

The Ash Breeze

Journal of the Traditional Small Craft Association

Gardner Grants

IN THIS ISSUE

On-Water Training Standards

MASCF XXXII Wrap-up

Bevin's Skiff

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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. We encourage the design, construction, and use of these boats, and we embrace contemporary variants and adaptations of traditional designs.

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

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President's Message

Members and non-members often ask what the Traditional Small Craft Association does. We have expended considerable ink communicating the value of our organization. You may have seen the John Gardner Fund on the list of benefits. I will devote this column to dive deeper into what the John Gardner Endowment Fund is all about and why it is an important aspect of our organization and why it is worthy of your support.

The purpose of the Fund is to preserve, continue, and expand the achievements, vision, and goals of John Gardner by enriching and disseminating our traditional small craft heritage by making grants available for worthy projects.

John Gardner Grants are designed to support projects that broaden our traditional small craft heritage, and 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.

The John Gardner Grants are competitive and reviewed semi-annually by the John Gardner Grant Committee of the Traditional Small Craft Association (TSCA). The source of funding is the TSCA John Gardner Fund, which was established in 1997 and is managed by the Maine Community Foundation (MCF). Funding available for projects is determined annually. The funding for any individual project is estimated to be \$200 to \$2000.

We awarded three grants in 2014. The first, a \$2,000 grant, went to

Urban Boatbuilders, Inc., an at-risk youth development organization in Minnesota helping at-risk youth build four traditionally constructed skin-on-frame canoes. The second \$2,000 grant was given to the Antique Boat Museum for the St. Lawrence River Skiff Documentation Project in New York. The third recipient was the Lowell Boat Shop. They received \$2,000 for the preservation (by digitization) of the Lowell Boat Shop Historic Ledger.

We are grateful for the committee's work in 2014. They studied many applications and made recipient recommendations to the TSCA Council. I would like to recognize and thank Dana Hewson, Sandy Bryson, Sydney Whelan, Dick Wagner, and committee chairman, David Cockey, for their service.

Our bylaws specify the John Gardner Fund Committee have not less than five members. We urge members to consider volunteering for this committee. We are anticipating two member's departure and need at least two replacements. If you have an interest in small craft heritage, you should consider lending your efforts to this committee. Last year I donated to the Gardner Fund because I want to preserve and carry on the tradition of wooden boat building. I encourage you to join me in supporting the Fund. Your donation, in any amount, to the TSCA John Gardner Fund will increase its endowment, and thus our ability to support these worthy Grants. Tax-deductible donations to the TSCA John Gardner Fund may be sent directly to the Maine Community Foundation (www.mainecef.org).

I wish all of you well,

Frank Coletta, President, TSCA





A Dory for the Schooner *Adventure*

by Paul Schwartz

The TSCA awarded a \$2,000 Gardner Grant to the schooner *Adventure* to purchase stock to build a dory. Students at Landmark School in Beverly, MA, were to provide the labor. *Adventure* is the sole remaining dory fishing schooner and is a national historic landmark. When fishing she carried true banks dories nested together on deck. We have one unheated room in the shop where we store lumber and various projects. Due to these constraints, we could only fit a 16' l.o.a. banks dory in there. The design was straight from John Gardner's *Dory Book*. The room that we use for glued marine plywood boats is heated, so that's no good for a lumber boat.

Landmark is a school for students with language based learning differences. They all have above average IQs. They excel in the shop, theatre, the arts, etc. There's no fixed curriculum in the shop. Students generally choose their own projects and often work together. They do a range of projects including carvings, 1/2 hulls, cutting boards, Eskimo sleds, signs, dovetailed sea chests, misc. furniture, and of course boats. Most work is hand work. We used to build skiffs. The good thing about that was that they had a blueprint, would carve a 1/2 model, would loft it full size, would set up the moulds, and then build the boat. They experienced the whole thing from a piece of paper to a boat. Skiffs

require a mooring or trailer and a place to store and so forth, so they are not so practical. Now our stock project is a double paddle canoe that graduating seniors take home. A couple of years ago we built a glued ply Swampscott dory of John Gardner design.

We purchased lumber from Harold Burnham. He has a sawmill at the boatyard and gave us a good deal. The pine was all live edge stuff as wide as 19" and 16' to 17' long, all clear. He threw in the oak for frames for nothing. We used bronze ring shank nails to fasten the garboard to the bottom. Bronze screws fasten plank to frames, stem, and transom. Copper rivets and roves fasten the laps. The oarlocks and bow eye are bronze. All the lumber was air dried. We also had white oak, Douglass fir, and local white cedar in the shop. We picked up the lumber in October of 2010.

That December we planed three planks for the bottom to just over an inch thick. These were the only ones in the pile that were less than 15" wide before milling. One edge was cut straight with a skillsaw and straightedge to get rid of the sapwood then the second edge was ripped in the tablesaw. Plank edges

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Top: Finished dory.

Left: Students working on the dory.



Oh we had so much fun!

Reflections on the Mid-Atlantic Small Craft Festival XXXII

by Tracey Munson

There's an almost giddiness in the air as Mid-Atlantic Small Craft Festival (MASCF) participants arrive on the waterfront campus of the Chesapeake Bay Maritime Museum in St. Michaels, MD. For 32 years, this annual October weekend event has made small craft a big deal to participating families and museum guests alike.

What's making everyone so happy is not necessarily the 125-plus small craft gathered from throughout the eastern seaboard and as far as the Midwest. As you walk through the campgrounds or share in steamed crabs or raw oysters at the annual cook-out, it's clear the heart and soul of this festival is exemplified in the way people greet one another. Their big smiles and long-held hugs tell you that these folks have a great history of shared memories at the Chesapeake Bay Maritime Museum, and that's what truly makes MASCF so much fun.

The festival's joyfulness is especially felt while watching grandparents introduce the newest babies—the festival's fourth generation, and the second generation of children growing up at MASCF. You can feel it when you see them out on the water together, or overhear a four-year old asking her father, "How much longer 'til we build our boats?" Her father asked his father the same question, at the same age, when he and his brother were coming to MASCF during its early beginnings. Now, they bring their partners and children, and those memories just keep growing, in every new family, child and guest experiencing MASCF for the first time.

