easily cleat a line; cleats that are too small are an aggravation! Because this wooden cleat is easy, inexpensive, and fun to make, you can have as many as you want. On my 16-foot boat I have a large bow cleat for a mooring, two stern cleats, and three additional cleats on each side (if I had just one more, I might have enough!). There have been many types of cleats developed over the years, but this simple cleat works well for temporarily securing any line such as halyard, sheet, mooring line, anchor line, etc. The drawing shows a 6-inch cleat that is designed for use with $\frac{3}{8}$ -inch diameter rope, which I consider to be the right size for a small boat. A $\frac{3}{8}$ -inch line is strong enough, and it is the smallest size that is easily held in your hand; anything smaller is hard to grab and pull on with wet and cold hands.

Cleats should be made of a reasonably hard wood such as oak or mahogany (most soft woods are not strong enough). Oak and mahogany are readily available at most home building supply stores in $\frac{3}{4}$ -inch thick boards, which are a good thickness to use for making cleats for $\frac{3}{8}$ -inch diameter rope. If you need a cleat for larger or smaller rope, you can adjust the dimensions using the ratio of the rope's diameters. For example if you want a cleat for $\frac{1}{2}$ -inch diameter rope, multiply each dimension by 1.33 ($\frac{1}{2}$ inch divided by $\frac{3}{8}$ inch = 1.33). Therefore our 6-inch cleat becomes an 8-inch cleat made from 1-inch thick wood for securing a $\frac{1}{2}$ -inch line.



To build this 6-inch cleat, follow these steps:

1. First cut out a 1 1/4-inch by 6-inch piece of wood from a 3/4-inch thick board.

2. Mark the location for the two 3/8-inch diameter holes.



3. Drill the two 3/8-inch diameter holes in the positions marked.



4. Draw the cutout lines for the cleat, intersecting the holes that were just drilled.



5. Cut out the rough shape of the cleat with a saw.



6. Once you have a rough cleat shape cut from the wood, you then want to round all of the edges with a file so that there are no sharp edges on the cleat.



7. Mounting holes should be drilled in the position shown on the drawing and countersunk for mounting with flat head bolts or screws.



continued on page 9

Left: A Wooden Block, Cleat, and Belaying Pin made with simple hand tools by the author. Top Center: Drawing of Cleat Design. Top Right: A simple wooded cleat.





New Summer Boat Shop Programs at St. Michaels

The Chesapeake Bay Maritime Museum (CBMM) has announced new summer boat shop programs for woodworkers or anyone with a desire to build. The programs began June 7 and run through August 8.

CBMM's *Friday Open Boat Shop* program takes place on the evenings of June 7, July 26, August 9, and August 23, and invites members of the public to work on a small woodworking project of their own, or to bring ideas for a longer term project. Participants will receive the advice and guidance of an experienced shipwright and woodworker, and can expect assistance with CBMM's machinery and tools, plans, measurements, and the execution of their small-scale project. Projects could include plans for a small gift, frames, furniture, models, artwork, and more. The *Friday Open Boat Shop* program runs from 5:30–8:30 p.m. and costs \$20 per session for CBMM members and \$30 per session for non-members. Space is limited with pre-registration required by calling 410-745-4941. Participants must be 16 or older, unless accompanied by an adult.

On June 8 and June 9, CBMM invites the public's participation in an *Oar Making* weekend workshop from 10:00 a.m. to 4:00 p.m. Participants will be able to handcraft their own set of white pine oars to use specific to their vessel, or just for decoration. The two-day workshop is \$50 for

CBMM members and \$75 for non-members, plus the cost of materials (approximately \$50), with space limited. Pre-registration is needed by June 5 by calling 410-745-4941. When registering, be sure to specify what type of vessel the oars are for and a CBMM shipwright will help you determine the proper dimensions.

On Friday, July 12, a *Bronze Casting Demonstration* will be held in the boatyard from 10:00 a.m. to noon. Participants will listen to Mariner's Museum Conservator Will Hoffman as he discusses the casting replication project of one of the USS *Monitor's* artifacts, including iron and bronze parts. Following the discussion, Hoffman and nationally-renowned sculpture artist and Shepherd University professor Christian Benefiel will cast a replication of an oarlock from the *Monitor* in bronze using traditional pattern and molding methods. The cost for the demonstration is \$30 for members and \$50 for non-members, with registration required by July 10 to 410-745-4941.

From July 18 through July 21, a four-day bronze casting workshop with Will Hoffman and Christian Benefiel will have participants learning the intricacies of bronze casting, including creating molds, working the sand and furnace, and pouring the hot metal. Participants take home a working

continued on next page

Top: In CBMM's Oar Making workshop, taking place June 8–9, participants will be able to handcraft their own set of white pine oars to use specific to their vessel, or just for decoration.



continued from previous page

knowledge of casting metal and their own creation cast in bronze. Held from 9:00 a.m. to 4:00 p.m. on all four days, the workshop for ages 16 and up is \$160 for members and \$200 for non-members, plus the cost of materials (approximately \$100). Pre-registration is required by July 12 by calling 410-745-4941.

