

The Ash Breeze

Journal of the Traditional Small Craft Association

John Gardner Small Craft Workshop and Wooden Boat Show

IN THIS ISSUE

Building a Skiff

RIP Dick Wagner

Crystal River Sharkie

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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: Hello, Goodbye...

Marty Loken, President

As earlier presidents of TSCA have noted when passing the baton, “*Where did the time go?*” Our two-year hitch has zipped by in a flash, and we’d like to express heartfelt thanks to fellow officers, National Council members, and all of you for your enthusiasm, ideas, and dedication to the task of keeping TSCA alive and growing.

We first became involved in the Traditional Small Craft Association during its first phase in the 1970s, meeting John Gardner and others during the storied early days of the “wooden boat revival.”

TSCA’s long-term future wasn’t assured in those formative months, but by 10 years ago the organization had steadily grown to 24 regional chapters, expanding into the Southeast, Midwest, and West Coast from its original heartland in the Northeast. Today, we have 32 chapters, with 3 additional chapters in various stages of formation, so it’s likely that we’ll be three-dozen strong in a few more years, including at least one international chapter.

During our two years nominally at the helm—I stress “nominally” because TSCA is really run by others—we’ve been happy to help accomplish a few goals:

Online Presence — As so many aspects of our culture shift, especially the way we communicate with one another, it’s been important for TSCA to increase its social-media presence. In just a few years, we’ve built our Facebook page from zero followers to 3,400 and growing at press time.

Website Revamp — Websites of volunteer organizations like TSCA are always a challenge when it comes to care and feeding. Ours was in need of another refresh, and as this issue goes to press, Andy Wolfe and his crew at *The Ash Breeze* are putting finishing touches on the most substantial (and beautiful) update of the TSCA website...well, the best ever. Check it out at www.tsca.net.

New TSCA Small Boats Calendar — While it remains to be seen if future club officers will want to continue the effort, we helped launch the initial 2017 Small Boats Calendar, featuring some gorgeous images shot during regional TSCA messabouts and other on-the-water gatherings. While the press run was modest, we were delighted that the calendar made a small but positive contribution to the TSCA treasury—not easy in today’s publishing world.

Membership Growth — A lot of special-interest clubs formed decades ago, like TSCA, are challenged to sustain momentum as their membership ages...and TSCA is no exception. While many of our longtime members are now into geezerhood (I qualify at age 74),

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How to Build, and Not Build, a Simple Skiff



by Steve Brookman

Last year after I retired from 33 years of flying for the airlines, we needed to find a place to spend the next chapter of our lives. Since sailing, boat building, and a quiet rural life were high on our list, the rocky shores of Downeast Maine drew us in. We found an old farmhouse in Blue Hill, built in 1900, that defined “cattywampus.” It would need a lot of work, but the location combined with its small heated workshop and larger boat building shed about forced us to buy. My wife, Susan, was happy with the view, the garden, and the gnarly old maples shading the drive to the house. She sugars.

I wanted to be sure that we were “propah” Mainers, so I resorted to the old pilot technique of using a checklist:

- ✓ Maine driver’s license and plate
 - ✓ L.L.Bean flannel jeans and boots
 - ✓ Pickup truck with Gazetteer and big dogs
- Skiff

Oops, no skiff! We really should have one, as Blue Hill Bay is rather spectacular, begging to be explored. The simplest thing to do would be to buy an inexpensive used one. You see them for sale just about everywhere and many more listed in *Uncle Henry’s* (Maine’s weekly trading rag.) But one of the reasons we moved here was to build boats, so that’s what I intended to do.

While visiting a fellow TSCA member, David Wyman, checking out a 19’ canoe yawl of his own design, I spotted a nice little skiff propped up against the wall of his boat shed. (David is a naval architect, surveyor, maritime instructor, just an all-around boat guy.) He designed that skiff as well and offered to draw plans for me. A few weeks later, we worked out the details over a lunch of some mighty fine haddock chowder.

A design doesn’t get much simpler: cedar planks attached to a stem, bent around a center mold, then to a transom. Fasten the plywood bottom, gunwales, thwarts, and away you go. Of course that old devil is in the details. David worked those out

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RIP: Dick Wagner, Founder of The Center for Wooden Boats



by Marty Loken

The world of small boats lost a giant when our longtime friend Dick Wagner—founding director of The Center for Wooden Boats, enthusiastic supporter of TSCA, and a member of the Gardner Grant committee—died in late April at his floating home on Seattle’s Lake Union.

We were lucky to have a close relationship with Dick and Colleen during the early days of The Old Boathouse, their funky boat-rental business on Lake Union, before the “living museum” morphed into The Center for Wooden Boats in 1978, moving to the south end of the lake, organizing the first annual Lake Union Wooden Boat Festival, and continuing to grow and serve for the next 40 years...always inspired by Dick’s tireless vision.

Launching the CWB wasn’t easy; keeping it going was even harder, but Dick was an unstoppable force. We loved working with him during those early days and learned so much from both he and others involved in the founding days of the CWB, and have amazing memories of rowing, sailing, boatbuilding, sharing meals and a passion for small boats during those early days of the wooden boat revival.

Dick had some recent medical challenges, and he was 84, so it’s hard to say his death came as a complete shock, but the world of traditional small boats without Dick Wagner is... well, hard to accept or imagine. Our hearts go out to Colleen, their family, and countless friends.

My favorite personal memory was of a project Dick and I undertook 35 years ago, traipsing across the Puget Sound region together to document small boatbuilding shops for a presentation we made at the annual Small Boat Workshop at Mystic Seaport. I shot the photos, Dick interviewed the boatbuilders, and our presentation focused on traditional wooden boats of the Northwest, including then-contemporary builders. It was an amazing first trip to Mystic for me, during which we became acquainted with the legendary John Gardner, organizer of the event. By the end of our presentation, Dick had a lot of folks at Mystic ready to start building traditional Northwest-designed boats—his passion for the subject was that infectious.

In the wake of Dick’s passing, longtime Center for Wooden Boats supporter and board member Caren Crandell wrote the following tribute to Dick, which appears on the CWB website, www.cwb.org

“The Center for Wooden Boats’ navigator and true north, Founding Director Dick Wagner, passed away at home with his family on Thursday, April 20th. His was a life well lived.

“Dick was one of a kind. A man of uncommon perseverance, he believed profoundly in the power of people. He helped us imagine the unimaginable, inspiring us to whole-heartedly join the effort to create something brand new. A graduate of Columbia and Yale, he was trained as an architect and thought like an urban planner. Some people change skylines. Dick changed Seattle’s waterline. He showed us how to bring to life a stark shoreline by providing public access to the water. He showed us that a living museum could have mostly moving parts, and that everyone could be engaged in learning by doing. The goal was always to get a tool, an oar, a tiller, or a mainsheet in someone’s hand, so they could feel the wood, the water, or the wind as they discovered with amazement what they could do. That was learning, that was growing, that was living.

“Passing skills from one generation to the next, we were preserving the maritime heritage that is integral to human history in the Pacific Northwest. Dick believed in boats without barriers, serving our community across cultural and economic boundaries.