"The participants really bring a sense of family to this event," said CBMM President Kristen Greenaway, who was also the keynote speaker for this year's festival, sharing her stories as a WaterTribe competitor paddling her 17.5-ft. sea kayak in the annual 300-mile Everglades Challenge. "It may be some of the greatest small craft that initially inspires, but it's the friendships, the bonds that form after 32 years of coming to us in St. Michaels, that keeps them together and coming back

year after year." After Greenaway's first festival, those bonds and friendships seem to have already taken hold.

"The room filled with applause when Kristen shared that she felt the same sense of community as she did from her WaterTribe experiences," said CBMM Facilities Manager and Festival Coordinator John Ford. "They really appreciated seeing Kristen at the event and the interest she took in so many of the programs and events. They instantly connected with her."

Kristen's seven-year-old son, Andrew—an accomplished kayaker himself—sums it up perfectly. "When do we get to do this again, Mum?" And just like all those growing up in MASCF before him, he will experience his first year of anticipation, with building excitement over a fun-filled weekend, now marked on the calendar in red.

Mid-Atlantic Small Craft Festival XXXIII comes to the Chesapeake Bay Maritime Museum in St. Michaels, MD, October 2–4, 2015. For more information, bookmark www.cbmm.org/mascf.

Winners

First place winners of the judged categories include James Del Aguila, with his Rushton canoe *Plover* in the traditional design and construction class; Joe Manning with his marsh cat in the traditional-contemporary class; Larry Haff with his outrigger canoe for the contemporary class; Frank Stauss with his Deer Isle double-ender in the kit boat class; and Jeff Rickenbach, with his wherry. Other winners include People's

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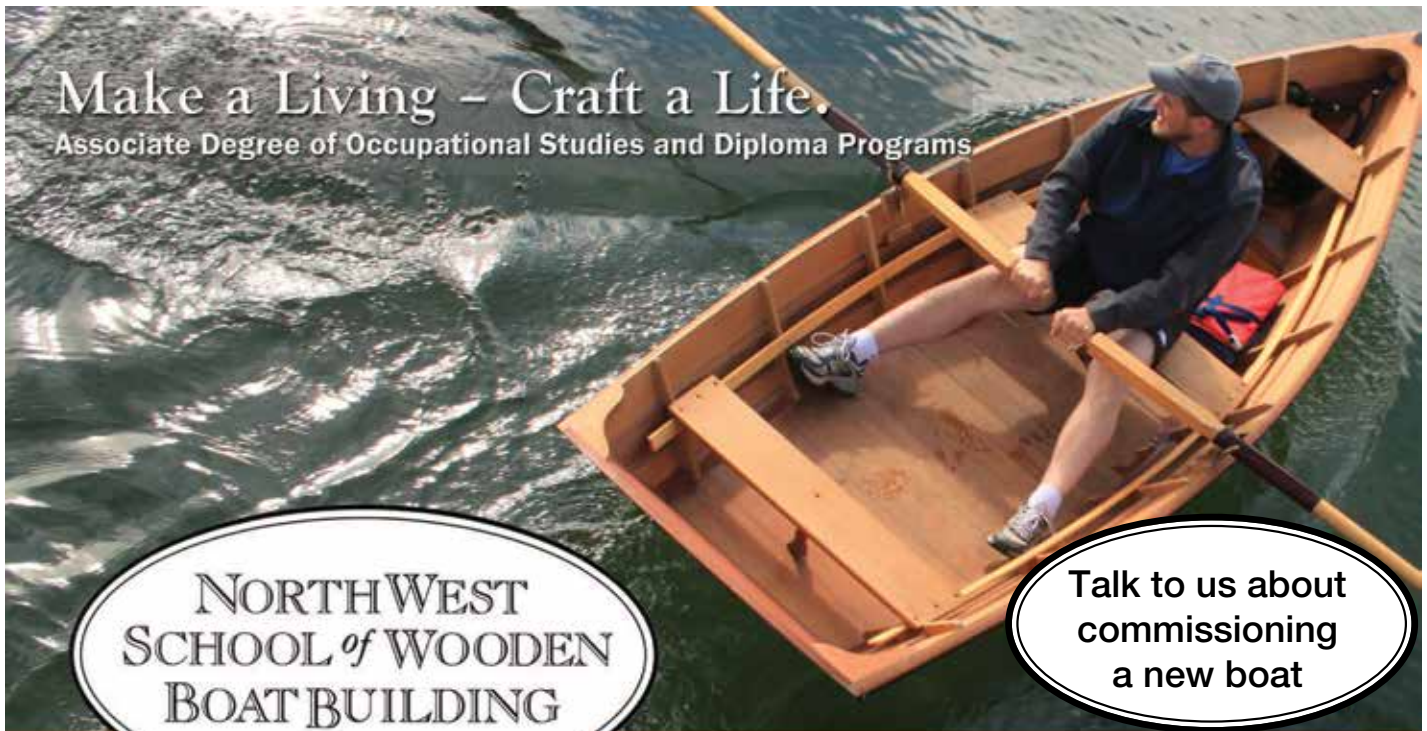


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So Many Bevins...

by Joe Youcha

Who was Bevin?

A long haired shepherd mutt from the back alleys of Philadelphia, Bevin was ideally suited to be the “shop dog” for a community boat building program. At work every day, his presence and personality permeated the early boat building programs of the Alexandria Seaport Foundation. Adult volunteers were trained to bring him baked goods; while groups of unruly young boatbuilders would regain focus after taking a break to pet the “big dog.”

The Design

In 1997, with over 100 community boat building projects under its belt, the Alexandria Seaport Foundation boat shop decided to design a boat that would be both good to use and good to build—especially in schools. It had to be a nail together, plywood skiff which could be built without having to set up moulds. After a couple of prototypes, a skiff emerged that was based on historic examples of flat iron skiffs, that could be easily built almost anywhere and used to teach. I wanted to name it “Ubiquitous,” but the guys in the shop overruled me and decided to name the skiff after Bevin. The design was so straight forward that even he could teach a group of kids to build it. We had no idea how popular the boat would become and how Bevin’s name would be known in almost every state and over a dozen countries.

