

The Ash Breeze

Journal of the Traditional Small Craft Association

New TSCA
Website on
the Horizon

IN THIS ISSUE

Jaws vs. Saddles

The Legacy of Rooster Sailboats

Teaching with Small Boats and
New Building to Teach Books



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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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Advisor—William Garden—designed Eel canoe
yaw, restored by Marty Loken.



President's Message: The Zen of Our Small-Boat Democracy

Marty Loken, President

I promised myself not to mix politics with small boats, and I'll try by asking one simple question: Regardless of whether you lean toward the left, right, or center, can we agree that the past year of campaigning, followed by the November election, January inauguration, and excitement since then has been...well...pretty stressful?

In recent months, we've witnessed an explosion of public engagement in local-level community affairs, and a tidal wave of protest actions—local, national, and international. At the same time, many Democrats, Republicans, and Independents have been struggling to escape the confrontational angst of partisan politics—seeking ways to reduce stress in their own lives, while still engaging at some level in the democratic process.

So, this is where we come in as members of TSCA—owners of small boats that represent the finest imaginable kind of stress-reducer.

A few days ago, *Outside* magazine's online newsletter published a tutorial on "The Pursuit of Happiness," suggesting basic actions that might improve our lives in the current environment. In addition to obvious tips on diet, adequate rest, reducing our time online, and "making every day Saturday," the article pointed out that being involved in your community—whatever community that is—makes you happier, healthier, and likely to live longer.

Specifically, a major happy-maker is "volunteering your time and becoming part of a team." The best and healthiest volunteer activities, according to a quoted study, "are those that connect to your passions," leading to less depression and "enhanced feelings of well-being." Volunteering for programs you feel passionate about—and especially if they involve outdoor activities—is "like going to a chiropractor for your soul," said Brad Ludden, founder of First Descents, which offers outdoor adventures to kids and young adults diagnosed with cancer.

So, in the interest of boosting your level of happiness and self-satisfaction, we'd like to recommend that you step up your participation in TSCA by volunteering to help organize on-the-water events in your regional chapter; by seeing if there are ways your chapter can become engaged in the greater local community (cleaning beaches, organizing boating programs for kids, doing fund-raisers to support your local Food Bank—whatever might make sense or be possible within your TSCA chapter). Simply showing up with your small boat at chapter events will make you feel better, and maybe help introduce you to new friends—all part of the kind of community-building that's good for your soul and everyone else's.

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Regatta & Chowder Party at The Barnacle on Biscayne Bay

by John Palenchar, with photos from Mike Rosenbaum

“This spring of 1887 it was apparent that the Bay could provide all the boats necessary for a yacht race, and it was decided to celebrate Washington’s Birthday with an open regatta. There were fifteen responses to the notices issued, and every boat showed up and made a start, the fleet being divided into three classes.” (from *The Commodore’s Story* by Ralph Middleton Munroe and Vince Gilpin)

One hundred and thirty years later, February 25th saw fifteen small craft gather off the dock of The Barnacle, home of Commodore Ralph Middleton Munroe, renowned designer of sharpie-style sailing craft and now preserved as The Barnacle Historic State Park in Coconut Grove, Miami. This was the 21st year that The Barnacle Society has hosted this event commemorating the first-ever regatta held on Biscayne Bay. The Barnacle Society was assisted this year by our new, TSCA chapter, located in the Park’s boathouse.

A thick fog gave way to sunny weather and light breezes for the start of the races. The wind picked up to a brisk 14 knots by the time of the last race. As in past years, the professional race committee from the nearby Coconut Grove Sailing Club oversaw the races and this year’s Committee Boat was a beautiful replica of Hemingway’s *Pilar*.

The Barnacle’s replica of the historic *Egret* remained a highlight of the event. The original *Egret* was a 28’ Cat-Ketch Sharpie, designed by Ralph Munroe in 1886. Having an 8” draft with centerboard up, *Egret* was beachable for coastal trips and able to navigate the shoal waters of Biscayne Bay. The *Egret* served as telegraph relay, mail-boat, and occasional ambulance before roads were completed in the Miami region. Our replica *Egret* was constructed by Miami-Dade College in 1987 from plans researched by *WoodenBoat* magazine.

The winners of the three classes were a Sea Pearl, a Bahamas dinghy, and a Reuben Trane designed “Mud Hen.” The Bahamas dinghy was built by Joe Albury on Man-O-War Cay. This partially-decked, dinghy was sailed by Ralph Munroe’s grandson, Bill Munroe. Competing with him was a second Bahamas dinghy, built by Winer Malone on Elbow Cay. Among the Cat-Ketch rigged boats racing was a New Haven Sharpie and a Core Sound 17. The Sharpie was built using driftwood by Reuel Parker, author of *The Sharpie Book*. The Core Sound 17 was designed by B&B Yacht Designs of NC. A very fast “Laughing Gull” skiff, an Arch Davis design, took second-place despite being moved up a class this year. Also competing was a reproduction Alden-designed, “X” class

Top: Bahamas dinghies, NH Sharpie, & Mud Hens

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Jaws vs. Saddles

by Tony Davis

This article is for the Gaffers of the sailing world.

When was the last time you looked up at your gaff jaws, saw an annoying wrinkle, and thought to yourself, “I wish I had a gaff saddle”? Or, when was the last time you looked up at your saddle, saw an annoying wrinkle, and thought to yourself, “I wish I had gaff jaws”? It’s a slippery slope—when you begin asking yourself what works best to create a good looking, speed-efficient, gaff-rigged sail.