“With a track record of public benefit and creative vision, Dick positioned CWB as a leader in the maritime-heritage community. He profoundly influenced the evolution of Lake Union Park and the urban neighborhood at South Lake Union. Turn the clock back more than 30 years to CWB’s first days in South Lake Union. Scan the shoreline from Kenmore Air to Foss Maritime, and it would be unrecognizable but for the cedar-shingled boatshop ably performing every function a fledgling hands-on museum might need. Today, that boatshop is joined by another floating building and a new one on shore, all monuments to the enduring value of Dick’s vision. What Dick and his wife, Colleen, started in their home so many years ago has grown into a Seattle treasure and national destination, and the new building is fittingly named the Dick and Colleen Wagner Education Center. Years later, the State of Washington approached Dick to extend his vision and create The Center for Wooden Boats at Cama Beach State Park on Camano Island. Still later, King County Metro partnered with CWB to activate a new site near Gas Works Park in North Lake Union.

“As an unconventional community organizer and eloquent advocate for youth, Dick inspired a generation of community leaders. He was committed to democratizing the world of sailing and using wooden boats as a force for good. He

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Dock in St. Michaels, Maryland

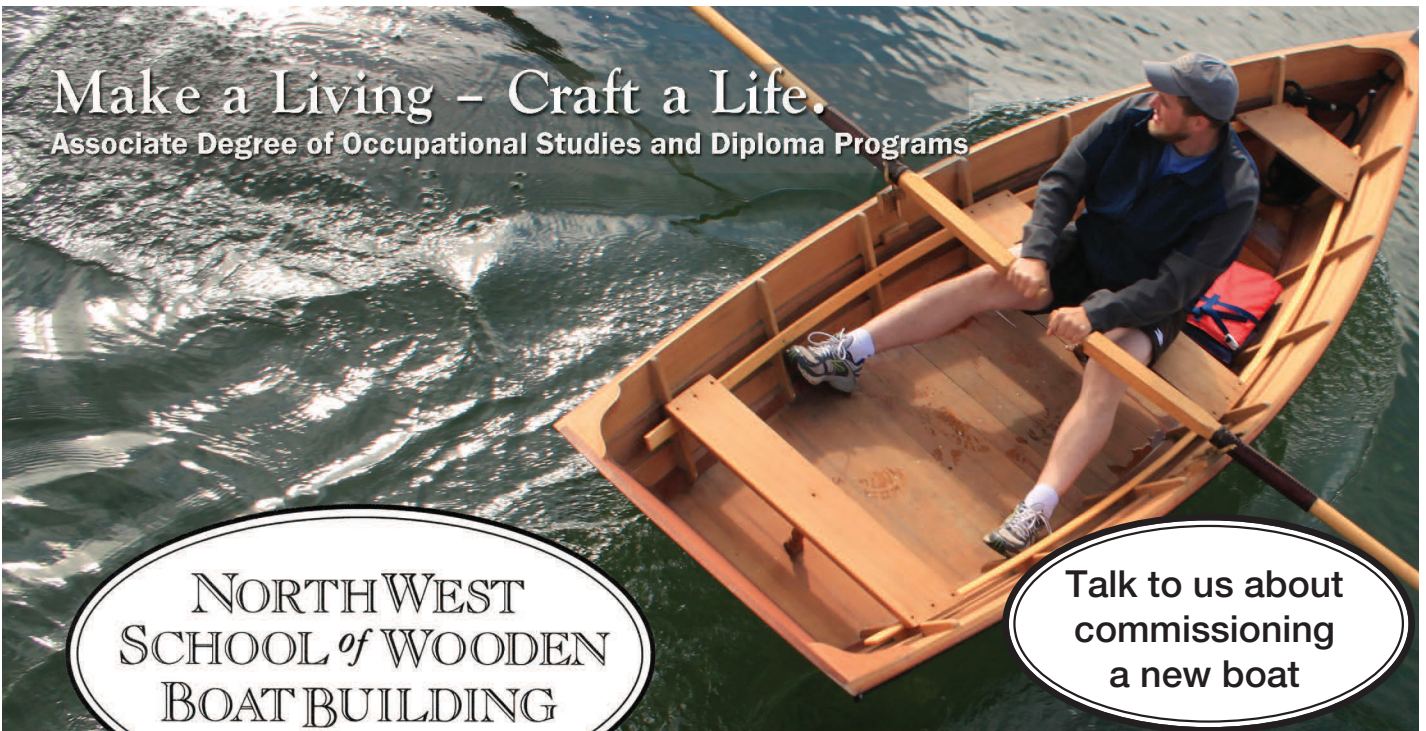
at the Chesapeake Bay Maritime Museum | 410-745-4946 | VH Channel 16 | cbmm.org/dock



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Sharkie

by Bill Whalen

After the Civil War, the small town of Crystal River fell into an economic lull. The population remained low. The “marine stores” market continued—lumber, turpentine, pitch, and pine tar continued to be shipped out of the region by river scows sailing to coastal deep water ports. The local sugar mill had made the proprietor¹ rich, but his home, his mill, and his scow were lost to the war.

Forty years later, around the turn of the century, storms from far away began to affect the economic climate of Crystal River. Over the course of ten years, these storms converged on Crystal River.

The modern history of Florida begins then with the arrival of Florida’s railroads. Famous names (of very rich men) loom large in this history. Henry Flagler, of course, is the most recognized for his railroad down the east coast, which eventually reached Key West. Henry Plant’s² Florida Southern Railway reached out to Florida’s west coast and arrived in Crystal River in 1889.

A doctor on the Florida panhandle, John Gorrie, experimented early in the 1800s with the mechanical making of ice. Dr. Gorrie was treating tropical diseases and discovered that cooling the patient was very important. Gorrie never perfected the mechanical ice maker, it was later—around the 1880s—when “ice machines” became practical.

The third side of the triangle was the invention and widespread use of the internal combustion engine. By the end of the nineteenth century, gasoline engines were replacing steam engines in factories, farms, and vessels.

Crystal River was rocked by these innovations. The railroad and the refrigerated car placed a demand on the fishing



Postcard from Tarpon (Port Aransas), TX. Seventeen or more skiffs being pulled. Note the rounded stern on the pull boat!

industry. The commercial fishing community needed to fill that demand, and fast!

Fishing in the area, up until then, was done from small craft powered by sail and oar. The CRBB was given a hulk of a typical 16’ fishing skiff. It was roughly—and ruggedly—built. She was wide and deep, made from 1½” planks. Her name, still visible on the transom, was *Gulf Girl*. We have quite a few models of such small fishing boats—they were common in the area.

Boats like these were needed to fill the demand for seafood. Powered boats were needed to move and service the small-boat fishing fleet. A boat with a powerful gasoline engine, mounted in a vessel with a large capacity ice chest, was needed to tow smaller boats to the fishing grounds and speed their catch back to the waiting railroad cars.

The powered mullet skiff—often called an ice boat, or a pull boat—was the solution to the problem. These boats were owned by the “fish houses”—to collect, process, and ship the products of the waters of the Crystal River coast. The fleets of small fishing boats harvested clams and oysters, trapped crabs, netted mullet and whiting, and long lined for grouper and other larger fish.

