

The Ash Breeze

Journal of the Traditional Small Craft Association

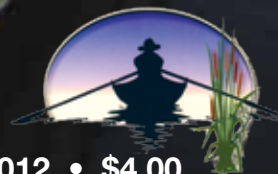
Moutaintop Boat Building Adventures

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THE BENEFITS OF TSCA MEMBERSHIP

CHINA CAMP HERITAGE DAYS FESTIVAL



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The Ash Breeze

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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.

Cover Photo by Tracy Munson

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Letter from the President

As a longtime TSCA member and a past president, I am often asked how we can expand our membership. For some reason, many people like us are independent thinkers and just are not joiners of organizations. As you look around the various TSCA events you'll notice the "mature" age of many of us. I'd like to turn the tide on this trend. Let's do more to get our youth interested in boating, especially in Traditional Small Craft.

I want to propose to each of the chapters to reach out to youth or youth organizations to join us at events. I noticed on the Boy Scout Merit Badge pages at least eight merit badges related to our activities—canoeing, kayaking, motor-boating, rowing, sailing, woodworking, model building, and composites. How about if we extend a welcome to local scouts who are looking

for ways to earn a merit badge? We just may pick up a few future members.

It could also be as simple as inviting your neighbors' or friends' kids out for a sail or a row. The Experimental Aircraft Association has a Young Eagles program where they give kids a plane ride to expose them to aviation. We could do the same with a sailing, rowing, or paddling outing. Think about it and give me your thoughts.

We are working on another Small Craft Meet in conjunction with the WoodenBoat Show at Mystic Seaport. You should stay tuned for details and mark your calendars. I can't think of a better place to mess about in boats than at Mystic during the WoodenBoat Show.

Lastly, please consider contributing to *The Ash Breeze*. Andy Wolfe does a great job, but we always need more articles.

—Tom Shephard

Adirondack Guide-Boat Sold

Longtime employees Ian and Justin Martin have assumed the helm of ownership of the Adirondack Guide-Boat. The boat building brothers, Justin, Ian, and Randy all started working together at Mad River Canoe in Waitsfield, VT.

Randy became the head of research and development at Mad River; Justin, the team leader of the assembly and finishing department; and Ian, who started working for the canoe company while still in high school, eventually took over the leadership of the assembly department.

The brothers turned down a position to move south with Mad River. They met David Rosen and Steve Kaulback, who were in need of a composites team,



and joined Adirondack Guide-Boat. Eleven years later the brothers are all still working together, building boats, and now they own the company.

Justin said that he and Ian split the responsibilities and tasks of running the business. "It's a 50/50 ownership," Justin said, "So sales, and ordering and everything else is shared."



Mountaintop Boat Building the Traditional Way

by Brian Richardson

Ahh, the salt air. The freshening breeze. The keening of gulls. And the names that stir the blood of sailors everywhere—Annapolis, Mystic, New Bedford, Rockbridge Baths.

Hang on. Rockbridge Baths? Okay, so maybe Rockbridge Baths is a month or two from joining the pantheon. And maybe its nautical chops are a little lacking, what with being two hundred miles from the nearest salt water and all. And maybe a barn in the middle of the Valley of Virginia is no place to try to honor the tradition of wooden-boat builders everywhere. Then again...

A long time ago, before there was a Recession or anything, Grigg Mullen invited me over to his house. I love going to Grigg's house—even though it's over the river and through the woods from where I live—because I've never had a bad time there. An invitation means I am either going to be fed cigars and killer single-malt, or he's hatching a major guy project. Sometimes both.

We've been friends for about 18 years, and have worked on a lot of guy stuff together as advisors to our campus chapters of Habitat for Humanity, or as members of the Timber Framers Guild of North America, or just for the hell of it. Still, I was a little taken aback by the audacity of what came with the latest cigar and snort as we sat on his porch, mesmerized as always by the view of the Blue Ridge.

"Wanna build a boat?" Grigg said, pausing dramatically after a long draw on his Nat Sherman.

"Why, is it about to rain?" I said. This was fatuous. Perched halfway up a hill, Grigg's stunning timber-frame house would keep your feet dry even in a flood of Biblical proportions. By a long shot.

"A Hooper Island Draketail," Grigg went on, undeterred by my familiar smart-assed obtuseness. "Chesapeake Bay work boat. I used to see them when I was a kid living near the Bay. They're



Rolling the keel of Miss Sue to the strong back at Grigg Mullen's mountaintop farm in Rockbridge Baths, Virginia. From left to right: Brian Richardson, David Blackwell, Grigg Mullen, and Andy Wolfe.

nearly all gone now. I've been thinking about trying to reproduce one."

I put down my scotch. This was serious.

"How big?"

"Twenty-five feet," he said casually. "Actually, 25 feet, two and three-quarter inches." Obviously, he was already a yard or two beyond pipe-dream. It turned out he'd seen a drawing in a book, and already hired a nautical design professional, Bill Platt, to gin up

Grigg Mullen, the master of handtools.



some plans from it.

Probably it would be useful at this juncture if I revealed three things about Grigg: 1) He is an engineer—in fact, he's a professor of civil engineering at Virginia Military Institute; 2) He is the best guy with tools I have ever seen, from the most delicate rabbit plane to a traditional timber framer's slick that would take your finger off to a two-phase table saw straight out of *The Perils of Pauline*; 3) He's got all of those tools—and then some—in a shop on his property that Norm Abram would kill for. Still...

"You ever build a boat?" I said.

"No," he said.

"Because this could wind up being the partially sighted leading the visually challenged," I said. "What I know about boats is pretty much 'wet on the outside, dry on the inside.' You wind up with anything else, you need to start over. I think."

"That should be enough," Grigg said. "Another scotch?"

So began what Grigg now calls a five-year one-year project. We figured if we finished lofting in January, we'd be chugging around the Bay by the

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What Does TSCA Do?