On August 8 from 5:00–6:00 p.m., the public is invited to the boat shop to see a lathe demonstration. A lathe is a machine tool that operates the wooden work piece on its axis to perform various operations such as cutting, sanding, knurling, drilling, and more. Learn how to turn an object safely—a bowl, furniture piece, whatever you're working on. The cost is \$10 for members, and \$25 for non-members with registration needed by calling 410-745-4941.

Right: CBMM Boatyard Program Manager Jenn Kuhn explains the intricacies of woodworking to two participants in a recent woodworking workshop at the Chesapeake Bay Maritime Museum in St. Michaels, Maryland.



For more information, or to pre-register for any of these workshops, contact Helen Van Fleet at 410-745-4941. All classes have limited participation, and take place in or around CBMM's boatshop in St. Michaels, MD. Visit www.cbmm.org for more information.

Making Cleats

continued from page 7

8. Next sand the cleat smooth, leaving the bottom of the cleat flat for mounting at the desired location.

9. Finally, you need to varnish or paint the cleat. If you intend to glue the cleat in place rather than bolting it, you will want to leave the gluing surface bare so that you get a good glue joint.



Mounting the cleat can best be done by through bolting with #12 flat head bolts with large washers and nuts on

the underside of the surface to which the cleat is being mounted. In some locations it is not feasible to through bolt, so then flat head screws with or without glue can be used. Screws are adequate for lightly loaded cleats but may loosen with use. Another option especially useful on spars is to glue

A simple wooden cleat can easily be made with limited tools.


the cleat in place. Often, to give the connection added strength, in addition to glue I use a 1/4-inch diameter dowel in the center of the bottom of the cleat, drilling approximately 3/4 inch into both the bottom of the cleat and the mounting surface. Gluing the cleat to a spar lets you avoid putting metal fastening into the spar, which can weaken it and provide a path for fresh water to cause rot.

My next article will show how to build a belaying pin, a good alternative to a cleat for securing a line.

**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
Catalog Available \$1.00



Active TSCA Chapters



Adirondack Chapter

Mary Brown, 18 Hemlock Lane
Saranac Lake, NY 12983
518-891-2709
mabrown214@hotmail.com

Annapolis Chapter

Sigrid Trumpy, PO Box 2054
Annapolis, MD 21404
hollace@crosslink.net

Bayfront Maritime Center TSCA

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

Buffalo Maritime Center

Charles H. Meyer, 5405 East River
Grand Island, NY 14072
716-773-2515, chmsails@aol.com

Cleveland Amateur Boatbuilding and Boating Society (CABBS)

Ric Altfather, 14695 Cheerful Lane
Strongsville, OH 44136
440-263-7020, raltfa@yahoo.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, wfxw1@embarqmail.com

Delaware River TSCA

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

Down East Chapter

John Silverio, 105 Proctor Rd.
Lincolnton, ME 04849
work: 207-763-3885,
home: 207-763-4652,
camp: 207-763-4671
jsarch@midcoast.com

Floating the Apple

Adina Taylor, 1225 Park Ave, Ste C10
New York, NY 10128
212-564-5412, floapple@aol.com

Florida Gulf Coast TSCA

Bob Pitt, 2815 1st Ave. W.
Bradenton, FL 34205, 941-746-0192
cpitt001@tampabay.rr.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

John Symons, Peter Vermilya,
U of Connecticut, Avery Point Campus
1084 Shennecossett Road
Groton, CT 06340, 860-535-3623,
pjsymons@live.com, pvermilya@gmail.com

Long Island TSCA

Myron Young, PO Box 635
Laurel, NY 11948, 631-298-4512

Lost Coast Chapter—Northern CA

Stan Halvorsen, 31051 Gibney Lane
Fort Bragg, CA 95437
707-964-8342, Krish@mcn.org
www.tasca.net/LostCoast

Michigan Maritime Museum Chapter

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

North Shore TSCA

Richard Koolish, 212 Park Ave.
Arlington, MA 02476
koolish@dickkoolish.com

Oregon Coots

John Kohnen, PO Box 24341
Eugene, OR 97402
541-688-2826, jkohnen@boat-links.com

Palmetto Chapter

John Merritt, 4612 Marlboro Pl.
North Charleston, SC 29405
843-345-5126
johnstonmerritt@yahoo.com

Patuxent Small Craft Guild

William Lake, 11740 Asbury Circle, Apt.
1301, Solomons, MD 20688
410-394-3382, wlake@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

Marty Loken, Secretary, Island Boatshop
PO Box 216, Nordland, WA 98358
360-301-6737
norseboater22@gmail.com
E-mail forum:
tasca-puget@yahoo.com

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

Frank Coletta, 26358 Romance Point
San Antonio, TX 78260
210-218-9961, coletta_j@msn.com

TSCA of Wisconsin

James R. Kowall, c/o Door County
Maritime Museum, 120 N Madison
Ave., Sturgeon Bay, WI 54235

Chapters Organizing

Green Mountain Chapter

William Edwards, 220 Upper Turnpike
Rd., Norwich, VT 05055
802-649-2923, wedwards@me.com

Western Long Island TSCA

Walter Connolly, 14 Jamaica Walk,
Breezy Point, NY 11697
718-945-5302, walterc530@mac.com



Texas TSCA Chapter Sponsors Family Boat Building Class

by Steve Lansdowne, Austin & Frank Coletta
San Antonio, Texas

In February 2013 the Texas Boatcrafters and Messers TSCA chapter, the San Antonio Sail and Power Squadron, and Duckworks Boat Builders Supply sponsored a family boat building class at the Woodcraft store in San Antonio. Woodcraft promoted the event as a class held at their location and also provided over-night storage, electricity, in-store coffee, and discounts on any items purchased by the participants during the class.