Family Boat Building

On June 28, 1998, I was sitting in the back seat of a car being driven home. I was so tired I couldn’t talk. Thirty-seven Bevin Skiffs had just been built and launched in a weekend as part of the first Family Boatbuilding event at the Wooden Boat Show in St. Michael’s, Maryland. We had never done anything like this. It had been between 95 and 100 degrees every day. There weren’t even tents under which to build: but it really seemed to work. And, the idea certainly took off. Today, you Google “Family Boat Building” and you get 121 MILLION hits. Hundreds (if not thousands) of these families and groups have built Bevin’s Skiff.

Bevin “at work”



A very nice Bevin Skiff built by Jay Creech and family

Building to Teach

Family boat building was just an accidental (and wonderful) by product of using small boats to help young people. Building To Teach, a train the trainers program for “hands on math” instructors, is the latest generation of that work. Folks have always learned by doing. The Building To Teach program uses the hands-on building process to help students improve their math skills and get on a path to work-readiness.

Instructors from maritime institutions as well as math instructors from Carpenters Union Apprentice and Job Corps training centers are trained using Building To Teach methods and materials. Over 450 instructors have signed up for the “Level One” on-line training. (It is free. Just apply on-line at www.buildingtoteach.com.) Over 150 of those instructors have also received “Level Two” in person training. Naturally, building Bevin’s Skiff is the project around which much of this work is focused. There have even been a range of Bevin Skiff models developed as teaching tools.

Conclusion

Sixteen years ago, Bevin’s Skiff was designed to be a decent boat that could be easily built almost anywhere; one that could be used to both teach and provide an inspirational experience. We never imagined what people would do. Put together in schools, garages, and at family boat building events, the boats are made out of everything from recyclable paper laminate to teak plywood. The Alexandria Seaport Foundation has made and shipped boat kits to almost every state in the Union; and the boats have been built in at least 12 other countries. No design is perfect, but lots of folks are learning and being inspired by building this boat. It’s just terrific. Bevin’s warm personality would be pleased that he’s helping so many people and making them happy. He’d only be wishing they’d bring him some banana bread...

Young hands learning to “draw the right line and cut it” with the help of The Wind and Oar Boat School, Portland, OR.



You be the Judge

by David Cockey

The Gardner Grant Committee needs new members. The committee reviews applications for Gardner Grants and recommends to the TSCA Council which grants should be awarded. Applications are usually reviewed once a year, which typically occupies each committee member (other than the chairman) for no more than several hours.

The TSCA Council appoints the committee members and the TSCA Bylaws, article X paragraph 2, state that "The Committee should have five to eight members, including no more than two members of the Council." So two to five new committee members are needed. The next review process is planned for Spring 2015 and the new members will need to be in place no later than March 15.

Currently the committee has five members but two, Dana Hewson and Sandy Bryson, have asked to be relieved

of their duties. The remaining three members are Sydney Whelan, Dick Wagner, and myself (current chairman of the committee). The three of us have been on the committee since the inception of the Gardener Grants, and have also been TSCA members since the organization's founding.

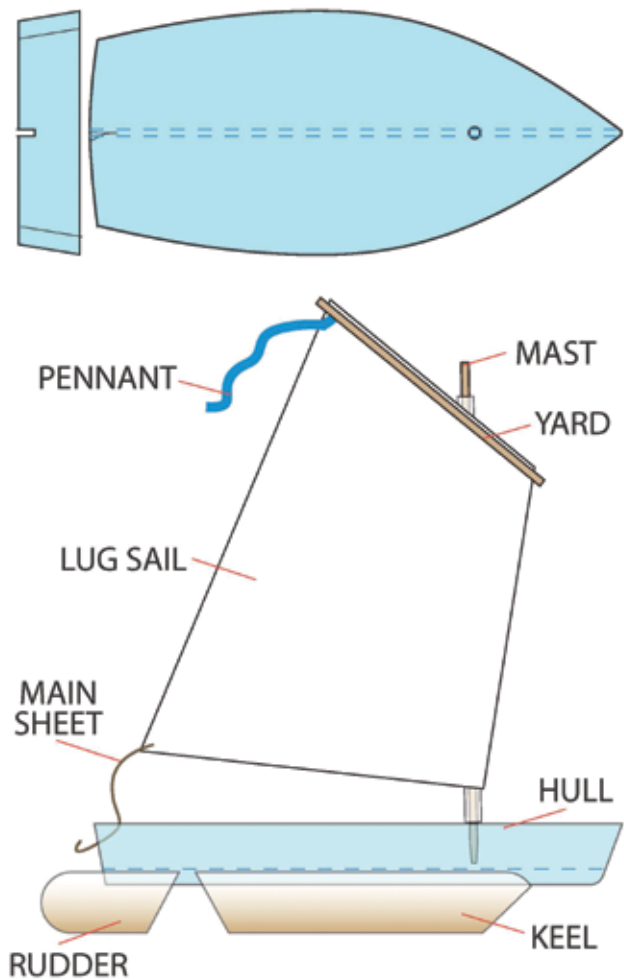
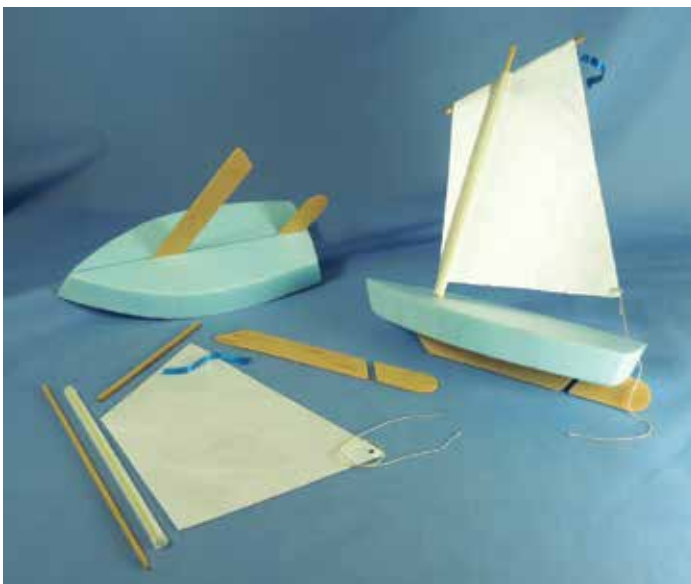
The informal policy since the inception of the committee is the members should include individuals with museum and other non-profit experience. Current member Dick Wagner is the founding director of The Center for Wooden Boats, and Sydney Whelan worked in a community foundation. I have been president of the Museum Small Craft Association for several years.