The Benefits Offered to National TSCA Members

by John Weiss

Recently, I received yet another e-mail message from one of our chapter presidents asking how he should answer a question from one of his members: Why should we be members of the national TSCA; what do our members get from their association with TSCA? It's a good question, and I'll try to answer it here.

First, TSCA is and has always been a TOTALLY volunteer-staffed and member-driven organization. We have NO paid staff. Even the officers and council who do all the grunt work in membership fulfillment, magazine publishing, and grant reviews are unpaid (and still pay their regular dues to boot!). Since it is a volunteer-staffed organization, we are limited by the willingness of our members to do all the required work and any other perceived desired or "needed" work.

Second, as long as I have been in TSCA, the national organization has

left local governance to the individual chapters, and has not tried to direct them in how to develop or administer their programs. As a result, the chapters are quite diversified, ranging from informal, messabout-only chapters like Puget Sound and Oregon Coots to those with significant local youth- and community-boatbuilding projects like John Gardner (JG) and Connecticut River Oar and Paddle Club (CROPC) to those closely associated with larger organizations like Buffalo Maritime Center (BMC) and Michigan Maritime Museum (MMM).

So, what DOES the national TSCA do?

First, it provides a center point for organizing local small-craft clubs and organizations and providing them with a national identity. The community we represent is small by any measure, and without a national identity, the various local groups would likely drift into isolation rather than provide mutual support. I believe our relative influence in the small-boat community will become increasingly important as large museums like Mystic Seaport and other commercial organizations are less willing and able to provide financial support to small-craft programs.

Second, we offer organized, INSURED on-the-water boating activities for members and their guests. We have contracted with the Gowrie Group for event liability insurance for all TSCA chapter activities. As part of that effort, we have become organizational members of US Sailing, through which the Gowrie Group offers this exclusive, affordable insurance. While the cost is significant—approximately \$4 per member per year, it has not caused any increase to dues to date.

Third, as a recognized non-profit educational organization, TSCA provides local chapters with the IRS 501(c)(3) "umbrella" to keep the tax man

at bay when it comes to donations and dues. Because of the diversity of chapters noted above, that may not be important to the BMC or MMM chapters (who have their own non-profit umbrellas) but has been VERY important in supporting the community-focused efforts at JG and CROPC (where prospective donors want the tax deduction for their donations) and at least incidental in other chapters.

Visibility of the national organization is provided to our members via our quarterly journal, *The Ash Breeze*. It is published by volunteers from material sent in by our membership and friends. We don't pay professional writers, so the "quality" of writing simply reflects the varying abilities of our members to translate their boating experiences into words and pictures. Our editors have historically provided minimal copy editing of submitted articles, keeping with the "member driven" philosophy. The staff at Mariner Media does provide proof reading, photo touch up and enhancements, and assistance to the story authors, as needed, to maintain the quality of the journal. An informal editorial board selected by the editors helps as needed.

Because of the editorial delay inherent in a quarterly publication, we have moved a lot of the administrative writing to our website. Again, since it is maintained by volunteers with limited time and experience, you may not find a weekly rotation of new and exciting pictures, but important events and announcements are posted usually within a day (and often within a few minutes or hours) of receipt. Chapter sites are, again, maintained by chapter webmasters without interference from the national organization.

One of the most underused but potentially most useful services we provide is via our support forums on

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A Chesapeake Crab Skiff for the Yankee-at-Heart

by Burton Blais

I am a latter-day boatman, seeking high adventure in small waters, navigating along the many and varied waterways with which we are particularly blessed in the northeastern part of the North American continent: pristine lakes and rivers, those great inland seas and maritime bays and estuaries, full of history and the promise of adventure, all ripe for re-discovery. Covering the ground in a self-sufficient manner is the art of the thing. What better conveyance to carry the ambition of such a Yankee outlook than an honest Yankee workboat?

She's a 15' LOA sprit-rigged sharpie of the type known as a Chesapeake crab skiff, designed by Doug Hylan, and she is to replace my old Sea Pearl 21 camp cruising standby. After many years of cruising in a variety of small craft, some self-built and others bought, I was seeking to expand my opportunities with a lightweight, rowable sailboat sporting a simple rig that could be easily towed behind a modest family car while carrying two sea kayaks on the roof. In this manner, my wife and I could reach any horizon set upon by our imaginations while entertaining the broadest range of options for getting on the water. By all reports, the crab skiff is a very capable performer under sail and oars—a real load carrier, which should be well suited to my camp cruising purposes.

A year in the making, she's built of mahogany marine ply (1/2" on the bottom with 3/8" sides), set on Douglas fir chines and keelson, with black walnut stem, apron, knees, and centreboard case bed logs and a pine centre thwart, all held together with stainless steel fastenings and copious amounts of epoxy, and glassed on the outside for durability and ease of maintenance. This type of boat is fairly straightforward to build, and the plans give a sufficiency of detail to ensure a good product while giving an introduction to the use of a simple table of offsets from which to loft the frames. Getting out the transom was somewhat of a mystery, inexperienced as I am in the science of projection, though I did manage to get by with an empirical approach (i.e., follow the run of the chines aft of the last frame and fiddle with a hardboard template until it looks right). In fact, such hulls lend themselves rather well to empiricism. Deviations from the original design include the provision of sealed buoyancy chambers fore and aft (with the mast step in its own sealed box furnished with a drain hole in the bottom, a feature borrowed from Kiwi designer John Welsford), frames and floors for extra rigidity and a place for the splashes of water to settle, side decks and high coamings for comfort and security. She sports a crisp new sail made by Andy Soper of Kingston Sail Loft—a true craftsman who understands traditional sails. Her mast is a spruce tree cut down from my property a few years back—very light, bendy but strong (despite a long spiral "check" which formed while seasoning in my shed), and a great concession to the



Out on the water.

old timers who likely used the same in their work skiffs. She has been named *Jackrabbit (III)*, a moniker borne by all of my self-built (or re-built) camp cruisers, in honour of my personal hero of self-sufficiency, cross-country skiing legend Hermann "Jackrabbit" Johannsen.