In Crystal River, the two major fish houses were the J.E. Stevens Company and the Miller Point Fish Company. These two companies shared a jetty on Kings Bay. A spur from the railroad came down this jetty and facilitated the quick processing and shipment of every sort of seafood. A crab meat canning industry still exists near this location.

The mullet skiff was usually about 36’ long with an 8’ beam. The length was needed for the 16’ long ice chest. The forefoot of the skiff was let in with a breakwater. The stem was made up of 4x4’s and rabbeted to receive the planking. They had a cross planked flat bottom.

The counter stern was rounded and completely overhung the rudder adding about 6’ of deck. While this may have been a remnant from the sailing skiff of the past, it facilitated hauling nets in over the stern.



Top: Postcard of a typical skiff early in the era of power—boats of wood, engines of iron.

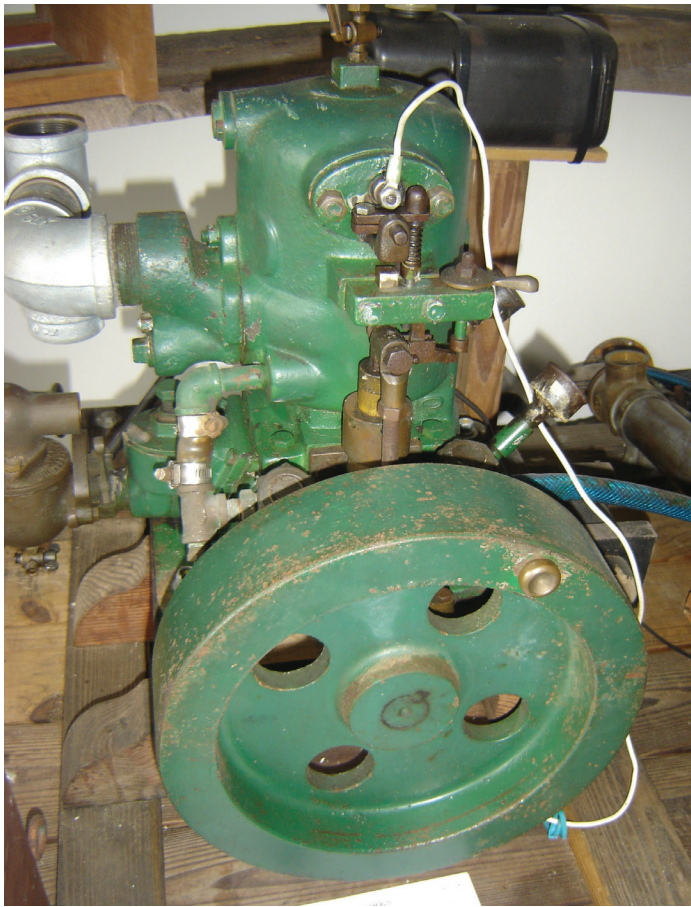


Middle: Heavily built fishing skiff, shown here mullet fishing with nets.



Bottom: Two commercial fish houses on a jetty into Kings Bay, Crystal River, FL. Note the railroad tracks between the two.





This is a 1907 single cylinder Acadia “make/break” engine, built in Nova Scotia.

The heart³ of the vessel was its “make/break” engine producing about 10 horsepower. The engine turned slowly; about 700 rpm was cruising speed. Torque was high, and the propeller was designed appropriately.

The “make/break” engine is a simple but elegant design. A battery and a coil make up the electrical system. One pin, driven up and down on a cam on the drive-shaft, opened and closed the spark circuit and also ran the water pump.

The engine was found well forward in the boat. The drive-shaft connected directly to the prop. There was no transmission. The “make/break” engine could run in either direction. By cutting the spark circuit and allowing the engine to slow almost to a stop—then reapplying the spark at the critical moment—the engine would reverse itself!

When the Crystal River Boat Builders Chapter of the TSCA was founded, it was decided that our mission would be to build replicas of the traditional small craft found along this part of the Gulf Coast. We went further—we would build using local materials, use fastenings proper to the period, and only use hand tools. We have successfully built a number of such replicas, and a number of models of other indigenous craft.

The point was reached in our mission to step into the era of power. We found descriptions of the powered skiff used by the

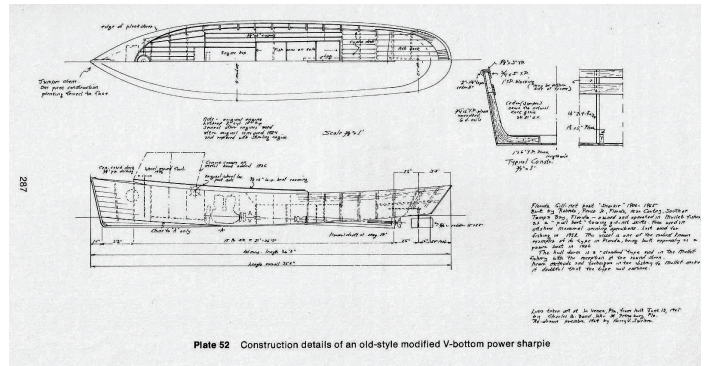
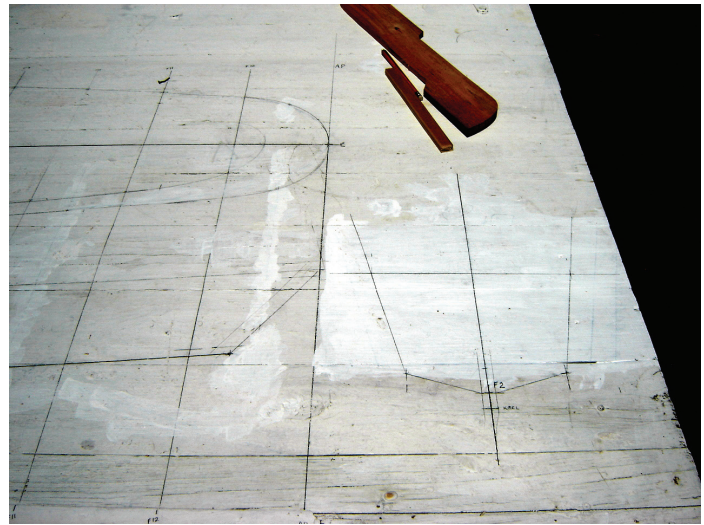


Plate 52 Construction details of an old-style modified V-bottom power sharpie



Top: Taken from Sucher's book *Simplified Boatbuilding: The V-Bottom Boat*

Bottom: The CRBB has become very familiar with lofting. We have lofted a 14' sharpie, a 36' scow, an 11' flatiron, and a 10' model of a sternwheel steamboat!

commercial fish houses. Pictures were discovered. A couple of models were built from these description and pictures. Then we actually found construction details of a “pull boat” named *Sharkie* built in 1906 by Perico Roberts in Cortez, FL. It was last used in 1965!

In 1965, the lines were taken by Charles W. Bond in St. Petersburg, FL.

This information (lacking a table of offsets) was found in Harry V. Sucher's book *Simplified Boatbuilding: The V-Bottom Boat*, Norton & Co, 1974. Sucher redrew the *Sharkie*'s lines in 1969.

Without a table of offsets, we took to the lofting floor and transcribed what lines we could from the construction details plate in the book. The original was 36'6" —most of that being a huge ice chest. We determined that we would build a 24' version of which a 4' model would be built.