Several TSCA members who were experienced amateur builders helped with planning, shopping, pre-cutting stock, and co-instructing during the event, while others helped out with photos and logistics. A few brought their own boats along to demonstrate the variety of small boats for home builders. A local television station provided some publicity through a mid-day visit, which was screened on a newscast later that day.

Over this 3-day weekend each of six teams built a simple pirogue. Teams consisted of three married couples, a grandfather and young grandchildren, a father and adult son, and three friends. Most had some woodworking background though boat building was new to them. Some were inspired to build for the experience, some to share skills with others, and some as a way of obtaining a relatively inexpensive boat rather than purchasing one, which they were not sure beforehand they'd enjoy using. Certainly all gained some satisfaction of having built their very own boat and learned some new skills.

All of the first time boat builders said they very much enjoyed the experience and gave high marks on the class evaluations. Over the weekend several Woodcraft customers, some of whom were visiting from other states or countries, stopped by to watch.

continued on page 12

Two new red boats and the green test build waiting to go in the water for the first time.



Top: Rick Dawdy works with his grandson cutting and joining plywood on the first day.

Second: Canopy covered workstations in the Woodcraft rear parking lot. The green pirogue displayed in the foreground was a test build before the event.

Third: Four of the six boats lined up on day 3.

Bottom: Students taking their boats on the maiden voyage under the watchful eye of instructor Frank Coletta. It was a windy choppy day. All boat did well and did not leak.



Texas TSCA

continued from page 11

Some were quite interested in learning more about how to get started in boat building. Relevant web sites, magazines, books, and other instructional opportunities were shared by various co-instructors. Some of these visitors asked about taking this class if it is offered again, and Woodcraft asked us to come back to do another class. Clearly this event was a catalyst that inspired some to try building their own boats.

The following weekend the students were invited to Canyon Lake to launch their new boats. Before the launch the San Antonio Sail and Power Squadron presented the U.S. Power Squadron Paddle Smart Seminar designed to help these students learn safe boating practices.

The pictures show the progress on some of the boats at the end of the second day and the splash the following weekend. Time in the water was minimal due to the waves and weather conditions, but that didn't stop these proud builders from getting their bottoms wet!



Above: Rick Dawdy, his other grandson, and his grandson's mother came out on day two.

Right Top: Co-instructor Kent Rush guides a father and adult son team.

Right Middle: Proud boys with the boat they built.

Right Bottom: Event coordinator and instructor Frank Coletta presented a U.S. Power Squadron Paddle Smart Seminar at Canyon Lake before the new boats were splashed.





Model Skipjack Sailing at CBMM

The Chesapeake Bay Maritime Museum's (CBMM) Model Sailing Club has announced the dates for this year's model skipjack sailing in St. Michaels, MD. The Model Sailing Club started in 1983.

Club members began racing radio-controlled (RC) model skipjacks along CBMM's Fogg's Cove on May 19, and will hold future events on July 21, August 18, and October 20. All races take place from 11 a.m. to 1 p.m. The radio-controlled races are fun to watch and free with museum admission.

Built in the early twentieth century, the sail-powered skipjack was once a cost effective working boat used by watermen for oyster dredging. Today, only a few remain working on the Chesapeake Bay. The club races RC models of these two-sailed *bateaux*, which at full size can vary from 38 to 48 feet in length.

To learn more about the races, or joining the club, contact Commodore Richard Clayton at 410-745-2372.



To order your classic Chaisson Dory or to view our collection of other fine boats please visit us at www.cottrellboatbuilding.com or call us at (207) 548-0094

EMERALD

Marine Carpentry

J.A. STEWART
OWNER & SHIPWRIGHT




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

Gaco - the racing oarlock for recreational use

GACO oarlock snaps onto the oar for semi-permanent capture. Made from hardened 316 stainless and UV proof polypropylene. Kind to oars, its carefully angled shape cuts out friction and wear. Cost: \$35 for two oarlocks, two sockets and sleeves from Jamestown Distributors.