If you are interested in serving on the Gardner Grants Committee, please respond directly to David Cockey by email at dcockey@comcast.net.

Great American Teach-in

Irwin Schuster, boat designer extraordinaire, is making a debut presentation on ships and boats to a kindergarten class. He has developed a simpler rig for his foam boats. Schuster said, "This baby sails beautifully." His new "SSSAT" Soda Straw Sail Attachment Technique (Patent Application Pending) and complete flexibility in Rudder and Keel-CB insertion allows for both deep and shallow aquatic venues (hybrid shown).

How's it built? Dow Styrofoam 3/4" Insulation, Tyvek (envelopes) bamboo skewers, soda straws, craft stick tongue depressors, cotton string and gift ribbon. The sail-rig is assembled with school glue stick, and Schuster says, "Anybody who can't work out the facture should not be allowed access to the tool crib, or even the tub for sea trials, without supervision."



K-SAIL SKIFF

irwin.schuster@verizon.net



On-Water Training Standards Proposals

by John Weiss

On October 22, 2014, I was notified of a new website sponsored by the U.S. Coast Guard's organization seeking to develop national standards for on-water training for sail, human-powered (row/paddle), and power boats. The web site is www.onwaterstandards.org. I sent a message to all chapter leads and posted a copy on our Facebook page and all our Yahoo forums:

On-Water Standards Team Launches Website

Washington, D.C. (October 21, 2014) — The U.S. Coast Guard's On-Water Standards grant management team is pleased to announce the launch of a project website. This resource will serve as the new home of all things On-Water Standards Project related. Want to know what the experts say are the skills associated with safe recreational boat operation? Looking for the latest version of the On-Water Standards being developed? Hoping to find pictures of yourself at the most recent On-Water Standards test site location? Visit the On-Water Standards website for all of this information and more.

WHAT: To improve the overall level of safety and enjoyment people experience on our nation's waterways, a diverse group of subject matter experts (SMEs) from across the SAIL, POWER and HUMAN-propelled recreational boating community have been working via U.S. Coast Guard grant funding to develop a voluntary, consensus-based National System of Standards for Recreational Boat Operation. Lead by the SME Team, thousands of individuals from the recreational boating education community have been helping to develop and test entry-level skill-based standards. The newly launched On-Water Standards Project website is an online home for all resources related to this important work.

This initial letter generated a significant response from members of the TSCA National Council, and is a big topic of discussion on the Oregon Coots Yahoo forum (MessaboutW). I am repeating some of the initial discussion here, so that all members can go to the cited website and make any desired comments and recommendations:

From Council Member Pete Mathews: Does anyone else get an inkling that this might be a prelude to a national licensing attempt? I'm not saying that would be a good or bad thing, just a start.

From Council Member Roger Allen: Looks like the beginning of National licensing to me. As a left leaning-libertarian/progressive, I am generally opposed to such things except where the thing to be operated is a potentially lethal weapon. ;o) We should have this as a conversation of TSCA members.

My response: A quick look at the website indicates US Sailing is a big part of it, and there are a lot of industry/

manufacturer reps on the steering committees. Don't really know what that indicates...

From a state where "licensing" (mandatory water safety training) is a reality, I believe a national standard may not be a bad thing. When Washington (WA) first started, there were no on-line courses available, and the schools that offered "approved" courses were few and more expensive than they should be. Then the state initiated an on-line course that was piss-poor and still cost too much. Before the initial grace period ended, BoatUS got WA to approve their on-line course, so we at least got to a reasonable standard and a reasonable cost.

On the other hand, if mandatory licensing includes on-the-water training and/or testing, that will likely become VERY lucrative for existing schools, and spawn a bunch of fly-by-nighters. The existing "standards" organizations (ASA, US Sailing, etc) will become even larger and more influential, so I can see that they have a stake in these standards.

Bottom line for now: Standards are GOOD if there is mandatory training or licensing. Our input can only help steer those standards toward sanity.

From Al Thomason on the Coots forum: This sounds like the next step in the USA moving towards an international standard: the International Certificate of Competence (ICC), formerly known as "Resolution 40," is an effort to establish a world-wide level of basic competency for recreational boaters. http://en.wikipedia.org/wiki/International_Certificate_of_Competence

Each signing country is responsible to establishing a training and testing effort meeting the requirements of the ICC. Example, in the UK the RYA is the assigned party: <http://www.rya.org.uk/infoadvice/boatingabroad/icc/pages/icc.aspx>

It is up to each country to establish a testing and education protocol that meets the ICC standards. In the U.S. the USCG would be the entity with this responsibility. At this point the U.S. is not a signer of the ICC, and hence there is no ICC certification available to U.S. citizens (as I understand it).

There is an ongoing effort by USPS (United States Power Squadron) to developing a "Boaters Operator Certificate" "BOC" program, which combines classroom training with on-the-water skill demonstration that is envisioned to become the basis for a U.S. adopted of the ICC. See more here: <http://www.usps.org/national/eddept/boc/main.htm#news>

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2014 Wellfleet Rowing Rendezvous

by *Walter Baron*

Here's a short report on the Second Annual Wellfleet Rowing Rendezvous—members of the Cape Cod Chapter were there with boats and enthusiasm.