To produce a table of offsets, lines were deduced from the drawing for a 1/6 (6') model of the 36' boat; those lines were

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Sharkie

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faired and a table of offsets (6') made up. This table was then expanded to another table of offsets (36'). Then the table of offsets (36') was then reduced all around to produce a table of offsets for a 24' boat. Then the table of offsets (24') was reduced to a 4' model table of offsets (4'). The 4' model was lofted and built and any changed points in fairing were transferred to the table of offsets (24'). The 24-footer is lofted now, and like Forrest Gump, that's all I'm gonna say about that.

The stem has been assembled from 4x4. The bearding line is drawn on it. The actual divining of planking arrival angles will come soon. This is a learning experience most of our members will not want to miss. We plan on having extra stock on hand for everyone to get a try with chisel and slick.

The lofting of each frame will be the next indoor project. The plan detail called for natural (juniper) knees at the bend of the bilge—this may not be possible for us. Some “Florida Cracker” engineering will be needed.

As of this time, we are almost certain that the hull will be double planked cypress with bedded muslin between.

There are a number of CRBB mechanics watching the shipwrights very carefully. This “black gang” can't wait to get the engine on board. Little do they know how closely they will have to work with the carpenters bedding the engine, boring the skeg for the shaft, and installing controls and hull fittings.

We are known for the camaraderie and spirit we bring to boat building. Visitors who stop to just to see what's going on often stay for hours. Many become members, but all become friends of the CRBB. The *Sharkie* build will be an attraction here in downtown Crystal River for many months to come! When launched into the waters of Crystal River, she'll be an attraction for many years!

1. Senator Levi Yulee lived near Crystal River. He wrote the articles of secession for Florida. The Yankees took his home, mill, and scow; later the Confederates tore up his railroad for the iron.

2. The Plant Mansion in Groton, CT, is the home of the John Gardner Chapter of the TSCA. Well, not the mansion but a nice building right on the shore of the Thames River.
3. Not quite a throbbing heart, more like a popping cork gun...

Top: Sharkie model—the boat will be 24' long and just under 8' wide.

Middle: Sharkie model detail showing icebox and stern deck.

Bottom: Here's the steering station and the engine box on the 4' model of Sharkie.



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John Gardner Small Craft Workshop At the Mystic WoodenBoat Show June 30–July 2, 2017

Once again Mystic Seaport is partnering with WoodenBoat and Traditional Small Craft Association to host the John Gardner Small Craft Workshop as part of the WoodenBoat Show. This national TSCA meet all happens on the Australia Beach where floats will be provided for our use. The Workshop will include TSCA member demonstrations, boats of all description, demonstrations of small boat skills, morning rows on Saturday and Sunday, and behind the scene guided access to the Seaport Museum's boat storage area. Find the registrations forms at mysticseaport.org calendar of events. Bunks are available on the Conrad.

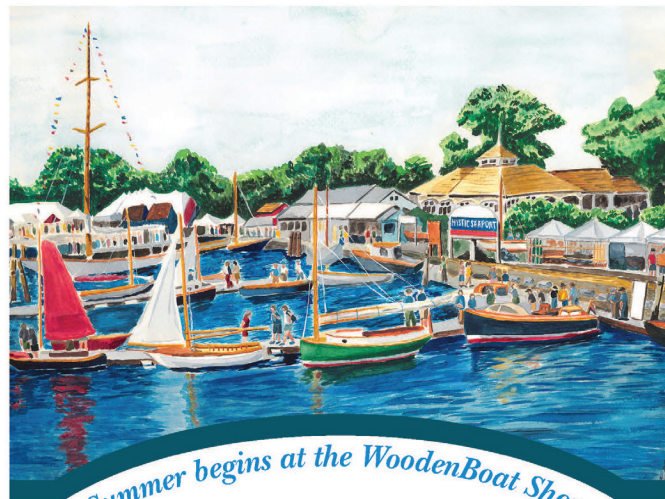
Workshop Activities

Mystic Seaport Boat House Livery: WoodenBoat has generously made the Boat House Livery available for you to try out a variety of rowing and sailing craft at no charge. Feel free to experience any or all of their beautiful collection of rowing boats. The Boat House will operate independently from the Workshop with their own rules.

Use of Participant's Boats: Workshop boats will be located on the beach or the floats at Australia beach to be available for use by others at the boat owner's discretion. Participants will need to oversee the use of their boats. To be consistent with the rules of the adjacent boathouse, the wearing of PFDs when boating is encouraged so please bring PFDs for yourself and your crew.



Australia Beach and the floating docks



THE 26TH ANNUAL WoodenBoat Show

June 30 – July 2, 2017

at Mystic Seaport in Mystic, Connecticut

Produced and presented by
WoodenBoat Magazine



www.thewoodenboatshow.com

Demonstrations and Workshops: Several workshops are planned on both land and water. Everyone is encouraged to attend. The presentations take place on Friday at 3 p.m., Saturday at 11 a.m., 1 p.m., and 3 p.m., and Sunday at 11 a.m. and 1 p.m. Contact Bill Rutherford at smallcrafter@gmail.com with ideas or to volunteer.

Morning Rows: Workshop attendees will cruise down the Mystic River to Mason's Island or up river to Old Mystic, depending on the wind and tide. We will gather at Australia Beach at 8 a.m. on Saturday and Sunday. Efforts will be made to place participants who did not bring a boat a place on another attendee's boat or a JGTSCA chapter-owned dory.

Mystic Seaport Small Boat Collection Open House: Ben Fuller will offer a guided tour of the Collection leaving from the TSCA Booth at Australia Beach at 3:30 p.m. both Saturday and Sunday afternoons. The Museum's Small Boat Collection is normally closed to the public, but will be open each day of the Show from 2:30 p.m. to 4:30 p.m. It is accessed through the loading dock doors in the rear of the Collections Building across from Latitude 41.

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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.tasca.net/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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Sail the Small Craft in St. Michaels, MD

If you are looking for a small craft boat livery in a perfectly quaint Maryland village this summer, stop in at The Chesapeake Bay Maritime Museum. Their fleet of small craft were built over the years through the Apprentice for a Day program. The fleet includes small wooden sailing skiffs, single and tandem kayaks, and rowboats that are perfect for singles, couples, or families. The museum is also offering private sailing lessons for folks interested in developing basic sailing skills.

The museum small craft rental program opened Memorial Day and operates on weekends and select weekdays through August 27. Boats will be launched from CBMM's floating docks, located near the Steamboat Building. Participation is limited by the number of boats available, with drop-ins welcome but reservations encouraged.

"We're a museum that brings people closer to the Chesapeake Bay, so getting people out on the water for a first-hand experience is absolutely central to our mission," said CBMM President Kristen Greenaway. "Come join us this summer and you too can mess about in boats that you'll find nowhere else."

"You can take one of our boats out for as little as one hour to an entire day," said CBMM Boatyard Program Manager Jennifer Kuhn. "For our guests, it's a unique chance to play around on the Miles River in a handcrafted wooden vessel."

The small craft boat rental program began in 2015 through the generous seed money support of donors to the Jim Greenaway Memorial Fund. The fund is named after CBMM President Kristen Greenaway's late father, an avid sailor, furniture manufacturer, and boat builder, who passed away in January 2015.