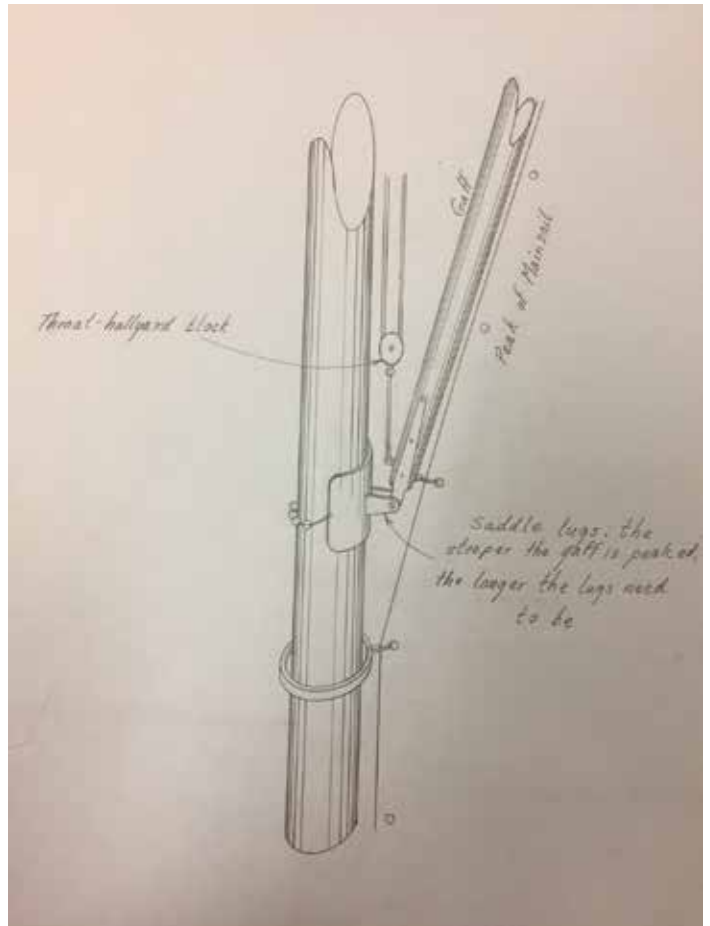
First, no matter how frustrating it can be, at times, to get a perfectly wrinkle-free gaff-rigged sail, there still is, in my opinion, no better rig for a traditional small craft. The gaff rig allows for a safer experience overall while underway. When you find yourself in gusty conditions needing to trim the sail or moving toward the bow to drop anchor, the low center of effort provides you with more control. Scandalizing the sail is the process of easing the peak and not disrupting the throat halyard; one can instantly de-power the boat as you make your approach or begin the reefing process due to high winds.

At Arey’s Pond Boat Yard, we have been building small catboats since 1973. All the boats we built through the 1990s have wooden gaff jaws. After repairing and replacing countless jaws, we started to take a closer look at the option for our bigger boats to use a gaff saddle.

In 1992, we were asked by the owner of *Pandora*, a Bernie Huddleston 20’ cold-molded catboat, to maintain her and keep her race ready. The gaff saddle that Bernie built for the high-peaked *Pandora* caught my eye. It was built of laminated plywood, saddled the mast beautifully, and left no wear marks on the beautifully varnished mast.

When we designed and built our first 22’ cold-molded catboat with a high peak, we wanted the saddle, so we modified Bernie’s creation. For example, we decreased the overall height as we felt this detail was critical to getting it right. The tighter we could get the throat the better the sail set. As years went along, *Pandora* was becoming more and more competitive in New England Catboat racing and the owner became fussier and fussier. On a port tack at any point beyond a close reach, the saddle would twist and create a small wrinkle and awkward position. After a lot of studying, we figured out what the problem was. It was a combination of the saddle being too long and the force of the gaff. The force would rack the saddle, and as the sail was let out, the saddle would be halted by the taught peak and throat halyards leading to the deck.

So, we made a new saddle vacuum bagging a plywood laminate. Even though the design was shorter, we still came across the same problem—though not quite as bad. There was talk of leathered gaff jaws, but knowing how hard the boat is sailed, we decided that if we switched to jaws we could potentially cause more issues, such as breakage in the middle



of a race. Also, the curve of the jaws to match the peak angle would be extremely difficult to laminate, and if the halyards got caught between the jaws and mast, it would create a huge bind during a quick reefing situation. Plus any wrinkle from the twist of the jaws may not be controllable from the halyard leads. We weighed the options and thought, if we could perfect it, the saddle was the best option.

In 2010, we built a 20’ custom, high-peaked catboat for cruising, and when it came to the rig design, I, again, wanted a saddle—especially since we went with a carbon mast. I had lost some confidence in my own saddle designs and searched the web for others. That is when I found Classic Marine in Suffolk, England. Who better than the true gaffers of the world to have some helpful answers on saddle design?

I talked to Moray at Classic Marine in detail about gaff angle. I had given this a lot of thought during our attempts. I thought having a lead coming off the saddle 15” to the throat block would eliminate possible jams when peaking for windward work. But Moray explained that was right, but I did not make the flange that receives the gaff long enough. The higher the peak the longer the flange—this prevents the gaff from racking and lifting the saddle. I questioned if the longer the flange, the more chance of strain and stresses on the cold-molded fitting.

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Save the Date for 2017 Festivals at CBMM

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Community Day
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Three Tall Ships Visit St. Michaels This Summer

Sultana, *Maryland Dove*, and *Pride of Baltimore II* will have extended visits to the Chesapeake Bay Maritime Museum this summer. Museum guests will have a great opportunity to learn about international and American maritime history with dockside and cruising programs offered on the ships.

“We can’t wait for these ships to visit us this summer,” said CBMM President Kristen Greenaway. “They bring so much history to our campus, and it’s truly a delight to be able to share it with our guests.”

The schooner *Sultana* will be at CBMM beginning mid-day on Friday, May 12, 2017, and continuing through Thursday, May 25, 2017. *Sultana* will visit CBMM again Friday, June 23, through Monday, June 26.

While at CBMM, *Sultana* will be hosting students in an under-sail environmental science program on the Miles River during weekdays, and can be seen dockside over the weekend.

On Thursday, July 6, *Maryland Dove* will arrive at CBMM and can be seen out on the Miles River and dockside through Monday, July 10. Local school groups will be touring the ship, with *Dove* open for boarding to all CBMM guests from 9:00 a.m. to 5:00 p.m., July 8 to 10. The public is invited for free public access to *Maryland Dove* while at CBMM on July 8, from 5:00 to 8:00 p.m.

The tall ship *Pride of Baltimore II* will be at CBMM on Friday, August 11, and remain dockside along CBMM’s

campus through August 13, with deck tours offered from 9:00 a.m. to 5:00 p.m. daily.

Sultana serves as an on-the-water classroom for learning about the history and environment of the Chesapeake Bay. An almost exact replica of a British schooner that patrolled the North American coast just prior to the American Revolution, *Sultana* provides day-long programs as well as live-aboard programs for participants.

Maryland Dove is a re-creation of the late 17th century trading ship that brought the first settlers to what is now Maryland. Built in a shipyard near Cambridge, Maryland, *Dove* is owned by the state of Maryland and operated and maintained by the Historic St. Mary’s City Commission.

In 1988, *Pride of Baltimore II* was commissioned as a sailing memorial to her immediate predecessor, the original *Pride of Baltimore*, which sank in 1986 due to a white squall off Puerto Rico. Both ships were built in Baltimore’s Inner Harbor as reproductions of 1812-era topsail schooners, or Baltimore Clippers, which helped America win the War of 1812 and finally secure its freedom.

More information about CBMM and these visiting vessels can be found at cbmm.org.

Photos Left to Right:

Sultana, *Pride of Baltimore II*, and *Maryland Dove*.