The Rendezvous started about noon on September 27, 2014, under clear blue skies and plenty of sunshine. High tide at Mayo Beach was about 2 PM, so there was plenty of water for rowing.



Boats were gathered at the water's edge, about 16 in all. There were several different dories, including a couple of Gloucester Gulls, a couple of genuine Banks dories built in Nova Scotia, the Old Wharf Dory, a Swampscott Dory, and a miniature Banks Dory from the Cape Cod Maritime Museum. Also there were a Doug Hylan Beach Pea, a Pete Culler Elf, a 14' flatiron skiff, a 10' skiff, an 8' pram, an Adirondack Guideboat, Jon Aborn's Wherry #3, Le Baron Rouge with sliding seats, and a couple more that I can't remember.

All the boats got rowed pretty well—at times there were only a couple on the beach. I think there were about 50 to 60 people there over the 4-hour event. All the food was eaten—Box Lunch rollwiches and Wellfleet Oysters; water was also provided. There were many smiles on the beach; it was a good time. Great weather, great boats, great people—truly messing about in boats.

Thanks to all the people who helped make this a great event—the local helpers, the CCTSCA, and to the sponsors, the Cape Cod Marine Trades Association and the Town of Wellfleet. Hope to see you all again next year.



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Dory

continued from page 3

were grooved with a dado head to accept splines. The bottom was tightly splined and cleated together then cut to shape. This was by the end of January.

The bottom cleats were white oak from Denmark. This stuff was offcuts from *Adventure's* final hull rebuild. Fastener holes were bored with a taper drill/countersink, then bronze screws were driven using a bit brace. The brace provides great power and control and good feel as the screw is being driven and taking up. Students planed a rough rolling bevel around the bottom using angles taken from the lofting. This was left slightly proud till after the frames were set up. The bottom was set onto a couple of short pine benches screwed into the floor, leveled athwartships, then sprung to its curve using braces from the ceiling.

Students milled stock for frames from white oak, cut the divided angles where they meet, and joined them with marine ply gussets. Frames were then screwed to the bottom with bronze screws, then plumbed and braced to the ceiling.

The shape of the stem was taken from the partial lofting, laid out on white oak plank, and then sawn to shape.

Students hard at work



Stages of building a dory

The bevel was then roughed out with a slick. We were going to use a false stem applied after plank, so that made things easier. The angle was cut onto the base of the stem, and it was made up to its oak knee.

The transom was sawn and roughly beveled. It was made up to its knee, and the whole was put into the boat and braced. At this stage students were able to hang battens and establish final bevels. Once they did that they were able to plane exact bevels.

A lot of work had been done, but it didn't look like much. The bottom was there as were the frames, stem, and transom. There was a clutter of bracing.

Towards the end of May and into June students got out, beveled, and hung the garboards. These fastened to the bottom with 2" bronze ring shank nails about 8" on center. and to the frames, stem, and transom with #10 bronze screws. It was

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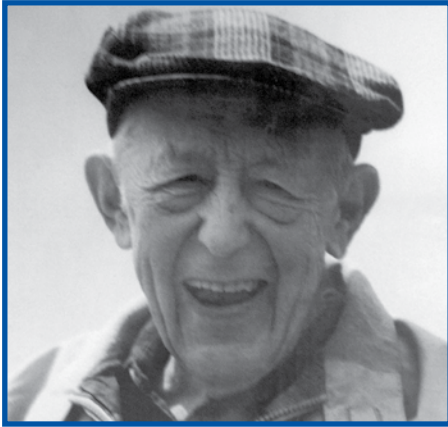
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“To preserve, continue, and expand the achievements, vision and goals of John Gardner by enriching and disseminating our traditional small craft heritage.”

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.org/JohnGardnerGrant.html

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Dory

continued from page 11

now yearend, but they could see how it could become a boat.

The students got back to hanging plank in October of 2011. They are skilled with this from building the double paddle canoes. Planking went quickly and well. They used rose head copper nails and dished roves for riveting. We purchased what Jamestown Distributors calls a rove set for this purpose but were unable to find any use whatsoever for the thing. I brought my own in. Students did a great job setting and peening the rivets.

So now it was quickly becoming a boat. Planking finished up, frame heads were cut to sheer, and rails were started. We had a bunch of old 28' long, clear, old growth, vertical grain Douglass fir.

This was ripped and used to laminate the rails. Epoxy was the glue. We used the same fir for the thwart risers.

The breasthook was oak, thwarts were white pine and floorboards were white cedar on white oak cleats. The oarlocks were bronze. The oarlocks and the “rove set” we purchased were disappointments. Both were Buck Algonquin and amounted to nothing more than rough castings. Never again!

The inside of the boat was oiled with Deks Olje. There was very little leakage so the laps were quite tight. Red bottom paint and white semi-gloss marine paint finished it up. The combination of white pine, white oak, Douglass fir, and knotty white cedar all finished bright inside turned out to be quite striking. This wasn't planned—it just was a result of using what we had on hand. Banks dories are utilitarian and usually finished plainly, but it's always best to

oil the inside of a wood boat rather than paint. Anyway, the thing looked great.

This boat was displayed at the maritime festival at the Salem Maritime National Park where it got plenty of admiration. For a number of years Landmark students have interned on the square rigged ship *Friendship*, which is berthed there, so it was a good connection for us.

From our perspective the greatest thing was when it was displayed in front of the main building on campus during parents days. The boat really was striking—especially for a banks dory. Both the parents and the students alike were quite taken by the Dory, so it got a lot of attention and a lot of comments. That is so valuable. The students who built the Dory would make comments like “I remember when we just started planning planks!” So they got to build a boat from scratch with mostly hand tools and a pile of lumber, and they experienced how just doing one thing at a time produced a great result. They gained experience and recognition, *Adventure* got a dory, and TSCA got exposure. All good all around!