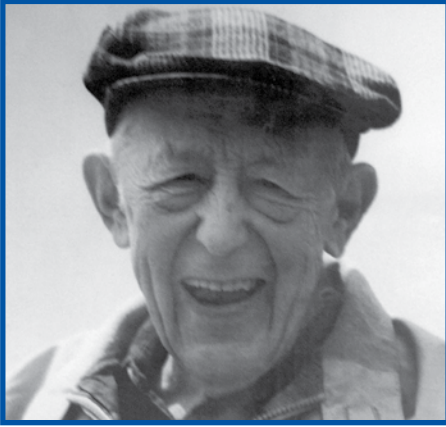


For more information
www.gacooarlocks.com

Free plans catalogue on our website



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

Life Members

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

Benefactors

• Samuel E. Johnson

Generous Patrons

• Ned & Neva Asplundh • Willard A. Bradley • Lee Caldwell • Richard S. Kolin • John S. Montague
• Richard B. Weir • John Weiss • Joel Zackin

Sponsor Members *

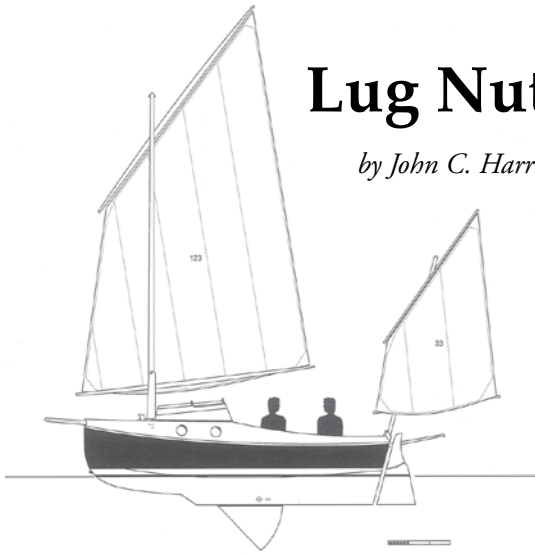
• Rodney & Julie Agar • Doug Aikins • James Alderman • Ken Bassett • Bruce Beglin • David Belden
• Michael C. Bill • Kent & Barbara Bleakly • Robert C. Briscoe • Miguel Burgos • Charles Canniff
• Stanley R. Dickstein • Dusty & Linda Dillion • William Dodge • Dick Dodson • Rob Dunlap • Paul Erickson
• Tom Etherington • Peter & Cricket Evans • Huw Goronwy Evans • Ben Fuller • Dr. Lawrence O. Garber
• Gerald W. Gibbs • Joy Godsey • Dick Hamly • Mr. & Mrs. R. Bruce Hammatt • John A. Hawkinson
• Peter Healey • Colin O. Hermans • Kevin W. Holmes • Peter A. Jay • David Kavner • Thomas E. King
• Arthur (Sandy) Lawrence III • Chelcie Liu • Jonathan & Ellen Lovell • Pete & Susan Mathews
• Michael McClure • Ian McNeill • Mason C. Myers • Bruce H. Perry • Robert W. Pitt
• Ron Render • Bill & Karen Rutherford • Richard Schubert • Paul A. Schwartz • Karen Seo
• Gary & Diane Shirley • John Silverio • Leslie Smith • F. Russell Smith II • Zach Stewart & Anne Somerville
• John R. Stilgoe • Morgan Stout • John P. Stratton III • Robert E. (Bub) Sullivan • Stephen M. Weld, Jr.
• Andy Wolfe • Robert & Judith Yorke • J. Myron Young • Bob Zolli

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



Lug Nuts

by John C. Harris



Used to be, I couldn't sell a lug rig to anyone. Some early Chesapeake Light Craft (CLC) boats, including the now-ubiquitous Eastport Pram, featured lug rigs. At the time, one prospective customer's reaction to the Pram's humble but effective sail plan was typical. He called it a "square rig." Gently corrected, he persisted. "No, I'm calling it a SQUARE rig!" he harrumphed. What he was trying to say was that he thought the boat would sail upwind like a barkentine. He was wrong, of course; lug rigs are the most close-winded of any traditional type. Driving a carefully-rigged lugger with an expertly-cut sail, I can and have done horizon jobs on

"modern" sloops that were sloppily set up and handled.

My own devotion to the type has never wavered. My very first sailboat rigging project, age 10, was a rubber raft with a broomstick mast and a loose-footed standing lug sail cut from a blue cotton bedsheet. I was assisted in rigging by a 1950s-era Sea Scout manual, which assumed that a good scout should know how to set up a lug sail.

Public acceptance of lug sails improved overnight, when my friend and colleague Geoff Kerr grabbed the front cover of *WoodenBoat* magazine with his Oughtred-designed, lug-rigged Caledonia Yawl. Around that time, the number one question about every CLC sailboat shifted to "Could it have a lug rig instead?"

The lug is an ancient type of sail, my guess being that the Vikings invented it when sailcloth improved and they found they could brace their square sails around and sail upwind. Phil Bolger wrote that the lug sail is "the most powerful windward sail possible with primitive technology." To do any better upwind, you need stainless steel cabling to tension the luff of a jib.

A lug sail is a quadrilateral shape, with a yard at the top. (Please don't call it a gaff.) There are three main types: dipping lugs, balanced lugs, and standing lugs.

We won't linger over the oldest and historically most-used lug rig, the dipping lug. Dipping lugs were very common in

continued on page 16





*The Chesapeake is yours
to enjoy this summer!*

with a visit to the
Chesapeake Bay Maritime Museum
in St. Michaels, Maryland

DON'T MISS:

- Big Band Night & Fireworks**
Saturday, July 6
- Crab Feast & Waterman's Day**
Sunday, August 11
- Charity Boat Auction**
Labor Day Weekend: Saturday, August 30
- Mid-Atlantic Small Craft Festival**
Saturday & Sunday, October 5 & 6

Signature events continue through November.
Visit us online for a full list of events.