She knew her first embrace of living waters on an unseasonably mild November day on the Ottawa River, and was quick to impress. Stepping down from the dock into the cockpit she stood up to my considerable bulk remarkably well despite her small proportions, attesting to the historic suitability of such hull forms as working platforms for the hard-worn inshore fishermen. Departing the small harbour under oars with the full main set, she soon found the wind and performed very well on all points, running and reaching with alacrity, even pointing as well as could be wished with the board down (tacking within 90 to 100 degrees—quite sufficient to sail anywhere to windward). When the gusts came on we tied in a reef (not very difficult with this rig, which is provided with a halyard to lower the sail and bring down the centre of effort), and she sailed solidly on her feet even close hauled in a strong breeze. Her coamings and side decks kept a lot of spray out, and add to the comfort of sitting on the floor, back against the angled coaming with the tiller arm resting on the sternsheets. And she is handy to row, too. What more could one ask for? Only time and usage will tell.

There is still work to be done tuning that rig, achieving a better sheeting angle, and tensioning the sprit, but re-learning to sail with every newly built design is all part of the grand adventure.

Now where did I put those charts of Georgian Bay...



CBMM-MASCF XXX 2012 Judging Results

Sailing Races: The winners of the High Performance race were 1st Yingling/Steigerwald Family with *Windlassie*—a Thistle boat, 2nd Al Fittipaldi with a Thistle boat, and 3rd Chris Smith with a Sunfish boat.

The winners of the Sailing Canoe race were 1st Lawrence Haff with *Red Dragon*, 2nd John Depa, and 3rd Bill Covert* with *Swan*.

The winners of the Triangular Sails race were 1st Clayton Embly with *Courageous*, 2nd Pete Leshner with a Comet boat, and 3rd Gary Sheppard.

The winners of the 1 Sail race were 1st Dennis Keener with *Whisper*, 2nd Pete Peters* with *Obadiab*, and 3rd Mike Wick* with *Moggie*.

The winners of the Quad Sails race were 1st George Sargent* with *Buna-Mon-I-Ya*, 2nd Kevin Brennan with *Slip Jig*, and 3rd Reade and Molly James with *Faith*.

Rowing/Paddling Races: The winners of the Kids Paddling 11-year-old race were 1st Lucas Reopel and 2nd Isabella Hatfield. The winners of the Kids Paddling 9-year-old race were 1st Vaughn Hatfield and 2nd Kaya Reopel.

The winner of the Womens Sliding Seat race was Betsy Yingling. The winner of the Womens Oar on Gunwale race was Wendy Byar*. The winners of the Womens Kayak race were 1st Heather Kaufman and 2nd Destiny Lavertue.

The winners of the Mens Solo Paddle race were 1st Adam Blackwell and 2nd Al Fittipaldi. The winners of the Mens Double Paddle race were 1st Thomas and Claude Lawrence and 2nd Dave Mann and Patrick Doyle. The winners of the Mens Rowing race were 1st Brian Schecksnider, 2nd Todd Croteau, and 3rd Tom Shephard*. The Man Enuf Award went to Eli Maynard.

Cocktail Racers: The winners of the 6 hp Class were 1st BreeAnn Edmonds, 2nd Russ Bowler, and 3rd Keith Carew. The winners of the 6 hp Heavyweight Class were 1st Lee Edmonds, 2nd Frank Stauss*, and 3rd Zach Ditmars. The winners of the 8 hp Class were 1st Russ Bowler, 2nd Pete Urbani, and 3rd Ken Tweed*.

Judging: The winners of the Traditional Design & Construction—non-paddling category were 1st Don Boehl with the *Ginny-Rea*—a Crab skiff, 1st Grigg Mullen* with *Miss Sue*—a Draketail, 2nd Richard Foa with *Chameleon*—a



*The classics, new and old, ready for the judges to make their decisions.
Photo by Tracy Munson.*

Wherry yawl, and 3rd Rex Gilliland* with *Guy*—a Penguin.

The winners of the Traditional Design & Construction—paddling category were 1st Dave Isbell with a West Greenland kayak, 2nd Tim Shaw with *Al Demany Chiman*—a Canoe, 3rd Mark Kaufman with an Aleutian Baidarka, and 3rd Dave Isbell with a Baidarka.

The winners of the Traditional-Contemporary category were 1st Ian Bruce with *Bruce 22*—an Electric runabout, 2nd John Mann* with a Sailing dory, and 3rd Bob Wallace with *Con-Con*—a Cocktail cruiser.

The winners of the Contemporary category were 1st Yingling/Steigerwald Family with *Windlassie*—a Thistle boat, 2nd Dale Davenport with *Judson C. Ward*—a Big Ben Garvey, and 3rd Eric Flickinger with *Arcsecond*—a Rowboat.

The winners of the Restoration category were 1st Joe Manning with a Rangeley Lake boat, 2nd Charlie Steigerwald with *Mystic*—a Sailing dinghy, and 3rd Rick Urban* with *The "Muskat"*—Solar-powered.

The winners of the Paddling category were 1st Dave Isbell with a Solo canoe, 2nd Claude Lawrence with a Chestnut canoe, and 3rd Allen Ault* with a Wood & canvas canoe.

Other Awards: The Peoples Choice Award went to Frank Morgan with *Wren*, a Cat Ketch. The Broken Oar Award went to Reese Bull with an O'Day Daysailer. The Fish in the Boat Award went to Scott Lavertue. The Joe Liener Award went to Rob Dutton with a Peapod.