A dory worthy of the Adventure



Kansas Boater at Annapolis Classic Sailboat Event

by Wayne Brown

The 5th Annual Classic Wooden Sailboat Rendezvous, held in Annapolis on Sep. 20 and 21, brought together classic boats of many types. Once again the National Sailing Hall of Fame put on the vintage gathering of magnificent sailing ships. It was restricted to those boats built by 1970. The projected handicaps were carefully based on many factors including previous performances. Starts were delayed for faster boats so that all the entries should end at about the same time. The very light wind varied from about 2 to 6 knots, which favored the smaller contestants.

The winner of the cruising class race on Sunday was *Elf*, sailed by Rick Carrion. Carrion made good choices to take advantage of the changeable wind and current. Lawley designed and built her in 1889 making *Elf* the oldest boat in the race at 125 years. She beat *Adventurer*, an Alden Malabar VI built in 1926. Third in this class was *Vixen*, a Wiley 36' Tankook whaler, built in 1955. Another entry was an Alden 48' named *Howard Blackburn* dated to 1951. In the Premium class was a star boat named *Trout*, which was built in 1924 and is the oldest star sailing the Chesapeake Bay.

Displayed on her trailer beside the NSHF building and the nearby docks was a spruced up 16' wooden Windmill that would win its centerboard class the following day. The owner, Hal Wood, told of finding the 1963 sloop in the Kansas City garage of her builder, named Joe Pooler. "He is a WWII veteran from Paton's army ... about 94 years old now," Wood said. The little racing sloop had been in Pooler's garage since 1975, and seemed in poor condition. "It had water in it and I thought it was a goner," Wood said. "It turned out he had coated it with some mysterious vinyl coating, and it saved the

boat." Wood discovered there was no dry rot, so he bought the 51-year-old boat, and went to work. "I had about 58 hours [of] scraping, grinding, sanding, and re-varnishing to put it in the shape that it's in." He had just brought the sloop, named *Woody*, from Ohio for the Sunday race. Visitors often walked over to admire the boat as they looked over the mix of classic boats of many sizes.

In Kansas City, they made and sold about 30 of these international class racing boats, which he termed a smaller version of the Lightning. This was after Jackson County had the Army Corp of Engineers build a 1,000 acre lake, south of Kansas City. Hal Wood told of joining the Jocomo Sailing Club, one of the oldest sailing clubs west of the Mississippi. "We had 25 Lightnings and 20 something Y-Flyers on that lake at one time. The latter are pretty fast, but the Lightning is a little faster," he said. "Sometimes, they had 80 boats on the starting line. Western Missouri," he said, "has seven lakes with active clubs in addition to private lakes with their own clubs. "


continued on next page

The 16 ft. restored Windmill



Hal Wood, with his (over) fifty-year-old Windmill, at the Annapolis Classic Wooden Sailboat Rendezvous and Race. He is making a rudder adjustment.





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continued from previous page

Hal Wood said there are about "5,000 Windmills in this country. The Nationals this year were held in Columbus, Ohio." For coastal sailors, news of extensive boating in Ohio and Kansas may come as a surprise.

Hal Wood is a member of the Traditional Small Craft Association. He is now building a kayak and thinks that he may be the only boatbuilder in Kansas City at this time. He represents a boat company in Florida, when not racing, restoring, or building.



Lloyd and Nancy Robbins displayed their jollyboat named Vigilant at the Sultana Downrigging program in Chestertown, MD. They home port at Elkridge Landing near Baltimore, MD. The Robbins are crew on the Delaware tall ship Kalmar Nyckel.



Star Trout at her dock with sandbagger Bull next to her.

Wayne Brown is the author of the biography titled: *Ed Cutts Designer, Boatbuilder and "Cutts Method" Inventor?*



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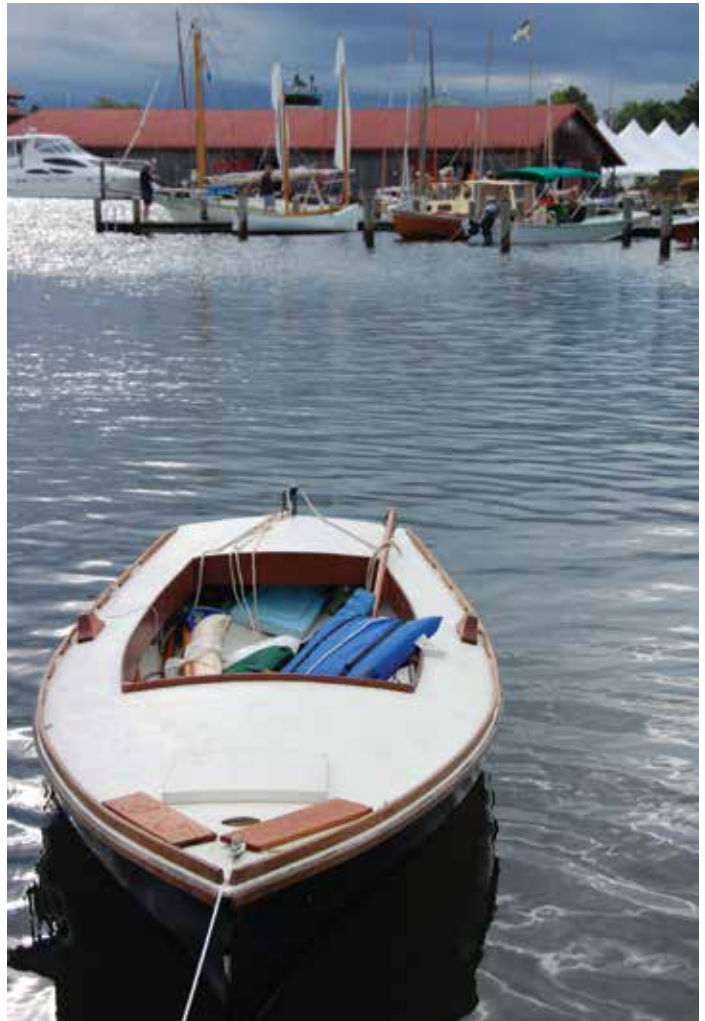
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Choice awardee Frank Stauss with *Hooligan*; Broken Oar awardee Larry Haff; and Fish-in-the-Boat awardees Gary Shepherd, Doug Herman, and Larry Haff.