 Navy Point, St. Michaels, MD
410-745-2916 • cbmm.org
   havefun@cbmm.org



Lug Nuts

continued from page 15

working sailing craft, especially in Europe. They offer the most power, especially upwind, but also require a highly trained and patient crew, so they are unknown in yachts. To tack, you must drop the sail, pass the yard to the other side of the mast, and rehoist. These days it's only a good choice in a boat that doesn't need to do much tacking.

Balanced lug sails are the most popular type in the 21st century. Balanced lug sails always have a boom, and are distinguished by a tack that's positioned well forward of the mast. The sail area in front of the mast helps balance the sail area aft—thus the name—and so sheeting loads are lighter. The mast DOES cut into the sail on the “bad” tack, but nobody has ever established that luggers are much slower on that tack. The signal advantages of the balanced lug sail are the speed at which it can be hoisted and stowed and the ease of reefing. You don't need a boom vang because the boom is locked horizontally by luff tension, eliminating horsepower-robbing twist in the sail. The center of effort (a very approximate geometric location of the sail's thrust) is comparatively low for a given amount of sail area, meaning that there's less heeling moment for a given amount of thrust.

The standing lug looks like a balanced lug at a glance. The difference is that the tack of the sail is fastened at or near the mast. The reasons to choose this rig over a balanced lug are somewhat incremental. The spars tend to be short, making them easy to stow (say, in a dinghy). On my drawing board standing lugs usually appear when the boat's layout demands a mast placed far forward in the boat, such that the balanced lug rig would shift the center of effort too far forward. You can also rig a standing lug without a boom, which is nice if you hate getting clobbered in the head.

To those of us who know the secret lugger handshake, lugs are the obvious choice for pleasure sailing. Why aren't luggers more popular? Unfamiliarity is the main culprit. While comparatively simple, getting a lug sail rigged for best performance requires a certain artfulness. Most luggers that I see lack enough tension in the outhauls on the boom and yard so that the sail is too baggy. Those boats don't go to windward well, reinforcing the incorrect notion that “traditional” rigs have innate deficiencies upwind. Once you hoist the sail, you need loads of downhaul tension, too. Even if you get enough tension at the beach, the halyard and downhaul will stretch under way and need to be tended often.

Another troubling misconception is that traditional sails are just flat sheets of canvas. The lug sail in a \$1,000 dinghy needs as much thoughtful three-dimensional shaping as a

mainsail on a million-dollar racing yacht. Douglas Fowler, (CLC's longtime sailmaker) is obsessive about broadseam and the “round” built into the head and foot of the sail. The combination of ultra-modern synthetic sailcloth and careful sail shape means that you don't have to give up anything in performance in a modern lugger.

Spars offer bewildering choices to the designer and builder of a lug-rigged boat. Generally speaking, the spars should be desperately light. Shave them down to just this side of breaking, especially the yard, which is up high trying to capsize you with its weight. Yet spars that are too bendy will make the sails baggy, which in heavy air will set up a regressive cycle that ends in capsize or broken spars. I'm always testing the limits.

The lug sail is laced to the yard, of course, but most luggers don't lace the foot of the sail to the boom. A deep round in the foot of the sail looks good on paper AND on the water, but beware: you need a much stiffer (and thus heavier) boom. Lacing the sail to the boom adds a lot of support, so the boom can be lighter, and it's easier to control the draft of the sail without very high outhaul and downhaul tension.

John C. Harris designs, builds, and writes about boats at Chesapeake Light Craft in Annapolis, MD.

Public acceptance of lug sails improved overnight

Great Lakes Boat Building School
485 South Meridian Road
Cedarville, MI 49719
906-484-1081
greatlakesboatbuilding.org





Attention Oregon Antique and Classic Boat Owners

The Maritime Heritage Festival and Boat Show, will be held July 26–28, 2013 in St. Helens, Oregon. TSCA members can register boats on-line at www.maritimeheritagecoalition.com

Each boat accepted will receive tickets to an Opening Day Reception, an exhibitor gift bag with exclusive take-home gifts, and participant plaque to display on their boat. This event is free to the public and attracts a large crowd.

The festival features Vintage Boats, Native American Technologies, Art Show, WWII PT Boat, Regional Foods, Music, Children's Activities, Waterskiing Show, and Sternwheeler Portland Charter Cruises.

Saturday evening's Awards Presentation and catered Salmon dinner will be on Sand Island and premium viewing for the Fireworks Show.