The program will be operating on weekends May 27 through June 18, and will expand to include Wednesdays through Sundays, June 21 through August 27. Hourly and daily rental reservations can be made from 10:00 a.m. to 4:00 p.m., with all boats returning to CBMM's docks no later than 5:00 p.m.

Private sailing lessons include up to four participants per session and are available to each participant at \$50 per hour, or \$250 per person for a full-day lesson from 10:00 a.m. to 4:00 p.m. Advanced registration is required for sailing lessons.

To rent a boat you must be 16 years of age or older, with minors accompanied by an adult, unless a boater safety certificate is presented. All participants must be physically able to get in and out of a small boat without assistance. Life jackets will be provided. In the event of small craft warnings or inclement weather, the programs will be canceled. Daily and hourly rates vary per vessel, with discounts to CBMM members; advanced reservations are encouraged by contacting Jennifer Kuhn at jkuhn@cbmm.org or 410-745-4980. To learn more, visit cbmm.org.



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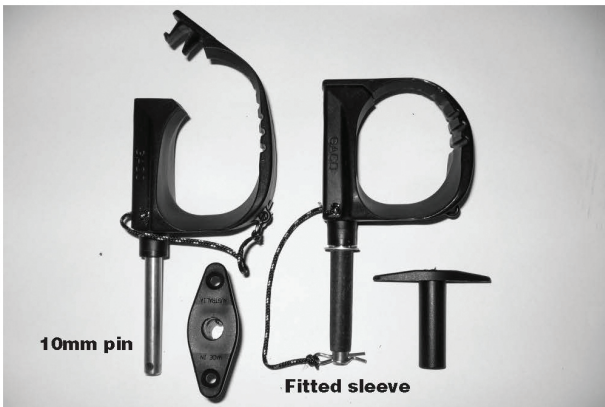
and while membership levels have ebbed and flowed a bit, we've been on a steady upward trend for several years, and we're proud to say that the organization is in the black—never by a huge margin, but doing just fine...with sincere thanks to our esteemed and super-efficient Treasurer, Bill Meier.

TSCA Wares — While we haven't spent a lot of time worrying about TSCA regalia, we've tried to help stimulate action on a new TSCA Store so that members have better access to items such as T-shirts, hats, and other such items. Very soon, again with terrific help from *Ash Breeze* Editor Andy Wolfe and his creative staff at Mariner Media, we will soon launch a new line of items that can be ordered directly on the revised TSCA website. Stay tuned for details here in the pages of *The Ash Breeze*, as well as on our website and Facebook page.

Going With the Flow — In the minds of some, the "problem" with the Traditional Small Craft Association has been the word "Traditional," which might suggest that if, as a prospective member, you don't own a vintage wooden Whitehall, or maybe

an Adirondack Guideboat or sailing peapod, you might not be fully embraced as a member of TSCA. Obviously, over the decades since the formation of the Traditional Small Craft Association, there's been terrific expansion in the world of small boats and a third wave of home building (following the first wave in the 1950s and a second flurry in the 1970s during the wooden-boat revival). With a wider range of designs becoming popular, the explosion of boat-kit production worldwide and the emergence of new building methods and materials, many traditional and non-traditional small-boat designs have hit the water, most in marine plywood vs. old-style plank-on-frame construction, with some bearing little resemblance to boats stereotypically associated with the founding days of TSCA.

During our time as an officer of TSCA, we've tried to acknowledge and celebrate the fact that TSCA is at its heart about *having fun on the water in small boats*. It is more important that we share that joy and bring along the next generation of small-boat enthusiasts than it is to stew over whether the boats we love are made of wood or fiberglass—and whether they are purely designs from the 1800s, or maybe just loosely inspired by designs from an earlier period.



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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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We aren't about to drop "Traditional" from TSCA, but let's be clear in saying that we are NOT a stuffy, mired-in-the-past yacht club expressly for owners of ancient and ultra-traditional wooden boats. We just love small boats and being on the water in them, and we warmly welcome new members who share an appreciation for traditional designs while maybe being on stitch-and-glue budgets vs. being able to afford a stereotypically classic wooden boat first designed in 1850. That's all: To thrive in the long-term future, we need to go with the flow.

There are lots of things we've failed to address during our brief time here, and maybe that's what you get with an all-volunteer army of officers and directors. We've loved our chance to serve, we deeply appreciate the work done by others on the team, and we encourage all of you to consider organizing events or otherwise playing a role in your local chapters. That's where TSCA is really happening—at the local chapter level—and that's where so many of you can make a difference.

So, thanks for belonging, and for helping enrich my time here as your temporary helmsman. Now get out on the water and have some fun!



WoodenBoat Show

continued from page 9

Saturday Night Dinners: On Saturday night, join The Rutherford's at their Stonington home (get directions at the TSCA Booth) or join other WoodenBoat Show participants in the River Room at Latitude 41 for a dinner honoring George Luzier of Sarasota, Florida (See WoodenBoat #66). Tickets must be purchased in advance of the Show by calling the WoodenBoat Store at 800-273-7447.

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A Seaford Skiff from the Mystic Boat Livery



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2017 North Carolina Maritime Museum Wooden Boat Show and the Beaufort (NC) Boatbuilding Challenge

by Norm Greisen

The 43rd annual North Carolina Maritime Museum Wooden Boat Show was held on May 6th in Beaufort, NC. The show was enjoyed by many participants and visitors. Wooden boats of all types were displayed around the Museum and Watercraft Center on the street, parking lots, and a lot next to the Center. The early May blustery winds with marine Small Craft Advisory conditions added to the nautical feel of the show. But due to the strong gusty winds, all water activities, including sailing and rowing, were cancelled for public safety. The children's activities included the building of small sailboats, which they sailed in a small pool.

In the Museum Meeting Room, the Carolina Maritime Model Society presented about 30 model boats of various types and sizes. The largest was a German U-boat (U-140), a collection English 18th- and 19th- century flagships, charter fishing boats, and the smallest model was a spritsail rigged sailing skiff.

One block from the Wooden Boat Show along Taylor Creek, the Beaufort Boatbuilding Challenge was conducted for the 10th consecutive year, and as in previous years, it drew a very large crowd of spectators. This popular event is presented by the N.C. Boatbuilding Heritage Foundation. This year there were 19 two-person teams building a 12-foot Carolina Bateau rowing skiff. The time limit was four hours, followed by racing in Taylor Creek to test the seaworthiness of the skiffs. The gusty wind conditions required the shortening of the rowing race and made for some very interesting rowing styles and strategies. The competition included teams from community colleges and local high schools and middle schools.

The 2017 Maritime Museum Wooden Boat Show and the Boatbuilding Challenge were very successful, fun-filled, and educational events.



Right Top: *The Maritime Museum's fleet of Spritsail skiffs in "Safe Harbor."*

Right Middle: *Boats displayed on Front Street.*

Right Bottom: *The seaworthiness race in Taylor Creek.*

More photos on next page.



Nominees for TSCA National Council 2017–2020

by Andy Wolfe

We have three nominees for three open seats on the National Council. Terms begin on July 1, 2017 and run until June 30, 2020.