The Joe Liener award went to James Del Aguila with his Rushton canoe, *Plover*. The Joe Liener Award was created by CBMM Assistant Curator of Watercraft Richard Scofield to recognize an exceptional, traditionally built boat while honoring his mentor and former museum volunteer, Joe Liener.

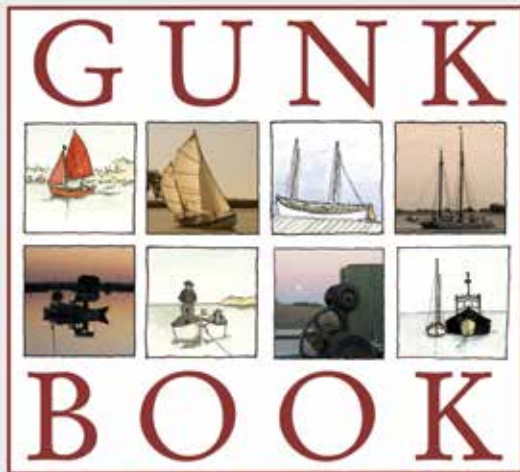
On Saturday, October 4, 12-knot winds made for great races along the Miles River. First place winners include the Calvert Marine Museum with *Spirit* in the historic boatbuilders category; Chris Smith with his sunfish in the one-sail category; Bill Covert with *Dark Swan* in the sailing canoe category; Harold Bernard with *Annalie* in the sloop category; Jonathan Drake with *Korora* in the small boat category; Eddie Breeden with *Una* in the two-mast category; Kevin McDonald with *Little T* in the cat boat category; and Norm Wolfe with *Piilu* in the cruiser class.

In the rowing/paddling races, first place winners include Breanna Smith in girl's paddling; Joe Bondmass in boy's paddling; Kristen Greenaway in women's paddling; Patrick Doyle in men's paddling; Walter Crocker in men's oar-on-gunnel category; and Marla Surgent and Lacey England in women's double rowing. In the three-legged race, George Surgent was first in the 20-foot and up category, with Elias Breeder taking first in the under-20 category.



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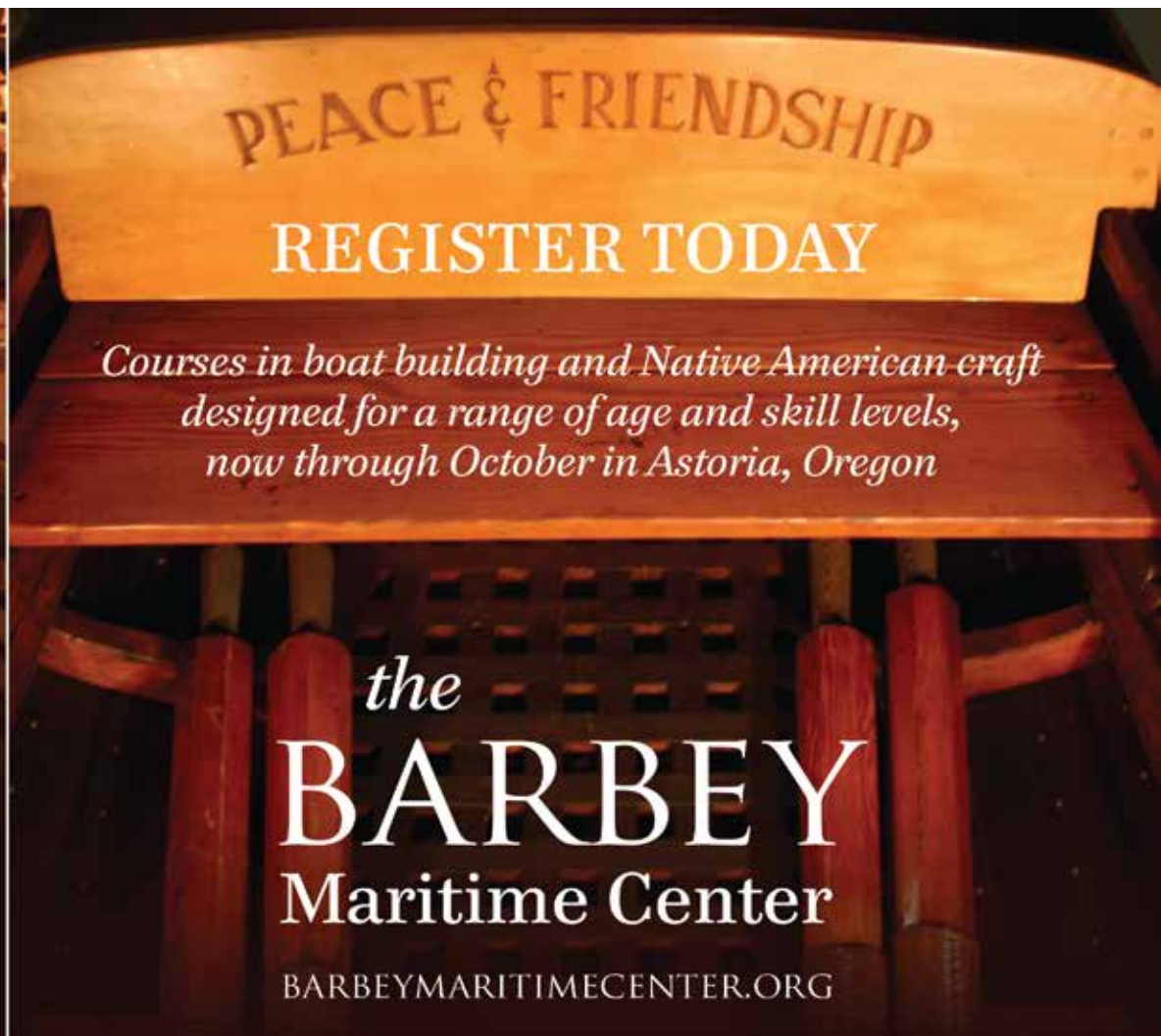
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On-Water Standards

continued from page 8

During this development there was kind of a tug-of-war between USPS and US SAILING, as one had wider class room material, and the other had on-the-water programs already in place. Looking at the OnWaterStandards website looks like US SAIL has the upper hand these days.