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

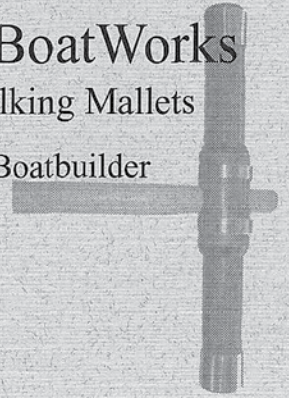
One of the original Gloucester Gulls, designed by Bolger and built by Dynamite Payson is for sale. It is described as in good, sound, original condition, needs a new coat of paint. Located in Mystic, CT. \$1,000. Call 860-536-6200

BaggyWrinkle BoatWorks

Black Mesquite Caulking Mallets

Stephen Kessler - Boatbuilder

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



ALBERT'S WOODEN BOATS INC.

- Double ended lapstrake
- Marine ply potted in Epoxy
- Rowboats – 15' & fast 17'
- Electric Launches – 15' & 18'

A. Eatock, 211 Bonnell Rd.
Bracebridge, ONT. CANADA P1L 1W9
705-645-7494 alsboats@sympatico.ca

A HIDDEN TREASURE ON THE SAUSALITO WATERFRONT



WHERE WOODEN BOAT CULTURE COMES ALIVE!

WWW.SPAULDINGCENTER.ORG

- BECOME A MEMBER AND ENJOY ALL THE BENEFITS
- SAIL WITH US CREWING ON POLARIS, A 1906 GAFFER
- TOUR THE CENTER AND SEE THE BOATYARD IN ACTION
- ENJOY FREDA WHILE SHE IS BEING RESTORED
- VISIT THE ARQUES SCHOOL OF TRADITIONAL BOATBUILDING
- SUPPORT WOODEN BOAT CULTURE AND TRADITIONS!

(415) 332-3179

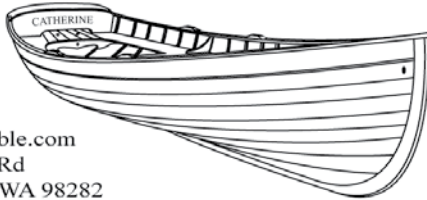
INFO@SPAULDINGCENTER.ORG

FOOT OF GATE FIVE ROAD - SAUSALITO - CA 94965



Richard Kolin

Custom wooden traditional small craft designed and built
Boatbuilding and maritime skills instruction
Oars and marine carving



360-659-5591
kolin1@wavecable.com
763 Arrowhead Rd
Camano Island, WA 98282

MICHIGAN MARITIME MUSEUM



260 Dyckman Avenue
South Haven, MI 49090
269.637.8078
800.747.3810
michiganmaritimemuseum.org

Duck Soup Inn

50 Duck Soup Lane
Friday Harbor, WA 98250
360-378-4878
Fine Dining for Sailors
Les Gunther

YOURBOATART.COM

CUSTOM MARINE ILLUSTRATION

Special
Note Cards
\$5.00
US ppd



ahoy@YourBoatArt.com

8 cards (5.5 x 4.25") blank inside + 8 envelopes
Full color renderings of traditional Florida boats, the
Pompano, Egret, Sprits'l and Cedar Key Sharpies

Color Portrait of Your Boat, Type or Class

Create mementos for family, guests, crew, fund-raising promotions, souvenirs, trophies

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

A growing collection of high quality



videos and blogs that bring you inside the world of traditional boats. Go here for a 10% discount on membership:

www.OffCenterHarbor.com/TSCA

Bayside Marine Design

Small Craft Design and Engineering Services



Edward A Scott
Marine Designer/Engineer

Small craft and electrical design in wood and fiberglass

13 SNYDER ROAD
EASTPORT, MAINE 04631

Tel #: 207-217-9203
FAX: 207-853-6179

www.baysidemarinedesign.com

ed@baysidemarinedesign.com



J. D. ENGLAND
can Co. inc

ATLANTIC WHITE CEDAR

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



CANOE SAILOR

Chuck Sutherland & Marilyn Vogel
 2210 Finland Rd, Green Lane, PA 18054
 seashell@entermail.net
 www.enter.net/~skimmer/



drathmarine

<http://drathmarine.com>

1557 Cattle Point Road
 Friday Harbor, WA 98250

Mole got it right...



C Fox Wood Boats:
Building Custom Wood Boats
Wooden Boatbuilding School
 16320 Red Pine Drive
 Kent City, MI 49330
 Phone (616)675-3188
 www.cfoxwoodboats.com

BAY of MAINE BOATS

Performance and Quality
 Count When Buying a Small Boat

8', 10', 12' & 14' models
 Row • Sail • Outboard

Exceptional Performance • Traditional Looking • Durability • Quality



Our Boats Were Designed to:

Perform well • Be safe • Be multi-purpose
 Use for pleasure, sport & good health • Use by grandparents to grandchildren
 Enjoy on lakes, rivers, bays & off-shore anchorages

207/967/4298 • P.O. Box 631, Kennebunkport ME 04046
 www.bayofmaineboats.com
 43°20.9'N - 70°28.7'W



SIRI

18' canoe yawl
 for glued lapstrake,
 traditional, or cold
 molded construction



- Designs for power, sail, oars, and electric drive
- Custom designs for amateur or professional builders
- Kits and bare hulls available for *COQUINA* and *BEACH PEA*

D. N. Hylan & Associates

53 Benjamin River Drive
 Brooklin, ME 04616
 207-359-9807

web site: www.dhylanboats.com email: doug@dhylanboats.com

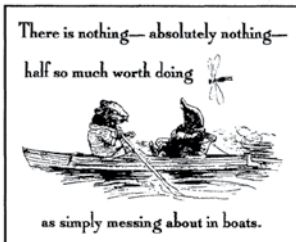
IT'S A GOOD TIME TO DO IT YOURSELF...WE CAN HELP



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...