Family and Friends Reunite over Rooster Sailboats

Learn more about
Rooster Sailboats
at Roostersailboats.com

by Teresa Smith Galoob

In 1958, a young, middle-aged Naval Officer, Cdr. Michael P. Smith, with a family of seven children, hoisted a small sail with a red Rooster insignia, up on a 9.5 ft. wooden sailing dingy, and launched the boat on a maiden voyage into Narragansett Bay, off Newport, Rhode Island. Cdr. Michael P. Smith was my father, the original Rooster Boat designer and builder, and that first Rooster boat, *Teresa* was named after me, the youngest of seven.

Following the construction, and success of the first Rooster, many more Roosters were built by Cdr. Michael P. Smith, and all seven children learned to build, sail, and race Rooster sailboats as part of being a member of the Smith family of Jamestown. Only two were named after remaining women in the Smith family, the *Kathleen*—a sibling and the *Mary Ann*—our mother.

At least three Roosters were later built for family members that held a close interest in participating in sailing, racing, and sailing classes. The *Frolic*, built for my sister Patricia Smith Mc Candles, became the Narragansett Bay Yacht Association (NBYA) Rooster Class Champion boat, along with the Skipper, Patsy. A second boat was built for my brother James Smith, named *Warhawk*, with Jim as skipper and another winning sailor in the NBYA racing circuit. My own Rooster was the last built by my father, painted in green to match the name, *Waterlily* (built in 1965), much like our current Rooster, built by my husband, Mike, and I in 1982—also green and much like the first Rooster, the *Teresa*.

My own current Rooster, #715, was built in 1982, under the direct coaching of my father, Cdr. Michael P. Smith, and completed with an original light blue sail, sent as a gift from

my dad and for final preparations for his first cruise in our Rooster on our nearby Oklahoma lakes. Our Rooster was also traditionally named after a female family member, our daughter, Sarah, a survivor of congenital heart condition.

Our Rooster, the *Sarah*, has since attended two Oklahoma Messabouts, two at Lake Thunderbirds Sailing Club, Norman, OK, and one at SailOk, at Lake Eufaula, OK. Most recently, as of July 2016, my husband—Mike and I towed our Rooster to a "Rooster Week" event in Jamestown, RI. My eldest brother, Michael F. Smith, of Jamestown, RI, has since built three new Roosters with friends, and restored an older Rooster belonging to his daughter, Marianne, since childhood. There were a total of five Roosters at the 2016 Rooster Week, including our own. There are a total of nine Roosters, all in good to excellent condition, that have been built, restored, and recorded. My nephew, grandson to Cdr. Michael P. Smith, Cdr. Gerrit Rickwalt, has also built a Rooster, and is building a second as of 2017. Gerrit very much resembles my father, his grandfather, in many ways, but particularly in his enthusiasm over Rooster sailboats.

A majority of the original family members, the grown Smith children, and their own families, including grandchildren reunited in July 2016 to sail their renovated or newly built Roosters on Narragansett Bay, Jamestown, RI. I enjoyed teaching my own grandchildren, Ellen and Lily, to sail our Rooster, and reenact the fun, lazy, hazy days of summer sailing off East Ferry Beach, Jamestown, RI.

Questions or comments concerning Rooster Class Sailboats may be directed to me, Teresa Smith Galoob, at mtgaloob@msn.com or 405-329-2514.



Teaching with Small Boats Alliance

by Andy Wolfe

All good programs have a starting point, and the beginning of the Teaching with Small Boats Alliance is a very interesting story. In the summer of 2008, at the WoodenBoat Show at Mystic Seaport, Matt Murphy (editor of *WoodenBoat* magazine) asked Joe Youcha (Alexandria Seaport Foundation) and Adam Green (Rocking the Boat) if they ever got together and talked about their teaching programs. Dave Helgerson, Joe's longtime friend and Naval Architect, was also at the show and joined them in a conversation that lasted for a year and a half.

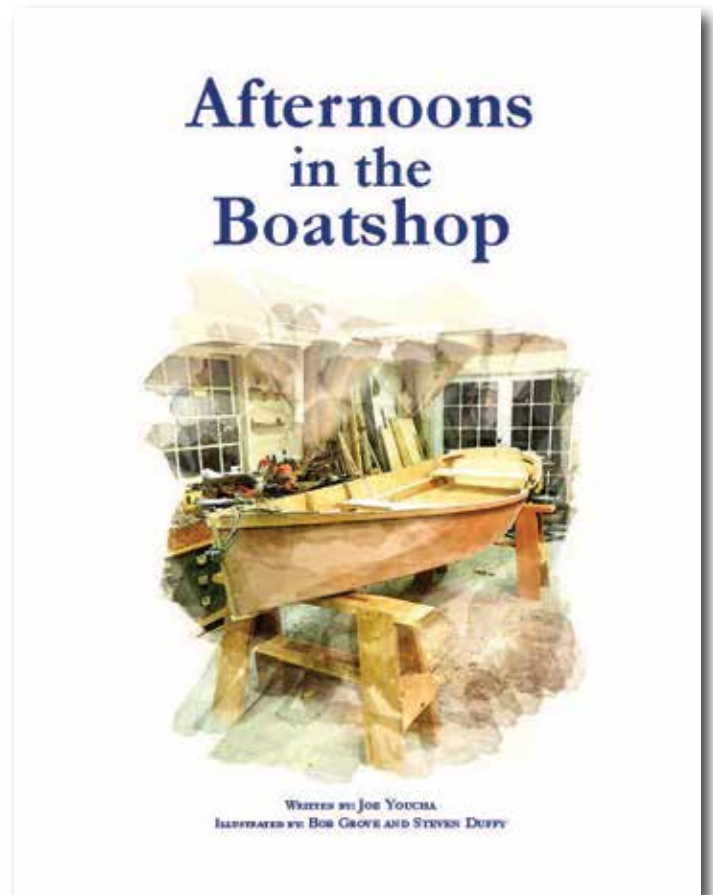
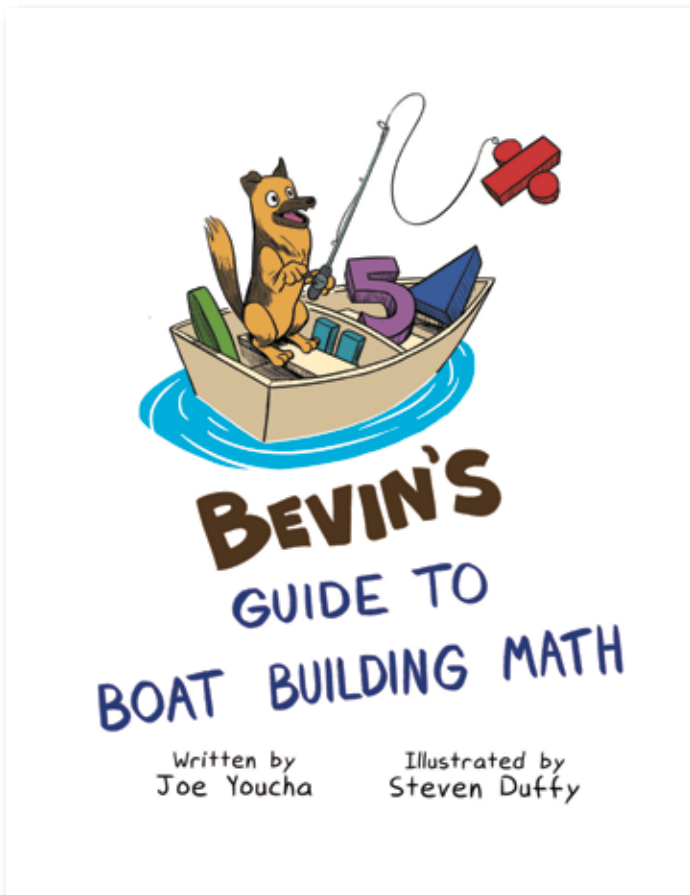
In that incubation period, the three developed a proposal and listed everyone they could think of who had a connection to a small boat teaching program. The first conference, with 80 participants from 60 programs from across the USA and Canada, was held in Alexandria, VA, in the summer of 2010. From that conference, the Alliance was formed and the first steering committee was selected. The members included Dick Wagner from the Center for Wooden Boats (Seattle, WA), Lory Newmeyer from the Hull Life Saving Museum (Hull, MA), Rick Eisenberg from Bay Front Center (Erie, PA), Scott Rizzo from the Naval JROTC program (Montrose, CO, High School), Capt Art Sulzer from the Philadelphia Maritime Charter School (Philadelphia, PA), Rick Hillsinger from the WoodenBoat School (Brooklin, ME), and Dave Helgerson (Alexandria, VA).