Though positioned today as “voluntary,” these things tend to go only one way. Much of the EU has (and has had for a long time) recreational boaters licensing requirements, with the ICC standardizing these around EU nations. As it turns out, the USA tends to be lagging behind “standards” the EU issues with regards to many marine licensing requirements. But we seem to be slowing moving in that direction (ala, changes over the past few years for commercial captain licenses, even the baby 100T ones.)

Stay tuned, this might be a very slow playing show to watch.

More From Council Member Pete Mathews: I have read the OnWaterStandards website, thought about it, and can contribute the following comments.

This looks exploratory, possibly, as has been mentioned, preparatory to an International Standard, to which I understand the U.S. in not (yet) a signatory.

I would expect educational groups to be watching this activity closely (US SAILING, USPS, USCGAux. etc.) as it may be a business opportunity for them. I would also expect the industry to watch it closely but for a different reason. Participation in boating has been declining over the years and builders of boats and boating products may not want to see another impediment to boat ownership and enjoyment or worse, one that would drive even more people out of boats and into RVs. Consider, you can drive a Class A motor-home the size of a Greyhound bus with just a drivers license, or pull a huge fifth wheel with no additional license or endorsement. For years the USCGAux has taught “Young Skipper” courses in states that require them for underage individuals to operate boats. Having taught them in Connecticut for years, I can attest to the fact that, at least then, the results were decidedly mixed. This course did not require on-the-water training.

Currently I believe that US SAILING, and the American Canoe Association offer instructor and member training that does involve OTW training; it's optional.

Who would administer this program? Does the USCG have the budget or manpower to oversee what would become a massive administrative effort to keep track of the millions of boaters who would need to receive this training and have it documented? Would it be delegated

to the states by the Coast Guard as boat registration is now? How would the states react to another “unfunded mandate” imposed on them by the Federal Government? Or, would it be left in the hands of an unregulated civilian group, in which case where would the oversight come from?

Interesting that they (Congress?) are looking into imposing this on citizen recreational boaters. Yet, from the smallest (6 pack) through at least 500 ton (perhaps larger), the Coast Guard while it does require proof of experience on the class of vessel for which the license is being applied for, does not require an on-the-water practical exam for the applicants boat or ship handling skills, only proof of experience and the passing of a series of written exams was required. (I formerly held a 100 ton license, power and aux. sail, inland waters of the U.S. and was not required to demonstrate OTW skills). I'm sorry to say I know holders of a 100 ton license who couldn't navigate across a river in the fog or safely dock a clam skiff.

Depending on who administers such a program, would these “licenses” be reciprocal among the states, or internationally for that matter? Would the various political entities be required to accept another entities certifications? Other professions are all over the map on this issue (reciprocity works for RNs but not for MDs), More and more states are treating licensing as a profit center.

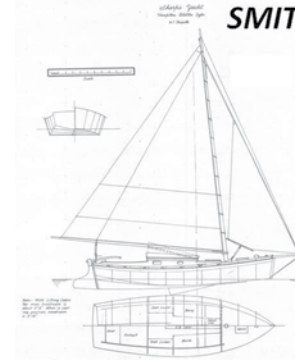
In today's world, a demonstration of practical skills is required to drive a car, be a chauffeur, acquire a Commercial Drivers License (in various categories), fly airplanes large and small and ride motorcycles, but not operate boats. There is a disparity here.

How would such a program allow for prior experience. There are a lot of folks out there with a lot of experience in various types of vessels. How would they accommodate these years of experience in boats, large and small, in ships, in all manner of watercraft.

These are some of the thoughts that came to me as I read about this issue and how it might affect me, and others like me, who make up our membership and the boating community at large.

As of the time I'm writing this, I have not had a chance to review the current Sail (Oct 2014) or Human-powered (July 2014) standards posted under the respective “Current Standards” links on the website. I will be reviewing them over the next several weeks to determine if any of the input TSCA members provided via the several surveys over the past three years has had any effect. I also urge every interested member to take a look and provide comments and recommendations to Brian Dorval at brian@thinkfirstserve.com. Let us know what you think via a Yahoo forum, e-mail, and/or post on the TSCA Facebook page as well.






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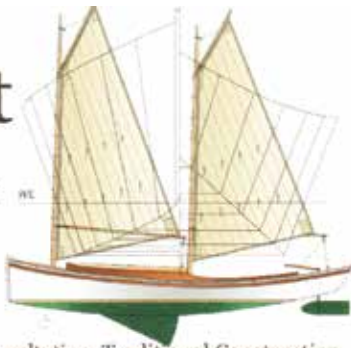


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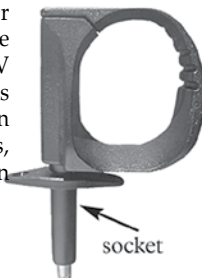
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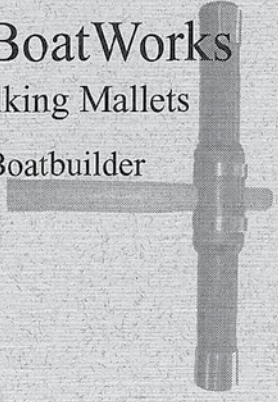


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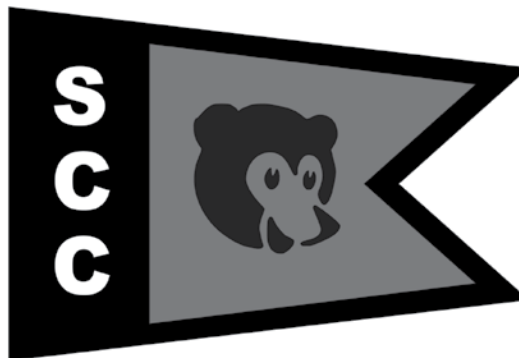
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Spring 2015, Volume 36 Number 1

Editorial Deadline: February 1, 2015

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