The Design Works

9101 Eton Road, Silver Spring MD 20901
301-589-9391 or toll free 877-637-7464
www.messingabout.com



Matinicus 18
www.labriesmallcraft.com
(207) 570-2300

The APPRENTICESHIP

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



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

SHAW & TENNEY
Orono, Maine

...the World's Finest Oars and Paddles, since 1858.

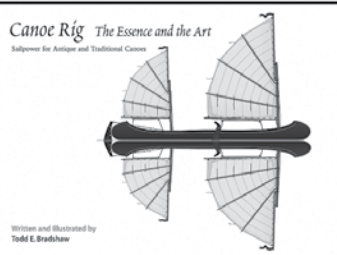


Handcrafted in Maine, used all over the world.

- Oars and Paddles
- Wooden Masts and Spars
- Bronze Rowing Hardware
- Adirondack Guide Boat Oars and Hardware
- Boat Hooks
- Handmade Brown Ash Pack Baskets and Creels
- Wooden Flagpoles

www.shawandtenney.com

PO Box 213, Orono, Maine 04473 – 800-240-4867



Canoe Rig The Essence and the Art

Salpeter for Antique and Traditional Canoes

Written and Illustrated by
Todd C. Bradshaw

265 pp., hardcover, \$34.95 + \$5.50 shipping

Canoe Rig

by Todd Bradshaw

If canoes are your passion,
this is a must-have book. Todd
Bradshaw is pretty much an
addict, as you'll soon find out.
His book covers not only rigs
but outriggers, hardware, lee-
boards, and so much more.
The amount of detail will
astound you.

WoodenBoat is the publisher of
WoodenBoat magazine, as well as 40+
books on boatbuilding, woodworking,
design, boat repair, and nautical history.
Please visit us at:
www.woodenboat.com



The WoodenBoat Store
Naskeag Rd., PO Box 78
Brooklin, Maine 04616
Tel: 1-800-273-SHIP (7447)
Fax: 413-618-0293

SHAW & TENNEY
WHITEHALL



AFTER 150 YEARS. A WHITEHALL OF EQUAL QUALITY.

For information visit shawandtenney.com. Or call 800.240.4867.

Specializing in Small-Craft Sails

www.dabblersails.com

dab@crosslink.net

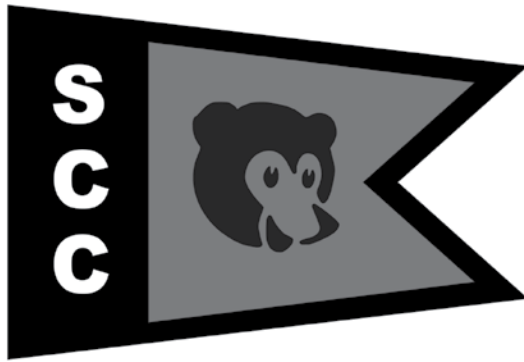
Ph/fax 804-580-8723

PO Box 235, Wicomico Church, VA 22579



Stuart K. Hopkins, Sole Prop.





SEBAGO CANOE CLUB
Brooklyn, NY
www.sebagocanoecub.org

Prop Scan® Technology for Performance Propellers



PALMETTO PROPS, LLC

4893-C Savannah Highway
Ravenel (Charleston), SC 29470

843-889-9212
Fax: 843-889-3672
Toll Free: 888-699-1250

Nelson & Suzi DuRant
Managing Directors
E-mail: palmettoprop@msn.com



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!

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



Take Champlain
MARITIME MUSEUM



WEST WIND HARDWOOD INC.

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

All sizes shipped anywhere

EXQUISITE BOAT LUMBER

1-800-667-2275 Sidney, BC, Canada
www.westwindhardwood.com | info@westwindhardwood.com

Lobster Boat Styles
A Specialty

MARINE Woodworking

JOHN M. KARBOTT

CUSTOM WOODEN
BOAT BUILDING
&
REPAIR

789 Rocky Hill Road
Plymouth, MA 02360

Phone/Fax 508-224-3709
www.by-the-sea.com/karbottboatbuilding

2

Daughters Boatworks

Geoff Kerr
2211 Route 128, Westford, VT 05494
tdbotwks@sover.net
802-849-6579



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





"Traditional Methods and Materials"
 WOODWARD BOATSHOP
 Guideboat Building & Restorations
 Accessories, Hardware & Supplies
 CHRISTOPHER WOODWARD
www.guideboats.com
 518.891.3961, 3 Hanmer Avenue
 (intersection of Lake St. and Rte3)
 Saranac Lake, NY 12983



ROB BARKER
 Wooden Boat Building
 and Repair

615 MOYERS LANE
 EASTON, PA 18042

messing about in BOATS

Now in Our 29th Year!