*TSCA Members



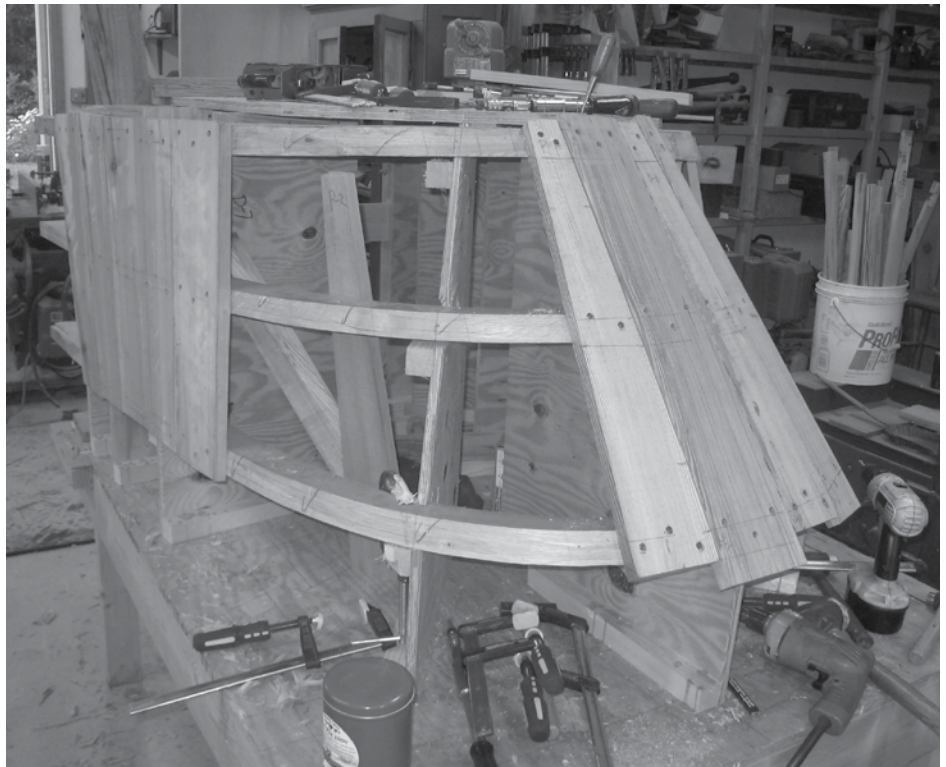
A New Boat

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following August. We did start out with a fair wind at our backs. But—prepare to be shocked—life kept interrupting us along the way. Grigg has never been able to say no to community projects that need leadership. He was named to a distinguished professorship. I needed both my shoulders replaced. And so forth. Anybody old enough to remember *Captain Kangaroo* knows the drill.

But we pressed on. We built a steam box for oak strips we had planed to a quarter inch or so, then bent them on a frame and glued them into laminate ribs to form the Draketail's signature rounded, swept stern. I watched as Grigg shaped the stern planks, one by one, with saw, rasp and plane. We cut and fitted up the port chine log pretty as you please, then swore at its starboard mate and assaulted it with clamps for three hours, until we realized we had stuck it in upside down. Grigg spent months cutting, beveling, testing the bow, and finishing lumber, even taking a hatchet to it, until it nestled seamlessly into place. And we relied on a lot of help—from experts on the

Ready for paint.



The Draketail transom was built on an independent form then attached to the strongback in the assembly barn.

Wooden Boat Forum (see the project thread at <http://forum.woodenboat.com/showthread.php?100173-25-ft-Hooper-Island-Draketail-construction-Part-3-planking-amp-onward&highlight=draketail>) to the merely curious.

The project really got interesting for me when Andy Wolfe signed on, because Andy KNEW WHAT THE HELL HE WAS DOING. He had actually built boats—a slew of them. I don't know how he got into the club with those credentials, but it meant we tacked away from a lot of blind alleys. It also meant I got to listen in on some really cool conversations between Andy and Grigg.

“How are you going to center the transverse klubin spike without the gerf locator pin?” Andy would ask Grigg, approximately.

“Well, if we take another turn on the port side glominator while we calibrate the gaffen resistor, then release the clamp on the layover-to-catch-meddlers, it should slide right in,” Grigg would answer. Fonts of patience that they were,

Andy and Grigg even found meaningful work for me that matched my nautical aptitude and skills.

“Am I supposed to paint this sticky-out part white or red?” I would ask. I don't know what they would have done without me. It is a measure of Grigg's generosity that, throughout the project, he always referred to me as his building partner.

Grigg acknowledged just before launch that the thing had been something of a challenge for him, too. In timber framing, you bring your traditional woodworking skills to bear mostly on straight lines and right angles. Boats, though, have curves that are always intersecting or diving into other curves. If you're not careful you could wind up with something that looks like two hula hoops makin' whoopee.

But that's not what we wound up with. We wound up with the *Miss Sue*, a sweet, graceful, loving homage to what was once a common sight among the Bay fishermen, complete with a fully restored late '30s-vintage Michigan

continued on next page





Towing in the boats that broke.



The end of the day.

Marine Senior Twin, a marinized Hercules industrial engine.

Miss Sue is named for the woman who introduced Grigg to the Bay and its charms when he was a five-year-old. Sue Whaley, now in her 80s, was on hand to christen her namesake during the Mid-Atlantic Small Craft Festival XXX at the Chesapeake Bay Maritime Museum in St. Michaels, MD, in October. Dry eyes were in short supply.

Miss Sue's maiden voyage revealed her to be tight as a tick. She doesn't ship a tablespoon of water and responds beautifully. And she's a faithful enough re-creation that, when we tied up at the museum for MASCf's traditional-design/ traditional-construction competition, the judges initially overlooked us. They assumed *Miss Sue* was part of the museum's collection.

She's not perfect. As we wound up our shakedown cruise beyond the anchorage in St. Michaels that weekend, *Miss Sue's* carburetor got bronchitis. It will need some TLC this winter, back on the mountain, in Rockbridge Baths. But watch for us on the Bay next summer. We'll be the two guys who look a little out of place, and wearing ear-to-ear grins.