The committee decided to rotate the Alliance Conference between locations on the East and West Coast, biannually. Back in 2008, when Matt Murphy first raised the question, Joe came up with about 60 groups with some level of teaching programs. When the second Alliance conference took place in Seattle, WA, there were about 100 groups invited. Conferences were hosted in 2013 at Mystic Seaport in Mystic, CT, and in 2015 at the Northwest Maritime Center in Port Townsend, WA. This year's Alliance Conference will be held at the Chesapeake Bay Maritime Museum. There are over 300 groups with small boat teaching programs participating or using Teaching with Small Boats materials and resources.

The biennial conference includes hands-on activities, presentations, and panel discussions that encourage attendees to explore and discuss the relationships between small and large boat programming. Participants in this year's conference will discuss how to use a maritime heritage museum as the focus of regional efforts involving other maritime organizations and school systems, and how to make stronger connections to post-secondary education and careers.

Developing New Materials

Last summer at the WoodenBoat Show, Joe Youcha showed me a file full of manuscript pages and illustrations, and asked



me to get involved with the publishing of three books for the Building to Teach program. I didn't know anything about the program, so Joe explained: "Building to Teach trains hands-on math instructors using boats and carpentry."

Joe said, "Folks who ended up becoming the Teaching with Small Boat Alliance were asking me, 'How do I do this like you do?'"

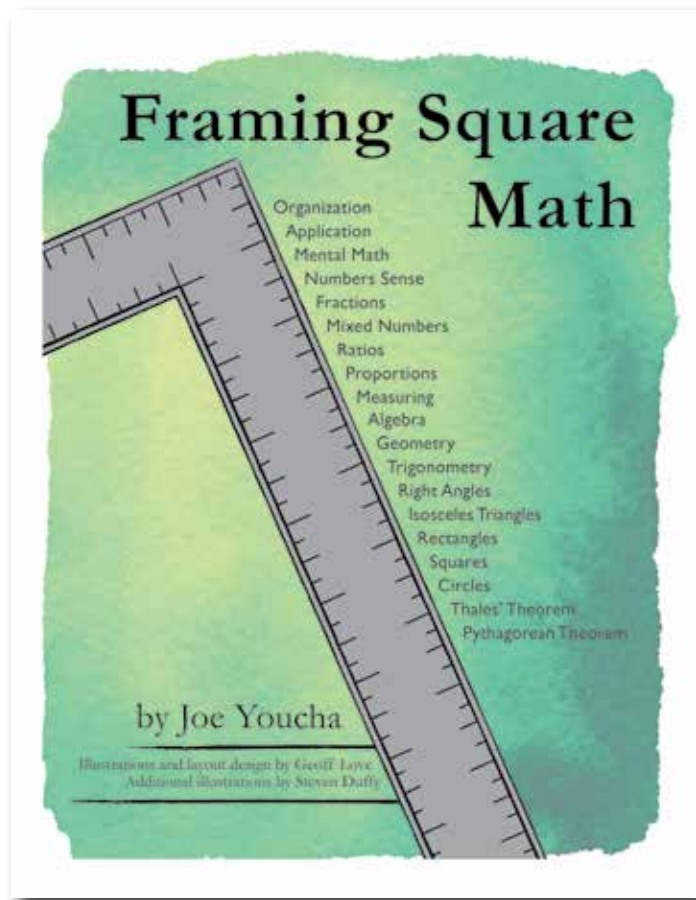
The common factor was "How do you teach math?"

"From boat builders to the carpenters' union, everybody asked about the math," Joe said.

In 2010, Joe was trying to run the Alexandria Seaport Foundation and help other programs. The first TWSBA showed enough interest in the math that Joe decided to create Building to Teach. He was able to get startup funding from the Office of Naval Research (the U.S. Navy Think-tank) to build a future workforce program. The Navy was interested because for every engineer, the Navy hires 8–13 support personnel. Funding for the second year was received from the Island Foundation, the Angell Foundation, The United Brotherhood of Carpenters, and several other small funders. The program has been self-sustaining and continues to grow with the expansion of STEM (science, technology, engineering and math) programs across the country.

Over the past several years, Joe has been working on three books to capture what he's learned over the years about teaching "hands on" math and fill needs he's repeatedly heard from instructors. The first book is *Framing Square Math*, a step-by-step math program that utilizes the framing square to teach math skills from the most basic measurements up to trigonometry.

The second book is *Bevin's Guide to Boat Building*, a step-by-step how-to book for kids who want to build a cardstock model of a boat. A cartoon version of Bevin, the boatshop dog, leads students through building a cardstock model of his skiff. He then continues through several related hands on math exercises. The book serves as a comfortable introduction to the boat building process and fundamental math skills including: organization, applying math in the real world, numbers sense, mental math, fractions, and reading a ruler. It



answers the question on every child's mind—studying math at school or building a boat after school.