John Weiss is a long-standing member of the TSCA and a dedicated servant of our peculiar organization. He lives in Edmonds, Washington, and is a founding member of Puget Sound Chapter. Locally, John served as chapter secretary and webmaster for 13 years (1997 to 2010). John has answered the call to serve the National Council three times between 2000 and 2015. And, he has two non-consecutive terms as TSCA president from July 2001–June 2003 and July 2008–June 2010. Additionally, John has been the National Chapter and Membership Coordinator since 2003.

Weiss is a retired U.S. Navy officer and currently spends his time globetrotting as a 747 captain. When his feet are on the ground, the seat of his pants is usually wet from messing about the waters of Seattle in his kayak and Adirondack Guideboat.

Suzan R. Wallace is a career teacher and visual arts educator. She met TSCA VP Roger Allen when she had the audacity to enter a DN (Detroit News) Class Iceboat, *Polar Bear*, in the Wooden Boat Show in Beaufort, NC. I'll bet Roger is still laughing up in Buffalo. Susan is a member of the Friends of the North Carolina Maritime Museum TSCA, Beaufort, NC.

Suzan has a lifetime of experiences with traditional small craft and bigger wooden boats too. She grew up sailing in the Great Lakes region. Suzan has extensive experience teaching sailing and has led many programs including the Marine Corps Camp Lejeune Sailing program. Her first boat was a Penguin that she restored at the tender age of 16...her life has never been the same. Suzan said, "My entire life has revolved around small boats and introducing folks to them." She is currently the steward of *Sparrow* a 22' Marshall catboat '73, *Ivory Belle* a trailerable Gunter-rig Penobscot 17', and a 10' Gaff-rig dink named *Twinkle*.

Peter J. Redston, a retired automotive executive, longtime sailor and backyard boat builder from the Long Island Sound, now lives in Inverness, Florida. He is a life member of the Crystal River Boat Builders chapter of TSCA. Peter cruised Long Island Sound, Cape Cod, New York harbor, and the Hudson River in his Atlantic City Catboat for over 25 years.

Peter said, "My boat building experience goes back to 1960 when I purchased an Alcott Sunfish wooden boat kit at a local hobby store." He has also built a 14' Swifty, a Penobscot 14, and two Puddle Ducks. And he has participated in the building of a number of small boats with his TSCA chapter. *Ash Breeze* readers may remember their most ambitious undertaking was the building of *The Spirit*, a 36' scow, entirely with hand tools.

Model display in the Museum's Meeting Room.



Some of the completed 12-foot Carolina Bateau rowing skiffs.



Calendar of Events

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

Mystic WoodenBoat Show

Jun. 30–Jul. 2, 2017
Mystic, CT

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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new events
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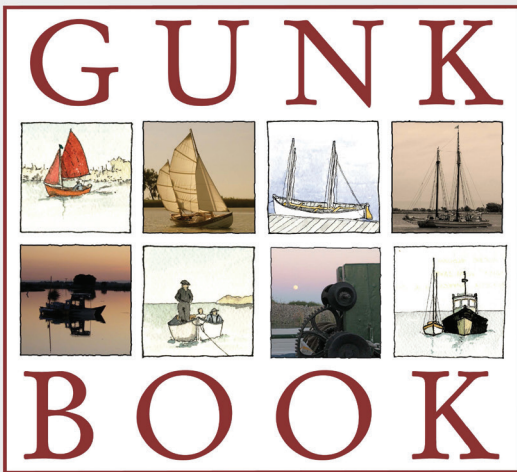
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Dick Wagner

continued from page 4

believed CWB should serve all members of the community, especially the young and those with special needs. He was most proud of our programs that serve homeless youth and people with physical challenges. He considered our free Sunday Public Sails a critical community service. There were so many important stories to tell, and a diverse collection of boats helped us tell those stories.

“Dick was famously serious about the most efficient way to sail boats with traditional rigs, and if you were smart, you would heed his advice. His intensity was matched by his impish sense of humor. A gifted writer, he delighted in unusual metaphors, sometimes nautical, sometimes celestial, sometimes structural in nature. As an architect and planner, he effortlessly produced surprising and inventive—even fanciful—solutions to old problems and answers to questions that no one else was asking. Upon hearing a well-told tale or witty remark, Dick’s eyes would sparkle, his whole face would crinkle with a wide grin, and a staccato giggle would burst forth. He was never without a pen and paper, or a napkin in a pinch, because the ideas were constantly flowing, the to-do lists were without end, and the boat sketches practically drew themselves. A man of refined tastes, he used to keep a bottle of good scotch in his desk drawer and occasionally raised a glass at day’s end with treasured friends, who were invariably devoted CWB donors and volunteers.

“Dick dreamed on a grand scale but delivered results on a human scale. He favored small boats that could be single-handed over large vessels. He favored deep, rich educational experiences that change lives over hosting crowds for brief visits with little lasting impact. He favored handwritten letters packed with personality and inspiration—and a Wagnerian doodle if you were lucky—over mass mailings generated by the miracles of technology.

“Ever the expansive thinker, even in the early days, Dick could be heard to say, ‘Today Lake Union, tomorrow the world!’ He wanted CWB to have the widest impact possible and do the most good for the most people. The community efforts that Dick helped bring to life from Oregon to Virginia to the Caribbean to St. Petersburg, Russia, seem to signal that tomorrow has arrived. Dick has left Seattle and the world a better place.”



Dick and Colleen Wagner at the groundbreaking of the new Center for Wooden Boats education center bearing their names.

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Skiff Building

continued from page 3

while stretching the length from 7' to 12' and even gave me a sheet full of hydrostatic calculations, which told me more about the skiff than I needed to know, or could decipher.

Before I start a build, I make a model to see how the parts might go together. It's much cheaper and quicker figuring out stuff on a 1" scale. That's not to say that there still isn't a fair amount of head scratching to be done working full size.

With David's approval, I modified his design slightly, removing the center bulkhead and buoyancy compartments under the fore and aft seats to open the skiff and eliminate possible maintenance issues. I added rigid foam, oak seat supports, and a black locust center keel runner for additional strength. The local hardware store had 14' lengths of WRC for the planks, which were attached to a stem of white oak that I had salvaged from a tree fall. Planks were glued and screwed with DAP polyurethane and bronze screws, 3/8" marine plywood was ring nailed to the bottom, covered with zynole/poly cloth and two coats of WEST epoxy, one clean, one thickened with microballoons and talc.