2013 TSCA John Gardner Workshop Planning Underway for WoodenBoat Show

by Andy Wolfe

In a conversation with Bill and Karen Rutherford at St. Michael's, MD, it was decided that we include a heads-up item in the Winter issue of *The Ash Breeze* regarding the TSCA meet June 28–30, 2013, cosponsored by Mystic Seaport and the WoodenBoat Show. Bill grabbed hold of the opportunity and volunteered to facilitate the discussion and the action has been quick.

David Wyman was appointed chair for the 2013 event by TSCA president, Tom Shepherd. David said, "Plan on kicking off the boating season by attending some special workshops, cruising in company down the river, and enjoying the Mystic Boathouse Livery boats in addition to your own. See you there!" Wyman envisions a similar but expanded workshop with the emphasis on getting folks out on the water and providing interesting demonstrations on shore. The Australia Beach location worked great and having the Boathouse open for all, at no cost, really made for a lot of small craft on the water that made a great back drop for the show.

Bill Rutherford moved to the Mystic area last summer

and joined the Seaport as a volunteer in the Boathouse. He personally attests that the boats will be ready for the new season. He said, "Sanding and painting—painting and sanding. The Mystic ladies will be ready."

Ben Fuller suggested we list some topics/clinics that might be good for the workshop event. He offered to do a sprit rig clinic again. Rutherford offered use of his peapod with its sprit rig complete with Culler reefing as an example. Also suggested is a comparison of similar boats built traditionally and using modern methods. Oars and oar design is something that interests many people. Fuller added, "The critical piece is to ask members what they would like to see in the way of workshops and what would they be willing to contribute to the program." So, consider that question asked. Now go to the TSCA.Net forum and start talking about it.

The conversation is circulating by email and will have progressive updates on the TSCA.Net website. Please include your thoughts, and we will provide a more comprehensive story in the Spring issue of *The Ash Breeze*.



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*Something else to
read at anchor...*



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Maine Island Trail 2012

Crafty Cruising by the Interstate

by Mike Wick

Sailing on our local lake is great for day to day, but sometimes you get restless for different horizons. When Pete Peters and Bill Rutherford spoke about their trip to the Maine Island Trail at a TSCA meeting, it was more than enough to peak our interest. Then Phil Maynard announced that we could stay at his family summer house in Waldeboro, Maine, for a week and sail Muscongus Bay. Several of us jumped at the chance to explore new areas. Doug Oeller's Marshcat Comfort needed crew, so I signed on with him. Phil and John Guidera were ready to go in Phil's Ed Monk designed, 15-foot sloop with its lawnmower motor.

Phil had planned carefully. He took us on a tour of possible launch ramps. Some were at the head of long rivers in Waldeboro and Damariscotta. Others, Boothbay, Tennant's Harbor, Spruce Cove, and Port Clyde were closer to the sea but occupied by clambers, lobstermen, and tourists. Possible ramps often were coupled with poor parking for cars and trailers.

Finally we made a decision. The first day we sailed out of Port Clyde on a rainy morning with light winds. We were able to launch all right, but then we had to shuffle cars and trailers back to a remote parking place out of town. Still, Port Clyde was way down the peninsula and only a short distance from good sailing.

It started to rain pretty hard, but we didn't really mind as we were well-kitted out with foul weather gear. Lack of wind was a more pressing problem. It isn't much fun to outboard around waiting for wind. We explored Broad Cove at lunchtime as the rain stopped and the wind rose. Then out to sea toward the Georges and Black Islands.

Just at a critical moment in our passage, Doug and I jibed Comfort not realizing that the starboard shroud had worked loose. Doug's mast has a heavy bronze hinge instead of a tabernacle. In an instant, the mast bent dramatically, leaving us to lower sail, lash the mast to the boat, and motor to the ramp. The hinge was badly bent. Doug is a veterinarian. His automatic reaction was to think about the use of a humane killer, then that he might just put her out to stud for breeding

Repairing the Mast



Beetlecats. He quickly realized that it could be fixed. It looked ugly, but there wasn't much damage.

We all came up with plans for fixes. Phil had the most difficult job of sorting through all the harebrained schemes and finding the one that hopefully would work. The first question was whether we should heat the hinge, but nobody was sure just how much to heat it. Probably it would be safest to unbend it cold. On the way home, we stopped at Lowes and bought gorilla glue, hose clamps, and aluminum strap. Doug, being a vet, wanted to splint the mast with plaster, but Phil decided that hose clamps and an aluminum splint would work better.

Then the fun began. We lashed the mast to a picnic table and set to work straightening the hinge. Doug was in charge of most of the bending, it was his mast after all. Using the lower stub for leverage, he carefully bent it inch by inch back into shape so the hinge could once again jack knife the mast back to straight. We gorilla glued the few cracks that had occurred in the wood, then hose clamped to pressure the mast back to round while the glue dried. We packed up an emergency splint kit in case of trouble, but the mast seems to be as strong as ever. Back in business.

It takes extra time for sailor's prayers to rise up to heaven. So many other people seem to have priority through their faith and good works. We had some time on our hands, waiting for the mast to dry.

We spent the day touring Rockland and found a gorgeous ramp that we would use the next day for our day trip to the Muscle Ridge archipelago. We toured the Apprenticeship and admired their many boats, programs, and fine library. Rockland was packed with beautiful boats to ogle, and we made a brief tour of Hamilton Marine for goodies.

The next day we made an early start and launched at Rockland. There is an all-tide ramp with a five dollar lockbox and good temporary docking. You can just imagine how carefully we lashed the shroud turnbuckles. We sailed around Owl's Head past Monroe and Sheep Islands and down to a beautiful lunch spot that is listed in the Maine Island Trail Association (MITA) handbook. I have code named this spot Alpha, since the MITA wants to keep the news of their various islands only for members. Phil had a quick swim, but the rest of us were content to wade and scout. All of Mussel Ridge is wonderful exploring with complex channels and protected



Leaving Rockland

continued on next page



continued from previous page

anchorages. You could spend days puttering around there, in and out of tiny harbors through tiny channels trying to miss occasional rocks. Penobscot Bay is perfect for a longer trip out to Vinalhaven or Islesboro.