Bevin's Guide to Boat Building is tied to the third book, *Afternoons in the Boatshop*, which was illustrated by Bob Grove (past TSCA president) and Steven Duffy. Heavily illustrated, the book tells the story of a girl building one of Bevin's Skiffs. Providing an overview and demystifying the boat building process, *Afternoons in the Boatshop* introduces the importance of "hands-on" math, and provides a reading activity for students building the boat.

Joe remarked, "You know, it was my TSCA relationships that started the Seaport Foundation and opened all of these other doors." The books will debut at the Building with Small Boats Alliance conference in late April and will cost \$19.95 each.

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John Gardner Grant

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

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

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

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

Program details, applications, and additional information:

www.tscanet.org/JohnGardnerGrant.html



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

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New View for TSCA.net

by Andy Wolfe

It began back in October of 2016 when TSCA President Marty Loken wrote to council members: “Now that we’ve all enjoyed another summer of small-boat cruises and messabouts, it’s time to begin brainstorming some topics such as TSCA’s organizational status, direction, promotion, and other subjects, including creative ideas for marketing and expanding TSCA.”

The discussion focused on how TSCA communicates with the world—our members, and the wider boating audience. TSCA’s social-media presence on Facebook has rocketed from zero to 3,300 followers. But with the steady rise of social-media outlets worldwide, the impact of often-static websites and other communication tools has been on the decline. TSCA.net has been maintained by Paul Gray for years, but he is ready to retire from this position, and the website platform needs to be brought up to current standards, and that is a big job in itself.

David Fitch commented, “There is an irony that I find to be both amusing and a little perplexing. According to the message in our mission statement, the objective of the TSCA is to promote traditional values and methods of building and maintaining boats. Yet we now find ourselves involved in a debate over how best to move to the most modern communication methods to promote the organization.”

Many members will recall how difficult it was for us to utilize email for meetings and voting too. But time does march on, and just as we embrace modern variants of traditional design, we must take advantage of new communications tools. Council voted to remake the website, and so the work began in earnest as we began the new year with the rhythm of a slow-moving rowboat.

Sample designs and test pages have moved north and south, from east to west and back again. The biggest issue has been editing down the content of the old website while maintaining the flavor of the words crafted by our members long ago, coupled with designing a new navigation system that gets members to the information they want in just two clicks. Like most things in boat building, it’s a lot easier to say than to do. The new TSCA website is designed to be responsive to all devices. That means that you will be able to view the website on a smart phone or tablet with the same ease as a laptop or desktop computer.

The really good news is a wonderful source of excellent photos from chapters and members all over the country. The photo contest of last spring, which resulted in publication of

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Regatta

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dinghy. This dinghy was copied from one of the last original hulls built by George Lauder's Fairfield Boat Works.

The original Regattas held on Biscayne Bay eventually devolved into a "Chowder Party" as sailing diminished in South Florida. We suitably chose to end the day's sailing with a traditional "Chowder Party" and awards ceremony in the Barnacle pavilion. All in all, a good time was had by all, and we hope to see more "traditional" small craft participating next year!

Right: CGSC's Race Committee: Nancy Rogachenko, PRO with Steve Herman, Saralee Lamb, Ev Hoffman, Susan Walcutt, John Kandara, and Kathy Gunst.



President Message

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Most of us know the watery Zen experience available to TSCA members—the peace and solitude available when we're on the water in our small boats. Let's try to spread that feeling to others this year by being more active in on-the-water

gatherings...and let's see if we can help share our on-the-water calm and joy with others, regardless of their political views. We may not solve the world's problems, but we can do a lot about our own, in our small-boat democracy.

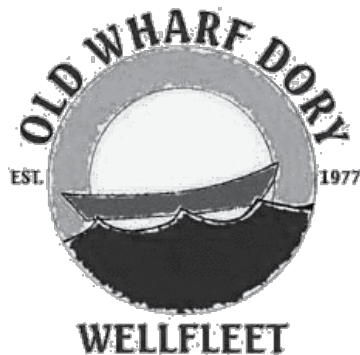


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Oarlocks available from Fisheries Supply

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



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Jaws vs. Saddles

continued from page 4

Classic Marine offers the saddles in stainless and bronze. We talked about the saddle working itself into the throat and peak halyards on a port tack. He explained that they do not make a long saddle, as the one they have rides fine with less material to get caught up. We ordered one and found that although it was heavier than our version, it did work better. So we ordered one that fit the peak angle of *Pandora*, which is similar to a Marshall 18 close to standing straight. After one season, we solved the problem with one minor correction. If the throat halyard is really tight and you let out your sheet on a broad reach/run, you have to ease the throat halyard just a nudge and the sail will lay flat.

Since 2011, we have ordered all of our custom boats rigged with saddles made to fit our peak angle and mast diameter. No scarring, no wrinkles, and just a little bit more of a muscle build while hoisting. But when it comes time to let the sails down, the weight of the saddle allows the gaff to come down with ease.

In 2016, at the Newport International Boat Show, we introduced an entry level APBY 14' cat. The goal for this design was to get the costs down so the boat could be more affordable, maintenance free, and have potential to be considered for fleet racing. In order to meet these goals, the

rig has a 15 degree high peak gaff angle, carbon fiber mast, aluminum boom, and gaff. There's no wood involved, except the teak trim on the centerboard cap. So this meant removing the wooden hoops and the wooden gaff jaws. From what we learned from Classic Marine, we designed and now make our own stainless gaff saddle with throat halyard extension and Dyneema grommets for mast hoops.

In conclusion, it is all about peak angle. The tighter the gaff angle, the more strain on the jaws, and if the curve is not exactly right, the pearl beads will pick up the strain and snap a jaw. Getting a true J-shaped curve for your wooden gaff is difficult. When faced with this dilemma, go with a saddle. A traditional 30 to 35 degree peak angle makes traditionally varnished jaws very practical.

Next, we can discuss sail design high peak vs. low peak advantages and disadvantages?



Ash Breeze Readers...

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Clearwater Festival 2017 Celebrates Diversity, June 17–18, 2017

Clearwater's Great Hudson River Revival, the country's oldest and largest music and environmental festival, takes place on June 17 and 18, on the banks of the Hudson River at beautiful Croton Point Park, Croton-On-Hudson, NY.

The Working Waterfront offers rides on small boats (this is where the TSCA come into play) and tall ships including the sloop *Clearwater* and the schooner *Mystic Whaler*. Clearwater's Great Hudson River Revival is a destination for families and music fans alike. Kids 12 and under get in for free to enjoy a plethora of family-oriented programming, activities, and vendors as well as a Children's Area, special performances on the Family Stage, juggling and roving artists, storytelling, river beach combing and net seining, and lots of other kid-friendly activities.