I opted for open gunwales as even simple skiffs should have them. I had never made them before, but John Brooks' *How to Build a Glued Lapstrake* book made it easy, providing a

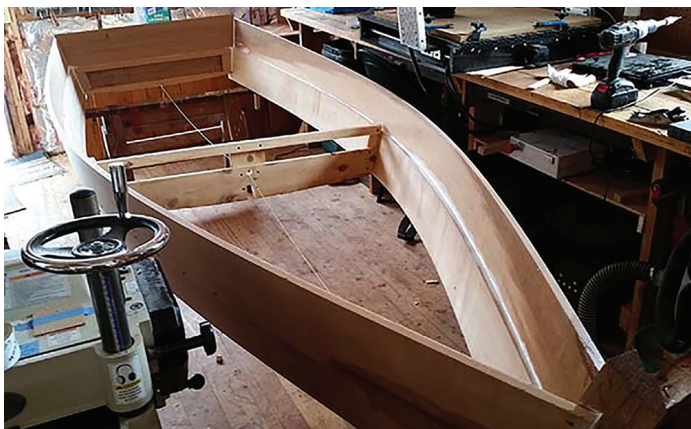
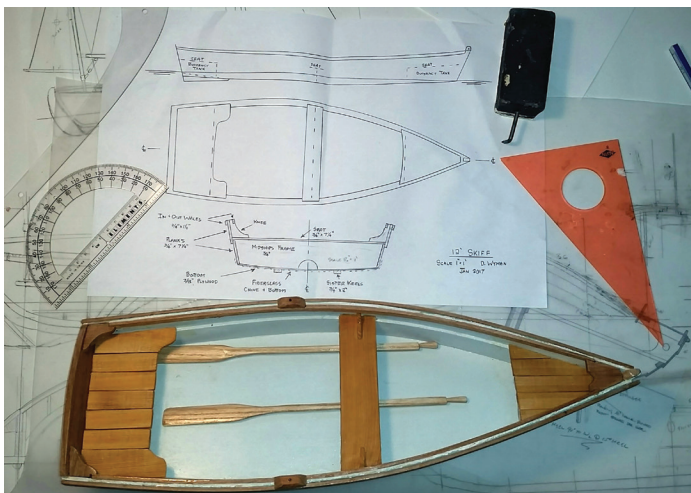
formula and a tool for spacing the blocks. Red oak was used for the inwales, quarter knees, and seat supports. I know it's not an ideal boat wood, but it's what I had in the shop. I used cherry for the transom and outwales, not to make it fancy, but once again, I had a few boards lying about.

The cedar planks got sealed with coats of boiled linseed oil, and when the weather finally got warm enough, a couple of coats of Kirby's topside paint. Interior just got good old Rustoleum. For the bottom, I used TotalBoat water-based JD Select. The cherry got rewarded with coats of Le Tonkinois tung oil because...that's what I had, and heck, it is cherry. Even a simple skiff can use a perk.

We launched her on a warm, for Maine, April day. Good news, she floated, didn't leak, and rowed nicely. It should be a "propah" skiff for exploring Blue Hill Bay with room for my wife and our two big dogs to crew. After all, that's why it was built.

Addendum—and a fess up:

A note of caution: While using only a center mold is a simple method to build a small boat, it makes keeping the shape a challenge. I was aware of this and kept checking the measurements. However, I have to confess to making a major goof. This project started in January in an unheated boat shed. After I got the lower planks on, I had it with the bitter Maine cold, and when I realized I could create a 12'6" space in my heated workshop, I enlisted Susan and we somewhat carefully carried the partially built boat there. Since the planks were 14', I quickly trimmed them to fit, and that is where I screwed up. You can measure all you want, but if your planks aren't the same length, it's not going to be accurate. Duh! I must have been myopic not to notice, but squeezed into that small space, I couldn't get a good view of the whole boat. That's my excuse anyway. I didn't catch the goof until I was putting on the second inwale and got that sickening feeling when I finally realized that one side was a good inch longer than the other. I was too far along at that stage to figure a remedy, so what we have is a simple skiff, albeit cattywampus, but with some nice cherry trim. Arghh! Maybe the next boat I build will be perfect! Ay-y uh.



WoodenBoat Show

continued from page 13

Workshop Logistics

Check in: Check in at the WoodenBoat Credentials Booth on Friday between noon and 5 p.m. and on Saturday between 7:30 a.m. and 10 a.m. It is located near the big anchor in the courtyard of the main entrance to Mystic Seaport. You will get a wristband that will give you access to the museum grounds for the weekend. Proceed to the TSCA booth at the Australia Beach (#12 on the map).

Load in and out of Boats: (Be sure to check in at the credentials booth first)

Car Top Vessels: You can drive onto the grounds of the Museum on Thursday 5–8 p.m., Friday from 6–9 a.m. and 6–8 p.m., Saturday from 7–9 a.m., and Sunday from 5–10 p.m. Access is through the Galley Restaurant Gate (just north of the main entrance to the Museum). Due to activity around the Show, the Shipyard gate will not be available.

Trailerred Vessels: You can also load in at one of the Mystic town boat ramps. The most convenient is Isham Street, directly south of the Mystic Seaport shipyard. Please obey local regulations and do not park your trailer or vehicle on Isham Street.

Forklift Assistance: There will be a forklift in the Shipyard on Saturday morning 7:30–8:30 a.m. and Sunday afternoon 5–6 p.m. to assist with launching and hauling. Your boat can be lifted by slings from the forklift, Mystic Seaport will provide the slings.

Trailer Parking: Please park your trailers at the Mystic Middle School, 204 Mistuxet Ave, Stonington, CT 06378. Offsite Trailer Parking maps will be at the Credentials Booth. This is a very busy weekend for the Museum, so there can be no trailer parking allowed in Mystic Seaport parking lots.

In addition to the TSCA demonstrations, there are always interesting programs to observe throughout the Seaport grounds, like the Oar Making demonstration by the participants at Rocking The Boat.



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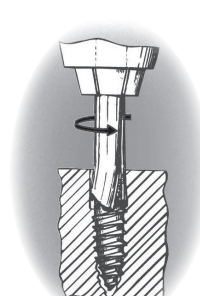
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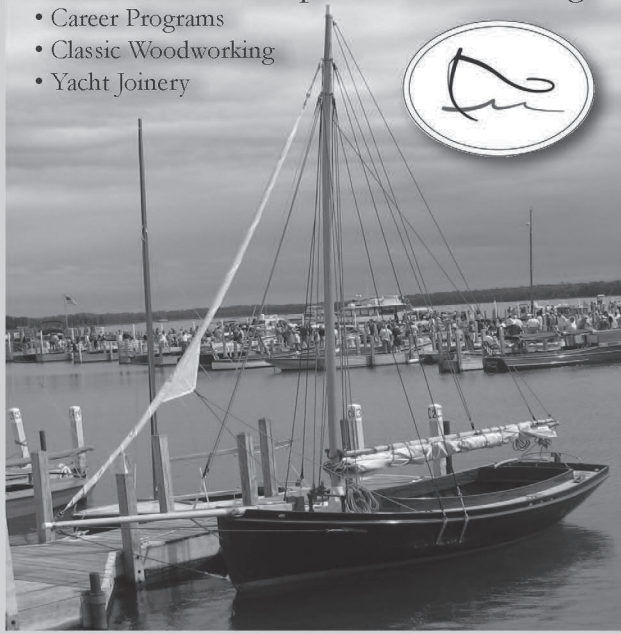

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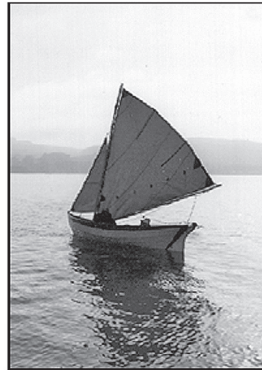
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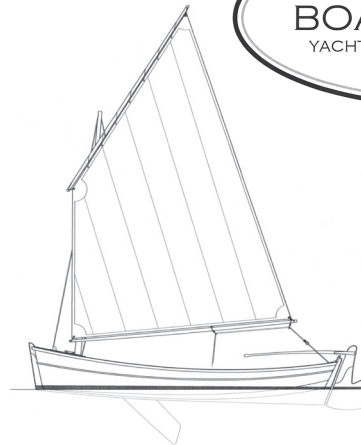