The mast held! It seemed to be as strong as it ever had been. It had been tested at least in normal conditions. After lunch we sailed off toward Spruce Head and made a quick passage back to Rockland. We had a quick sailing tour of the harbor and put the boats back on their trailers with the last of the daylight.

Phil and Doug had found just the right spot for our next trip, Broad Cove Marina. The marina isn't in Broad Cove but is in Breman, just two miles from Waldeboro. It has a rough



The Motley Crew

gravel launch ramp that is only good after half tide. It would serve for our overnight trip. We expected that we would pay a fee to launch and park, but the manager was more interested in our stopping at their restaurant where they

cooked fresh lobsters. We were quick to promise to return and glad to fulfill our promise.

We sailed south and east toward Friendship through intricate channels. We were sailing around Hog Island, the new site of the 2013 Small Reach Regatta. Hog Island is owned by the Audubon Society who leases it out to small groups. As we approached Friendship, another small sailboat came up alongside. What else could it have been but another Haven 12½. She looked so right in these waters that, with one glance, I just knew my Jackaroo will be the perfect boat for this kind of expedition. All in good time.

We were heading toward the beautiful coves surrounding Friendship and were anxious to do some real mileage in a perfect sailing breeze. All our instincts were to keep exploring to the east, but Phil had heard a weather report predicting that the wind would blow thirty out of the south the next day. He

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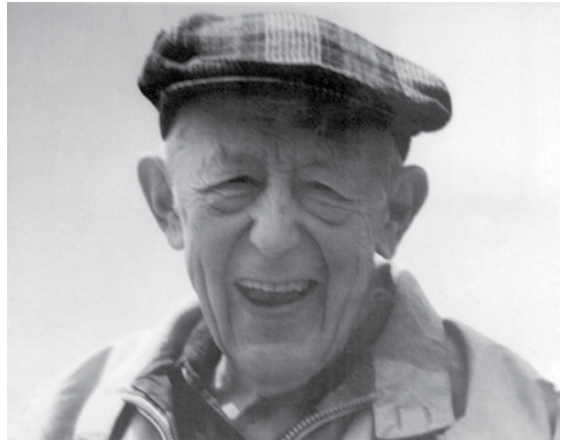
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In 1999, TSCA created the John Gardner Grant program to support projects for which sufficient funding would otherwise be unavailable. Eligible projects are those which research, document, preserve, and replicate traditional small craft, associated 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:

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Florida Gulf Coast Traditional Small Craft (FGCTSCA) Members' Cortez Pole Skiff Wins Best of Show at the First Bayfront Maritime Center Small Boat Festival at Erie, PA, August 17–19

by Doug Calhoun

Bob Pitt, the former Florida Maritime Museum's Boat Builder at the Florida Institute for Saltwater Heritage's Boatshop, had the idea to build a boat that could be used by local fishermen or would-be fishermen to start their own small business ventures. He took the lines off a 1950s Cortez Pole Skiff designed by Earl Guthrie who built the original boat for Rusty Fulford in 1950 specifically for work in the shallow local waters.

For the venture to work, the boat had to be inexpensive and very serviceable. Paul Thomas, a long time volunteer at the Boatworks, recognized the boat as one that he would like to have, so he became the sponsor providing the funds for it and became the owner of the finished boat. The boat will serve as the prototype and, with the help of the Florida Institute of Saltwater Heritage, could offer local independent fishermen the means to get into the fishing business.

With Bob driving the project and Paul providing the money for materials,

volunteers started the project. They used an inexpensive grade of plywood for the hull. As in the '50s, single sheets of plywood formed each side of the hull (in this case two pieces of plywood scarfed end to end to make each side of the 14-foot boat). The chines and frames were cut from Cortez Teak (pressure treated lumber). Volunteers had the hull almost done when changes in the relationship between the Florida Institute for Saltwater Heritage (F.I.S.H.) and the County Clerk of the Court's Office caused the work to stop.

Bob and Paul decided to take the boat to Bob Pitt's own boat shop and Bob finished the boat there. Bob still feels that there is a need for this kind of boat if the expense is kept low and the quality high.

Bob, who is a member of the F.I.S.H. board and the current president of the FGCTSCA, and Paul, a former president of the FGCTSCA, decided to take the boat to the Bayfront Maritime Center's own TSCA Small Boat Festival at Erie, Pa, August 17–19 and see what other boat builders and owners would

think. So, at their own expense, they hauled the newly finished boat to Erie.

The reaction was pretty good because they won a plaque for Best in Show.

New Graphic for FGCTSCA

Bob Pitt, new leader of the Florida Gulf Coast Chapter of TSCA, and cohorts have chosen a new graphic for the group. The image is *Sallie Adams*, local sprits'l skiff, built by Bob's team a few years back. Rendering and design by Irwin "POP-I" Schuster.



FGTSCA Display at the Bayfront Maritime Center Small Boat Festival in Erie, PA



The China Camp Heritage Days Festival

by Mike Huntsinger

The China Camp Heritage Days Festival at the State Park in Marin County, California, was not only an event for boaters, but for hundreds of shore-side visitors as well who came by car or bike. Launching took place at Bucks Landing on Gallinas Creek, and a row to be remembered was had in clear skies, light winds with the hills and shoreline of the park looking absolutely beautiful. Of course the good ship *Alma* was there in addition to the junk replica *Grace Quan*, and a lot of large boats anchored off the park including a stunning “Pinky” type gaff schooner named *Tiger*. There were several traditional small craft on the beach and TSCA member Don Rich was just offshore having an absolute blast maneuvering his red-sailed, white-hulled double-ender through the fleet and off the beach. In addition to Don’s boat and my bateau, there were a couple other traditional type wooden small craft there, including a lapstrake fixed-seat type, around 11 ft. (probably a dinghy from one of the larger boats anchored offshore), and another larger lapstrake wherry type pulled up on the beach.