Founded by musician and activist Pete Seeger and his wife, Toshi, this year's Great Hudson River Revival promises to be a special celebration. In keeping the Seeger's legacy alive, it has always been a goal for the Clearwater Festival to have a musically and culturally diverse line-up. "With all that is going on in the country, it has never been more important to come together to celebrate diversity," said Steve Lurie, Clearwater Festival Producer.

Other offerings that make the Revival experience unique and memorable include **The Handcrafters' Village**, which

showcases over 50 crafters and folk artists with quality hand-made items, demonstrations and workshops; and **The Green Living Expo**, which is the place to learn about sustainable products, services, concepts, and technologies for informed lifestyle and business choices.

In addition, festival-goers can visit the **The Discovery** and **Tideline** tents featuring Clearwater's original hands-on environmental education programs and Hudson River research, **The Environmental Action Tent** highlighting Clearwater's watershed and environmental justice initiatives in our Hudson Valley communities and an expanded **Artisanal Food & Farm Market** that will offer food sourced from the Hudson Valley.

History of the Clearwater Festival

Back in the mid-sixties, after centuries of accumulated sewage pollution and industrial dumping of toxic chemicals, the Hudson River, like many of America's most important estuaries, was declared "dead." The river's fragile ecological system was devastated. Not a single fish was found in many areas, and the level of commercial fishing had dropped so dramatically as to be regarded as nonexistent. Recognizing this incredible social and environmental tragedy, in 1966, Pete Seeger decided "to build a boat to save the river" by holding small, fundraising river concerts throughout the



Hudson River Valley where he opened his banjo case to collect contributions to build the sloop *Clearwater*, a tall ship that would become recognized as America's Environmental Flagship and a symbol of environmental advocacy. Since the 1960s, the Clearwater Festival has grown into the country's largest annual environmental celebration, its music, dance, storytelling, education, and activism attracting thousands of people of all ages to the shores of the Hudson River.

The list of confirmed performing artists can be found at clearwaterfestival.org, plus longtime Clearwater friends joining the weekend celebration include **Tom Paxton & The DonJuans, Holly Near, Tom Chapin, Guy Davis, David Amram, Josh White Jr., Joseph Firecrow, The Kennedys, Martha Redbone's Roots Projects, and The Vanaver Caravan.**

To stay up to date on all Clearwater Festival news, and to purchase tickets, please visit ClearwaterFestival.org and the official Facebook and Twitter pages.

Clearwater's Great Hudson River Revival is produced by the nonprofit, member-supported, environmental organization Hudson River Sloop Clearwater, Inc. All proceeds go directly to support Clearwater's environmental education and advocacy.



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TSCA Wants You!

Pete Mathews wrote this article a year ago, and it was so good that we decided to run it again, with very little editing.

The time has come, the time is now, to look for volunteers to serve on our TSCA National Council. The Council is the group of nine members who oversee the operation and help the president make decisions. No experience? That's okay. On the job training is provided. Actually, all you need is a love of traditional boats, and boats that look like traditional small craft, a little common sense, and a willingness to serve.

You will serve for three years on the Council and every year we replace the three members whose terms are expiring. After the three years, you are prohibited from serving another term until one year has passed. Hence, the need for three fresh volunteers each year.

What does serving involve? Great question. Council members have virtually no travel unless you want to. There are no meetings to attend; all the Association's business is conducted via email. Council votes are always done this way, with the records being kept by the secretary. You can, of course, travel to any event where members gather, e.g. The WoodenBoat Show, if you so choose and it's convenient and within striking distance.

So, is it difficult, is it complicated, is it time consuming, is it costly? The answer is, none of the above—I know, I served two terms on the Council myself. Feel free to contact me or any current or past council member for more information. Several of us have served more than one term and vouch for the fact that it's a painless process and a great way to meet others outside of your local chapter. It should go without saying that you must be a member of TSCA national to qualify, but that's about the only qualification necessary.

So please consider the National Council. If you're interested we'd like to know by the first of May, at the latest, so we can publish the nominees and have the membership vote. The term starts on July first. Give it some thought, submit your name with a brief bio to TSCA.Secretary@gmail.com, and be a part of helping our organization continue to grow and prosper. Contact any Council member or the Secretary (me) if you're interested.

Pete Mathews: canoenut@bciwildblue.com
 Rodger Allen: Roger.Allen@buffalomaritimecenter.org
 Marty Loken: Norseboater22@gmail.com
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 Steve Brookman: Steve@OtterWater.com
 David Fitch: dfitchtx@gmail.com
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Calendar of Events