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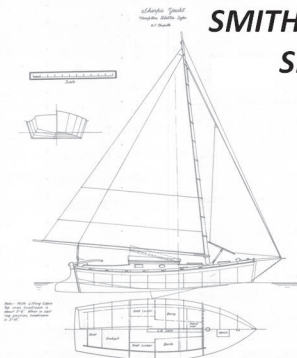
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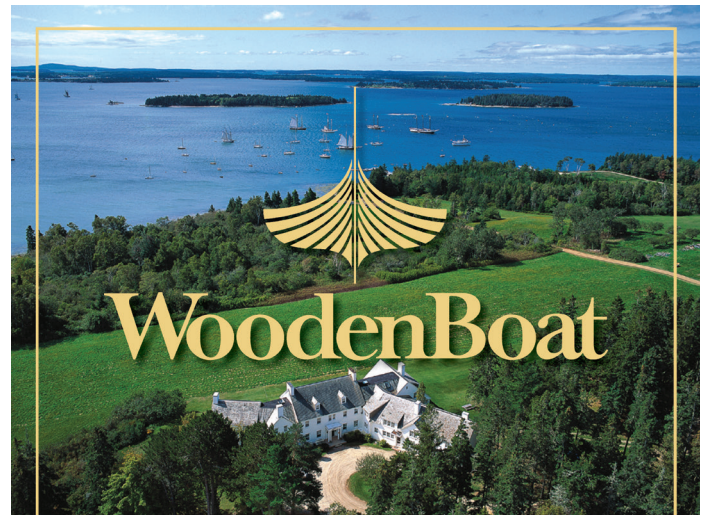
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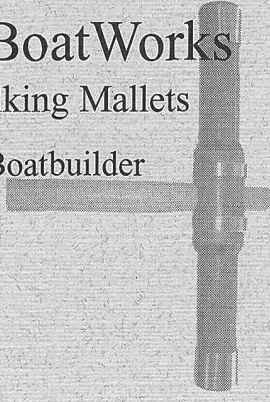


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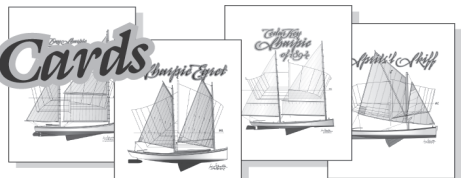
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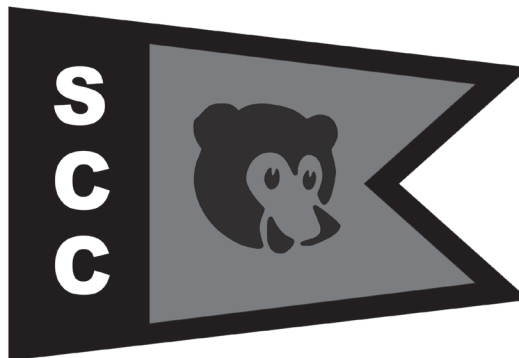


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Fall 2017, Volume 38 Number 3

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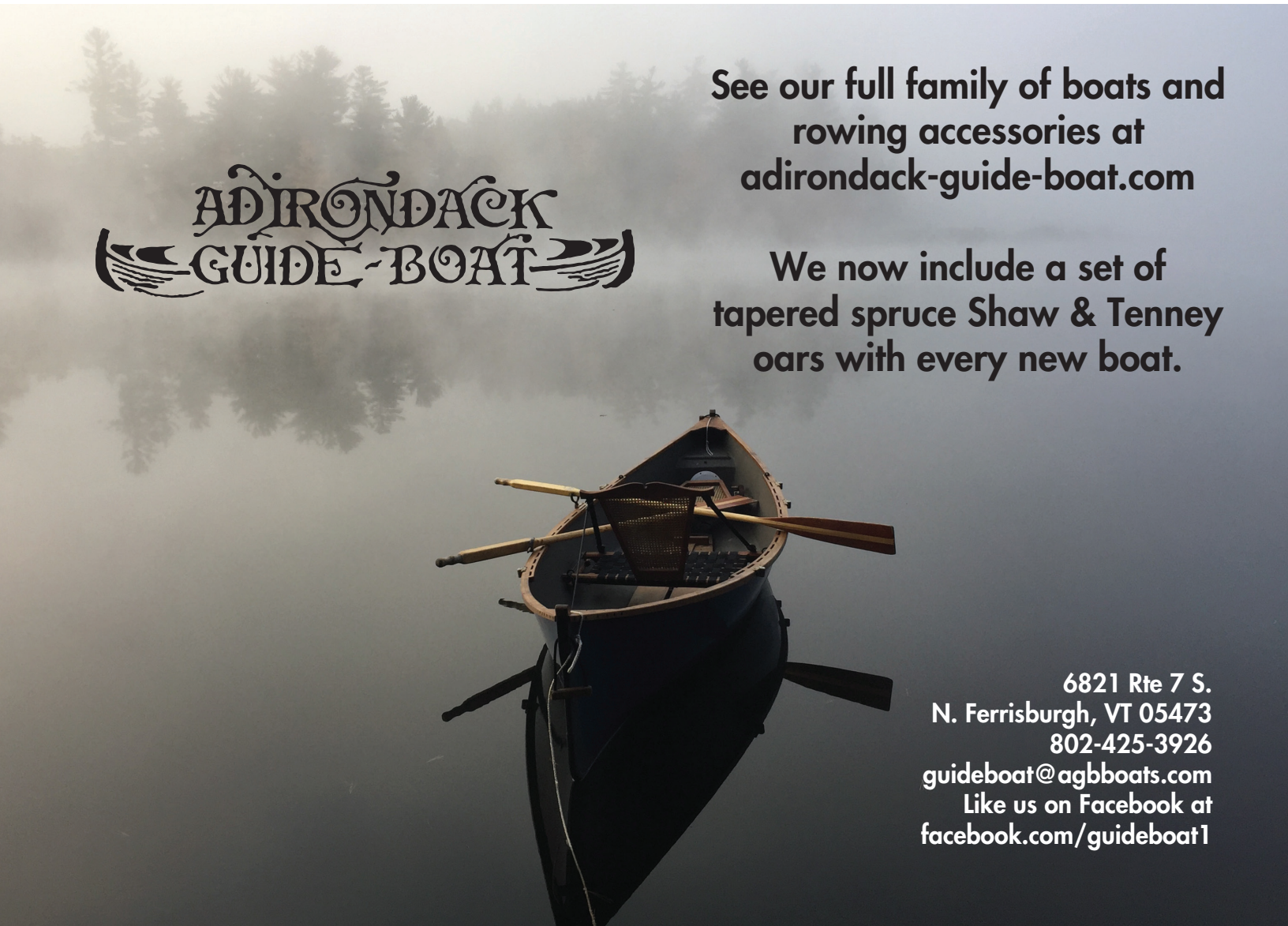


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