The park had an excellent program arranged to celebrate the Chinese connection to its past and included a small band, dragon dancers, contortionists, the Redwood Empire Chinese Choir doing traditional songs, food stands, displays by various artists and environmental groups. The weather was just about perfect—blue skies, cooling breezes, and calm water. The highlight of the day was the celebration of China Camp resident and legend Frank Quan’s 87th birthday including everyone singing “Happy Birthday” to him and the presentation of a beautiful cake, of which we all had a piece. The “Save China Camp” group was there and reporting that they are fighting the good fight to save this gem of a place.

It was an anxious moment for Don Rich when, later in the afternoon, the *Grace Quan* was getting underway from the pier with a boatload of passengers and failed to back on her aft spring line sufficiently for her bow to clear Don’s boat, which was tied up outboard of the *Alma*, with the sail still up in the slacked position. To make matters worse a small outboard boat was serving as a tug for the *Quan*, pushing ahead on her port



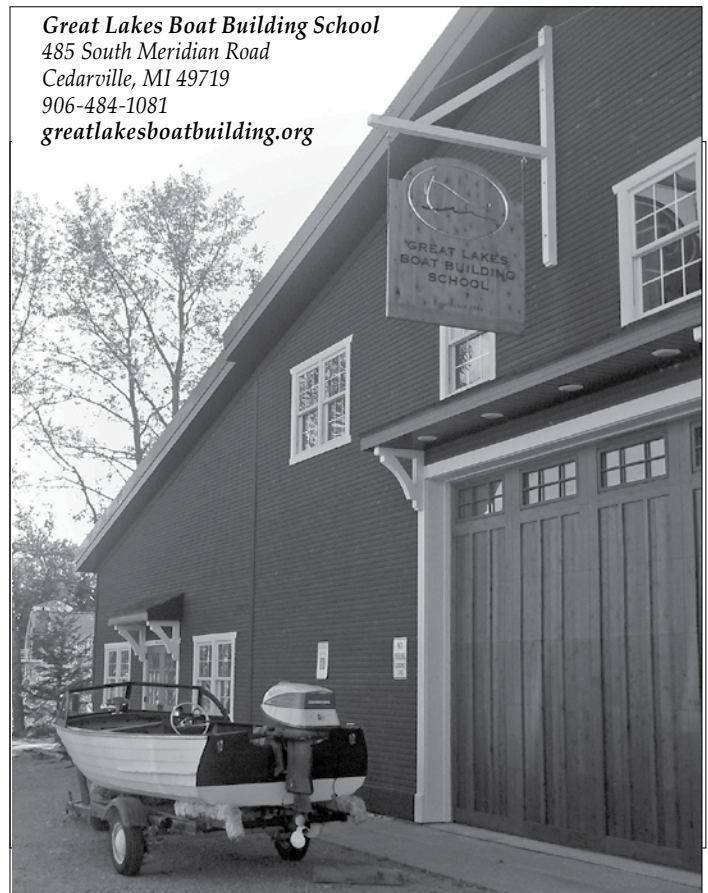
Sailing at the China Camp Heritage Days Festival

quarter which countered the efforts of the *Quan* helmsman to try to steer to port to avoid Don’s boat. The *Quan*’s bow did catch the sail on Don’s boat although it appeared that there was no major damage. The row back to Buck’s Landing later in the afternoon was on the flooding tide, wind abeam, and definitely enough to whet one’s rowing appetite to come back on another day to just explore into the upper reaches of Gallinas Creek itself.

Celebrating Frank Quan’s Birthday



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Maine Trail

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decided we should find a camping spot closer to home. We reluctantly headed back toward our cars so we would have a short ride home in adverse weather. It was Phil's decision, and it was the right decision. We knew he was correct, but it hurt to be right on the edge of adventure and recognize that prudence was in order. That is an important part of teamwork and camaraderie, to bite the bullet when it hurts to do so. The passages that seemed so peaceful that day would look different when a strong wind was funneling down the openings. And there was still the mast repair to factor in the equation.

We spent the night anchored in a protected cove in the MITA Island, codenamed Beta. Beta is a landlocked harbor, safe from winds of any direction. Doug and I shared a one-pot supper of couscous, soup, and chicken breast that was coaxed down with a reasonable bottle of Cotes du Rhone that we polished off with the last of the daylight. We turned in for the night under our boom tent. Catboats, with their extra beam, are most comfortable for sleeping. We normally like to sleep under the stars, but the weather didn't make that a good idea. Actually, our only problem was a late night rain. To stay dry, we both stuffed our heads up in to the bow, and the snoring reverberated in the enclosed area. But we were dry.

The next day wasn't as bad as was reported, but the fog was very thick. Heading back toward the marina and our cars we managed to get twisted around and headed down the wrong passage. Navigation is critical with all the rocks and a ten-foot rise and fall of tide. If a buoy doesn't show up on time, there's probably a reason to suspect that it isn't the buoy that is out of place, it's that you aren't where you think you are. We relearned the old trick of sighting the number off all the buoys. Once we got ourselves straightened out, I bent over and kissed my faithful GPS.

We got back to the ramp just at low tide. They let us tie up at the lobster boat dock at the end. We walked over to help Phil try and pluck his boat, but it was hopeless. There was too much mud and soft ground at least until half tide hours away. Phil stayed behind to wait the tide while Doug and I drove over to get lunch. When we later drove by Phil's house, there he was—boat, truck and trailer. He insists that he was just barely able to work the recovery, but I know better. It was divine intervention. He waited until we drove off, then he levitated his boat onto her trailer. That's the kind of thing that happens when you sail in Maine.