Cape Fear Community College Annual Boat Show

Apr. 2, 2017

Water Street, Downtown Wilmington, NC

Great Florida Gulf Coast Traditional Small Craft Festival

Apr. 22–23, 2017

Sarasota Sailing Squadron, Sarasota, FL

1717 Ken Thompson Pkwy Sarasota, FL 34236

Beaufort North Carolina Annual Wooden Boat Show

May 6, 2017

Maritime Museum in Beaufort, NC

Beaufort North Carolina Round the Island Race

May 7, 2017

Beaufort, NC, Maritime Museum

Beaufort North Carolina Maritime Museum's Maritime Day

Jun. 10, 2017

Gallants Channel in Beaufort, NC

Hope Island Messabout

Jun. 16–18, 2017

Deception Pass State Park, Oak Harbor, WA

Classic Boat Show and Small Craft Festival

Jun. 17, 2017

Michigan Maritime Museum, South Haven, MI

Les Cheneaux RAID

Jun. 24–25, 2017

Great Lakes Boat Building School, Cedarville, MI

Port of Toledo Wooden Boat Show

Aug. 18–19, 2017

Toledo, OR

Antique & Classic Boat Festival

Aug. 26–27, 2017

Brewer Hawthorne Cove Marina, 10 White St., Salem, MA

Port Aransas plyWooden Boat Festival

Oct. 20–21, 2017

Dennis Dryer Municipal Marina, Port Aransas, TX

Annual Georgetown Wooden Boat Show

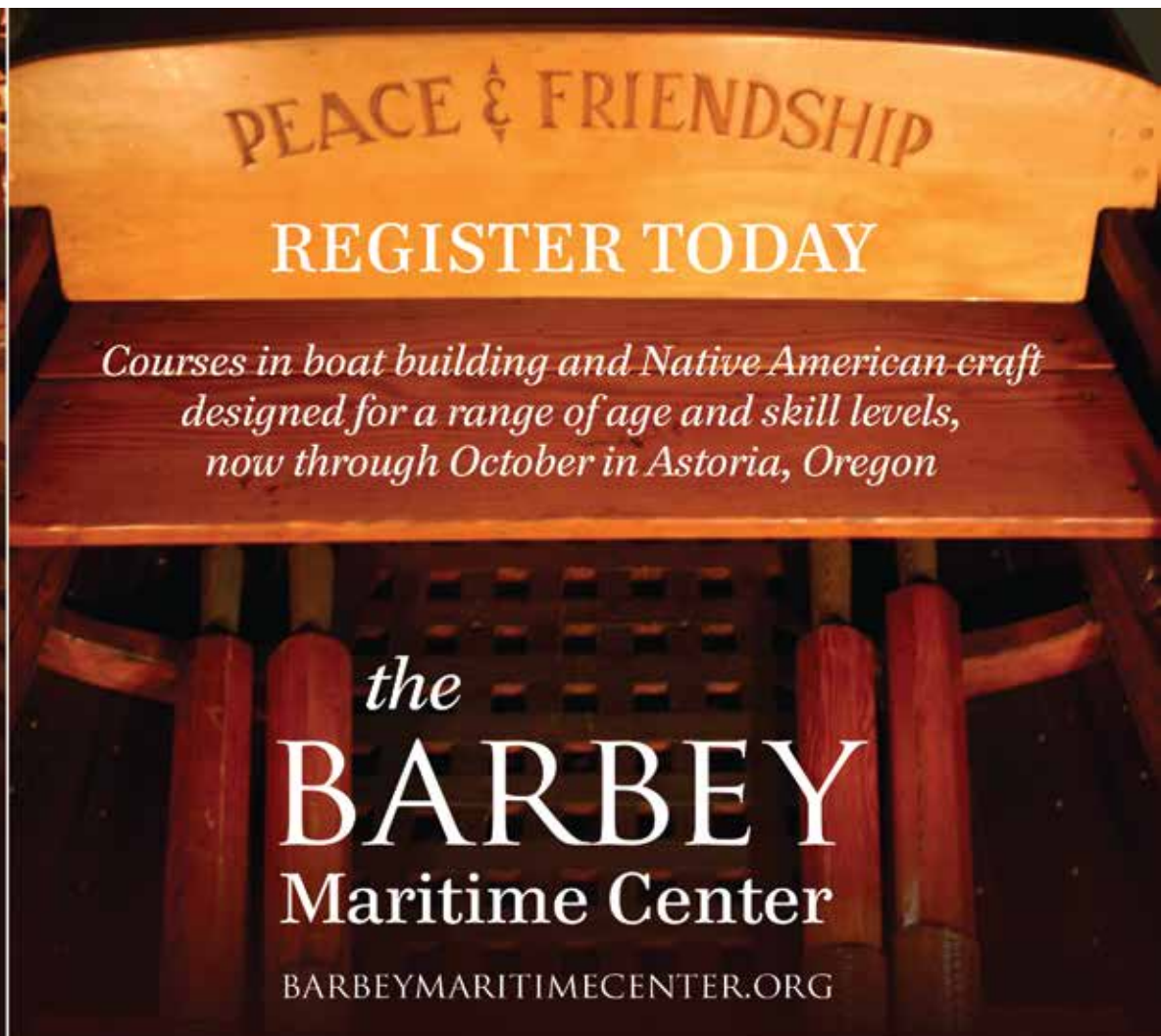
Oct. 20–21, 2017

Georgetown, SC

Cedar Key Small Boat Meet

Nov. 17–19, 2017

Cedar Key, FL



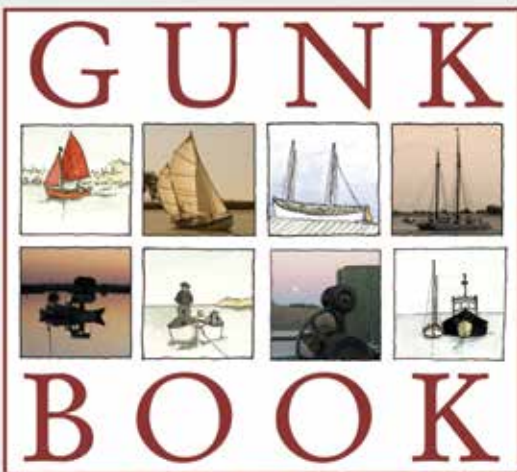
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Website

continued from page 11

the 2017 TSCA Small Boats Calendar, provided a fabulous selection of beauty shots and the new platform will make posting of new current images very simple.

Each chapter will be located on a national map by the mailing address of the chapter representative. All you have to do is click the flag and a box comes up with all the contact information and a link to the chapter website if they have one. Chapters without a website can have a page hosted that they maintain themselves for events and activities for a nominal one-time programming fee.

The new website will provide for pay-online memberships and renewals, donations to the John Gardner Fund, a small online store for buying calendars, hats, shirts, and other wares, sponsor advertising purchases, and even membership voting.

Note from TSCA President Marty Loken: I'll have more to say on the subject in the next issue of *The Ash Breeze*, but the past few years have been an exciting time in the Traditional Small Craft Association. Membership has continued to grow at its usual meandering pace; while never flush with cash, the organization is financially stable, and as Andy mentions above, our social-media presence has taken off at an encouraging pace. We're in the midst of completing two other key items on the checklist—dramatic improvement of the TSCA website, with emphasis on functionality and great images of classic small craft, and production and marketing of a new line of TSCA store items...as Andy also mentioned. All I want to say here is that none of these things would be possible, or happening at all, if it weren't for Andy Wolfe and his extraordinary crew at Mariner Media—editing, designing, and distributing this fine magazine; producing the handling fulfillment of our recent 2017 TSCA

Small Boats Calendar; redesigning and webmastering the fresh website, to debut soon; and overseeing design, production, and fulfillment of orders for new items to be made available in the near future on the new TSCA website. So, sincere thanks to Andy and crew, for your ongoing creative commitment to the Traditional Small Craft Association!

—Marty



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The Mystery of the Log

by Andy Wolfe

Log boat on the lawn in Lively, Virginia.

Back in February my good friend, fellow boat builder, and shipmate David Blackwell sent me an email with a photo of a log boat he saw sitting on the lawn at Calico Jacks in Lively, Virginia.

David wrote:

Hi Andy,

I really enjoyed the Draketail update. I bet the TSCA peeps will too! There is a curious (to me) craft in Lively for sale. Appears to be mahogany/teak of some sort. Bright sun and heavy varnish made it hard to photo. Oar locks and mast socket. You probably owned it once... The store was closed so there was no one around to talk about it. What do you think it is?

I wrote back:

So David, there is a story here. Where is the boat located? What caught your eye? How long is it? What's the beam? How long has it been sitting there? Any chance the shop owners have any of its history? I'm thinking I'll do an *Ash Breeze* story with all the puzzling comments.