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)

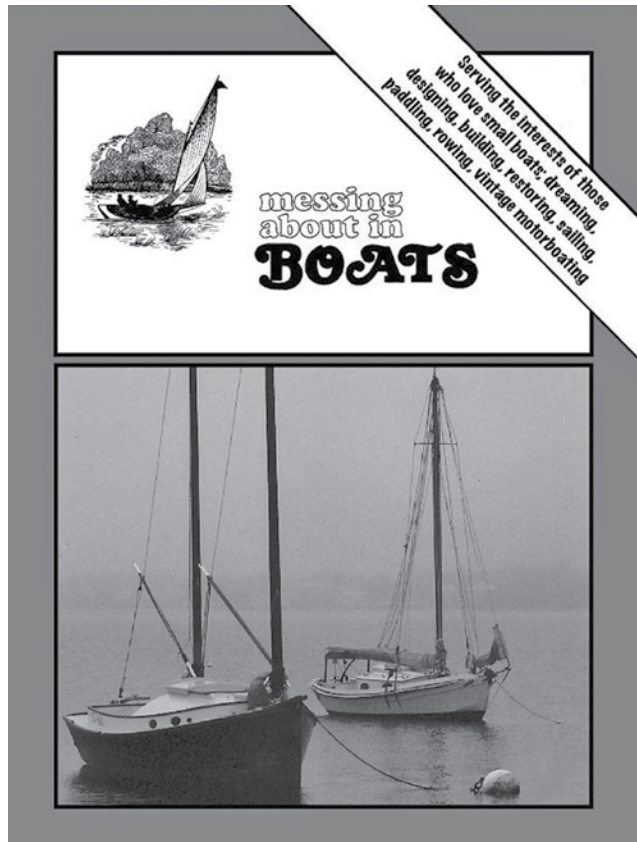
SEND FOR FREE SAMPLE COPY

Messing About in Boats

29 Burley St., Wenham, MA 01984

www.messingaboutinboats.com

Bob Hicks, Editor & Publisher



Serving the interests of those who love small boats, dreaming, designing, building, restoring, sailing, paddling, rowing, vintage motorboating



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: \$20 annually | <input type="checkbox"/> Sponsor: \$50 annually | <input type="checkbox"/> Sponsor with ad: \$60 annually |
| <input type="checkbox"/> Corporate Sponsor with ad: see below | <input type="checkbox"/> Patron: \$100 annually | |
| <input type="checkbox"/> Canada or Mexico: Airmail, \$25 annually | <input type="checkbox"/> Other Foreign: Airmail, \$30 annually | |

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

Fall 2013, Volume 34, Number 3

Editorial Deadline: August 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 or 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 Rates: For insertion into four consecutive issues of *The Ash Breeze* —

- Sponsor, no ad\$50
- Sponsor, with 1/8 page ad\$60
- Corporate Sponsor: 1/4 page\$125
- Corporate Sponsor: 1/2 page\$250
- Corporate Sponsor: full page\$350

Full Color Ads:

- 1/4 and 1/8 page, add \$50
- 1/2 and full page, add \$100

Members' Exchange:

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

TSCA Wares

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

Volume	Year	Issue
Newsletter	1975–1977	1,2,3,4
1	1978	1,2,3,4
2	1979	1
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
23	2002	1,2,3
24–31	2003–2010	1,2,3,4
32	2011	1,2,3

Contact Flat Hammock Press for back-issue ordering details:
Flat Hammock Press
5 Church Street, Mystic, CT 06355
860-572-2722
steve@flathammockpress.com

Caps: Pre-washed 100% cotton, slate blue, TSCA logo in yellow and white. Adjustable leather strap and snap/buckle. \$20. (\$18 to members at TSCA meets.)

T-shirts: 100% cotton, light gray with TSCA logo. \$15.00 postpaid for sizes M, L, and XL; \$16.00 for XXL.

Patches: 3 inches in diameter featuring our logo with a white sail and a golden spar and oar on a light-blue background. Black lettering and a dark-blue border. \$3.00 Please send a SASE with your order.

Decals: Mylar-surfaced weatherproof decals similar to the patches except the border is black. Self-sticking back. \$1. Please send a SASE with your order.

Burgees: 12" x 18" pennant: royal blue field and sewn TSCA logo in white and gold. Finest construction. \$25 postpaid.

Visit: www.tsca.net/wares.html for ordering information.

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

ADDRESS SERVICE REQUESTED

Non-Profit Org.
U.S. POSTAGE
PAID
Waynesboro, VA
Permit No. 129

ADIRONDACK GUIDE-BOAT

See you at the **WoodenBoat** Show

Upcoming Shows

- July 19-21 Lakeside Living Expo
Gilford NH
www.lakesidelivingexpo.com/
- Oct 3-6 US Power Boat Show
Annapolis MD
www.usboat.com/us-powerboat-show/home
- Oct 10-14 US Sailboat Show
Annapolis MD
www.usboat.com/us-sailboat-show/home

6821 Rte 7 S.
N. Ferrisburgh, VT 05473
Shop Phone: 802-425-3926
guideboat@together.net
Visit our website:
www.adirondack-guide-boat.com