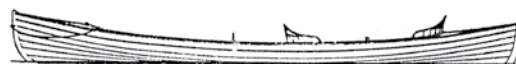
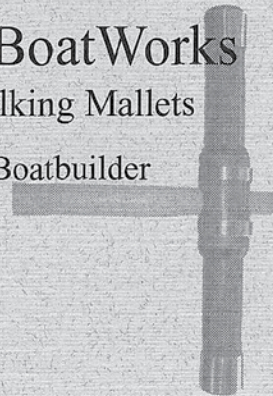
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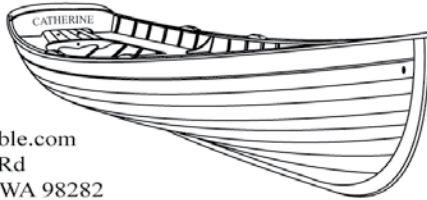
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TSCA Benefits

continued from page 4

Yahoo Groups. A wide range of knowledge and experience is available via the various national and chapter forums. While you may have to sort through more messabout announcements than you might like, most members' questions are usually answered within a few days, at most.

Our website, along with link exchanges with other similar organizations, brings in MANY questions from people outside TSCA, who are potential TSCA members. I field phone calls from around the country and e-mail inquiries from around the world on a weekly basis. A significant number of them come from our link on the ACBS (Antique & Classic Boat Society, the power-boaters' analog to TSCA) website. Apparently it is easier to get good and timely information from TSCA members than from the MUCH larger ACBS membership! Most of those inquiries I redirect to other TSCA members via the forums and/or e-mail. I cannot remember a single inquiry in 12+ years about some little-known boat (including some classic powerboats) that has not brought at least one valuable piece of information to the requester via TSCA.

Among our relationships with other organizations is a cooperative agreement with Boat/US, the national boating lobby. The agreement brings our members a 50% reduction in Boat/US dues (simply cite Cooperating Group #GA84393B in your application/renewal) and access to several services such as their speakers' bureau, which can be useful for chapter meetings.

TSCA was born in response to concerns over adverse legislative proposals in the 1970s that would have effectively legislated homebuilt boats out of existence. Our IRS 501(c)(3) status makes it more difficult to do any overt lobbying, but our members have been able to respond to several recent, local legislative challenges on the chapter level. Chapter organization is much quicker and effective in these cases, but spreading the word through the national organization is essential to keep boaters in other areas forewarned. While we are relatively small and insignificant in national boating politics, we now have at least a couple personal relationships at Boat/US that let our voice be heard on national issues.

Last, but certainly not least, we administer the John Gardner Fund which grants money to (usually) smaller organizations and individuals for small-boat projects, who might not otherwise be able to get funding for projects of historical significance and/or community value. Our grant money is only limited by the willingness and ability of our members and friends to donate to the Gardner Grant Fund (professionally, independently, and efficiently administered by the Maine Community Foundation) and the ability of grant requesters to present a reasonable case for their projects.

I hope this answers the question for you and for people you know. If not, just ask us, and we can provide more detail.



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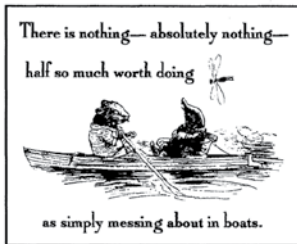
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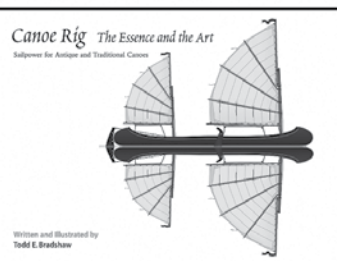


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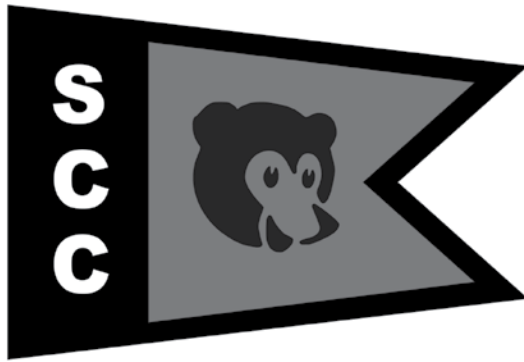
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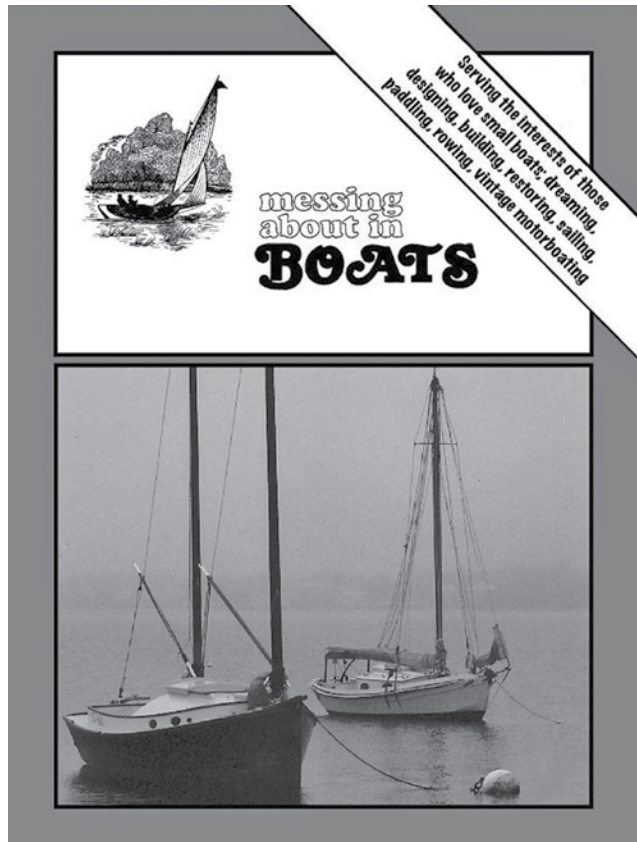
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The Ash Breeze

Spring 2013, Volume 34, Number 1

Editorial Deadline: February 1, 2012

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7-19	1985-1997	1,2,3,4
20	1998-1999	1,2,3
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