David wrote back:

It's been there for 2–3 months. I bet owner has some of the story. I slow down and check out the current inventory on the lawn on my way back and forth to the Wicomico. Never stopped before. Nautical trivia and maritime antiques. Especially since the Far Reach Regatta, I have been looking out for double-ended small craft and I thought this one has great lines. The place was closed, so I didn't spend a lot of time crawling around it and didn't have a tape measure with me.

I found the shop online and called. No answer. After 25 years of making friends through the TSCA, I did the next best thing—I reached out to Pete Leshner, Chief Curator at Chesapeake Bay Maritime Museum with the comments and photos David sent. Pete knows boats and Pete knows about Log Boats, Pete knows me, so maybe he'll write back.

Pete wrote back:

I can't identify this type, and I agree that it looks like it may be carved from a tropical hardwood, but I can't be certain.

The steam-bent coaming is quite elegant, and resembles some that I have seen in regional types, like Delaware Duckers





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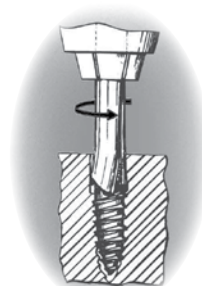
A number of years ago, the Museum Small Craft Association co-sponsored a log boats symposium at the North Carolina Maritime Museum, and it was evident that there are living traditions of dugout construction in various places around the world, including Central America (Belize, Panama), parts of Southeast Asia, central Europe, and elsewhere. I can't offer any meaningful speculation about which region this one might have come from.

I am copying a couple of my colleagues who attended that log boat symposium in case either of them can offer any more insight.

Sincerely,
Pete

David stayed the course and did get through to Dave of Calico Jacks. Pete was right, the log boat was not of North American origin. The boat was built in the 1930s from Honduras, and that's about all we know.

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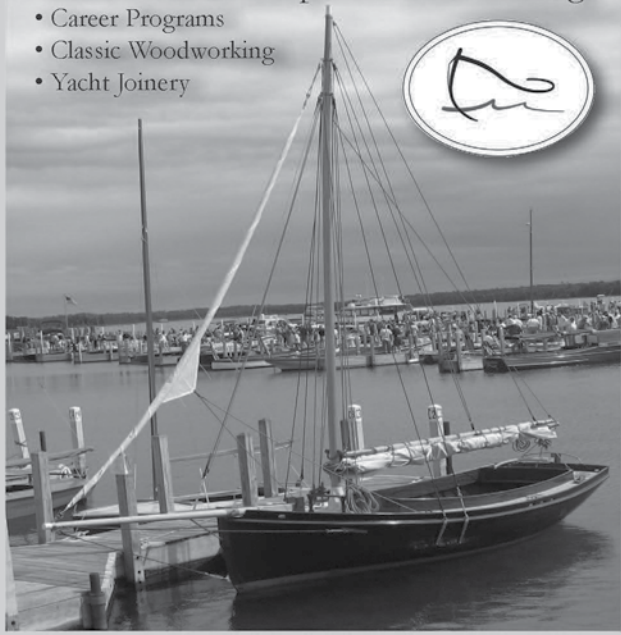

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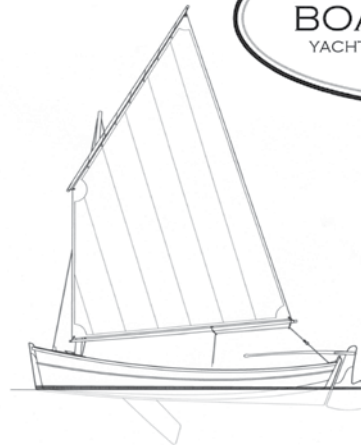


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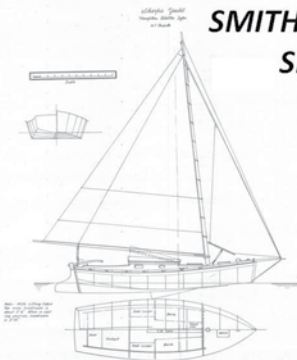
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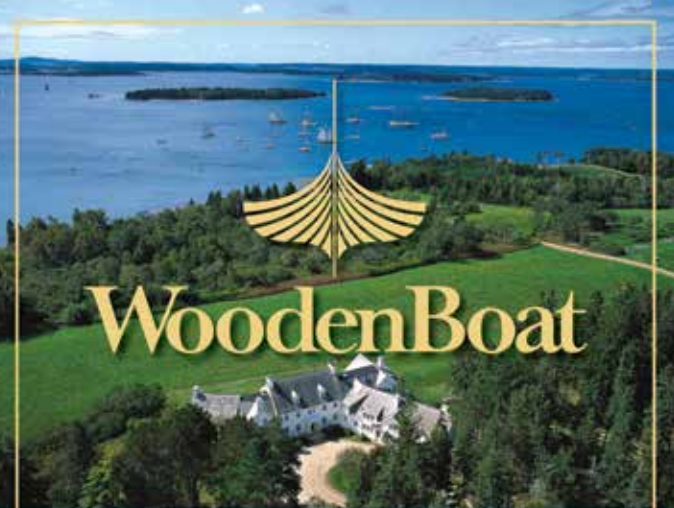
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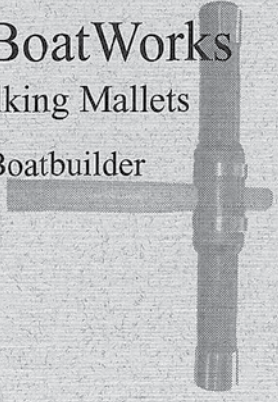



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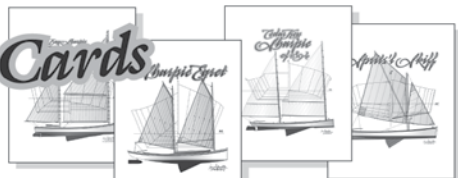
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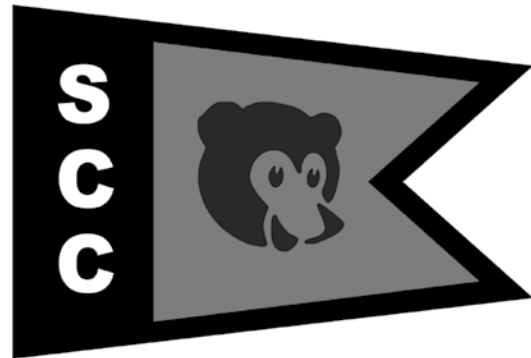


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The Ash Breeze

Summer 2017, Volume 38 Number 2

Editorial Deadline: May 15, 2017

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